



**GLAMORGAN/SPRING BAY COUNCIL**  
**NOTICE OF PROPOSED DEVELOPMENT**

Notice is hereby given that an application has been made for planning approval for the following development:

**SITE:** **34 Franklin Street, Swansea**  
**CT 45778/2**

**PROPOSAL:** **3 lot Subdivision**

Any person may make representation on the application(s) by letter (PO Box 6, Triabunna) or electronic mail ([planning@freycinet.tas.gov.au](mailto:planning@freycinet.tas.gov.au)) addressed to the Chief Executive Officer. Representations must be received before midnight on 25 February 2026.

**APPLICANT:** **PDA Surveyors, Engineers & Planners**  
**DATE:** **26/11/2025**  
**APPLICATION NO:** **SA 2025 / 025**

# Application for Planning Approval

## Advice:

Use this form for all no permit required, permitted and discretionary planning applications including visitor accommodation, subdivision as well as for planning scheme amendment & minor amendments to permits.

Completing this form in full will help ensure that all necessary information is provided and avoid any delay. The planning scheme in clause 6.0 provides details of other information that may be required. A checklist of application documents is provided on page 4 of this form.

Often, it is beneficial to provide a separate written submission explaining in general terms what is proposed and why and to justify the proposal against any applicable performance criteria.

If you have any queries with the form or what information is required, please contact the office.

Details of Applicant and Owner			
Applicant:	PDA Surveyors, Engineers and Planners		
Contact person: (if different from applicant)	Robyn Bevilacqua		
Address:	127 Bathurst Street		
Suburb:	Hobart	Post Code:	7000
Email:	planning@pda.com.au	Phone: / Mobile:	6234 3217

*Note: All correspondence with the applicant will be via email unless otherwise advised*

Owner (if different from applicant)	Reuel Pty Ltd		
Address:			
Suburb:		Post Code:	
Email:		Phone: / Mobile:	

Details of Site <i>(Note: If your application is discretionary, the following will be placed on public exhibition)</i>			
Address of proposal:	34 Franklin Street and 8 Maria Street		
Suburb:	Swansea	Post Code:	7190
Size of site: (m <sup>2</sup> or Ha)	1349m <sup>2</sup> and 4160m <sup>2</sup>		
Certificate of Title(s):	45778/2 and 47401/1		
Current use of site:	Residential (single dwelling)		

**General Application Details** *Complete for All Applications*

Description of proposed use or development:	Subdivision into 3 lots	
Estimated value of works: (design & construction) The estimated cost is to include the cost of labour and materials using current industry pricing and is to include GST. You may be required to verify this estimate.	\$	
Is the property on the State Heritage Register? (Circle one)	<input type="checkbox"/> Yes / No	<input checked="" type="checkbox"/>

**For all Non-Residential Applications**

Hours of Operation	N/a
Number of Employees	
Describe any delivery of goods to and from the site, including the types of vehicles used and the estimated average weekly frequency	
Describe any hazardous materials to be used or stored on site	
Type & location of any large plant or machinery used (refrigeration, generators)	
Describe any retail and/or storage of goods or equipment in outdoor areas	

**Personal Information Protection Statement**

The personal information requested will be managed in accordance with the *Personal Information Protection Act 2004*. The personal information is being collected by Glamorgan Spring Bay Council for the purposes of managing, assessing, advising on, and determining the relevant application in accordance with the *Land Use Planning and Approvals Act 1993*(LUPPA) and other related purposes, including for the purpose of data collection.

The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations and it may also be made publicly available on the Council's website and available for any person to inspect in accordance with LUPAA. If you do not provide the information sought, Council will be unable to accept and/or process your application.

### Applicant Declaration

I/we hereby apply for planning approval to carry out the use or development described in this application and the accompanying documents and declare that:

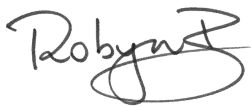
- The information in this application is true and correct.
- I/we authorise Council employees or consultants to enter the site to assess the application.
- I/we have obtained all copy licenses and permission from the copyright owner for the publication, communication and reproduction of the application and reports, plans and materials provided as part of the application and for the purposes of managing, assessing, advising on, and determining the application.

I/we authorise the Council to:

- Make available the application and all information, reports, plans, and materials provided with or as part of the application in electronic form on the Council's website and in hard copy at the Council's office and other locations for public exhibition if and as required;
- Make such copies of the application and all information, reports, plans and materials provided with or as part of the application which are, in the Council's opinion, necessary to facilitate a consideration of the application;
- Publish and or reproduce the application and all information, reports, plans and materials provided with or as part of the application in Council agendas, for representors, referral agencies and other persons interested in the application; and
- provide a copy of any documents relating to this application to any person for the purpose of assessment or public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.

You indemnify the Council for any claim or action taken against the Council for breach of copyright in respect of the application and all information, report, plan, and material provided with or as part of the application.

I/We declare that the Owner has been notified of the intention to make this application in accordance with section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Applicant Signature:		Date: 27/01/2026	
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### Owners Consent required if application is on or affects Council or Crown owned or administered land

I declare that I have given permission for the making of this application for use and/or development.

Council General Manager or delegate Signature:		Date:	
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If land affected by this application is owned or administered by the Crown or Council, then the written permission of the relevant Minister (or their delegate) and/or the General Manager must be provided. For Crown land, a copy of the instrument of delegation must be provided.

***It is the applicant's responsibility to obtain any owners consent prior to lodgement. Written requests for Council consent are via the General Manager. Request for Ministerial consent is to be directed to the relevant department.***

## Checklist of application documents:

*Taken from Section 6 of the Planning Scheme*

An application must include:

- ☒ a signed application form;
- ☐ any written permission and declaration of notification required under s.52 of the Act and, if any document is signed by the delegate, a copy of the delegation;
- ☒ details of the location of the proposed use or development;
- ☒ a copy of the current certificate of title for all land to which the permit sought is to relate, including the title plan; and
- ☒ a full description of the proposed use or development.

In addition to the information that is required by clause 6.1.2, a planning authority may, in order to enable it to consider an application, require such further or additional information as the planning authority considers necessary to satisfy it that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or a specific area plan, applicable to the use or development including:

- ☒ any schedule of easements if listed in the folio of the title and appear on the plan, where applicable;
- ☒ a site analysis and site plan at a scale acceptable to the planning authority showing, where applicable:
  - (i) the existing and proposed use(s) on the site;
  - (ii) the boundaries and dimensions of the site;
  - (iii) topography including contours showing AHD levels and major site features;
  - (iv) natural drainage lines, watercourses and wetlands on or adjacent to the site;
  - (v) soil type;
  - (vi) vegetation types and distribution including any known threatened species, and trees and vegetation to be removed;
  - (vii) the location and capacity and connection point of any existing services and proposed services;
  - (viii) the location of easements on the site or connected to the site;
  - (ix) existing pedestrian and vehicle access to the site;
  - (x) the location of existing and proposed buildings on the site;
  - (xi) the location of existing adjoining properties, adjacent buildings and their uses;
  - (xii) any natural hazards that may affect use or development on the site;
  - (xiii) proposed roads, driveways, parking areas and footpaths within the site;
  - (xiv) any proposed open space, common space, or facilities on the site; and
  - (xv) proposed subdivision lot boundaries;
- ☐ where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 as required by the planning authority showing, where applicable:
  - (xvi) the internal layout of each building on the site;
  - (xvii) the private open space for each dwelling;
  - (xviii) external storage spaces;
  - (xix) parking space location and layout;
  - (xx) major elevations of every building to be erected;
  - (xxi) the relationship of the elevations to existing ground level, showing any proposed cut or fill;
  - (xxii) shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites; and
  - (xxiii) materials and colours to be used on roofs and external walls.

## SEARCH OF TORRENS TITLE

VOLUME 47401	FOLIO 1
EDITION 4	DATE OF ISSUE 14-May-2025

SEARCH DATE : 27-Jan-2026

SEARCH TIME : 11.15 am

DESCRIPTION OF LAND

Town of SWANSEA

Lot 1 on Diagram [47401](#)

Derivation : Part of Lots 1 and 9 (Section G.) Gtd to R

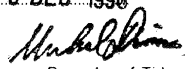
Makepeace and T Legg

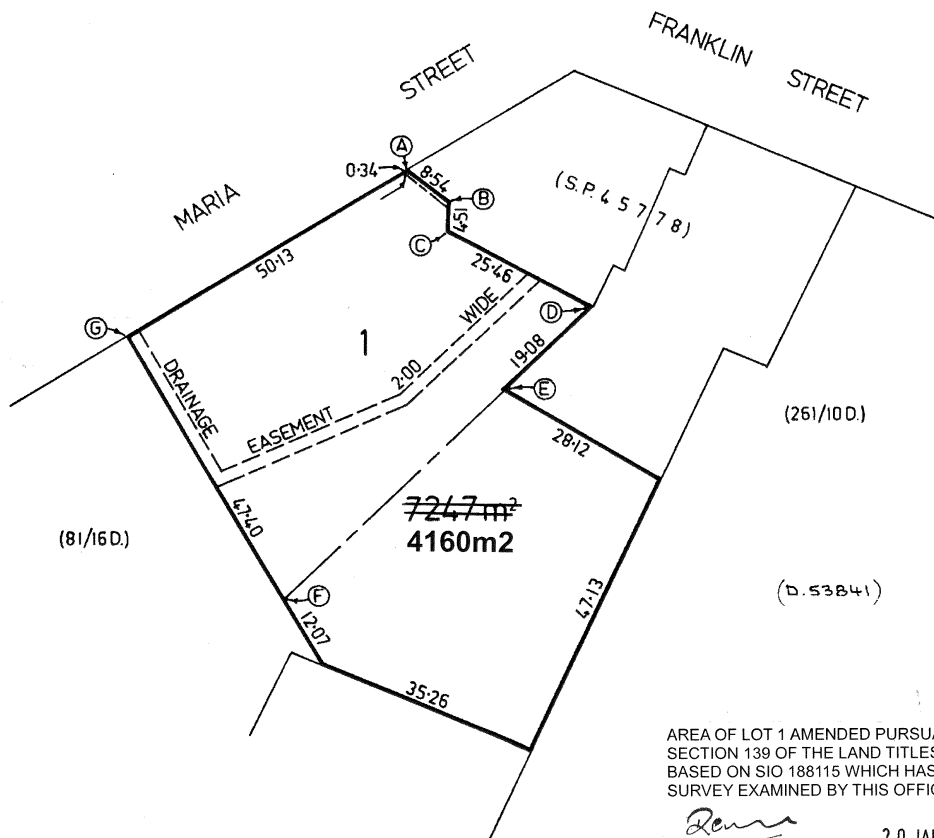
Prior CT [4727/70](#)SCHEDULE 1[N244613](#) TRANSFER to YUEHUA LUO Registered 14-May-2025 at  
noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP [45778](#) BURDENING EASEMENT: Right of drainage (appurtenant to  
Lots 1 and 2 on SP [45778](#) over the Drainage Easement 2.  
00 wide on D [47401](#)[E412808](#) MORTGAGE to Perpetual Trustee Company Limited  
Registered 14-May-2025 at 12.01 pmUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner:	<b>PLAN OF TITLE</b> of land situated in the <b>TOWN OF SWANSEA</b>  COMPILED FROM 11/16 N.S. & 194/1 D...  SCALE 1: 750      MEASUREMENTS IN METRES	Registered Number: <b>D.47401</b>
Title Reference: C.T.2651-86, C.T.2669-99 C.T.3024-38		Approved: 13 DEC 1990
Grantee:		 Recorder of Titles



AREA OF LOT 1 AMENDED PURSUANT TO  
SECTION 139 OF THE LAND TITLES ACT 1980  
BASED ON SIO 188115 WHICH HAS BEEN  
SURVEY EXAMINED BY THIS OFFICE.

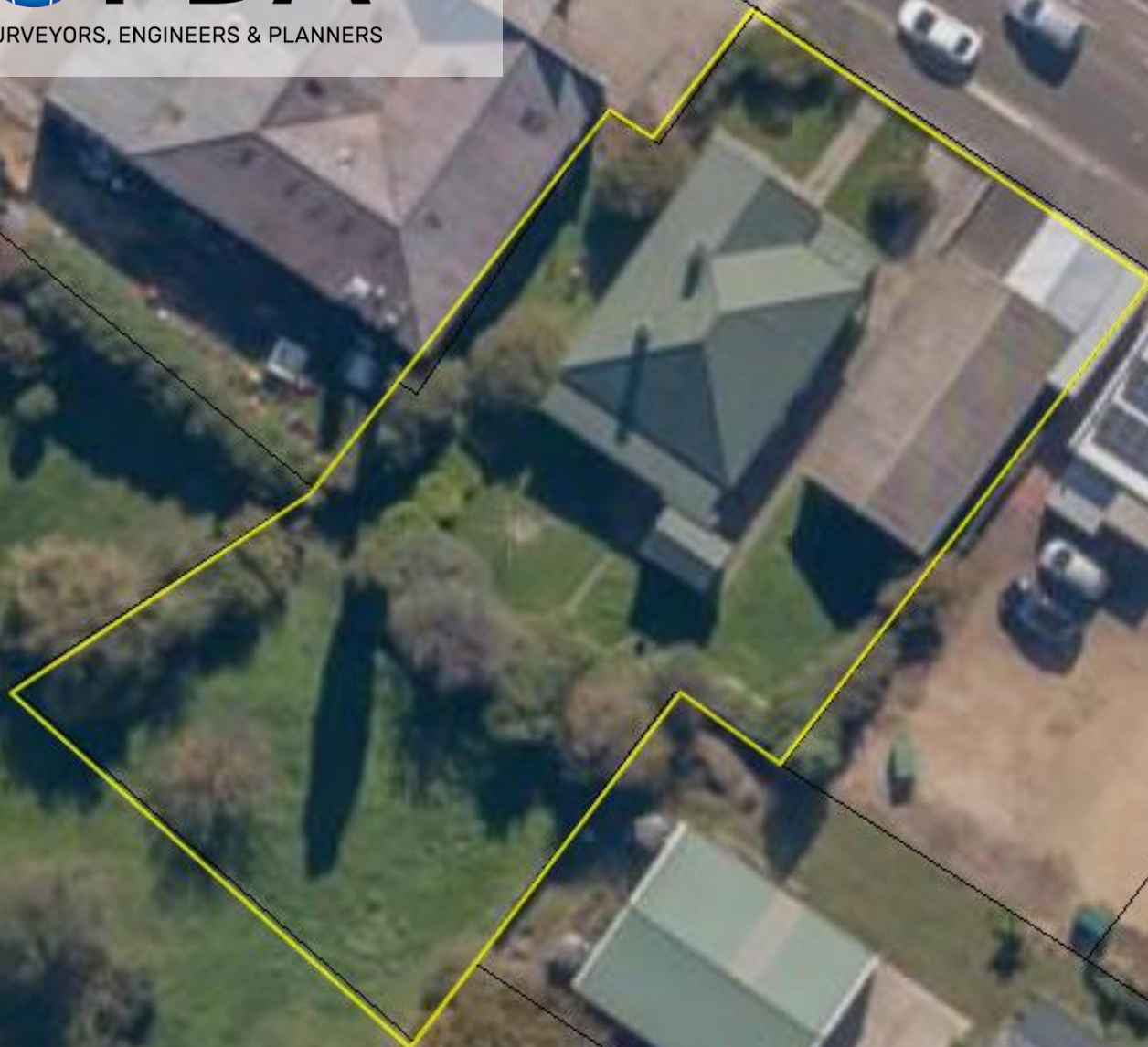
  
RECORDER OF TITLES      20 JAN 2025  
DATE





# PDA

SURVEYORS, ENGINEERS & PLANNERS



## PDA Planning Assessment

34 Franklin Street, Swansea  
Subdivision (3 lots)

54609BP | 25 November 2025



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## PDA CONTRIBUTORS

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## REVISION HISTORY

Revision	Description	Date
0	First Issue	25.11.2025
1		

## ENGAGEMENT & COSTS, FEES, CHARGES & INVOICING DIRECTIONS

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PDA Engineers, Surveyors & Planners has been engaged by Reuel Pty Ltd (the Permit Holder) to prepare documentation for a planning permit for a Subdivision (3 lots) located on land known as 34 Franklin St, Swansea. Any Permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation in order to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

## APPLICATION DETAILS

PROPERTY ADDRESS	34 Franklin St, Swansea
PROPOSAL	Subdivision (3 lots)

TITLE REFERENCE	45778/2
PID	5274692
ORDINANCE	Tasmanian Planning Scheme – Glamorgan Spring Bay
LOCAL SCHEDULE PROVISIONS	Not applicable to this application
LAND ZONING	14.0 Local Business
APPLICABLE CODES	C2.0 Parking and Sustainable Transport C3.0 Road and Railway Assets

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# 1. THE SUBJECT SITE

34 Franklin Street is a 1,342m<sup>2</sup> lot zoned Local Business with frontage to the main street of Swansea (Franklin Street). It is legally described as Lot 2 on Sealed Plan 45778 and is subject to a right of way (private) 2.6m wide appurtenant to Lot 1 on the Sealed Plan, which is the corner lot currently used as a service station (36 Franklin Street). There are no other easements or covenants on title.

