

From: [City Planning](#)
To: [TPC Enquiry](#)
Cc: [Indra Boss](#)
Subject: Notification of Council Decision - s37 & 40T PDPSPAMEND-2024/048902 - 471 Cambridge Rd, Mornington & 526 & 528 Pass Road, Cambridge
Date: Thursday, 14 May 2026 3:27:26 PM
Attachments: [image002.png](#)
[Notification to TPC of Council Decision - PDPSPAMEND-2024-048902 - final 14 May 2026.pdf](#)

Please refer to the attached cover letter for details of council's submission re the above, to the Commission.

Given the size of the files, I'm providing three separate links:

1. The full set of application documents

[REDACTED]

2. The mapping GIS shape files, and

[REDACTED]

3. The balance documentation including (Agenda Report, Minutes, Certified Instrument, SAP, Draft Planning Permit, Landowner Consent, Title Information, s56S Referral to TasWater, and responses from other agencies)

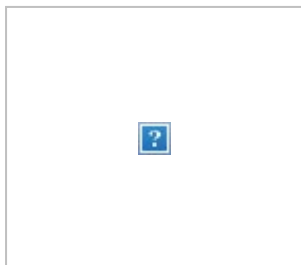
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Please note, the document generation may still be in progress.

This links will expire on 13 June 2026, 3:21 PM (UTC+10:00) Hobart.

If you have any questions in relation to this e-mail, please contact me.

Kind regards, Indra



Indra Boss

Strategic Planner,
Project Lead – Droughty Peninsula Structure Plan
City of Clarence

a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018

p 03 6217 9566 | **h** Mon-Fri 9:00am-5:30pm

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured since the beginning of time. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

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Indra Boss
PDPSPAMEND-2024/048902

18 May 2026

Tasmanian Planning Commission
tpc@planning.tas.gov.au

Dear Sir/Madam

PDPSPAMEND-2024/048902 - Planning Scheme Amendment and Permit Application - 471 Cambridge Road, Mornington, 528 & 540 Pass Road, Cambridge

I advise that pursuant to s38(2)(a) of the Land Use Planning and Approvals Act 1993, Council has recently agreed to the above amendment to the Clarence Local Provision Schedule and resolved to prepare and certify a modified draft amendment pursuant to s40F(2), and approve the combined draft planning permit for a five lot subdivision (2 residential lots, 1 public open space lot, 1 road lot and a balance lot with existing dwellings) pursuant to s40Y(2).

It is proposed to amend the Clarence Local Provision Schedule by rezoning the site from Rural Residential B to General Residential Zone, Local Business Zone and Open Space Zone, removing the Waterway and Coastal Protection Overlay from the site, and apply a Specific Area Plan (SAP) – the Mornington Specific Area Plan to guide future development and subdivision outcomes across the site.

As required under s40F(4) and s40Y(6) of the *Land Use Planning and Approvals Act 1993* please find attached the following documentation :

- Copy of Planner's Report (Planning Authority Agenda) and the Planning Authority Minutes including reason for the decision;
- Copy of the certified draft amendment (Instrument of Certification);
- Copy of draft SAP – Mornington Park Specific Area Plan
- Copy of zoning map changes, GIS files;
- Copy draft planning permit;
- Copy of application documentation (separate link);
- Copy of additional supporting information (including non-statutory agency referrals)



- Completed owner's consent form;
- Copy of the Certificate of Title documentation;
- Copies of both Mercury newspaper notices (to follow once advertised);
- Copy of TasWater referral (as per Section 56S of the *Water and Sewerage Industry Act 2008*)

I advise that the draft amendment and permit and all associated documents will be placed on public exhibition for a period of 28 days beginning 18 May 2026 with newspaper ads placed on Saturday 16 May 2028 and again Saturday 30 May 2026. The public exhibition period will conclude Tuesday 16 June 2026.

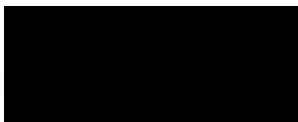
It is anticipated a report under s.40K and s.42 of the Act, the merits of any representations made, will be placed before the Planning Authority on 20 July 2026.

The Council agenda report and associated minutes can be downloaded from Council's website at insert link (Agenda [Pydio Cells - Council Meeting Agenda 11.05.26.pdf](#) pp 88 to 389, and (Minutes p23-29 [Council-Meeting-Minutes-11.05.26.pdf](#)).

The relevant Commission fee will be forwarded under separate cover.

If you have any questions about this matter, please contact me on 03 6217 9550 and I will be pleased to assist.

Yours sincerely



Indra Boss
STRATEGIC PLANNER



7.3 PLANNING SCHEME AMENDMENT - LOCAL PROVISIONS SCHEDULE AMENDMENT AND COMBINED SUBDIVISION APPLICATION PDPSPAMEND-2024/048902 - 471 CAMBRIDGE ROAD, MORNINGTON AND 528 AND 540 PASS ROAD, CAMBRIDGE**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is for the Planning Authority to consider the application made for a combined draft Amendment to the Clarence Local Provision Schedule (LPS) under section 37 of the *Land Use Planning and Approvals Act 1993* (LUPAA) and a combined development application under section 40T(1) of LUPAA.

The application relates to land at 471 Cambridge Road, Mornington (CT: 184647/1) and 528 and 540 Pass Road, Cambridge (CT: 184647/3, and CT: 184647/2). The proposal seeks to facilitate a combined rezoning and planning framework to enable a residential development that is supported by public open space, local services and associated infrastructure.

The proposal seeks to amend the Clarence LPS to rezone the land to General Residential, Local Business and Open Space zones, removal of the Waterway and Coastal Protection Overlay, together with the application of a Specific Area Plan (SAP) to guide future development and subdivision outcomes across the site. The proposal also includes the initial stage of an associated subdivision proposal to be assessed on the assumption that the draft LPS amendment is approved.

RELATION TO PLANNING PROVISIONS

The land is currently zoned Rural Living B under the Tasmanian Planning Scheme - Clarence. It is also subject to the following codes: Parking and Sustainable Transport Code, Road and Railway Assets Code, Natural Assets Code, Attenuation Code, Bushfire-prone areas Code, Flood-prone areas Code, Landslip Hazard Code, and Safeguarding of Airports Code.

The subdivision and residential development would be prohibited under the current Scheme.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the *Judicial Review Act 2000* and the *Local Government (Meeting procedures) Regulation 2025*.

Section 37 of LUPAA provides for the Planning Authority to consider a request to amend the Clarence Local Provision Schedule (LPS). Section 40T of LUPAA provides for the lodging of an application for a permit which would not be allowed if the planning scheme were not amended as requested.

In determining this matter, the Planning Authority must consider whether it is satisfied that the draft amendment meets the LPS criteria under Section 34 of LUPAA. The Planning Authority is required to make a decision in relation to this matter within the statutory period, which expires on 18 May 2026.

The attached report identifies relevant background, site description and legislative implications. The assessment is then presented in two parts.

- Part A – Assessment of the proposed Draft Amendment to the Clarence Local Provision Schedule, and
- Part B – Assessment of the proposed subdivision.

CONSULTATION

Unless directed otherwise by the Tasmanian Planning Commission (the Commission), if Council agrees to a request to prepare a draft amendment to the LPS, it will then be subject to public exhibition and open for public comment for a period of 28 days, in accordance with statutory requirements.

FINANCIAL IMPLICATIONS

No significant implications.

RECOMMENDATION

- | | |
|----|--|
| A. | That, pursuant to Section 38(1) of the <i>Land Use Planning and Approvals Act 1993</i> , the Planning Authority is satisfied that the requested amendment of the Clarence Local Provisions Schedule PDPSPAMEND-2024/048902 to rezone 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge, from Rural Living Zone B to General Residential Zone, Open Space Zone and Local Business Zone, removal of the Waterway and Coastal Protection Overlay and application of a Specific Area Plan (Mornington Park Specific Area Plan) meets the LPS criteria subject to the following modifications, as per Section 40F(2)(b) of LUPAA: |
| 1. | modify zone application to meet Practice Note 7-Draft LPS mapping: technical advice to extend the proposed zones into the adjoining road centrelines, |
| 2. | modify SAP to cover entire site, and |
| 3. | modify the SAP to remove reliance upon the master plan and otherwise modify as per Attachment 3. |
| B. | That, pursuant to Section 40F(2) of the Act, to certify the modified draft amendment as meeting the LPS Criteria. |
| C. | That, once certified, the Planning Authority will provide a copy of the draft amendment to the Tasmanian Planning Commission, give notice and place the draft amendment on public exhibition for a period of 28 days as required under Section 40H of the <i>Land Use Planning and Approvals Act 1993</i> . |
| D. | That, pursuant to Section 40Y(2) of the <i>Land Use Planning and Approvals Act 1993</i> , the planning application for a five lot subdivision (2 residential lots, 1 public open space lot, 1 road lot and 1 balance lot with two existing dwellings) at 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge which was submitted in accordance with s40T(1) of the Act, be approved subject to the following conditions. |

1. GEN AP1 – ENDORSED PLANS.
 - Proposed subdivision plans version C dated 10/01/25, prepared by Rogerson & Birch,
 - Concept Services – General Arrangement, Dwg No. 1 version DA4, dated 28/01/26 prepared by Johnston McGee & Gandy Pty Ltd, and
 - Bushfire Hazard Report, version 4, dated 14/02/25, prepared by Mat Clark (BFP-P).
2. ENG A1 – NEW CROSSOVER.
3. ENG M2 – DESIGNS SD.
4. Driveways, parking areas and other areas accessible to vehicles must be constructed in a suitably impervious surface and provide for adequate stormwater drainage prior to the commencement of the use. Details of the construction must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the commencement of any works.
5. ENG M5 – EROSION CONTROL.
6. The owner or developer must not deposit, stockpile or store any soil, fill or other material on any lot after the completion of civil works, except where expressly approved in writing by the planning authority for landscaping or construction purposes.

Any unauthorised fill must be removed within 14 days of written notice. Failure to comply constitutes a breach of this permit. The planning authority may issue infringement notices and penalties or undertake remedial works at the owner's expense.
7. ENG M8 – EASEMENTS.
8. ENG M8A – SERVICES EASEMENTS.
9. ENG M9 – Filling of Land.
10. ENG R2 – URBAN ROAD CONSTRUCTION.
11. ENG R6 – VEHICLE BARRIERS.
12. Appropriate temporary turning heads are to be provided with sealed surfaces at the end of each road stage to facilitate adequate vehicle manoeuvrability. Appropriate signage signifying the temporary turning head is required. Appropriate and sustainable drainage must be provided for these temporary facilities.
13. ENG S1 – INFRASTRUCTURE REPAIR.

14. Any lots described as “public open space”, “public access way”, “road”, “to be acquired by the Highway Authority” or other land designated to become public land on the Final Plan must be transferred to the Council for a nominal sum of \$1.00 and must be accompanied by a Memorandum of Transfer to the Clarence City Council, all documentation in relation to discharges of any Mortgages, withdrawal of caveats, and all other relevant registrable dealings. This Transfer must be executed by the vendor, identifying the lot(s) to be transferred and the applicant is responsible for all Land Titles Office fees and charges and duty in relation to the document. The applicant remains responsible for ensuring that any Land Titles Office requisitions are effectively resolved and the applicant must meet the costs of such requisitions.
15. ENG S2B – URBAN DRAINAGE SYSTEMS CROSSINGS.
16. ENG S4 – STORMWATER CONNECTION.
17. All existing services on the land must be contained within a single lot. For any services extending beyond the property boundary, a suitable easement must be created on the affected titles.
18. All new power and telecommunication services, including applicable street lighting, must be underground and within the road reserve or subject of a suitable easement approved by Council’s Chief Executive Officer or delegate. Trenchless installations must incorporate the installation of a conduit to accommodate the services. These conduits are to extend beyond all trafficable areas and surface drainage, inclusive of footpaths and table drains, with a minimum cover of 1.2m. The above works must be to the satisfaction of Council’s Chief Executive Officer or delegate and completed prior to the sealing of the Final Plan of Survey.
19. Prior to the sealing of the final plan, the developer must supply the City of Clarence with as-installed services plan(s) clearly indicating the location and details of all relevant services (entirely contained within their respective lots or appropriate easements). The as-installed services plan(s) must be submitted by a suitable qualified expert as confirmation that all engineering work required by this permit has been completed.
20. Where subdivision or development works are approved to be undertaken in stages, all works for each stage must comply with the most current Council By-Laws, adopted policies and Standards in force at the time the engineering drawings for that stage are lodged for approval.

If any previously completed works do not comply with the current Council By-Laws, adopted policies and Standards and require modification to integrate with subsequent stages, the permit holder must reconstruct or upgrade those works to achieve compliance and ensure seamless integration between stages.

All costs associated with such reconstruction or upgrade works are the responsibility of the permit holder.

21. GEN POS2 – POS STAGING.

22. Council has formed the opinion that the subdivision is to provide for public open space as shown on the subdivision proposal plan, where the POS lot area of 5000m² exceeds the 5% contribution minimum requirement of s116(1) of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

Council has negotiated an agreement with Mornington Park Estate Pty Ltd, for the purchase of the land in excess of the 5% contribution, as per the terms and conditions of the Deed executed on 22 April 2026 or in accordance with s116 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

23. PROP 2 – POS FENCING.

24. A Landscape and Earthworks Plan for all areas of Public Open Space (POS) shown on the Plan of Subdivision must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the issue of a Certificate of Likely Compliance (CLC) for building works or commencement of works within the POS, whichever occurs first.

1. The Landscape and Earthworks Plan must clearly document the following:

- finished surface contours at 0.1m intervals and spot levels sufficient to demonstrate final landform and drainage patterns,
- the detailed shaping of all swales, low points and overland flow paths to demonstrate that the land will function as usable public open space while accommodating stormwater conveyance,
- cross sections and long sections of proposed swales and overland flow paths at intervals sufficient to demonstrate batter slopes, depths and integration with surrounding landforms,
- finished surface treatments including turfing, topsoil depths and soil preparation for all disturbed areas,
- establishment specifications for turf and planted areas, including soil preparation, turf type, installation method and establishment requirements sufficient to achieve practical completion prior to handover,
- the location of any proposed paths, furniture or landscape features (if applicable), and
- a staging and implementation schedule for the landscape works.

In addition, the plan must include:

- a north point and site boundaries,
- existing site features including buildings, services and structures,
- the identification of existing trees as retained or removed, and Tree Protection Zones for retained trees in accordance with AS 4970-2009,
- areas of proposed hard and soft landscape treatments,
- planting schedules identifying species, quantities and installation details,
- an annotation stating that any damage to the nature strip during construction will be suitably remediated,
- the location of water connection points, and
- a proposed maintenance schedule for landscaped areas prior to handover.

2. The design must demonstrate, to the satisfaction of Council's Chief Executive Officer or delegate, that:

- stormwater conveyance infrastructure within the POS area is integrated into the landform in a manner that minimises visual and functional impacts and enables the primary use of the land as public recreation space, and
- stormwater conveyance infrastructure within the POS area is integrated into the landform in a manner that minimises visual and functional impacts and enables the primary use of the land as public recreation space.

3. Prior to sealing of the Final Plan of Survey, an as-constructed topographical survey plan certified by a suitably qualified surveyor must be submitted to and approved by Council's Chief Executive Officer or delegate demonstrating that the works have been completed in accordance with the approved Landscape and Earthworks Plan.

25. The development must meet all required Conditions of Approval specified by TasWater notice dated 03/03/2026 (TWDA 2023/01137-CCC).

E. That, in addition to standard advice, the permit be accompanied by the following non-standard advice:

a. Based on the information provided, the use/development is not likely to adversely affect TasNetworks' operations. As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended that the developer contacts TasNetworks on 1300 137 008 or the Negotiated Connections team at Negotiated.Connections@tasnetworks.com.au at their earliest convenience.

b.	The Department of Primary Industries, Parks, Water and Environment, Threatened Species Unit has advised that the property may contain species identified in the schedules of the <i>Threatened Species Protection Act 1995</i> . I have enclosed a copy of the Department's e-mail. It is your responsibility to comply with the legislation and therefore you should contact the Department to determine whether there will be any issues which may arise under that Act in relation to the development
c.	Hobart Airport received application number PDPSAMEND-2024/048902 471 Cambridge Road Mornington and 528 and 540 Pass Road, Cambridge for a development that may be considered a Controlled Activity as stated Airports (Protection of Airspace) Regulations. Hobart Airport as the aerodrome operator has completed the initial assessment of this application as required in the Regulations. Based on the information supplied, it does not appear that this proposal is classed as a controlled activity, as defined in the Regulations. Hobart Airport does not object to this proposal which may create occasional pooling of water in the proposed open space, during flood events, which may increase wildlife activity (e.g. attracting birds).
	Controlled activities are also defined as any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter. Details will need to be provided to Hobart Airport for consideration if this proposal may subject the protected airspace around Hobart Airport to one or more of these items. Please note that further to the above, any structures used in the construction process, such as cranes, may in fact be controlled activities and require separate approval under the Regulations. Please note this commentary is from an aerodrome airspace perspective (only) and Hobart Airport may separately submit additional representations within the advertised timeframe.
F.	That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

THIS REPORT HAS BEEN PREPARED BY AN INDEPENDENT PLANNING CONSULTANT

ASSOCIATED REPORT

1. BACKGROUND

- 1.1.** The subject land at 471 Cambridge Road, Mornington (CT: 184647/1) and 528 and 540 Pass Road, Cambridge (CT: 184647/3, & CT: 184647/2), and was rezoned Rural Residential from Reserved Residential through the adoption of the Clarence Planning Scheme 2007.

- 1.2. In accordance with the directions of the Tasmanian Planning Commission, the zoning conversion from the 2007 planning scheme, through the Clarence Interim Planning Scheme (2015), to the current Scheme was generally on a “like for like” basis. Accordingly, the subject site is currently zoned Rural Living Zone B.
- 1.3. The site was included within the Urban Growth Boundary (UGB) with the amendments of 19 May 2025 to the Southern Tasmanian Regional Land Use Strategy.
- 1.4. Council is required to negotiate an agreement for the purchase of Public Open Space in excess of the minimum 5%. To avoid any potential conflict of interest, in accordance with standard practice, the planning assessment has been undertaken by an independent planning consultant (Pitt & Sherry).

2. THE PROPOSAL

- 2.1. The proposal comprises a combined request for a draft amendment to the Clarence - LPS and an associated subdivision for the initial stage of development. The draft LPS amendment seeks to amend the Tasmanian Planning Scheme - Clarence by:
 - (a) Rezoning the land comprising CT 184647/1, CT 184647/2 and CT 184647/3 (471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge) from the Rural Living “B” Zone to a combination of:
 - General Residential Zone (forming the predominant portion of the subject land, intended for residential development),
 - Local Business Zone (a discrete area intended to accommodate local services and shop-top style residential outcomes consistent with the master plan), and
 - Open Space Zone (a discrete area intended for a public reserve / regional park function).

The proposed zoning pattern is shown in Figure 1, below.



Figure 1 - Proposed zoning changes (Source: MC Planners Application)

- (b) Introduce a Specific Area Plan (SAP) to provide supplementary statutory provisions for use, development and subdivision within the area.

Although the application material includes reference to a master plan (Figure 2) to illustrate a potential development concept, the reliance on the master plan as part of the draft amendment is not vital to the approval of the SAP. The master plan is treated as explanatory material only and does not form part of the statutory planning controls.

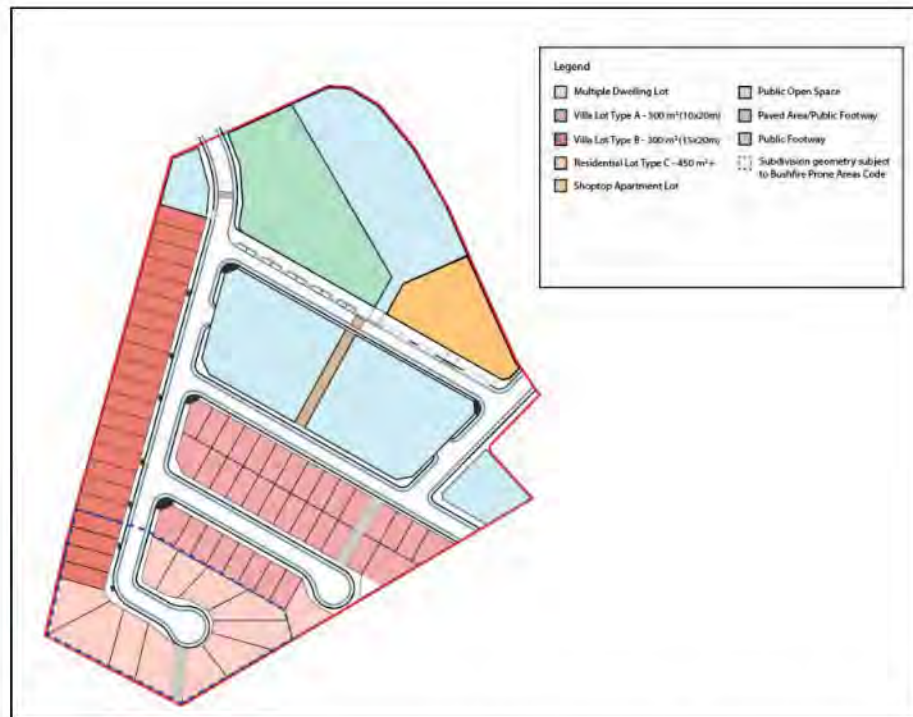


Figure 2 - Image showing proposed SAP masterplan (Source: MC Planners Application)

The SAP is therefore framed to setting the planning intent, spatial relationships and development principles necessary to support the rezoning, while avoiding reliance on a fixed or prescriptive masterplan (Figure 2). The SAP establishes the planning framework by:

- identifying the general structure and relationships between residential areas, public open space, local business areas and the movement network, without fixing detailed subdivision layouts or final development yields, and
- substituting or modifying nominated provisions of the underlying zones and relevant codes where necessary to facilitate the form, scale and intensity of development anticipated for the site, while remaining consistent with the purposes of those zones.

The SAP modifies the provisions of the General Residential Zone and selected state-wide codes relating to matters such as residential density controls, setbacks, building envelopes, site coverage, private open space and subdivision structure.

These controls are outcome-based and are intended to regulate development quality and interface rather than pre-approve detailed design solutions.

No separate master plan approval is required or relied upon, and detailed subdivision layouts, staging and dwelling configurations will be assessed through subsequent planning permit and subdivision applications, informed by the SAP but not constrained by a fixed masterplan.

(c) Overlay changes (as proposed in the application documents)

The draft amendment also proposes the removal of the Waterway and Coastal Protection Area overlay from the subject land (Figure 3), as set out in the supporting application documentation.

The request to remove the Waterway and Coastal Protection Area overlay is subject to assessment against the Natural Assets Code and Council's relevant assessments and will be considered as part of the statutory evaluation of the draft amendment.



Figure 3 - Image showing proposed waterway and coastal protection overlay to be removed (Source: LISTmap)

3. SITE DESCRIPTION AND SURROUNDING AREA

3.1. The subject land is located at 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge, within the municipal area of Clarence. The site is shown in Figure 4, with the subject titles highlighted.



Figure 4 - Subject Titles (Source: MC Planners Report)

3.2. The subject land comprises three cadastral parcels held in common ownership, as detailed in Table 1 below.

Table 1 – Land ownership

Property address	Title reference	Owner(s) name	Total land area	Existing zoning
471 Cambridge Road, Mornington	184647/1	Mornington Park Estate Pty Ltd	~2.13 ha	Rural Living B
540 Pass Road, Cambridge	184647/2	Mornington Park Estate Pty Ltd	~1.96 ha	Rural Living B
528 Pass Road, Cambridge	184647/3	Mornington Park Estate Pty Ltd	~1.68 ha	Rural Living B

3.3. The proposal will require consequential works in council road reserves and rezoning to comply with the Tasmanian Planning Commission Practice Note 7 - Draft LPS mapping technical advice, for which Council Landowner consent was provided on 19 May 2025 under delegation. The proposal does not involve Crown Land.

- 3.4.** Under the Tasmanian Planning Scheme - Clarence (the Scheme), the subject land is currently zoned Rural Living B.

The site is affected by the following overlays under the Scheme:

- Bushfire-Prone Areas Overlay, applying to the entirety of the site,
- Flood-Prone Areas Hazard Overlay, applying to portions of the site associated with mapped overland flow paths,
- Landslip Hazard Overlay (Low), affecting land toward the southern part of the site,
- Waterway and Coastal Protection Area (WCPA) Overlay, associated with the upper catchment of Kangaroo Bay Rivulet, and
- Safeguarding of Airports - Obstacle Limitation Area Overlay.

As a result, the following planning codes are applicable to the land:

- C2.0 – Parking and Sustainable Transport Code,
- C3.0 – Road and Railway Assets Code,
- C7.0 – Natural Assets Code,
- C9.0 – Attenuation Code,
- C12.0 – Flood-Prone Areas Hazard Code,
- C13.0 – Bushfire-Prone Areas Code,
- C15.0 – Landslip Hazard Code, and
- C16.0 – Safeguarding of Airports Code.

There are currently no local provisions (including Particular Purpose Zones or Specific Area Plans) applying to the subject land. The draft amendment proposes the introduction of a Specific Area Plan as a local provision within the Scheme to guide future use and development of the site (refer to Section 6).

- 3.5.** The subject land has a combined area of approximately 5.76ha and comprises three contiguous titles that collectively function as a single holding.

The site contains two existing single dwellings and associated rural-residential outbuildings. These buildings are accessed directly from Pass Road and reflect the historic and ongoing use of the land for rural-residential purposes consistent with its current Rural Living B zoning.

The land is predominantly characterised by pasture, grassed areas, and cleared open land. More evident toward the southern and eastern portions of the site are areas of regrowth and scattered vegetation. There is no evidence of recent subdivision, urban-scale development or internal public road infrastructure across the land.

An open swale and overland flow path traverse the site generally from the south-eastern area toward the north-western corner, where drainage is conveyed beneath Cambridge Road via an existing culvert. This drainage feature influences the physical layout of the land but does not constitute a natural watercourse of high ecological value, as identified in the Natural Values Assessment.

No reticulated water, sewer or stormwater infrastructure are currently supplied to the site; however, water and sewer mains are located within the adjoining road reserves of Cambridge Road and Pass Road. Electricity and telecommunications services are also provided from the existing road network.

Overall, the existing use and development of the site reflects a low-intensity rural-residential character, with development clustered near road frontages and the balance of the land remaining in a modified, open condition

- 3.6.** The site is located within the Urban Growth Boundary as modified in May 2025, at the eastern edge of the urban area of Mornington.

Land to the north and west of the subject site is zoned General Residential. The area comprises established suburban housing characterised by single dwellings on smaller allotments, a connected local street network, and access to full reticulated water, sewer and stormwater infrastructure. Development in these areas reflects a conventional suburban residential character.

Land to the east of the site is zoned Rural Living, characterised by larger lots, detached dwellings, and a rural-residential type character. Development in this area generally relies on larger setbacks, greater site coverage flexibility, and a more dispersed pattern of built form.

Land to the south of the subject site transitions to a mix of Open Space and General Industrial zoning. This area accommodates a range of community, utility and industrial activities, including the Mornington Park Waste Transfer Station, quarry operations and associated service infrastructure. These uses represent established employment, infrastructure and service functions within the wider Mornington area and are physically separated from residential areas by road corridors and open areas.

The subject land is bounded by Cambridge Road and Pass Road, both of which function as collector roads providing connectivity to the surrounding road network, including the South Arm Highway and Tasman Highway. The roads form clear physical edges to the site and provide separation between differing land use zones, contributing to the legibility of the transition from urban residential land to rural residential and industrial areas.

Overall, the surrounding land use pattern places the subject site in a logical interface location between existing suburban development and lower density rural residential land, with established road infrastructure defining the site's boundaries and relationship to surrounding zones.

- 3.7.** No cultural heritage registration or significance has been identified on the site, either under the *Aboriginal Heritage Act 1975*, or the *Historic Cultural Heritage Act 1995*, or locally listed.

The vegetation community covering the site is regarded as modified urban area. No native vegetation community has been identified. There is presence of regrowth vegetation in the southern portion of the site, particularly toward the rear of the Pass Road titles, but with the broader land parcel functioning largely as modified rural-residential land.

The land is partially affected by the Waterway and Coastal Protection Area overlay under the Scheme; however, it is noted that this waterway is highly modified.

- 3.8.** Each title is subject to fencing covenants contained within the Schedule of Easements associated with Sealed Plan SP184647 and earlier plans (including SP131423).

No restrictive covenants have been identified on the titles that would prohibit or materially constrain the proposed rezoning or the future use and development of the land.

The titles are subject to several registered easements, as documented in the Schedules of Easements for SP184647 and as shown on the Plan of Survey and Plan of Subdivision (Attachment 4). These include, but are not limited to:

- Pipeline easements, including easements benefiting TasWater for water supply infrastructure,
- Drainage easements, including a drainage easement of 20.00m in width associated with the drainage corridor traversing the land, and
- Sewerage and/or drainage restrictions apply to parts of the land.

The easements largely relate to existing or proposed infrastructure servicing and drainage requirements and reflect the site's role in accommodating overland flow paths and utility infrastructure. The easements have been considered in the spatial planning of the site and the configuration of lots and road reserves shown in the subdivision material.

4. INFRASTRUCTURE PROVISION

- 4.1.** Reticulated water and sewer infrastructure is available in the surrounding road reserves; however, there are no trunk or reticulation services currently crossing the subject land. The servicing strategy therefore relies on extensions from existing mains within Cambridge Road and Pass Road, with staging to enable future expansion as development progresses.

- 4.2.** A gravity main sewer network is present along Cambridge Road, this continues toward the Rosny Sewage Treatment Plant. TasWater modelling and advice identify capacity constraints in the downstream network, with surcharge and spill risk increasing as additional equivalent tenements connect.
- 4.3.** The site abuts two water supply zones associated with mains in Pass Road and Cambridge Road. TasWater’s servicing preference is for supply to be taken from the nominated high-level zone, with concept checks indicating that available head and pressure are adequate for the expected development elevations, subject to detailed network modelling at the design stage.
- 4.4.** The site currently conveys runoff via an open drainage feature and overland flow paths that discharge toward Cambridge Road, connecting into existing culvert infrastructure. The downstream system in Cambridge Road has identified constraints, including insufficient capacity for existing catchment flows at certain event frequencies and limited depth/grade available for traditional upgrades.
- 4.5.** The concept approach anticipates that water quality targets will be met through a WSUD treatment train, potentially incorporating rain gardens, tree planters and/or gross pollutant traps, with the final approach and sizing to be confirmed at detailed design in accordance with Council’s stormwater requirements.
- 4.6.** The land has direct frontage to both Cambridge Road (northern boundary) and Pass Road (eastern boundary). Existing residential access is currently achieved via established driveways to Pass Road, with future development access structured through staged internal roads connecting to Cambridge Road and Pass Road as required.
- 4.7.** A concept Master Plan was provided with the application to demonstrate a potential internal road framework capable of supporting a staged urban subdivision while responding to topography and drainage. Typical road widths and reserve widths are generally aligned with Council’s subdivision by-law standards, with deliberate variations where a lower-speed, local-access environment is intended.

- 4.8.** TasNetworks has advised that the proposal is not expected to adversely affect its operations, and that standard subdivision servicing processes will apply.
- 4.9.** Telecommunications infrastructure is expected to be provided via standard carrier processes, coordinated with the subdivision staging and road reserve service corridors.
- 4.10.** The key infrastructure considerations relevant to the site can be summarised as follows:
- Sewerage capacity constraints exist within the downstream network servicing Cambridge Road, with TasWater advice indicating limited capacity for additional equivalent tenements prior to augmentation being required. Development beyond initial stages will need to align with TasWater's augmentation triggers and timing requirements.
 - Water supply is available from existing mains in Cambridge Road and Pass Road, with concept investigations indicating sufficient pressure and head to service the site. Provision must be made within the spatial framework for a future secondary connection to enable network resilience and operational flexibility.
 - Stormwater management represents a significant constraint, driven by upstream catchment flows, existing overland flow paths through the site, and limited downstream capacity within the Cambridge Road network. Development must incorporate detention, upgraded downstream connections, and defined overland flow corridors to ensure no increase in flood risk.
 - Topography and drainage interaction necessitate careful integration of road design, overland flow routing and stormwater infrastructure, particularly where steeper grades coincide with major flow paths.
 - Road access and internal circulation must respond to varying grades and drainage functions while maintaining compliance with Council road standards. Temporary turning arrangements and staged road delivery are required to avoid prejudicing future connections.

- Electricity and telecommunications services can be accommodated within standard utility corridors but require coordinated design to avoid conflicts with sewer, water and stormwater infrastructure, particularly within constrained road reserves.

Overall, while infrastructure can be provided to support urban development of the site, its delivery is staging dependent and contingent on coordinated upgrades, detailed design responses and ongoing engagement with servicing authorities.

5. STATUTORY IMPLICATIONS

- 5.1.** Council's assessment of this proposal must be in accordance with 3B (Amendments of Local Provisions schedules) of the *Land Use Planning and Approvals Act 1993* (LUPAA), which reference the LPS criteria outlined in Section 34 of LUPAA, including consideration of the objectives of Schedule 1 of LUPAA, State Policies, Tasmanian Planning Policies, and the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS).
- 5.2.** If the Planning Authority considers that the proposal does not meet the LPS criteria, then the proposed amendment may be modified so that it meets the requirements or may be refused. However, replacing a zone with another zone is considered beyond the scope of a modification. However, a planning authority may initiate an alternative LPS amendment of its own motion.
- 5.3.** Under Section 40T of the Act, an application can also be made to the Planning Authority for issue of a draft permit that could not be otherwise considered unless the LPS was amended as requested.
- 5.4.** If the Planning Authority agrees to the request to amend the LPS, it must prepare a draft amendment and certify that it meets the requirements of LUPAA, including the LPS criteria, and provide copies of the documentation to the Commission. The proposal is then placed on public exhibition and representations received for a period of 28 days.

