dorset
3 Ellenor Street SCOTTSDALE TAS 7260 P 03 6352 6500
E dorset@dorset.tas.gov.au W www.dorset.tas.gov.au

NOTICE OF PLANNING APPLICATION

LAND USE PLANNING & APPROVALS ACT 1993

In accordance with *Section 57 (3)* of the *Land Use Planning & Approvals Act 1993* notice is hereby given that the following application has been received:

PLA No:	**2026/96**
PROPOSAL:	**RESIDENTIAL - CONSTRUCTION OF FIVE NEW DWELLINGS**
APPLICANT:	**PLANNING AHEAD TASMANIA**
LOCATION:	**110 GEORGE STREET SCOTTSDALE (C/T 189480/2)**

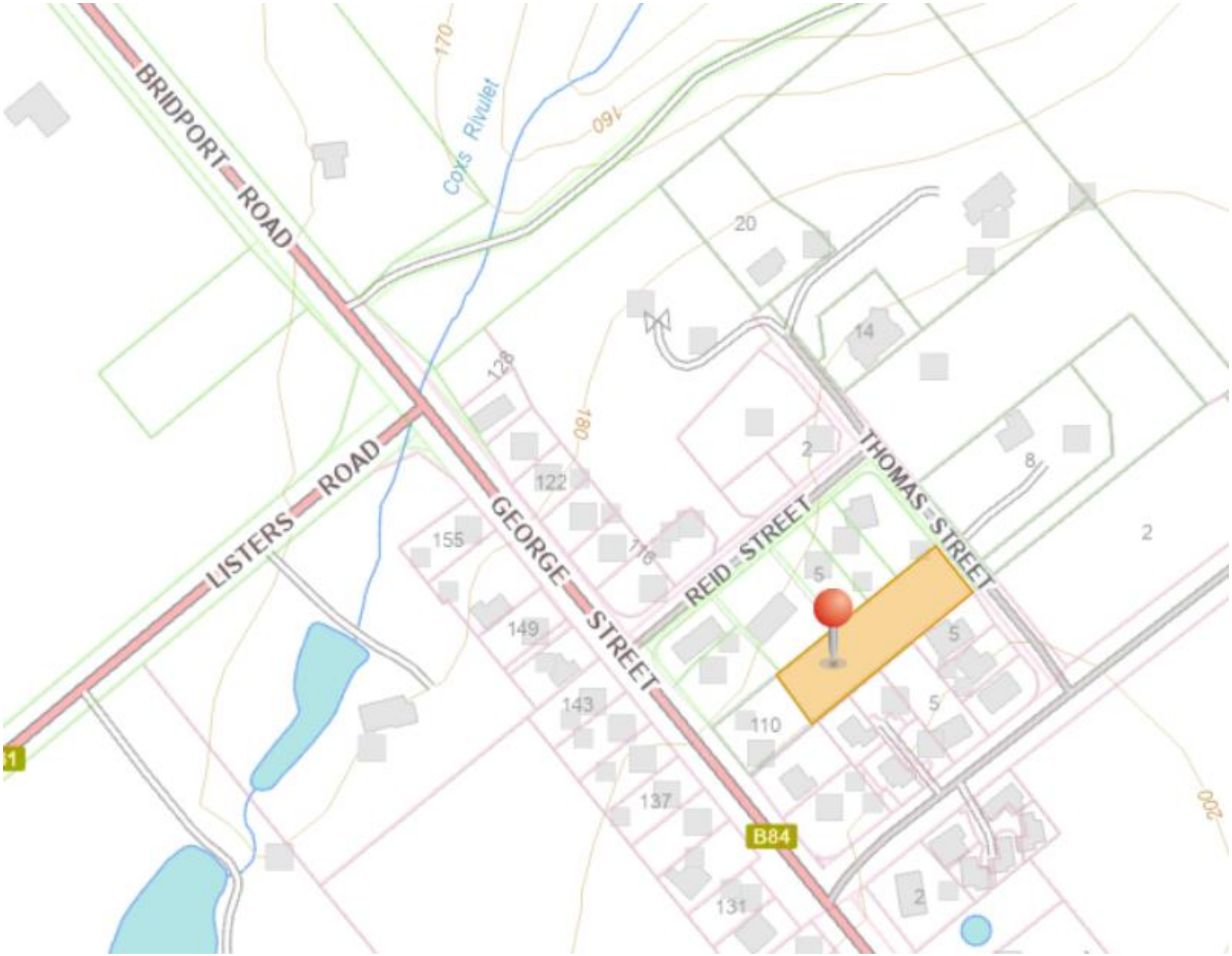
The application and associated plans and documents will be available for inspection at the Council Offices, 3 Ellenor Street, Scottsdale during normal office hours ending on 12/11/2026.

Further, in accordance with *Section 57 (5)* of the *Land Use Planning & Approvals Act 1993* any persons may make representations relating to the application which was advertised in The Examiner newspaper (Local Government Notices) on 28/10/2026**.** Representations must be made in writing and addressed to the Acting General Manager, Dorset Council, PO Box 21, Scottsdale 7260, or by emailing dorset@dorset.tas.gov.au.

If you have any queries, please contact the Dorset Council on **03 6352 6500** during normal office hours.

Jayne Miller
ACTING GENERAL MANAGER

110 George Street SCOTTSDALE (C/T 189480/2) (2026/96)



Planning Permit Application

Please print all applicable details clearly

THE PROPOSAL

Describe in full the way it is proposed to use and/or develop the land:	⇨ *Provide a full description of the proposed use or development, including:*
Five multiple dwellings	• *Building work* • *Change of use* • *Subdivision* • *Forestry* • *Demolition* • *Staging (if development is proposed to be carried out in stages, indicate this on the plans and describe in written material)* • *Signage* • *Other*

THE LAND

Address	Certificate of Title *(include all applicable title references)*
110 George Street SCOTTSDALE	Volume: 189480 Folio: 2

Land Area (m² or hectares): 2898 sq/m	
Present use of land: Vacant Residential	⇨ *Provide a description of the existing use of the land, for example vacant, residential, agriculture, industrial, commercial*
Present use of existing building(s): N/A	⇨ *Provide a description of the use of the existing buildings on the land, for example dwelling, workshop, farm building, office, shop*

THE APPLICANT **(Note: the person to be nominated as the Applicant is the one whose name will appear for public notification purposes and permit issue)**

Applicant's Name: Planning Ahead Tasmania	
Address: 73 Salisbury Crescent, West Launceston	Phone: Fax: Mobile: 0480 518 568
Email: rwillis@planningaheadtas.com	

THE OWNER

Owner's Name(s): Philip & Laurie Bingley

Address: 164 Boddingtons Road, Bridport

Phone:

Fax:

Mobile: 0407 803 310

Email: philipbingley@hotmail.com

CROWN AND/OR COUNCIL CONSENT [to be completed where land in respect of the Application is (i) Crown land (within the meaning of the *Crown Lands Act 1976*) or (ii) owned or administered by the Crown or a Council]

Owner / Administrator's Name(s):

Person signing the Application:

⇨ *to be completed by a person conferred the authority to ensure compliance with Section 52(1B)(a) of the Land Use Planning and Approvals Act 1993).*

Signature:

Date:

DETAILS OF BUILDING WORK (to be completed if Application requires building work)

Value of building work: $ 1.1 m

⇨ Please tick applicable box:

☑ Estimate

☐ Contract Price

Type of work: New buildings and associated infrastructure

⇨ *For example, new building, alteration, addition, removal, repairs, demolition, re-erection, change of use*

Proposed use of building: Residential

⇨ *Describe the main use of the proposed building, for example, dwelling, workshop, farm building, office, shop*

Existing floor area: N/A m^2

New / additional floor area: +/- 825 m^2

Proposed maximum building height above natural ground level: 4.9 m

Materials:

structural floor: concrete

external walls: vertical profile / brickwork colour: TBC

roof cladding: colorbond colour: TBC

structural frame: timber

DETAILS OF OTHER WORKS

Vehicle Access:

Is a new vehicle access or crossover required? (if so, ensure this is indicated on the plans) Yes

What would be the surfacing of the vehicle access? Concrete

Car Parking:

How many car parking spaces are currently provided? 0

How many additional car parking spaces would be provided? 12

What would be the surfacing of the car parking spaces? Concrete

Is provision made for loading and unloading of vehicles? (to be completed for retail, commercial, industrial, service industry or storage uses)

N/A

Describe any proposed earthworks, vegetation removal or other works required as part of the use and/or development:

Incidental earth and construction works.

DETAILS OF OTHER MATTERS

Proposed hours of operation:

Monday to Friday: _____am to _____pm

Saturday: _____am to _____pm

Sunday: _____am to _____pm

Provide details of any goods that would be stored outside:

Privacy Statement

The Dorset Council is committed to upholding the right to privacy of all individuals who have dealings with the Council. Unless required by law or by a Court or tribunal, the Council will take the necessary steps to ensure that the personal information that members of the public share with the Council remains confidential. How we use this information is explained in our Personal Information Protection Policy which is available at www.dorset.tas.gov.au or at the Council office.

Appointment Details

To ensure Council's officers are available to assist you with the submission of your Application, it is advisable to make an appointment by contacting Regulatory Services on 6352 6500.

Date:_____ Time: _____ Council Officer:_____

Copyright Authority

I authorise the Council and the Crown in right of the state of Tasmania to provide to any person, for the purposes of assessment or public consultation, a partial or complete copy of documents relating to this application.

I understand that the information and materials provided with this Application may be made available to the public in electronic form on the Council's website. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Application.

I declare that the information given is a true and accurate representation of the proposed use and/or development, and I am liable for the payment of
Council application processing fees even in the event of the use and/or development proposed by this Application not proceeding.

I confirm I am the copyright owner or have the authority to sign on behalf of any other person with copyright for documents relating to this Application.

I indemnify the Dorset Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.

Note: This authority is intended to cover copies made by the Crown or Council under Sections 40, 43, 49 or 183 of the *Copyright Act 1968.*

Where the applicant is NOT the owner, I hereby declare that the owner of the land to which this application relates has been notified of this application being made and the information and details supplied by me in this application are a true and accurate description of the proposal.

Applicant's Signature:  Date: 28-09-2026

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
189480	2
EDITION	DATE OF ISSUE
1	18-June-2026

SEARCH DATE : 25-Sept-2026
SEARCH TIME : 11.34 am

DESCRIPTION OF LAND

Town of SCOTTSDALE
Lot 2 on Sealed Plan 189480
Derivation : Part of Lot 3, (Sec.A), 1A-0R-2.8P Gtd. to Joseph George Allan
Prior CT 202021/3

SCHEDULE 1

N265215 TRANSFER to LAURIE ANNE BINGLEY and PHILIP JAMES BINGLEY Registered 11-July-2025 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP189480 EASEMENTS in Schedule of Easements
SP189480 FENCING COVENANT in Schedule of Easements
E386187 MORTGAGE to Bendigo and Adelaide Bank Limited Registered 11-July-2025 at 12.01 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

"PRIORITY FINAL PLAN"

OWNER: P.J. & L.A. BINGLEY

FOLIO REFERENCE: F/R 202021-3

GRANTEE: WHOLE OF LOT 3 (Sec.A), 1a.0r.2⅝p GTD TO JOSEPH GEORGE ALLAN

PLAN OF SURVEY

BY SURVEYOR: PAUL HODGETTS of MICHELL HODGETTS SURVEYORS
99 HIGH STREET, LAUNCESTON, 7250

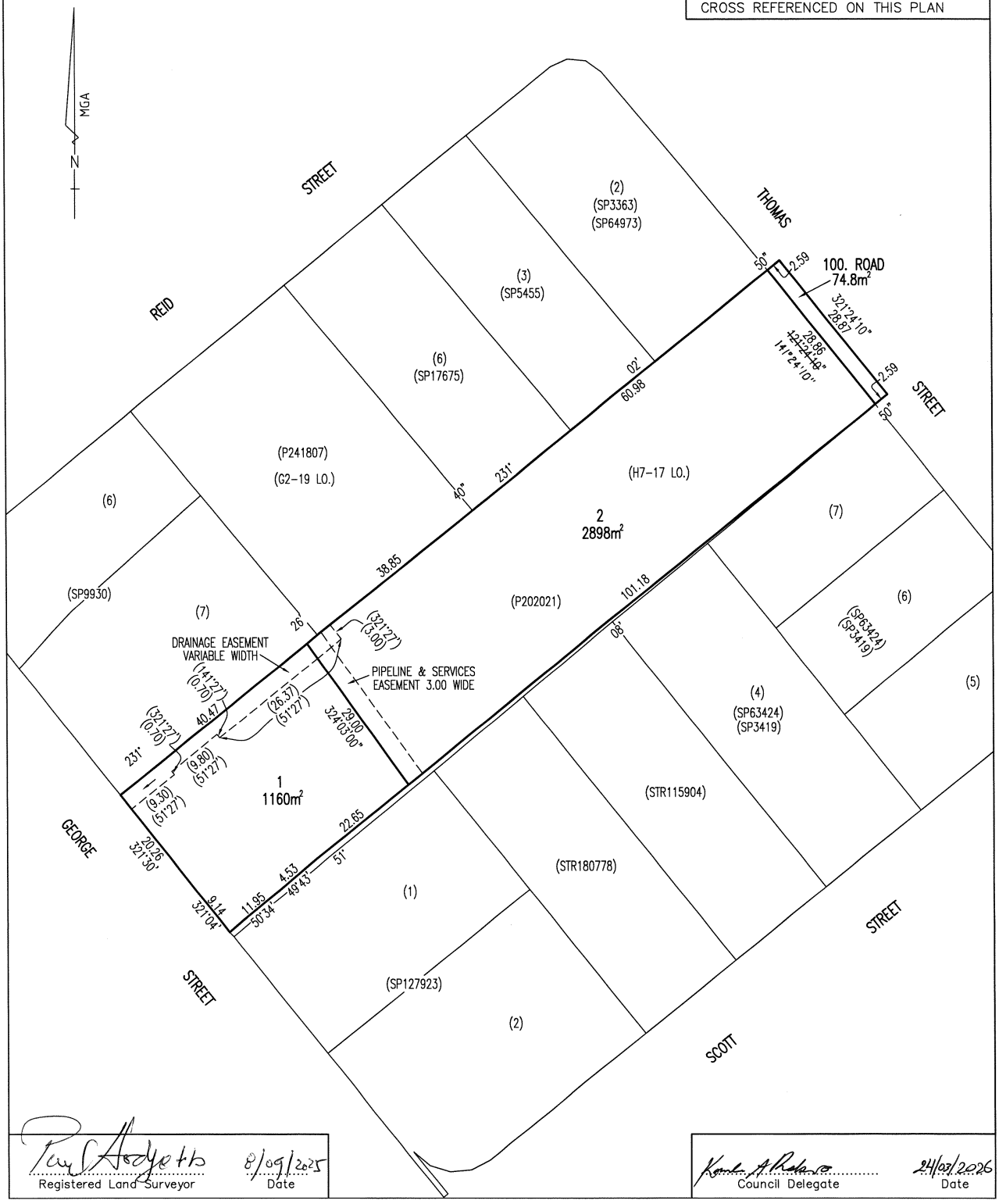
LOCATION: TOWN OF SCOTTSDALE
Sec.A

SCALE 1:600 LENGTHS IN METRES

REGISTERED NUMBER
SP189480

APPROVED
EFFECTIVE FROM 18 JUN 2026
Recorder of Titles

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Registered Land Surveyor — 8/09/2025 Date

Council Delegate — 24/03/2026 Date

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 189480

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

1. Lots 1 & 2 are subject to a Drainage Easement (as defined herein) in favour of Dorset Council over the land marked "DRAINAGE EASEMENT VARIABLE WIDTH" as shown on the Plan.
2. Lot 2 is subject to a Pipeline & Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 3.00 WIDE" as shown on the Plan.