The property is owned by Reuel Pty Ltd, PID 5274692.



Figure 1: 34 Franklin Street, Swansea (blue fill)

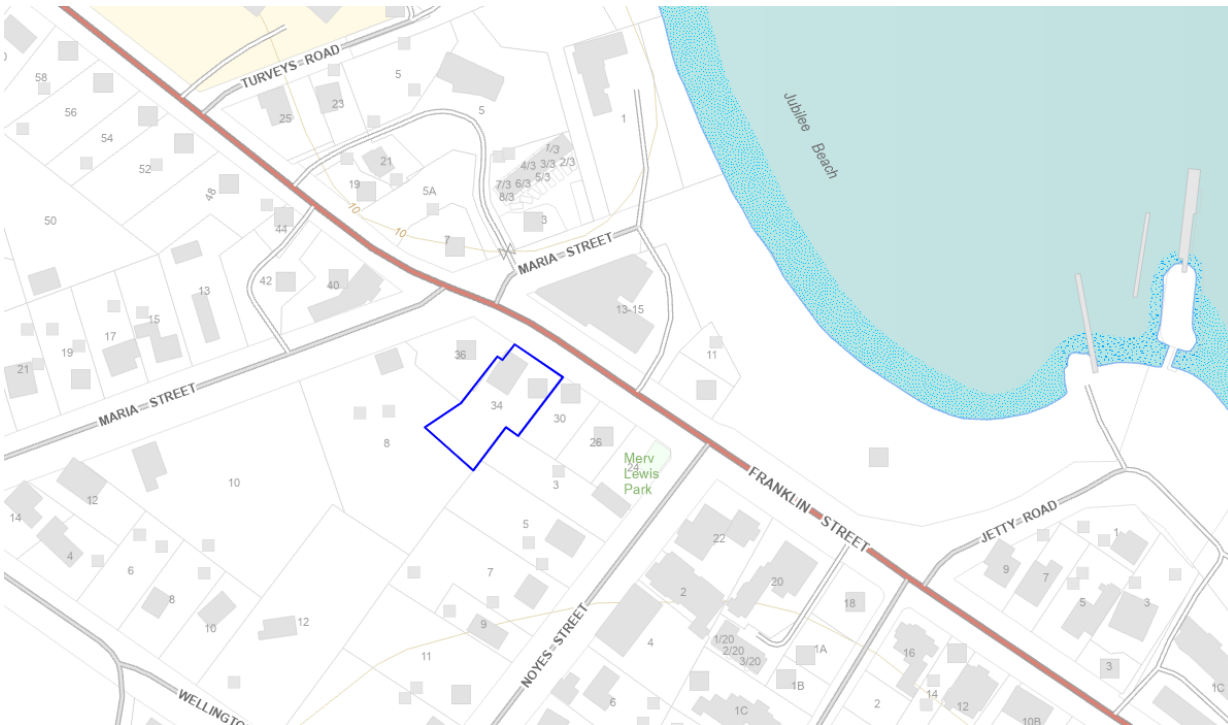


Figure 2: 34 Franklin Street, Swansea (blue outline)

## 2. EXISTING USE AND DEVELOPMENT

The lot supports a single dwelling, and a building (made of two conjoined buildings, one of which is a garage) that was used in the past for Business and Professional Services (lawyer's office). It is believed there are no existing use rights for the building.

There is a double crossover from Franklin Street to the property. There is a marked on-street carpark in front of the commercial building and another in front of the dwelling.

The lot is connected to mains water, sewerage and stormwater.

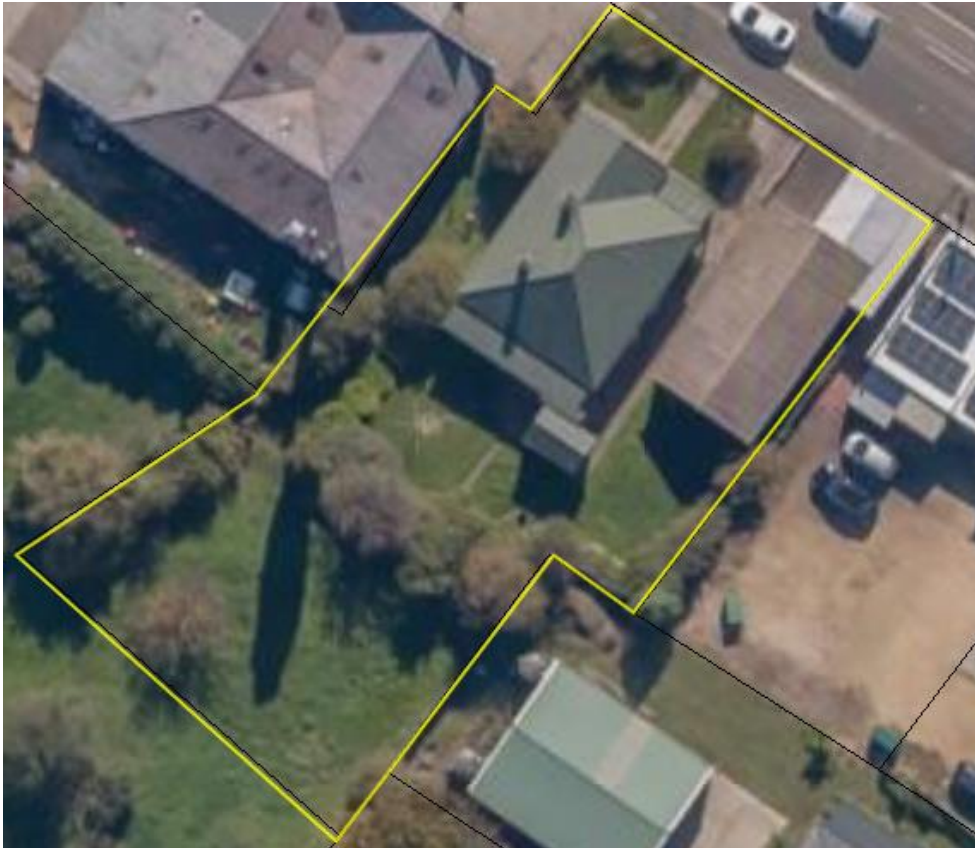


Figure 3: the two buildings on 34 Franklin Street Swansea. The dwelling on the left.



Figure 4: 34 Franklin Street, Swansea. Dwelling on the right. The building previously used for Business and Professional Services on the left. Two on-street carparks can be seen.



## Drainage

- The site is serviced with a reticulated stormwater system that services the local area.
- The site is serviced with a reticulated sewerage system that services the local area.

## Reticulated services

- Water reticulation is available to the subject site
- Sewer reticulation is available to the subject site
- Stormwater reticulation is available to the subject site

## Access

Access to the site is from Franklin Street, which is the main street of Swansea. It is part of the National/State Highway (Tasman Highway), owned by the Crown and maintained by the Department of State Growth.

# 3. THE PROPOSAL

The proponents are seeking to subdivide the land into three lots as shown in the Plan of Subdivision.

Lot 1: would be 491m<sup>2</sup> with 12.5m frontage to Franklin Street and include the dwelling. The new southern boundary will be 0.9m from the dwelling. Capacity for residential parking (two car parks) is provided behind the dwelling. An existing right of way on the northern boundary appurtenant to 36 Franklin Street will be carried forward to the new title. Lot 1 will benefit from a pipeline and drainage easement over Lot 3 for sewerage and stormwater at the rear of the lot. The existing stormwater has been upgraded to 150mm PVC. The existing sewer connection will be retained via the easement over Lot 3. An existing water connection from Franklin Street will be retained. A shed adjoined to the dwelling has been demolished.

Lot 2: would be 234m<sup>2</sup> with 6.9m frontage to Franklin Street. The existing buildings are proposed to be demolished. The stormwater and sewerage connections at the western end of the lot and the mains water connection to Franklin Street will be retained for Lot 2.

Lot 3: would be a 614m<sup>2</sup> internal lot including an access strip 4m wide and around 26m long, over which Lots 1 and 2 will have rights of way. Lot 3 will be subject to a drainage easement (variable width) for stormwater along its southern boundary to benefit Lot 2, and a pipeline and drainage easement (for sewerage and stormwater) along its northern boundary to benefit Lot 1. Lot 3 will connect to an existing stormwater pit near the southern boundary. A new sewer connection will be provided at the western end. Mains water will be connected from Franklin Street.

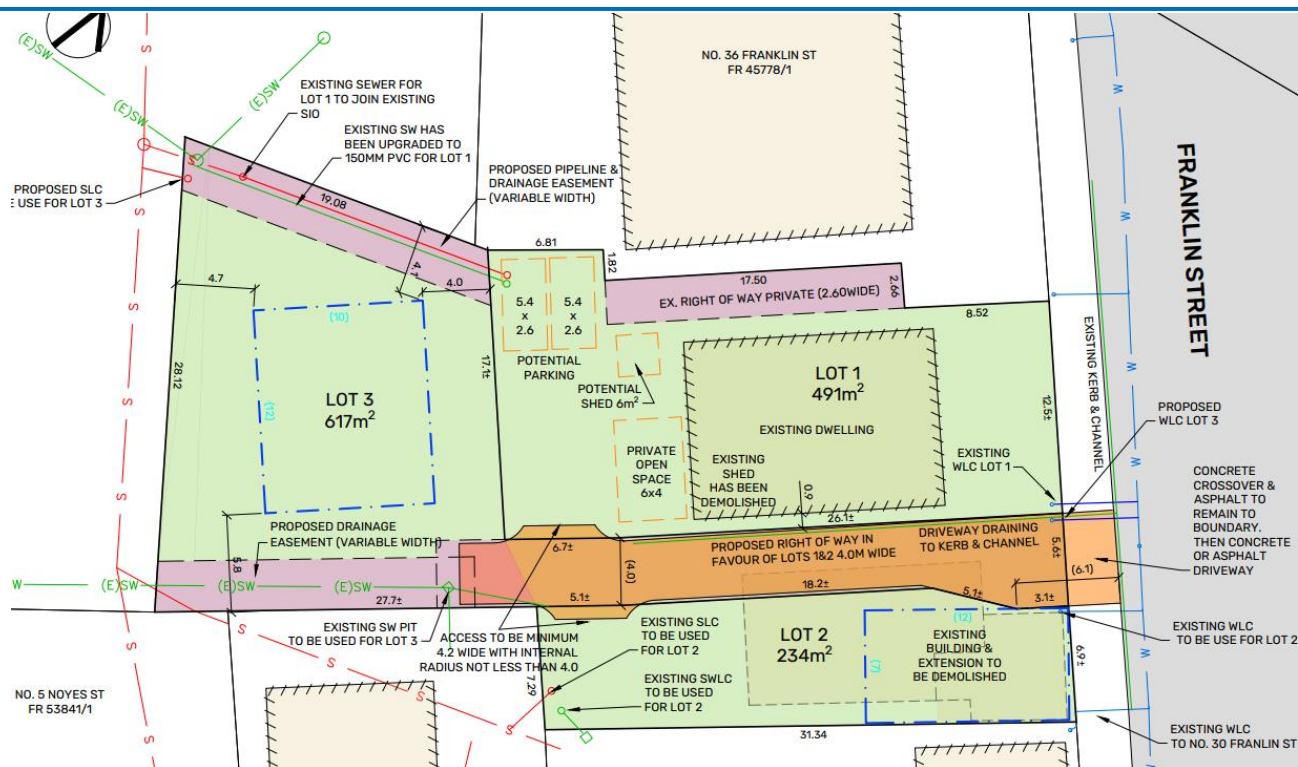


Figure 5: Plan of Subdivision.

PDA is applying to the Planning Authority on behalf of the owners to utilise its discretion and approve the development in accordance with the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993*.

## 4. SITE ANALYSIS

### Zone

The land is zoned: **Local Business**

### Surrounding Zones and Uses

All adjacent land is similarly zoned Local Business, apart from land to the southeast, adjoining at the southeast corner, which is zoned General Residential. The Local Business zone runs along both sides of Franklin Street, with General Residential land immediately behind/adjacent.

Adjoining uses are a chemist (General Retail and Hire) to the south and service station (Vehicle Fuel Sales and Service) to the north. Directly opposite is Morris' General Store IGA (General Retail and Hire). To the west is the large rear yard of a Local Business zoned lot that supports a single dwelling off Maria Street.

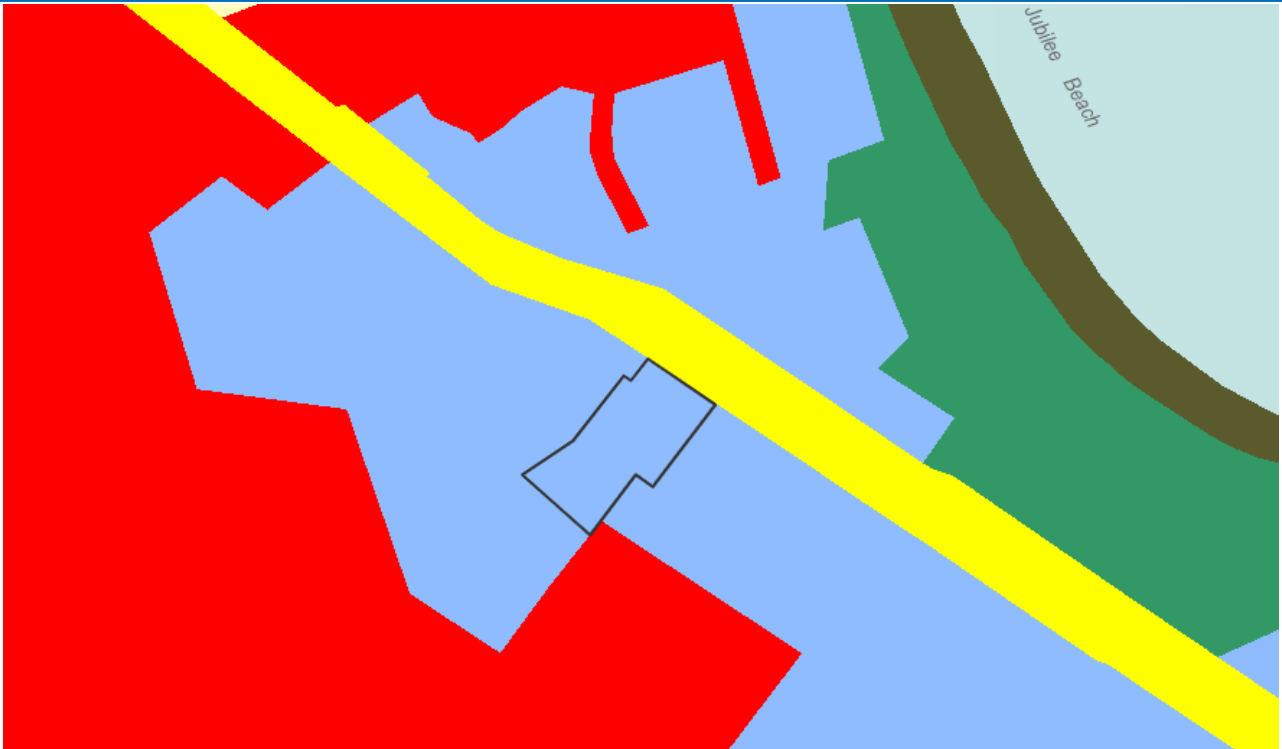


Figure 6: Zones - Local Business (blue), General Residential (red), Open Space (green). The road is zoned Utilities (yellow)



Figure 7: Surrounding development



## Tasmanian Heritage Register

Not listed on the Tasmanian Heritage Register but abuts properties that are. This does not impact the proposal.



Figure 8: Nearby properties that are listed on the Tasmanian Heritage Register (purple fill).

## Topography

The land is around 100m from Jubilee Beach and is virtually flat on around the 5m contour.



Figure 9: Hillshade view with contours

## Code Overlays

There are no statutory overlays on the site.

## 5. PLANNING SCHEME ASSESSMENT

The applicable planning instrument is the Tasmanian Planning Scheme. The subject land is zoned Local Business. Because subdivision does not need to be assigned a Use Class (clause 6.2.6). Clause 7.10 must be addressed.