Following public exhibition, the Planning Authority must then consider the merits of any representations and their impact on the draft amendment and provide a report for the Commission. The Commission will then hold a public hearing on the matter and make a determination.

5.5. There is no appeal process available to an applicant for rezoning if the Planning Authority refuses the initial request. The applicant may ask the Commission to review the process leading to the decision, but not the merits of that decision.

5.6. Under Section 39 of LUPAA, an applicant may not, within two calendar years from the date of the Planning Authority decision, make a new application to prepare an amendment that is substantially the same as the initial draft amendment, unless the Commission approves otherwise.

6. PART A: ASSESSMENT OF PROPOSED DRAFT LPS AMENDMENT

6.1. A draft amendment to the Local Provisions Schedule is assessed under sections 32 and 34 of LUPAA to determine whether the requirements of the Act have been met.

The amendment application is accompanied by a report prepared by MC Planners, which examines the proposal against the Local Provisions Schedule criteria in section 34 of the Act, the objectives of Schedule 1, (Attachment 6: Planning Report).

Where a development application is associated with a draft LPS Amendment under section 40T of LUPAA, the Planning Authority's role is to determine draft permit conditions (if applicable) on the basis that the draft scheme amendment is approved. The development component is assessed against the proposed planning controls, including the proposed zone(s) and local provisions.

The draft Local Provisions Schedule Amendment seeks to rezone the land from Rural Living B to a combination of the following zones:

- General Residential Zone, forming the predominant portion of the site and intended to accommodate urban residential development,

- Local Business Zone, applied to a discrete area intended to accommodate local-scale services and complementary residential outcomes, and
- Open Space Zone, applied to a discrete area intended for public open space and reserve purposes.

The proposed zoning framework would replace the current rural-residential planning controls with an urban zoning structure supported by a Specific Area Plan, providing a site-specific statutory framework for future use and development.

The draft LPS Amendment also seeks to remove the Waterway and Coastal Protection Area overlay from the subject land, as proposed in the application documentation. This element of the amendment is subject to assessment by the Planning Authority having regard to the Natural Assets Code and supporting technical information.

Table 2 below is an Analysis Table outlining the permissibility for use in the three proposed zones. It outlines whether a use is “no permit required”, “permitted” or “discretionary” in the respective zones and outlines any qualifications that may be applicable.

Rather than presenting a detailed use by use comparison across multiple zones, the assessment focuses on a high-level comparison of the availability of key urban land uses under the existing and proposed zoning frameworks. This approach aligns with the intent of Section 34 of the Act, which requires consideration of whether the amendment is appropriate in principle, rather than a detailed development outcomes test.

The analysis, therefore, contrasts the existing Rural Living B Zone with the proposed General Residential, Local Business and Open Space Zones, highlighting urban uses that are currently prohibited or severely constrained and which the draft LPS Amendment seeks to enable through an urban zoning structure supported by a Specific Area Plan

Table 2: Summary analysis of existing use versus proposed uses.

Use Status	Rural Living B Zone	Proposed Zone(s) - General Residential (GRZ) / Local Business (LBZ) / Open Space (PSZ)
No Permit Required	• Single dwelling only, with low residential density and non-urban subdivision expectations • Home-based business (qualified) • Minor utilities	• Single dwellings and ancillary residential activities within the General Residential Zone (GRZ) • Home-based businesses where consistent with residential amenity (GRZ and Local Business Zone, where qualified) • Public open space, passive recreation and natural values management within the Open Space Zone (OSZ) • Minor utilities compatible with residential and open space outcomes (GRZ / OSZ)
Permitted	• Visitor accommodation (limited/qualified) • Community use (limited)	• Local scale business, professional services and retail activities within the Local Business Zone (LBZ), subject to SAP qualifications • Community uses compatible with residential neighbourhoods and local business areas (GRZ / LBZ) • Visitor accommodation, subject to detailed SAP qualifications (GRZ / LBZ) • Residential use ancillary to business uses within the Local Business Zone
Discretionary	• Some community or visitor uses (qualified)	• Multiple dwellings and higher-density residential development within the General Residential Zone, subject to the provisions of the Specific Area Plan • Mixed residential and local business outcomes where residential amenity is maintained (LBZ / GRZ) • Ancillary commercial and community activities that support residential neighbourhoods or local business functions
Prohibited	• Multiple dwellings • Urban residential density • Local business / retail uses • Urban subdivision pattern • Public open space as a primary land use	• Uses incompatible with the purposes of the applied urban zones and the Specific Area Plan (for example, industrial, extractive or rural production uses).

6.2. LPS Draft Amendment Assessment

Section 34(2) of the Land Use Planning and Approvals Act 1993 (LUPAA) requires a relevant planning instrument, in this case a draft amendment to the Local Provisions Schedule (LPS), to satisfy the criteria set out in that section.

The proposed zoning framework uses zones available under the State Planning Provisions and applies them spatially through the Local Provisions Schedule map.

Accordingly, the amendment contains all provisions required by the State Planning Provisions to be included in a Local Provisions Schedule and is considered to comply with section 34(2)(a) of the Act.

6.3. Consideration of Section 32

Section 32 of LUPAA specifies the content and form of a Local Provisions Schedule and the circumstances in which local variations, including Specific Area Plans, may be applied.

Consideration 1 - Appropriateness of the proposed Zone(s)

The draft amendment proposes the application of urban zones—being the General Residential Zone, Local Business Zone and Open Space Zone—supported by a Specific Area Plan, rather than reliance on a Particular Purpose Zone or site-specific qualifications and have been set out consistent with *Guideline No. 1: LPS application*.

In accordance with section 32(3) of LUPAA a Specific Area Plan may be included in a Local Provisions Schedule where it is necessary to manage site-specific outcomes that cannot be adequately addressed through the application of zones and state-wide codes alone.

In this instance a Specific Area Plan is considered the most appropriate mechanism, as it enables the coordinated application of multiple urban zones while providing a comprehensive and flexible framework for land use, development and subdivision outcomes across the site, rather than discrete or clause-specific variations.

The proposal is consistent with section 32(3)(a) of the Act in that it responds to the characteristics and constraints of the subject land, and with section 32(3)(c) in that it facilitates integrated land-use outcomes while remaining consistent with the State Planning Provisions and the structure of the Tasmanian Planning Scheme.

Consideration 2 - Appropriateness of the Specific Area Plan

The draft amendment proposes the application of a Specific Area Plan to operate in conjunction with the General Residential, Local Business and Open Space zones to manage site-specific outcomes that cannot be adequately addressed through the application of zones and state-wide codes alone.

In accordance with section 32(3) of the *Land Use Planning and Approvals Act 1993*, a Specific Area Plan may be included in a Local Provisions Schedule where additional local provisions are necessary to achieve appropriate land use, development and subdivision outcomes in response to the characteristics of a site.

The SAP is proposed to operate in conjunction with the applied zones to:

- regulate residential density and built-form outcomes through site-specific development standards, in place of selected General Residential Zone provisions,
- manage interfaces between residential, local business and open space areas, having regard to amenity, scale and context, and
- respond to site-specific constraints and opportunities, including infrastructure provision, topography and environmental considerations, in a coordinated and integrated manner.

In this instance, the Specific Area Plan has been prepared to establish a coherent statutory framework that:

- substitutes and supplements selected zone provisions, including Use Tables and development standards, to reflect the intended urban zoning framework,
- regulates residential density, built form and interface outcomes through outcome-based standards, rather than reliance on a fixed or mandatory master plan,
- manages the relationship between residential, local business and open space areas to protect residential amenity while enabling appropriate local-scale activity, and
- accommodates staged development and future variation in layout, housing typologies and delivery, within a clearly defined statutory structure.

The use of a Specific Area Plan enables a consolidated approach to land use, development and subdivision across the site, while retaining consistency with the structure and intent of the State Planning Provisions.

The proposal is consistent with section 32(3)(a) of the Act in that it responds directly to the site's characteristics, constraints and opportunities, and with section 32(3)(c) in that it facilitates integrated land-use outcomes within a framework that remains consistent with the State Planning Provisions.

The Specific Area Plan has been prepared in accordance with section 32(4) of the Act, as it does not modify state-wide provisions beyond what is reasonably necessary to achieve appropriate site-specific outcomes, and continues to rely on applied zones and state-wide codes as the primary regulatory tools.

Consideration 3 - Drafting of the proposed SAP provisions

Section 32(5) of the *Land Use Planning and Approvals Act 1993* requires that local provisions be drafted in accordance with approved drafting conventions and technical requirements.

The proposed Specific Area Plan provisions have been prepared having regard to:

- Tasmanian Planning Commission Practice Note 5 - *Tasmanian Planning Scheme drafting conventions*, and
- Tasmanian Planning Commission Practice Note 8 - *Draft Local Provisions Schedules: written document technical advice*.

The revised Specific Area Plan has been structured to operate clearly within the Tasmanian Planning Scheme framework, including through the substitution of selected zone provisions and the application of outcome-based development standards, while retaining consistency with state-wide drafting conventions and terminology.

At this stage, no fundamental drafting deficiencies have been identified that would prevent certification of the amendment. Any minor refinements required to improve clarity, internal consistency, or alignment with Tasmanian Planning Commission drafting expectations can be addressed prior to or during the certification process, should they be identified.

Consideration 4 - Potential to modify proposal to bring into compliance

Where the Planning Authority considers a draft amendment does not meet the requirements of section 34, the amendment must be modified to ensure compliance prior to certification.

It is noted that the zone mapping will need to be modified to comply with *Practice Not 7 - Draft LPS mapping: technical advice*, especially in relation to zoning of road. The structure of the proposed zoning framework and Specific Area Plan allows for such refinements to be made without undermining the overall intent or strategic basis of the amendment.

In conclusion, based on the above assessment, it is considered that the draft Local Provisions Schedule Amendment satisfies the requirements of section 34(2) of the *Land Use Planning and Approvals Act 1993* and is appropriate to be certified for exhibition.

6.4. Consideration of the Objectives set out in Schedule 1 (Part 1 and Part 2)

Assessment of the amendment against the Schedule 1 objectives is provided in Attachment 5.

In accordance with the attached assessment the draft LPS amendment is considered to further the objectives set out in Schedule 1, as required by s34(2)(c) of LUPAA.

6.5. Consistency with State Policy

Assessment of the amendment against the State Policies is provided in Attachment 5.

In accordance with the attached assessment the draft LPS amendment is considered to be consistent with each applicable State policy as required by s34(2)(d) of LUPAA.

6.6. Relevant Criteria in relation to the TPPs

Not applicable - there are currently no Tasmanian Planning Policies in effect.

6.7. Consistency with STRLUS

The regional land use strategy for Clarence is the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS). Detailed comments against the STRLUS strategies are provided in Attachment 5.

The assessment focuses on whether the statutory framework created by the amendment (rather than specific future development outcomes) is consistent with the STRLUS.

In summary, the draft LPS amendment is considered to align with the following Strategic Directions of the STRLUS:

- SD1 - Adopting a more integrated approach to planning and infrastructure,
- SD2 - Holistically managing residential growth,
- SD3 - Creating a network of vibrant and attractive activity centres,

- SD8 - Supporting strong and healthy communities, and
- SD10 - Creating liveable communities.

Other Strategic Directions in the STRLUS are either not directly relevant to the proposal or relate to land uses (e.g. heavy industry, tourism or extractive industries) that are not contemplated by the amendment.

6.8. Regard to the Strategic Plan

Section 34(2)(f) of LUPAA requires that a draft amendment has regard to the strategic plan prepared under section 66 of the Local Government Act 1993 that applies to the land.

The relevant municipal strategic plan is the City of Clarence Strategic Plan 2025-2035, which sets the long term vision, priorities and outcomes for the Clarence municipal area.

The Strategic Plan is high level in nature and is not a statutory planning instrument. Its role is to guide Council decision making rather than to prescribe specific zoning or development outcomes.

Having regard to the Strategic Plan, the draft LPS Amendment aligns with key themes of the Plan, including:

- Managing population growth and change in a planned and sustainable manner,
- Supporting liveable communities, including access to housing choice, open space and local services,
- Integrating planning, infrastructure and environmental management to support long term community wellbeing, and
- Providing certainty for future development, while managing risk and protecting community amenity.

The amendment facilitates residential growth within an established settlement context, supported by infrastructure investigations and a structured statutory framework. The inclusion of a Specific Area Plan enables Council to guide future outcomes at a strategic level, consistent with the intent of the Strategic Plan, without pre-empting detailed development decisions.

The City of Clarence Strategic Plan is supported by several Council policies and strategies. To the extent that those policies relate to housing, infrastructure coordination, open space and community wellbeing, the draft amendment is consistent in principle with their objectives. More detailed policy alignment is appropriately addressed at later stages of implementation as development and subdivision proposals are brought forward.

Accordingly, the draft LPS Amendment has appropriate regard to the City of Clarence Strategic Plan 2025-2035 for the purposes of section 34(2)(f).

6.9. Coordination with adjacent LPS

Not applicable, as the subject site is located wholly within the City of Clarence municipality and does not adjoin land in any other municipal area. There are no adjacent Local Provisions Schedules with which coordination is required.

6.10. Regard to the Gas Safety Act 2019

Not applicable, as there is no land within the area affected by the draft LPS Amendment that is subject to standards or safety requirements prescribed under the *Gas Safety Act 2019*. The draft amendment does not enable development outcomes that would engage those requirements.

6.11. Recent Changes to TPC Guideline No.1

On 3 June 2025, changes to the Tasmanian Planning Commission's Guideline No. 1 (Local Provisions Schedule (LPS): zone and code application) were implemented. The changes now require:

“3.6 *The application of one or more higher-order urban zones within greater Hobart, as defined by MAP 2 of the Southern Tasmania Regional Land Use Strategy, must be supported by a Precinct Structure Plan.*

The requirement for a Precinct Structure Plan may be waived where a proposal is made under section 40T of the Act and accompanied by a concurrent application for subdivision and/or development proposal fulfilling the function of a Precinct Structure Plan as relevant and within its context”.

Under the amended Guideline No. 1, the proposed application of the General Residential Zone, Local Business Zone and Open Space Zone would ordinarily give rise to a requirement for the preparation of a Precinct Structure Plan.

However, the rezoning request for the land at 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge was lodged prior to the introduction of the amended Guideline No.1 requirements. In addition, the proposal has been advanced as a Section40T application and is accompanied by a concurrent subdivision application, together with supporting technical investigations and a proposed Specific Area Plan.

While a formal Precinct Structure Plan has not been prepared, the material submitted with the application addresses the key matters that a Precinct Structure Plan would ordinarily be expected to inform at the rezoning stage, having regard to the scale, context and nature of the proposal.

In particular, the information submitted provides:

- a defined land use structure through the proposed zoning framework and Specific Area Plan,
- identification of key constraints, including servicing, stormwater, hazard and access considerations,
- a framework for staging and future development, without pre-empting detailed design outcomes, and
- sufficient spatial and strategic context to enable informed consideration of the draft rezoning request.

Accordingly, while a formal Precinct Structure Plan has not been prepared, the Planning Authority is satisfied that the submitted material substantially fulfils the purpose and intent of a Precinct Structure Plan, as contemplated by clause 3.6 of the amended Guideline No. 1, and that it is appropriate for the application to proceed on that basis.

7. PART B - ASSESSMENT OF THE PROPOSED SUBDIVISION

7.1. This Part B assessment relates to the associated development application, being a subdivision proposal lodged concurrently with the draft Local Provisions Schedule (LPS) amendment pursuant to section 40T of the Land Use Planning and Approvals Act 1993.

7.2. The subdivision application is assessed on the basis that the draft LPS Amendment, including the proposed zoning and Specific Area Plan, were approved.

7.3. Proposal Description

The associated development application seeks approval for a subdivision of land at 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge, lodged concurrently with the draft Local Provisions Schedule Amendment pursuant to section 40T of LUPAA.

The subdivision proposal involves:

- the creation of a residential subdivision comprising multiple residential allotments, generally configured around an internal road network as shown on the proposed subdivision plan (Attachment 4),
- the dedication of a central area of public open space (Lot 101 - POS), consistent with the proposed Open Space Zone, together with associated drainage and servicing easements,
- new internal road connections to Cambridge Road, with subdivision access and lot layout generally consistent with the structure shown on the subdivision plan, and

- provision for the staged delivery of infrastructure and servicing, with a balance lot capable of supporting future subdivision and servicing extensions as shown in the conceptual Master Plan submitted with the application (Attachment 6).

The subdivision layout reflects the structure and intent of the proposed zoning and SAP; while leaving detailed design, dwelling yield and built-form matters to subsequent approvals. In particular, it creates the public open space lot early in the site's development.

7.4. Assessment against the Planning Scheme

The subdivision application has been assessed on the basis that the draft LPS Amendment were approved, as required by section 40T of the Act. The assessment is therefore confined to whether the subdivision is capable of complying with the Planning Scheme, rather than whether ultimate development outcomes are acceptable in detail. Assessment of detailed built form, vegetation clearance extents and servicing infrastructure is appropriately addressed at subsequent permit stages.

Clause 6.10 - Determining Applications

The application has been lodged in accordance with the administrative requirements of the Planning Scheme.

The subdivision proposal is supported by technical information addressing servicing, stormwater, access and site constraints, sufficient to enable an informed assessment at this stage of the planning process.

Clause 6.11 - Conditions and Restrictions on a Permit

Where necessary, conditions may be imposed on any permit to:

- require detailed engineering and servicing designs,
- ensure compliance with applicable hazard codes,
- secure public open space land and road reservations,
- manage staging and sequencing of works, and
- coordinate approvals with servicing authorities.

The use of conditions is appropriate given the strategic nature of the subdivision at this stage.

Clause C2.0 - Parking and Sustainable Transport Code

The subdivision proposal does not, of itself, give rise to non-compliance with parking requirements. The proposed road layout and lot configuration can accommodate parking, vehicle access and pedestrian connectivity in accordance with the Code.

Parking areas are capable of being designed to comply with Clause C2.6 and relevant Australian Standards.

Detailed parking provision will be addressed at the building and development stage.

Clause C3.0 - Road and Railway Assets Code

The subdivision involves access to a road under the control of the relevant road authority. The proposal has been assessed against the Road and Railway Assets Code and can comply, subject to conditions requiring:

- approval of access locations,
- submission of detailed design drawings, and
- compliance with any requirements imposed by the road authority.

No unacceptable impacts on the safety or function of the road network are anticipated.

Clause C12.0 - Flood-Prone Areas Hazard Code

Parts of the site are subject to flood-prone or overland flow constraints. The subdivision layout has been designed having regard to these constraints and can comply with the Flood-Prone Areas Hazard Code, subject to conditions requiring:

- detailed flood and stormwater modelling at the appropriate stage,
- confirmation of building areas outside high-risk hazard locations, and

- implementation of stormwater management measures to ensure no increase in risk to adjoining land.

Clause C13.0 - Bushfire-Prone Areas Code

The land is subject to the Bushfire-Prone Areas Code. The proposed subdivision pattern can comply with bushfire access, separation and servicing requirements.

Compliance will be achieved through conditions requiring:

- preparation and approval of a Bushfire Hazard Management Plan,
- demonstration of compliant access and water supply, and
- confirmation of defendable space requirements at the building stage, subject to site-specific design and certification.

Note that bushfire protection measures are to be achieved in a manner that minimises vegetation clearance, consistent with the Natural Assets Code, and are subject to TFS certification.

Clause C14.0 - Potentially Contaminated Land Code

No evidence is available to indicate that the land has been used for a potentially contaminating activity, and the proposal does not involve a land use that would introduce such a risk at the subdivision stage.

Clause C15.0 - Landslip Hazard Code

The site includes areas mapped as low landslip hazard. The subdivision proposal has been assessed against the Landslip Hazard Code and is capable of complying, subject to:

- the assessment assumes investigative works only, with no permanent buildings, significant earthworks or changes to landform proposed as part of the subdivision application,
- confirmation that each lot can accommodate a building area and access outside higher-risk hazard areas, and

- submission of any required landslip or geotechnical assessment at later stages.

The subdivision does not create an opportunity for development that cannot achieve a tolerable risk from landslip.

Clause C9.0 - Attenuation Code

The subdivision creates lots capable of accommodating sensitive uses within or near an attenuation area associated with existing activities. The proposed layout is capable of complying with the Attenuation Code, subject to conditions requiring:

- confirmation that sensitive uses will not constrain existing lawful activities, and
- implementation of any mitigation measures identified in supporting assessments.

Clause C16.0 - Safeguarding of Airports Code

The subdivision lies within the airport influence area. The proposed subdivision does not introduce building envelopes or land use outcomes that would prejudice airport operations. Compliance with the Safeguarding of Airports Code can be achieved through conditions at the building and works stage relating to height, lighting and reflectivity, as applicable

7.5. Summary of Compliance

The associated subdivision proposal has been assessed against the relevant provisions of the Tasmanian Planning Scheme - Clarence, including the applicable zones, the Specific Area Plan and the relevant state-wide codes.

The proposal avoids reverse-sensitivity impacts and does not impose future constraints on the operation of adjoining road or railway infrastructure.

Subject to the imposition of appropriate permit conditions, the proposal is considered capable of complying with the applicable provisions of the Scheme and meeting the relevant assessment criteria.

No fundamental or irresolvable non-compliances have been identified in relation to the proposed Stage 1 subdivision, and any identified matters can be appropriately managed through permit conditions and subsequent detailed design at the implementation stage.

7.6. Recommendation - Associated Subdivision Development

Having regard to the foregoing assessment, and on the statutory assumption that the draft Local Provisions Schedule amendment is approved, the associated Stage 1 subdivision is considered capable of complying with the relevant provisions of the Tasmanian Planning Scheme - Clarence, including the applicable zones, Specific Area Plan and relevant codes.

The proposed subdivision appropriately gives effect to the draft planning framework by facilitating delivery of the public open space component, initial road infrastructure and initial development lots, while retaining a balance lot to enable future subdivision and development to occur on a staged basis without pre-empting future outcomes.

Accordingly, it is recommended that the subdivision be approved, subject to appropriate conditions (as detailed in the draft Planning Permit), to ensure:

- orderly and efficient servicing and infrastructure delivery,
- appropriate management of environmental and hazard constraints, and
- consistency with the intent and operation of the Specific Area Plan and the broader planning scheme framework.

8. EXTERNAL REFERRALS

The associated subdivision development was referred to relevant State agencies, service authorities and statutory bodies in accordance with the *Land Use Planning and Approvals Act 1993* and the Tasmanian Planning Scheme - Clarence. Referral advice was received and considered as follows.

- **TasWater**

TasWater provided advice pursuant to section 56S of the Water and Sewerage Industry Act 2008, raising no objection to the proposal and identifying standard requirements relating to water supply and sewer servicing, infrastructure design approval, construction controls and developer charges. The matters raised are implementation-focused and are appropriately addressed through standard subdivision permit conditions and subsequent detailed servicing design and approvals.

- **Department of State Growth**

The Department of State Growth provided formal comment on access, transport and pedestrian connectivity matters, raising no objection in principle to the proposal. The advice focused on safeguarding future transport network planning in the vicinity of Pass Road and Cambridge Road and improving pedestrian connections to public transport. These matters are appropriately addressed through the subdivision layout, Specific Area Plan provisions and future detailed design rather than through refusal or modification of the subdivision.

- **Tasmania Fire Service (TFS)**

Referral advice was received on 30 May 2025, with TFS raising no objection in principle but identifying implementation matters relating to bushfire risk management, consistency between subdivision layout and bushfire documentation, and the ability for lots to accommodate bushfire hazard management requirements.

These matters are capable of being addressed through subdivision permit conditions and compliance with the Bushfire-Prone Areas Code, including Bushfire Hazard Management planning, and do not preclude approval of the subdivision.

- **Hobart Airport**

Referral advice was received on Wednesday 28 May 2025, confirming that the only identified aviation safeguarding issue relates to the potential for standing water to increase wildlife activity. The advice notes that this would be limited to flood events and is not expected to present a significant concern. No objection was raised, and the issue is appropriately managed through standard stormwater design and subdivision conditions without the need for aviation-specific controls.

- **TasNetworks**

Referral advice was received on 20 December 2024, with TasNetworks confirming that the proposal is not likely to adversely affect its operations and that electricity servicing requirements can be addressed through standard subdivision processes. The advice is non-contentious and is appropriately managed through standard subdivision permit conditions and ongoing liaison with TasNetworks.

- **Aboriginal Heritage Tasmania (AHT)**

Aboriginal Heritage Tasmania advice dated 16 December 2024 confirms that no registered Aboriginal relics have been identified within the subject land. Standard advisory requirements relating to unanticipated discoveries under the Aboriginal Heritage Act 1975 apply and no heritage constraints were identified that prevent approval of the subdivision.

- **Environmental Protection Authority (EPA)**

Due to the proximity of the EPA controlled sites to the south of the site.

No other statutory referral authorities were identified as applicable to the associated subdivision development.

All referral responses received have been considered as part of the assessment, and where relevant, matters raised by referral authorities have been addressed through the recommended conditions of approval.

9. EXTERNAL IMPACTS

No significant adverse external impacts are anticipated as a result of the associated subdivision development. The proposal is capable of being integrated with surrounding land uses and infrastructure, subject to compliance with the Planning Scheme and permit conditions.

10. CONCLUSION

This report addresses a combined request for a draft Local Provisions Schedule amendment and an associated development application considered concurrently under section 40T of LUPAA. In accordance with that process, the conclusions are presented in two parts.

Part A - Draft Local Provisions Schedule Amendment

The existing use and development outcomes proposed for the site cannot be facilitated under the current provisions of the Tasmanian Planning Scheme - Clarence. It is considered that the proposed rezoning of the land at this location within the Urban Growth Boundary, provides a logical extension plus significant social benefit by virtue of the public open space and local amenities enabled by the Local Business Zone application. These zones in turn provide an opportunity to develop a local activity centre, providing social infrastructure to the wider Mornington area. In particular the Specific Area Plan:

- provides a clear and implementable statutory framework that delivers the strategic outcomes of the rezoning without reliance on a prescriptive master plan,
- enables General Residential development, local business and mixed-use activities, and public open space in a manner that supports housing delivery, amenity and the established settlement pattern,
- appropriately balances certainty and flexibility by translating strategic intent into enforceable planning controls, while allowing detailed design, servicing and authority requirements to be addressed through subsequent subdivision and development applications, and
- is structured to support orderly, staged development and does not require further planning scheme amendments to accommodate detailed or site-specific design refinement.

For the reasons set out in this report, it is considered that the proposed rezoning, removal of the Waterway and Coastal Protection Overlay, together with the refined Specific Area Plan as amended, establishes an appropriate statutory planning framework for the site. The draft amendment is consistent with the *Southern Tasmanian Regional Land Use Strategy*, accords with the objectives of the Resource Management and Planning System, and satisfies the relevant statutory requirements of the *Land Use Planning and Approvals Act 1993*, subject to the refinements identified by Council.

On this basis, it is recommended that the Planning Authority initiate and certify the draft Local Provisions Schedule amendment in accordance with the Act.

Part B - Draft Planning Permit (Subdivision)

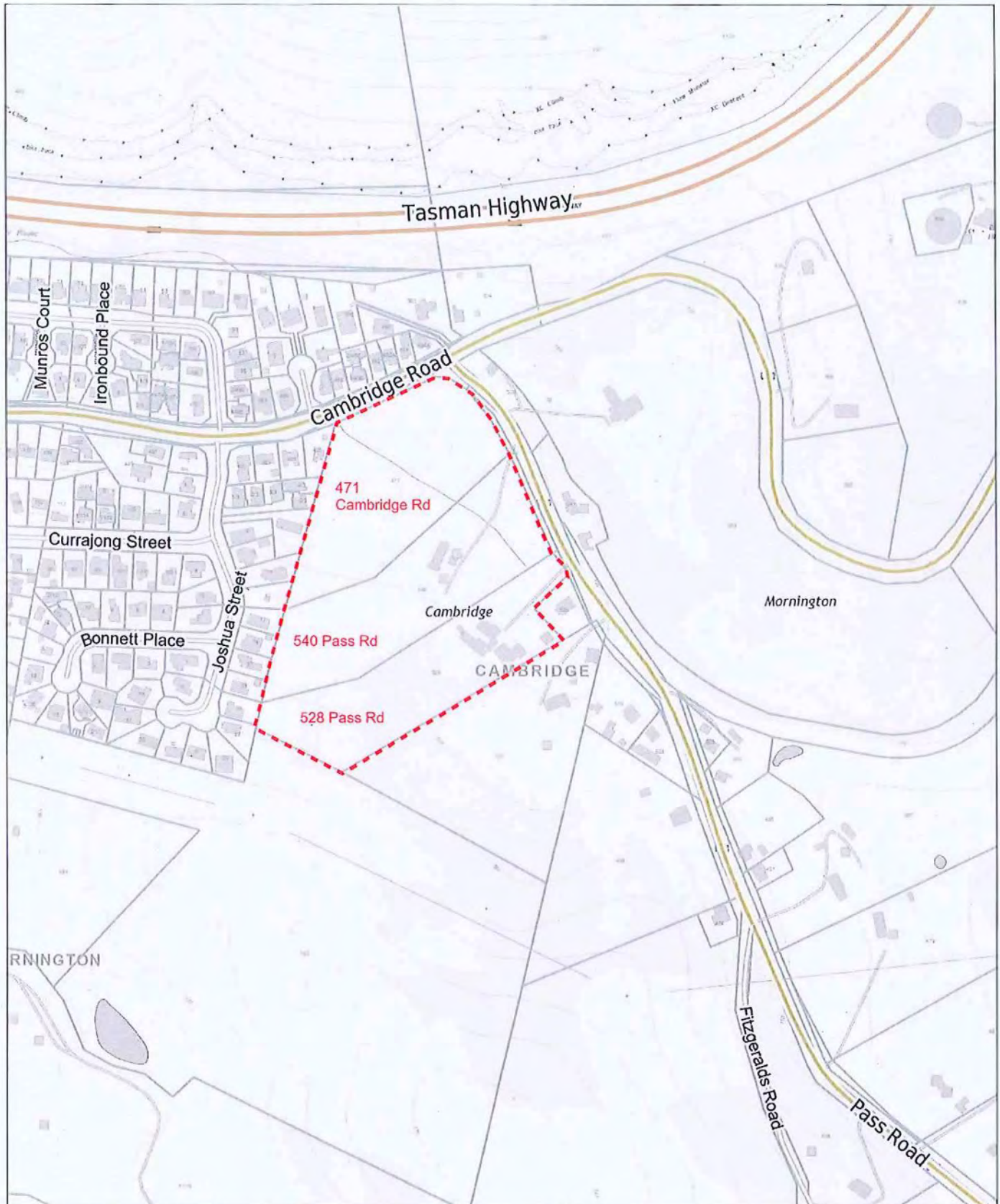
The draft planning permit relates to a Stage 1 subdivision application made under section 40T of the *Land Use Planning and Approvals Act 1993* and has been assessed on the statutory assumption that the draft Local Provisions Schedule amendment is approved.

The proposed subdivision gives effect to the draft planning framework by delivering the initial public open space lot, road reserve and initial development lots, while retaining a balance lot to facilitate future staged subdivision and development in accordance with the Specific Area Plan, the applicable zones and relevant codes.

The Stage 1 subdivision is considered to be consistent with the draft amendment, does not pre-empt the ultimate form or staging of future development, and is supportable having regard to the matters addressed in this report. Accordingly, it is recommended that the draft planning permit be approved, subject to appropriate conditions.

- Attachments:
1. Location Plan (1)
 2. Draft Instrument of Certification (2)
 3. Draft Specific Area Plan (13)
 4. Proposal Plans (36)
 5. Assessment against LUPAA objectives, State Policies, and Southern Tasmanian Regional Land Use (20)
 6. Application documentation, including a planning report with relevant expert reports by MC Planning (189)
 7. Site Photos (1)

Daniel Marr
HEAD OF CITY PLANNING



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

29/04/2026

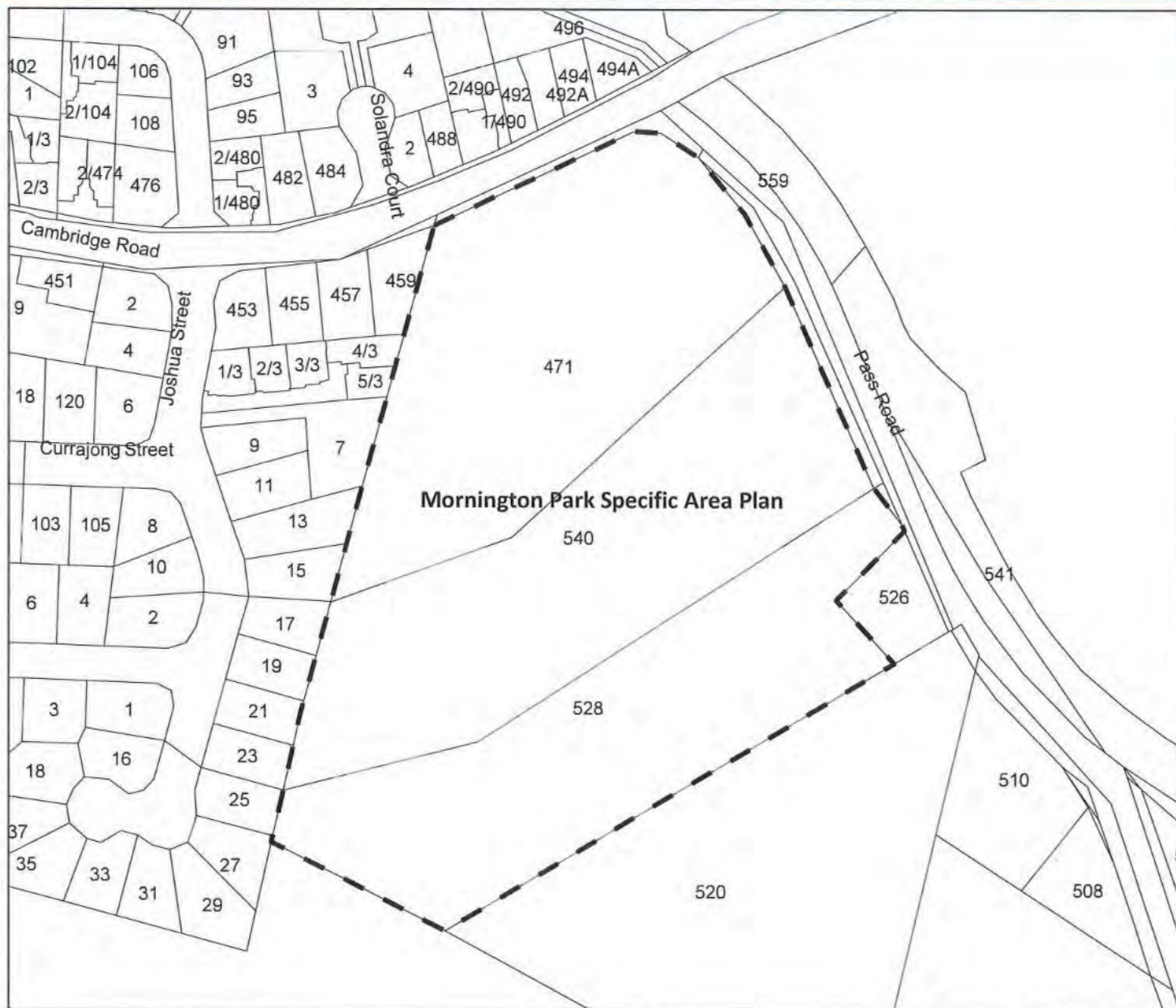
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**AMENDMENT TO LOCAL PROVISION SCHEDULE MAPPING PDPSPAMEND-2024/048902**

To amend the Tasmanian Planning Scheme – Clarence Local Provision Map by: -

- Re-zoning the site identified as 471 Cambridge Road, Mornington (CT 184647/1), 528 Pass Road, Cambridge (CT 184647/2) and 540 Pass Road, Cambridge (CT 184647/3) from Rural Residential B to General Residential Zone, Open Space Zone and Local Business Zone as shown in the figure above,
- Extending the revised zoning into the adjoining road reserves to the road centerline; and
- Removing the Waterway and Coastal Protection Overlay from the site.