DEFINITIONS

"Drainage Easement" means a right of drainage in gross in favour of Dorset Council ("the Council") and in conjunction with the exercise of that right the Council will have the power set out in the statutory definition of a "right of drainage" in Schedule 8 of the *Conveyancing and Law of Property Act 1884*.

"Pipeline and Services Easement" is defined as follows:-

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorised by it, at all times to:

(1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment;

(2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;

.....
Laurie Anne Bingley

.....
Philip James Bingley

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PJ & LA BINGLEY	PLAN SEALED BY: Dorset Council
FOLIO REF: Volume 202021 Folio 3	DATE: 24/03/2026
SOLICITOR REFERENCE: Rae & Partners Clare Broadhurst CMB:253069	PLA/2025/1388 REF NO.
	Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 3 PAGES	Registered Number SP 189480
SUBDIVIDER: PJ & LA BINGLEY FOLIO REFERENCE: Volume 202021 Folio 3	

(3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure;

(4) run and pass sewage, water and electricity through and along the Infrastructure;

(5) do all works reasonably required in connection with such activities or as may be authorised or required by any law:

(a) without doing unnecessary damage to the Easement Land; and

(b) leaving the Easement Land in a clean and tidy condition;

(6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land; and

(7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

INTERPRETATION

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

(a) sewer pipes and water pipes and associated valves;

(b) telemetry and monitoring devices;

(c) inspection and access pits;

(d) electricity assets and other conducting media (excluding telemetry and monitoring devices);

.....
Laurie Anne Bingley

.....
Philip James Bingley

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 3 PAGES	Registered Number SP 189480
SUBDIVIDER: PJ & LA BINGLEY FOLIO REFERENCE: Volume 202021 Folio 3	

(e) markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure;

(f) anything reasonably required to support, protect or cover any other Infrastructure;

(g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and

(h) where the context permits, any part of the Infrastructure.

"TasWater" means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

FENCING COVENANT

The owner of each lot on the plan covenants with Laurie Anne Bingley and Philip James Bingley ("the Vendor") that the Vendor will not be required to fence any lot on the plan.

EXECUTED by **LAURIE ANNE BINGLEY** and **PHILIP JAMES BINGLEY** as the registered proprietors of the land comprised in Folio of the Register Volume 20221 Folio 3 in the presence of:

(witness signature) APage

(witness full name) Ashley Jane Page

(witness occupation) Paralegal

(witness address)
3/113 Cimitiere St
Launceston TAS 7250

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Planning Ahead Tasmania



FIVE MULTIPLE DWELLINGS – SUPPORTING SUBMISSION

110 George Street, Scottsdale

Document Control: Version 1.1 – 16 October 2026

Table of Contents

1 Overview 2
2 Site Details 4
3 Description of Proposal 5
4 Planning Assessment – *Tasmanian Planning Scheme – Dorset* 14
4.1 Assessment Overview 14
4.2 Zone Assessment 14
4.2.1 Development Standards for Dwellings – Acceptable Solutions – General Residential Zone 14
4.2.2 Development Standards for Dwellings – Performance Criteria – General Residential Zone 20
4.3 Code Assessments 23
4.3.1 Use Standards – Acceptable Solutions – Parking and Sustainable Transport Code 23
4.3.2 Development Standards – Acceptable Solutions- Parking and Sustainable Transport Code 25
4.3.3 Development Standards – Performance Criteria- Parking and Sustainable Transport Code 28
4.3.4 Use Standards – Acceptable Solutions – Road and Railway Assets Code 29
4.3.5 Use Standards – Performance Criteria – Road and Railway Assets Code 30
4.3.6 Use Standards – Performance Criteria – Attenuation Code 32
5 Conclusion 36

BASIC PLANNING OVERVIEW	
DESCRIPTION OF PROJECT:	Five Multiple Dwellings
PROPERTY ADDRESS:	110 George Street SCOTTSDALE
TITLE No:	189480/2
PROPERTY ID:	6838146
PLANNING INSTRUMENT:	Tasmanian Planning Scheme – Dorset
APPLICABLE ZONE(S):	General Residential
APPLICABLE CODE(S):	Parking and Sustainable Transport
	Road and Railway Assets
	Attenuation
	Safeguarding of Airports
SPECIFIC AREA PLAN:	N/A

1 Overview

This submission provides a planning appraisal in support of a proposal for the construction of five single-storey multiple dwellings, together with an associated strata arrangement, upon land situated at 110 George Street, Scottsdale (Folio of the Register 189480/2). The subject land comprises approximately 2,942 m² and is located within the General Residential Zone under the *Tasmanian Planning Scheme – Dorset* ('the Scheme'). The property is presently vacant and undeveloped and comprises an elongated residential allotment extending between established residential properties, with practical road frontage and proposed vehicle access available from Thomas Street. The surrounding locality is predominantly characterised by established detached residential development, together with some vacant land available for further residential development.



Figure 1: Aerial image identifying spatial proportions (blue outline) of F/R 189480/2 (Source: LISTmap).

The proposal involves construction of five generally identical three-bedroom dwellings arranged sequentially along the south-eastern side of the allotment. Each dwelling adopts a conventional single-storey residential layout incorporating an open-plan kitchen, dining and family living area, three bedrooms, bathroom facilities and an attached single garage. The principal bedroom includes a walk-in robe and ensuite, while the remaining bedrooms are arranged around a central hallway and bathroom. Each dwelling is also provided with an area of principal private open space of approximately 24 m² positioned in direct association with the residential living areas.

Vehicle access to the development is proposed from Thomas Street via a common internal driveway extending along the north-western side of the site and providing access to each dwelling. Each residence incorporates an attached single garage together with capacity for an additional vehicle to park in tandem on the adjoining driveway apron. Two dedicated visitor parking spaces are distributed

along the common accessway, with the site layout providing sufficient internal circulation and manoeuvring for passenger vehicles.

The development configuration also provides for the future strata division of the site, comprising individual residential lots of approximately 457-474 m², together with common property accommodating the shared access and parking areas. The proposed arrangement establishes a clearly defined residential curtilage and private open space area for each dwelling, with direct access to the common driveway, while maintaining an orderly and readily legible relationship between the individual dwellings and the site as a whole. The consistent arrangement of the dwellings responds efficiently to the elongated proportions of the allotment and provides a coherent development pattern, while retaining appropriate separation between buildings and adjoining residential properties.

Architecturally, the dwellings adopt a consistent contemporary residential form comprising low-profile pitched roof forms, attached garages and articulated front elevations incorporating substantial glazing and contrasting external finishes. The dwellings are individually expressed through projecting building elements and variation in wall treatments, while their consistent scale, form and setbacks establish a cohesive streetscape and internal development character. Landscaping is integrated along the common driveway and between the dwellings to soften the built form and reinforce the residential setting. The single-storey configuration also assists in maintaining an appropriate relationship with adjoining established residential properties.

Associated site works include construction of the common internal accessway, parking and manoeuvring areas, landscaping and the extension and integration of water, sewer and stormwater infrastructure throughout the development. The plans identify existing sewer, stormwater and water infrastructure within and adjoining the site, together with dedicated drainage and service easements and individual water metering arrangements for the proposed dwellings.

Overall, the proposal provides for the orderly residential development of a substantial vacant General Residential zoned allotment through the establishment of five well-proportioned single-storey dwellings within a coordinated arrangement. The siting, common access arrangements, individual parking provision, private open space, landscaping and servicing infrastructure have been planned as an integrated development that responds to the dimensions and topography of the site while remaining compatible with the established residential character of the surrounding locality. This report provides a detailed planning assessment of the proposed use and development against the applicable statutory planning controls and demonstrates that the proposal is capable of satisfying the relevant requirements of the Scheme.

2 Site Details

Address:	110 George Street SCOTTSDALE			
Title No:	189480/2			
Landowner:	Philip and Laurie Bingley			
Dimensions:	**Area**		**Average Width**	**Average Depth**
	2898 m²		Approx. 29 m	Approx. 100 m
Slope:	**Grade**		**Elevation**	**Direction**
	Moderate		196-201 AHD	Southeast to northwest
Existing Use or Development:	Vacant / undeveloped residential land			
Vegetation:	N/A			
Services:	**Water**		**Sewer**	**Stormwater**
	Serviced Area		Serviced Area	Serviced Area
	Connection		**Connection**	**Connection**
	Existing		Existing	Existing
Vehicle Access:	**Road**		**Access Type**	**Vehicle Crossing**
	Thomas Street		Direct Frontage	Proposed
Surrounding Use and Development	**North**	Residential uses (developed)		
	South	Residential uses (developed)		
	East	Residential uses (developed)		
	West	Residential uses (developed)		

3 Description of Proposal

Site Context

The subject land is situated at 110 George Street, Scottsdale (F/R 189480/2) and comprises a substantial vacant residential allotment extending south-west from Thomas Street through an established residential area in the northern urban growth area of Scottsdale township. Although formally addressed as 110 George Street, the allotment has its practical road frontage and proposed vehicular access to Thomas Street. The property comprises approximately 2,898 m², with a frontage of approximately 29 metres to Thomas Street, a rear width of approximately 30 metres and an overall depth of approximately 100 metres. The resulting elongated configuration is bordered along both longitudinal boundaries by established residential properties and forms part of a broader strip of General Residential land extending between George Street and the more peripheral areas to the north-east.

The land is presently vacant and predominantly cleared, with its existing character comprising open grassed ground and no significant established vegetation identified within the development area. Available contour information indicates a moderate fall across the allotment, with ground levels ranging generally between approximately 196-201 metres AHD. This change in level is material to the eventual detailed design of finished floor levels, driveway gradients, retaining, pedestrian movement and private open space, although the elongated and generally open character of the site provides sufficient flexibility for the proposed dwellings and associated access infrastructure to be arranged progressively along the existing landform.



Figure 2: Image of subject land looking southwest from Thomas Street (Source: Google Earth).

The surrounding locality is predominantly characterised by detached dwellings occupying conventional residential allotments, together with a number of larger or incompletely developed parcels. Established residential development adjoins both long boundaries of the site, while George Street lies further to the south-west. Scott Street, to the south-east, provides physical separation between the residential strip containing the subject land and General Industrial zoned land beyond. The proposed development therefore remains contained within an established residential setting and does not extend the residential edge toward the adjoining industrial area.

The property also benefits from access to reticulated urban infrastructure. An existing water main and lateral connection are located at the Thomas Street frontage, while sewer and stormwater infrastructure is identified toward the south-western portion of the site. A 3 metre wide pipeline and services easement and associated drainage infrastructure also affect that end of the property. The development has been arranged to utilise this established servicing framework, with a new common vehicle crossing proposed from Thomas Street, five individual water meters to be provided within a frontage manifold and sewer and stormwater infrastructure incorporated through the development.

Planning Context

The subject land is wholly identified within the General Residential Zone under the Scheme. The surrounding locality is principally General Residential land containing detached dwellings and undeveloped residential parcels. Multiple dwellings are an anticipated residential use in this urban setting, with their design and layout assessed against the development standards of the zone.

The zoning configuration of the subject land and surrounding area is illustrated at Figure 3, below.

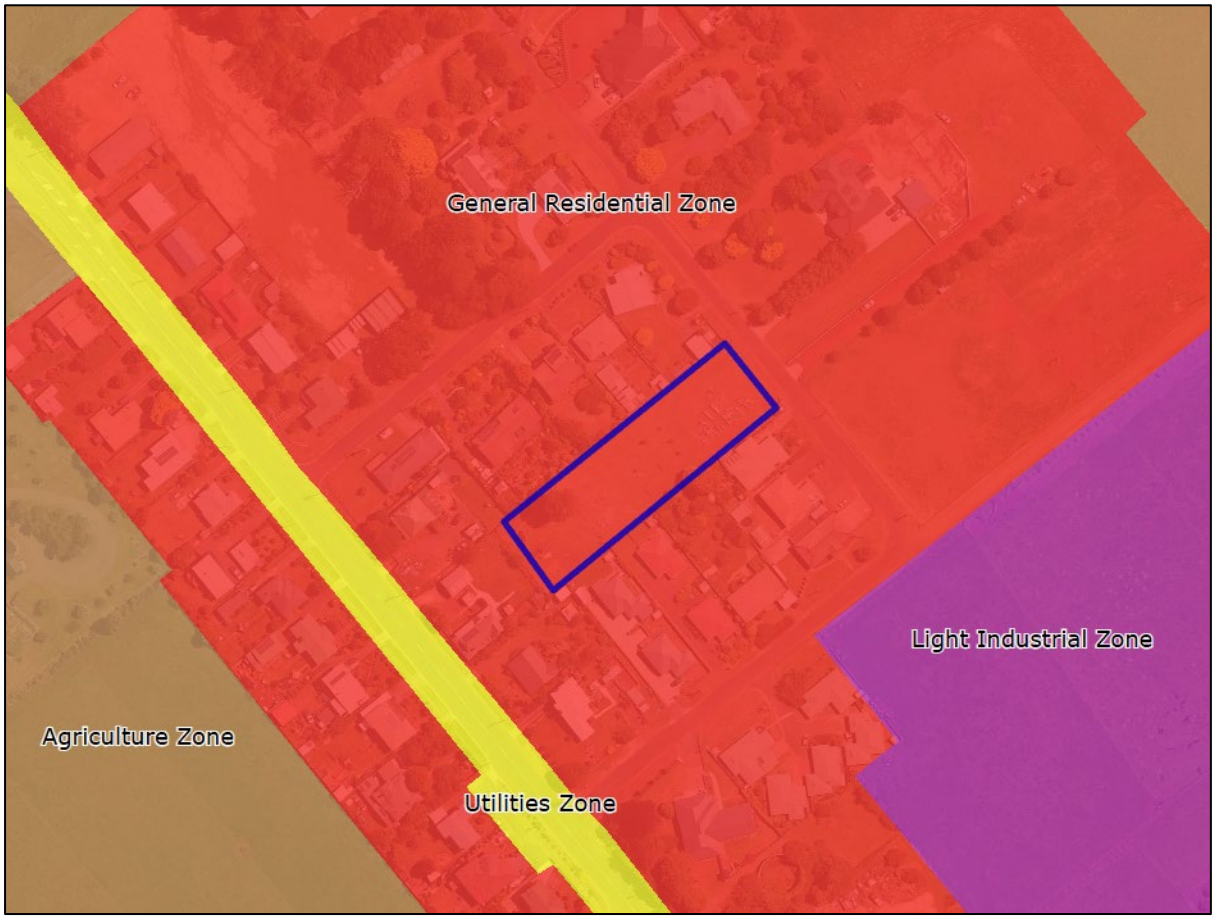


Figure 3: Site and surrounding land zoning configuration under the Tasmanian Planning Scheme – Dorset (Source: LISTmap).

The Scheme overlay maps also identify the subject land within an Airport Obstacle Limitation Area (pursuant to provisions of the Safeguarding of Airports Code[1]). Figure 4 below illustrates the relationship of applicable overlay area to the subject land.