The relevant sections of the Planning Scheme are listed below. The provision identifiers are provided and it is stated whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each one.

The clauses that are not applicable to the proposal have not been discussed.

## 6.2: Categorising Use or Development

Sub-clause 6.2.6 provides that development for subdivision, signs, land filling, retaining walls or coastal protection works are not required to be categorised into one of the Use Classes.

## 7.10 Development Not Required to be Categorised into a Use Class

Sub-clause 7.10.1 provides that development not required to be categorised into a Use Class *may be approved at the discretion of the planning authority*.

Sub-clauses 7.10.2 and 7.10.3 outline the issues the planning authority must consider when exercising this discretion and these are addressed below.

### 7.10.2:

*An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.*

#### Response

Adjoining uses include General Retail and Hire (chemist to the south and supermarket opposite), Vehicle Fuel Sales and Service (service station) to the north, and Residential (single dwelling) on one of the proposed lots and to the rear.

The subdivision of the site into three lots will not have a detrimental impact on those adjoining uses:

- One of the lots will remain residential in nature, at least in the short term.
- The other two lots will provide for a wide range of uses that are permissible in the Local Business zone. These uses include Business and Professional Services, Food Services, General Retail and Hire (No Permit Required), Community Meeting and Entertainment, Hotel Industry (Permitted), and Manufacturing and Processing, Resource Processing (if for food or beverage production), Service Industry, Storage, and Visitor Accommodation (Discretionary).
- This is a wide range of possible uses, all of which can be approved at an intensity that is in line with the pattern of surrounding development. Future use and development will be assessable at the development application stage.

The lots are large enough to provide for adequate off-street parking and are not anticipated to impact on the amenity of the main street.

It is considered that clause 7.10.2 is satisfied.

### 7.10.3:

*In exercising its discretion ... the planning authority must have regard to:*

- (a) the purpose of the applicable zone*
- (b) The purpose of any applicable code*
- (c) any relevant local area objectives*
- (d) The purpose of any relevant specific area plan.*



There are no local area objectives and there is no specific area plan applicable to this site. Therefore only (a) and (b) are relevant to the proposal. This section will look at the purposes of the zone and the two applicable codes.

(a) Purpose of the Local Business Zone

- 14.1.1 *To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.*
- 14.1.2 *To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
- 14.1.3 *To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
- 14.1.4 *To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

Response:

It is considered the proposal is in line with the purpose of the Local Business Zone.

The subdivision will increase the capacity of the site to provide for business, retail, administrative, professional, and community meeting and entertainment functions. Rather than the property providing only one (single dwelling) use, and one defunct use, there will be three lots, two of which will be available for re-development in line with the zone standards. It is noted the existing buildings on Lot 2 will be demolished, making way for a more attractive main street development.

The lot sizes are not dissimilar to many lots already along Franklin Street. 30 Franklin Street (chemist) is 593m<sup>2</sup>, 26 Franklin Street (gallery and café) is 580m<sup>2</sup>, 24 Franklin Street (public park) is 641m<sup>2</sup>, 11 Franklin Street (takeaway and restaurant) is 461m<sup>2</sup> and 44 Franklin Street (café) is 266m<sup>2</sup>.

The building area shown on Lot 2 extends across the street frontage providing capacity for active frontage and shop windows.

(b) Purpose of the applicable codes

C2.1 Purpose of the Parking and Sustainable Transport

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

The proposal complies with the code purpose in that it provides the appropriate level of parking for the existing dwelling and lots that are large enough to provide for parking onsite, depending on the uses proposed. Being situated in the main street results provides for easy access to future uses by walking or cycling. The Hobart – Bicheno bus service passes by. A safe and adequate access point that meets the relevant standards will be provided.

### C3.1 Purpose of the Road and Railway Assets Code

*C3.1.1 To protect the safety and efficiency of the road and railway networks; and*

*C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.*

The proposal is in line with the code purpose: the access point already exists and the use of the access will not intensify under this proposal. Intensification of use will be assessed at a future use and development application stage, depending on the uses proposed.

It is considered that clause 7.10.3 is satisfied.

As sub-clauses 7.10.2 and 7.10.3 are satisfied, the planning authority may approve the proposal provided it meets all the relevant zone and code standards.

The next sections will address those standards.

## 14.0 Local Business Zone

*The purpose of the Local Business Zone is:*

- 14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.*
- 14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
- 14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
- 14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

## 14.2 Use Table

Clause 6.2.6 of the planning scheme provides that subdivision does not need to be classified into one of the Use Classes.

## 14.3 Use Standards

Not applicable to subdivision.

## 14.4 Development Standards for Buildings and Works

### 14.4.1 Building height – Not applicable - no buildings proposed.

### 14.4.2 Setbacks

Objective	<p>That building setback:</p> <p>(a) is compatible with the streetscape;</p> <p>(b) does not cause an unreasonable loss of amenity to adjoining residential zones; and</p> <p>(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.</p>
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>Buildings must be:</p> <p>(a) built to the frontage at ground level; or</p> <p>(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p><b>P1</b></p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades;</p> <p>(b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;</p> <p>(c) the avoidance of concealment spaces;</p> <p>(d) the ability to achieve passive surveillance; and</p> <p>(e) the availability of lighting.</p>
<p><b>Response</b></p> <p>Assessment against this standard is required to address clause 14.5.1 A1(a)(i)a of the subdivision standards.</p> <p><b>A1(b) is met.</b></p> <p>The dwelling is in line with the service station to the north, meeting A1(b) for that side.</p> <p>The building to the south is going to be demolished as part of this application – therefore does not provide a setback for comparison.</p> <p>The building area on the plan of subdivision is aligned to the frontage which complies with A1(a).</p>	
<p><b>A2</b></p> <p>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone</p>	<p><b>P2</b></p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone,</p>

or Low-Density Residential Zone, of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.	Inner Residential Zone or Low-Density Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to the adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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#### Response

Assessment against this standard is required to address clause 14.5.1 A1(a)(i)a of the subdivision standards (see below).

#### **A2 is met.**

The subject site adjoins land zoned General Residential for a short distance (4.7m) on its southeast corner. The dwelling is around 25m from that boundary.

<b>A3</b> Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low-Density Residential Zone.	<b>P3</b> Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low-Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any proposed mitigation measures.
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#### Response

#### **Not applicable.**

No equipment proposed.

14.4.3 Design - Not applicable to this application

14.4.4 Fencing - Not applicable to this application

14.4.5 Outdoor storage areas - Not applicable to this application

### 14.4.6 Dwellings

<b>Objective</b>	To provide adequate and useable private open space and storage for the needs of residents.
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Acceptable Solution	Performance Criteria
<b>A1</b> <i>A dwelling must have private open space that is not less than:</i> (a) <i>24m<sup>2</sup> with a minimum horizontal dimension of not less than 4m; or</i> (b) <i>8m<sup>2</sup> with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.</i>	<b>P1</b> <i>A dwelling must be provided with sufficient private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining and entertainment.</i>
<b>Response</b> <b>A1 is met.</b> The dwelling on Lot 1 will retain the required area of private open space as shown on the plan of subdivision.	
<b>A2</b> <i>Each dwelling must be provided with a dedicated and secure storage space of no less than 6m<sup>3</sup>.</i>	<b>P2</b> <i>Each dwelling must be provided with adequate storage space.</i>
<b>Response</b> <b>P2 is met.</b> There is enough space on proposed Lot 1 to provide ample storage for the current residential use.	

## 14.5 Development Standards for Subdivision

### 14.5.1 Lot design

<b>Objective</b>	<i>That each lot:</i> (a) <i>has an area and dimensions appropriate for use and development in the zone; and</i> (b) <i>is provided with appropriate access to a road.</i>
Acceptable Solution	Performance Criteria
<b>A1</b> <i>Each lot, or a lot proposed in a plan of subdivision, must:</i> (a) <i>have an area of not less than 200m<sup>2</sup> and:</i> (i) <i>be able to contain a minimum area of 10m x 12m clear of:</i> a. <i>all setbacks required by clause 14.4.2 A1 and A2; and</i>	<b>P1</b> <i>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:</i> (a) <i>the relevant requirements for development of buildings on the lot;</i> (b) <i>existing buildings and the location of intended buildings on the lot;</i>



<p>(b) easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 14.4.2 A1 and A2;</p> <p>(c) be required for public use by the Crown, a council or a state authority;</p> <p>(d) be required for the provision of Utilities; or</p> <p>(e) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	<p>(c) the topography of the site;</p> <p>(d) the presence of any natural hazards; and</p> <p>(e) the pattern of development existing on established properties in the area.</p>
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### Response

A1(a) The smallest lot (Lot 2) will be 234m<sup>2</sup> – meeting the minimum lot size of 200m<sup>2</sup>.

- (i) Lot 3 has a building area of 12x10m. Lot 1 has an existing dwelling of more than 12x10m. However, Lot 2 has a building area of 12m by around 6.9m.
  - a. All the building areas are clear of the setbacks required by 14.4.2 A1 and A2.
  - b. All the building areas are clear of easements and other restrictions that may restrict development.
- (ii) The existing dwelling on Lot 1 is consistent with the setback required by 14.4.2 A1 and A2 (see sections above). The building/s on Lot 2 will be demolished. The building area shown on the plan of subdivision for Lot 2 is consistent with the setbacks required by A1 and A2.

Whilst all the other elements of A1(a) are met, the building area on Lot 2 is less than the required 12x10m (12 x 6.9m). Assessment is required against P1.

### **P1 is considered satisfied.**

The key test is that each lot must have *sufficient useable area and dimensions for its intended use*.

Lot 1 will support residential use and will be almost 500m<sup>2</sup> (491m<sup>2</sup>). Whilst this is likely smaller than the average residential lot in Swansea, it is not a residential zoned lot. If the zone were General Residential, the lot size provided by the acceptable solution is 450m<sup>2</sup>. Therefore, a 491m<sup>2</sup> lot is clearly considered by the planning controls to be sufficient for residential use. The required carparking, private open space and capacity for storage is more than adequately provided.

Lot 2 is the smallest of the lots and will likely be employed for commercial use in line with the purpose of the zone. Whilst the smallest of the lots, it is still bigger than the minimum required by the acceptable solution (200m<sup>2</sup>). The width of the building area is less than provided under the acceptable solution. However, it is considered that at almost 7m it provides ample space for a business to provide pedestrian access with an active street frontage. The previous business (which will be demolished) spanned only 6m across the frontage. There is capacity for parking to be provided behind the building line.

<p>Lot 3 is the largest of the lots and may be employed for a variety of uses permissible in the zone. It has the required building area, free of easements and other restrictions. It will also be able to provide onsite parking to a future use.</p>	
<p><b>A2</b></p> <p><i>Each lot, or a lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.</i></p>	<p><b>P2</b></p> <p><i>Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</i></li> <li><i>(b) the topography of the site;</i></li> <li><i>(c) the functionality and useability of the frontage;</i></li> <li><i>(d) the anticipated nature of vehicles likely to access the site;</i></li> <li><i>(e) the ability to manoeuvre vehicles on the site;</i></li> <li><i>(f) the ability for emergency services to access the site; and</i></li> <li><i>(g) the pattern of development existing on established properties in the area.</i></li> </ul>
<p><b>Response</b></p> <p><b>A2 is met.</b></p> <p>Lot 3 does not have street frontage, but is accessed via a 4m wide right of way with a 3.6m wide carriageway.</p>	
<p><b>A3</b></p> <p><i>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.</i></p>	<p><b>P3</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the topography of the site;</i></li> <li><i>(b) the distance between the lot or building area and the carriageway;</i></li> <li><i>(c) the nature of the road and the traffic; and</i></li> <li><i>(d) the pattern of development existing on established properties in the area.</i></li> </ul>

<p>Response</p> <p><b>A3 will be met.</b></p>
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#### 14.5.2 Services

Objective	That the subdivision of land provides services for the future use and development of the land.		
Acceptable Solution	Performance Criteria		
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <p>(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or</p> <p>(b) be connected to a limited water supply service if the frontage of the lot, is within 30m of a connection to a limited water supply service,</p> <p>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p>P1</p> <p>No Performance Criterion.</p>		
<p>Response</p> <p><b>A1(a) is met.</b></p> <p>Each lot will be connected to mains water from Franklin Street as shown in the plan of subdivision.</p>			
<p>A2</p> <p>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.</p>	<p>P2</p> <p>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 wastewater treatment system adequate for the future use and development of the land.</p>		
<p>Response</p> <p><b>A2 is met.</b></p> <p>Each lot will be connected to reticulated sewerage to the rear of the lot as shown in the plan of subdivision.</p>			
A3	P3		

<p><i>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.</i></p>	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the size of the lot;</i></li> <li><i>(b) topography of the site;</i></li> <li><i>(c) soil conditions;</i></li> <li><i>(d) any existing buildings on the site;</i></li> <li><i>(e) any area of the site covered by impervious surfaces; and</i></li> <li><i>(f) any watercourse on the land.</i></li> </ul>
<p><b>Response</b></p> <p><b>A3 is met.</b></p> <p>Each lot is capable of connecting to the reticulated stormwater system, as shown on the plan of subdivision.</p>	

## GSB Local Provisions Schedule

Not applicable to this application.

## C2.0 Parking and Sustainable Transport Code

### C2.1 Code Purpose

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

## C2.5 Use Standards

### C2.5.1 Car parking numbers

Objective	That an appropriate level of car parking spaces are provided to meet the needs of the use.
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) 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;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where:             <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</li> </ul> </li> </ul> <p><math>N = A + (C - B)</math></p> <p><i>N = Number of on-site car parking spaces required</i></p> <p><i>A = Number of existing on-site car parking spaces</i></p>	<p><b>P1.1</b></p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</li> <li>(b) the ability of multiple users to share spaces because of:             <ul style="list-style-type: none"> <li>(i) variations in car parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(g) the effect on streetscape; and</li> <li>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development, or</li> </ul> <p><b>P1.2</b></p>



<p><i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i></p> <p><i>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i></p>	<p><i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the nature and intensity of the use and car parking required;</i></li> <li><i>(b) the size of the dwelling and the number of bedrooms; and</i></li> <li><i>(c) the pattern of parking in the surrounding area.</i></li> </ul>
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#### Response

#### **A1 is met.**

The dwelling will retain two carparking spaces. There is no other use or development existing or proposed on the site. Subdivision does not generate a parking requirement.

C2.5.2 Bicycle parking numbers - Not applicable to this application

C2.5.3 Motorcycle parking numbers - Not applicable to this application

C2.5.4 Loading Bays - Not applicable to this application

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone - Not applicable to this application

## C2.6 Development Standards for Buildings and Works

### C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard.	
Acceptable Solution	Performance Criteria	
<p><b>A1</b></p> <p><i>All parking, access ways, manoeuvring and circulation spaces must:</i></p> <ul style="list-style-type: none"> <li><i>(a) be constructed with a durable all weather pavement;</i></li> <li><i>(b) be drained to the public stormwater system, or contain stormwater on the site; and</i></li> <li><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></li> </ul>	<p><b>P1</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the nature of the use;</i></li> <li><i>(b) the topography of the land;</i></li> <li><i>(c) the drainage system available;</i></li> <li><i>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</i></li> <li><i>(e) the likelihood of generating dust; and</i></li> <li><i>(f) the nature of the proposed surfacing.</i></li> </ul>	

#### Response

#### **A1 is met.**

The crossover already exists and is constructed of concrete and then asphalt (footpath). The driveway will be constructed with either asphalt or concrete and will drain to the public stormwater system on Franklin Street as shown on the plan of subdivision.

## C2.6.2 Design and layout of parking areas

Objective	That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solution	Performance Criteria	
<p><b>A1.1</b></p> <p><i>Parking, access ways, manoeuvring and circulation spaces must either:</i></p> <p>(a) <i>comply with the following:</i></p> <ul style="list-style-type: none"> <li>(i) <i>have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</i></li> <li>(ii) <i>provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i></li> <li>(iii) <i>have an access width not less than the requirements in Table C2.2;</i></li> <li>(iv) <i>have car parking space dimensions which satisfy the requirements in Table C2.3;</i></li> <li>(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></li> <li>(vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i></li> <li>(vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i></li> </ul> <p>(b) <i>comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p><i>Parking spaces provided for use by persons with a disability must satisfy the following:</i></p> <p>(a) <i>be located as close as practicable to the main entry point to the building;</i></p>	<p><b>P1</b></p> <p><i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i></p> <ul style="list-style-type: none"> <li>(i) <i>the characteristics of the site;</i></li> <li>(ii) <i>the proposed slope, dimensions and layout;</i></li> <li>(iii) <i>useability in all weather conditions;</i></li> <li>(iv) <i>vehicle and pedestrian traffic safety;</i></li> <li>(v) <i>the nature and use of the development;</i></li> <li>(vi) <i>the expected number and type of vehicles;</i></li> <li>(vii) <i>the likely use of the parking areas by persons with a disability;</i></li> <li>(viii) <i>the nature of traffic in the surrounding area;</i></li> </ul>	

- (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.*
- (d) *the proposed means of parking delineation; and*
- (e) *the provisions of Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking and AS 2890.2 - 2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*

### Response

The assessment has been made on the parking requirement of 2 spaces for Lot 1 (single dwelling) and to provide for an estimated 6-18 spaces across Lots 2 and 3 in the future (i.e. total of up to 20 spaces).