AMENDMENT TO LOCAL PROVISION SCHEDULE MAPPING PDPSPAMEND-2024/048902

To amend the Tasmanian Planning Scheme – Clarence Local
Provision Map by:

- application of a Specific Area Plan - the Mornington Park Specific Area Plan to 471 Cambridge Road, Mornington (CT 184647/1), 528 Pass Road, Cambridge (CT 184647/2) and 540 Pass Road, Cambridge (CT 184647/3)

THE COMMON SEAL OF THE CLARENCE CITY COUNCIL HAS
BEEN HEREUNTO AFFIXED, THIS DAY OF
2026, PURSUANT TO A RESOLUTION OF THE COUNCIL
PASSED THE DAY OF 2026, IN THE
PRESENCE OF

ATTACHMENT 3

CLA-SXX.0 Mornington Park Specific Area Plan

CLA-SXX.1 Plan Purpose

The purpose of the Mornington Park Specific Area Plan is:

- CLA-SXX.1.1 To establish a coordinated statutory framework for land use, development and subdivision within the Mornington Park area through the application of the General Residential, Local Business and Open Space zones.
- CLA-SXX.1.2 To support a range of residential uses and housing typologies within the General Residential Zone, consistent with the availability of infrastructure and the purposes of that zone.
- CLA-SXX.1.3 To enable a single, appropriately located Local Business area that provides local-scale services to meet the day-to-day needs of the surrounding community, without compromising residential amenity or the established activity centre hierarchy.
- CLA-SXX.1.4 To enable mixed-use development in appropriate locations where residential use is combined with compatible, local-scale non-residential activity and where residential amenity is maintained.
- CLA-SXX.1.5 To provide for public open space that performs recreational, landscape and stormwater management functions, and which is not intended to accommodate residential or commercial development.
- CLA-SXX.1.6 To manage interfaces between residential, business, mixed-use and open space land in a manner that supports residential amenity and orderly development.
- CLA-SXX.1.7 To retain flexibility for staged subdivision and development, with detailed design, layout and built-form outcomes to be assessed through subsequent planning permit processes.

CLA-SXX.2 Application of this Plan

- CLA-SXX.2.1 The specific area plan applies to the area of land designated as the Mornington Park Specific Area Plan on the overlay maps and in Figure CLA-SXX.1.
- CLA-SXX.2.2 In the area of and to which this plan applies to, the provisions of the specific area plan are in substitution for or in addition to, the provisions of the General Residential zone, Local Business Zone, Open Space Zone and Parking and Sustainable Access Code, as specified in the relevant provision.

CLA - SXX.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

CLA - SXX.4 Definition of Terms

CLA-SXX.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	Definition
Building Edge	Means the portion of a building façade that addresses and contributes to the visual definition of a public street or public open space
Park frontage interface	Means the relationship between buildings, private open space, fencing and public open space, including passive surveillance, overlooking and transition between public and private realms.

Primary Street Façade or Park Façade	Means a façade of a building that directly addresses a public street or public open space and provides the principal public interface.
Villa Housing	Means where each dwelling is detached or semi-detached, ground-level, and has a separate external entrance, and does not include apartments, flats or other forms of multiple dwelling development.
Street interface	Means the relationship between buildings, driveways, landscaping and fencing and a public street, including how development addresses pedestrian use, safety and streetscape character
Frontage to public open space	Means a boundary of a lot that directly adjoins land zoned Open Space.
Balance land	Means land within the Specific Area Plan area that is not subdivided at the time of approval of a plan of subdivision

CLA - SXX.5 Use Table

This clause is in substitution for the Use Tables at Clause 8.2 (General Residential Zone), Clause 14.2 (Local Business Zone) and Clause 29.2 (Open Space Zone), as they apply within the Specific Area Plan area.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If on land zoned General Residential and for a single dwelling
Utilities	If for minor utilities.
Permitted	
Residential	If on land zoned General Residential and for multiple dwellings where a minimum site area per dwelling of 325 m ² can be achieved.
Business and Professional Services	If on land zoned Local Business and the use: • is local in nature; and • serves the day-to-day needs of the surrounding community; and • does not compromise residential amenity; and • is consistent with the purposes of this Specific Area Plan.
Food Services	If on land zoned Local Business and not for take-away food premises with a drive-through facility.
General Retail and Hire	If on land zoned Local Business, and if the use:

	• is local in nature; and • serves the day-to-day needs of the surrounding community; and • does not compromise residential amenity; • is consistent with the purposes of this Specific Area Plan.
Mixed Use	If on land zoned General Residential or Local Business, and if the use: • incorporates residential use; and • provides a compatible mix of local-scale non-residential activity; and • does not compromise residential amenity; and • is consistent with the purposes of this Specific Area Plan.
Visitor Accommodation	If on land zoned Local Business, and if located above ground floor level (excluding pedestrian or vehicle access) or to the rear of a premises.
Discretionary	
Community Meeting and Entertainment	If on land zoned Open Space.
Educational and Occasional Care	If on land zoned General Residential or Local Business
Residential	If on land zoned General Residential, and if not listed as No Permit Required or Permitted.
Sports and Recreation	If on land zoned Open Space.
Utilities	If not listed as No Permit Required.
Vehicle Parking	If on land zoned Open Space.
Visitor Accommodation	If on land zoned General Residential if for a boarding house, hostel or serviced apartments; or If on land zoned Open Space if for camping and caravan park or an overnight camping area.
Prohibited	
All Other Uses	

CLA - SXX.6 Use Standards

This sub-clause is not used in this specific area plan.

CLA - SXX.7 Development Standards for Buildings and Works

This clause is in substitution for General Residential Zone clauses 8.4.1 Residential density for multiple dwellings, 8.4.2 Setbacks and building envelope for all dwellings, 8.4.3 Site coverage and

private open space for all dwellings, and 8.4.4 Sunlight to private open space of multiple dwellings, as they apply to multiple dwellings.

CLA - SXX.7.1 Residential density for multiple dwellings

This clause is in substitution for General Residential Zone - clauses 8.4.1 Residential density for multiple dwellings.

Objective:	
<i>That the density of multiple dwellings:</i> <i>(a) makes efficient use of land for housing; and</i> <i>(b) optimises the use of infrastructure and community services; and</i> <i>(c) supports higher-density residential development, including townhouse or apartment-style housing, particularly on land adjoining public open space, where built form, siting and façade articulation establish a coherent streetscape and public-open-space interface that delivers park activation, passive surveillance and high-quality residential amenity in accordance with the spatial and housing intentions of the Specific Area Plan.</i>	
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of not less than 200m².	P1 Multiple dwellings may have a site area per dwelling of less than 200 m² where the development has regard to: (a) building height, bulk and scale; (b) the residential amenity outcomes for future occupants and adjoining properties; and (c) contribution to a range of dwelling types and sizes.

CLA - SXX.7.2 Setbacks and building height for all dwellings on Multiple Dwellings Lots

This clause is in substitution for General Residential Zone clause 8.4.2 Setbacks and building envelope for all dwellings.

Objective:	
<i>The siting and scale of dwellings:</i> <i>(a) provides reasonably consistent separation between dwellings and their frontage within a street;</i> <i>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;</i> <i>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</i> <i>(d) provides reasonable access to sunlight for existing solar energy installations.</i>	
Acceptable Solutions	Performance Criteria
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 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the site;	P1 A dwelling must have a setback from a frontage that is compatible with the zone purposes having regard to any topographical constraints.

(b) if the frontage is not a primary frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, 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 single dwelling must have a setback from a primary frontage of not less than: (a) 4m, 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.	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.
A3 A single 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 9.1, 9.2 and 9.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and (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 9.5m above existing ground level; and (b) only have a setback within 1.5m of 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).	A3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (b) (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.
A4.1 For Multiple Dwelling Development: 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 not less than 1m;	P4 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

A4.2 For Villa Housing Development: 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 3m, or, if the setback from the primary frontage is less than 3m, not less than the setback, from the primary frontage, of any existing dwelling on the ; (b) if the frontage is not frontage, not less than 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;	
A5.1 For Multiple Dwelling Development: Garages or carport for a dwelling must only be accessed from and have a 1.5m setback to the rear boundary. A5.2 For Villa Housing Development: A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 4m, 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.	P5.1 For Multiple Dwelling Lots there is no performance criteria. P5.2 For Villa Housing Lots 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.
A6.1 For Multiple Dwelling Development: (a) A dwelling, excluding outbuildings, may be built to the side boundary, but must be set back from the rear boundary 1.5m with a height not greater than 9.5m; and (b) dwelling, including outbuildings located within 15m of the public open space park façade must be built with a setback of 3m from that boundary and have a height of no more than 6m. A6.2 For Villa Housing Development: (a) 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: (b) be contained within a building envelope determined by:	P6 The siting and scale of a dwelling must have regard to: (a) providing a building edge along the primary street façade or park façade; (b) not causing an unreasonable loss of amenity to adjoining properties, having regard to: (iii) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (iv) overshadowing the private open space of a dwelling on an adjoining property; (v) overshadowing of an adjoining vacant property; and (vi) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (c) providing separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (d) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and (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 9.5m above existing ground level; and (c) only have a setback within 1.5m of 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).	(i) an adjoining property; or (ii) another dwelling on the same site.
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CLA - SXX.7.3 Site coverage and private open space for all dwellings on Multiple Dwelling Development, and Villa Housing Development

This clause is in substitution for General Residential Zone clause 8.4.3 Site coverage for all dwellings

Objective:	
<i>That dwellings provide:</i> (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.	
Acceptable Solutions	Performance Criteria
A1 Dwellings must: (a) For Multiple Dwelling Development, have a site coverage of not more than 80% of the lot area; or (b) For Villa Housing Development, have a site coverage of not more than 65% (excluding eaves up to 0.6m wide);	P1 Dwellings must have: (a) site coverage consistent with that existing on established properties of the same lot type; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
A2.1 For Multiple Dwelling Development, a dwelling must have private open space with a minimum area of 9m² and a minimum dimension of 3m; A2.2	P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

For Villa Housing Development a dwelling must have a private open space that:	(a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.
(a) is in one location and is not less than: (i) 24m ² ; or (ii) 12m ² , if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);	
(b) has a minimum horizontal dimension of: (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);	
(d) 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	
(e) has a gradient not steeper than 1 in 10.	

CLA - SXX.7.4 Storage for all dwellings

This clause is in addition to clauses in the General Residential Zone.

Objective:	
(a) To provide for the storage of waste and recycling bins for all dwellings; and (b) To provide adequate and useable storage areas for the needs of residents.	
Acceptable Solutions	Performance Criteria
A1 Each dwelling must be provided with a dedicated and secure storage space of no less than 6m ³ .	P1 No Performance Criteria.
A2 Each dwelling must have a storage area for waste and recycling bins, that is an area of not less than 1.5m ² and not within the area in front of the dwelling ³ .	P2 No Performance Criteria.

CLA - SXX.7.5 Façade design for Multiple Dwelling Development and Villa Housing Development

This clause is in addition to clauses in the General Residential Zone

Objective:	
(a) To create a highly articulated streetscape; and (b) To achieve diversity in front façade designs.	
Acceptable Solutions	Performance Criteria
A1	P1

Dwellings on lots adjoining the primary street façade or public open space façade must include: (a) a varied plan shape from adjoining dwellings with frontage to the same street (including steps, curves, recesses projections or splays); (b) variations in vertical profile from adjoining dwellings or multiple dwellings on the same street (including steps or slopes at different levels); (c) patterning or sun protection devices on windows; (d) recessing or projecting of windows, structural framing, grilles, panel details (such as stucco); (e) balustrades, balconies, verandahs or terraces; (f) planting on podiums, balconies, terraces and low level roof decks.	Dwelling design for lots adjoining the primary street façade or park façade has regard to: (a) varied plan shape from dwellings with frontage to the same street; (b) varied vertical profile from dwellings on the same street; (c) window and façade articulation; (d) planting visible from the street; and (e) a high level of articulation when viewed from public open space areas.
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CLA - SXX.7.6 Fencing for all dwellings

This clause is in substitution of clause 8.4.7 Frontage fences for all dwellings in the General Residential Zone

Objective: (a) <i>To create a highly articulated streetscape; and</i> (b) <i>To promote personalisation of fencing design.</i>	
Acceptable Solutions	Performance Criteria
A1 Each dwelling must be provided with a 1.2m high painted picket fence along the Primary Street Façade or Public Open Space Façade (excluding vehicle access areas),	P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must: (a) provide for passive surveillance of the road or park; and (b) be compatible with the height and transparency of fences in the street, having regard to the topography of the site.

CLA - SXX.8 Development Standards for Subdivision

CLA - SXXX.8.1 Outline of development plan

This clause is in substitution for General Residential Zone - clauses 8.6.1 Lot design in the General Residential zone.

Objective:	
Subdivision is supported where it enables: (a) a range of lot sizes and configurations, including small lots, that support townhouse, terrace and multiple dwelling development; (b) increased residential density along primary streets and land with frontage to public open space; and (c) rear-loaded lots and access via laneways, where this supports streetscape quality and pedestrian priority.	
Acceptable Solutions	Performance criteria
A1 Each lot, or a lot proposed in a plan of subdivision, intended to accommodate a single dwelling, must: (a) have an area of not less than 300 m ² ; and (b) be capable of containing a building area with minimum dimensions of 10 m × 15 m, with a gradient not steeper than 1 in 5, clear of: (i) all setbacks required by clause CLA - SXX.7.2 A1.1, A1.2, A2.1, A2.2, A3.1 and A3.2; and (ii) any easements or other title restrictions that limit or restrict development; or (c) where necessary to achieve compliance with the Bushfire Prone Areas Code, have an area of not less than 450 m ² .	P1 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of the lot or to a building area on the lot (if any) and must have sufficient useable area and dimensions suitable or the intended use having regard to: (a) the topography of the site; (b) the length of the access; (c) the distance between the lot and the carriageway; (d) the nature and function of the road and associated traffic conditions; (e) the type of vehicles likely to access the site; and (f) the ability for emergency services vehicles to safely access the site.
A2 Public Open Space provision must: (a) be consistent with Figure CLA-SXX.2 ; (b) is deemed to meet the Council requirements for public open space contribution; and (c) must not be provided as cash in lieu.	P2 Public Open Space must be provided generally in accordance with in Figure CLA-SXX.2 having regard to: (a) the topography of the site; (b) any natural or landscape values; (c) adequate provision of public open space; (d) the purpose of the public open space; and must not be provided as cash in lieu.

CLA - SXX.9 Car Parking Requirements

This clause is in substitution for the Parking and Sustainable Access Code C2.5.1 Car parking spaces.

Objective:	
<i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
Acceptable Solutions	Performance criteria
A1 The number of on-site car parking spaces must be no less than one space per dwelling; and No visitor parking is required;	P1 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

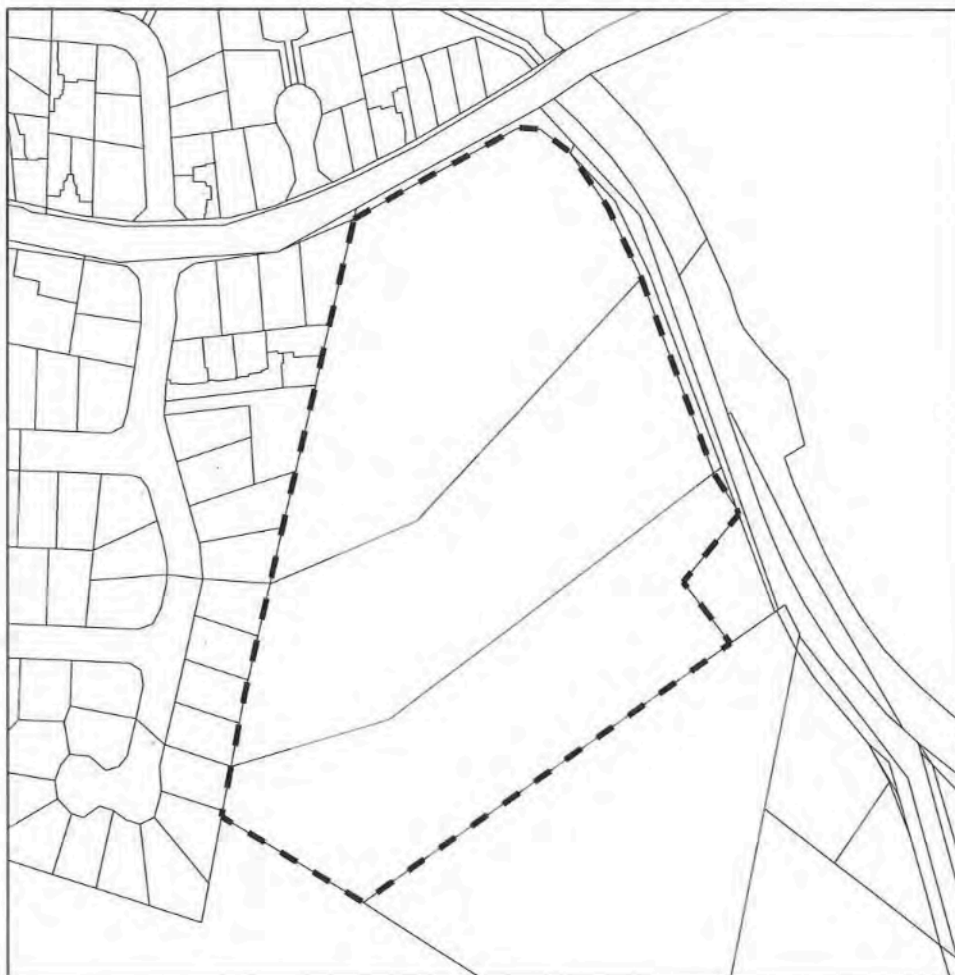


Figure CLA-SXX.1 Mornington Point Specific Area Plan - SAP Area Map

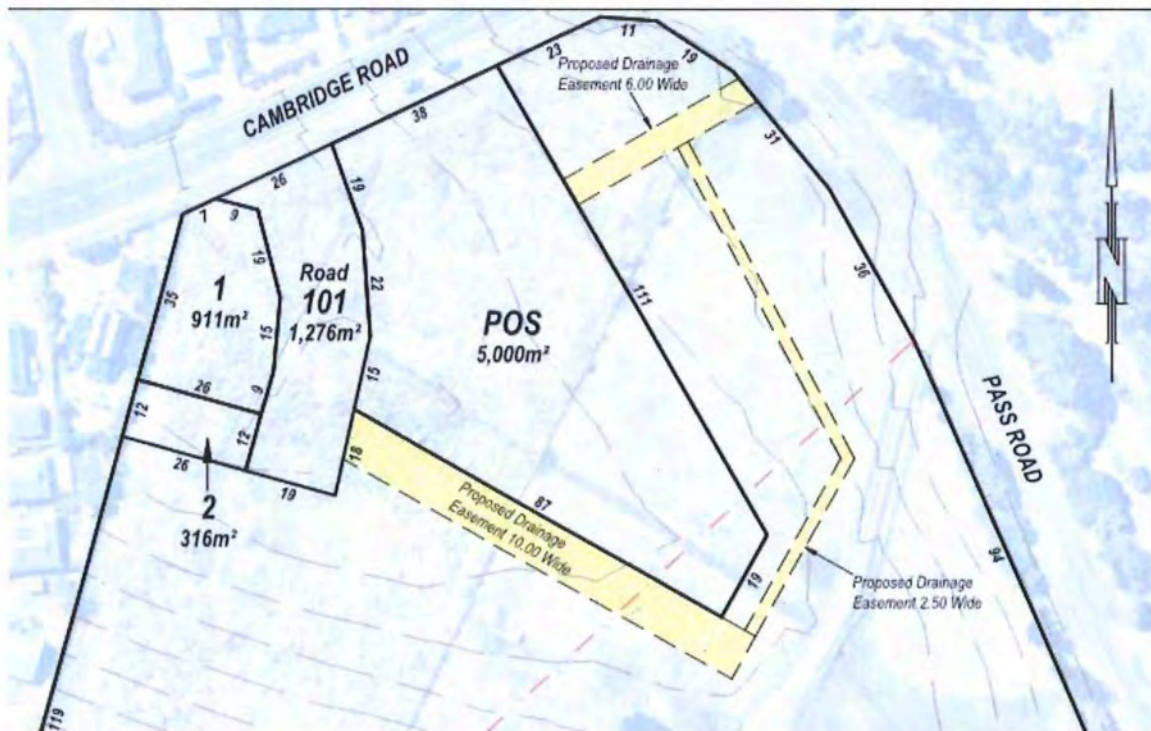


Figure CLA-SXX.2 Mornington Point Specific Area Plan - Open Space Provision



Bushfire Hazard Report

471 Cambridge Road, Mornington &
5 Lot Subdivision

For Mornington Park Estate Pty Ltd
February 2025
Mat Clark BFP-P



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Appendix A - Proposal Plan

Appendix B - Bushfire Hazard Management Plan

Appendix C - Site Photos

Appendix D - Certificate of Compliance

VERSION CONTROL				
Version	Date	Author	Reviewer	Description
1.0	20.11.24	MC	CM	Draft for approval
2.0	13.01.25	MC	CM	Inclusion of TFS comments
3.0	23.01.25	MC	CM	Inclusion of further TFS comments
4.0	14.02.25	MC	CM	Inclusion of further TFS comments



1. Introduction

MC Planners have been engaged by Morning Park Estate Pty Ltd to prepare a bushfire hazard assessment for a 5 lot subdivision including a balance lot. The address of the site is 471 Cambridge Road, Mornington and 540 Pass Road and 528 Pass Road, Cambridge. The author, Matthew Clark, is a provisionally Accredited Person under Part 4A of the *Fire Service Act 1979*.

The proposed development involves the subdivision of land located within a bushfire-prone area necessitating an assessment against the Bushfire-Prone Areas Code of the *Tasmanian Planning Scheme (Clarence)*.

This report considers:

- Whether the site is within a bushfire-prone area;
- The characteristics of the site and surrounding land;
- The proposed use and development that may be threatened by bushfire hazard;
- The applicable Bushfire Attack Level (BAL) rating;
- Appropriate bushfire hazard mitigation measures; and
- Compliance with planning requirements pertaining to bushfire hazard.

In order to demonstrate compliance with the Bushfire-Prone Areas Code this report includes a Certificate of Compliance (for planning purposes).

2. Site Location and Context

The address of the subject site is 471 Cambridge Road, Mornington (PID 9617971, CT 184647/1), 540 Pass Road (PID 9143841, CT 184647/2), and 528 Pass Road, Cambridge (PID 9154361, CT 184647/3) (refer to Figure 1). The subject site has an area of 5.76ha. The area to the north and west of the site is all residential suburban dwellings. The RSPCA Animal Centre is located to the east of the site (553 Pass Road), which is vegetated with trees reaching 25m in height. To the southeast of the site is a rural residential area, with trees between 9m and 18m in height. The Mornington Park Waste Transfer Station is located to the south of the site. Cambridge Road is a 18m wide well maintained Council road, which supports a high amount of traffic. Pass Road is a 18m wide Council road reserve, which is maintained with some vegetation (trees) within the road reserve.



Figure 1: Aerial view of the site (outlined in blue) and surrounding land (source: thelist map accessed 05/11/24).



Figure 2: Aerial view of the proposed lot layout.

3. Use and Development

The existing dwelling at 540 Pass Road is a single residential dwelling which has a floor area of approximately 162m². The existing structures at 528 Pass Road have a total floor area of approximately 674m². This subdivision is the first stage of a larger development combined with a rezoning application for the entire site from Rural Living Zone B to General Residential. The current and future zoning is shown in Figures 3 and 4. Note the assessment of this subdivision assumes the zoning has been approved (otherwise the subdivision is prohibited). The assessment of both will be undertaken in tandem by the Tasmanian Planning Commission. The subdivision application essentially creates a regional park for Council (5,000m²) and the road to access the park off Cambridge Road. Lot 1 (911m²) is a multiple dwelling lot and Lot 2 (316m²) will have a single dwelling (both part of future applications). Works will include creation of the road on Road Lot 101 (1,276m²) and underground stormwater works. The Balance lot is 5Ha and will be subdivided in stages into the future. The existing dwellings will be retained for the first stage of the project.

The proposal for a 5 lot subdivision, including a balance lot is shown in Appendix A.

4. Bushfire Hazard Assessment

Vegetation and Slope

Vegetation and relevant effective slopes within 140m of the proposed building work has been assessed and classified in accordance with AS 3959:2018.

A site visit was conducted on the 2nd December 2023 and 21st November 2024.

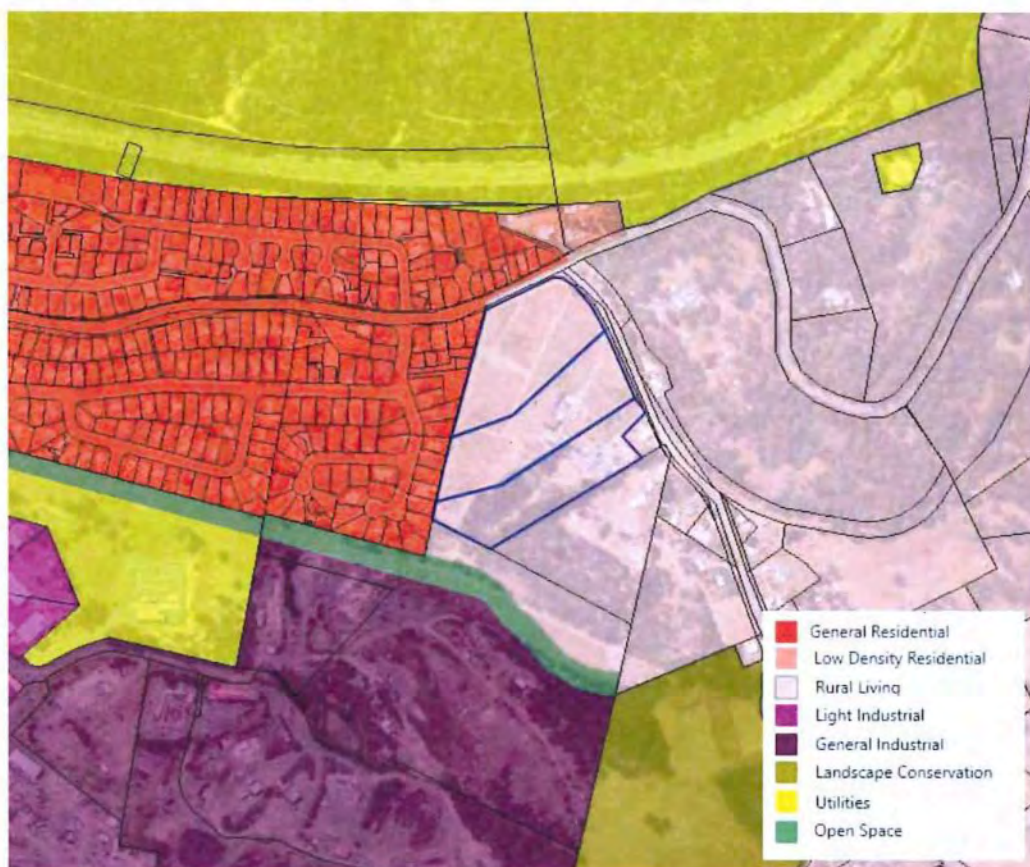


Figure 3 - Existing Zoning of the Subject Site and Surrounding Areas - (Source LISTmap, accessed 22.11.24) .

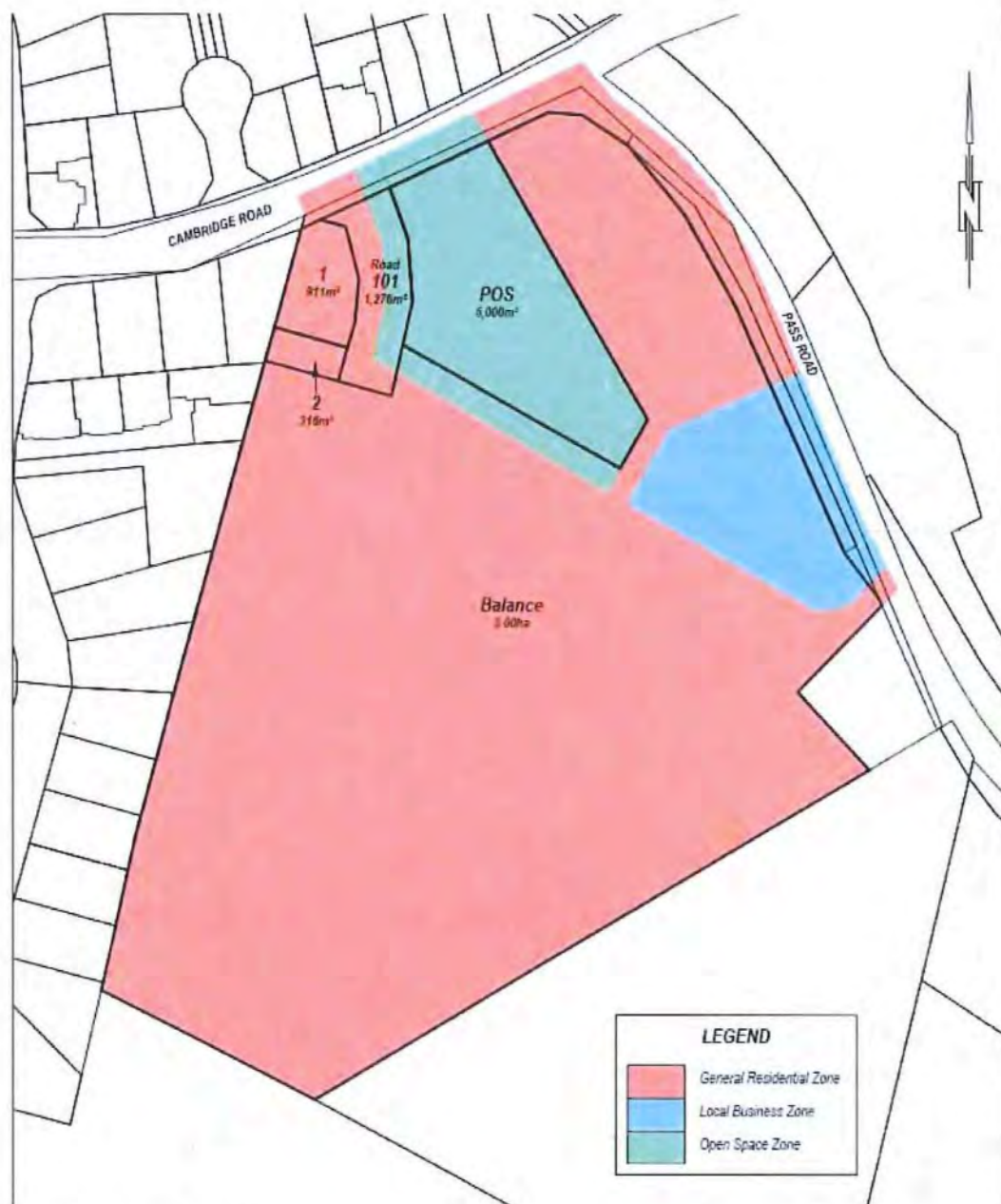


Figure 4 - Proposed zoning.

Figure 5 shows the land within 100m of the proposed development in red as this is the minimum area for consideration under AS 3959-2018. The land within 140m from the proposed development is outlined in green, as this is considered a high risk area. Note the area proposed to be rezoned Open space and shown on the subdivision as such will be a regional park and will be maintained by Council as Low Threat vegetation.

See Appendix C for site photos.



Figure 5 shows land within 100m of the site as this is the minimum area for consideration under AS 3959-2018.