[1] An Airport Obstacle Limitation Area is defined within the Scheme as: "…land in the vicinity of an airport shown on an overlay map in the relevant Local Provisions Schedule on which specific limits expressed by AHD apply for the height of development as are necessary to protect aircraft movement and safety in accordance with the applicable Obstacle Limitation Surfaces and Procedures for Air Navigation Services – Aircraft Operations for that airport." The corrseponding AHD for the site is 1467.84 AHD, meaning the development is exempt from further consideration under the Code pursuant to the exemption criteria provided at Clause C16.4.1 of the Scheme.

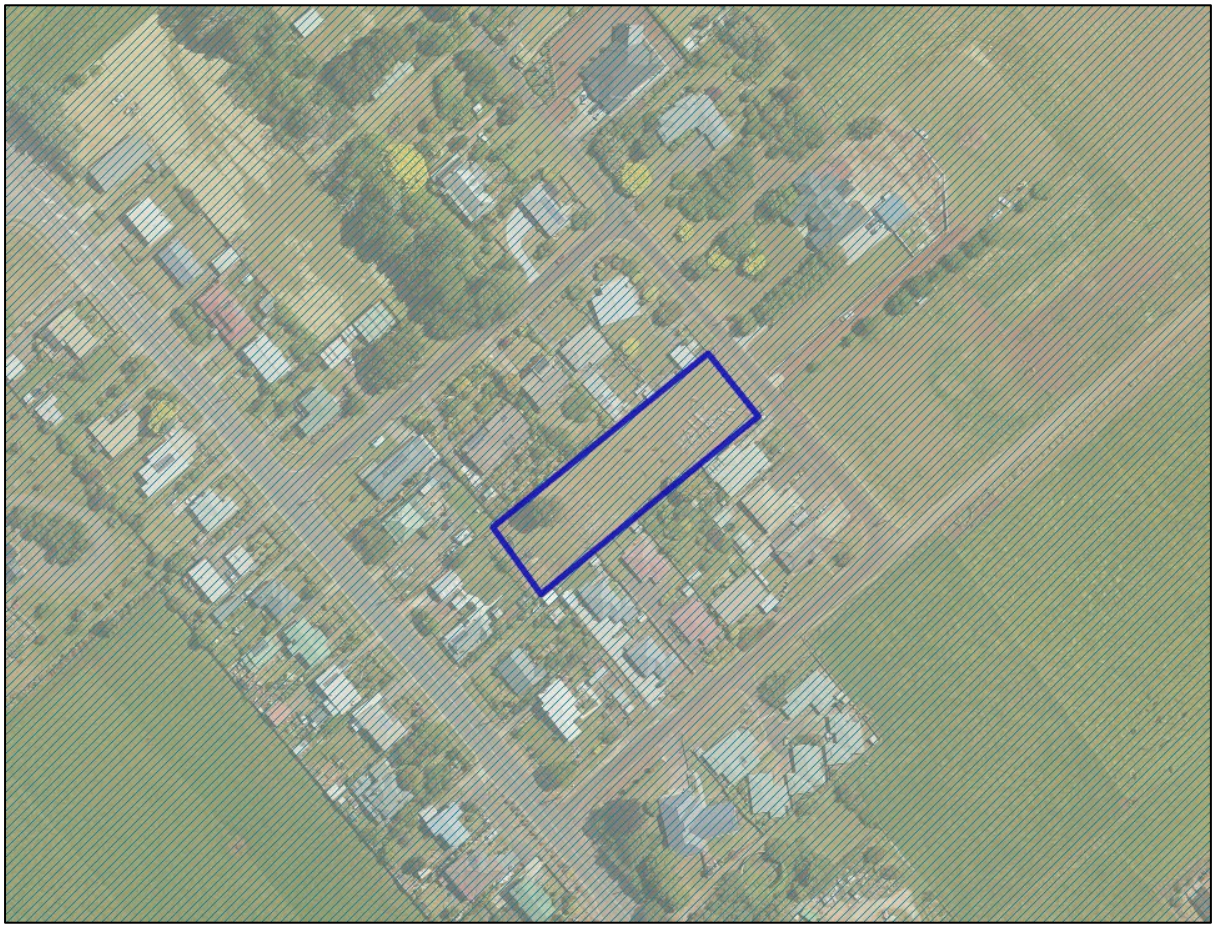


Figure 4: Airport obstacle limitation area overlay (hatched) and relationship to subject land (blue outline) and surrounds (Source: LISTmap).

In addition to the zone provisions, the proposal requires consideration under the Parking and Sustainable Transport Code, Road and Railway Assets Code and Attenuation Code. The site also lies within the mapped airport obstacle limitation area. The application of these codes, and the applicable exemption under the Safeguarding of Airports Code, are addressed in Section 4 of this report.

The Scottsdale Wastewater Treatment Plant is an existing attenuation activity to the north-east of the property. The relationship between the proposed residential use and the plant, including its operating characteristics and the attenuation provisions of the Scheme, is assessed in Section 4 of this report.

Proposal Context

The proposal seeks approval for the construction of five single-storey multiple dwellings together with common vehicle access, resident and visitor parking, private open space, drainage, servicing and associated site works. The development has been conceived as an integrated residential outcome responding directly to the elongated configuration of the allotment. Five generally consistent dwellings are arranged sequentially along the south-eastern side of the property, with House 1 positioned nearest Thomas Street and Houses 2 to 5 extending progressively toward the south-western end of the site. A common internal driveway will occupy the north-western side of the allotment and provide access to each dwelling.

The proposed linear arrangement establishes a clear and legible development pattern while making efficient use of the site's dimensions. The dwellings are orientated toward the common internal accessway, with garages and principal entries addressing the driveway and private residential areas extending around and behind the respective buildings. Concentrating the common access along one side of the property allows the residential buildings to be arranged consistently along the opposite side and provides a logical distinction between shared vehicle infrastructure and the individual residential curtilages.

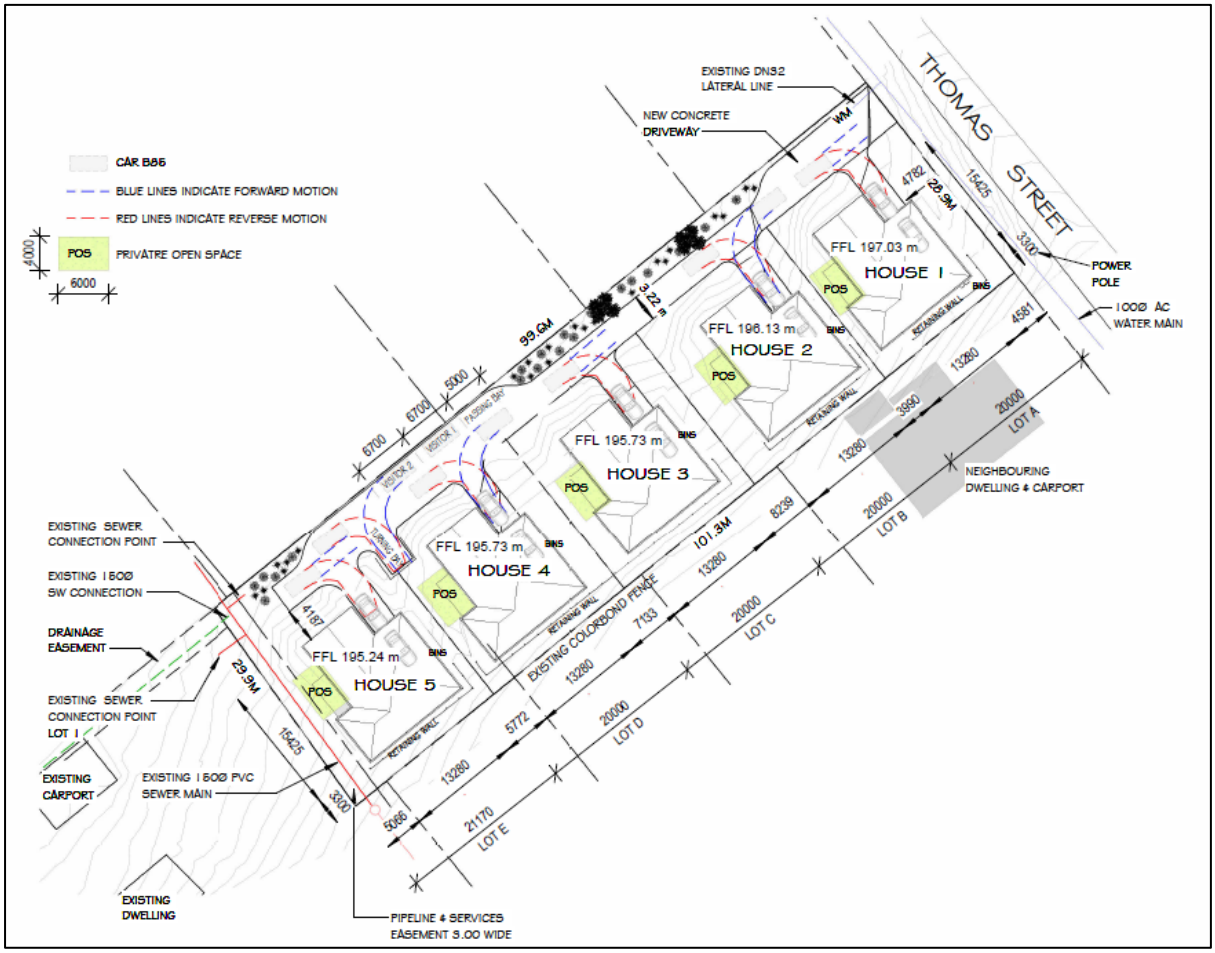


Figure 5: Site plan illustrating the position of the five proposed dwellings, common access, resident and visitor parking and private open space areas (Source: Bingley Design & Build).

Each dwelling comprises three bedrooms, an open-plan kitchen and dining area, family room, bathroom, ensuite, walk-in robe, laundry and an attached single garage. The articulated floor plan provides an indicative combined enclosed floor area and external deck area of approximately 165 m² per dwelling, comprising about 154 m² of enclosed gross floor area (incl. garage) and an outdoor deck of about 11 m². The deck is an external area and is excluded from the enclosed gross floor area. These figures are indicative measurements derived from the dimensioned floor plan, rather than a nominated area schedule. A dedicated concrete bin-storage pad measuring 1.5 m by 1.0 m (1.5 m²) is positioned alongside the north-eastern elevation of each dwelling, outside its principal entrance and parking areas.

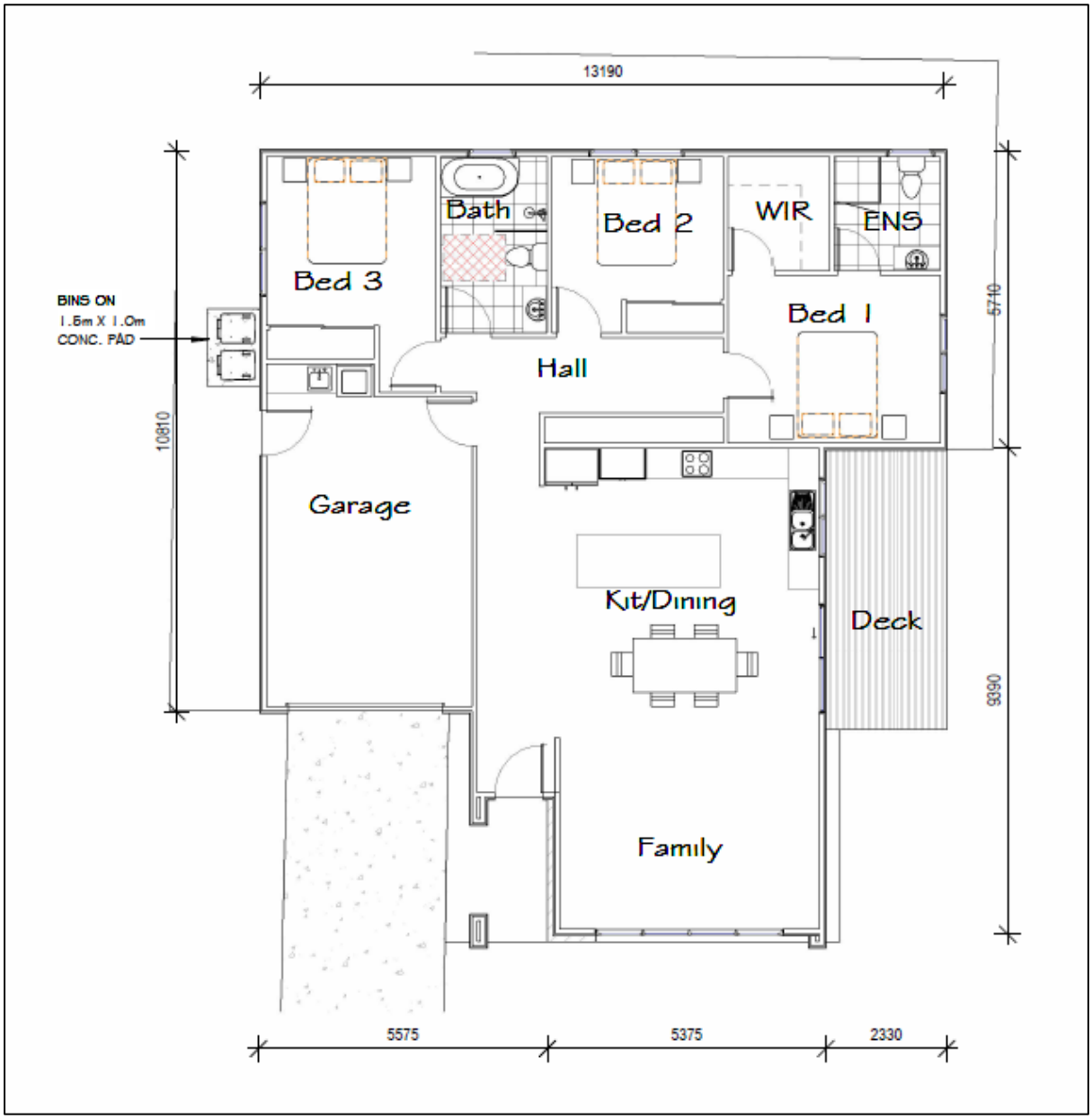


Figure 6: Typical floor plan of proposed dwelling (Source: Bingley Design & Build).

Architecturally, the five dwellings adopt a consistent single-storey residential form with articulated pitched and hipped roof planes, attached garages, entry elements and complementary external finishes. The typical elevations nominate an approximate building height of 4.9 m, with retaining walls of no more than approximately 0.9 m identified in the detailed elevations. Individual finished floor levels and the associated earthworks respond to the fall along the site. The modest building scale and the separation provided between dwellings and neighbouring residences assist in moderating visual bulk and amenity effects. The development also incorporates a solid Colorbond frontage fence to Thomas Street of

approximately 1.2 m in height[2] and 1.5 m high Colorbond fencing at the internal inter-dwelling boundaries[3]. Retaining walls are limited to a maximum height of approximately 0.9 m[4].