In terms of providing for this amount of parking, the access roadway and residential carparking spaces comply with all the elements of A1(a) and A1(b), except for the access width of 5.5m, which is 500mm less than provided by both A1(a) and (b).

A1(a):

- (i) The access and parking areas are virtually flat.
- (ii) B85 vehicle turning paths have been shown for the dwelling and B99 turning paths for Lot 2. Onsite turning will be able to be provided to Lot 3 at the time of a development proposal.
- (iii) Table C2.2(a) requires, for 6 to 20 parking spaces, *an access width of at least 4.5m from for the first 7m from the road carriageway*. C2.2(b) requires at the change of direction or intersection (i) an internal radius of not less than 4m and (ii) a width more than 4.2m. These latter are provided for Lots 1 and 2 as shown on the plan of subdivision.
- (iv) The parking for the existing dwelling is provided at 90 degrees. Under table C2.3, parking spaces must be 5.4m long x 2.6m wide. These are provided, plus 0.3m clearance to future fences.
- (v) Not applicable at this stage - only two parking spaces currently required.
- (vi) Not applicable - no undercover parking at this stage.
- (vii) Not applicable - single dwelling only at this stage.

As the access is 5.5m wide (rather than 6m), P1 must be addressed.

### **P1 is considered satisfied.**

The key test is that the crossover, driveway and parking spaces must be *designed and readily identifiable to provide convenient, safe and efficient parking*.

The access to the subdivision has been designed to achieve this outcome. The crossover already exists and is readily identifiable to vehicles and pedestrians travelling along Franklin

Street. The crossover is a double-width concrete crossover and the footpath is asphalt. The footpath continues across the crossover. It is clearly an access point and driveway to all users and the footpath clearly takes precedence as it cuts through the concrete crossover.

The design provides a 5.5m-wide crossover for 6m (i.e. otherwise standard vehicle passing area). This tapers, over a length of 5m, to a width of 4m for the right of way (pavement width of 3.6m to provide for drainage).

The access points to Lots 1 and 2 have been designed to cater for a B85 vehicle (for Lot 1 which has a current residential use) and B99 vehicle (for Lot 2) to be able to turn on site and exit in a forward direction – refer Figures 10 & 11 below. It is anticipated that future development on Lot 3 will need to achieve the same outcome and will be able to do so onsite.

In considering this, regard has been had to:

- (a) The characteristics of the site: the site provides for existing, flat access with no hazard overlays.
- (b) Proposed slope, dimensions and layout: the access is flat and is the standard width for two-way traffic (5.5m). The layout is straightforward, with no bends or curves.
- (c) Useability in all weather conditions: the access roadway will be sealed with asphalt or concrete.
- (d) Vehicle and pedestrian safety: vehicle safety is provided by providing for two-way traffic at the entrance. The footpath is wide and is sealed with asphalt while the crossover is concrete. The footpath is clearly visible to pedestrians and vehicles.
- (e) The nature of the use: the existing use is residential (single dwelling), which is considered to generate on average 7-9 vehicle movements per day. It is unknown what uses will be proposed on the other two lots, but calculations have been based on up to 20 carparking spaces.
- (f) The expected number and type of vehicles: Lot 1 is expected to generate 7-9 light vehicle movements per day. Lots 2 and 3 will depend on the uses proposed. A turning path for a B99 vehicle has been shown to show the turning area required for a small delivery van.
- (g) The likely use of the parking areas by persons with a disability: for residential use this is not applicable, but there is ample space on all the lots to provide for accessible parking when required.
- (h) The nature of traffic in the surrounding area: Franklin Street is the main street of Swansea and form part of the Tasman Highway. It has a speed limit of 50 kph. In 2022, AADT for Franklin Street was 3,033, with 21% of these being trucks<sup>1</sup>. Peak traffic time is 10am to 4pm. Data from March 2025 indicates this remains much the same<sup>2</sup>. Volume peaks at around mid-day with slightly more than 300 vehicle movements during that hour. Franklin Street is a busy street but has a speed limit of only 50kph. It is considered that the double-width access provides a readily identifiable point for all users in a 50kph area.
- (i) The proposed means of marking delineation: none required at this stage.

<sup>1</sup> [Tasmaniatraffdata.drakewell.com/publicmultinodemap.asp](https://tasmaniatraffdata.drakewell.com/publicmultinodemap.asp)

<sup>2</sup> [Tasmaniatraffdata.drakewell.com/tfdaysreport.asp?node=TAS-SHORT&cosit=0000A0113510&reportdate=2025-03-21&enddate=2025-03-21](https://tasmaniatraffdata.drakewell.com/tfdaysreport.asp?node=TAS-SHORT&cosit=0000A0113510&reportdate=2025-03-21&enddate=2025-03-21)

- (j) The provisions of AS2890.1:2004: all the provision of Part 1 have been met apart from the access being 5.5m wide rather than 6m. The requirements of Part 2 (commercial vehicles) have not been addressed.

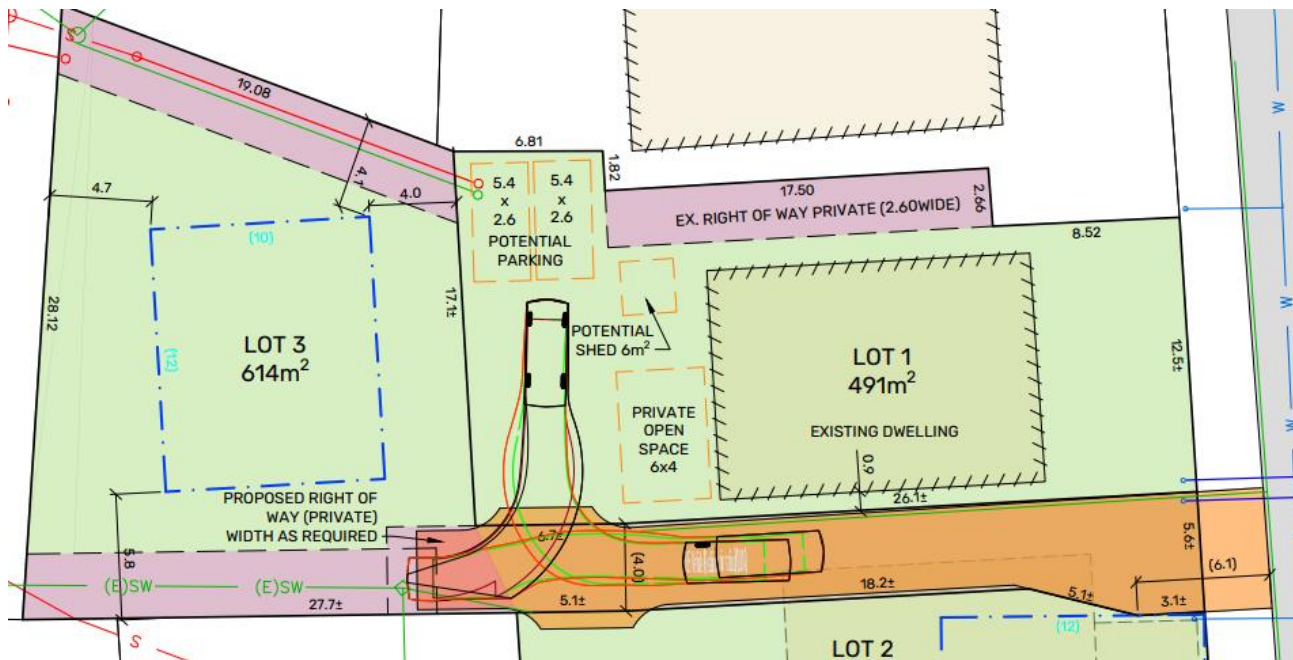


Figure 10: Turning path for B85 vehicle on Lot 1.

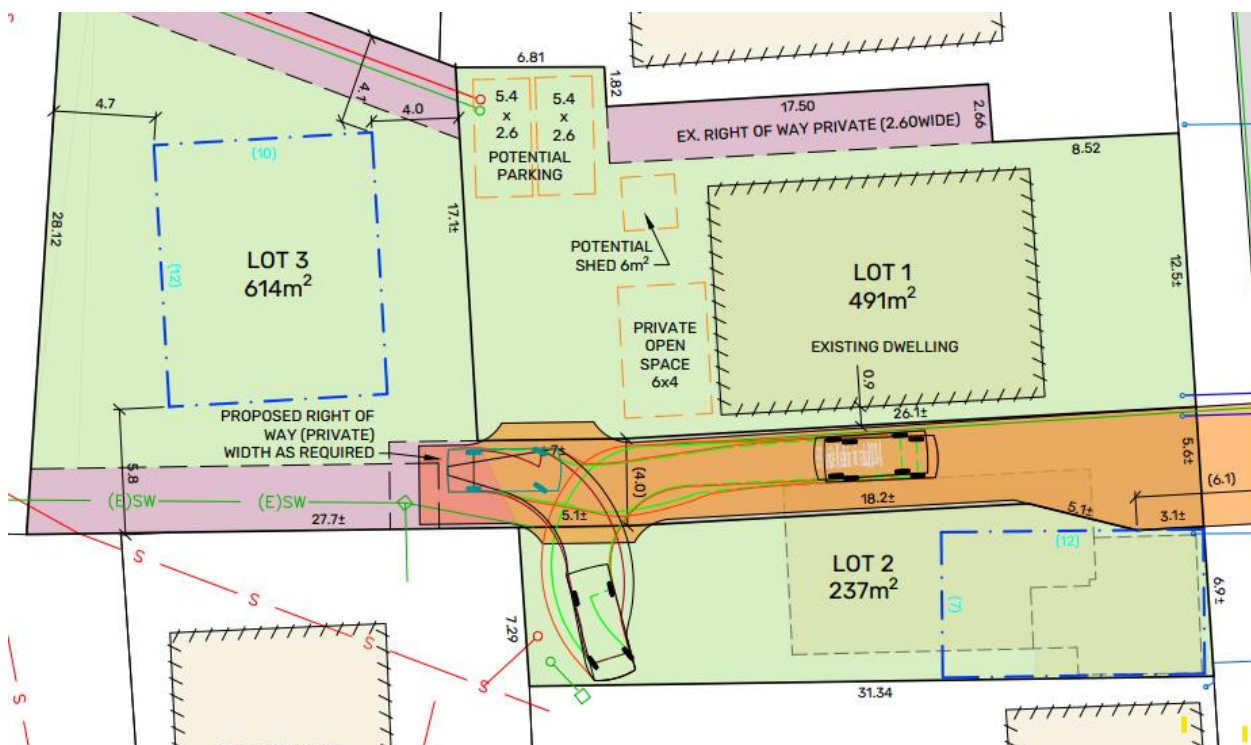


Figure 11: Turning path for B99 vehicle on Lot 2.

### C2.6.3 Number of accesses for vehicles

Objective	That:
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<p>(a) 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;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses,</p> <p>whichever is the greater.</p>	<p><b>P1</b></p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p><b>Response</b></p> <p><b>A1 is met.</b></p>	
<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p><b>P2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p>(i) pedestrian safety and amenity; or</p> <p>(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p><b>Response</b></p> <p><b>Not applicable.</b></p>	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone - Not applicable to this application

### C2.6.5 Pedestrian access

<b>Objective</b>	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solution	Performance Criteria
<b>A1.1</b>	<b>P1</b>

<p><i>Uses that require 10 or more car parking spaces must:</i></p> <p>(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></p> <p>(i) <i>a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</i></p> <p>(ii) <i>protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</i></p> <p>(b) <i>be signed and line marked at points where pedestrians cross access ways or parking aisles; and</i></p> <p><b>A1.2</b></p> <p><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></p>	<p><i>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</i></p> <p>(a) <i>the characteristics of the site;</i></p> <p>(b) <i>the nature of the use;</i></p> <p>(c) <i>the number of parking spaces;</i></p> <p>(d) <i>the frequency of vehicle movements;</i></p> <p>(e) <i>the needs of persons with a disability;</i></p> <p>(f) <i>the location and number of footpath crossings;</i></p> <p>(g) <i>vehicle and pedestrian traffic safety;</i></p> <p>(h) <i>the location of any access ways or parking aisles; and</i></p> <p>(i) <i>any protective devices proposed for pedestrian safety.</i></p>
<p><b>Response</b></p> <p><b>Not applicable</b> – no uses that require 10 or more parking spaces proposed at this stage. The future uses of Lots 2 and 3 are unknown.</p>	

C2.6.6 Loading bays - Not applicable to this application

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone - Not applicable to this application

### C2.6.8 Siting of parking and turning areas

<b>Objective</b>	<p><i>That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed-Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</i></p>
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p><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,</i></p>	<p><b>P1</b></p> <p><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, may be located in front of the building line where this is the only practical solution and does</i></p>

<p><i>excluding if a parking area is already provided in front of the building line.</i></p>	<p><i>not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) topographical or other site constraints;</i></li> <li><i>(b) availability of space behind the building line;</i></li> <li><i>(c) availability of space for vehicle access to the side or rear of the property;</i></li> <li><i>(d) the gradient between the front and the rear of existing or proposed buildings;</i></li> <li><i>(e) the length of access or shared access required to service the car parking;</i></li> <li><i>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</i></li> <li><i>(g) the visual impact of the vehicle parking and access on the site;</i></li> <li><i>(h) the streetscape character and amenity;</i></li> <li><i>(i) the nature of the zone in which the site is located and its preferred uses; and opportunities for passive surveillance of the road.</i></li> </ul>
--	---

**Response**

**A1 is met.**

<p><b>A2</b></p> <p><i>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</i></p> <ul style="list-style-type: none"> <li><i>(a) have no new vehicle accesses, unless an existing access is removed;</i></li> <li><i>(b) retain an active street frontage; and</i></li> <li><i>(c) not result in parked cars being visible from public places in the adjacent roads.</i></li> </ul>	<p><b>P2</b></p> <p><i>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the streetscape;</i></li> <li><i>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</i></li> <li><i>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</i></li> </ul>
--	---

**Response**

**Not applicable.**

C2.7.1 Parking precinct plan – not applicable to this application

## C3.0 Road and Railway Assets Code

*The purpose of the Road and Railway Assets Code is:*

- C3.1.1 *To protect the safety and efficiency of the road and railway networks; and*
- C3.1.2 *To reduce conflicts between sensitive uses and major roads and the rail network.*

## C3.5 Use Standards

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

<b>Objective</b>	<i>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>
<b>Acceptable Solution</b>  <b>A1.1</b> <i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</i> <ul style="list-style-type: none"> <li>(a) <i>a new junction;</i></li> <li>(b) <i>a new vehicle crossing; or</i></li> <li>(c) <i>a new level crossing; or</i></li> </ul> <b>A1.2</b> <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; or</i> <b>A1.3</b> <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; and</i> <b>A1.4</b> <i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> <ul style="list-style-type: none"> <li>(a) <i>the amounts in Table C3.1; or</i></li> <li>(b) <i>allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road;</i></li> </ul> <b>A1.5</b>	<b>Performance Criteria</b>  <b>P1</b> <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> <ul style="list-style-type: none"> <li>(a) <i>any increase in traffic caused by the use;</i></li> <li>(b) <i>the nature of the traffic generated by the use;</i></li> <li>(c) <i>the nature of the road;</i></li> <li>(d) <i>the speed limit and traffic flow of the road;</i></li> <li>(e) <i>any alternative access to a road;</i></li> <li>(f) <i>the need for the use;</i></li> <li>(g) <i>any traffic impact assessment; and</i></li> <li>(h) <i>any advice received from the rail or road authority.</i></li> </ul>

<i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i>	
<p><b>Response</b></p> <p>A1.1 to A1.4 are not applicable to this application. No new access is proposed and there will be no intensification of use of this access under this proposal.</p> <p><b>A1.5 is met.</b></p>	

## C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area - Not applicable to this application

## C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area - Not applicable to this application

# 6. CONCLUSION

This supporting documentation demonstrates that the proposal being a Subdivision (3 lots) complies with the Planning Scheme aims and objectives, relevant clauses and schedules as set out for development (subdivision) within the Local Business Zone and subject to the Parking the Sustainable Transport and Roads and Railway Assets Codes.