Table 1 - Lot 1

Direction from site:	North	East	South	West
Vegetation Type:	Low Threat BAHN01	Grassland G	Grassland G	Low Threat BAHN01
Relationship to site:	Upslope	Upslope	Upslope	Upslope
Effective Slope	0°	0°	0°	0° -5°
Required Separation Distance BAL-12.5:	N/A	14-<50m	14-<50m	N/A
Required Separation Distance BAL-19:	N/A	10-<14m	10-<14m	N/A
Existing separation (m):	0m	155m	194m	0m
Assessed BAL:	Low	BAL FZ	BAL FZ	Low



Direction from site:	North	East	South	West
Proposed BAL:	BAL Low			

Table 2 - Lot 2

Direction from site:	North	East	South	West
Vegetation Type:	Low Threat BAHN01	Grassland G	Grassland G	Low Threat BAHN01
Relationship to site:	Upslope	Upslope	Upslope	Upslope
Effective Slope	0°	0°	0°	0° -5°
Required Separation Distance BAL-12.5:	N/A	14-<50m	14-<50m	N/A
Required Separation Distance BAL-19:	N/A	10-<14m	10-<14m	N/A
Existing separation (m):	0m	155m	194m	0m
Assessed BAL:	Low	BAL FZ	BAL FZ	Low
Proposed BAL:	BAL Low			

Table 3 - Balance

Direction from site:	North	East	South	West
Vegetation Type:	Low Threat BAHN01	Woodland B	Woodland B	Low Threat BAHN01
Relationship to site:	Upslope	Upslope	Upslope	Upslope
Effective Slope	0°	0°	0°	0° -5°
Required Separation Distance BAL-12.5:	N/A	22-<100m	22-<100m	N/A
Required Separation Distance BAL-19:	N/A	15-<22m	15-<22m	N/A
Existing separation (m):	0m	0m	0m	0m
Assessed BAL:	Low	BAL FZ	BAL FZ	Low
Proposed BAL:	BAL 19			



Step 5: Determination of Bushfire Attack Level (BAL)

Building areas shown are indicative only and are shown for planning purposes. These areas are flexible in they may change position if setbacks and HMAs are achieved and adhered to.

Site	Achievable BAL Rating
Lot 1	BAL-Low
Lot 2	BAL-Low
Balance Lot	BAL-19

Minimum Separation Required

The proposed dwellings are required to be able to achieve at least BAL-19. Lots 1 and 2 do not require any separation once the HMA's are in place. The two southern boundaries of the Balance lot require a 15m setback to be BAL 19 or 22m to be BAL 12.5 (refer to the BHMP in Appendix B). The north eastern boundary requires a setback of 4m to be BAL Low. There is a large area of BAL Low area on the Balance lot in which a dwelling could be accommodated.

5. Bushfire Protection Measures

During a bushfire event, a number of bushfire attack mechanisms may threaten buildings and occupants, including:

- Radiant heat;
- Direct flame contact;
- Ember attack; and
- Wind.

The key bushfire attack mechanism is wind-borne embers and debris.

A range of bushfire protection measures are recommended to improve the resilience of the proposed development and achieve a tolerable level of residual risk for occupants. The protection measures outlined in this section have been consolidated in a Bushfire Hazard Management Plan (BHMP - see Appendix B).

5.1 Hazard Management Area

The Hazard Management Area ('HMA') refers to land that is managed in a minimum fuel condition so as to reduce the potential exposure of habitable buildings and occupants to radiant heat and flames and to provide defensible space. The effectiveness of the hazard management areas is reliant on ongoing maintenance by the landowners. The proposed subdivision is required to be able to achieve BAL 19. At BAL-19 exposure, the proposed development may be subject to increasing levels of ember attack, windborne burning debris, and radiant heat flux between 12.5 kW/sqm and 19 kW/sqm. The available area onsite will provide adequate separation for BAL-19 if a setback of 15m is maintained on the southern boundary and the whole site is maintained as a HMA. The area proposed to be rezoned Open space and shown on the subdivision as such will be a regional park and will be maintained by Council as Low Threat vegetation.



Subject to the implementation of the HMA, the proposal will comply with the Code.

Table 2 - Hazard Management Area Prescriptions

Within 10m of habitable buildings	No storage of flammable materials (e.g. firewood); Avoid locating flammable garden materials near vulnerable building elements such as glazed windows/doors, decks and eaves (e.g. non-fire-retardant plants and combustible mulches); Non-flammable features such as paths, driveways and paved areas are encouraged around habitable buildings.
Trees within HMA	Maintain canopy separation of approximately 2.0m; Ensure no branches overhang habitable buildings; Remove tree branches within 2.0m of ground level below; Locate any new tree plantings 1.5 x their mature height from buildings; Avoid planting trees with loose, stringy or ribbon bark.
Understory vegetation within HMA	Maintain grass cover at <100mm; Maintain shrubs to <2.0m height; Shrubs to be maintained in clumps so as to not form contiguous vegetation (i.e. clumps up to 10sqm in area, separated from each other by at least 10m); Avoid locating shrubs directly underneath trees; Periodically remove dead leaves, bark and branches from underneath trees and around habitable buildings.

The Bushfire Hazard Management Plan (BHMP) indicates the whole site being managed to a low threat state and provides for suitable separation distances from the development building to the hazard to achieve BAL Low, BAL-12.5 and BAL 19 separation distances. The Hazard Management Area (HMA) is to be established in accordance with the Bushfire Hazard Management Plan prior to the sealing of titles, implemented by the developer and verified by the building surveyor prior to occupancy.

The Hazard Management Area includes the area to protect the buildings, as well as the access and water supplies. Vegetation in the Hazard Management Area (the entire site) is to be managed and maintained in a minimum fuel condition, Low Threat vegetation in accordance with AS3959-2018.

Maintenance Schedule:

- Removal of fallen limbs, leaf & bark litter
- Cut lawns short (less than 100mm) and maintain
- Remove pine bark and other flammable garden mulch
- Complete under-brushing and thin out the understory
- Prune low hanging trees to ensure separation from ground litter
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Minimise storage of petroleum fuels
- Maintain road access to the buildings to be defended and water storage area
- Remove fallen limbs, leaf & bark litter from roofs, gutters and around the building



- No flammable mulch is to be placed against external facades or under decks.

There is no requirement for Hazard Management Areas on adjoining land.

5.2 Construction Standards

Habitable buildings located within Lots 1 and 2 only need to meet BAL low construction requirements provided with the requisite hazard management areas are in place. Habitable buildings on the Balance Lot are to be designed and constructed to either BAL Low, BAL 12.5 or BAL19 requirements under AS3959-2018 depending on the location (refer to the BHMP in Appendix B). Refer to section 4.2 above for specific BAL rating.

The minimum setbacks from bushfire-prone vegetation are demonstrated on the BHMP.

The HMA must be verified by the assessing building surveyor prior to occupancy. Subject to the implementation of the BHMP and compliant detailed design, the proposal will comply with clause 2.3.1 of the Determination.

5.3 Access

The existing access from Cambridge Road is approximately 6m in width. The primary hardstand for fire appliance connection to the municipal hydrants would therefore be the existing public roads. It is currently expected the fire-fighting vehicles will connect to the reticulated hydrant water supplies on either Cambridge Road or Pass Road, to defend the subject site. Within the property boundaries, access to the perimeter of the building will be adequately provided to facilitate fire-fighting to attempt to defend the building and to allow reasonable egress for occupants. Emergency vehicle access is provided to the lots via direct access to the aforementioned streets.

Given this is Stage 1 of a larger proposal a temporary turning head at the end of the proposed new road off Cambridge Road is required to meet the requirements of Table C13.1 (see below).

A new fire trail is not proposed or considered necessary, so the standards contained within Table C13.3 are not relevant. There is an existing fire trail on the south-west side of the site immediately outside the boundary (associated with the Clarence Waste Depot).

Subject to implementation of the Access, the proposal will comply with the Code.

Table C13.1 - Standards for Roads		
Element		Requirements
A.	Roads	Unless the development standards in the zone require a higher standard, the following apply: (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road signs-Specifications.

5.4 Water Supply for Firefighting

Arrangements for fire-fighting water supply for the proposed lots must comply with Table C13.4 or C13.5 of the Bushfire Prone Areas Code (shown below).

There is a reticulated water supply available for the subject site and fire hydrants both Cambridge Road and Pass Road within 30m of the site. A new fire hydrant is required at the end of the new proposed road in accordance with Table C13.4. Future stages of the subdivision are likely to require additional hydrants. If new hydrants are not utilised water supply will need to be in accordance with Table C13.5.

Table C13.4 - Reticulated Water Supply for Fire Fighting		
Element		Requirements
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area
B.	Design criteria for fire hydrants.	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition</i>; and (b) fire hydrants are not installed in parking areas.
C.	Signage for static water connections.	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with:

		(a) water tank signage requirements of <i>Australian Standard AS 2304-2011 Water storage tanks for fire protection systems</i> ; or (b) <i>Water Supply Signage Guideline, version 1.0</i> , Tasmanian Fire Service, February 2017
D.	Hardstand	A hardstand area for fire appliances must be provided: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) with a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Table C13.5 - Static Water Supply for fire fighting

Element		Requirements
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 90m of the fire fighting water point of a static water supply; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Static water supplies.	The static water supply: (a) may have a remotely located offtake connected to the static water supply; (b) may be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (c) must be a minimum of 10,000L per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (d) must be metal, concrete, or lagged by non-combustible materials if above ground; and (e) if a tank can be located so it is shielded in all directions in compliance with Section 3.5 of <i>Australian Standard AS3959-2009 Construction of buildings in bushfire-prone areas</i> , the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6mm thickness
C.	Signage for static water connections.	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: (a) water tank signage requirements of <i>Australian Standard AS 2304-2011 Water storage tanks for fire protection systems</i> ; or (b) <i>Water Supply Signage Guideline, version 1.0</i> , Tasmanian Fire Service, February 2017
D.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

A Certificate of Compliance confirming compliance with the above provisions is attached as Appendix D.



The existing dwellings on the site will retain their current storage arrangements but will be connected to reticulated supply.

5.5 Optional Protection Measures

The following recommendations are not specifically regulated under any planning or building standards at present hence do not form part of the Bushfire Hazard Management Plan. If implemented, however, they will improve bushfire protection for future occupants.

Electrical Infrastructure

Overhead power lines are a common source of unplanned fires, particularly during high wind conditions. Where practicable, electricity connections to properties should be provided underground to remove this potential fire source.

Building Design

Building configuration can be used to improve building resilience. It is recommended that future developers of buildings within the subdivision consider adopting the following design features:

- Simple roof shapes with roof pitch at 18 degrees or greater, to reduce the potential for ember accumulation. This measure ought to be combined with non-combustible gutter guards to prevent accumulation within the guttering;
- Simple building shapes are preferable, as they reduce the opportunity for embers and debris to be trapped against the building within re-entrant corners;
- Keep walls as low as possible. Large expansive walls present greater surface area to wind turbulence and radiant heat;
- Slab-on-ground construction is generally more resilient than suspended slab construction.

6. Conclusion

The subject site is located in a bushfire-prone area.

The attached Bushfire Hazard Management Plan prepared for the proposed 5 lot subdivision, including a balance lot, outlines the required protection measures for the proposed lots including hazard management areas, building siting and construction, access, and water supply standards. Protection measures will reduce bushfire risk to future residents, developments and firefighters, as outlined in this report and the associated bushfire hazard management plan. The area proposed to be rezoned Open space and shown on the subdivision as such will be a regional park and will be maintained by Council as Low Threat vegetation.

Requirements for water and access are also specified on the BHMP and includes a new fire hydrant at the end of the proposed road. The Bushfire Hazard Management Plan is certified as being compliant with the Bushfire-Prone Areas Code of the *Tasmanian Planning Scheme (Clarence)*.



7. References

Department of Primary Industries and Water, The LIST, viewed 12 September 2022, www.thelist.tas.gov.au

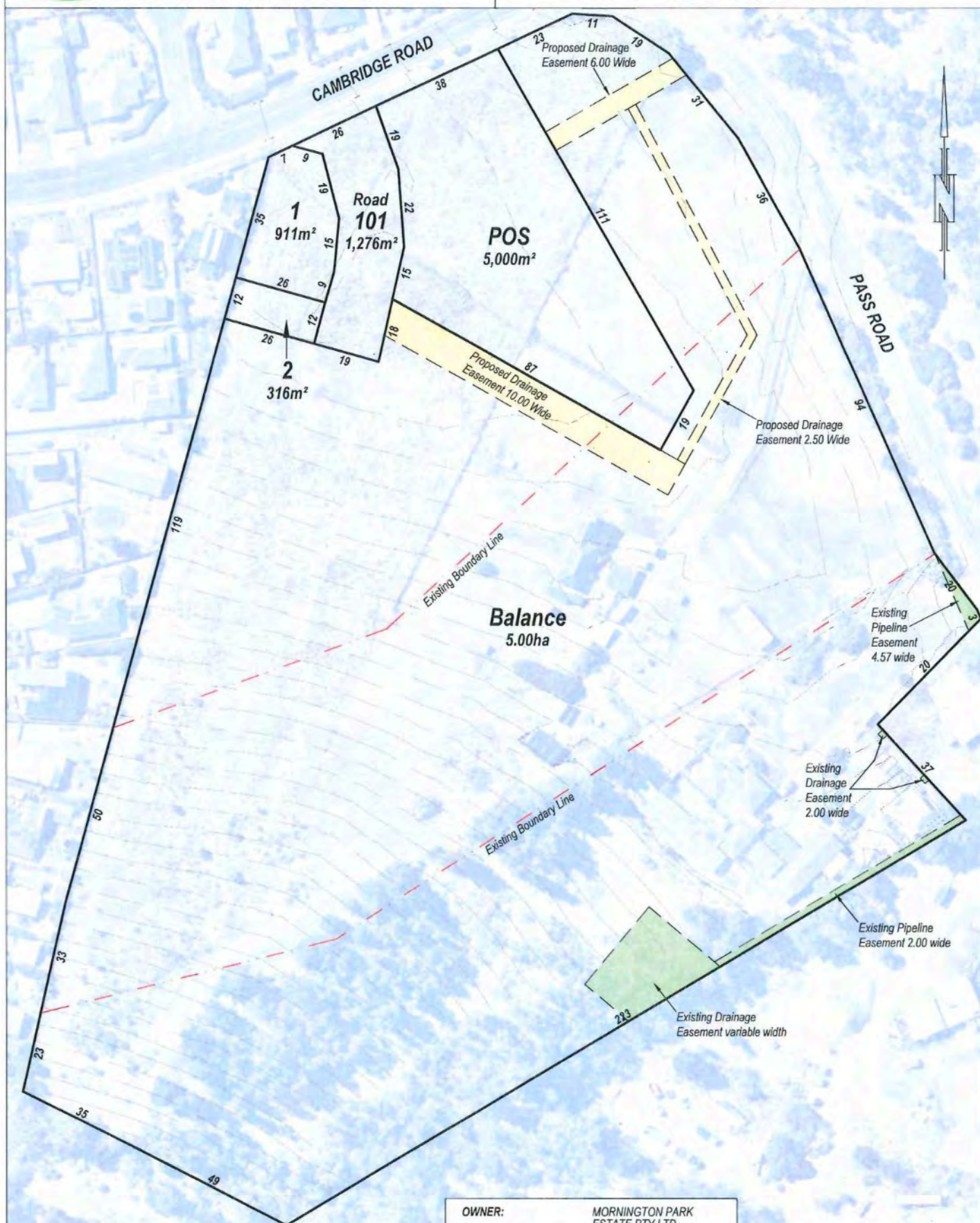
Director of Building Control, 2021, Director's Determination - Bushfire Hazard Areas, Version No.1.1 Department of Justice (Tasmania).

Standards Australia, 2018, AS 3959-2018 - Construction of buildings in bushfire-prone areas, Standards Australia, Sydney.



APPENDIX A

Proposed Subdivision Plan



E				
D				
C	Update balance lot + add existing easements	LH	10/6/25	LH
B	Remove 528 Pass Road from proposal + add drainage easements	LH	19/1/24	LH
A	Update proposal layout	LH	06/1/24	LH
REV	AMENDMENTS	DRAWN	DATE	APPR.

OWNER: MORNINGTON PARK ESTATE PTY LTD,
C.T.184647/1, C.T.184647/2 & C.T.184647/3
TITLE REFERENCE:
LOCATION: 471 CAMBRIDGE ROAD, MORNINGTON & 528 & 540 PASS ROAD, CAMBRIDGE

Proposed Subdivision

Date: 24/04/2024	Reference: BRG001 7868-50
Scale: 1:1250 (A3)	Municipality: CLARENCE



APPENDIX B

Bushfire Hazard Management Plan



LEGEND

	BAL Low area		Existing Fire Hydrant
	BAL 12.5 area		Proposed Fire Hydrant
	BAL 19 area		Indicative Vehicular Access
	Hazard Management Area		Hose Lay

BHMP NOTES:

1. THIS PLAN MUST BE READ IN CONJUNCTION WITH THE BUSHFIRE HAZARD REPORT (BHR) PREPARED BY MAT CLARK (BFP-P), BUSHFIRE HAZARD PRACTITIONER, DATED JANUARY 2025.
2. THE SUBJECT 471 CAMBRIDGE ROAD MORNINGTON (CT184647/1) & 560 PASS ROAD (CT184647/2) AND 528 PASS ROAD, CAMBRIDGE (CT184647/3).
3. THIS PLAN DEMONSTRATES COMPLIANCE WITH THE BUSHFIRE-PRONE AREAS CODE.
4. THE HAZARD MANAGEMENT AREAS (HMA) INDICATED ON THIS PLAN MUST BE ESTABLISHED AND MAINTAINED BY THE DEVELOPER AND VERIFIED BY THE BUILDING SURVEYOR PRIOR TO SEALING OF TITLES ACCORDANCE WITH SECTION 5.1 OF BHR.
5. PROPERTY ACCESS ARRANGEMENTS MUST COMPLY WITH SECTION 5.3 OF THE BHR.
6. FIRE FIGHTING WATER SUPPLY ARRANGEMENTS MUST COMPLY WITH SECTION 5.4 OF THE BHR.

MC PLANNERS PTY LTD
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www.mcplanners.com.au
2/23 Bathurst St Hobart Tasmania

PROJECT	171 CAMBRIDGE ROAD, MORNINGTON
TITLE	BUSHFIRE HAZARD MANAGEMENT PLAN
SALES#	NTS
PILOT DATE	23/01/2024
PROJECT NO.	24111
DRAWING NO.	24111-801

DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structure, fabric, fixtures, fitting, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. MC PLANNERS accepts no responsibility for dimensional information scaled or digitally derived from this document.

BUILDING DESIGN & CONSTRUCTION

- FOR BAL-12.5 AND BAL-19 SOLUTIONS.
HABITABLE BUILDING AND ASSOCIATED OUTBUILDINGS MUST BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 3959:2018 - FOR BAL-12.5 AND BAL-19 REQUIREMENTS AS DESIGNATED.
HIGHER LEVELS OF CONSTRUCTION ARE ACCEPTABLE.
NO SPECIFIC CONSTRUCTION REQUIREMENTS FOR OUTBUILDINGS FIRE SEPARATED FROM THE HABITABLE BUILDING IN ACCORDANCE WITH AS-3959 CLAUSE 3.2 OR WITH GREATER THAN 6M SEPARATION FROM THE HABITABLE BUILDING.
THIS PLAN HAS BEEN PREPARED ONLY FOR THE PURPOSE OF OBTAINING PLANNING AND BUILDING APPROVALS FROM THE LOCAL AUTHORITY AND IS SUBJECT TO THAT APPROVAL. ALL MEASUREMENTS AND AREAS ARE SUBJECT TO THE FINAL SURVEY.

PROPERTY ACCESS

- ROAD FROM CAMBRIDGE ROAD NEEDS TO BE CONSTRUCTED TO THE STANDARD IN TABLE C13.1 IN THE CODE AND ACCOMMODATE A TEMPORARY TURNING HEAD PRIOR TO THE ISSUE OF TITLES.

WATER SUPPLY FOR FIREFIGHTING

- WATER SUPPLY FOR FIRE FIGHTING IS BY THE PROPOSED FIRE HYDRANT AT THE END OF THE NEW ROAD AND THE EXISTING HYDRANTS IN CAMBRIDGE ROAD AND PASS ROAD. CARRIAGEWAY OF THE PUBLIC ROAD SERVES AS A STAND-PIPE IN ACCORDANCE WITH TABLE C13.5 OF THE CODE.

HAZARD MANAGEMENT AREAS - HMA

- THE HAZARD MANAGEMENT AREA APPLIES TO THE WHOLE SITE. VEGETATION IN THE HMA IS TO BE MANAGED AND MAINTAINED BY THE RESPECTIVE LOT OWNERS AND BE IN A MINIMUM FUEL CONDITION PRIOR TO THE SEALING OF TITLES. MAINTAIN IN A MINIMAL FUEL CONDITION IN PERPETUITY, ENSURING FUELS ARE REDUCED SUFFICIENTLY AND OTHER HAZARDS ARE REMOVED SUCH THAT THE FUELS & OTHER HAZARDS DO NOT SIGNIFICANTLY CONTRIBUTE TO THE BUSHFIRE ATTACK.
- LIMITED AMOUNTS OF LOW FLAMMABILITY PLANTS ARE ACCEPTABLE WITHIN THE HMA, INCLUDING MAINTAINED LAWN, LOW GROWING PLANTS & GROUND COVERS, LOW FLAMMABILITY ORNAMENTAL GARDENS, VEGETABLE GARDENS AND THE LIKE.
- DO NOT PLANT ADJACENT TO WALLS & DECKS OR DIRECTLY UNDER GLAZED ELEMENTS.
REGULARLY REMOVE GROUND FUELS SUCH AS FALLEN BRANCHES, STICKS, LEAVES, BARK, LAWN CLIPPINGS ETC.
MAINTAIN LAWN TO A HEIGHT LESS THAN 100mm.
- DO NOT USE PINE BARK AND OTHER FLAMMABLE MULCH.
- THIN-OUT UNDERSTORY VEGETATION AND PRUNE LOW-HANGING TREE BRANCHES.
PRUNE TREES TO MAINTAIN HORIZONTAL SEPARATION BETWEEN CANOPIES.
- SELECTIVELY POSITION TREES AND SHRUBS TO CREATE DISCONTINUOUS ROWS AND CLUMPS.
MINIMISE STORAGE OF FLAMMABLE MATERIALS SUCH AS FIREWOOD AND BUILDING MATERIALS.
CLEAR ACCUMULATED LEAVES AND OTHER DEBRIS FROM ROOF GUTTERS.



APPENDIX C

Site Photos



Photo 1 – View north from 528 Pass Road Entry (dwelling on 540 Pass Road visible on the left).



Photo 2 – Down the driveway of 528 Pass Road (Pine tree stand on the site visible behind the house).



Photo 3 – View east along Cambridge Road of maintained road verge (junction of Cambridge and Pass Rd visible in the background).



Photo 4 – View North along Pass Road of maintained road verge (junction of Cambridge and Pass Rd visible in the background).



Photo 5 – View north-east from Pass Road into 553 Pass Road (medium sized eucalypts with grass understorey).



Photo 6 – view south down Pass Road adjacent to entry to 540 Pass Road (thin line of vegetation straddling the boundary on the right).



Photo 7 – Council Road Reserve on eastern side of Pass Road (vegetated but still with grassy understorey) south of the site (old fuel station visible).



Photo 8 – View south along western boundary (houses on Joshua Street shown on right hand side).



Photo 9 – View north-east up driveway of 540 Pass Road (dwellings on Cambridge Road in middle ground and Meehan Range in background).



Photo 10 – Upper area of site (Pine Trees in the process of being harvested).



Photo 11 – Bushland bordering the upper part of the site to the south.

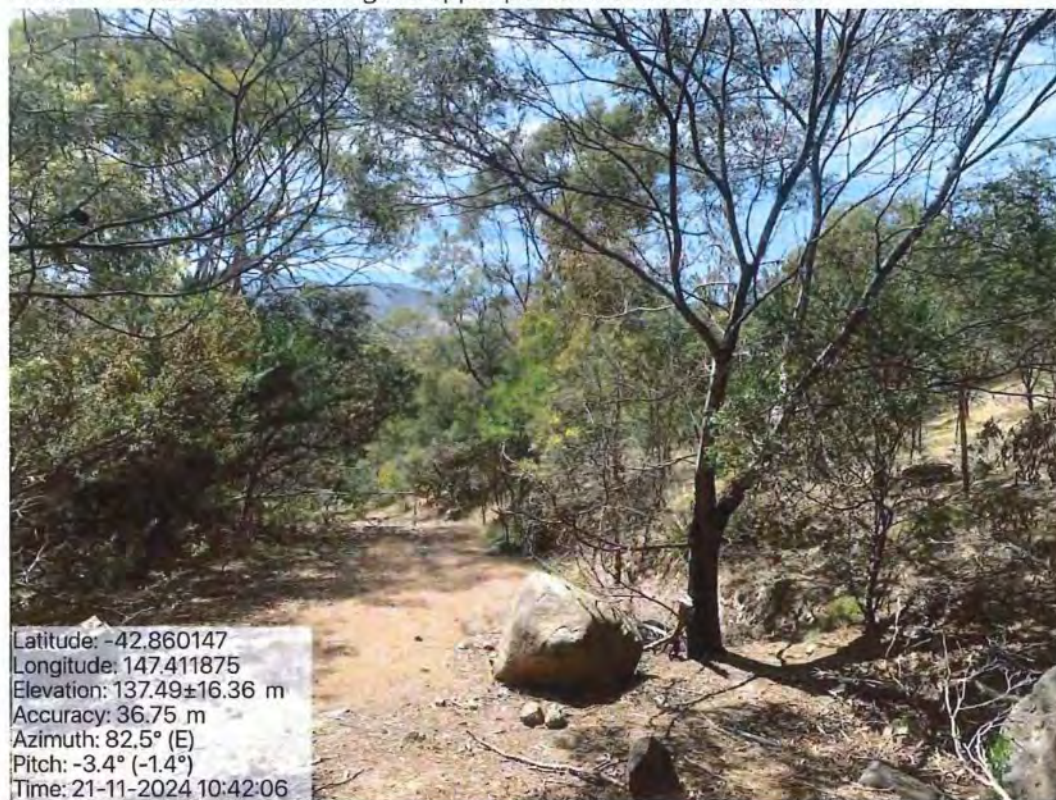


Photo 12 – Fire Trail running parallel with south-eastern boundary of the site on 520 Pass Road.



Photo 13 - Fire Trail and HV Lines on the south west boundary of the site (Clarence Waste Transfer Facility to the left) viewing north.



Photo 14 - Fire Trail and HV Lines on the south west boundary of the site (Clarence Waste Transfer Facility to the right) viewing south.



Photo 15 – View north east onto the upper part of 520 Pass Road (grassy understorey).



Photo 16 – View south east into the mid-upper part of 520 Pass Road (grassy understorey).



Photo 17 – View south east into the mid part of 520 Pass Road (cleared beyond site boundary for contractors yard).

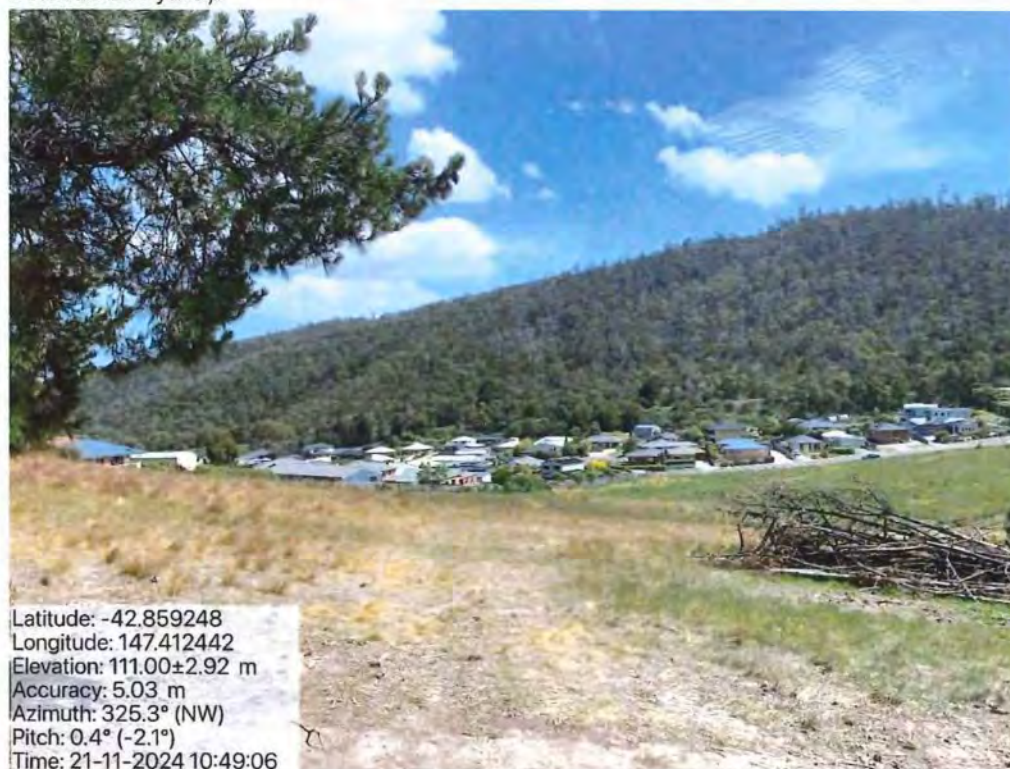


Photo 18 – View north from upper part of the site (edge of pine trees) with houses on Cambridge Road and Joshua Street (left) in the middle ground.





APPENDIX D

Certificate of Compliance

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

471 Cambridge Road, Mornington, 540 Pass Road, and 528 Pass Road, Cambridge

Certificate of Title / PID:

(PID 9617971, CT 184647/1), (PID 9143841, CT 184647/2), (PID 9154361, CT 184647/3)

2. Proposed Use or Development

Description of proposed Use and Development:

Subdivision – 5 lots

Applicable Planning Scheme:

Tasmanian Planning Scheme – Clarence

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management plan report	Mat Clark	February 2025	4.0

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐	E1.4 / C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	E1.5.1 / C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
☐	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	E1.5.2 / C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
☐	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☒	E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
☐	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☒	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement
☐	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

☒	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☒	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☒	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☐	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:

Phone No:

Postal
Address:

Email
Address:

Accreditation No:

Scope:

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

☐

Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

☒

The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name:

Date:

Certificate
Number:

(for Practitioner Use only)

ATTACHMENT 5

Attachment 5 – Assessment against LUPAA objectives, Schedule 1 (Part 1 and Part 2); State Policies, State Planning Policies (TPPs), and Southern Tasmanian Regional Land Use Strategy (STRLUS)

S34 (2) (c) Assessment of the amendment against the Schedule 1 objectives is provided in the following table.

Objective	Response
Part 1	
The objectives of the resource management and planning system of Tasmania are	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and	Considered met. The draft amendment establishes an urban zoning framework on land that is already modified and capable of being serviced. The planning framework retains the application of relevant codes to manage natural assets and hazards, and embeds open space / drainage functions within the proposed zoning pattern. The SAP is used to provide a site-specific framework without pre-empting detailed design, allowing environmental management measures to be addressed through subsequent assessment and the relevant code pathways.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and	Considered met. The draft amendment replaces a rural-residential zoning framework with an urban zoning structure (GRZ/LBZ/OSZ) supported by a SAP, providing an orderly statutory basis for future use and development. Infrastructure and hazard constraints are identified and are intended to be managed

	through scheme controls, staged servicing and detailed design pathways. The inclusion of an Open Space component within the proposed zoning structure supports orderly land allocation for recreation and stormwater/drainage functions.
(c) to encourage public involvement in resource management and planning; and	Considered met. The draft amendment process requires public exhibition and the consideration of representations. The planning authority's reporting and recommendation process provides a transparent statutory avenue for community and agency input and for Commission consideration of the matters raised.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c) ; and	Considered met. The draft amendment enables urban residential development and local business activity in a serviced location, supporting housing supply and local economic activity while retaining scheme controls to manage amenity, hazards and infrastructure impacts. Economic outcomes are pursued through a statutory framework that remains subject to public process and environmental/amenity controls.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the	Considered met. The amendment pathway requires coordination between Council, service authorities and relevant State agencies through referral and consultation processes. The planning framework relies on both statutory scheme controls and the implementation

community and industry in the State.	responsibilities of servicing authorities and proponents at detailed design and delivery stages.
Part 2	
The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule -	
(a) to require sound strategic planning and co-ordinated action by State and local government; and	Considered met. The land is identified within the relevant regional settlement framework, and the proposed amendment uses the planning scheme as the primary instrument to guide future outcomes. The SAP provides a coordinated site-specific planning framework to guide development in a structured manner rather than by ad-hoc incremental approvals.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and	Considered met. The proposal is advanced through a formal amendment to the LPS and the application of a SAP embedded in the scheme. The SAP is positioned as a statutory framework instrument (rather than a stand-alone master plan), ensuring that outcomes are governed through the scheme and assessed against scheme standards and codes.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use	Considered met. The draft amendment is supported by technical investigations addressing natural values, hazards, servicing (including stormwater), transport/access, and amenity interface matters. These inputs inform the statutory

and development of land; and	framework and provide the evidentiary basis for the Planning Authority's consideration of environmental, social and economic effects at the rezoning stage, with more detailed effects to be tested at subsequent development/subdivision stages as appropriate.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and	Considered met. The amendment is assessed against the regional strategy framework and relevant State Policies and integrates infrastructure planning, hazard management and amenity interface considerations through application of zones, codes and SAP provisions. The planning framework is structured to allow later approvals (development/subdivision/works) to be coordinated with related approvals and authority requirements.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and	Considered met. The Act enables a coordinated pathway where the scheme amendment framework and associated approvals can be considered in an integrated manner, ensuring that planning scheme controls, permit pathways and servicing authority requirements are aligned and sequenced appropriately.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for	Considered met. The proposed zoning structure includes provisions for open space and recreation outcomes and supports walkable neighbourhood planning through an urban zoning framework. Hazard overlays and codes

working, living and recreation; and	continue to apply to ensure that bushfire, flood and landslip risks are appropriately considered and managed through statutory controls and detailed design requirements.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and	Considered met. No heritage-listed places are identified on the land under the planning scheme framework. Aboriginal heritage search information indicates no registered Aboriginal relics on the site, with standard unexpected discovery procedures applying at the implementation stage. The amendment framework does not diminish heritage protections.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and	Considered met. The proposed amendment is underpinned by servicing investigations that identify the need for staged delivery and, where relevant, downstream upgrades (particularly for sewer and stormwater networks). The zoning/SAP framework supports integrated infrastructure planning and provides a statutory basis for conditioning and detailed design coordination at later stages.
(i) to provide a planning framework which fully considers land capability.	Considered met. The draft amendment is informed by site constraint identification (including topography, hydrology/overland flow, and hazard overlays), and the statutory framework retains relevant hazard and values codes to manage land capability issues. The SAP provides a mechanism to guide site-specific development form without pre-approving outcomes that require detailed

	geotechnical, hydraulic or design resolution at later stages.
--	---

Based on the above assessment, the draft LPS amendment is considered to further the objectives set out in Schedule 1, as required by s34 (2) (c).