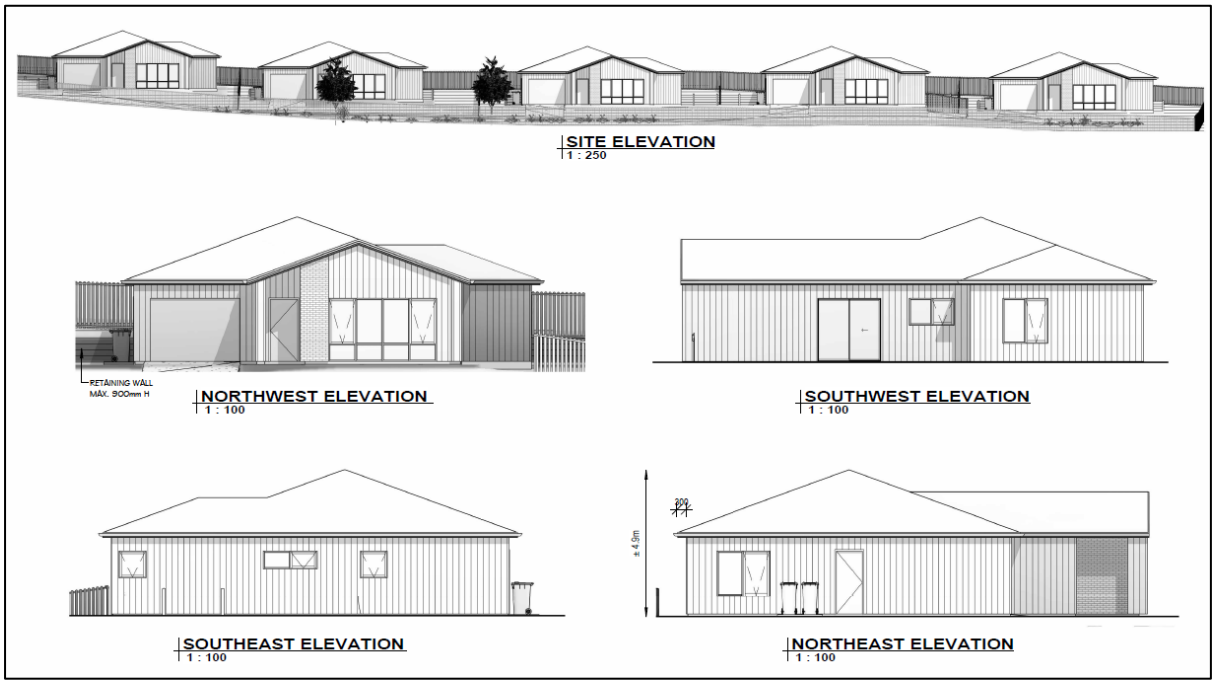


Figure 7: Site elevation and typical dwelling elevations (Source: Bingley Design & Build).

Each dwelling incorporates an attached single garage and an additional tandem parking space on the adjoining driveway apron, yielding ten resident parking spaces. Two dedicated visitor parking spaces are accommodated within the common access area, providing 12 spaces overall. The site plan includes B85 passenger vehicle swept paths demonstrating on-site manoeuvring and forward-direction departure, and a passing bay along the driveway.

Vehicle access is proposed from Thomas Street via a single common crossover connecting to the concrete common driveway along the north-western side of the land. The common access serves the five attached garages, associated tandem parking aprons and two visitor spaces. The part site plan demonstrates B85 manoeuvring to and from visitor spaces, together with use of the passing and turning areas, without reliance upon the individual residential lots for common manoeuvring. Visitor parking, passing and turning areas will all be contained within common property. The finished grades and drainage pits are illustrated on the accompanying site drainage plan, together with retaining where required to accommodate the existing landform.

Each residence has a principal private open space area of approximately 24 m², measuring 4 m by 6 m, immediately adjoining its living accommodation. A broader area of outdoor residential curtilage is also provided for each dwelling. Each dwelling will have a site coverage of approximately 172 m² with the combined roofed area of the development comprising approximately 860 m², or 29.7% of the 2,898 m² site. The site coverage therefore remains materially below the 50% acceptable-solution limit even on this conservative estimate.

[2] The frontage fence will be compliant with the exemption at 4.6.3 of the Scheme.
[3] Internal fences between dwellings will compliant with the exemption at 4.6.4 of the Scheme.
[4] All retaining walls will be compliant with the exemption provisions at 4.6.8 of the Scheme.

The accompanying strata plan indicates five individual residential lots (Lots A–E), together with common property for the shared access, visitor parking, drainage and other common infrastructure. It expresses the proposed future management arrangement for the approved buildings. Division by strata titles of lawfully constructed or approved buildings for a permitted or previously lawfully approved use is exempt under clause 4.6.18 of the Scheme; accordingly the later strata division is intended to proceed under that exemption once its statutory conditions are met.

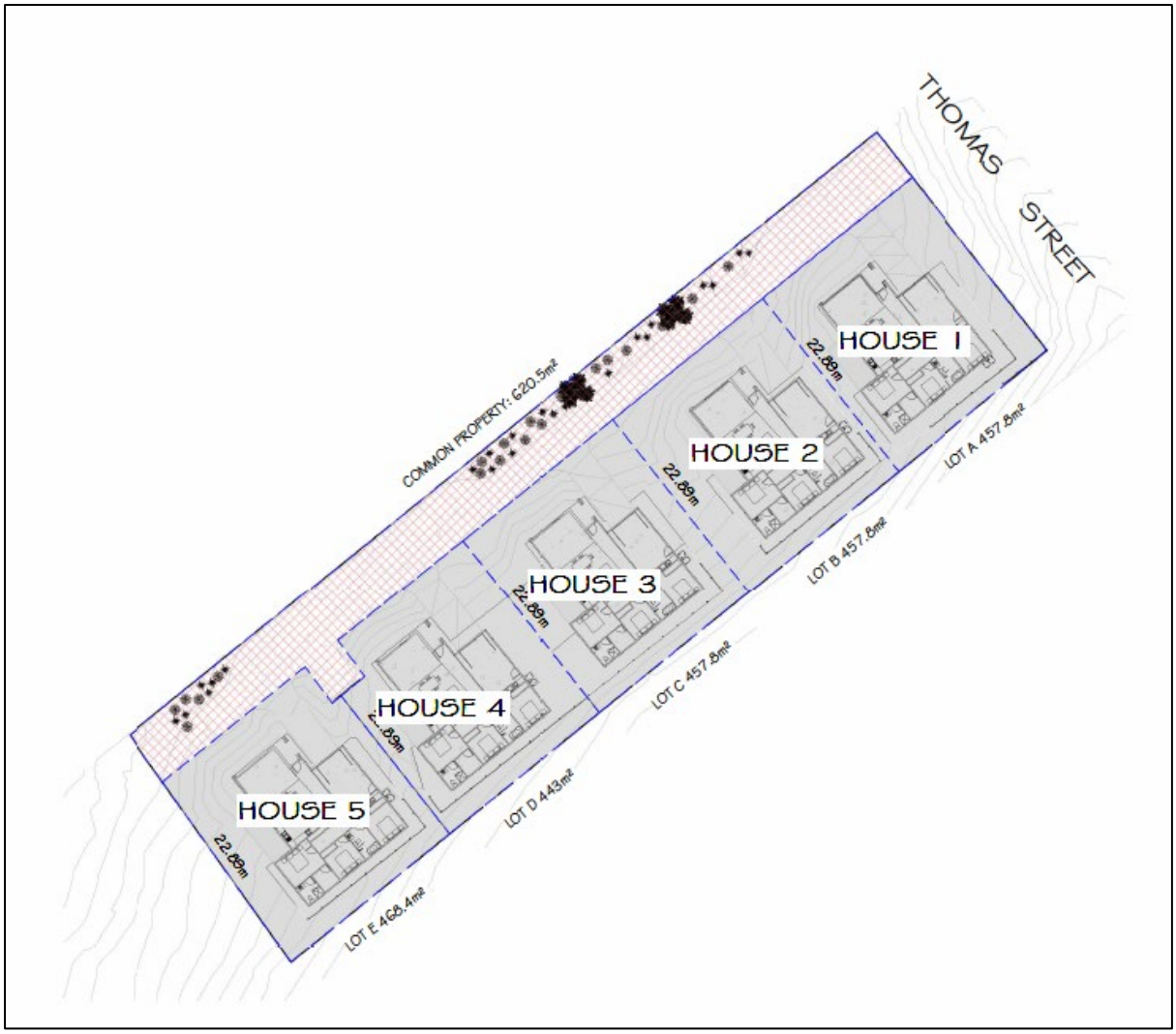


Figure 8: Proposed strata arrangement identifying individual residential lots and proposed common property (Source: Bingley Design & Build).

The development also incorporates an integrated servicing concept. Stormwater generated within the development is proposed to be collected through a series of pits associated with the dwellings and common accessway and directed toward the existing stormwater infrastructure at the south-western end of the property. Five individual water meters are proposed within a manifold arrangement at Thomas Street, while sewer connections are identified toward the opposite end of the allotment. The site layout also recognises the existing pipeline and services easement and drainage infrastructure affecting the south-western portion of the land.

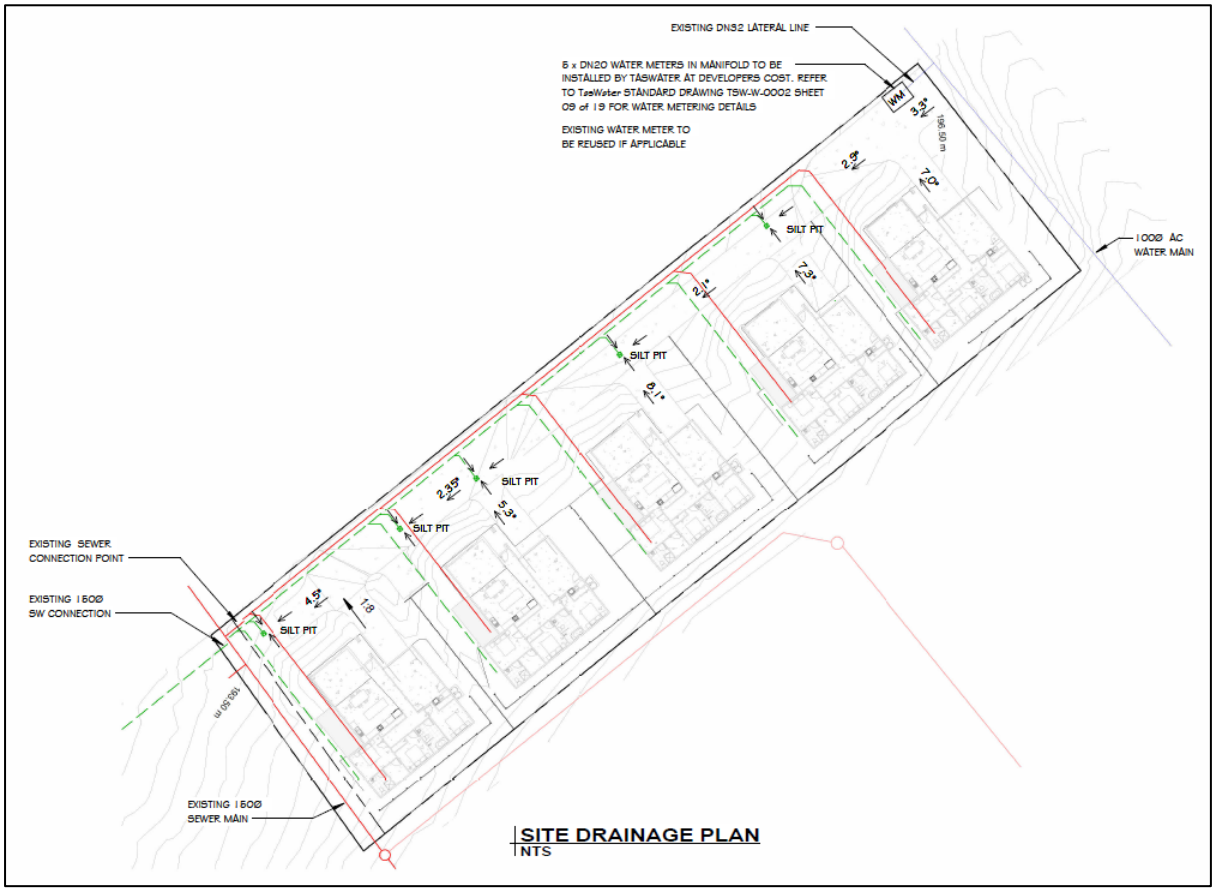


Figure 9: Concept drainage and water servicing plan (Source: Bingley Design & Build).

The single-storey configuration and separation of the dwellings from adjoining residential properties also assists in moderating potential amenity impacts associated with building bulk, overlooking and overshadowing. Shadow diagrams within the submitted plans have been prepared for 9.00 am, 12.00 pm and 3.00 pm on 21 June and illustrate the relationship of the proposed built form to adjoining land at the winter solstice. The low-rise form and relatively regular spacing of the buildings allow the development to maintain a conventional residential relationship with surrounding properties notwithstanding the introduction of multiple dwellings upon the presently vacant site.

Overall, the proposal represents an orderly and efficient residential development of a substantial vacant General Residential zoned allotment. The linear arrangement of five single-storey dwellings responds directly to the proportions and topography of the site, while the coordinated provision of common access, resident and visitor parking, private open space, strata arrangements and servicing infrastructure establishes a coherent and functional residential outcome. The development achieves an increased residential yield without adopting an intensive built form, with the comparatively generous site area, modest overall building coverage and single-storey scale allowing the proposal to remain compatible with the established residential character of this part of Scottsdale.