Where the proposal does not comply with the Acceptable Solution (AS) it has been demonstrated that the Performance Criteria (PC) are satisfied.

It has also been demonstrated the proposal satisfies clause 7.10, which provides the planning authority with the discretion to approval a proposal that does not need to be classified into one of the Use Classes.

With the above in mind, a planning permit for a Subdivision (3 lots) at 34 Franklin St, Swansea is respectfully sought from the Planning Authority.



## Contact

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Our Ref: 54609BP

27 January 2027

Glamorgan Spring Bay Council  
Planning Department

Via: [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)

Dear Planning Department,

**SA2025-025 - Subdivision (3 lots)**  
**34 Franklin Street, Swansea**

Thank you for the TasWater request for additional information received on 15 December 2025.

Please find attached information that also affects the overall development application and makes it valid:

- Revised application form
- Copy of current title documents for 8 Maria Street (Folio Text, Folio Plan). There is no Schedule of Easements or Council Certificate available for that property.

I have also attached a revised PDA Planning Report, Rev.1.

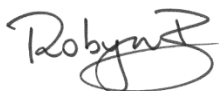
The information requested by TasWater about the disparity between the information shown on the LIST and on the plan of subdivision is being compiled and will be forwarded when complete.

Please contact me on [planning@pda.com.au](mailto:planning@pda.com.au) or on 6234 3217 should you require additional information or clarification.

Yours sincerely,

**PDA Surveyors, Engineers & Planners**

Per:



Robyn Bevilacqua  
Senior Planner

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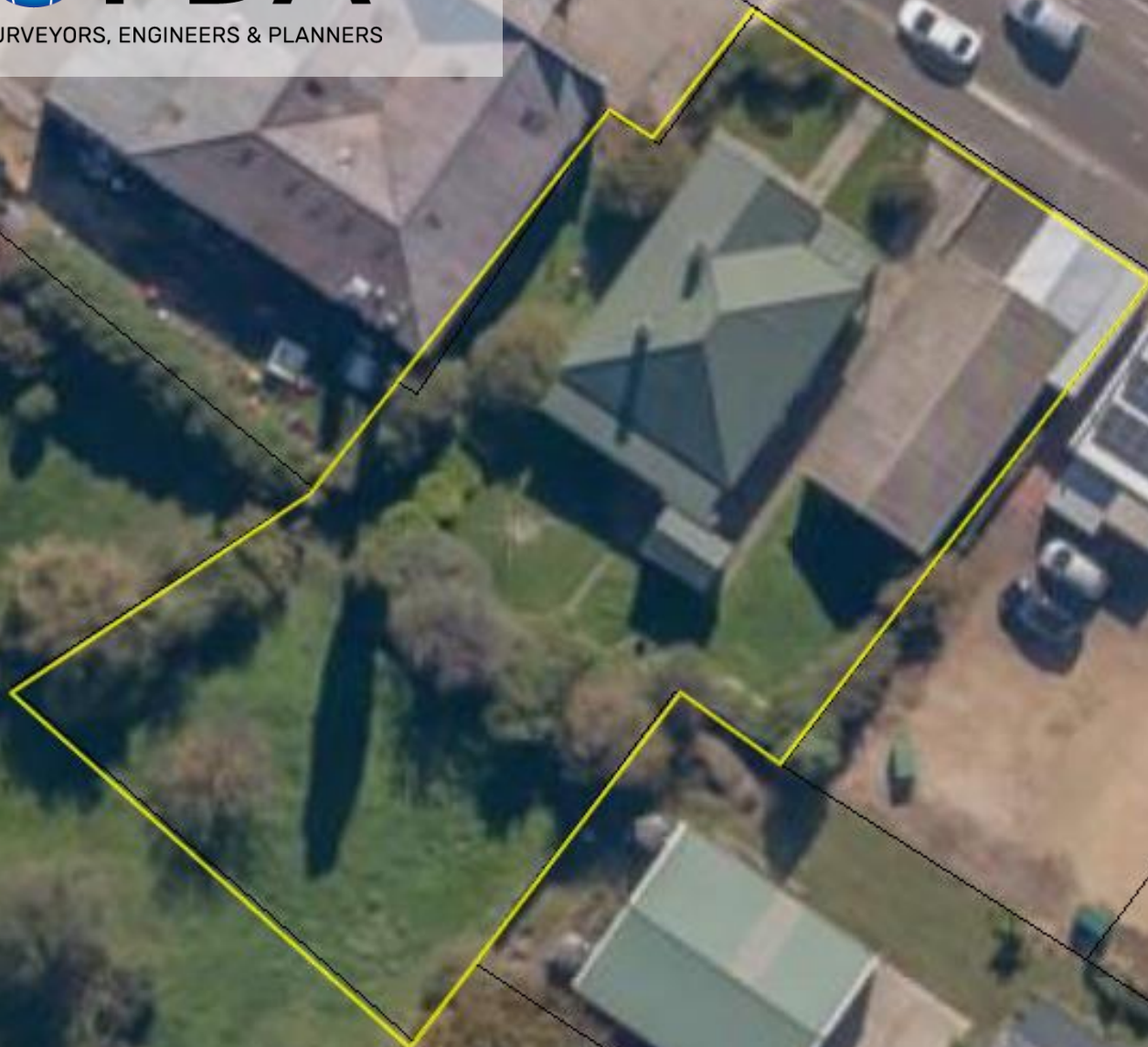
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# PDA

SURVEYORS, ENGINEERS & PLANNERS



## PDA Planning Assessment

34 Franklin Street and 8 Maria Street, Swansea

Subdivision (3 lots) at 34 Franklin Street, with service connection via 8 Maria Street, Swansea

54609BP | 27 January 2026

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Review	Jane Monks	Planner

## REVISION HISTORY

Revision	Description	Date
0	First Issue	25.11.2025
1	Response to RFI	27.11.2026

## ENGAGEMENT & COSTS, FEES, CHARGES & INVOICING DIRECTIONS

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PDA Engineers, Surveyors & Planners has been engaged by Reuel Pty Ltd (the Permit Holder) to prepare documentation for a planning permit for a Subdivision (3 lots) located on land known as 34 Franklin St, Swansea. Any Permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation in order to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

## APPLICATION DETAILS

PROPERTY ADDRESS	34 Franklin St and 8 Maria Street, Swansea
PROPOSAL	Subdivision (3 lots) on 34 Franklin Street with service connection work on 8 Maria Street
TITLE REFERENCE	45778/2 & 47401/1
PID	5274692 & 5274713
ORDINANCE	Tasmanian Planning Scheme – Glamorgan Spring Bay
LOCAL PROVISIONS SCHEDULE	Not applicable to this application
LAND ZONING	14.0 Local Business
APPLICABLE CODES	C2.0 Parking and Sustainable Transport C3.0 Road and Railway Assets



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# 1. THE SUBJECT SITE

34 Franklin Street is a 1,342m<sup>2</sup> lot zoned Local Business with frontage to the main street of Swansea (Franklin Street). It is legally described as Lot 2 on Sealed Plan 45778 and subject to a right of way (private) 2.6m wide appurtenant to Lot 1 on the Sealed Plan, which is the corner lot currently used as a service station (36 Franklin Street). There are no other easements or covenants on title. The property is owned by Reuel Pty Ltd, PID 5274692.

8 Maria Street is included in the proposal due to the need to undertake works on that property to connect sewerage to the subject site. This property is around 4,169m<sup>2</sup> in size and similarly zoned Local Business. It is legally described as Lot 1 on Diagram D.47401. It is subject to a Drainage Easement 2m wide from Maria Street at its western boundary to the benefit of 36 Franklin Street. The owner is aware of the application.



Figure 1: 34 Franklin Street, Swansea (blue fill)

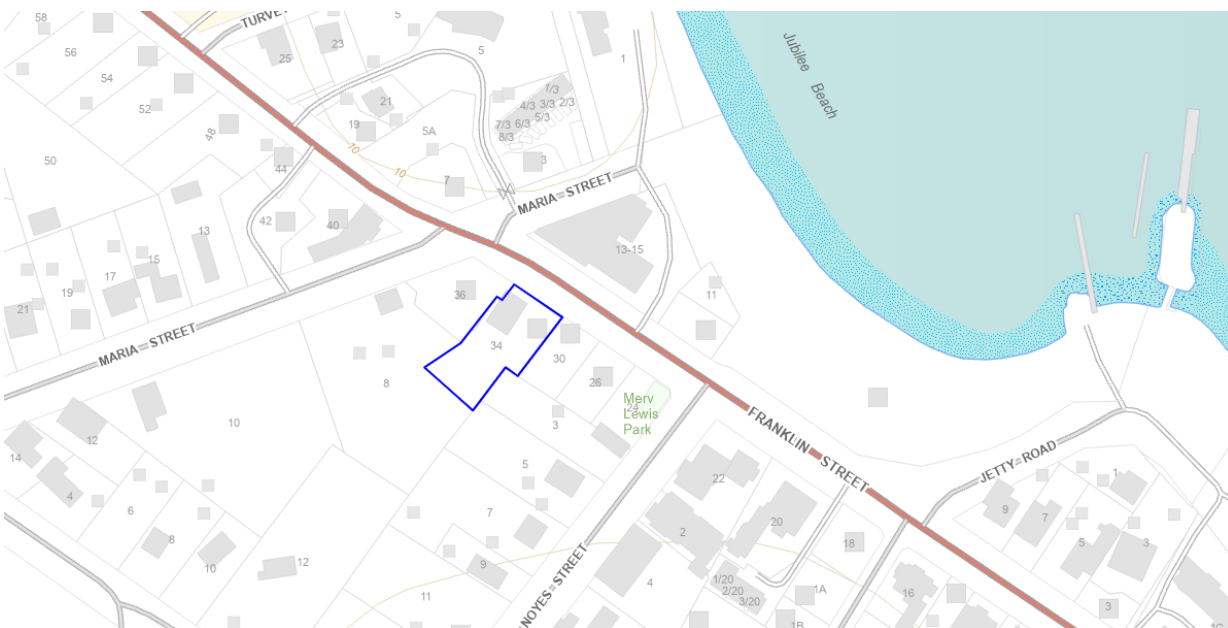


Figure 2: 34 Franklin Street, Swansea (blue outline)

## 2. EXISTING USE AND DEVELOPMENT

The lot supports a single dwelling, and a building (made of two conjoined buildings, one of which is a garage) that was used in the past for Business and Professional Services (lawyer's office). It is believed there are no existing use rights for the building.

There is a double crossover from Franklin Street to the property. There is a marked on-street carpark in front of the commercial building and another in front of the dwelling.

The lot is connected to mains water, sewerage and stormwater.



Figure 3: the two buildings on 34 Franklin Street Swansea. The dwelling on the left.



Figure 4: 34 Franklin Street, Swansea. Dwelling on the right. The building previously used for Business and Professional Services on the left. Two on-street carparks can be seen.

## Drainage

- The site is serviced with a reticulated stormwater system that services the local area.
- The site is serviced with a reticulated sewerage system that services the local area.

## Reticulated services

- Water reticulation is available to the subject site
- Sewer reticulation is available to the subject site
- Stormwater reticulation is available to the subject site

## Access

Access to the site is from Franklin Street, which is the main street of Swansea. It is part of the National/State Highway (Tasman Highway), owned by the Crown and maintained by the Department of State Growth.

# 3. THE PROPOSAL

The proponents are seeking to subdivide the land into three lots as shown in the Plan of Subdivision.

Lot 1: would be 491m<sup>2</sup> with 12.5m frontage to Franklin Street and include the dwelling. The new southern boundary will be 0.9m from the dwelling. Capacity for residential parking (two car parks) is provided behind the dwelling. An existing right of way on the northern boundary appurtenant to 36 Franklin Street will be carried forward to the new title. Lot 1 will benefit from a pipeline and drainage easement over Lot 3 for sewerage and stormwater at the rear of the lot. The existing stormwater has been upgraded to 150mm PVC. The existing sewer connection will be retained via the easement over Lot 3. An existing water connection from Franklin Street will be retained. A shed adjoined to the dwelling has been demolished.

Lot 2: would be 234m<sup>2</sup> with 6.9m frontage to Franklin Street. The existing buildings are proposed to be demolished. The stormwater and sewerage connections at the western end of the lot and the mains water connection to Franklin Street will be retained for Lot 2.

Lot 3: would be a 614m<sup>2</sup> internal lot including an access strip 4m wide and around 26m long, over which Lots 1 and 2 will have rights of way. Lot 3 will be subject to a drainage easement (variable width) for stormwater along its southern boundary to benefit Lot 2, and a pipeline and drainage easement (for sewerage and stormwater) along its northern boundary to benefit Lot 1. Lot 3 will connect to an existing stormwater pit near the southern boundary. A new sewer connection will be provided at the north western end. Mains water will be connected from Franklin Street.



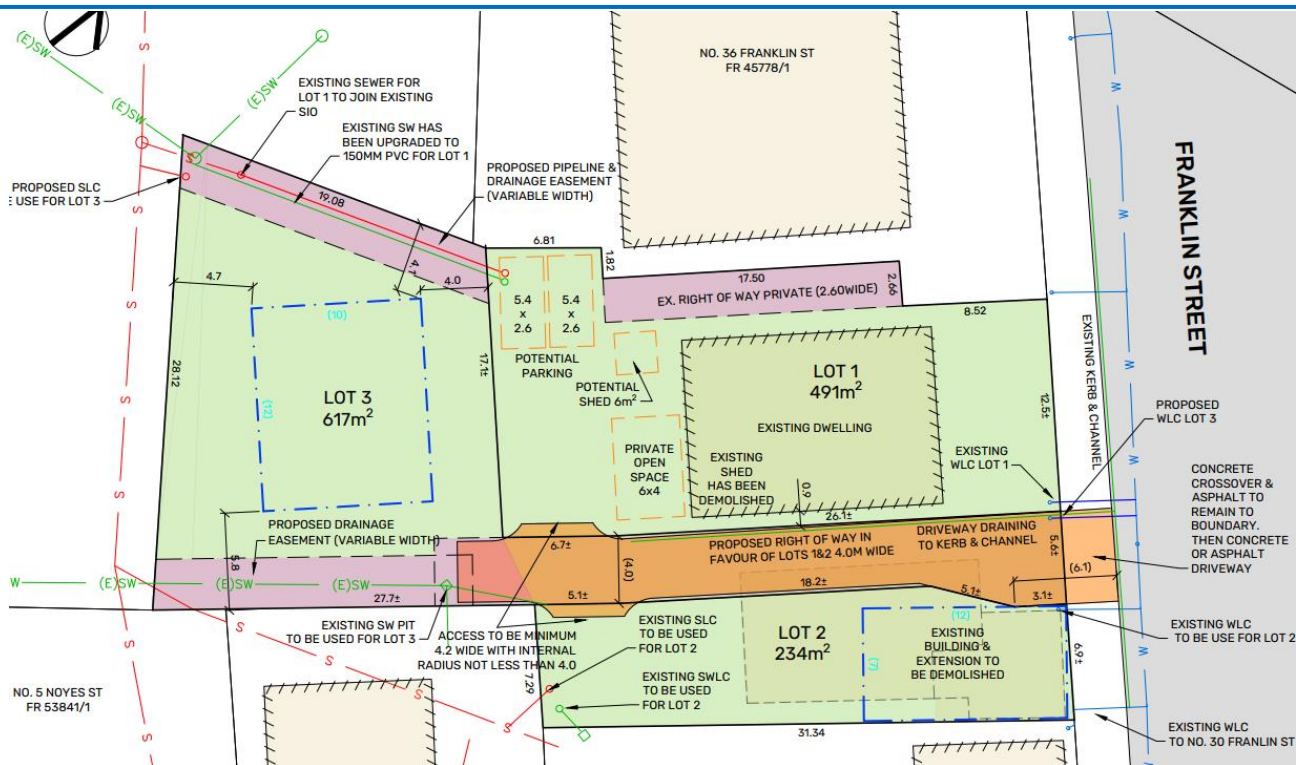


Figure 5: Plan of Subdivision.

PDA is applying to the Planning Authority on behalf of the owners to utilise its discretion and approve the development in accordance with the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993*.

## 4. SITE ANALYSIS

### Zone

The land is zoned: **Local Business**

### Surrounding Zones and Uses

All adjacent land is similarly zoned Local Business, apart from land to the southeast, adjoining at the southeast corner, which is zoned General Residential. The Local Business zone runs along both sides of Franklin Street, with General Residential land immediately behind/adjacent.