S34(2)(d) Assessment of the amendment against the State Policies is provided in the following table.

State Policy	Response
State Policy on the Protection of Agricultural Land 2009 To conserve and protect agricultural land so that it remains available for the sustainable use and development of agriculture, recognising the particular importance of prime agricultural land. 'Agricultural use' includes use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animals, excluding domestic animals and pets. It includes the handling, packing or storing of agricultural produce for dispatch to processors or markets and controlled environment agriculture and plantation forestry.	Considered consistent. The subject land is not identified as prime agricultural land and has a long-established rural-residential function rather than an agricultural production role. The proposed amendment does not result in the loss of productive agricultural land nor undermine the ongoing use of surrounding land for agricultural purposes. The transition from Rural Living B to an urban zoning framework reflects the land's location within an established settlement context and does not conflict with the policy's objective of conserving agricultural land for sustainable agricultural use.
State Coastal Policy 1996 To protect the natural and cultural values of the coast, provide for sustainable use	Considered consistent. Although the site is located within the broader coastal planning area, it is not immediately abutting the coastline and does not contain

State Policy	Response
and development of the coast, and promote shared responsibility for its integrated management and protection.	identified coastal values that are relied upon for protection under the policy. The proposed amendment seeks to remove the Waterway and Coastal Protection Area overlay; however, the planning framework continues to require consideration of waterway function, drainage and environmental constraints through other applicable codes and statutory controls. The amendment provides for orderly and sustainable development without compromising coastal values or public access to the coast.
State Policy on Water Quality Management 1997 To achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of the RMPS.	Considered consistent. The proposed amendment establishes a statutory framework that enables urban development subject to ongoing application of stormwater, water quality and drainage controls. Supporting investigations identify how stormwater and overland flow constraints can be managed, with detailed design and implementation to occur at subsequent stages. Retention of relevant environmental and servicing requirements ensures that surface water and groundwater quality can be protected in a manner consistent with the objectives of the policy, while allowing for sustainable development.
National Environment Protection Measures (NEPMs) - Statutory instruments that specify national standards for a variety of	Considered consistent. The proposal has been referred to the EPA. NEPMs apply as State Policies in Tasmania and are administered by the Environmental Protection Authority. There is no evidence to

State Policy	Response
environmental issues, are also taken to be State Policies in Tasmania. - Administered by Environmental Protection Authority (EPA).	indicate that the proposed amendment would result in exceedances of relevant national environmental standards. Any potential issues relating to contamination, air quality or water quality are capable of being appropriately considered and managed through existing regulatory regimes and assessment pathways at the development stage.

Based on the above assessment the draft LPS amendment is considered to be consistent with each applicable State policy as required by s34 (2) (d).

S34(2)(da) Assessment of the amendment against the Tasmanian Planning Policies (TPPs)

Not applicable - there are currently no Tasmanian Planning Policies in effect.

S34(2)(e) Assessment of the STRLUS

Section 34(2)(e) of the *Land Use Planning and Approvals Act 1993* requires that a draft amendment be, as far as practicable, consistent with any applicable regional land use strategy.

The relevant regional strategy is the **Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS)**. The proposal has been assessed against those Strategic Directions and regional policies that are relevant to the nature, scale and location of the draft amendment.

The assessment below focuses on whether the **statutory framework created by the amendment** (rather than specific future development outcomes) is consistent with the STRLUS.

The draft LPS amendment is considered to align with the following Strategic Directions of the STRLUS:

- SD1 - Adopting a more integrated approach to planning and infrastructure
- SD2 - Holistically managing residential growth
- SD3 - Creating a network of vibrant and attractive activity centres
- SD8 - Supporting strong and healthy communities
- SD10 - Creating liveable communities

Other Strategic Directions in the STRLUS are either not directly relevant to the proposal or relate to land uses (e.g. heavy industry, tourism or extractive industries) that are not contemplated by the amendment.

STRLUS Strategies	Comment
Biodiversity and Geodiversity BNV 1 - Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change. BNV 2 - Protect threatened vegetation communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for these. BNV 3 - Protect the biodiversity and conservation values of the Reserve Estate. BNV 4 - Recognise the importance of non-land use planning-based organisations and their strategies and policies in managing,	Generally consistent. The land is not identified as forming part of the Reserve Estate or containing regionally significant biodiversity values. The amendment retains the application of relevant planning scheme codes managing natural values and hazards. The SAP establishes a framework that enables development to respond to site constraints without pre-empting detailed environmental assessment at later stages.

STRLUS Strategies	Comment
protecting and enhancing natural values. BNV 5- Prevent the spread of declared weeds under the Weed Management Act 1999 and assist in their removal BNV 6 - Geodiversity	
Water Resources WR 1 - Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries WR 2 - Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values. WR 3 - Encourage the sustainable use of water to decrease pressure on water supplies and reduce long term cost of infrastructure provision	Consistent. The amendment is supported by stormwater and servicing investigations that identify how surface water, overland flow and downstream constraints can be managed. Water quality and ecological considerations remain subject to existing code controls and detailed design. The planning framework facilitates sustainable development while protecting water resources in accordance with STRLUS objectives.
The Coast C 1 - Maintain, protect and enhance the biodiversity, landscape, scenic and cultural values of the region's coast	Not directly applicable. While the broader municipal area forms part of coastal Southern Tasmania, the site is not coastal land in functional or landscape terms. The amendment does not enable development that

STRLUS Strategies	Comment
C 2 - Ensure use and development in coastal areas is responsive to effects of climate change including sea level rise, coastal inundation and shoreline recession	would compromise coastal values or access, and coastal policy considerations are therefore not determinative for this proposal.
Managing Risks & Hazards MRH 1 - Minimise the risk of loss of life and property from bushfires MRH 2 - Minimise the risk of loss of life and property from flooding MRH 3 - Protect life and property from possible effects of land instability. MRH 4 - Protect land and groundwater from site contamination and require progressive remediation of contaminated land where a risk to human health or the environment exists. MRH 5 - Respond to the risk of soil erosion and dispersive and acid sulphate soils.	Consistent. The draft LPS Amendment explicitly recognises the presence of hazard constraints affecting the subject land, including bushfire risk, flood and overland flow behaviour, and areas subject to land instability. These risks are not displaced or overridden by the proposed zoning framework. Instead, the amendment retains the ongoing application of relevant hazard overlays and state-wide codes within the Tasmanian Planning Scheme, ensuring that the potential effects of hazards on life, property and environmental values continue to be addressed through established statutory assessment pathways. The proposed Specific Area Plan complements this framework by acknowledging site-specific constraints and providing guidance on land use structure and intensity, without pre-empting or substituting detailed hazard assessment or mitigation requirements that must be satisfied at subsequent development or subdivision stages. This approach ensures that hazard risks are identified and managed early at the strategic planning stage, while preserving the ability for

STRLUS Strategies	Comment
	detailed, technical matters to be resolved through later approvals. Accordingly, the amendment supports the STRLUS objective of minimising risk to life and property by embedding hazard awareness within the statutory planning framework and maintaining appropriate regulatory controls to manage those risks as development proceeds.
Cultural Values CV 1 - Recognise, retain and protect Aboriginal heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage. CV 2 - Recognise, retain and protect historic cultural heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage. CV 3 - Undertake the statutory recognition (listing) and management of heritage values in an open and transparent fashion in which the views of	Consistent. No Aboriginal heritage places or historic cultural heritage places are identified on the land under the planning scheme. Standard statutory processes for heritage discovery and management apply. The amendment does not diminish heritage protections within the region.

STRLUS Strategies	Comment
the community are taken into consideration. CV 4 - Recognise and manage significant cultural landscapes throughout the region to protect their key values. CV 5 - Recognise and manage archaeological values throughout the region to preserve their key values.	
Recreation & Open Space ROS 1 - Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and wellbeing, amenity, environmental sustainability and the economy. ROS 2 - Maintain a regional approach to the planning, construction, management, and maintenance of major sporting facilities to protect the viability of existing and future facilities and minimise overall costs to the community	Consistent. The draft LPS Amendment explicitly incorporates public open space as a primary land use outcome through the application of the Open Space Zone and its integration within the overall zoning framework. This represents a deliberate and structured approach to open space planning, rather than reliance on incidental or residual open space outcomes. The proposed zoning and SAP framework supports an integrated open space network that contributes to community connectivity, recreation, amenity and wellbeing, and which is appropriately located in relation to surrounding residential areas. By embedding open space provision within the statutory planning framework at the rezoning stage, the amendment ensures that open space outcomes are considered alongside residential intensity, infrastructure provision and hazard constraints, rather than deferred to later development stages.

STRLUS Strategies	Comment
	The proposal does not seek to introduce or alter regionally significant sporting facilities and therefore does not conflict with the STRLUS's regional approach to major facility provision under ROS 2. Instead, it complements the broader regional open space network by enabling local-scale public open space that supports everyday recreational needs of the surrounding community. Accordingly, the amendment aligns with the STRLUS objectives for recreation and open space by facilitating an orderly, integrated and community-focused approach to open space planning within the regional settlement framework.
Social Infrastructure SI 1 - Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives SI 2 - Provide for the broad distribution and variety of social housing in areas with good public transport accessibility or in proximity to employment, education and other community services.	Consistent in principle. The amendment facilitates residential growth in a location supported by existing and planned infrastructure and services. Detailed provision and timing of social infrastructure is appropriately addressed through later stages of planning and development.
Physical Infrastructure PI 1 - Maximise the efficiency of existing physical infrastructure	Consistent. The planning framework is informed by infrastructure investigations that identify service

STRLUS Strategies	Comment
PI 2 - Plan, coordinate and deliver physical infrastructure and servicing in a timely manner to support the regional settlement pattern and specific growth management strategies.	constraints and staging considerations. The amendment enables coordinated infrastructure planning and avoids ad-hoc development outcomes.
Land Use and Transport Integration LUTI 1 - Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner.	Consistent. The proposal supports urban development in proximity to existing transport corridors and integrates land use planning with servicing and access considerations within an established settlement area.
Tourism T 1 - Provide for innovative and sustainable tourism for the region	Consistent in principle / limited relevance. The draft LPS amendment is not directed toward regionally significant or destination-based tourism development. However, the proposed zoning framework allows for visitor accommodation and mixed-use outcomes where compatible with residential and local business uses. Any such uses would be small-scale, discretionary and subject to planning scheme controls and SAP provisions. The amendment does not preclude innovative or sustainable tourism opportunities, but tourism is not a primary driver of the proposal.
Strategic Economic Opportunities	Consistent.

STRLUS Strategies	Comment
SEO - Support and protect strategic economic opportunities for Southern Tasmania.	The subject land is not identified under the STRLUS as a location for regionally significant strategic economic opportunities, such as industrial, logistics or major employment precincts. The proposed amendment does not displace or compromise land identified for such purposes. Instead, it supports the regional economy by facilitating housing supply and local-scale business activity in an appropriate settlement context, thereby contributing indirectly to broader economic resilience without undermining strategic economic land resources.
Productive Resources PR 1 - Support agricultural production on land identified as regionally significant by affording it the highest level of protection from fettering or conversion to non-agricultural uses. PR 2 - Manage and protect the value of non-significant agricultural land in a manner that recognises sub-regional diversity in land and production characteristics. PR 3 - Support and protect regionally significant extractive industries.	Not applicable. The subject land is not identified under the STRLUS as regionally significant agricultural land; nor is it used or intended for agricultural production, extractive industry, aquaculture or forestry. The draft LPS amendment does not displace or convert land identified for productive resource purposes and does not undermine regional productive resource objectives. Accordingly, the proposal has no material interaction with the Productive Resources strategies of the STRLUS.

STRLUS Strategies	Comment
PR 4 - Support the aquaculture industry PR 5 - Support the forest industry	
Industrial Activity IA 1 - Identify, protect and manage the supply of well-sited industrial land that will meet regional need across the 5-, 15- and 30-year horizons. IA 2 - Protect and manage existing strategically located export orientated industries. IA 3 - Ensure industrial development occurs in a manner that minimises regional environmental impacts and protects environmental values.	Not applicable. The subject land is not identified within the STRLUS or any municipal strategic planning documents as industrial land, nor does it form part of the region's strategic industrial or export-orientated land supply. The draft LPS amendment does not seek to enable or expand industrial activity and does not displace land identified for current or future industrial purposes. Accordingly, the proposal has no bearing on the protection, management or future provision of industrial land under the STRLUS and does not undermine regional industrial activity objectives.
Activity Centres AC 1 - Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good	Consistent. The draft LPS Amendment aligns with the Activity Centres strategies by differentiating local-scale service provision from higher-order activity centre functions. The application of a Local Business Zone within the subject site is limited in extent and purpose and is intended to support day-to-day services for the immediate residential catchment, rather than to operate as a competing or stand-alone activity centre.

STRLUS Strategies	Comment
transport links with residential areas. AC 2 - Reinforce the role and function of the Primary and Principal Activity Centres as providing for the key employment, shopping, entertainment, cultural and political needs for Southern Tasmania. AC 3 - Evolve Activity Centres focussing on people and their amenity and giving the highest priority to creation of pedestrian orientated environments.	The proposed Local Business Zone does not seek to replicate or displace the role of Primary or Principal Activity Centres identified in the STRLUS. Higher-order retail, employment, entertainment and civic functions remain directed to established centres within Greater Hobart in accordance with AC 2. The zoning framework therefore reinforces the activity centre hierarchy, rather than eroding it. In addition, the SAP provides a spatial and functional framework that ensures local business uses are: • integrated with surrounding residential development; • pedestrian-focused and accessible; and • compatible in scale and intensity with a neighbourhood-level centre rather than a regional destination. Accordingly, the amendment supports AC 1 and AC 3 by enabling localised social interaction, amenity and walkable access to services, while remaining consistent with AC 2 by avoiding outcomes that would undermine the established regional activity centre network.
Settlement and Residential Development SRD 1 - Provide a sustainable and compact network of settlements with Greater Hobart at its core, that is	Consistent. The draft LPS Amendment supports the STRLUS settlement objectives by enabling residential growth within an established settlement context in Greater Hobart, rather than extending development into new or dispersed locations. The subject land's location, proximity to existing residential areas, and

STRLUS Strategies	Comment
capable of meeting projected demand. SRD 2 - Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability.	access to major infrastructure corridors support a compact settlement pattern consistent with SRD 1. The proposed transition from a rural-residential zoning framework to an urban zoning structure facilitates a broader range of housing outcomes than is currently available, supporting housing choice and more efficient land use. This change is managed through the application of the General Residential Zone and a Specific Area Plan, which together provide a coordinated statutory framework that guides residential intensity, land use structure and interface outcomes without pre-empting detailed development design. By embedding residential growth within a planning scheme amendment, rather than relying on incremental or site-by-site approvals, the proposal aligns with SRD 2's emphasis on managing residential growth on a whole-of-settlement basis, with appropriate consideration of infrastructure capacity, amenity and environmental constraints. The amendment therefore supports sustainable settlement growth while retaining planning authority discretion to balance housing supply, affordability and liveability as development proceeds.

Planning Report

Rezoning outside of the Urban Growth Boundary, insertion of a Specific Area Plan and 4 lot (plus balance) subdivision.

471 Cambridge Road, Mornington, and 528 & 540 Pass Road, Cambridge

For Mornington Park Estate Pty Ltd
February 2026

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 Appendix N - Noise Assessment
 Appendix O - Mornington Land Supply Assessment and Map
 Appendix P - TasPopp2024
 Appendix Q - Landowner(s) Consent (FORM 1)
 Appendix R - Stormwater Report

VERSION CONTROL					
Version	Description	Author		Reviewer	
1.0	Draft Planning Report	PC	07/11/24	MC	07/11/2024
2.0	Planning Report for Lodgment	PC	22/11/24	MC	22/11/2024
3.0	Revised to incorporate RFI response	PC	14/02/25	MC	14/2/25
4.0	Revised to Insert Density Provision	PC	25/02/25	MC	25/02/25
5.0	Update for Advertisement	MC	25/02/26	MC	25/02/26

Executive Summary

This report has been prepared in support of a Section 40T application under the *Land Use Planning and Approvals Act 1993* for a proposed amendment to the *Clarence Local Provisions Schedule*. The application is to be lodged with the Clarence Planning Authority for assessment.

Section 40T of the *Land Use Planning and Assessment Act 1993* allows for a request to be made to a planning authority to amend a planning scheme administered by it.

The subject site is 471 Cambridge Road, Mornington and 528 & 540 Pass Road, Cambridge, at the corner of Cambridge and Pass Roads. The site consists of three titles CT 184647/1, CT 184647/2, & CT 184647/3.

The site is currently zoned Rural Living B and is subject to Bushfire-prone Areas, Flood-prone Hazard Areas, Landslip Hazard (Low), the Obstacle Limitation Area, and Waterway and Coastal Protection Area overlays. The site is outside the Urban Growth Boundary under the Southern Tasmania Regional Land Use Strategy.

The proposed scheme amendment involves re-zoning the site from Rural Living B to General Residential, Local Business and Open Space with a Specific Area Plan applied to the site to facilitate a regional park, medium-density residential development, and local services development. It is proposed to remove the Waterway and Coastal Protection Area overlay based on the findings of a Natural Values Report. The proposal will rely on provision SRD2.12 of the regional land use strategy which enables rezoning outside the Urban Growth Boundary under certain circumstances.

The site is affected by overland flow paths which cross the site and need to be engineered to assist with existing downstream flooding.

The project is to support the future development of housing typologies that have been successful in other states, whereby dwelling yield is higher density but balanced by larger public open space and dwellings are serviced by rear access lanes, allowing low trafficked/low parking streets. The proposal has also maximised dwellings overlooking the central park which will also act as a regional park location for Council.

The Southern Tasmania Regional Land Use Strategy forecasting is significantly out of date and recent forecasts show there has been and will continue to be a much stronger population growth rate and a wider range of household types. To meet the needs of a growing population in Clarence and a demand for a wider range of housing products in suitable locations, more land supply and housing diversity is required.

1. Background

The Urban Growth Boundary (UGB) is spatially defined in the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) and was primarily established for the purpose of setting a physical extent for the 20-year supply of residential land in the greater metropolitan area. Additionally, the purpose of the UGB is to include land for other urban functions (i.e. commercial and industrial development) as well as pockets of open space and recreational land that assist in providing urban amenity.

The STRLUS is one of three regional land use strategies for Tasmania, providing strategic direction for the southern area of the state which encompasses twelve local government municipalities, including Clarence (the municipal area of the subject site). The purpose of the Strategy is to provide a linkage between the objectives of Tasmania's Resource Management and Planning System as outlined in Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA); the State Policies established under the *State Policies and Projects Act 1993*; and Tasmanian Planning Policies within the current interim and future Tasmanian planning schemes.

The aim of the STRLUS is to deliver sustainable settlements integrated with services and infrastructure, that are complemented by built and open space environments. The STRLUS and all other regional land use strategies are currently implemented in the land use planning system through statutory zoning and planning provisions in interim planning schemes. The regional land use strategies are given legal effect through Section 5A of LUPAA.

On 17 May 2023, the Minister for Planning declared an amended Southern Tasmania Regional Land Use Strategy (STRLUS) in accordance with section 5A(4) of the Land Use Planning and Approvals Act 1993. The amendments made to the STRLUS included additional sites within the Urban Growth Boundary (UGB) and an amendment to regional policy SRD 2.12.

The amendment to Regional Policy SRD 2.12 enables Councils and the Tasmanian Planning Commission greater flexibility in considering the planning merit of proposals to rezone land for urban purposes which are outside, but immediately adjacent to, the UGB.

2. Site Location and Context

The subject site is located at 471 Cambridge Road, Mornington and 528 & 540 Pass Road, Cambridge (CT 184647/1, CT 184647/2 & CT 184647/3); hereafter known as the site (Figure 1.2). The site is located immediately east of the Urban Growth Boundary which encompasses the existing urban settlement in Mornington. It is in a key location between Cambridge and Rosny Park and is adjacent to General Residential land and urban areas in Clarence (Figure 1.1). The subject site has an area of approximately 5.756 ha.

The site benefits from proximity to existing services and infrastructure within the settlement of Mornington, immediately to the west, as well as proximity to adjoining local centres in Warrane, Rosny Park, and is close to Cambridge. The site is less than 5km from Rosny Park and is less than 10km from the Hobart CBD.

Title information is included in Appendix A.



Table 01 - Titles Subject to Amendment

Address	Title Reference	Area (m ²)	Owner
471 CAMBRIDGE RD	PID: 9617971 CT: 184647/1	21,250	MORNINGTON PARK ESTATE PTY LTD
540 PASS RD	PID: 9143841 CT: 184647/2	19,560	MORNINGTON PARK ESTATE PTY LTD
528 PASS RD	PID: 9154361 CT: 184647/3	16,770	MORNINGTON PARK ESTATE PTY LTD

The site accommodates two dwellings and a number of sheds. There is some regrowth vegetation in the southern corner of the site, particularly on the rear of 528 and 540 Pass Road.

The site is relatively level at the Pass and Cambridge Road frontages but becomes steeper in the southeastern corner of the site. There is an open swale that runs diagonally across the site and terminates in a headwall on the northwestern corner of the site where it joins a culvert under Cambridge Road.

There are water and sewer mains in Cambridge Road and a water main in Pass Road, but no services cross the site.



Figure 1.1: Subject Site outlined in red (Source LISTmap, accessed 27.07.23)



2.1 The Local Area

Mornington comprises a mix of urban land uses and development. The urban areas of Mornington sit between the Tasman Highway to the north which follows the southern edge of the Meehan range, over undulating land which then rises to a shorter ridge at the south, comprising Knopwood Hill. Mornington is bound to the east by rural residential lots off Pass Road, and to the west by Cambridge Road, separating the locality from Warrane.

Residences within Warrane are located in northern and western sections separated by the South Arm Highway. The centre of Mornington is predominately industrial, and there are large vegetated areas to the south.

The Mornington community is served by parks, and a college, benefiting from proximity to Warrane and Rosny Park, which supplies higher order activity centre functions. There are a significant number of businesses within Mornington including Australia Post, landscaping suppliers, signwriters, panel beaters and building contractors yards; all typical of an industrial estate. The area also includes the Mornington Waste Transfer Station, and a Quarry.

The area is well served by public transport which provides linkages across the Principal Activity Centres of Hobart City and Rosny Park.

Mornington is situated within the Clarence City Council municipal area and has a population of approximately 2,469 as of the 2021 census. An outline of the site relative to key facilities within the locality can be seen in Figure 1.2.



Figure 1.2: Subject Site and Surrounding Area (Source LISTmap, accessed 27.07.23)

2.2 Current Zone and Overlays

The subject site is zoned Rural Living (B) under the *Tasmanian Planning Scheme - Clarence*. To the immediate west and north of the site land is zoned General Residential, with land to the east zoned Rural Living. Land to the south is zoned Open Space, and beyond that General Industrial and Landscape Conservation (See Figure 2.1). Note that land to the further north is zoned Utilities which refers to the Tasman Highway.

The site is subject to five overlays: Where entirely covered by the Bushfire-prone area, and obstacle limitation area, and partially subject to a Waterway and coastal protection area (see Figure 2.2). The south of the site is also covered by the Landslip Hazard (see Figure 2.3) and areas in the north of the site covered by the Flood-prone areas overlay (see Figure 2.4). Adjoining sites are subject to the 'Potentially contaminated land' overlay although the subject site is not (see Figure 2.5).

Though not subject to an overlay, the site is within an attenuation area as determined by the nearby waste treatment and composting facilities (Morningside Park Waste Depot), water treatment facility (Hydrowater Treatment Facility), and quarry (Morningside Quarry). In addressing the potential impacts of these facilities a noise report has been obtained (see Appendix N)

There are no heritage-listed places on or adjoining the site.

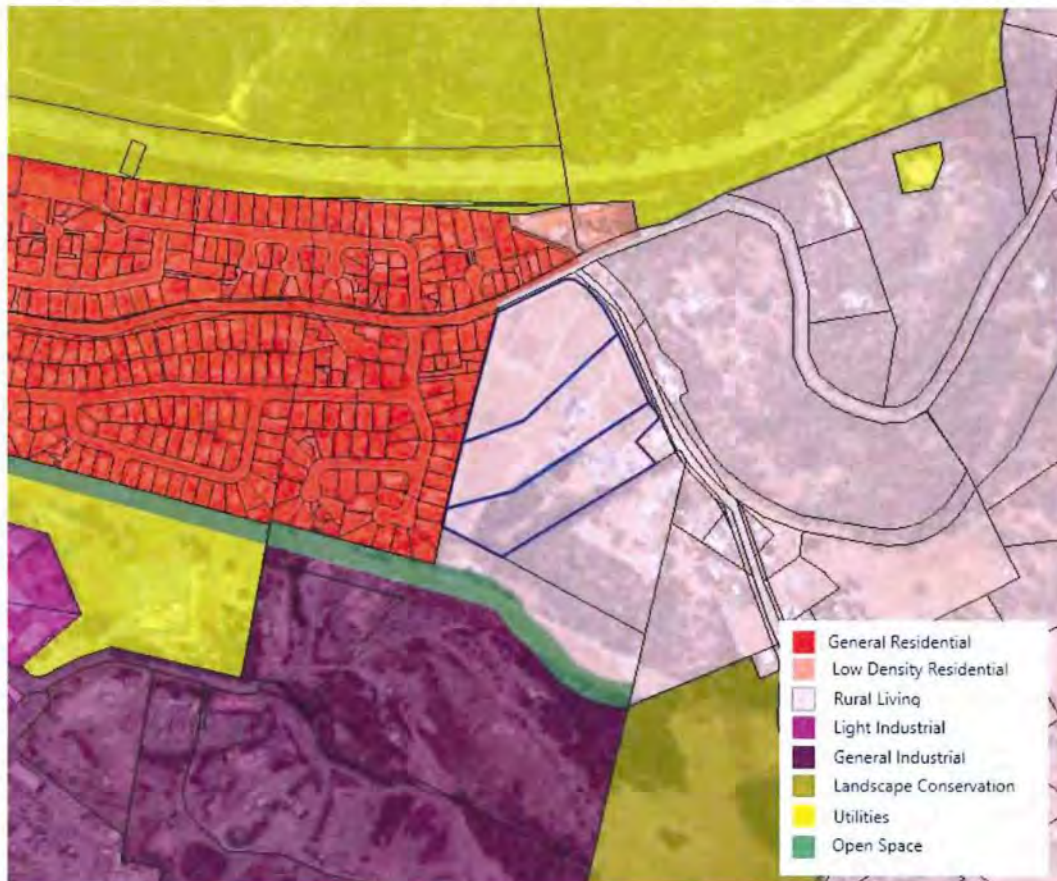


Figure 2.1: Zoning of the Subject Site and Surrounding Areas - (Source LISTmap; accessed 22.11.24)



Figure 2.2 (left): Extent of 'Waterway and Coastal Protections area' Overlay (Source LISTmap, accessed 05.06.23)



Figure 2.3: Extent of 'Landslip Hazard area' Overlay (Source LISTmap, accessed 27.7.23)



Figure 2.4 (left): Extent of 'Flood-prone areas overlay' Overlay (Source LISTmap, accessed 27.7.23)

Figure 2.5 (right): Extent of 'Potentially Contaminated Sites' Overlay (Source LISTmap, accessed 27.7.23)

2.3 Existing Infrastructure

Water

The site currently abuts two water supply zones. There is a DN200 main running down Pass Road, which is serviced by the Tunnel Hill Reservoir; and a DN150 main running down Cambridge Road serviced by the Mornington High Level Reservoir. Both zones have a similar operating pressure with a top water level of 164m.

TasWater advise that they would like the development to be serviced from the Mornington High Level Zone (CLW10) and have also stated that they would like a second connection to the development area to provide operational flexibility. This connection would not be required in the initial stages but needs to be allowed for as the development progresses.

Sewer

The site is serviced by a DN150 gravity sewer on the northern side of Cambridge Road. This pipe continues as DN150 until 400 Cambridge Road, where it increases to DN225 and continues all the way to the Rosny Sewage Treatment Plant (STP). TasWater modelling indicates that the network is currently undersized with spills at 5 locations between the development site and the STP. This increases to six locations when an additional 50 Equivalent Tenements (ET's) enter the system and seven locations when 75 or more ET's enter the system. TasWater modelled potential mitigation measures. It was found that 25 additional ET's could be accommodated before any augmentation would be required. However, at this point, approximately 770m of sewer would require upsizing to DN225.

Stormwater

The site is currently traversed from south to north with an open drain directing runoff to a DN525 culvert and headwall running under Cambridge Road. There are four different upstream catchments contributing to flow through the site. The existing downstream stormwater system is undersized to take the current 5% AEP runoff from the upstream catchment. It is also at minimum depth. It is proposed to augment the system by running a new DN900 pipe approximately 70m at 0.5% grade from the development site to the existing DN900 at 482 Cambridge Road.

An underground detention chamber, situated at the site's low point along Road 2, will manage runoff by discharging at a rate that does not exceed the current pre-development flow



contribution for the 5% AEP storm event. Rainfall events that exceed the piped network capacity (nominally those greater than the 5% AEP) will be managed via overland flow paths through the road network, directing excess water to Cambridge Road.

Details of the current and future subdivision are within the Subdivision Plan and Concept Services and Stormwater Reports (see Appendices F and R).

3. Planning Scheme Amendment

The amendment to *Tasmanian Planning Scheme - Clarence* is to:

- Rezone the land from Rural Living (B) to General Residential, Local Business and Open Space;
- Include a Specific Area Plan that controls use, development and subdivision on the site; and
- Remove the Waterway and Coastal Protection Overlay from the site.

The amendment allows for a development of the site to facilitate an overall site masterplan (Figure 3.1)

The rezoning is outside the Urban Growth Boundary under the Southern Tasmania Regional Land Use Strategy and thus consideration under policy SRD 2.12 of that strategy is required.



Figure 3.1: Site Masterplan (see Appendix B for a high resolution drawing)

3.1 Rezoning

It is proposed to rezone the land from Rural Living B to General Residential, Local Business, and Open Space. The zoning composition is to facilitate a masterplan for the site which is shown below in Figure 3.2.

Residential areas are rezoned to the 'General Residential', shop top housing is rezoned to 'Local Business', the public open space area is rezoned to 'Open Space'.

The rezoning of the site to largely General Residential is consistent with the zone structure of the local area in that the proposal will be an extension of the existing General Residential zone to the west and north.

A copy of the proposed zoning map is attached in Appendix K.



Figure 3.2: Proposed Zoning (see Appendix K for a high resolution map)

Urban Growth Boundary

The site borders but is outside the Urban Growth Boundary see Figure 3-3 below.

The Urban Growth Boundary is a creation of the Southern Tasmania Regional Land Use Strategy. A recent amendment to the strategy (17th May 2023) included the following provision:

SRD 2.12

Notwithstanding SRD 2.2 and SRD 2.8, and having regards to the strategic intent of the Urban Growth Boundary under SRD 2 to manage and contain growth across greater Hobart, land outside the Urban Growth Boundary shown in Map 10 may be considered for urban development if it:

(a) shares a common boundary with land zoned for urban development within the Urban Growth Boundary and:

- i. only provides for a small and logical extension, in the context of the immediate area, to land zoned for urban development beyond the Urban Growth Boundary; or*
- ii. does not constitute a significant increase in land zoned for urban development in the context of the suburb, or the major or minor satellite as identified in Table 3, and is identified in a contemporary settlement strategy or structure plan produced or endorsed by the relevant planning authority; and*

(b) can be supplied with reticulated water, sewerage and stormwater services; and

(c) can be accommodated by the existing transport system, does not reduce the level of service of the existing road network, and would provide for an efficient and connected extension of existing passenger and active transport services and networks; and

(d) results in minimal potential for land use conflicts with adjoining uses.

All titles share a common boundary with the existing Urban Growth Boundary (a).

The extension of urban development is small (5.7ha) in the context of the Mornington suburb (140ha) at approximately 4% and is a logical extension given the urban development would be contained by Pass Road and not continue further south than the existing General Residential zone (a)(i).

The site is not within a contemporary settlement strategy (a)(ii), but this is not required as (a)(i) is met.

The site is supplied with reticulated water and sewer, and there is a stormwater connection available, however, upgrades are required to sewer pipe sizes down-stream and the site will be used for stormwater detention for a 1%AEP event (refer to the concept services report in Appendix F) (b).

The site is on the corner of two collector roads (Pass Road and Cambridge Road) which already accommodate active transport networks (refer to the Traffic Impact Assessment in Appendix G) (c).

The boundary with existing uses is mostly residential, thus the residential use of the site will not cause land use conflict on the contrary the inclusion of a regional park and local shops will be a benefit to these residents (d).

On this basis, the proposed site should be considered for urban development under the SRD2.12 provision, and the Urban Growth Boundary is not necessarily an obstacle to the amendment.





Figure 3.3: Urban Growth Boundary

3.2 Specific Area Plan

A Specific Area Plan is proposed to set the road and lot layout, locate the park area and shop services, and substitute several clauses within the General Residential zoning to facilitate specific building types to create housing diversity, not otherwise able to be provided typically in the 'General Residential' and 'Inner Residential' zone types. Many of the housing products require a rear service lane which aims to draw traffic off the primary building frontage and make it a more usable space.