4 Planning Assessment – *Tasmanian Planning Scheme – Dorset*

4.1 Assessment Overview

Applicable Zone(s):	General Residential
Use Status:	Multiple Dwellings use ('permitted' use status)
Development Status:	Discretionary (relying on performance criteria)
Applicable Code(s):	Parking and Sustainable Transport
	Road and Railway Assets
	Attenuation
	Safeguarding of Airports
Applicable Specific Area Plan(s)	N/A

4.2 Zone Assessment

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

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	Acceptable Solution	Assessment	Compliance
8.4.1	**Residential density for multiple dwellings**		
A1	Multiple dwellings must have a site area per dwelling of not less than 325m².	**The subject land of 2,898 m2 provides approximately 580 m2 of site area per dwelling. The proposal therefore satisfies A1.**	**Complies**
8.4.2	**Setbacks and building envelope for all dwellings**		
A1	Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback,	**As provided in the submitted site plan, House 1 is setback 4.78 m from Thomas Street and exceeds the base 4.5 m frontage setback requirement. A retaining wall associated with House 1 is shown approximately 3.51 m from the Thomas Street frontage and retains a difference in ground level of approximately 0.75 m. Having regard to the setbacks shown on the plans, the wall satisfies the exemption at Clause 4.6.8, which applies to retaining walls set back not less than 1.5 m from a boundary and retaining a difference in ground level of less than 1 m. The retaining wall therefore does not disturb compliance with A1. The proposal therefore satisfies A1.**	**Complies**

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
	from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.		
A2	A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	The garage that forms part of House 1 (the dwelling in closest proximity to Thomas Street) is recessed behind the dwelling frontage and addresses the internal driveway. The garage setback will be 4.78 m from the Thomas Street frontage. All other garages for Houses 2-5 are well in excess of 5.5 m setback from the frontage. As such, the proposal will rely on demonstrating compliance with the corresponding performance criteria provided at Clause 8.4.2 P2. Assessment of the proposal against this performance criteria is outlined at Section 4.2.2 of this report.	Does not Comply
A3	A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and	The five buildings have a single-storey form with a nominated maximum building height of approximately 4.9 m, below the 8.5 m overall height limit. The site plan identifies separation from the outside boundaries and internal dwelling spacing, and the elevations show modest wall and roof heights. As the boundary setbacks are required to be assessed against the 45-degree envelope commencing 3 m above existing ground at each side and rear boundary, the relationship is assessed using the nominated heights and setbacks: the buildings are arranged to remain within that envelope, with no side or rear building walls (incl. retaining walls) less	Complies

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	Acceptable Solution	Assessment	Compliance
	(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).	**than 1.5 m from a boundary. The development satisfies A3 accordingly.**	
8.4.3	**Site coverage and private open space for all dwellings**		
A1	Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).	**Total site coverage of the development will comprise 860 m² (172 m² per dwelling), equating to approximately 26.7% of the 2898 m² site. The design configuration of each dwelling retains considerably more than 60 m2 outside, and immediately available to, each dwelling footprint. The proposal therefore satisfies A1.**	Complies
A2	A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished	**A compliant area of private open space will be available for each dwelling. As illustrated in the submitted plans, each dwelling is provided with a principal private open space area of 24 m², measuring approximately 4 m × 6 m, positioned immediately adjoining the dwelling's principal living areas. The nominated areas satisfy the minimum area and horizontal dimension requirements of A2(a) and (b).**	Complies

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	Acceptable Solution	Assessment	Compliance
	ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.	The proposed POS areas are located to the north-west of the respective dwellings and are not positioned between the dwellings and the Thomas Street frontage. The subject land falls progressively from Thomas Street toward the south-western end of the allotment. The proposed dwellings and associated external areas will be established at finished levels that respond to the existing topography, with the principal private open space associated with each dwelling to be graded at not steeper than 1:10. The proposed arrangement satisfies the requirements of A2.	
8.4.4	**Sunlight to private open space of multiple dwellings**		
A1	A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:	Shadow diagrams provided within the submitted plans depict the position of shadows at 9 am, noon and 3 pm on 21 June. The principal private open spaces remain substantially available for sunlight around the dwellings. The five single-storey buildings are separated along the elongated allotment and are limited to approximately 4.9 m in height; the siting reduces prolonged shadow over the adjacent 4 m by 6 m private open spaces. On the basis of the 21 June shadow diagrams, the arrangement is considered consistent with A1(b), as no relevant dwelling is shown to deprive 50% of an adjoining dwelling's principal private open space of at least three hours of sunlight during the prescribed period. The proposed arrangement satisfies the requirements of A1 accordingly.	Complies

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	Acceptable Solution	Assessment	Compliance
	(i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.		
8.4.5	**Width of openings for garages and carports for all dwellings**		
A1	A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	**The dwelling situated closest to the Thomas Street frontage is the only dwelling which will be provided with a garage that is within 12 metres of the frontage. This garage opening faces the internal access rather than Thomas Street and is recessed behind the dwelling frontage. The proposal satisfies A1 accordingly.**	Complies
8.4.6	**Privacy for all dwellings**		
A1	A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open	**The dwellings are single-storey and the nominated finished floor and external formation levels are stepped along the existing slope. The elevations show retaining walls up to approximately 0.9 m high. No deck, terrace, carport or allocated parking surface will to be more than 1 m above the existing ground level at an overlooking interface. The proposal satisfies A1 accordingly.**	Complies

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
	space of the other dwelling on the same site.		
A2	A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): (a) the window or glazed door: (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. (b) the window or glazed door: (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	**Each dwelling is single-storey build and is arranged with its habitable-room windows at ground-floor level. Finished floor levels of all habitable rooms will not be in excess of 1 m above existing ground level. The proposal satisfies A2 accordingly.**	**Complies**

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	Acceptable Solution	Assessment	Compliance
A3	A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.	The shared driveway and associated manoeuvring areas are positioned along the north-western side of the proposed dwellings. For Houses 1, 2, 3 and 5, the shared access areas are separated from the respective dwellings by approximately 4 m or more. In relation to House 4, while the turning bay extends closer to the dwelling footprint, the plans demonstrate a horizontal separation of approximately 2.526 m between the turning bay and the window to the family room (being a habitable room). This exceeds the minimum 2.5 m separation required by Clause 8.4.6 A3 and the Acceptable Solution is therefore satisfied. A 1.5 m high Colorbond fence is also proposed around the north-eastern and south-eastern sides of the turning bay. While not relied upon to achieve compliance with A3, the fence provides an additional physical buffer that will assist in reducing vehicle noise and headlight intrusion associated with the relatively limited vehicle movements expected within the turning area.	Complies
8.4.8	**Waste storage for multiple dwellings**		
A1	A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m² per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above	Each dwelling is provided with an exclusive concrete waste and recycling storage pad measuring 1.5 m by 1.0 m and therefore providing the required 1.5 m² area. The storage pads serving Houses 2-5 are located adjacent the northeast of their respective dwellings, while the storage pad serving House 1 is located adjacent the rear (southeast) of the dwelling (and not between the dwelling and frontage onto Thomas Street). The proposal satisfies A1 accordingly.	Complies

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
	the finished surface level of the storage area.		

*4.2.2 Development Standards for Dwellings – **Performance Criteria** – General Residential Zone*

Note: Many of the performance criteria require the planning authority to '*have regard to*' the matters identified in their respective subclauses. The obligation to have regard to those matters requires that they be genuinely considered and afforded appropriate weight as part of the overall planning assessment. It does not require strict or separate compliance with each individual consideration, nor does it elevate those considerations to mandatory standards that must themselves be satisfied. Rather, those matters form part of the overall evaluative judgment to be undertaken by the decision-maker[5].

8.0 General Residential Zone			
8.4	**Development Standards for Dwellings**		
Clause	**Performance Criteria**	**Assessment**	**Compliance**
8.4.2	**Setbacks and building envelope for all dwellings**		
P2	A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.	The proposal incorporates an attached single garage within each of the five dwellings, with House 1 being the only dwelling whose garage is positioned within 5.5 metres of the primary frontage to Thomas Street. As illustrated on the submitted site plan, the garage associated with House 1 is set back approximately 4.78 metres from the Thomas Street frontage and is recessed behind the principal building frontage, with its vehicle entrance orientated toward the common internal driveway rather than Thomas Street. The remaining four garages are positioned progressively further into the allotment and maintain setbacks substantially exceeding 5.5 metres from the primary frontage. The existing residential development along Thomas Street provides a relevant contextual basis for assessing the proposed garage setback. The established garage on the adjoining residential property to the north-west is	Complies

[5] *See* Craig Webb Pty Ltd v Launceston City Council (No. 3) [2025] TASCAT 103 at [20] and [74].

8.0 General Residential Zone			
8.4	Development Standards for Dwellings		
Clause	Performance Criteria	Assessment	Compliance
		positioned approximately 4.5 metres from its Thomas Street frontage. The proposed garage setback of 4.78 metres is therefore greater than that of the existing neighbouring carport, demonstrating a closely comparable setback relationship. The proposed garage is also incorporated within the single-storey dwelling and orientated toward the internal driveway, rather than presenting a garage opening directly toward Thomas Street. Accordingly, its siting and orientation maintain a residential presentation to the street that is compatible with the established pattern of residential development. With respect to topographical constraints, the subject land exhibits a moderate fall across its elongated configuration, with the proposed dwelling arrangement responding to the existing landform and the need to accommodate a common internal accessway serving all five residences. The positioning of House 1, including its attached garage, provides a practical relationship between the Thomas Street frontage, the proposed driveway and the remaining dwellings while avoiding the need to extend the development further toward the street boundary. Having regard to the closely comparable setback of the existing neighbouring carport, the recessed and internally orientated configuration of the proposed garage, and the site's topographical and access characteristics, the proposed garage setback is considered compatible with the established garage and carport setbacks along Thomas Street. The proposal therefore satisfies the requirements of Clause 8.4.2 P2.	

4.3 Code Assessments

The following Code has been assessed as being applicable to the proposal:

- Parking and Sustainable Transport Code
- Road and Railway Assets Code
- Attenuation Code

The proposal is also affected by the Safeguarding of Airports Code. The basis upon which the Code is inapplicable to the proposal is outlined below.

Safeguarding of Airports Code

- The subject land is located within an airport obstacle limitation area under the Safeguarding of Airports Code. The airport obstacle limitation overlay specifies a maximum development height of RL 1467.84 m AHD for the site.
- Clause C16.4.1(a) provides that development is exempt from the Code where it is not more than the AHD height specified for the site in the relevant airport obstacle limitation area.
- The highest proposed finished floor level shown on the site plan is RL 197.03 m AHD (House 1). Having regard to the nominated approximate building height of 4.9 m, the highest roof level is conservatively estimated in the order of RL 202–203 m AHD. This is substantially below the mapped obstacle limitation height of RL 1467.84 m AHD. The buildings are therefore exempt from further assessment under the Safeguarding of Airports Code pursuant to clause C16.4.1(a).

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

C2.0 Parking and Sustainable Transport Code			
C2.5	**Use Standards**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
C2.5.1	**Car parking numbers**		
A1	The number of on-site car parking spaces must be no less than the number specified in Table C2.1.	**Pursuant to Table C2.1 of the Scheme, the proposed five multiple dwellings require two car parking spaces per dwelling, equating to a total of ten resident parking spaces. Note 2 to Table C2.1 permits tandem parking arrangements to serve individual dwellings. An additional dedicated visitor parking space is required for every four dwellings (rounded up to the nearest whole number), resulting in a requirement for two visitor spaces. Accordingly, the development requires a minimum of 12 on-site car parking spaces.**	**Complies**

C2.0 Parking and Sustainable Transport Code			
C2.5	**Use Standards**		
Clause	Acceptable Solution	Assessment	Compliance
		As illustrated in the submitted plans, the proposal provides ten resident parking spaces, comprising an attached single garage and an adjoining tandem parking space for each dwelling, together with two dedicated visitor parking spaces. The proposed provision of 12 on-site car parking spaces therefore exceeds the minimum requirement and satisfies the Acceptable Solution at Clause C2.5.1 A1 of the Scheme.	
C2.5.2	**Bicycle parking numbers**		
A1	Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Pursuant to the provisions of Table C2.1 of the Scheme, requirement for bicycle parking spaces does not apply to multiple dwellings use.	Not Applicable
C2.5.3	**Motorcycle parking numbers**		
A1	The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	Pursuant to the provisions of C2.2.2 of the Scheme, requirement for motorcycle parking spaces does not apply to multiple dwellings use.	Not Applicable
C2.5.4	**Loading Bays**		
A1	A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Pursuant to the provisions of C2.2.3 of the Scheme, loading bay requirements do not apply to multiple dwellings use.	Not Applicable
C2.5.5	**Number of car parking spaces within the General Residential Zone and Inner Residential Zone**		
A1	Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and	No existing buildings are located upon the subject land.	Not Applicable

C2.0 Parking and Sustainable Transport Code			
C2.5	**Use Standards**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
	(b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.		

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

C2.0 Parking and Sustainable Transport Code			
C2.6	**Development Standards for Buildings and Works**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
C2.6.1	**Construction of Parking Areas**		
A1	All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (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.	All proposed shared access, resident parking aprons, visitor parking and manoeuvring areas are identified for concrete surfacing, providing a durable all-weather and low-abrasion pavement in accordance with A1(a) and (c). The site drainage plan indicates collection pits and connection to the existing 150 mm public stormwater connection, providing for surface runoff management in accordance with A1(b). Clause C2.6.1 A1 is therefore satisfied.	Complies
C2.6.2	**Design and Layout of Parking Areas**		
A1.1	Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;	The proposed parking, access, manoeuvring and circulation arrangements satisfy the requirements of A1.1. The site drainage plan identifies the grades applying throughout the common driveway and dwelling access areas, with nominated grades generally ranging from approximately 2.1° to 8.1°. These are relatively modest gradients for a residential access and, having regard to the configuration and transitions shown on the plans, are consistent	Complies

C2.0 Parking and Sustainable Transport Code			
C2.6	Development Standards for Buildings and Works		
Clause	Acceptable Solution	Assessment	Compliance
	(iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.*	with the applicable requirements of AS 2890 for passenger vehicle access and parking. The development also provides for vehicles to enter and leave the site in a forward direction, as demonstrated by the B85 swept-path assessment incorporated into the site plan. The common access serves 12 parking spaces and is approximately 5.5 m wide at its connection with Thomas Street before reducing to approximately 3.22 m through the site. This exceeds the Table C2.2 requirement for an access serving between 6 and 20 parking spaces, being a minimum width of 4.5 m for the first 7 m from the road carriageway and 3 m thereafter. Localised widened passing and manoeuvring areas of approximately 5.9 m are also incorporated at intervals along the accessway, providing sufficient opportunity for opposing vehicles to pass and for vehicles to manoeuvre into and out of the respective dwelling parking areas. Each dwelling incorporates an attached garage measuring approximately 4.0 m in width and 6.0 m in length, together with an adjoining tandem parking apron. These dimensions comfortably accommodate the minimum parking-space envelope prescribed by Table C2.3, while the widened manoeuvring areas adjoining the dwelling accesses, together with the demonstrated B85 swept paths, provide adequate space for vehicles to enter and leave the parking areas conveniently and safely. The external parking and manoeuvring areas are unobstructed vertically, while the garage arrangements provide a vertical clearance greater than the minimum 2.1 m required by A1.1. Finally, the parking, access and manoeuvring areas are readily	

C2.0 Parking and Sustainable Transport Code			
C2.6	**Development Standards for Buildings and Works**		
Clause	Acceptable Solution	Assessment	Compliance
		identifiable through the physical layout of the development. The enclosed garages, individual driveway aprons, formed common driveway, dedicated visitor parking areas and widened passing areas provide clear physical delineation of the respective parking and circulation functions without reliance upon line marking. Accordingly, the proposed parking and access arrangement satisfies Clause C2.6.2 A1.1 of the Scheme.	
C2.6.3	**Number of Accesses for Vehicles**		
A1	The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	An existing, single vehicular access from Thomas Street would be upgraded (to Council's Urban Road Access standards) and utilised for the purposes of the proposed development. The proposal satisfies A1 accordingly.	Complies
C2.6.4	**Lighting of parking areas within the General Business Zone and Central Business Zone**		
A1	In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.	The land subject to the application is entirely identified within the General Residential Zone. The standard is therefore not applicable	Not Applicable
C2.6.5	**Pedestrian Access**		
A1.1	Uses that require 10 or more car parking spaces must: (a) 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) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or	The proposal requires 12 spaces, including ten resident spaces and two visitor spaces, and therefore exceeds the threshold of ten spaces in A1.1. An internal footpath network serving spaces is not proposed by the development, and the proposal must therefore rely on demonstrating compliance with the corresponding performance criteria provided at	Does not Comply

C2.0 Parking and Sustainable Transport Code			
C2.6	**Development Standards for Buildings and Works**		
Clause	Acceptable Solution	Assessment	Compliance
	(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.	C2.6.5 P1. Assessment against P1 is provided at Section 4.3.3 of this report. A1.2 is not engaged because no accessible public parking spaces form part of the residential proposal.	
A1.2	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.		Not Applicable
C2.6.8	**Siting of parking and turning areas**		
A1	Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	The land subject to the application is entirely identified within the General Residential Zone. The standard is therefore not applicable	Not Applicable

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

C2.0 Parking and Sustainable Transport Code			
C2.6	**Development Standards for Buildings and Works**		
Clause	Performance Criteria	Assessment	Compliance
C2.6.5	**Pedestrian access**		
P1	Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings;	The development accommodates five self-contained dwellings, ten allocated resident parking spaces and two visitor spaces, rather than a public car park with continuous vehicle turnover. The proposed garage and tandem apron of each dwelling adjoin its entry, allowing residents and their visitors to move directly from their allocated parking area to the dwelling without a need to traverse the length of the common driveway. Visitors using the two common spaces have a short and legible route	Complies

C2.0 Parking and Sustainable Transport Code			
C2.6	**Development Standards for Buildings and Works**		
Clause	Performance Criteria	Assessment	Compliance
	(g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.	along the driveway margin to the appropriate dwelling. The single consolidated crossover limits footpath conflicts at the road frontage, while the internal B85 manoeuvring paths and widening for passing facilitate slow and predictable vehicle movements. Shared surfaces will have a durable concrete finish and drainage provision, improving footing and visibility in wet weather. The driveway is the shared access of a small residential complex and has relatively infrequent movements, provisionally estimated at approximately 45 vehicle movements each day distributed across the five dwellings; crossing points are limited and readily perceived in this open layout. There is no proposed publicly accessible disability parking bay that would require a corresponding route under A1.2, although access to individual dwellings should still be refined at building-design stage to meet applicable accessibility requirements. Having regard to the small-scale residential use, direct dwelling access, low expected internal speeds, passing provision and constrained conflict points, the shared-surface pedestrian arrangement provides safe and convenient access and satisfies P1 without a continuous separately constructed footpath.	