Adjoining uses are a chemist (General Retail and Hire) to the south and service station (Vehicle Fuel Sales and Service) to the north. Directly opposite is Morris' General Store IGA (General Retail and Hire). To the west is the large rear yard of a Local Business zoned lot that supports a single dwelling off Maria Street.

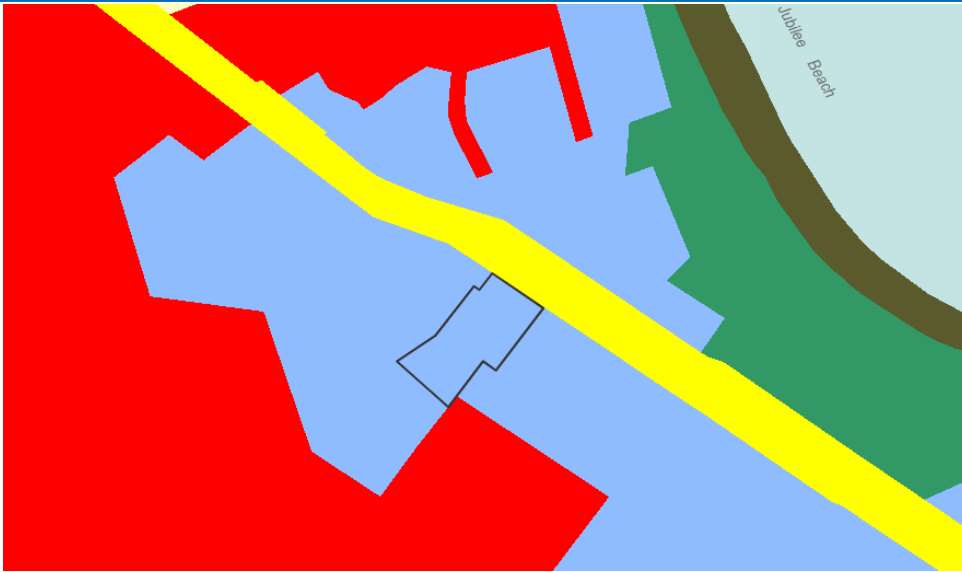


Figure 6: Zones - Local Business (blue), General Residential (red), Open Space (green). The road is zoned Utilities (yellow)



Figure 7: Surrounding development



## Tasmanian Heritage Register

Not listed on the Tasmanian Heritage Register but abuts properties that are. This does not impact the proposal.

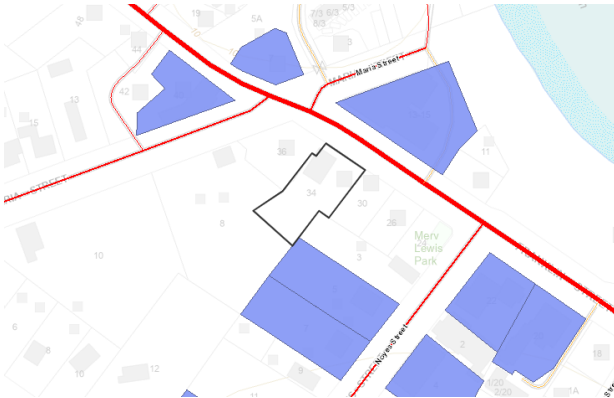


Figure 8: Nearby properties that are listed on the Tasmanian Heritage Register (purple fill).

## Topography

The land is around 100m from Jubilee Beach and is virtually flat on around the 5m contour.



Figure 9: Hillshade view with contours

## Code Overlays

There are no statutory overlays on the site.

## 5. PLANNING SCHEME ASSESSMENT

The applicable planning instrument is the Tasmanian Planning Scheme. The subject land is zoned Local Business. Because subdivision does not need to be assigned a Use Class (clause 6.2.6). Clause 7.10 must be addressed.

The relevant sections of the Planning Scheme are listed below. The provision identifiers are provided and it is stated whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC) for each one.

The clauses that are not applicable to the proposal have not been discussed.

## 6.2: Categorising Use or Development

Sub-clause 6.2.6 provides that development for subdivision, signs, land filling, retaining walls or coastal protection works are not required to be categorised into one of the Use Classes.

## 7.10 Development Not Required to be Categorised into a Use Class

Sub-clause 7.10.1 provides that development not required to be categorised into a Use Class *may be approved at the discretion of the planning authority*.

Sub-clauses 7.10.2 and 7.10.3 outline the issues the planning authority must consider when exercising this discretion and these are addressed below.

### 7.10.2:

*An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.*

#### Response

Adjoining uses include General Retail and Hire (chemist to the south and supermarket opposite), Vehicle Fuel Sales and Service (service station) to the north, and Residential (single dwelling) on one of the proposed lots and to the rear.

The subdivision of the site into three lots will not have a detrimental impact on those adjoining uses:

- One of the lots will remain residential in nature, at least in the short term.
- The other two lots will provide for a wide range of uses that are permissible in the Local Business zone. These uses include Business and Professional Services, Food Services, General Retail and Hire (No Permit Required), Community Meeting and Entertainment, Hotel Industry (Permitted), and Manufacturing and Processing, Resource Processing (if for food or beverage production), Service Industry, Storage, and Visitor Accommodation (Discretionary).
- This is a wide range of possible uses, all of which can be approved at an intensity that is in line with the pattern of surrounding development. Future use and development will be assessable at the development application stage.

The lots are large enough to provide for adequate off-street parking and are not anticipated to impact on the amenity of the main street.

It is considered that clause 7.10.2 is satisfied.

### 7.10.3:

*In exercising its discretion ... the planning authority must have regard to:*

- (a) the purpose of the applicable zone*
- (b) The purpose of any applicable code*
- (c) any relevant local area objectives*
- (d) The purpose of any relevant specific area plan.*

There are no local area objectives and there is no specific area plan applicable to this site. Therefore only (a) and (b) are relevant to the proposal. This section will look at the purposes of the zone and the two applicable codes.

#### (a) Purpose of the Local Business Zone

- 14.1.1 *To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.*
- 14.1.2 *To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
- 14.1.3 *To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
- 14.1.4 *To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

#### Response:

It is considered the proposal is in line with the purpose of the Local Business Zone.

The subdivision will increase the capacity of the site to provide for business, retail, administrative, professional, and community meeting and entertainment functions. Rather than the property providing only one (single dwelling) use, and one defunct use, there will be three lots, two of which will be available for re-development in line with the zone standards. It is noted the existing buildings on Lot 2 will be demolished, making way for a more attractive main street development.

The lot sizes are not dissimilar to many lots already along Franklin Street. 30 Franklin Street (chemist) is 593m<sup>2</sup>, 26 Franklin Street (gallery and café) is 580m<sup>2</sup>, 24 Franklin Street (public park) is 641m<sup>2</sup>, 11 Franklin Street (takeaway and restaurant) is 461m<sup>2</sup> and 44 Franklin Street (café) is 266m<sup>2</sup>.

The building area shown on Lot 2 extends across the street frontage providing capacity for active frontage and shop windows.

#### (b) Purpose of the applicable codes

##### C2.1 Purpose of the Parking and Sustainable Transport

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

The proposal complies with the code purpose in that it provides the appropriate level of parking for the existing dwelling and lots that are large enough to provide for parking onsite, depending on the uses proposed. Being situated in the main street results provides for easy access to future uses by walking or cycling. The Hobart – Bicheno bus service passes by. A safe and adequate access point that meets the relevant standards will be provided.

### C3.1 Purpose of the Road and Railway Assets Code

- C3.1.1 *To protect the safety and efficiency of the road and railway networks; and*
- C3.1.2 *To reduce conflicts between sensitive uses and major roads and the rail network.*

The proposal is in line with the code purpose: the access point already exists and the use of the access will not intensify under this proposal. Intensification of use will be assessed at a future use and development application stage, depending on the uses proposed.

It is considered that clause 7.10.3 is satisfied.

As sub-clauses 7.10.2 and 7.10.3 are satisfied, the planning authority may approve the proposal provided it meets all the relevant zone and code standards.

The next sections will address those standards.

## 14.0 Local Business Zone

*The purpose of the Local Business Zone is:*

- 14.1.1 *To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.*
- 14.1.2 *To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
- 14.1.3 *To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
- 14.1.4 *To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

## 14.2 Use Table

Clause 6.2.6 of the planning scheme provides that subdivision does not need to be classified into one of the Use Classes.

## 14.3 Use Standards

Not applicable to subdivision.

## 14.4 Development Standards for Buildings and Works

### 14.4.1 Building height – Not applicable - no buildings proposed.

### 14.4.2 Setbacks

Objective	<p>That building setback:</p> <p>(a) is compatible with the streetscape;</p> <p>(b) does not cause an unreasonable loss of amenity to adjoining residential zones; and</p> <p>(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.</p>
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>Buildings must be:</p> <p>(a) built to the frontage at ground level; or</p> <p>(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p><b>P1</b></p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades;</p> <p>(b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;</p> <p>(c) the avoidance of concealment spaces;</p> <p>(d) the ability to achieve passive surveillance; and</p> <p>(e) the availability of lighting.</p>
<p><b>Response</b></p> <p>Assessment against this standard is required to address clause 14.5.1 A1(a)(i)a of the subdivision standards.</p> <p><b>A1(b) is met.</b></p> <p>The dwelling is in line with the service station to the north, meeting A1(b) for that side.</p> <p>The building to the south is going to be demolished as part of this application – therefore does not provide a setback for comparison.</p> <p>The building area on the plan of subdivision is aligned to the frontage which complies with A1(a).</p>	
<p><b>A2</b></p> <p>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone</p>	<p><b>P2</b></p> <p>Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone,</p>

or Low-Density Residential Zone, of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.	Inner Residential Zone or Low-Density Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to the adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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#### Response

Assessment against this standard is required to address clause 14.5.1 A1(a)(i)a of the subdivision standards (see below).

#### **A2 is met.**

The subject site adjoins land zoned General Residential for a short distance (4.7m) on its southeast corner. The dwelling is around 25m from that boundary.

<b>A3</b> Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low-Density Residential Zone.	<b>P3</b> Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low-Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any proposed mitigation measures.
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#### Response

#### **Not applicable.**

No equipment proposed.

14.4.3 Design - Not applicable to this application

14.4.4 Fencing - Not applicable to this application

14.4.5 Outdoor storage areas - Not applicable to this application

### 14.4.6 Dwellings

<b>Objective</b>	To provide adequate and useable private open space and storage for the needs of residents.
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Acceptable Solution	Performance Criteria
<b>A1</b> <i>A dwelling must have private open space that is not less than:</i> (a) <i>24m<sup>2</sup> with a minimum horizontal dimension of not less than 4m; or</i> (b) <i>8m<sup>2</sup> with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.</i>	<b>P1</b> <i>A dwelling must be provided with sufficient private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining and entertainment.</i>
<b>Response</b> <b>A1 is met.</b> The dwelling on Lot 1 will retain the required area of private open space as shown on the plan of subdivision.	
<b>A2</b> <i>Each dwelling must be provided with a dedicated and secure storage space of no less than 6m<sup>3</sup>.</i>	<b>P2</b> <i>Each dwelling must be provided with adequate storage space.</i>
<b>Response</b> <b>P2 is met.</b> There is enough space on proposed Lot 1 to provide ample storage for the current residential use.	

## 14.5 Development Standards for Subdivision

### 14.5.1 Lot design

<b>Objective</b>	<i>That each lot:</i> (a) <i>has an area and dimensions appropriate for use and development in the zone; and</i> (b) <i>is provided with appropriate access to a road.</i>
Acceptable Solution	Performance Criteria
<b>A1</b> <i>Each lot, or a lot proposed in a plan of subdivision, must:</i> (a) <i>have an area of not less than 200m<sup>2</sup> and:</i> (i) <i>be able to contain a minimum area of 10m x 12m clear of:</i> a. <i>all setbacks required by clause 14.4.2 A1 and A2; and</i>	<b>P1</b> <i>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:</i> (a) <i>the relevant requirements for development of buildings on the lot;</i> (b) <i>existing buildings and the location of intended buildings on the lot;</i>

<p>(b) easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 14.4.2 A1 and A2;</p> <p>(c) be required for public use by the Crown, a council or a state authority;</p> <p>(d) be required for the provision of Utilities; or</p> <p>(e) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	<p>(c) the topography of the site;</p> <p>(d) the presence of any natural hazards; and</p> <p>(e) the pattern of development existing on established properties in the area.</p>
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### Response

A1(a) The smallest lot (Lot 2) will be 234m<sup>2</sup> – meeting the minimum lot size of 200m<sup>2</sup>.

- (i) Lot 3 has a building area of 12x10m. Lot 1 has an existing dwelling of more than 12x10m. However, Lot 2 has a building area of 12m by around 6.9m.
  - a. All the building areas are clear of the setbacks required by 14.4.2 A1 and A2.
  - b. All the building areas are clear of easements and other restrictions that may restrict development.
- (ii) The existing dwelling on Lot 1 is consistent with the setback required by 14.4.2 A1 and A2 (see sections above). The building/s on Lot 2 will be demolished. The building area shown on the plan of subdivision for Lot 2 is consistent with the setbacks required by A1 and A2.

Whilst all the other elements of A1(a) are met, the building area on Lot 2 is less than the required 12x10m (12 x 6.9m). Assessment is required against P1.

### **P1 is considered satisfied.**

The key test is that each lot must have *sufficient useable area and dimensions for its intended use*.

Lot 1 will support residential use and will be almost 500m<sup>2</sup> (491m<sup>2</sup>). Whilst this is likely smaller than the average residential lot in Swansea, it is not a residential zoned lot. If the zone were General Residential, the lot size provided by the acceptable solution is 450m<sup>2</sup>. Therefore, a 491m<sup>2</sup> lot is clearly considered by the planning controls to be sufficient for residential use. The required carparking, private open space and capacity for storage is more than adequately provided.

Lot 2 is the smallest of the lots and will likely be employed for commercial use in line with the purpose of the zone. Whilst the smallest of the lots, it is still bigger than the minimum required by the acceptable solution (200m<sup>2</sup>). The width of the building area is less than provided under the acceptable solution. However, it is considered that at almost 7m it provides ample space for a business to provide pedestrian access with an active street frontage. The previous business (which will be demolished) spanned only 6m across the frontage. There is capacity for parking to be provided behind the building line.

<p>Lot 3 is the largest of the lots and may be employed for a variety of uses permissible in the zone. It has the required building area, free of easements and other restrictions. It will also be able to provide onsite parking to a future use.</p>	
<p><b>A2</b></p> <p><i>Each lot, or a lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.</i></p>	<p><b>P2</b></p> <p><i>Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</i></li> <li><i>(b) the topography of the site;</i></li> <li><i>(c) the functionality and useability of the frontage;</i></li> <li><i>(d) the anticipated nature of vehicles likely to access the site;</i></li> <li><i>(e) the ability to manoeuvre vehicles on the site;</i></li> <li><i>(f) the ability for emergency services to access the site; and</i></li> <li><i>(g) the pattern of development existing on established properties in the area.</i></li> </ul>
<p><b>Response</b></p> <p><b>A2 is met.</b></p> <p>Lot 3 does not have street frontage, but is accessed via a 4m wide right of way with a 3.6m wide carriageway.</p>	
<p><b>A3</b></p> <p><i>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.</i></p>	<p><b>P3</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the topography of the site;</i></li> <li><i>(b) the distance between the lot or building area and the carriageway;</i></li> <li><i>(c) the nature of the road and the traffic; and</i></li> <li><i>(d) the pattern of development existing on established properties in the area.</i></li> </ul>

<p>Response</p> <p><b>A3 will be met.</b></p>
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#### 14.5.2 Services

Objective	That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solution		Performance Criteria
A1 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</i>  <i>(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or</i>  <i>(b) be connected to a limited water supply service if the frontage of the lot, is within 30m of a connection to a limited water supply service,</i>  <i>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</i>		P1  No Performance Criterion.
Response <b>A1(a) is met.</b>  Each lot will be connected to mains water from Franklin Street as shown in the plan of subdivision.		
A2 <i>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.</i>		P2  <i>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 wastewater treatment system adequate for the future use and development of the land.</i>
Response <b>A2 is met.</b>  Each lot will be connected to reticulated sewerage to the rear of the lot as shown in the plan of subdivision. 8 Maria Street is included in the application because sewerage will connect to the existing pipeline in that property.		
A3		P3

<p><i>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.</i></p>	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the size of the lot;</i></li> <li><i>(b) topography of the site;</i></li> <li><i>(c) soil conditions;</i></li> <li><i>(d) any existing buildings on the site;</i></li> <li><i>(e) any area of the site covered by impervious surfaces; and</i></li> <li><i>(f) any watercourse on the land.</i></li> </ul>
<p><b>Response</b></p> <p><b>A3 is met.</b></p> <p>Each lot is capable of connecting to the reticulated stormwater system, as shown on the plan of subdivision.</p>	

## GSB Local Provisions Schedule

Not applicable to this application.