The use table has been pared back to only residential uses and local services.

Specific residential development solutions are included which if used by applicants would provide a no permit required pathway for dwellings.

The application of a number of provisions within the General Residential zone are being amended by substituting provisions, specifically they are:

- 8.2 Use table
- 8.4.1 Residential density for multiple dwellings
- 8.4.2 Setbacks and building envelopes for all dwellings
- 8.4.3 Site coverage and private open space for all dwellings
- 8.6.1 Lot Design
- 8.6.2 Roads

The application of a number of code provisions are also being amended by substituting provisions, and they are:

- C2.5.1 - Car Parking Numbers in the Parking and Sustainable Access Code
- C3.5 - Use in the Road and Railway Assets Code

To allow for housing diversity, it is necessary to draft provisions for specific lot/product types. The provisions below contain 3 specific lot types over and above lot types allowable in the underlying zone:



- Type A - a 300m² lot (10m x 20m);
- Type B - a 300m² lot (12m x 25m); and
- Type C - a 450m² lot (15m x 30m).

In justifying the lot sizes and potential dwelling development, shadow diagrams have been prepared (see Appendix M). These diagrams demonstrate that dwellings may be designed at higher densities whilst having minimal impacts of overshadowing between dwellings including to their private open space.



Figure 3.4 extract of shadow diagrams provided at Appendix M.

The specific SAP provisions are:

CLA-SXX.0 Mornington Park Specific Area Plan

CLA-SXX.1 Plan Purpose

The purpose of the Mornington Park Specific Area Plan is:



- CLA-SXX.1.1 To encourage a cohesive structure to the development of residential land, at a sufficient density to support a suburban level activity centre around the regional Mornington Park facility;
- CLA-SXX.1.2 To facilitate the optimum physical layout, combining accessible urban form through a range of residential housing types and densities, reduced street crossovers and traffic, and maximise park side living;
- CLA-SXX.1.3 To provide a high level of amenity to residents by facilitating built forms which respond to the streetscape and park settings;
- CLA-SXX.1.4 Provide for a regional open space that includes:
- (i) Recreation and social activities, and
 - (ii) Parkland to enhance the residential environment, and
 - (iii) The management of stormwater systems.
- CLA-SXX.1.5 To facilitate an integrated planning framework to guide the development of land in different ownerships.
- CLA-SXX.1.6 To provide for a walkable neighbourhood, characterised by pedestrian links to open spaces, and businesses which serve the local community.

CLA-SXX.2 Application of this Plan

- CLA-SXX.2.1 The specific area plan applies to the area of land designated as the Mornington Park Specific Area Plan on the overlay maps.
- CLA-SXX.2.2 In the area of and to which this plan applies to, the provisions of the specific area plan are in substitution for or in addition to, the provisions of the General Residential zone and Parking and Sustainable Access Code, as specified in the relevant provision.

CLA - SXX.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

CLA - SXX.4 Definition of Terms

CLA-SXX.4.1 In this Specific Area Plan, unless the contrary intention appears:

Terms	Definition
Building Edge	Means a continuous building line (excluding minor variations) parallel to the Primary Street Façade or Park Façade.
Multiple Dwelling Lots	mean those lots indicated as Multiple Dwelling Lot, in Figure CLA-SXX.1.
Park frontage	Means lots which have a frontage to the public open space as shown in Figure CLA-SXX.1.
Primary Street Façade or Park Façade	Means the area of land shown in Figure CLA-SXX.2
Residential Lot	Means those lots designated as Type C in the Figure CLA-SXX.1
Villa Housing Lots	means those lots indicated as Type A or B Figure CLA-SXX.1.



CLA - SXX.5 Use Table

This clause is in substitution for Clause 8.2 of the General Residential zone.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for single dwelling
Utilities	If for minor utilities.
Permitted	
Residential	If for multiple dwellings and if not on Villa Housing or Type C Residential lots
Discretionary	
Utilities	If not listed as No Permit Required.
Visitor Accommodation	If for boarding house, hostel or serviced apartment.
Prohibited	
All Other Uses	

CLA - SXX.6 Use Standards

This sub-clause is not used in this specific area plan.

CLA - SXX.7 Development Standards for Buildings and Works

This clause is in substitution for General Residential Zone - clauses 8.4.1 Residential density for multiple dwellings, 8.4.2 Setbacks and building envelope for all dwellings, 8.4.3 Site coverage and private open space for all dwellings and 8.4.4 Sunlight to private open space of multiple dwellings for Multiple Dwellings Lots, and Villa Housing Lots.

CLA - SXX.7.1 Setbacks and building height for all dwellings on Multiple Dwellings Lots, and Villa Housing Lots

This clause is in substitution for General Residential Zone - clauses 8.4.1 Residential density for multiple dwellings.



Objective:	
<i>That the density of multiple dwellings:</i> (a) <i>makes efficient use of land for housing; and</i> (b) <i>optimises the use of infrastructure and community services.</i>	
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of not less than 200m².	P1 Multiple dwellings must only have a site area per dwelling less than 200m² if: (a) the development contributes to a range of dwelling types and sizes appropriate to the surrounding area; or (b) the development provides for a specific accommodation need with significant social or community benefit.

CLA - SXX.7.2 Setbacks and building height for all dwellings on Multiple Dwellings Lots, and Villa Housing Lots

This clause is in substitution for General Residential Zone clause 8.4.2 Setbacks and building envelope for all dwellings for Multiple Dwellings Lots, Villa Housing Lots Type A and B, designated in Figure CLA-SXX.1

Objective:	
<i>The siting and scale of dwellings:</i> (a) <i>provides reasonably consistent separation between dwellings and their frontage within a street;</i> (b) <i>provides consistency in the apparent scale, bulk, massing and proportion of dwellings;</i> (c) <i>provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</i> (d) <i>provides reasonable access to sunlight for existing solar energy installations.</i>	
Acceptable Solutions	Performance Criteria
A1.1 For Multiple Dwelling Lots: 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 not less than 1m; A1.2 For Villa Housing Lots: 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 3m, or, if the setback from the primary frontage is less than 3m, not less	P1 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.



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 2m, or, if the setback from the frontage is less than 2m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;	
A2.1 For Multiple Dwelling Lots: Garages or carport for a dwelling must only be accessed from and have a 1.5m setback to the rear boundary. A2.2 For Villa Housing Lots: A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 4m, 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.	P2 For Multiple Dwelling Lots there is no performance criteria. P2.2 For Villa Housing Lots 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.
A3.1 For Multiple Dwelling Lots: (a) A dwelling, excluding outbuildings, may be built to the side boundary, but must be set back from the rear boundary 1.5m with a height not greater than 9.5m; and dwelling, including outbuildings located within 15m of the public open space park façade must be built with a setback of 3m from that boundary and have a height of no more than 6m. A3.3 For Villa Housing Lots: 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 determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height	P3 The siting and scale of a dwelling must have regard to: (a) providing a building edge along the primary street façade or park façade; (b) not causing an unreasonable loss of amenity to adjoining properties, having regard to: (iii) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (iv) overshadowing the private open space of a dwelling on an adjoining property; (v) overshadowing of an adjoining vacant property; and (vi) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (c) providing separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (d) not causing an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property; or (ii) another dwelling on the same site.

of 3m above existing ground level at the side and rear boundaries to a building height of not more than 9.5m above existing ground level; and (b) only have a setback within 1.5m of 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).	
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CLA - SXX.7.3 Site coverage and private open space for all dwellings on Multiple Dwelling Lots, and Villa Housing Lots

This clause is in substitution for General Residential Zone clause 8.4.3 Site coverage for all dwellings

Objective:	
<i>That dwellings are compatible with the amenity and character of the area and provide:</i> <i>(a) for outdoor recreation and the operational needs of the residents;</i> <i>(b) opportunities for the planting of gardens and landscaping; and</i> <i>(c) private open space that is conveniently located and has access to sunlight.</i>	
Acceptable Solutions	Performance Criteria
A1 Dwellings must: (a) For Multiple Dwelling Lots, have a site coverage of not more than 80% of the lot area; or (b) For Villa Lots, have a site coverage of not more than 65% (excluding eaves up to 0.6m wide);	P1 Dwellings must have: (a) site coverage consistent with that existing on established properties of the same lot type; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (c) reasonable space for the planting of gardens and landscaping.
A2.1 For Multiple Dwelling Lots, a dwelling must have private open space with a minimum area of 9m² and a minimum dimension of 3m; A2.2 For Villa Housing Lots a dwelling must have private open space that: (a) is in one location and is not less than:	P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.



(i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);	
(b) has a minimum horizontal dimension of: (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.	

CLA - SXX.7.4 Storage for all dwellings on Multiple Dwelling Lots, and Villa Housing Lots

This clause is in addition to clauses in the General Residential Zone.

Objective:	
(a) To provide for the storage of waste and recycling bins for all dwellings; and (b) To provide adequate and useable storage areas for the needs of residents.	
Acceptable Solutions	Performance Criteria
A1 Each dwelling must be provided with a dedicated and secure storage space of no less than 6m ³ .	P1 No Performance Criteria.
A2 Each dwelling must have a storage area for waste and recycling bins, that is an area of not less than 1.5m ² and not within the area in front of the dwelling ³ .	P2 No Performance Criteria.

CLA - SXX.7.5 Façade design for Multiple Dwelling Lots and Villa Housing Lots

This clause is in addition to clauses in the General Residential Zone

Objective:	
(a) To create a highly articulated streetscape; and (b) To achieve diversity in front façade designs.	
Acceptable Solutions	Performance Criteria
A1 Dwellings for lots adjoining the primary street façade or park façade must include:	P1 Dwelling design for lots adjoining the primary street façade or park façade has regard to:



(a) a varied plan shape from adjoining dwellings with frontage to the same street (including steps, curves, recesses projections or splays); (b) variations in vertical profile from adjoining dwellings or multiple dwellings on the same street (including steps or slopes at different levels); (c) patterning or sun protection devices on windows; (d) recessing or projecting of windows, structural framing, grilles, panel details (such as stucco); (e) balustrades, balconies, verandahs or terraces; (f) planting on podiums, balconies, terraces and low level roof decks.	(a) varied plan shape from dwellings with frontage to the same street; (b) varied vertical profile from dwellings on the same street; (c) window and façade articulation; (d) planting visible from the street; and (e) a high level of articulation when viewed from public open space areas.
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CLA - SXX.7.6 Fencing for all dwellings

This clause is in substitution of clause 8.4.7 Frontage fences for all dwellings in the General Residential Zone

Objective:	
(a) To create a highly articulated streetscape; and (b) To promote personalisation of fencing design.	
Acceptable Solutions	Performance Criteria
A1 Each dwelling must be provided with a 1.2m high painted picket fence along the Primary Street Façade or Park Façade (excluding vehicle access areas),	P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must: (a) provide for passive surveillance of the road or park; and (b) be compatible with the height and transparency of fences in the street, having regard to the topography of the site.

CLA - SXX.8 Development Standards for Subdivision

CLA - SXXX.8.1 Outline of development plan

This clause is in substitution for General Residential Zone - clauses 8.6.1 Lot design in the General Residential zone.



Objective:	
<i>To provide for the certainty of future subdivision</i>	
Acceptable Solutions	Performance criteria
A1 A lot, or a lot proposed on a plan of subdivision, is consistent with Figure CLA-SXX.1	P1 (a) Proposed lot configuration generally accords with Figure CLA-SXX.1 in terms of road alignment and lot layout; and (b) exclusive of road, Utilities and public open space lots, subdivision does not result in lots in addition to the lots shown in Figure CLA-XX.1
A2 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road or a laneway in accordance with the requirements of the road authority.	P2 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the length of the access; (c) the distance between the lot and the carriageway; (d) the nature of the road and the traffic; (e) the anticipated nature of vehicles likely to access the site; and (f) the ability for emergency services to access the site.
A3 Public Open Space provision must: (a) be consistent with Figure CLA-SXX ; (b) is deemed to meet the Council requirements for public open space contribution; and (c) must not be provided as cash in lieu.	P3 Public Open Space must be provided generally in accordance with in Figure CLA-SXX.1 having regard to: (a) the topography of the site; (b) any natural or landscape values; (c) adequate provision of public open space; (d) the purpose of the public open space; and must not be provided as cash in lieu.

CLA - SXX.8.2 Outline of development plan

This clause is in substitution for General Residential Zone - 8.6.2 Roads

Objective:
That the arrangement of new roads within a subdivision provides for: (a) safe, convenient and efficient connections to assist accessibility and mobility of the community; (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and



<i>(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.</i>	
Acceptable Solutions	Performance criteria
A1 Roads within the subdivision are consistent with Figure CLA-SXX.1	P1 The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to: (a) any road network plan adopted by the council; (b) the existing and proposed road hierarchy; (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) minimising the travel distance between key destinations such as shops and services and public transport routes; (f) access to public transport; (g) the efficient and safe movement of pedestrians, cyclists and public transport; (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016; (i) the topography of the site; and (j) the future subdivision potential of any balance lots on adjoining or adjacent land.

CLA - SXX.9 Car Parking Requirements

This clause is in substitution of the Parking and Sustainable Access Code C2.5.1 Car parking spaces.

Objective:	
<i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
Acceptable Solutions	Performance criteria
A1 The number of on-site car parking spaces must be no less than one space per dwelling.; and No visitor parking is required;	P1 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.



CLA - SXX.9 Car Parking Requirements

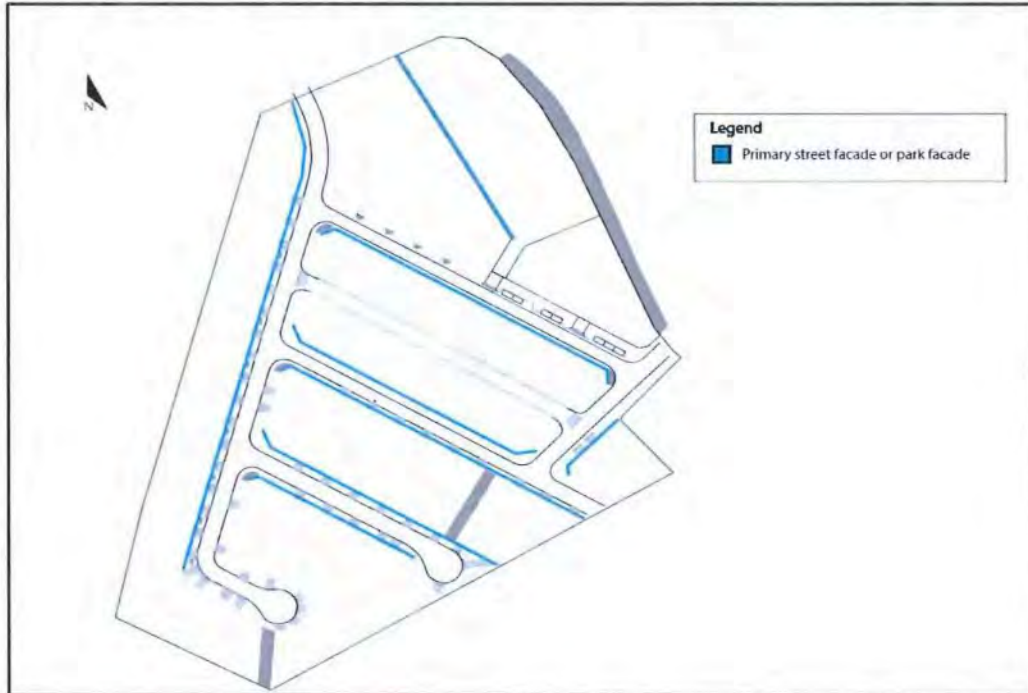
This clause is in substitution for the Parking and Sustainable Access Code C2.5.1 Car parking spaces.

Objective:	
<i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
Acceptable Solutions	Performance criteria
A1 The number of on-site car parking spaces must be no less than one space per dwelling.; and No visitor parking is required;	P1 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

Figure CLA-SXX.1 Mornington Park Specific Area Plan Master Plan



Figure CLA-SXX.2 Mornington Point Specific Area Plan Primary Street Façade or Park Façade



A full copy of the Specific Area Plan is in Appendix L.

A comparison of the General Residential zone uses and the SAP use table is shown in Table 3.1 below:

Table 3.1: Comparison of uses Specific Area Plan to General Residential

Status	General Residential Zone	Specific Area Plan
No Permit Required	- Natural and cultural values management - Passive Recreation - Residential (if for a single dwelling.) - Utilities (if for minor utilities.)	- Natural and cultural values management - Passive Recreation - Residential (if for a single dwelling.) - Utilities (if for minor utilities.)
Permitted	- Residential (if not listed as No Permit Required.) - Visitor Accommodation	Residential (if for Multiple Dwellings and if not on Villa Housing Lots).
Discretionary	- Business and Professional Services (if for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services) - Community Meeting and Entertainment (if for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre) - Education and Occasional Care (if not for a tertiary institution.) - Emergency Services - Food Services (if not for a take away food premises with a drive through facility.) - General Retail and Hire (if for a local shop.) - Sport and Recreation (if for a fitness centre, gymnasium, public swimming pool or sports ground.) - Utilities (if not listed as No Permit Required.)	- Utilities (if not listed as No Permit Required.) - Visitor Accommodation: If for boarding house, hostel or serviced apartment.
Prohibited	All other uses	All other uses

The rationale is to exclude uses which are not suitable for a site developed at a higher intensity or are not residential in nature (such as fire station, education and occasional care, and business and professional services) which are available nearby. Visitor Accommodation is specifically excluded to maintain this site as purely for residential housing.

3.3 Alternatives

The proposed rezoning aims to facilitate a specific residential development product, and it is considered that the General Residential and Open Space zoning provisions can control much of the development on the site. The additional layer of the Specific Area Plan enables those controls that do not allow the housing types proposed to be accommodated.

In preparing the proposed amendment however, some consideration has been given to alternatives for the site. Generally the consideration of alternatives are:

- **Inner Residential Zone**

Due to the proposed increased density on the site consideration was given to rezoning either some or all of the land to Inner Residential. This was however discounted as the site is not in proximity to an activity centre with a range of services and facilities and is not located along high-frequency public transport corridors. Nor is it considered appropriate for a wider range of non-residential uses when compared to the General Residential Zone.

Whilst the SAP provisions are based on those in the Inner Residential zone, that is not exclusively the case. The controls are intended to deliver a specific higher density housing type, but this is still within the scope of the purpose of the General Residential zone.

- **Particular Purpose Zone**

A Particular Purpose Zone (PPZ) was considered as an alternative to control development on the site. A PPZ may be applied to a particular area of land where the intended planning outcomes cannot be achieved through the application of one or more State Planning Provision zones. However, the development is not a major facility that requires a unique or tailored approach to both use and development standards, such as a university campus, or major hospital site.

3.4 Use Implications

3.4.1 Current versus proposed zone uses

The proposed rezoning will have implications for the use of the site.

Table 3.2 compares current permit requirements with those under a zoning of General Residential. Table 3.3 compares current permit requirements with those under a zoning of Local Business. Table 3.4 compares current permit requirements with those under a zoning of Open Space.

Uses in bold can potentially occur in the proposed zone but are prohibited in the current zone. The proposed amendment to General Residential supports a larger number of urban uses on the site.

Table 3.2: Comparison of uses Rural Living to General Residential

Status	Rural Living Zone (current)	Specific Area Plan
No Permit Required	• Natural and Cultural Values Management • Passive Recreation • Residential (if for single dwelling) • Resource Development (if for grazing) • Utilities (if for minor utilities)	• Natural and cultural values management • Passive Recreation • Residential (if for a single dwelling.) • Utilities (if for minor utilities.)
Permitted	• Residential (if for home-based business.) • Visitor Accommodation	• Residential (if for Multiple Dwellings and if not on Villa Housing Lots).



Discretionary	• Business and Professional Services (if for a veterinary centre) • Community Meeting and Entertainment (if for a place of worship, art and craft centre or public hall) • Domestic Animal Breeding, Boarding or Training • Education and Occasional Care if for: (a) a childcare centre or primary school; or (b) an existing respite centre. • Emergency Services • Food Services If for a gross floor area of not more than 200m². • General Retail and Hire If for: (a) primary produce sales; (b) sales related to Resource Development; or (c) a local shop. • Manufacturing and Processing (if for alterations or extensions to existing Manufacturing and Processing) • Resource Development If: (a) not for intensive animal husbandry or plantation forestry; or (b) not listed as No Permit Required. • Resource Processing (if not for an abattoir, animal saleyards or sawmilling) • Sports and Recreation (if for an outdoor recreation facility. • Utilities (if not listed as No Permit Required) • Vehicle Fuel Sales and Service	• Utilities (if not listed as No Permit Required.) • Visitor Accommodation: If for boarding house, hostel or serviced apartment.
Prohibited	All other uses	All other uses

Table 3.3 Comparison of uses Rural Living to Local Business

Status	Rural Living Zone (current)	Local Business Zone (proposed)
No Permit Required	• Natural and Cultural Values Management • Passive Recreation • Residential (if for single dwelling) • Resource Development (if for grazing) • Utilities (if for minor utilities)	• Business and Professional Services • Food Services • General Retail and Hire • Natural and Cultural Values Management • Passive Recreation • Residential (if for home-based business) • Utilities (if for minor utilities)
Permitted	• Residential (If for home-based business.) • Visitor Accommodation	• Bulky Goods Sales • Community Meeting and Entertainment • Educational and Occasional Care • Emergency Services • Hotel Industry • Pleasure Boat Facility (if for a boat ramp) • Research and Development

		- Residential If: (a) located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises; and (b) not listed as No Permit Required. - Visitor Accommodation (if located above ground floor level (excluding pedestrian or vehicular access) or to the rear of a premises)
Discretionary	- Business and Professional Services (if for a veterinary centre) - Community Meeting and Entertainment (if for a place of worship, art and craft centre or public hall) - Domestic Animal Breeding, Boarding or Training - Education and Occasional Care If for: (a) a childcare centre or primary school; or (b) an existing respite centre. - Emergency Services - Food Services If for a gross floor area of not more than 200m². - General Retail and Hire If for: (a) primary produce sales; (b) sales related to Resource Development; or (c) a local shop. - Manufacturing and Processing (if for alterations or extensions to existing Manufacturing and Processing) - Resource Development If: (a) not for intensive animal husbandry or plantation forestry; or (b) not listed as No Permit Required. - Resource Processing (if not for an abattoir, animal saleyards or sawmilling) - Sports and Recreation (if for an outdoor recreation facility. - Utilities (if not listed as No Permit Required) - Vehicle Fuel Sales and Service	- Equipment and Machinery Sales and Hire - Manufacturing and Processing - Residential (if not listed as No Permit Required or Permitted) - Resource Processing (if for food or beverage production) - Service Industry - Sports and Recreation - Storage - Tourist Operation - Transport Depot and Distribution - If for: - a public transport facility; or - distribution of goods to or from land within the zone. - Utilities (if not listed as No Permit Required). - Vehicle Fuel Sales and Service - Vehicle Parking - Visitor Accommodation If not listed as Permitted
Prohibited	All other uses	All other uses

Table 3.4 Comparison of uses Rural Living to Open Space

Status	Rural Living Zone (current)	Open Space Zone (proposed)
No Permit Required	- Natural and Cultural Values Management - Passive Recreation - Residential (if for single dwelling) - Resource Development (if for grazing) - Utilities (if for minor utilities)	- Natural and cultural values management - Passive Recreation - Utilities (if for minor utilities.)
Permitted	- Residential (If for home-based business.) - Visitor Accommodation	No permitted uses



Discretionary	• Business and Professional Services (if for a veterinary centre) • Community Meeting and Entertainment (if for a place of worship, art and craft centre or public hall) • Domestic Animal Breeding, Boarding or Training • Education and Occasional Care If for: (a) a childcare centre or primary school; or (b) an existing respite centre. • Emergency Services • Food Services (if for a gross floor area of not more than 200m²). • General Retail and Hire If for: (a) primary produce sales; (b) sales related to Resource Development; or (c) a local shop. • Manufacturing and Processing (if for alterations or extensions to existing Manufacturing and Processing) • Resource Development If: (a) not for intensive animal husbandry or plantation forestry; or (b) not listed as No Permit Required. • Resource Processing (if not for an abattoir, animal saleyards or sawmilling) • Sports and Recreation (if for an outdoor recreation facility. • Utilities (if not listed as No Permit Required) • Vehicle Fuel Sales and Service	• Community Meeting and Entertainment • Crematoria and Cemeteries (if for a cemetery) • Emergency Services • Food Services • General Retail and Hire • Pleasure Boat Facility • Resource Development (If for marine farming shore facility or other facility that relies upon a coastal location to fulfil its purpose or grazing.) • Tourist Operation • Transport Depot and Distribution (if associated with wharves, water taxis, or commuter or passenger ferry terminals) • Utilities (If not listed as No Permit Required.) • Vehicle Parking • Visitor Accommodation (if for camping and caravan park or overnight camping areas)
Prohibited	All other uses	All other uses

The comparative analysis demonstrates that the proposed rezoning from Rural Living to SAP provisions, Local Business and Open Space will be a significant reduction in the number of permissible uses on the site. The uses in the SAP are further reduced due to the specific residential types utilised on the site.

Relevant Use Standards - General Residential

Uses in land zoned General Residential will be subject to clause 8.3 Use Standards. There is no substituting use standards clause of the proposed Specific Area Plan.

8.3.1 Discretionary uses

Objective: That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.

8.3.2 Visitor Accommodation

Objective: That Visitor Accommodation:

- (a) is compatible with the character and use of the area;
- (b) does not cause an unreasonable loss of residential amenity; and
- (c) does not impact the safety and efficiency of local roads or rights of way.

It is considered the Use standards adequately control use and development within the Zone.



Relevant Development Standards - General Residential

Development on land zoned General Residential will be subject all of the development standards of the zone, with the exception of development on Multiple Dwelling Lots, and Villa Housing Lots which will only be subject to the following standards of the underlying zone:

1. Clause 8.4.5 Width of openings for garages and carports for all dwellings
2. Clause 8.4.6 Privacy for all dwellings
3. Clause 8.4.7 Frontage fences for all dwellings
4. Clause 8.5 Development Standards for Non-dwellings.

It is considered the Development Standards adequately control use and development within the Zone.

Relevant Use & Development Standards - Local Business Zone

All use and development will be subject to the provisions of the underlying zone.

Relevant Use & Development Standards - Open Space Zone

All use and development will be subject to the provisions of the underlying zone.

It is therefore considered the Development Standards adequately control use and development within the Zone.



4. Legislative Implications

4.1 Land Use and Planning Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* (the Act) is the principal planning Act and forms a component of the Resource Management and Planning System (RMPs). The following section considers the applicable criteria under LUPAA.

Section 32

Section 32 of the *Land Use Planning and Approvals Act 1993* (LUPAA) outlines the requirements for amending a Planning Provisions Schedule.

Table 4.1. Division 2 Section 32 - Contents of LPSs Contents of LPSs

Requirement	Amendment Response
(1) An LPS is to consist of provisions that apply only to a single municipal area specified in the LPS.	The proposal is to apply only to the municipal area of Clarence.
(2) An LPS (a) Must specify the municipal area to which its provision apply and (b) must contain a provision that the SPPs require to be included in an LPS; and (c) must contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to land, if required to do so by the SPPs; and (d) may, subject to this Act, contain any provision in relation to the municipal area that may, under section 11 or 12, be included in the Tasmanian Planning Scheme; and (e) may contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to particular land; and (f) must not contain a provision that is inconsistent with a provision of section 11 or 12; and (g) may designate land as being reserved for public purposes; and (h) may, if permitted to do so by the SPPs, provide for the detail of the SPPs in respect of, or the application of the SPPs to, a particular place or matter; and (i) may, if permitted to do so by the SPPs, override a provision of the SPPs; and (j) may, if permitted to do so by the SPPs, modify, in relation to a part of the municipal area, the application of a provision of the SPPs; and (i) may, subject to this Act, include any other provision that -	(2)- (a) Municipality of Clarence specified in CLA-1.1. (b) The required clauses are under CLA1.1 and CLA 1.2. (c) Spatial maps of the rezoning and overlay changes are provided. (d) No provision is proposed. (e) Spatial maps of the rezoning and are provided. (f) No provisions are proposed which affect the Contents of Planning Schemes or Existing Use Rights or the provisions. (g) The proposal is for an amendment to include additional land as a public reserve. (h) No specific provisions are proposed. (i) No provisions overriding SPP provisions are proposed. (j) No provisions overriding SPP provisions are proposed. (k) Rezoning and overlays are permitted for inclusion in the LPS. (l) No provisions of the sort are proposed.



(ii) is not a provision of the SPPs or inconsistent with a provision of the SPPs; and (k) is permitted by the SPPs to be included in an LPS; and (l) must not contain a provision that the SPPs specify must not be contained in an LPS.	
(3) Without limiting subsection (2) but subject to subsection (4), an LPS may, if permitted to do so by the SPPs, include - (a) a particular purpose zone, being a group of provisions consisting of - (i) a zone that is particular to an area of land; and (ii) the provisions that are to apply in relation to that zone; or (b) a specific area plan, being a plan consisting of - (i) a map or overlay that delineates a particular area of land; and (ii) the provisions that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs; or (c) a site-specific qualification, being a provision, or provisions, in relation to a particular area of land, that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.	(3) (a) No Particular Purpose Zone is proposed, (b) A Specific Area Plan is proposed (c) No Site-Specific Qualification is proposed.
(4) An LPS may only include a provision referred to in subsection (3) in relation to an area of land if - (a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or (b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.	(4) A Specific Area Plan is proposed and an assessment is provided under 534(2) of this report.
(5) An LPS must be in accordance with the structure, if any, that is indicated, or specified, in the SPPs to be the structure to which an LPS is to conform.	(5) The revised zoning is in accordance with spatial guidelines; where the zoning accords to the cadastre (with the exception of road centrelines).

<i>(6) A provision of an LPS must be in the form, if any, that the SPPs indicate a provision of an LPS is to take.</i>	<i>(6) No provisions are proposed.</i>
<i>(7) A provision of an LPS in relation to a municipal area is not to be taken to have failed to comply with this section, or to be inconsistent with a provision of the SPPs, by reason only that it is inconsistent with a provision of the SPPs that has not come into effect in relation to the municipal area.</i>	<i>(7) Not applicable.</i>

4.1.1 Section 34 Criteria

Section 34(2) of the Act sets out the criteria to be met by a planning instrument. Table 4.2 provides an assessment of the proposed amendment against the criteria.

Table 4.2. Assessment against S34

Criteria	Assessment
<i>(a) contains all the provisions that the SPPs specify must be contained in an LPS</i>	The proposed amendment accords with the structure and contents of the LPS.
<i>(b) is in accordance with section 32</i>	As the amendment includes a Specific Area Plan, it is considered to be within Section 32(3). As such, under Section 32(4) the use or development must meet the requirements of 4(a) or 4(b). The amendment is providing use and development that is a significant social benefit to the municipal area under 4(a). The development of a regional-level park on the site is a significant social benefit as is the provision of affordable housing models. The development of 141 affordable freehold houses will have a significant social benefit to the municipality. Whilst the construction of dwellings will have an economic benefit, this is not likely to be of municipal significance. Accordingly, 4(a) is met in our view. Under 4(b) the site has the spatial qualities of being located on the corner of two collector roads, level, free of natural values and hazards, and located in a suitable geographical area relative to other regional parks in the municipality. The site is also adjacent to the UGB meaning there is scope to rezone the balance of the property as residential which further supports the development of the regional park. As such the site achieves the spatial quality requirements under 4(b). The use of the SAP is necessary to ensure that development meets delivers the regional park in the appropriate way and that local business/housing is located to reinforce the space of the park. The road structure is also unique and requires governing through the SAP in terms of layout and structure. This would not be achieved with a general rezoning of the site.
<i>(c) furthers the objectives set out in Schedule 1</i>	The proposed amendments meet with the objectives in Schedule 1 as discussed above.



<i>(d) is consistent with each State policy</i>	This is addressed in Section 5 which demonstrates that the proposed rezoning is in accordance with the state policy.
<i>(da) satisfies the relevant criteria in relation to the TPPs</i>	At present, there are no adopted TPPs.
<i>(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates</i>	This is addressed in Section 3.4 which demonstrates that the proposal is consistent with Southern Regional Land Use Strategy 2010 - 2035.
<i>(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates</i>	There is no strategic plan prepared under section 66 of the Local Government Act 1993 that applies to this site.
<i>(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates</i>	The site is not adjacent to another LPS.
<i>(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.</i>	The proposed amendment relates to land outside of the declared pipeline corridor, and as such will not impact the safety requirements of the Act.
<i>(a) contains all the provisions that the SPPs specify must be contained in an LPS</i>	The proposed amendment accords with the structure and contents of the LPS.

Objectives of LUPAA

Schedule 1 of LUPAA outlines the objectives of the Resource Management and Planning System of Tasmania, as well as the Objectives of the Planning Process established by that Act. Section 5 requires that the objectives of the Act are to be furthered in any decision making under that Act. Table 4.3 provides an assessment of the proposed amendment against the objectives of the RMPS, and the planning process established by the Act.

Table 4.3. Assessment against objectives of RMPS and planning process.

Part 1	Amendment Response
<i>(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and</i>	The site adjacent to two collector roads, is adjacent to existing residential areas on two sides and free of significant ecological values. There are few natural hazards on the site and the site is of suitable grade for urban development. As such, the amendment will have minimal impact with regard to ecological processes and genetic diversity and accordingly, the amendment is considered to further Objective (a) of Part 1.