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

C3.0 Road and Railway Assets Code			
C3.5	**Use Standards**		
Clause	Acceptable Solution	Assessment	Compliance
C3.5.1	**Traffic generation at a vehicle crossing, level crossing or new junction**		

C3.0 Road and Railway Assets Code			
C3.5	**Use Standards**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
A1.2	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.	Written consent for the proposed vehicle crossing from the Dorset Council road authority has not been sought/issued. The proposal must therefore rely on satisfying the corresponding performance criteria proved at C3.5.1 P1. Assessment of the proposal against this performance criteria is outlined at Section 4.3.5 of this report.	Does not Comply

*4.3.5 Use Standards – **Performance Criteria** – Road and Railway Assets Code*

C3.0 Road and Railway Assets Code			
C3.5	**Use Standards**		
Clause	**Acceptable Solution**	**Assessment**	**Compliance**
C3.5.1	**Traffic generation at a vehicle crossing, level crossing or new junction**		
P1	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: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.	The proposal involves construction of five multiple dwellings upon presently vacant residential land, with vehicle access proposed via a single common crossover to Thomas Street. In the absence of a Tasmanian-specific numeric trip-generation rate for individual dwellings, the Guide to Traffic Generating Developments, published by the former Roads and Traffic Authority of New South Wales, provides a useful indicative benchmark. Applying a daily vehicle trip-generation rate of approximately nine vehicle movements per dwelling, the five proposed dwellings would collectively generate approximately 45 vehicle movements per day. This represents a relatively modest increase in traffic associated with ordinary residential occupation, comprising predominantly passenger vehicles undertaking routine movements to and from the property. The development does not involve a commercial or industrial use that would generate regular heavy vehicle movements or substantial concentrations of traffic throughout the day. Vehicle movements are expected to be distributed across the day, with some	Complies

C3.0 Road and Railway Assets Code			
C3.5 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
		concentration during conventional morning and afternoon commuting periods. Thomas Street is an established local residential road providing access to existing dwellings within the surrounding General Residential locality. Its function is principally to accommodate local traffic movements rather than substantial volumes of through traffic. The proposed development is consistent with this established road function, with the additional vehicle movements representing a comparatively modest increase in ordinary residential traffic. The proposed crossover is located along the site's approximately 29-metre frontage to Thomas Street and provides direct access to the common internal driveway serving all five dwellings. The site frontage is relatively open and unobstructed, allowing the crossover to be positioned to provide suitable visibility for vehicles entering and exiting the property. The applicable urban speed limit is 50 km/h, while sight distances from the proposed crossing are approximately 125 m towards the north-west and 95 m towards the south-east (to the Thomas Street–Scott Street junction). While detailed traffic counts have not been provided, the scale and nature of the anticipated traffic generation are not expected to materially affect the safety or efficiency of the local road network, subject to the crossover satisfying the relevant road authority requirements. The proposed access arrangement consolidates all vehicle movements through a single crossover, avoiding the need for multiple access points along Thomas Street. The internal driveway provides direct access to each dwelling and accommodates ten resident parking spaces and two dedicated visitor spaces, allowing parking demand to be accommodated within the property	

C3.0 Road and Railway Assets Code			
C3.5	Use Standards		
Clause	Acceptable Solution	Assessment	Compliance
		rather than relying upon the adjoining road network. The submitted vehicle tracking diagrams also illustrate the ability of passenger vehicles to manoeuvre internally and depart the site in a forward direction, thereby avoiding reversing movements onto Thomas Street and reducing potential conflicts with passing vehicles and pedestrians. The proposal provides for the orderly residential development of a substantial vacant allotment within the General Residential Zone and responds to the anticipated residential use of the land. The proposed common access arrangement is integral to the development, providing a consolidated and practical means of accommodating vehicle movements associated with the five dwellings. Having regard to the relatively modest anticipated traffic generation, the local residential function of Thomas Street, the consolidation of access to a single crossover and the provision of on-site parking and internal vehicle manoeuvring, the proposal is considered capable of minimising adverse effects upon the safety and efficiency of the surrounding road network. Having regard to the expected low-volume residential traffic, indicative sightlines and the requirement for the crossover design to satisfy the road authority's applicable construction requirements, the proposal is considered capable of satisfying the performance criterion at Clause C3.5.1 P1 of the Scheme.	

*4.3.6 Use Standards – **Performance Criteria** – Attenuation Code*

C9.0 Attenuation Code			
C9.5	Use Standards		
Clause	Performance Criteria	Assessment	Compliance
C9.5.2	Sensitive use within an attenuation area		

C9.0 Attenuation Code			
C9.5 Use Standards			
Clause	**Performance Criteria**	**Assessment**	**Compliance**
P1	Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: (a) the nature of the activity with potential to cause emissions including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of hazard or pollution that may be emitted from the activity; (b) the nature of the sensitive use; (c) the extent of encroachment by the sensitive use into the attenuation area; (d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity; (e) any advice from the Director, Environment Protection Authority; and (f) any advice from the Director of Mines.	The proposed multiple dwelling development is not expected to interfere with or unreasonably constrain the ongoing operation of the Scottsdale Sewage Treatment Plant, which represents the principal attenuation activity identified within the surrounding locality. The treatment facility is situated to the north-east of the subject land, with available LISTmap information indicating an approximate separation distance of 540 metres. Importantly, the subject land is located within an established General Residential zoned area, with numerous existing dwellings situated between the proposed development and the treatment facility. Accordingly, although the proposal introduces five new dwellings upon presently vacant land, it does so within an established residential setting rather than extending residential development toward the attenuation activity. The Scottsdale Sewage Treatment Plant is operated by TasWater and regulated under Environment Protection Notice No. 448/2 ('the Notice'), which identifies a design capacity of 3,200 kL/day and an average daily flow limit of 580 kL/day. TasWater's more recent 2024–25 Annual Environmental Review confirms that the facility provides secondary wastewater treatment, incorporating a trickling filter and associated humus tank, with an average daily influent volume of approximately 382 kL/day recorded during that reporting period. Potential emissions associated with the facility principally include odour and noise generated by wastewater treatment processes and associated equipment. The Notice establishes specific environmental management requirements, including measures to prevent odour causing environmental nuisance beyond the facility boundary and prescribed noise limits at sensitive premises. Importantly, TasWater's 2024–25 Annual Environmental Review records	Complies

C9.0 Attenuation Code			
C9.5 Use Standards			
Clause	Performance Criteria	Assessment	Compliance
		that no complaints or incidents were received during the reporting period, providing useful context regarding the facility's established operation in proximity to surrounding residential properties. The extent of encroachment associated with the proposal is also relevant. The development comprises five single-storey dwellings arranged sequentially along an elongated residential allotment extending south-west from Thomas Street, with established detached residential properties adjoining both longitudinal boundaries. The proposal does not involve any extension of the residential zone boundary or establishment of sensitive use upon land immediately adjoining the treatment facility. Rather, it represents the development of an existing residential allotment within a locality where the treatment plant already operates in proximity to other sensitive uses. The proposed development therefore does not materially advance the existing residential interface toward the attenuation activity or introduce a substantially different spatial relationship between the treatment facility and surrounding residential development. The existing environmental management requirements applying to the treatment facility provide further context for assessing the potential for land use conflict. The proposed development does not seek to impose additional operating restrictions upon TasWater or require modification to the facility's established treatment processes. TasWater's 2024–25 Annual Environmental Review also identifies the completion of the Northeast Sewerage Regional Master Plan and the preparation of a strategic options report recommending a full recycled water scheme as a long-term solution for the facility, together with investigations into	

C9.0 Attenuation Code			
C9.5 Use Standards			
Clause	Performance Criteria	Assessment	Compliance
		interim risk-reduction measures. These investigations demonstrate that future operational requirements are being considered within the facility's existing environmental management framework. The proposed development is therefore intended to coexist with the treatment plant's established operation and does not seek to prejudice its ongoing maintenance or future upgrading. Overall, having regard to the established residential character of the surrounding locality, the presence of existing dwellings between the subject land and the wastewater treatment facility, the limited additional encroachment toward the attenuation activity and the environmental management requirements already applying to its operation, the proposal is considered capable of accommodating the additional residential use without unreasonably interfering with or constraining the ongoing lawful operation of the Scottsdale Sewage Treatment Plant. Accordingly, the proposal is considered capable of satisfying the performance criterion at Clause C9.5.2 P1 of the Scheme.	

5 Conclusion

The proposal provides for the orderly residential development of a substantial vacant allotment within an established General Residential locality through the construction of five well-proportioned, single-storey multiple dwellings. The linear arrangement of the dwellings responds appropriately to the elongated configuration and moderate fall of the land, while the consistent building scale, articulated residential form and separation from adjoining properties maintain a built form compatible with the prevailing detached residential character of the surrounding area. Each dwelling is provided with a clearly defined residential curtilage, functional private open space and associated landscaping, allowing the increased residential yield to be accommodated without creating an unduly intensive or visually dominant form of development.

The development has been assessed against the applicable standards of the General Residential Zone relating to density, frontage and boundary setbacks, building height and envelope, site coverage, private open space, sunlight, privacy, garage presentation and waste storage. The dwellings remain modest in height at approximately 4.9 m and, notwithstanding the site's slope, have been arranged so that earthworks and retaining are limited and the buildings retain an appropriate relationship with adjoining residential properties. The overall roofed building coverage remains well below the applicable acceptable-solution threshold, while each dwelling is provided with approximately 24 m² of principal private open space directly associated with its living areas.

The access and parking arrangements similarly provide a functional and coordinated outcome. A single consolidated crossover from Thomas Street serves the development, avoiding the proliferation of individual vehicle access points, while the common concrete driveway provides direct access to each attached garage and tandem parking apron. Ten resident spaces and two dedicated visitor spaces are provided, satisfying the required provision of 12 on-site spaces, with internal widening, passing opportunities and B85 swept-path assessment demonstrating that passenger vehicles can manoeuvre within the site and depart to Thomas Street in a forward direction. The comparatively low-frequency residential nature of vehicle movements, together with the direct relationship between each dwelling and its allocated parking area, also enables safe and convenient pedestrian movement to be achieved without the need for a separate internal footpath extending throughout the development.

The proposal also appropriately addresses the additional Codes applying to the land. Traffic generated by five dwellings is residential in nature and is capable of being accommodated by the existing local road network without materially affecting its safety or efficiency, particularly given the consolidation of access to a single point on Thomas Street and the provision for forward-direction egress. The relationship with the Scottsdale Wastewater Treatment Plant has also been considered under the Attenuation Code: the development occurs within an already established General Residential area, with existing dwellings situated between the site and the treatment facility, and does not materially advance the residential interface toward that activity.

Overall, the proposal represents an efficient and contextually appropriate use of serviced General Residential land within Scottsdale. The siting and design of the dwellings, provision of private open space, access, parking, manoeuvring, drainage and servicing infrastructure have been considered as an integrated development outcome, and the matters requiring assessment against performance criteria are capable of satisfying those criteria without giving rise to unreasonable impacts upon neighbouring residential amenity, road safety or established surrounding activities. Having regard to the physical characteristics of the site, the established residential context and the detailed assessment undertaken against the applicable zone and Code provisions, the proposal satisfies the relevant requirements of the *Tasmanian Planning Scheme – Dorset* and is appropriate for approval by the Planning Authority.

SITE INFORMATION

LAND TITLE REFERENCE:	VOLUME 189480 FOLIO 2	
PID:	6838146	
WIND CLACIFICATION:	N	SITE CLASSIFICATION TO AS 4055-2012 (refer to report by GeoTon)
SOIL CLASSIFICATION:		SITE CLASSIFICATION TO AS 2870-2011 (refer to report by GeoTon)
CLIMATE ZONE:	7	
BAL LEVEL:	N/A	
ALPINE AREA:	N/A	
CORROSION ENVIRONMENT:	LOW	
OTHER HAZARDS:	N/A	
SITE AREA:	2942m²	
FLOOR AREA:	m²	
PORCH:	m²	
PAVED AREA:	m²	

DRAWING SCHEDULE

A 01 COVER SHEET
A 02 PROPOSED SITE PLAN
A 03 PART SITE PLAN
A 04 SITE DRAINAGE PLAN
A 05 STRATA PLAN
A 06 FLOOR PLAN
A 07 ELEVATIONS
A 08 SHADOW PLANS