## C2.0 Parking and Sustainable Transport Code

### C2.1 Code Purpose

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

## C2.5 Use Standards

### C2.5.1 Car parking numbers

Objective	That an appropriate level of car parking spaces are provided to meet the needs of the use.
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) 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;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where:             <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</li> </ul> </li> </ul> <p><math>N = A + (C - B)</math></p> <p><i>N = Number of on-site car parking spaces required</i></p> <p><i>A = Number of existing on-site car parking spaces</i></p>	<p><b>P1.1</b></p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</li> <li>(b) the ability of multiple users to share spaces because of:             <ul style="list-style-type: none"> <li>(i) variations in car parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(g) the effect on streetscape; and</li> <li>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development, or</li> </ul> <p><b>P1.2</b></p>



<p><i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i></p> <p><i>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i></p>	<p><i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the nature and intensity of the use and car parking required;</i></li> <li><i>(b) the size of the dwelling and the number of bedrooms; and</i></li> <li><i>(c) the pattern of parking in the surrounding area.</i></li> </ul>
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#### Response

#### **A1 is met.**

The dwelling will retain two carparking spaces. There is no other use or development existing or proposed on the site. Subdivision does not generate a parking requirement.

C2.5.2 Bicycle parking numbers - Not applicable to this application

C2.5.3 Motorcycle parking numbers - Not applicable to this application

C2.5.4 Loading Bays - Not applicable to this application

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone - Not applicable to this application

## C2.6 Development Standards for Buildings and Works

### C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard.	
Acceptable Solution	Performance Criteria	
<p><b>A1</b></p> <p><i>All parking, access ways, manoeuvring and circulation spaces must:</i></p> <ul style="list-style-type: none"> <li><i>(a) be constructed with a durable all weather pavement;</i></li> <li><i>(b) be drained to the public stormwater system, or contain stormwater on the site; and</i></li> <li><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></li> </ul>	<p><b>P1</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the nature of the use;</i></li> <li><i>(b) the topography of the land;</i></li> <li><i>(c) the drainage system available;</i></li> <li><i>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</i></li> <li><i>(e) the likelihood of generating dust; and</i></li> <li><i>(f) the nature of the proposed surfacing.</i></li> </ul>	

#### Response

#### **A1 is met.**

The crossover already exists and is constructed of concrete and then asphalt (footpath). The driveway will be constructed with either asphalt or concrete and will drain to the public stormwater system on Franklin Street as shown on the plan of subdivision.

## C2.6.2 Design and layout of parking areas

Objective	That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solution	Performance Criteria	
<p><b>A1.1</b></p> <p><i>Parking, access ways, manoeuvring and circulation spaces must either:</i></p> <p>(a) <i>comply with the following:</i></p> <ul style="list-style-type: none"> <li>(i) <i>have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</i></li> <li>(ii) <i>provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i></li> <li>(iii) <i>have an access width not less than the requirements in Table C2.2;</i></li> <li>(iv) <i>have car parking space dimensions which satisfy the requirements in Table C2.3;</i></li> <li>(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></li> <li>(vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i></li> <li>(vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i></li> </ul> <p>(b) <i>comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p><i>Parking spaces provided for use by persons with a disability must satisfy the following:</i></p> <p>(a) <i>be located as close as practicable to the main entry point to the building;</i></p>	<p><b>P1</b></p> <p><i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i></p> <ul style="list-style-type: none"> <li>(i) <i>the characteristics of the site;</i></li> <li>(ii) <i>the proposed slope, dimensions and layout;</i></li> <li>(iii) <i>useability in all weather conditions;</i></li> <li>(iv) <i>vehicle and pedestrian traffic safety;</i></li> <li>(v) <i>the nature and use of the development;</i></li> <li>(vi) <i>the expected number and type of vehicles;</i></li> <li>(vii) <i>the likely use of the parking areas by persons with a disability;</i></li> <li>(viii) <i>the nature of traffic in the surrounding area;</i></li> </ul>	

- (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.*
- (d) *the proposed means of parking delineation; and*
- (e) *the provisions of Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking and AS 2890.2 - 2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*

### Response

The assessment has been made on the parking requirement of 2 spaces for Lot 1 (single dwelling) and to provide for an estimated 6-18 spaces across Lots 2 and 3 in the future (i.e. total of up to 20 spaces).

In terms of providing for this amount of parking, the access roadway and residential carparking spaces comply with all the elements of A1(a) and A1(b), except for the access width of 5.5m, which is 500mm less than provided by both A1(a) and (b).

A1(a):

- (i) The access and parking areas are virtually flat.
- (ii) B85 vehicle turning paths have been shown for the dwelling and B99 turning paths for Lot 2. Onsite turning will be able to be provided to Lot 3 at the time of a development proposal.
- (iii) Table C2.2(a) requires, for 6 to 20 parking spaces, *an access width of at least 4.5m from for the first 7m from the road carriageway*. C2.2(b) requires at the change of direction or intersection (i) an internal radius of not less than 4m and (ii) a width more than 4.2m. These latter are provided for Lots 1 and 2 as shown on the plan of subdivision.
- (iv) The parking for the existing dwelling is provided at 90 degrees. Under table C2.3, parking spaces must be 5.4m long x 2.6m wide. These are provided, plus 0.3m clearance to future fences.
- (v) Not applicable at this stage - only two parking spaces currently required.
- (vi) Not applicable - no undercover parking at this stage.
- (vii) Not applicable - single dwelling only at this stage.

As the access is 5.5m wide (rather than 6m), P1 must be addressed.

### **P1 is considered satisfied.**

The key test is that the crossover, driveway and parking spaces must be *designed and readily identifiable to provide convenient, safe and efficient parking*.

The access to the subdivision has been designed to achieve this outcome. The crossover already exists and is readily identifiable to vehicles and pedestrians travelling along Franklin

Street. The crossover is a double-width concrete crossover and the footpath is asphalt. The footpath continues across the crossover. It is clearly an access point and driveway to all users and the footpath clearly takes precedence as it cuts through the concrete crossover.

The design provides a 5.5m-wide crossover for 6m (i.e. otherwise standard vehicle passing area). This tapers, over a length of 5m, to a width of 4m for the right of way (pavement width of 3.6m to provide for drainage).

The access points to Lots 1 and 2 have been designed to cater for a B85 vehicle (for Lot 1 which has a current residential use) and B99 vehicle (for Lot 2) to be able to turn on site and exit in a forward direction – refer Figures 10 & 11 below. It is anticipated that future development on Lot 3 will need to achieve the same outcome and will be able to do so onsite.

In considering this, regard has been had to:

- (a) The characteristics of the site: the site provides for existing, flat access with no hazard overlays.
- (b) Proposed slope, dimensions and layout: the access is flat and is the standard width for two-way traffic (5.5m). The layout is straightforward, with no bends or curves.
- (c) Useability in all weather conditions: the access roadway will be sealed with asphalt or concrete.
- (d) Vehicle and pedestrian safety: vehicle safety is provided by providing for two-way traffic at the entrance. The footpath is wide and is sealed with asphalt while the crossover is concrete. The footpath is clearly visible to pedestrians and vehicles.
- (e) The nature of the use: the existing use is residential (single dwelling), which is considered to generate on average 7-9 vehicle movements per day. It is unknown what uses will be proposed on the other two lots, but calculations have been based on up to 20 carparking spaces.
- (f) The expected number and type of vehicles: Lot 1 is expected to generate 7-9 light vehicle movements per day. Lots 2 and 3 will depend on the uses proposed. A turning path for a B99 vehicle has been shown to show the turning area required for a small delivery van.
- (g) The likely use of the parking areas by persons with a disability: for residential use this is not applicable, but there is ample space on all the lots to provide for accessible parking when required.
- (h) The nature of traffic in the surrounding area: Franklin Street is the main street of Swansea and form part of the Tasman Highway. It has a speed limit of 50 kph. In 2022, AADT for Franklin Street was 3,033, with 21% of these being trucks<sup>1</sup>. Peak traffic time is 10am to 4pm. Data from March 2025 indicates this remains much the same<sup>2</sup>. Volume peaks at around mid-day with slightly more than 300 vehicle movements during that hour. Franklin Street is a busy street but has a speed limit of only 50kph. It is considered that the double-width access provides a readily identifiable point for all users in a 50kph area.
- (i) The proposed means of marking delineation: none required at this stage.

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<sup>1</sup> [Tasmaniatrafficroaddata.drakewell.com/publicmultinodemap.asp](https://tasmaniatrafficroaddata.drakewell.com/publicmultinodemap.asp)

<sup>2</sup> [Tasmaniatrafficroaddata.drakewell.com/tfdaysreport.asp?node=TAS-SHORT&cosit=0000A0113510&reportdate=2025-03-21&enddate=2025-03-21](https://tasmaniatrafficroaddata.drakewell.com/tfdaysreport.asp?node=TAS-SHORT&cosit=0000A0113510&reportdate=2025-03-21&enddate=2025-03-21)

- (j) The provisions of AS2890.1:2004: all the provision of Part 1 have been met apart from the access being 5.5m wide rather than 6m. The requirements of Part 2 (commercial vehicles) have not been addressed.

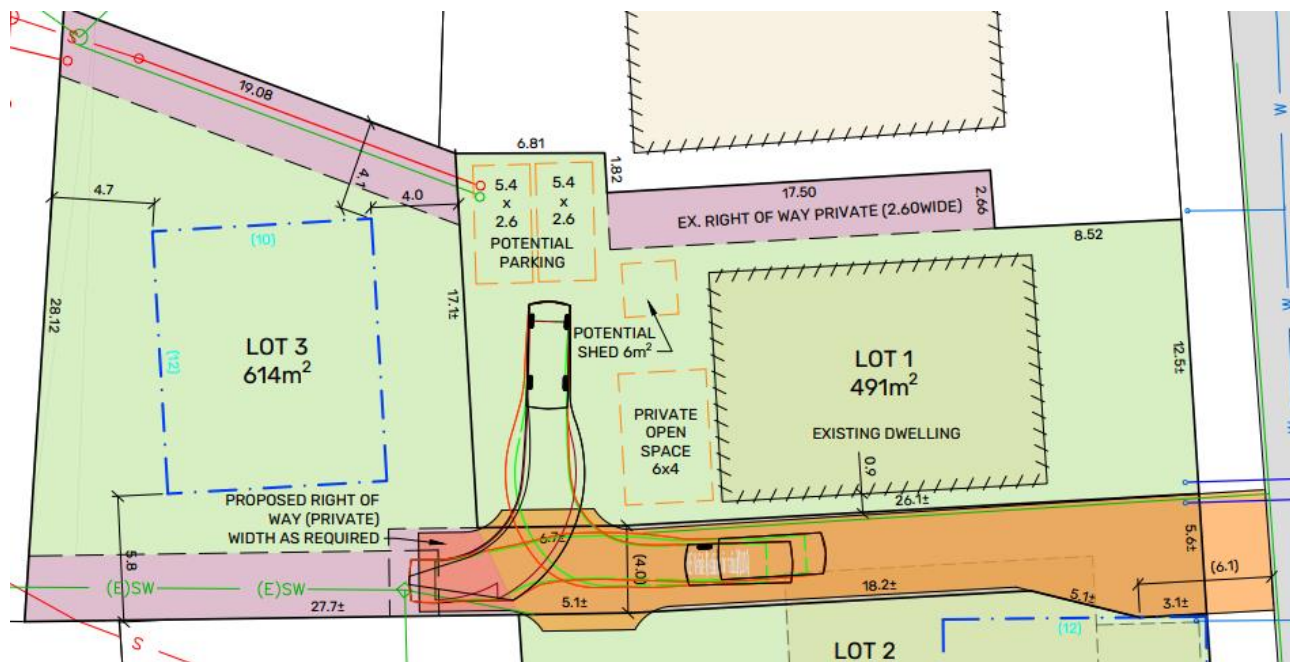


Figure 10: Turning path for B85 vehicle on Lot 1.

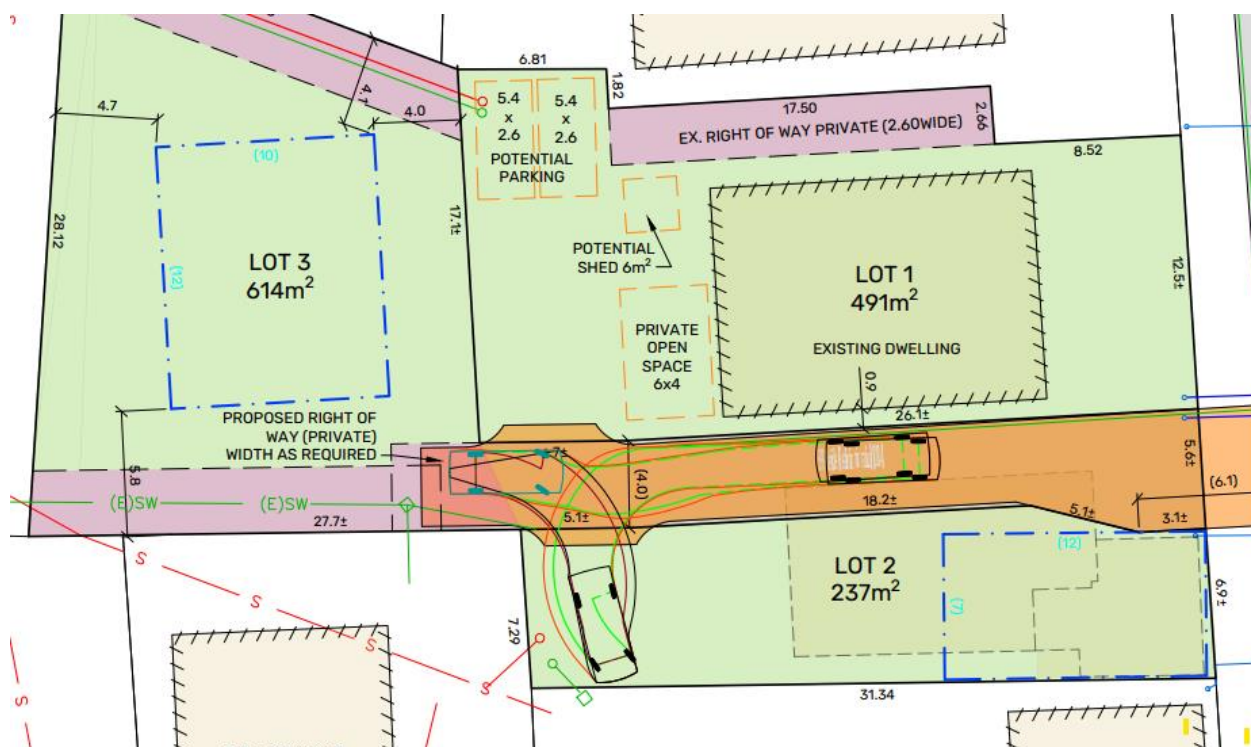


Figure 11: Turning path for B99 vehicle on Lot 2.