(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and	The proposed amendment will provide for urban use of land and development in a location that: • Adjoins existing urban land • Is capable of being fully serviced with the reticulated water and sewerage supply • Capable of capturing stormwater and dealing with wastewater onsite Any future development will be required to comply with the existing provisions of the Planning Scheme applicable to the site and will be controlled by provisions in the relevant zones and codes. Accordingly, the amendment is considered to further Objective (b) of Part 1.
(c) to encourage public involvement in resource management and planning; and	A public notification period will be conducted in accordance with the requirements of the <i>Land Use Planning and Approvals Act 1993</i>. Accordingly, the amendment is considered to further Objective (c) of Part 1.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) ; and	The proposed amendment will allow urban use and development that utilises the land efficiently, that is capable of being fully connected to reticulated services and roads and promotes economic growth and the delivery of urban uses and housing on suitable sites. Accordingly, the amendment is considered to further Objective (d) of Part 1.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.	The proposed amendment process is demonstrative of the sharing of responsibility for planning. Accordingly, the amendment is considered to further Objective (e) of Part 1.

Table 4.4. Schedule 1, Part 2 Objectives of LUPAA.

Part 2	Amendment Response
(a) to require sound strategic planning and coordinated action by State and local government; and	The proposed amendment is consistent with the Southern Tasmania Regional Land Use Strategy. Accordingly, the amendment is considered to further Objective (a) of Part 2.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for	The proposed amendment contributes to an established planning scheme that sets controls for use and development. Accordingly, the amendment is considered to further Objective (b) of Part 2.

<i>the use, development and protection of land; and</i>	
<i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and</i>	The effects on the environment are considered through a Natural Values Assessment and the Engineering Services Report with respect to flooding. The NVA concluded there are no intact native vegetation communities, threatened flora or fauna species or habitat at the site. Flood impacts will be controlled through on-site detention and water quality treatment. Accordingly, the amendment is considered to further Objective (c) of Part 2.
<i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and</i>	The proposed amendment is consistent with state, regional and municipal policy as outlined in this report. The proposed amendment does not affect the attainment of this objective. Accordingly, the amendment is considered to further Objective (d) of Part 2.
<i>(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and</i>	The proposed amendment allows a streamlined pathway for affordable housing options which is consistent with this clause. Accordingly, the amendment is considered to further Objective (e) of Part 2.
<i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and</i>	The proposed amendment will directly provide a pleasant, efficient, and safe environment for living providing land for residential uses adjacent to existing residential areas Accordingly, the amendment is considered to further Objective (f) of Part 2.
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or</i>	The proposed amendment will have no impact upon listed or identified places of value. Accordingly, the amendment is considered to further Objective (g) of Part 2.

<i>historical interest, or otherwise of special cultural value; and</i>	
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and</i>	The proposed amendment will allow for residential dwellings and supporting non-residential uses without adversely impacting on public infrastructure, assets, or utilities as the site makes the best use of land that is likely to be capable of being fully serviced and with existing road access. There will be some upgrading required of existing services and this has been discussed with Taswater. Accordingly, the amendment is considered to further Objective (h) of Part 2.
<i>(i) to provide a planning framework which fully considers land capability.</i>	The proposed amendment does not affect the attainment of this objective. Accordingly, the amendment is considered to further Objective (i) of Part 2.

4.1.2 Ministerial Guideline No.1

Local Provisions Schedule (LPS): Zone and Code Application

Ministerial Guideline No.1, issued under section 8A of LUPAA, provides a reference guide for the application of all zones and codes for the preparation of LPS and amendment to LPS.

Table 4. to Table 4.5 provides an assessment of the site against the Zone application guidelines.

Table 4.5. Consideration of the Zone application guidelines General Residential

Criteria	Assessment
<i>GRZ 1 - The General Residential Zone should be applied to the main urban residential areas within each municipal area which:</i> <i>(a) are not targeted for higher densities (see Inner Residential Zone); and</i> <i>(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system</i>	The site is only partly used for higher density and the Inner Residential zone will not facilitate the housing types proposed. Considering the location of the site and surrounding land uses it is considered General Residential is an appropriate zone. The site is capable of being connected to a reticulated water supply service and a reticulated sewerage system through existing mains in the immediate area.
<i>GRZ 2 - The General Residential Zone may be applied to green-field, brown-field or grey-field areas that have been identified for future urban residential use and development if:</i> <i>(a) within the General Residential Zone in an interim planning scheme;</i>	The site is in effect a greenfield site and is considered in the Regional Land Use Strategy by virtue of the SRD 2.12 provision. A detailed analysis of both the RLUS and the current demand/supply of residential land is included in this report. The site is capable of being connected to a reticulated water supply service and a reticulated sewerage system through existing mains in the immediate area.



(b) within an equivalent zone under a section 29 planning scheme; or (c) justified in accordance with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; and (d) is currently connected, or the intention is for the future lots to be connected, to a reticulated water supply service and a reticulated sewerage system, <i>Note: The Future Urban Zone may be used for future urban land for residential use and development where the intention is to prepare detailed structure/precinct plans to guide future development</i>	
GRZ 3 - The General Residential Zone should not be applied to land that is highly constrained by hazards, natural values (i.e. threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.	The land has bushfire and flood hazards which will be managed through development of the site and regulated by the existing overlays on the site. There are no significant vegetation communities on the site.

Table 4.6. Consideration of the Zone application guidelines Local Business

Criteria	Assessment
LBZ 1 The Local Business Zone should be applied to land within urban settlements which provides, or is intended to provide, for the business, commercial and community functions within: (a) local shopping strips; or (b) town centres for some smaller settlements. LBZ 2 The Local Business Zone may be applied to: (a) Local Centres and the lower order Minor or Neighbourhood Centres in the Activity Centre Network under the Southern Tasmania Regional Land Use Strategy;	The masterplan envisages an area for local shops adjacent to the regional park. These shops would service residents on the site, the suburb more broadly and visitors to the regional park. The nearest local business is between Cambridge Road and the Tasman highway and at the other end of Pass Road. The former does not include specialty shops, but is a mix of a hotel, residential dwellings, storage facilities and caravan parks. The nearest locations for food services/supermarkets and speciality services are the corner of Rokeby Road and Pass Road some 3.6km away from the site. The zoning is therefore considered a lower-order neighbourhood centre/local shopping strip under LBZ 4, but requires strategic support from Council. The area designated for Local Business is 1,480sqm - this is similar to a number of other Local Shops in the area such as Sunshine Shops and former Caltex Services Station (1,695sqm), Howrah Shops and unused rear car park (1,900sqm), Dampier Street Warrane Shops (2,010sqm) and the area set aside on Dolina Drive Rokeby (1,400sqm). The

(b) <i>Local or Minor Centres and the Neighbourhood or Rural Town Centres in the Regional Activity Centre Hierarchy under the Regional Land Use Strategy of Northern Tasmania; and</i> (c) <i>the main retail and business areas of Local Service Centres and Localities in the activity centres description in the Cradle Coast Regional Land Use Strategy.</i> <i>LBZ 3 The Local Business Zone may be used for groups of local shops and businesses in existing residential areas where there is a strategic intention to maintain such uses, and the provisions of the surrounding residential zone are not appropriate.</i> <i>LBZ 4 The Local Business Zone should not be used for individual, isolated local shops or businesses within residential areas, unless:</i> <i>(a) they are a use, or are of a scale, that is more appropriate for the Local Business Zone and there is an intention to maintain the use; or</i> <i>(b) there is a strategic intention to expand the existing retail or business area in this locality consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council.</i>	proposal will generate approximately 112 dwellings and there are residential 54 lots and 5 multiple dwelling lots within 400m of the site (essentially east of Nilpena Street) with no alternative local shop.
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Table 4.7. Consideration of the Zone application guidelines Open Space Zone

Criteria	Assessment
<i>SZ 1 The Open Space Zone should be applied to land that provides, or is intended to provide, for the open space needs of the community, including land identified for:</i> <i>(a) passive recreational opportunities; or</i> <i>(b) natural or landscape amenity within an urban setting</i>	The proposed open space will be a regional-level park within Clarence's overall park hierarchy.
<i>SZ 2 The Open Space Zone may be applied to land seaward of the high water mark where it includes</i>	The land is not seaward of the highwater mark.

existing, or is intended for, passive recreation opportunities	
<i>SZ 3 The Open Space Zone should generally only be applied to public land, but may be applied to privately owned land if it has been strategically identified for open space purposes.</i>	The Public Open Space zone (including the stormwater detention area) will be public land.
<i>The Open Space Zone should not be applied to land:</i> <i>(a) with significant natural values (see Environmental Management Zone); or</i> <i>(b) with, or intended for, formal recreational facilities, such as sporting grounds, golf courses, racecourses or major sporting facilities (see Recreation Zone).</i>	The area of the site proposed to be zoned Open Space does not contain significant natural values nor is it intended for formal recreational facilities.

5. State Policies

5.1 Tasmanian State Coastal Policy 1996

As the subject is not located within 1 kilometre of the high-water mark, it is not subject to the Tasmanian State Coastal Policy 1996.

5.2 Water Quality Management 1997

This area of the Site proposed to be zoned General Residential is likely to be capable of being fully connected to reticulated services from TasWater (Water and Sewer Main), which will ensure water issues are adequately dealt with on-site with minimal off-site impacts. The existing water main transects the site. The sewer main is located along the southern boundary of the site and is likely to be capable of being connected to the subject site with a sewer lateral line.

The proposed Open Space and General Residential Zones protect the values and functions of the waterways corridor, protecting water quality, ecological health, habitat values and water conveyance and supporting the waterway corridor's natural amenities.

Furthermore, the existing provisions within the *Tasmanian Planning Scheme - Clarence* are applicable to the land that will ensure that any future use and development on the land is consistent with this policy.

No new point source discharges are proposed therefore the application is consistent with the State policy for Water Quality Management 1997.

5.3 State Policy on the Protection of Agriculture Land 2009

The site, comprised of three titles, is zoned Rural Living with majority of the site comprised of houses and gardens and the entirety of 472 Cambridge Road being an empty paddock which is dominated by pasture grasses and weeds.

A Natural Values Assessment (NVA) has been undertaken for the site (see Appendix H).



The subject site is classed as “Land unsuited to cropping and with slight to moderate limitations to pastoral use” and is not considered agricultural land for the purposes of the *State Policy on the Protection of Agricultural Land 2009* ('PAL'), nor is Resource Development a permitted use. As such, this policy is not considered applicable to the proposed amendment.

5.4 Natural Environment Protection Measures (NEPM)

The *Commonwealth National Environment Protection Council Act 1994* allows the National Environment Protection Council to make National Environment Protection Measures (NEPMs). The NEPM are taken to be State Policies in Tasmania, NEPMs can be made in relation to a variety of environmental matters including “ambient air quality, ambient marine, estuarine and freshwater quality, the protection of amenity in relation to noise (but only if differences in markets for goods and services), general guidelines for the assessment of site contamination, environmental impacts associated with hazardous wastes, the re-use and recycling of used materials”.

The proposed amendment will not significantly impact any of these identified matters.

6. Regional Land Use Strategy

The Southern Tasmanian Regional Land Use Strategy 2010-2035

The Tasmanian Planning System includes within its framework, regional land use strategies which inform and provide direction for the preparation of Local Provisions Schedules. For the Southern region, the relevant regional land use strategy is the *Southern Tasmanian Regional Land Use Strategy 2010-2035* (STRLUS).

The STRLUS has a number of components relevant to the proposed amendment, including a number of directions within the Strategic Framework (chapter 4). Furthermore, of the fifteen regional policy directives, the regional policy areas of ‘Land Use and Transport Integration’ and ‘Settlement and Residential Development’ are particularly relevant. Each of these areas has been addressed below.

Urban Growth Boundary

While the site is currently outside of the UGB the STRLUS allows for land outside the UGB to be considered for rezoning for urban development.

An assessment against the criteria to be considered in rezoning is detailed below:

Table 6.1 Consideration of the Urban Growth Boundary.

Criteria	Assessment
Shares a boundary with land in the UGB which is zoned for urban development.	The site shares a boundary to the east with land within the UGB zoned and developed as General Residential.
Comprises: i. a lot that is outside the Urban Growth Boundary with an area not more than 2ha; or ii. the residual area of a lot that is partially outside the Urban Growth Boundary, with the area of the lot outside the	The site lies outside of the UGB and has a total area of 5.76 ha. However, considering its location next to the UGB and the fact it does not significantly increase land zoned for urban development as described below; its size is not considered inappropriate for rezoning and inclusion in the UGB.



Urban Growth Boundary not more than 2ha	
Does not constitute a significant increase in land zoned for urban development outside the Urban Growth Boundary in that locality; and	As the site adjoins the UGB it is not considered that it would constitute a significant increase in land zoned for urban development in the locality.
Results in minimal potential for land use conflicts with adjoining land uses.	As the site currently allows for residential uses and lies between land zoned and developed for general residential uses to the west and rural living to the east and south no conflicts with adjoining land uses are anticipated.

Further justification for the proposed amendment is detailed below.

The STRLUS and the Urban Growth Boundary were based upon the ABS data available at the time that the strategy was prepared in 2010. The background report which established the regional profile states that a medium growth scenario was envisaged and that “population growth rate, based on projecting past trends, is expected to decrease over time for most areas”.¹ The strategy was based upon a 2032 population of between 40,001 and 60,000 people for the Clarence local government area. The 2021 census showed the population of Clarence as being 62,396 with a projected increase of +5,875 by 2050 over the medium series.²

In recent years, Greater Hobart has experienced higher than predicted population growth.

Regional Policies

There are two regional policy directives of the STRLUS of particular relevance to the proposal, namely ‘Land Use and Transport Integration’ and ‘Settlement and Residential Development’.

The ‘Land Use and Transport Integration’ policy directive highlights the relative location of different land uses (for example where people live in relationship to places for employment and shopping) as a significant determinant of transport demand, cost and modal choice. It seeks to improve the integration of transport and land use planning to enable the development of urban areas that are efficient, liveable, and environmentally sustainable in the face of a changing climate. This objective is achieved through a broad range of clauses which include:

- a) maintaining and improving existing key public transport corridors to facilitate reliable, frequent public transport services,
- b) improving walking and cycling infrastructure and linkages, particularly for local trips, and

¹ SGS Economics (2011) Southern Tasmanian Regional Land Use Strategy Background Report No.2: The Regional Profile.

² Greater Hobart Committee (2022) 30 Year Greater Hobart Plan: Strategy for Growth and Change.



- c) consolidating residential development in rural areas into key settlements where the daily and weekly needs of residents are met.

There are a number of goals identified in sub-clauses that the proposal would meet in order to further the objectives of the regional policy, namely:

- LUTI 1.1 Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than Urban Satellites or dormitory suburbs.
- LUTI 1.6 Maximising road connections between existing and potential future roads with new roads proposed as part of the design and layout of subdivision.

The 'Settlement and Residential Development' policy directive highlights why the location, form, type, and density of residential development is a significant land use planning issue. The reasons why this issue is significant include:

- a) the economic and environmental sustainability of the overall urban form;
- b) demands upon the transport system;
- c) location, capacity and demand for social and physical infrastructure;
- d) impacts upon the natural environment; and
- e) the capacity to accommodate a growing and ageing population.

The above policy highlights that within Southern Tasmania, a significant proportion of residential development to meet the community's housing needs is located within the Greater Hobart area, which is also the location for over 90% of the region's employment.

Notwithstanding the above, residential growth is primarily managed through an Urban Growth Boundary that sets the physical extent for a 20-year supply of residential land for the metropolitan area as well as including land for other urban purposes (i.e. commercial and industrial development) as well as pockets of open space and recreational land that assist in providing urban amenity.

Including the subject site within the Urban Growth Boundary would unlock further residential land and an open space opportunity as well as making efficient use of infrastructure.

There are a number of goals identified in other sub-clauses that the proposal would meet in order to further the objectives of the regional policy, namely:

- SRD2 Manage residential growth for Greater Hobart on a whole-of-settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability;
 - SRD2.2 Residential growth for Greater Hobart is to occur through 50% infill development and 50% greenfield development.
 - SRD 2.8 Aim for the residential zone in planning schemes to encompass a 10 to 15-year supply of greenfield residential land when calculated on a whole-of-settlement basis for Greater Hobart;
 - SRD2.9 Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population;
 - SRD2.10 Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart;
 - SRD2.11 Increase the supply of affordable housing;
 - SRD2.12 Notwithstanding SRD 2.2 and SRD 2.8, land outside the Urban Growth Boundary shown in Map 10 may be considered for rezoning for urban development.

Further to the relevant components of the STRLUS highlighted above, the way in which the proposal meets the ten strategic directions of the STRLUS is addressed in Section 3.2 which provides a rationale for the development of Greenfield land.



7. Greater Hobart Plan 2022

The Greater Hobart Committee, established through the Greater Hobart Act 2019, collaborated to create a 'whole-of-city' Vision for Greater Hobart to 2050.

The Greater Hobart Plan (GHP) in describing the "Where and how to grow" states:

To deliver our focus on infill development we will require concerted effort and collaboration between governments and industry if future development is to be directed into identified areas with capacity to absorb expected growth. Our analysis of land supply data has identified the following opportunities for future residential development over the next 30 years:

The plan identifies projections for the ability of existing land to yield future dwellings to meet demand as predicted by utilisation of TasPopp17 figures:

- *Low density greenfield housing on existing residentially zoned land - 9,450 additional dwellings.*
- *Medium density infill housing*
 - *within existing inner suburban areas across Greater Hobart - 12,380 additional dwellings.*
 - *within existing business zoned land close to primary and principal business districts - 9,000 additional dwellings.*
 - *on rezoned land to enable residential use (e.g. Hobart Showgrounds) - 3,700 additional dwellings.*
- *Higher density infill housing in appropriate locations.*

In short the GHP finds:

This analysis indicates that the total available land supply within the current Greater Hobart Urban Growth Boundary could potentially cater for over 34 000 additional dwellings, which is more than our anticipated demand of 30 000 dwellings by 2050.

The plan acknowledges that despite the STRLUS' push to deliver more infill and medium density housing, this has not generally been achieved at scale, with the plan acknowledging that previous efforts to enable higher residential densities (such as through the Inner Residential Zone) "*appears to have made little difference in stimulating more housing or any greater diversity of Housing*". The approach of "*simply zoning land as Inner Residential (rather than General Residential) has not been a sufficient incentive in itself to stimulate more infill development*", and that there is a need to more actively encourage or intervene to achieve this form of residential development.

The plan describes the 'missing middle' medium density housing that sits between single dwellings and multi-storey apartments - as the "greatest opportunity to increase the total number of dwellings and to provide increased diversity of housing forms", and associated rezoning and proposed SAP would provide the opportunity for the Council and private landowners to deliver an exemplar development at medium density with the provision of a significant on-site public open space, in a highly accessible location.

Whilst the site is outside of the growth boundary, the land is currently zoned for Rural Living and as such is already identified for residential uses.

In effect the Greater Hobart Plan recognises that whilst "urban consolidation through infill solutions, is the preferred approach for the majority of the future urban growth", that it is "unlikely that infill will meet all of the demand for future housing". In fact, the plan recognises that changes to the Urban Growth Boundary should be strategically identified where areas are appropriate for future growth based on "evidence of need and the application of technical planning analysis".



These locations are identified in the plan to be based on *"strategically target appropriate areas for future growth to ensure residents can obtain the benefits of living closer to where they work, shop and play by reducing travel distances, traffic congestion, public infrastructure costs and personal living costs"*.

In terms of these locational characteristics the current site represents a prime opportunity to deliver these new medium-density housing options within the Greater Hobart area, on sites that are well located, serviced by infrastructure, and at close travel distances to existing service locations and activity centres. As noted previously the site is less than 5km from Rosny Park and less than 10km from the Hobart CBD, on serviceable land, that will also deliver a significant on-site public open space.

The Greater Hobart Plan is acknowledged, and an analysis of the land supply aspects of this plan are discussed in more detail in Section 11 below.

8. Council's Strategic Plan

Part 3A S34(2)(f) (LUPAA) requires that a draft amendment of an LPS must be consistent with a Council's strategic plan.

Clarence City Council Strategic Plan 2021-2031 has a number of policies relating to planning of housing:

- 2.12 Undertaking best practice land use policy development and active participation in regional planning processes.*
- 2.13 Enhancing natural and built amenities to create vibrant, accessible activity centres and community hubs through quality urban design.*
- 2.14 Planning for a diverse range of housing to meet the needs of a wide demographic.*
- 2.15 Ensuring neighbourhoods have pleasant streetscapes and access to recreational spaces and appropriate neighbourhood facilities.*

The proposed rezoning is consistent with STRLUS which is the policy document for the regional planning process. The proposal secures an important recreational/environmental asset for the community. The proposal will provide a continued supply of urban residential housing, suitable for its location. The proposal will facilitate high quality streetscapes and a regional public open space. The proposed rezoning is consistent with STRLUS which is the policy document for the regional planning process.

Clarence Activity Centre Strategy 2013

This study aimed to provide an update to the retail analysis that was carried out to inform planning policy. The data in the report is based on the 2011 census data, which now is quite dated. Notwithstanding this, in terms of food retailing the report recommended *"It is important to note that the long term requirement for food retailing is still considered unlikely to warrant the development of multiple additions Neighbourhood Activity Nodes. Despite this local strip shopping and convenience facilities are still encouraged within growing areas to provide for top up shopping needs"*. Further, in terms of non-food retailing the report recommended *"recommends the majority of non-food retailing be supported within existing higher order centres. This is important should the 'factory outlet' at airport lands be developed."*

The proposal has a small amount (1,284m²) which will accommodate some local shops (both food and non-food) largely servicing the on-site population (approximately 235 people) and visitors to the regional park.



9. Adjoining LPS

Part 3A S34(2)(g) (LUPAA) requires that a draft amendment of an LPS must be, as far as practicable, consistent with and coordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area. As the site is not adjacent to another municipal area, the proposed amendments are considered to not negatively affect adjoining LPSs.

10. Gas Pipeline Act 2000

Part 3A S34(2)(h) (LUPAA) requires that a draft amendment of an LPS must have regard to the safety requirements of the Act. The proposed amendment relates to land outside of the declared pipeline corridor, and as such will not impact the safety requirements of the act.

11. Clarence Local Provisions Schedule

The *Tasmanian Planning Scheme - Clarence Local Provisions Schedule* ('the Planning Scheme') is the relevant planning instrument.

The subject site is located within the Rural Living Zone. It is subject to the is subject to Bushfire-prone Areas, Flood-prone Hazard Areas, Landslip Hazard (Low), Safeguarding Airports and Waterway and Coastal Protection Area overlays.

The 'Planning Scheme Purpose and Objectives' under Part A of the Scheme are addressed in the next subsection of this report.

11.1 Planning Scheme Purpose and Objectives

Planning Scheme Purpose [2.1]

The Tasmanian Planning Scheme - Clarence ('the Planning Scheme') is the relevant planning instrument. The 'Planning Scheme Purpose and Objectives' under Part A of the Scheme are addressed in the next subsection of this report.

The proposed amendment is consistent with the 'Planning Scheme Purpose' as it furthers the objectives of the Planning System and Planning Processes as set out in Parts 1 and 2 of Schedule 1 of the Act and makes provisions for the regulation of use and development.

Zoning

The relevant zoning aspects associated with the proposed rezoning of the subject site from 'Rural Living' to 'General Residential, and 'Rural Living' to 'Local Business' are addressed below.

The purpose of the Rural Living Zone as per clause 11.1 of the Planning Scheme, is stated as follows:

11.1.1 To provide for residential use or development in a rural setting where:

(a) services are limited; or

(b) existing natural and landscape values are to be retained.

11.1.2 To provide for compatible agricultural use and development that does not adversely impact on residential amenity.

11.1.3 To provide for other use or development that does not cause an unreasonable loss of amenity, through noise, scale, intensity, traffic generation and movement, or other off site impacts.

11.1.4 To provide for Visitor Accommodation that is compatible with residential character.



The purpose of the General Residential Zone as per clause 8.1 of the Planning Scheme, is stated as follows:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

In comparing the two Zone Purpose Statements above, the key change in policy direction for the overarching purpose of the land in question can be summarised as follows:

- Currently, the zone's purpose is to provide for residential use and development in a rural setting where services are limited or existing natural and landscape values are to be retained, to ensure that compatible agricultural use and development does not adversely impact on residential amenity.
- Under the proposed rezoning, the zone purpose will be primarily to provide for residential uses and non-residential uses that support the local community and do not cause unreasonable loss of amenity in an urban rather than rural area.
- Under the proposed amendment the land will meet the zone purpose(s) of the General Residential Zone and will remain in keeping with the general character of the area, and adjoining sites. Since the site has existing road access, and reticulated services are within the adjoining land, it is phased in sequence with infrastructure expansion.

The purpose of the Local Business Zone as per clause 14.1 of the Planning Scheme, is stated as follows:

14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.

14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.

14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

In comparing the purpose statements above with those of the Rural Living Zone, the key change in policy direction for the overarching purpose of the land in question can be summarised as follows:

- Currently, the zone's purpose is to provide for residential use and development in a rural setting where services are limited or existing natural and landscape values are to be retained, and to ensure that compatible agricultural use and development does not adversely impact on residential amenity.
- Under the proposed rezoning of a portion of the site to the Local Business Zone, the zone purpose will be to provide for non-residential uses that support the local area, and encourage activity at the pedestrian level.
- Under the proposed amendment, the relationship between the General Residential Zone portion and the Local Business Zone portion will serve to fulfill the relevant purpose statements of each without distorting the activity areas in the locality.



11.2 Code Implications

The Waterway and coastal protection area is to be removed.

Use and development will be subject to assessment against the following codes:

- C2.0 Parking and Sustainable Transport Code;
- C3.0 Road and Railway Assets Code;
- C7.0 Natural Assets Code;
- C9.0 Attenuation Code;
- C12.0 Flood-Prone Areas Hazard Code;
- C13.0 Bushfire-Prone Areas Code;
- C15.0 Landslip Hazard Code; and
- C16.0 Safeguarding of Airports Code.

The application of these Codes will not significantly change with the proposed amendment as no change is proposed to the extent of code overlays, and development is considered to be supportable with respect to the purpose statements of these codes.

It is considered that these codes adequately control development within the Zone.

12. Assessment of the proposed application for Subdivision

The subdivision is to create 4 lots (plus balance) as shown in the plan of subdivision (Appendix C) and summarised in the below table. The balance of land will form the residential and business areas for future subdivision in accordance with the specific lot layout of the Masterplan (Appendix B).

Table 12.1 Proposed Lot types

Type	Number of lots	Area	Zone
Multiple Dwelling Lots	1	911m ²	General Residential
Public Reserve	1	5,000m ²	Open Space
Type B	1	316m ²	General Residential
Balance	1	50,000m ²	General Residential and Local Business

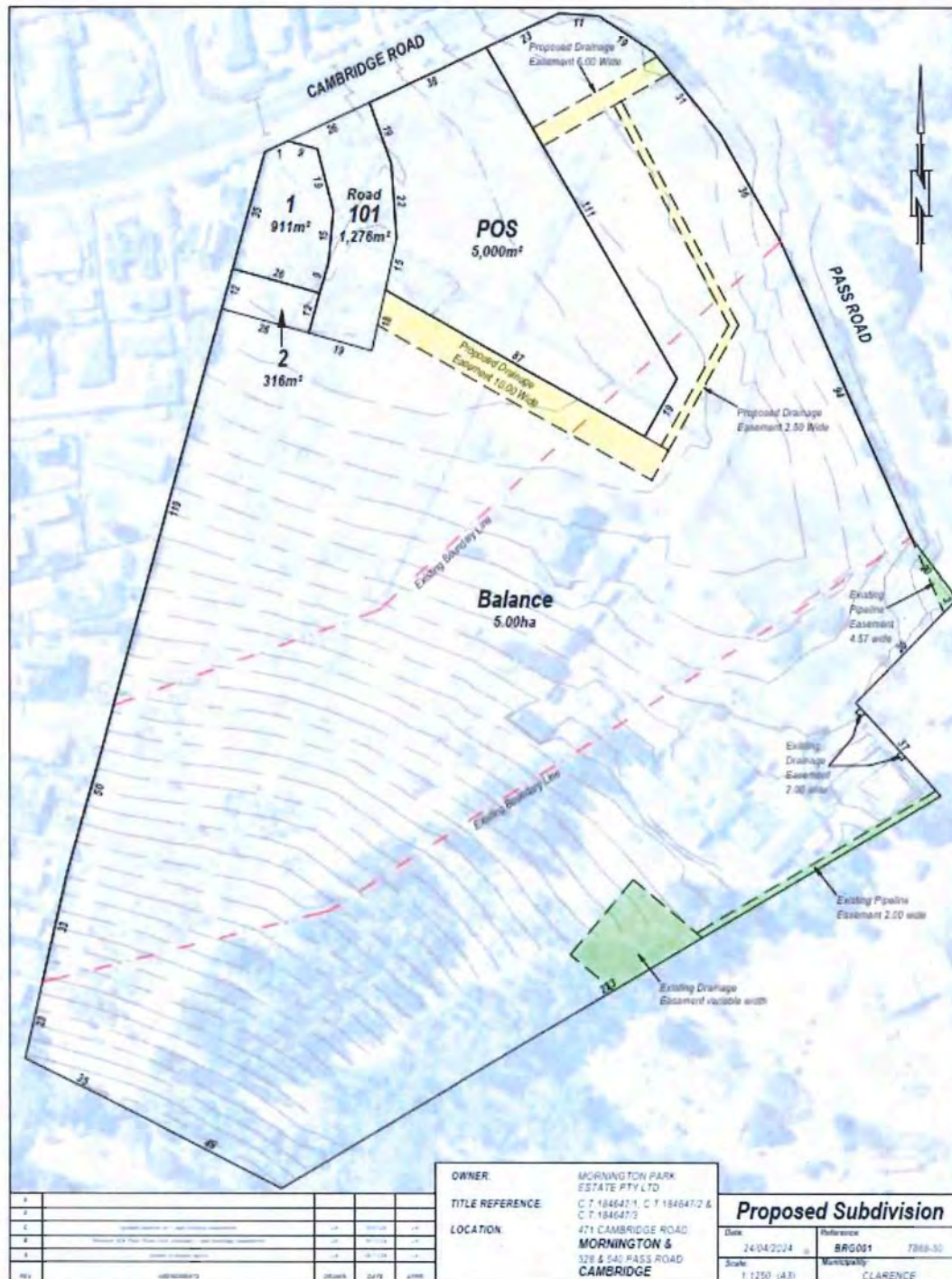


Figure 12.1. Plan of Subdivision

The plan of subdivision is being applied for at the same time as the request to amend the planning scheme, and a request has been made for this application to be considered against the provisions of the SAP as if they applied, as well as the provisions of the underlying zone.

General Provisions

7.10 Development Not Required to be Categorised into a Use Class

The proposal includes the subdivision of the site. Under clause 6.2.6 of the Scheme, subdivision is a type of development that is not required to be categorised into a Use Class.

Clause 7.10 of the Scheme provides that development which is not categorised into a Use Class, and to which clause 6.8.2 applies may be approved at the discretion of the planning authority.

Clause 6.8.2 is relevant in that it provides that the planning authority has discretion under clause 7.10 to refuse or permit a development that is not required to be categorised into a use class if:

- (a) *there are no applicable standards that apply to the development; or*
- (b) *the use or development relies on any Performance Criteria to demonstrate compliance with an applicable standard; and*
- (c) *the development is not Prohibited under any other provision of this planning scheme.*

For the proposal, the subdivision is reliant on C12.7.1, Subdivision within a flood-prone hazard area. Therefore, per (b) of clause 6.8.2, Clause 7.10 is relevant.

Under clause 7.10.2 an application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area. In regard to this, the land filling will not cause an unreasonable loss of amenity for the surrounding areas the will occur only on the subject site.

Under 7.10.3, the matters a planning authority is to have regard to in exercising discretion under clauses 7.10.1 and 7.10.2 are set out as follows:

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

The purpose of the applicable zone;

The applicable zones are the General Residential Zone and the Low Density Residential Zone.

General Residential Zone [8.0]

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

- (a) *primarily serves the local community; and*
- (b) *does not cause an unreasonable loss of amenity through scale intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.*

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The proposed subdivision is the first stage of a residential estate, which will realise a range of dwelling types. By creating residential allotments, the subdivision will fulfill the purpose of the Zone.



Open Space Zone [29.0]

The purpose of the Open Space Zone is:

- 29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity;*
- 29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.*

The subdivision will create a lot which encompasses the Open Space Zone, for the purpose of creating a regional park. The park is to be transferred to Council, and is considered to fulfill the purpose of the zone.

The purpose of any applicable code;

For (b) the applicable codes are the Parking and Sustainable Transport Code, the Road and Railway Assets Code, and the Flood-Prone Areas Hazard Code.

Parking and Sustainable Transport Code [C2.0]

The purpose of the C2.0 Parking and Sustainable Transport Code is

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

Though the Parking and Sustainable Transport Code applies to all use and development, the subdivision does not have a car parking requirement. Driveways for the proposed lots are to be constructed in accordance with Council standards, and the subdivision layout includes roads and ways which preference cycling and walking.

The proposal is considered to fulfill the purpose of the code.

Road and Railway Assets Code [C3.0]

The purpose of the Road and Railway Assets Code is:

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

The subdivision includes provision of a road, which will provide for traffic movements onto Cambridge Road. The Road layout is supported by a Traffic Impact Assessment (Appendix G). It is considered the design of roads, and their inclusion as part of the subdivision application fulfills the purpose of the code.

Attenuation Code [C9.0]

- C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.*
- C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.*



The subdivision is supported by a noise assessment which concludes ordinary dwelling construction methods will provide for sufficient noise reduction for satisfactory internal dBA levels, and so sensitive uses are unlikely to interfere with or constrain the existing activities to the south.

To this end the proposal, by siting dwellings in appropriate locations having regard to attenuating activities is considered to fulfill the purpose of the code.

Flood-Prone Areas Hazard Code [C12.0]

The purpose of the Flood-Prone Areas Hazard Code is:

C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:

- (a) people, property and infrastructure are not exposed to an unacceptable level of risk;*
- (b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and*
- (c) it does not increase the risk from flood to other land or public infrastructure.*

C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

The proposal includes lots which have building areas within a flood prone hazard area. This flood risk however can be ameliorated by the provision of infrastructure, and a concept services report is appended to this report.