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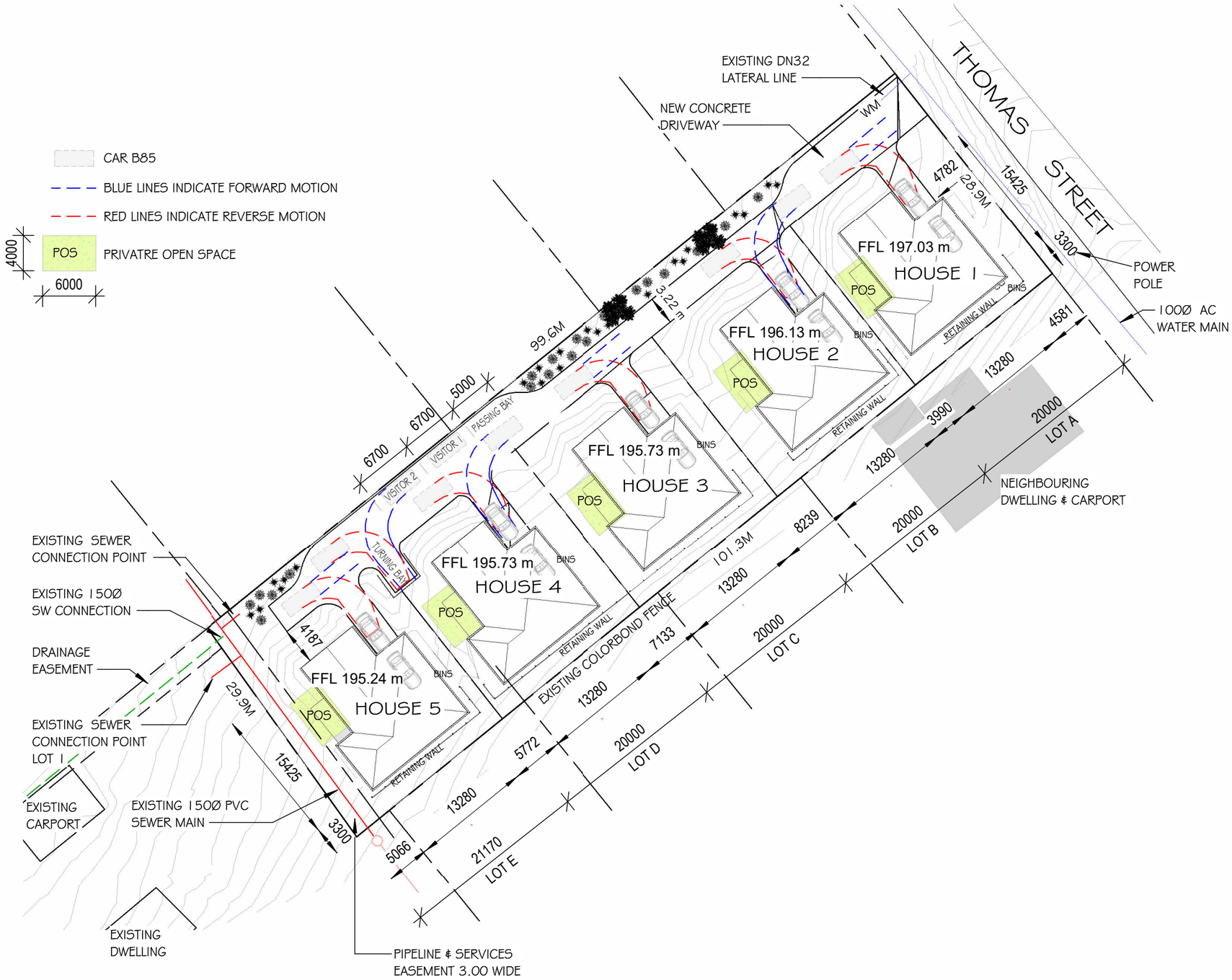
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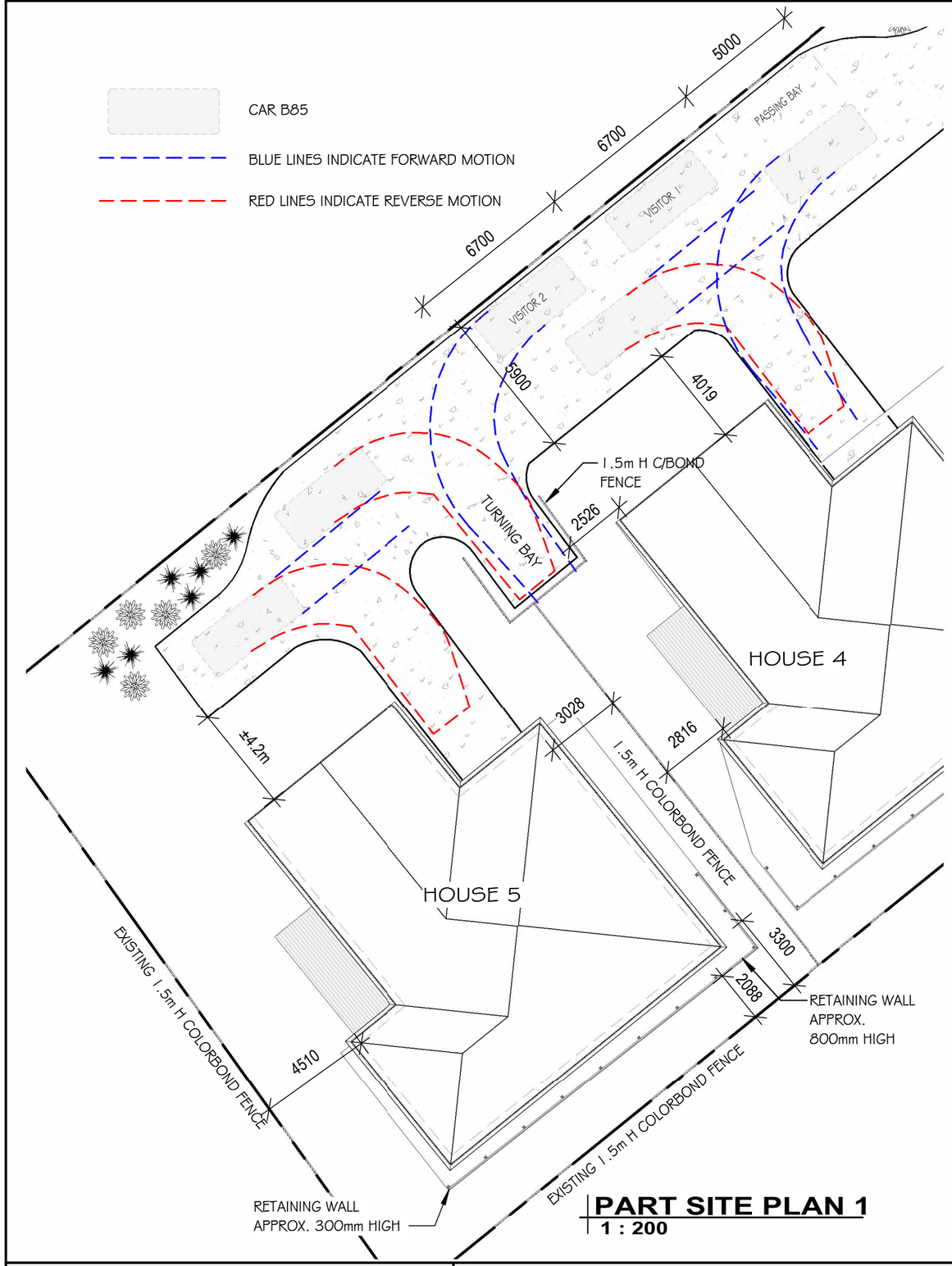
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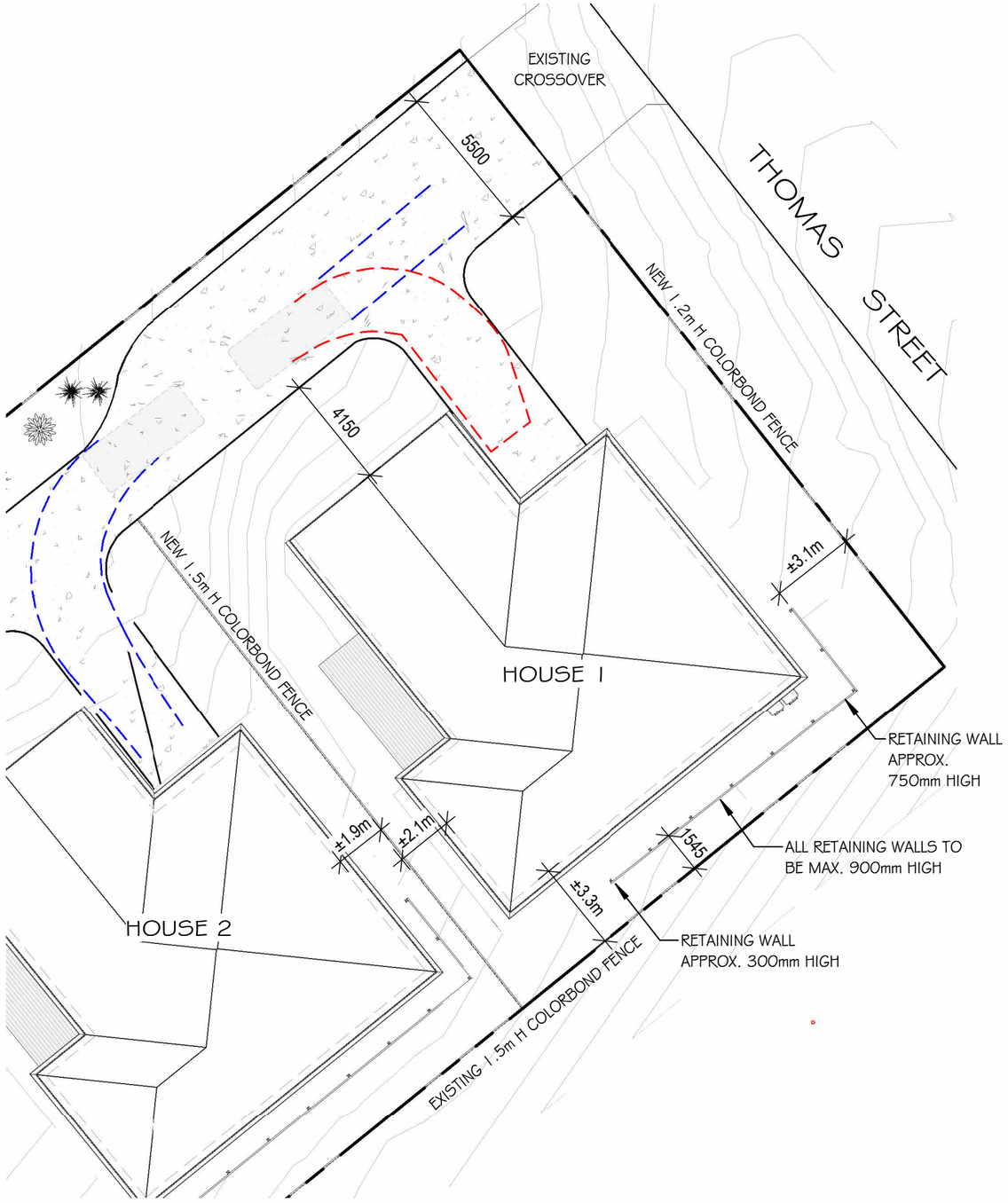
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PART SITE PLAN 1
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PART SITE PLAN 2
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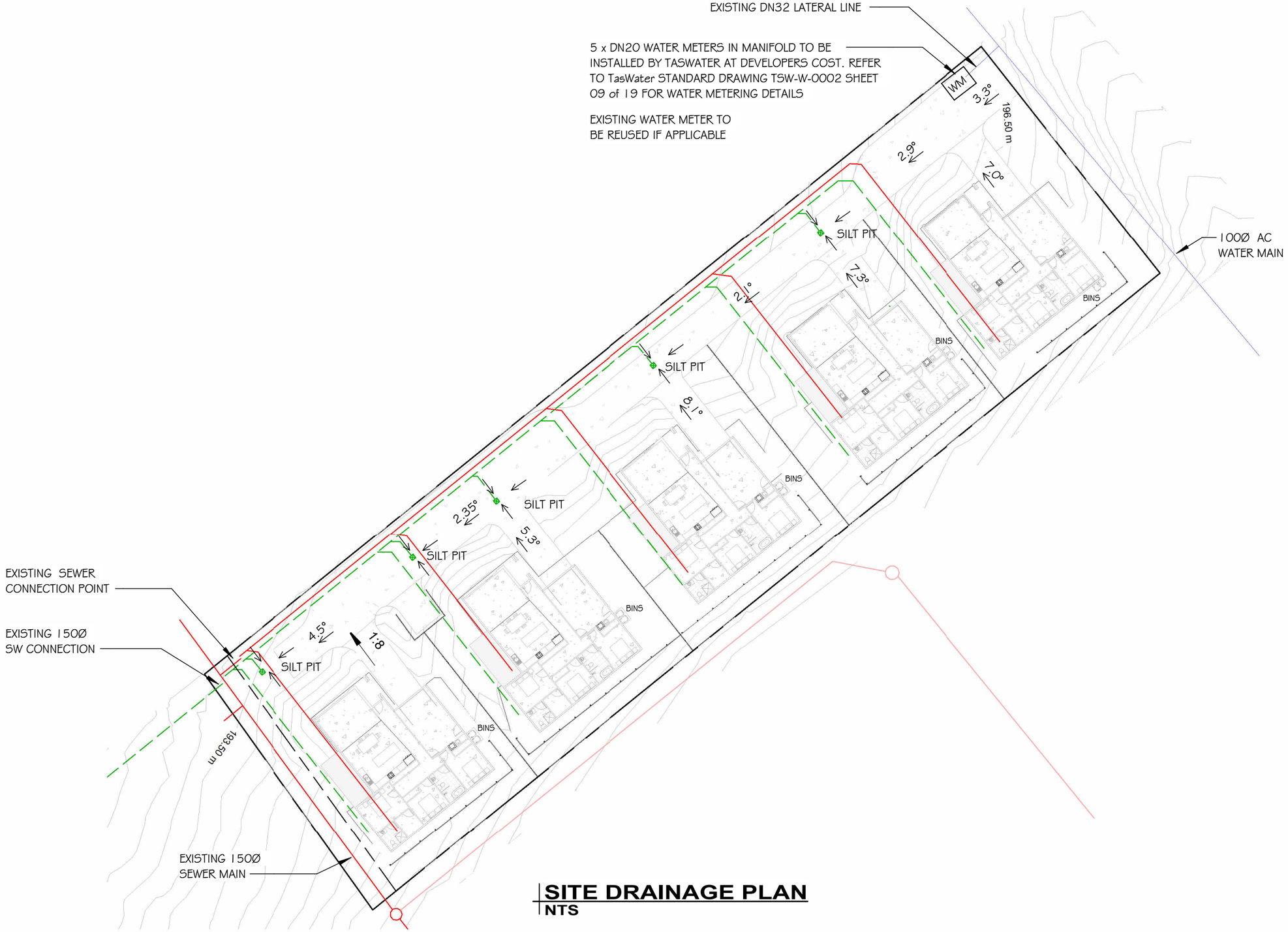
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SITE DRAINAGE PLAN
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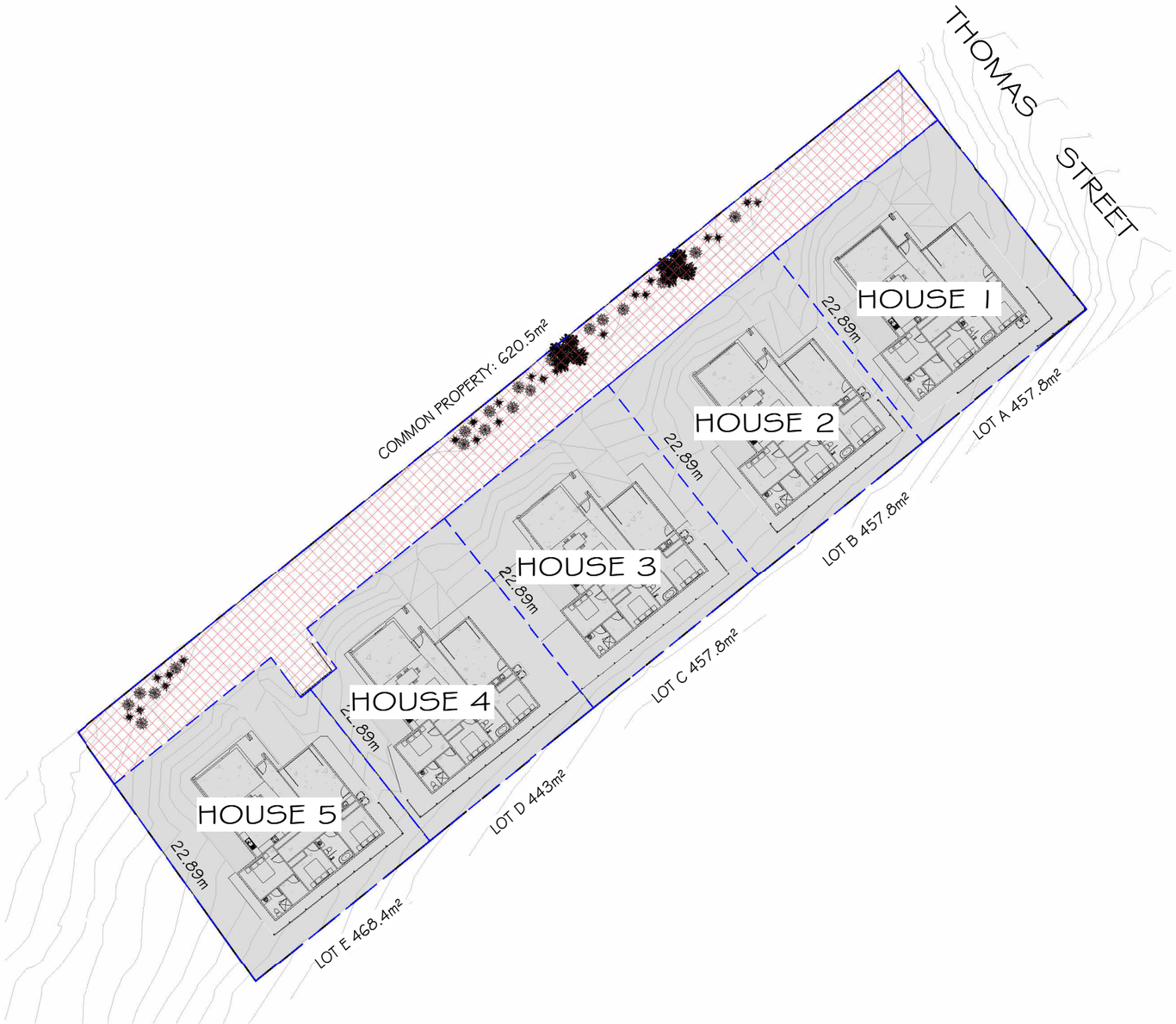
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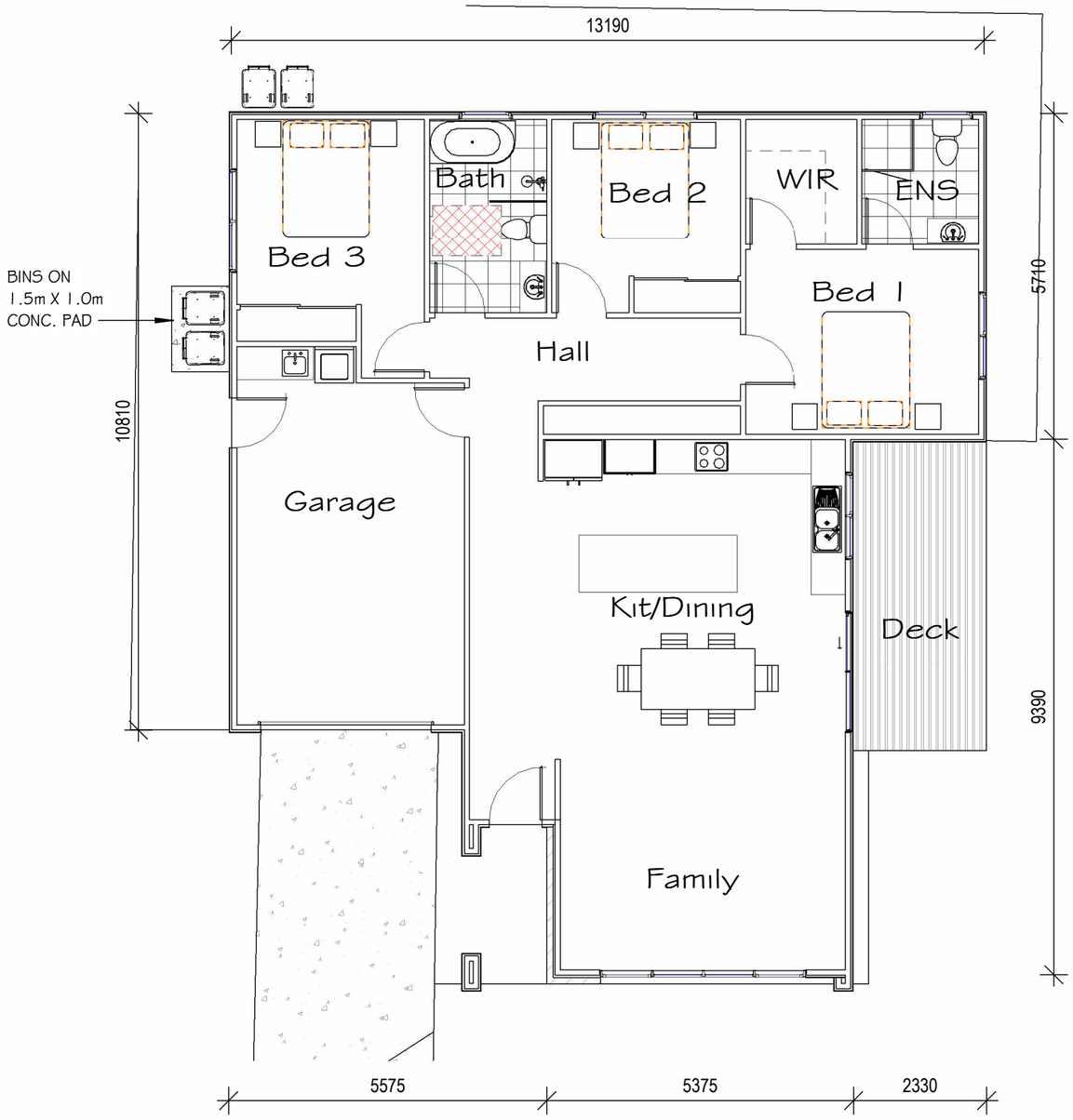
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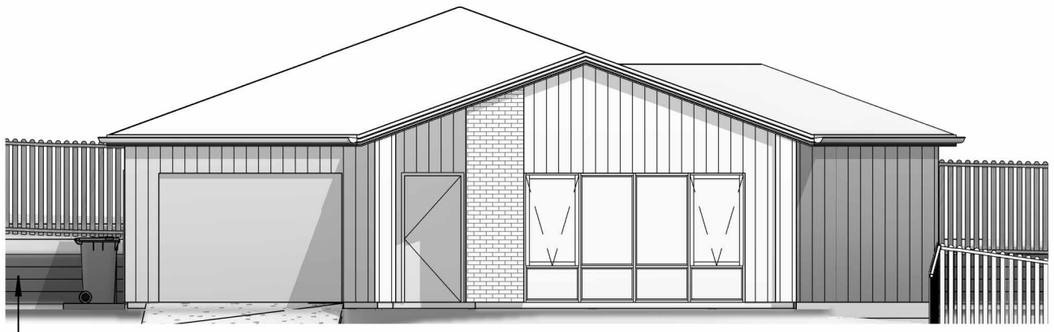
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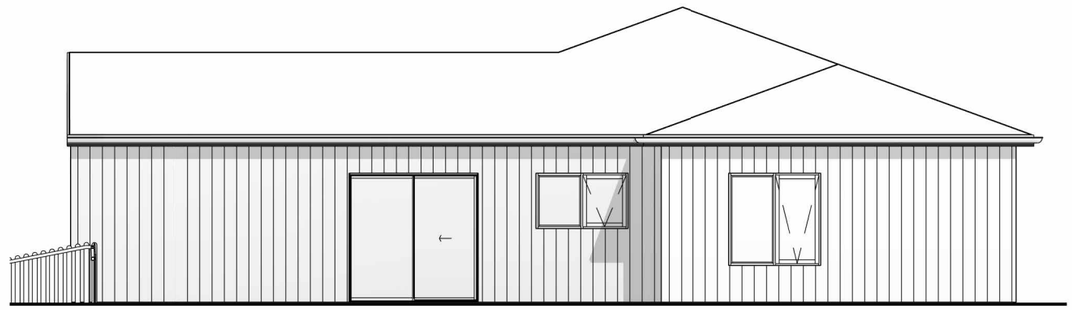
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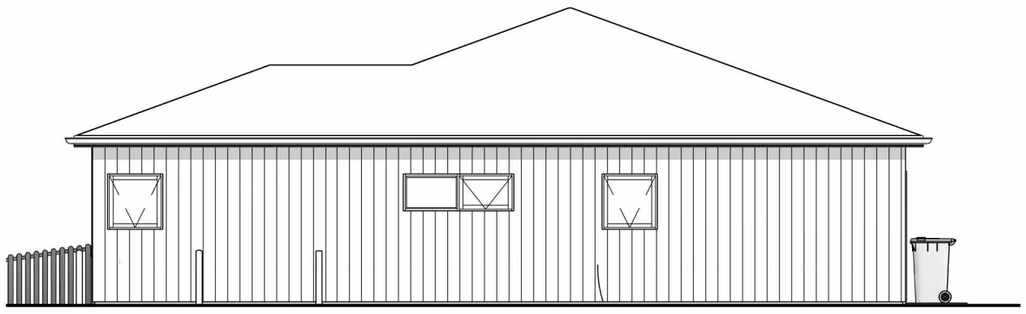
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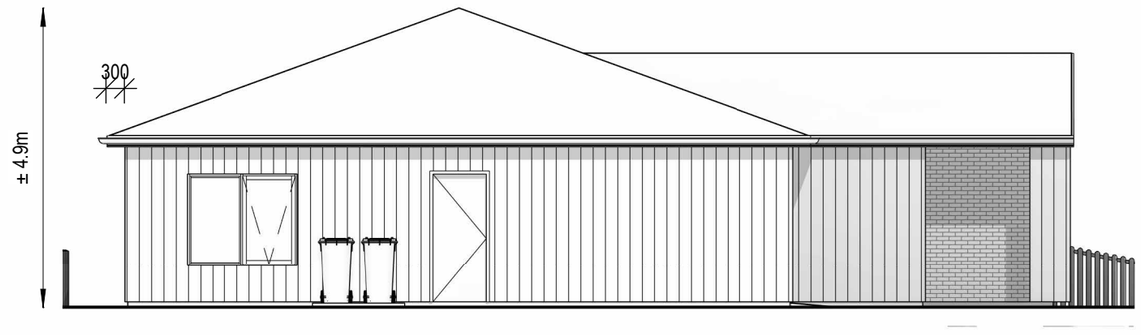
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SOUTHWEST ELEVATION
1 : 100