### C2.6.3 Number of accesses for vehicles

Objective	That:
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<p>(a) 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;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>	
Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses,</p> <p>whichever is the greater.</p>	<p><b>P1</b></p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>
<p><b>Response</b></p> <p><b>A1 is met.</b></p>	
<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p><b>P2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <p>(a) not have an adverse impact on:</p> <p>(i) pedestrian safety and amenity; or</p> <p>(ii) traffic safety; and</p> <p>(b) be compatible with the streetscape.</p>
<p><b>Response</b></p> <p><b>Not applicable.</b></p>	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone - Not applicable to this application

### C2.6.5 Pedestrian access

<b>Objective</b>	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solution	Performance Criteria
<b>A1.1</b>	<b>P1</b>



<p><i>Uses that require 10 or more car parking spaces must:</i></p> <p>(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></p> <p>(i) <i>a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</i></p> <p>(ii) <i>protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</i></p> <p>(b) <i>be signed and line marked at points where pedestrians cross access ways or parking aisles; and</i></p> <p><b>A1.2</b></p> <p><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></p>	<p><i>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</i></p> <p>(a) <i>the characteristics of the site;</i></p> <p>(b) <i>the nature of the use;</i></p> <p>(c) <i>the number of parking spaces;</i></p> <p>(d) <i>the frequency of vehicle movements;</i></p> <p>(e) <i>the needs of persons with a disability;</i></p> <p>(f) <i>the location and number of footpath crossings;</i></p> <p>(g) <i>vehicle and pedestrian traffic safety;</i></p> <p>(h) <i>the location of any access ways or parking aisles; and</i></p> <p>(i) <i>any protective devices proposed for pedestrian safety.</i></p>
<p><b>Response</b></p> <p><b>Not applicable</b> – no uses that require 10 or more parking spaces proposed at this stage. The future uses of Lots 2 and 3 are unknown.</p>	

C2.6.6 Loading bays - Not applicable to this application

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone - Not applicable to this application

### C2.6.8 Siting of parking and turning areas

<b>Objective</b>	<p><i>That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed-Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</i></p>
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p><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,</i></p>	<p><b>P1</b></p> <p><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, may be located in front of the building line where this is the only practical solution and does</i></p>

<p><i>excluding if a parking area is already provided in front of the building line.</i></p>	<p><i>not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) topographical or other site constraints;</i></li> <li><i>(b) availability of space behind the building line;</i></li> <li><i>(c) availability of space for vehicle access to the side or rear of the property;</i></li> <li><i>(d) the gradient between the front and the rear of existing or proposed buildings;</i></li> <li><i>(e) the length of access or shared access required to service the car parking;</i></li> <li><i>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</i></li> <li><i>(g) the visual impact of the vehicle parking and access on the site;</i></li> <li><i>(h) the streetscape character and amenity;</i></li> <li><i>(i) the nature of the zone in which the site is located and its preferred uses; and opportunities for passive surveillance of the road.</i></li> </ul>
<p><b>Response</b></p> <p><b>A1 is met.</b></p>	
<p><b>A2</b></p> <p><i>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</i></p> <ul style="list-style-type: none"> <li><i>(a) have no new vehicle accesses, unless an existing access is removed;</i></li> <li><i>(b) retain an active street frontage; and</i></li> <li><i>(c) not result in parked cars being visible from public places in the adjacent roads.</i></li> </ul>	<p><b>P2</b></p> <p><i>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the streetscape;</i></li> <li><i>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</i></li> <li><i>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</i></li> </ul>
<p><b>Response</b></p> <p><b>Not applicable.</b></p>	

C2.7.1 Parking precinct plan – not applicable to this application

## C3.0 Road and Railway Assets Code

*The purpose of the Road and Railway Assets Code is:*

- C3.1.1 *To protect the safety and efficiency of the road and railway networks; and*
- C3.1.2 *To reduce conflicts between sensitive uses and major roads and the rail network.*

## C3.5 Use Standards

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

<b>Objective</b>	<i>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>
<b>Acceptable Solution</b>  <b>A1.1</b> <i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</i> <ul style="list-style-type: none"> <li>(a) <i>a new junction;</i></li> <li>(b) <i>a new vehicle crossing; or</i></li> <li>(c) <i>a new level crossing; or</i></li> </ul> <b>A1.2</b> <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; or</i> <b>A1.3</b> <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; and</i> <b>A1.4</b> <i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> <ul style="list-style-type: none"> <li>(a) <i>the amounts in Table C3.1; or</i></li> <li>(b) <i>allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road;</i></li> </ul> <b>A1.5</b>	<b>Performance Criteria</b>  <b>P1</b> <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> <ul style="list-style-type: none"> <li>(a) <i>any increase in traffic caused by the use;</i></li> <li>(b) <i>the nature of the traffic generated by the use;</i></li> <li>(c) <i>the nature of the road;</i></li> <li>(d) <i>the speed limit and traffic flow of the road;</i></li> <li>(e) <i>any alternative access to a road;</i></li> <li>(f) <i>the need for the use;</i></li> <li>(g) <i>any traffic impact assessment; and</i></li> <li>(h) <i>any advice received from the rail or road authority.</i></li> </ul>

<i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i>	
<p><b>Response</b></p> <p>A1.1 to A1.4 are not applicable to this application. No new access is proposed and there will be no intensification of use of this access under this proposal.</p> <p><b>A1.5 is met.</b></p>	

## C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area - Not applicable to this application

## C3.7 Development Standards for Subdivision

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area - Not applicable to this application

# 6. CONCLUSION

This supporting documentation demonstrates that the proposal being a Subdivision (3 lots) complies with the Planning Scheme aims and objectives, relevant clauses and schedules as set out for development (subdivision) within the Local Business Zone and subject to the Parking the Sustainable Transport and Roads and Railway Assets Codes.

Where the proposal does not comply with the Acceptable Solution (AS) it has been demonstrated that the Performance Criteria (PC) are satisfied.

It has also been demonstrated the proposal satisfies clause 7.10, which provides the planning authority with the discretion to approval a proposal that does not need to be classified into one of the Use Classes.

With the above in mind, a planning permit for a Subdivision (3 lots) at 34 Franklin St, Swansea is respectfully sought from the Planning Authority.

## Contact

For any enquiries, please contact one of our offices:

### HOBART

**A:** 127 Bathurst Street, Hobart Tasmania 7000  
**P:** (03) 6234 3217  
**E:** [Hobart@pda.com.au](mailto:Hobart@pda.com.au)

### HUONVILLE

**A:** 8/16 Main Street, Huonville, TAS 7109 - (By appointment)  
**P:** (03) 6264 1277  
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### EAST COAST

**A:** 3 Franklin Street, Swansea TAS 7190 - (By appointment)  
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### LAUNCESTON

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### BURNIE

**A:** 6 Queen Street, Burnie, TAS 7320  
**P:** (03) 6431 4400  
**E:** [Burnie@pda.com.au](mailto:Burnie@pda.com.au)

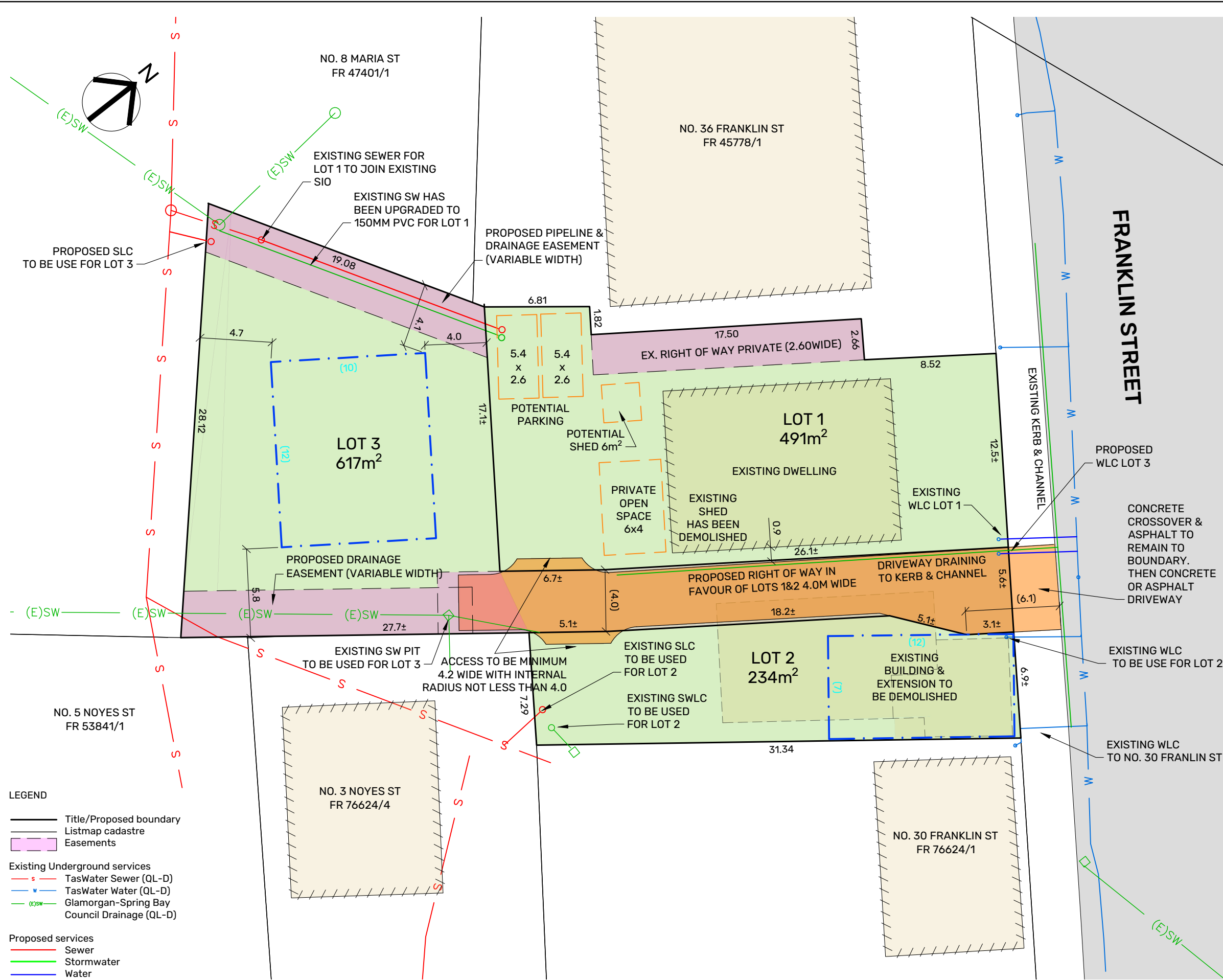
### DEVONPORT

**A:** 77 Gunn Street, Devonport, TAS 7310  
**P:** (03) 6423 6875  
**E:** [Devonport@pda.com.au](mailto:Devonport@pda.com.au)

### WALTER SURVEYS

**A:** 127 Bathurst Street, Hobart, TAS 7000 (Civil Site Surveying and Machine Control)  
**P:** 0419 532 669 (Tom Walter)  
**E:** [Enquiries@waltersurveys.com.au](mailto:Enquiries@waltersurveys.com.au)





PLAN OF SUBDIVISION

Owners  
REUEL PTY LTD.

Title Reference  
FR 45778/2

Address  
34 Franklin St,  
Swansea, Tas 7190

Council  
Glamorgan-Spring Bay Council

Tasmanian Planning Scheme  
Glamorgan-Spring Bay Local  
Provsions Schedule

Zone  
14. Local Business

Zone Overlay  
Nil

PID  
5474692

Point of interest GDA2020 MGA55  
526983E, 5229477N

Schedule of Easements  
Existing Right of Way to be carried forward.  
Proposed Pipeline and Drainage easements as shown.  
Proposed Right of way in favour of Lots 1 & 2.

NOTES

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

No planning overlays exist on this title.

The LISTmap cadastre has been included in this model. Stated accuracy of the FR 45778 title boundary is 1m±.

LIST Cadastral Parcels  
by State of Tasmania  
www.thelist.tas.gov.au  
CC BY 3.0

- LEGEND
- Title/Proposed boundary
  - Listmap cadastre
  - Easements
- Existing Underground services
- TasWater Sewer (QL-D)
  - TasWater Water (QL-D)
  - Glamorgan-Spring Bay Council Drainage (QL-D)
- Proposed services
- Sewer
  - Stormwater
  - Water

E					
D					
C					
B					
A					
REV	AMENDMENTS	DRAWN	DATE	APPR.	

NOTES:		SURVEYOR	GEOCIVIL
		DRAWN	CHECKED
		NJA/MR	MR/BP
		DATE	13 NOVEMBER 2025

PLAN OF SUBDIVISION  
34 FRANKLIN ST, SWANSEA  
for REUEL PTY LTD



Suite 11, 16 Main Road  
Huonville, Tasmania, 7109  
PHONE: +61 03 6264 1277  
EMAIL: pda.huon@pda.com.au  
www.pda.com.au  
Also at: Hobart, Swansea  
Devonport, Burnie & Launceston

SCALE	PAPER
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JOB NUMBER	DRG SHEET REV
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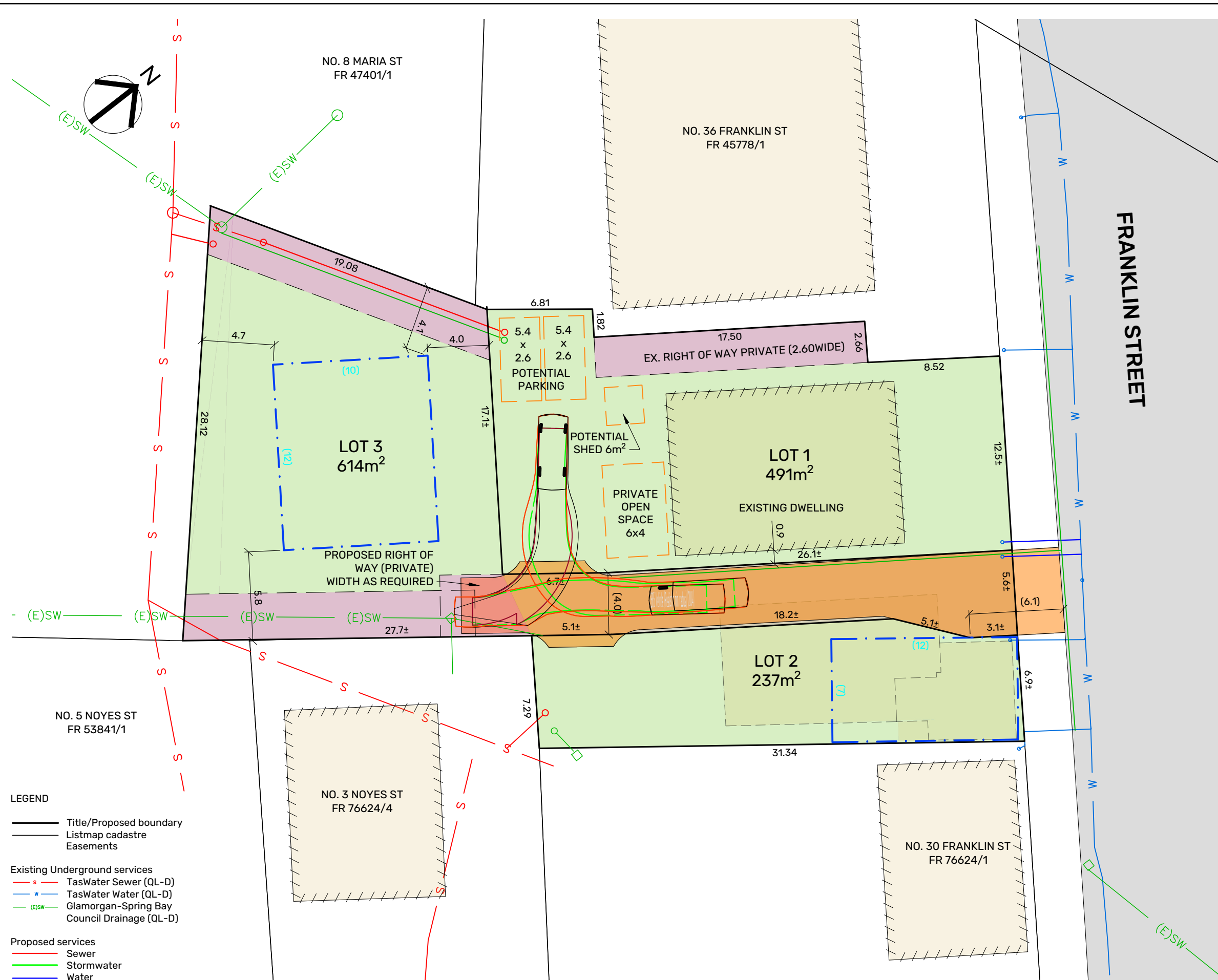
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LIST Cadastral Parcels  
by State of Tasmania  
[www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)  
CC BY 3.0



E					NOTES:	SURVEYOR -	GEOCIVIL -	PLAN OF SUBDIVISION - TURNING PATH B85 34 FRANKLIN ST, SWANSEA for REUEL PTY LTD	<div>PDA SURVEYORS. ENGINEERS &amp; PLANNERS</div> <div>Suite 11, 16 Main Road Huonville, Tasmania, 7109 PHONE: +61 03 6264 1277 EMAIL: pda.huon@pda.com.au www.pda.com.au Also at: Hobart, Swansea Devonport, Burnie &amp; Launceston</div>	SCALE	PAPER		
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Luo Yuehua  
40 franklin street  
7190 Swansea  
0472663685  
[Alloinmarc@gmail.com](mailto:Alloinmarc@gmail.com)

To whom it may concern,

I, Luo Yuehua, owner of the property located at 8 Maria street, give permission to the owner of 34 Franklin Street to complete stormwater and sewer connections on my property mentioned previously.

If you require any further information, please do not hesitate to contact me.

Kind regards,  
Luo Yuehua

A handwritten signature in black ink, appearing to be the Chinese characters '罗跃华' (Luo Yuehua).