SOUTHEAST ELEVATION
1 : 100



NORTHEAST ELEVATION
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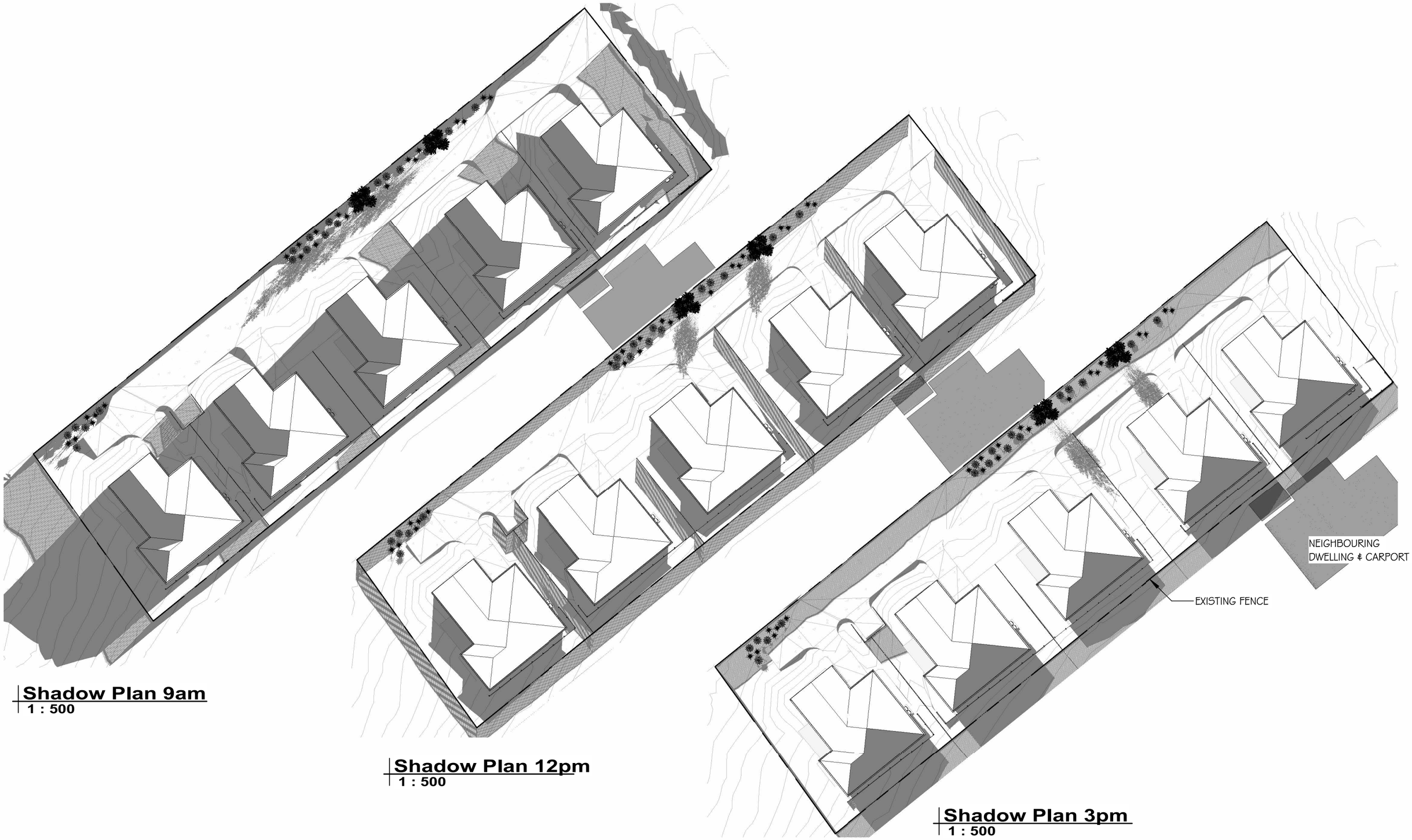
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DRAWING TITLE: ELEVATIONS

ISSUE	DESCRIPTION	DATE	AUTH
B	Development Application	24.09.26	MC
C	Development Application	16.10.026	MC

Drawing Number: SD A07
Scale: As indicated
PROJECT No.: 2620
07 OF 8
A3 ORIGINAL
ISSUE: C



Shadow Plan 9am
1 : 500

Shadow Plan 12pm
1 : 500

Shadow Plan 3pm
1 : 500

ALL SHADOW PLANS ARE ON 21 JUNE

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DRAWING TITLE: SHADOW PLANS

ISSUE	DESCRIPTION	DATE	AUTH
B	Development Application	24.09.26	MC
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