The concept services report identifies that flood flow can be managed through the provision of stormwater infrastructure, and it is considered that subject to this infrastructure being in place, the subdivision is of a design which will fulfill the purpose of the zone.

The purpose of any applicable specific area plan;

For (c), the applicable specific area plan is the Mornington Park Specific Area Plan.

Mornington Park Specific Area Plan [CLA-SXX.0]

The purpose of the Mornington Park Specific Area Plan is:

CLA-SXX.1.1 To encourage a cohesive structure to the development of residential land at a density that supports a suburban level activity centre around Mornington Park;

CLA-SXX.1.2 To facilitate the optimum physical layout, combining accessible urban form through a range of residential housing types, reduced street crossovers and traffic, and maximise park side living;

CLA-SXX.1.3 Provide for a regional open space that includes:

- (i) Recreation and social activities, and*
- (ii) Parkland to enhance the residential environment, and.*
- (iii) The management of stormwater systems*

CLA-SXX.1.4 To facilitate an integrated planning framework to guide the development of land in different ownerships.

CLA-SXX.1.5 To provide for a walkable neighbourhood, characterised by pedestrian links to open spaces, and businesses which serve the local community.

The proposed subdivision is consistent with the lot layout of the Masterplan referenced within the Mornington Park Specific Area Plan. The subdivision will create the regional open space references in purpose statement CLA-SXX.1.3, and will provide the first stage of a road network which is set out for the purpose of providing pedestrian links to key social infrastructure within the site.



The proposed subdivision is considered to fulfill the purpose of the Specific Area Plan.

Having regard for the relevant purpose statements of the applicable zones, codes and specific area plan, it is considered that the proposal is supportable for the purposes of assessment under clause 7.10.

General Residential Zone [8.0]

8.2 Use Table

This clause is substituted by the proposed CLA - SXX.5 Use Table

Clause 8.6 Development Standards for Subdivision

8.6.1 Lot Design:

This clause is substituted by the proposed CLA - SXX.8.1 Outline of development plan.

8.6.2 Roads:

This clause is substituted by CLA - SXX.8.2 Outline of development plan.

8.6.3 Services: A1/P1 - Each lot within the General Residential Zone will have access to a full water service compliant with A1.

8.6.3 Services: A2/P2 - Each Lot within the General Residential Zone will have access to a reticulated sewer service compliant with A2.

8.6.3 Services: A3/P3 - Each Lot within the General Residential Zone will have access to the stormwater reticulation compliant with A3.

Open Space Zone [29.0]

29.5.1 Lot Design: A1/P1 - The Public Reserve lot is to be provided for a public use of Council and so complies with A1.

29.5.1 Lot Design: A2/P2 - The Public Reserve lot has a frontage of 15m to Cambridge Road, and 15m to the proposed road shown as lot 100, and so complies with A2

29.5.1 Lot Design: A3/P3 - The Public Reserve lot Includes a vehicle access from the proposed lot 100. A3

Local Business Zone [14.0]

The proposed Lot 2 includes an area which is in the Local Business Zone. As this lot is within two zones, it is necessary to demonstrate compliance with the provisions of the Local Business Zone as well as the General Residential Zone.

14.5.1 Lot design: A1/P1 - Lot 2 includes an area of 2430m² which is zoned Local Business, and which can accommodate an area in accordance with A1(a)(i). The proposed lot therefore complies with A1.

14.5.1 Lot design: A2/P2 - Lot 2 has frontage to a proposed road, and so complies with A2.

14.5.1 Lot design: A3/P3 - Lot 2 has a vehicle access way of a design which meets the requirements of the road authority. A3

14.5.2 Services: A1/P1 - Lot 2 will have access to a full water service compliant with A1.

14.5.2 Services: A2/P2 - Lot 2 will have access to a reticulated sewer service compliant with A2.

14.5.2 Services: A3/P3 - Lot 2 will have access to the stormwater reticulation in accordance with A3.



Parking and Sustainable Transport Code [C2.0];

C2.5 Use Standards

Though the Parking and Sustainable Transport Code applies to all use and development, as subdivision is a development not required to be categorised into a use class, there are no use standards applicable.

With respect to the development standards the following standards are considered applicable:

C2.6.1 Construction of Parking Areas: A1/P1 - Vehicle access ways for each lot are to be constructed with concrete, and drained to the public stormwater system in accordance with the Acceptable Solution.

C2.6.3 Number of accesses for vehicles: A1/P1 - The proposal is for a single vehicle access to be provided per lot in accordance with A1.

Road and Railway Assets Code [C3.0];

C3.5 Use Standards

As subdivision is a development not required to be categorised into a use class, there are no use standards applicable.

C3.6 Development Standards for Buildings and Works

There are no applicable development standards.

C3.7 Development standards for Subdivision

There are no applicable standards for Subdivision.

Natural Assets Code [C7.0];

Though presently the land is subject to a Waterway Coastal Protection Area, the amendment request includes removal of this overlay and so the code is not considered to apply for the assessment of the subdivision.

Attenuation Code [C9.0];

The site is within the attenuation distance of three EPA controlled facilities, being a waste treatment and composting facility (Morningside Park Waste Depot), water treatment facility (Hydrowater Treatment Facility), and a quarry (Morningside Quarry). The subdivision standards of the code are therefore applicable.

C9.6.1 Lot design A1/P1 - The proposed subdivision includes lots which cannot contain building areas entirely outside of the attenuation area. The proposal is therefore reliant on the performance criteria.

In demonstrating compliance with the performance criteria, the potential for sensitive uses to be impacted by the attenuating activities has been examined by a suitably qualified person through a noise assessment (See Appendix N). this noise assessment concludes that subject to ordinary dwelling construction, acceptable noise levels can be achieved and so it is unlikely that a sensitive use will interfere with or constraint the activities assessed.

The proposal is considered to comply.



Flood-Prone Areas Hazard Code [C12.0];

The site is subject to a Flood-prone hazard area overlay. The subdivision standards of the code are therefore applicable.

C12.7.1 Subdivision within a flood-prone hazard area A1/P1 - The proposed subdivision includes a public open space lot which would ordinarily comply with the Acceptable Solution, however as the multiple dwellings lot (Lot 3) and the single dwelling Type B lot (Lot 4) cannot contain a building area outside of the flood-prone hazard area, the proposal is reliant on the performance criteria.

In demonstrating compliance with the performance criteria, a concept services report which identifies the capture of stormwater to manage overland flow paths, and subsequent flood risk, has been provided (see Appendix F). subject to the adequate provision of stormwater infrastructure as proposed. The flood risk to the proposed lots is mitigated.

The proposal is considered to comply.

Bushfire-Prone Areas Code [C13.0];**C13.6.1 Provision of hazard management areas A1/P1**

The proposal is supported by a Bushfire Hazard Management Report (Attachment E) which demonstrates compliance with A1.

C13.6.2 Public and fire fighting access

The proposal is supported by a Bushfire Hazard Management Report (Attachment E) which demonstrates compliance with A1.

C13.6.3 Provision of water supply for fire fighting purposes A1/P1

The proposal is supported by a Bushfire Hazard Management Report (Attachment E) which demonstrates compliance with A1.

A2 is not applicable as there is a reticulated water supply.

Landslip Hazard Code [C15.0]

The site is subject to a low landslip hazard band. Though the Landslip Hazard Code applies because subdivision is occurring within the landslip hazard area, the proposal is considered exempt as there are no significant works within that area.

Safeguarding of Airports Code [C16.0].

The Safeguarding of Airports Code is an applicable code in that the development is occurring within an Obstacle Limitation Area. Notwithstanding this, as no development is being undertaken higher than the AHD height specified for the site (being 147m AHD), the development is exempt under clause C16.4.1.

Mornington Park Specific Area Plan [CLA-SXX.0]**CLA - SXX.5 Use Table**

The proposal is for subdivision only, which is development not required to be categorised into a use class.

CLA - SXX.6 Use Standards

This sub-clause is not used in this specific area plan.

CLA - SXX.7 Development Standards for Buildings and Works.

There are no applicable development standards for the proposed subdivision under this subclause.

CLA - SXXX.8.1 Outline of development plan A1/P1

The proposed lot layout is consistent with Figure CLA-SXX.1, being the masterplan at Appendix B.

CLA - SXXX.8.1 Outline of development plan A2/P2

Each lot has a vehicle access proposed.

CLA - SXX.8.2 Outline of development plan A1/P1

The proposal includes a short section of road, which is consistent with Figure CLA-SXX.1, being the masterplan at Appendix B.

CLA-SXX.9 Car Parking Requirements A1/P1

This standard is not an applicable standard for the proposed subdivision.

Having regard for the above the proposal is considered to comply with all applicable standards of the relevant zones, codes and specific area plans.

13. Land Supply and Demand

Mornington is part of the Greater Hobart area and therefore the main control over residential growth within the area is the Urban Growth Boundary. The Urban Growth Boundary, which is spatially defined in the *Southern Tasmanian Regional Land Use Strategy 2010-2035* (STRLUS), has been primarily established for the purpose of setting a physical extent for the 20-year supply of residential land in the metropolitan area from 2010 until 2030. Additionally, its purpose is to include land for other urban functions (i.e. commercial and industrial development) as well as pockets of open space and recreational land that assist in providing urban amenity.

The rationale for proposing urban development at the subject site, albeit outside of the Urban Growth Boundary is outlined in 'supply and demand' analysis and is justified by consideration of population trends as detailed below.

Population growth - Greater Hobart

Data collated from the 2016 census estimated Tasmania's resident population at 541,315. By the time of the 2021 Census, this population estimate had increased to 567,909. Of this increase of 26,594 people, 10,000 were based in the four Local Government areas of Greater Hobart.

Using population figures from the ABS, as well as the Estimated Resident Population (ERP) figures, the Department of Treasury and Finance as part of a 5 year cycle produces official population projections for Tasmania, referred to as TasPOPP (refer Appendix P) for TASPOPP24). This most recent projection by the Department anticipates a medium series population of 641,045, by the year 2053, which is an increase of 68,045 people on the 2023 population. A high series population is projected as 714,020, which is an increase of 140,864 for the State.

The Greater Hobart Plan was prepared in 2022, and so undertook an analysis of population projections based on TASPOPP17 figures relative to the 2021 population of the state. These figures informed an anticipated requirement for an additional 30,000 dwellings within Greater Hobart, to accommodate the projected additional 60,000 residents.

Though the TASPOPP17 figures are relatively consistent with predicting high series population growth within Greater Hobart at around 60,000, and so conservatively require an additional



30,000 dwellings; the revised figures redistribute the growth across local government areas, significantly affecting the location of demand.

Table 13.1 Population projections for Greater Hobart

LGA	Population 2021	High series TasPopp17 -Year 2050	Increase on 2021	High Series TasPopp24 - Year 2053	Increase on 2021	Variation between 2050 and 2053 figures
Hobart	56,084	77,173	21,089	67,556	11,472	- 9616
Glenorchy	51,233	65,607	14,374	60,693	9,460	- 4914
Clarence	62,396	75,335	12,939	84,519	22,123	+ 9184
Kingborough	40,815	49,916	9,101	57,617	16,802	+ 7701
Greater Hobart	21,0528	26,8031	57,503	27,0385	59,857	+ 2354

Assumed Population Trends - Clarence

The Greater Hobart Plan identified the projections from TasPopp17, and revised these numbers to an '*assumed population for planning purposes*' forecast. This forecast then informed a dwelling requirement for the year 2050, based on a 2 persons per dwelling rate. Table 13.2 below is relative to Clarence, and shows the various relevant population forecasts, as well as resultant dwelling demand based off those figures.

It is noted that the two TasPopp projections relate to 2050 and 2053 respectively, and so the varied numbers are not a direct comparison where the later includes an additional three years of growth. Nevertheless, the annual dwelling construction rate anticipated by the Greater Hobart Plan would still be dramatically short of supplying the number of dwellings required to house the revised population numbers in Clarence.

Table 13.2 Population forecasts compiled from TasPopp2024 and the Greater Hobart Plan

	TasPopp2017 (High) 2050	TasPopp2024 (High) 2053	Greater Hobart Plan Population Projections (High) 2050	Greater Hobart Plan - additional Population 2050
Population increase from 2021	12,939	22,123	16,606	15,300
Dwellings required from 2021	6,470	11,061	8,303	7,600 (per greater Hobart plan) ³

³ This number of dwellings does not accord to a 2 person to one dwelling split as identified in the Greater Hobart Plan as the model.

Years to complete (at rate of 253 dwellings p.a)	25.5 years	43 years	32 years	30 years
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In terms of required new housing, the revised TasPOPP24 population growth forecasts have significant implications for the anticipated requirements for dwellings in Clarence, and the rate of dwelling construction required to meet that demand within 30 years.

Land Supply - Clarence

Though the Greater Hobart Plans' target of 70/30 infill to greenfield ratio applies across the entire Greater Hobart area. In Clarence, Appendix 1 to the Greater Hobart Plan indicates 6,600 of the 7,600 new dwellings required to house 15,300 people by 2050 will be satisfied by greenfield development (refer to Figure x below).

Though some greenfield development will include multiple dwellings, the highest probability is that greenfield lots will be set aside for single dwellings. To achieve the greenfield dwelling target for Clarence stipulated within the plan, this would require 220 greenfield lots to become available every year in Clarence for the next 30 years.

Should high growth projections provided in TasPopp2024 materialise; a 30% higher population accommodated in Clarence along the lines of the distributions shown in Figure 16 would mean 286 greenfield lots are required every year to house the projected population.

CLARENCE			
12#	Rosny Park CBD surrounds including Warrane, Rosny, Bellerive etc. (infill)	1,150	650
13	Tranmere Rokeby peninsula – including Droughty Point (greenfield)	6,100	3,000
14	Risdon Vale area – particularly both sides of Sugarloaf Road (greenfield)	900	450
15	Glebe Hill, Rokeby and Oakdowns area (greenfield)	1,300	650
16	Paranville east of Pass Road (greenfield)	2,550	1,250
17	Clarendon Vale – north & east extensions (greenfield)	1,850	900
18	Lindisfarne and Geilston Bay fringe development (greenfield)	750	350
19	Scattered infill in Lindisfarne area (infill)	300	150
20	Scattered infill in Howrah and Shoreline area (infill)	400	200
TOTAL CLARENCE (Metro)		15,300	7,600

Figure 13.1: Appendix 1 of the Greater Hobart Plan Expected Urban Growth - distribution of additional population and dwellings by 2050 - Clarence

Current Mornington Land Supply

An analysis of land supply in Mornington provided at Appendix O shows that the theoretical lot yield for General Residential and Low Density Residential vacant or underutilised sites is marginally lower than a yield conducive to 10 dwellings per hectare; which would be consistent with the current residential density within the General Residential Zone areas of Mornington.

Analysis of lots greater than 1350m², which would have a numerical potential for an additional 2 lots within the area, shows that further yield to contribute to additional land supply is relatively low. Importantly, the area chosen encompasses a logical block bound by the Tasman Highway to the North, Pass Road to the east, Knopwood Hill to the south and Cambridge Road to the west. This area is somewhat larger the locality boundary and includes a small section of Warrane.

Review of the existing conditions of Mornington as well as the likely yield of vacant or



underutilised lots renders the likelihood of densities closer to 25 dwellings per hectare or 1 dwelling per 325m² (accounting for roads) across Mornington as improbable.

The total theoretical lot yield of the identified vacant and underutilised land in the Mornington area is 99 additional lots, not including the subject site (see Figure 13.2 and Appendix O). This number also does not consider the unlikely nature of the subdivision of the Lillian Martin Home at 281 Cambridge Road, Mornington, which accounts for 44 of the 99 theoretical lots.

This figure is lower than what would be required to provide additional dwellings within Mornington for balanced residential infill to achieve dwelling targets of 25 per hectare. Considering the under-projection of the population of Clarence on review of the TasPopp2024 population distribution across Greater Hobart, even if the Greater Hobart Plan dwelling targets were realised, these numbers would not satisfy demand.

Therefore, as the Greater Hobart Plan both under-projects the population of Clarence by year 2053, and over predicts the ability of existing underutilised and vacant land to supply dwellings; without additional supply of land, the dwellings required for the population of Clarence will be unlikely to be delivered where it is needed, and so the strategies outlined within the Greater Hobart Plan will not achieve this principal objective.



Figure 13.2: extract of Mornington Land Supply Assessment (Appendix O), denoting total theoretical lot yield for vacant and underutilised land.

Role of the Site in Local Demand.

The proposed Specific Area Plan will afford a yield of 54 lots and 5 multiple dwelling lots, which can supply a total of approximately 112 dwellings. This figure equates to an addition of 17% beyond the dwellings required for the Rosny Park Surrounds area, identified within the Greater Hobart Plan as being infill.

Appreciating the low likelihood of the Mornington area to contribute many more dwellings akin to 25 per hectare as infill, and accepting revised population growth figures from TasPopp2024 project an additional 9184 persons; the 87/13 greenfield/infill split anticipated by the Greater Hobart Plan for Clarence would require an additional 4308 greenfield dwellings and 597 infill dwellings by 2053. The percentage of the proposed maximum 112 dwellings at the site would therefore equate to 1% of the total additional dwellings required across Clarence to house the projected population.

14. Impact Assessment

14.1 Context & Setting

The development of the site to urban densities is considered within the context of the surrounds to be appropriate, acting as a bookend to the locality of Mornington, though demarcated by the physical features of Cambridge and Pass Road. The proposed amendment will extend current residential uses in an area capable of being serviced by reticulated infrastructure. A

A Master Plan has been prepared (see Appendix B) along with a Landscape Plan (see Appendix E).

14.2 Servicing

The subject site comprises land that is capable of being fully serviced, including water and sewer connections, having regard to the proximity of services within the existing UGB.

The site is affected by overland flow paths which cross the site and need to be engineered to assist with existing downstream flooding.

Any future stormwater connections and systems on the site would be regulated in accordance with the Planning Scheme zone provisions and will enable stormwater to be disposed of by gravity to public stormwater infrastructure.

A Concept Services report has been provided (see Appendix F).

14.3 Traffic and Transport Networks

The proposed rezoning of land will have no significant impacts on the State road or rail networks, and will lead to the strategic and orderly planning of the area, which meets the traffic requirements; and any proposed development will be required to comply with the applicable requirements of the planning scheme's:

- Parking and Sustainable Transport Code; and
- Road and Railway Assets Code.

A Traffic Impact Assessment has been provided (see Appendix G).

14.4 Natural Environment

An assessment shows that no intact native vegetation communities, threatened flora or fauna species or habitat were recorded at the site, and that the site contains highly modified land dominated by exotic species including a range declared and environmental weeds. The assessment states that the upper catchment of Kangaroo Bay Rivulet occurs on the lot, however the creek line is degraded and contains no intact native vegetation.

Development of the land can include the rehabilitation of the waterway and lead to an improvement in the environmental values of the site.

The following general recommendations were provided regarding any future development:

- Rezoning of the site should maintain the waterway and coastal protection area (WCPA) overlay over Kangaroo Bay Rivulet.
- Building works should be excluded within the waterway and coastal protection area.
- Future development or subdivision the site should include measures to control all declared and environmental weeds on the site and allow for the rehabilitation of the creek line.



Future rezoning and development of the land is deemed to not impact any natural values. Further, it is proposed to remove the Priority vegetation overlay from the site based on the recommendations of the Natural Values Report (see Appendix H).

14.4 Natural Hazards

The site is currently impacted by the Bushfire-Prone area overlay, Priority vegetation area overlay and the waterway and coastal protection area overlay.

A Bushfire Hazard Management Plan (See Appendix D) has been prepared which identifies the bushfire threat for the subdivision of the site. Subsequent subdivision in accordance with the Masterplan will require additional plans to be submitted.

Generally, the grass will need to be managed through the staging of the subdivision in accordance with a bushfire plan. The main area of threat is the wooded areas to the northeast and southeast of the site (520 Pass Road). These areas are managed already, but this may need to be formalised as part of a bushfire management plan. The primary threat from Tunnel Hill is ameliorated by the site's internal access road on that side parallel with Pass Road and Pass Road itself.

A Concept Services Report has been prepared which provides that the proposed servicing of the site will mitigate flood risk (refer to Appendix F).

There is also potential landslip areas on the site, but these have been investigated and found to be acceptable for residential development. A Geotechnical Report has been provided (see Appendix I).

There is some noise generation potential from the Green Waste Composting Facility and Hydrowater Treatment Facility at the Mornington Park Waste Depot. A Noise Assessment has been undertaken (refer to Appendix N) and concludes *"residential/ sensitive use on the three existing lots at 471 Cambridge Road, and 528 and 540 Pass Road, Mornington is unlikely to interfere with or constrain the existing activities to the south of site, and thus the proposed rezoning to General Residential is deemed acceptable"*.

14.5 Heritage

The site is not listed on the Tasmanian Heritage Register or under the Planning Scheme for historic heritage values.

The Aboriginal Heritage Search records (see Appendix J) demonstrate that there are no identified registered Aboriginal relics, or apparent risk of impacting registered Aboriginal relics.

The absence of records on the Aboriginal Heritage Register for the nominated area of land does not necessarily mean that the area is devoid of Aboriginal relics as such during works should an 'unexpected discovery' occur works will cease immediately and Aboriginal Heritage Tasmania will be contacted for advice.

15. Conclusion

Section 37 of the *Land Use Planning and Assessment Act 1993* allows for a request to be made to a planning authority to amend a planning scheme administered by it. Section 40T provides an application for permit may be made, and considered at the same time.

With respect to the amendment, the proposal will rely on provision SRD2.12 of the regional land use strategy which enables rezoning outside the Urban Growth Boundary under certain circumstances.



The proposal is for an urban typology that has been successful in other states, whereby housing is higher density and serviced by rear access lanes allowing low trafficked/low parking streets. The proposal has also maximised dwellings overlooking the central park (open space) which will also act as a regional park location for Council.

The proposed scheme amendment involves re-zoning of the site (CT 184647/1, CT 184647/2, & CT 184647/3) from Rural Living 'B' to General Residential, Local Business, and Open Space with a Specific Area Plan (SAP) applied to the site that will facilitate the creation of a community open space, medium density residential development and local services development.

It is proposed to remove the Waterway and Coastal Protection Area overlay based on the findings of a Natural Values Report.

The site is affected by overland flow paths which cross the site and need to be engineered to assist with existing downstream flooding.

Key development controls of the Planning Scheme to control any future use and development include:

- Development standards for residential buildings and works;
- Development standards for non-dwelling buildings and works; and
- Development standards for subdivision.

In addition to considerations related to the Planning Scheme, the proposed rezoning of the subject site has also been analysed against relevant objectives of the *Land Use Planning and Approvals Act 1993*, and *Southern Tasmania Regional Land Use Strategy 2010-2035*, as well as general planning matters.

The proposed scheme amendment is in accordance with all statutory requirements, including Ministerial Guideline No.1 in terms of Zone Purpose and Zone Application Guidelines as such the proposed amendment is recommended for approval by relevant delegates of Clarence Council.





APPENDIX A

Title Information

APPENDIX B

Site Masterplan

APPENDIX C

Plan of Subdivision

APPENDIX D

Bushfire Hazard Management Report

APPENDIX E

Landscape Plan

APPENDIX F

Concept Services Report

APPENDIX G

Traffic Impact Assessment



**SUBDIVISION, 471
CAMBRIDGE ROAD,
MORNINGTON**

**TRAFFIC
IMPACT
ASSESSMENT**

Hubble Traffic

November 2024 Updated

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Version	Date	Reason for Issue
Draft	August 2023	Draft issued for client feedback
Final	August 2023	Final issued
Updated	January 2024	Removal of Pass Rd connection, traffic assessment of future Pass Rd junction
Updated	November 2024	Updated subdivision layout

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1. Introduction

JMG Engineers & Planners have engaged Hubble Traffic on behalf of the developers, to prepare an independent Traffic Impact Assessment, to consider the traffic impacts from the provision of a 60 lot residential subdivision at 471 Cambridge Road, Mornington and, 528 and 540 Pass Road, Cambridge.

This assessment has considered the amount of traffic this subdivision is likely to generate and how the additional traffic movements will enter and leave the development site, via a new junction at Cambridge Road.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

- Tasmanian Planning Scheme (Clarence City Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- LIST – Land Information System Tasmania

2. Site Description

The three parcels of land at 471 Cambridge Road, Mornington and, 528 and 540 Pass Road, Cambridge, will be combined into one parcel of land to form the development site. The land at Cambridge Road is undeveloped, and the existing buildings on the parcels of land at Pass Road will be demolished as part of the development. The parcels of land are situated on the southwest corner of the junction of Cambridge Road and Pass Road.

Along the western boundary and northern side separated by Cambridge Road, are established general residential dwellings. On the southern boundary there are rural residential properties, with the RSPCA Animal Centre occupying the land on the eastern side separated by Pass Road.

According to the LIST (Land Information Database) the parcels of land (development site) are zoned as rural living, and the developer has advised an application will be submitted to rezone the land to general residential. All parcels of land have an existing vehicular access to either Cambridge Road or Pass Road, which will be relocated to form the new junctions.

Diagram 2.0 – Extract from LIST Land Information Database



3. Development proposal

The development site will be general residential and contain 54 residential lots, plus five multiple unit lots that are likely to contain 58 units and one lot to contain six rooftop units located above commercial shops. In total the development site is expected to accommodate 118 residential dwellings/units, with a portion of these dwellings to be townhouses operating with a rear access lane.

The residential lots have been broken down into the following:

- 12 x 450 square metre lots which are suitable for single residential dwellings only, due to the natural topography of the land within this section,
- 17 x Type B lots which are suitable for single residential dwellings only,
- 25 x Type A lots which are suitable for single residential dwellings only,
- Two multiple unit lots to operate with a rear access lane consisting of small and medium townhouses,
- Three multiple unit lots; and
- Six two-bedroom rooftop units above commercial shops.

The residential development will be supported with a large open recreational area, with one future road connection to the adjacent property to the south. Two pedestrian links will be provided, with two lots reserved to form one link between roads 4 and 5, with one larger lot reserved at the cul-de-sac of road 1.

A 2,430 square metre lot is allocated for future commercial development, predicting traffic generation from this commercial lot is difficult without knowing the use, for the purpose of this traffic assessment this commercial lot has not been included, as a separate traffic impact assessment will be required to evaluate the traffic impact. On top of this future commercial building, residential units are expected to be built, at this stage the type and number is unknown, this assessment will assume there will be six two-bedroom units, for the purpose of estimating traffic movements.

The development site will be connected to the surrounding local road network, via a two-way junction onto Cambridge Road. A future road corridor to Pass Road will be preserved for a future two-way road connection, which is not required until the land south of the development site is developed.

Diagram 3.0 – Development proposal



4. Trip generation by this development

A trip in this report is defined as a one-way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing. This Guide contains trip generation based on the type of dwelling, the number of bedrooms, with the following trip generation rates used for the three different types of residential dwelling:

Low density residential dwellings in regional areas (RTA update 4a - August 2013):

- Daily vehicle trips of 7.4 per dwelling and
- Weekday peak trips of 0.78 per dwelling

Medium density residential units, smaller units (up to two bedrooms):

- Daily vehicle trips of 5 per unit
- Weekday peak trips of 0.5 per unit

Large units or townhouses (three or more bedrooms):

- Daily vehicle trips of 6.5 per unit
- Weekday peak trips of 0.65 per unit

From the RTA Guide the 118 residential dwellings/units are estimated to generate 807 daily trips during a normal weekday, with 83 of these trips expected to occur during the morning and evening peak hour periods.

Table 4.0 – Predicted number of trips to be generated from the development

Dwelling Type	RTA Generation rate	Number of dwellings	Daily trips	Peak trips
Three-bedroom Townhouses	6.5 per day 0.65 per peak	58	377	38
Standalone dwelling	7.4 per day 0.78 per peak	54	400	42
Roof top two-bedroom units above commercial building	5 per day 0.5 per peak	6	30	3
Total		118	807	83

This trip assessment predicts a worst case scenario, with every townhouse considered to be a three bedroom townhouse. The smaller lots are designed for social housing, or small units, it is common for these types of properties to operate a single vehicle, so the actual trip generation is expected to be lower.

5. Existing traffic Conditions

Pass Road and Cambridge Road are managed by the Clarence City Council and within the surrounding road network both roads would operate as collector roads, connecting traffic flow between South Arm and Tasman Highways, which are part of the State Road Network.

5.1 Cambridge Road characteristics

Cambridge Road runs in a west to east direction, and the section west of Pass Road is constructed to a typical urban road standard, with sealed carriageway, concrete kerb and channel, formed footpath along the northern side, and street lighting. This urban road standard is consistent for the general residential development operating along the road.

Adjacent to the development site, the road has one traffic lane operating in each direction (3.2 metres wide) delineated by a separation centreline and edge lines. The space between the edge line is 1.6 metres wide and appears to be a protected space for cyclists, however there are no markings or signs to signify bicycle use along the southern lane, while there is a faded bicycle symbol at the start of the northern lane.

Site inspections found vehicles parking off-road, with vehicle parking along the road verge adjacent to the development site.

The road alignment west of Pass Road is reasonably straight on a gentle vertical rise towards Pass Road. There are posted 60 km/h speed limits signs operating along the road.

East of Pass Road, Cambridge Road continues for several kilometres, with roadside development either rural residential or undeveloped. The road standard changes to a rural road, with six metre wide sealed pavement. Traffic generated from this development is not expected to increase the traffic flows on this section of Cambridge Road and therefore has not been assessed.

Photograph 5.1 – Typical Cambridge Road standard



5.2 Pass Road characteristics

Pass Road has a rural road standard which is appropriate for the rural residential roadside development. The road has one traffic lane operating in each direction, six metre wide sealed pavement, gravel shoulders, painted centreline, and guideposts to provide delineation of alignment

Adjacent to the development site the road alignment is reasonably straight, while south of the existing access to 540 Pass Road there is a slight vertical crest. The severity of the vertical crest is moderate, as an approaching vehicle does not completely disappear, with the top half of the vehicle always visible.

Vehicular speeds pass the development site are moderated by 60 km/h speed limit signs.

Photograph 5.2 – Typical Pass Road standard



5.3 Junction of Cambridge and Pass Roads

The development site is bounded by Cambridge and Pass Roads, and it would be appropriate to consider the junction of these two roads. Pass Road intersects Cambridge Road at ninety degrees forming a standard T-junction, and the T-junction rule is reinforced with a give way sign and painted holding line.

The junction has an asphalt surface that is in good condition, with a traffic island within Pass Road separating the traffic lanes and moderating the speed of turning vehicles. There is no formal right turn lane on Cambridge Road which is considered appropriate, as most vehicles turn right into Pass Road, and the volume of vehicles traveling through the junction is relatively low.

The vertical grades through the junction are relatively gentle and the road alignment of Cambridge Road through the junction is straight.

Photograph 5.3 – Junction of Pass and Cambridge Roads



5.4 Available sight distance at the junction of Cambridge and Pass Roads

Austrroads Guide to Road Design provides guidance on Safe Intersection Sight Distance (SISD), based on the speed environment, which specifies for a 60 km/h speed environment the recommended SISD is 114 metres. This is based on a driver reaction time of 1.5 seconds, and three seconds observation time, which is appropriate for an urban location.

Available sight distance was measured at the junction, based on the driver being 1.05 metres above the road surface, with approaching vehicles being 1.2 metres high. In both directions the available sight distance exceeds 125 metres, as shown in the following two photographs.

With the available sight distance exceeding 125 metres in both directions, there is sufficient sight distance for vehicles to turn at the junction in a safe and efficient manner, without causing adverse impact to other users.

Photograph 5.4A – Available sight distance to the left



Photograph 5.4B – Available sight distance to the right



5.5 Traffic activity on the surrounding road network

To evaluate the traffic impact from the development, it is important to understand the current traffic flow on Cambridge and Pass Roads. A recent manual traffic survey was undertaken at the junction during the two peak periods. From the survey data, peak hour for both the morning and evening periods has been extracted, with the peak hour flows shown in the diagrams below.

Diagram 5.5A – Morning peak hour traffic movements

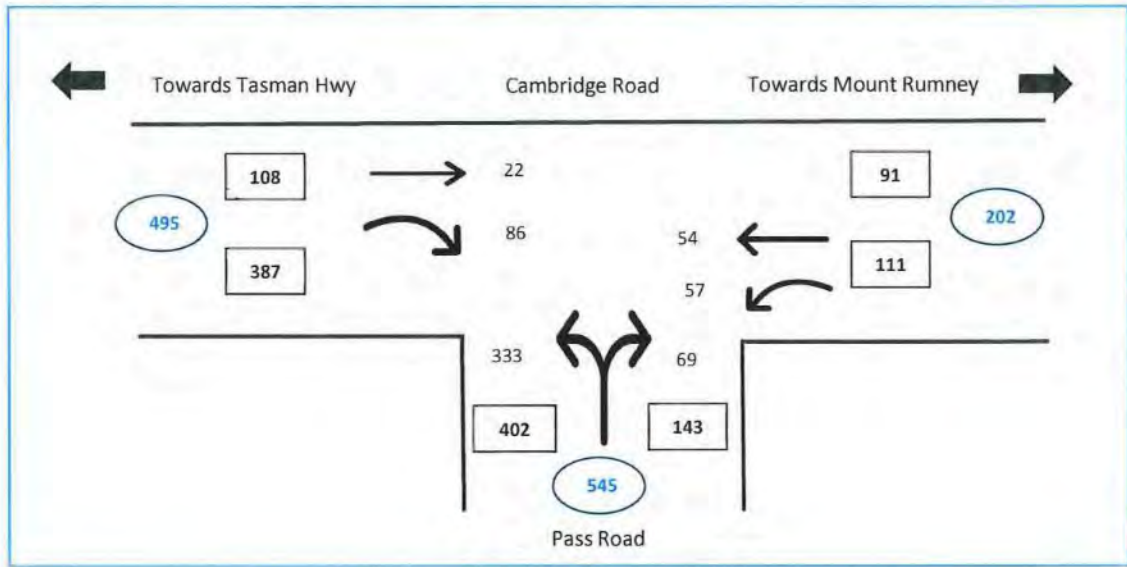
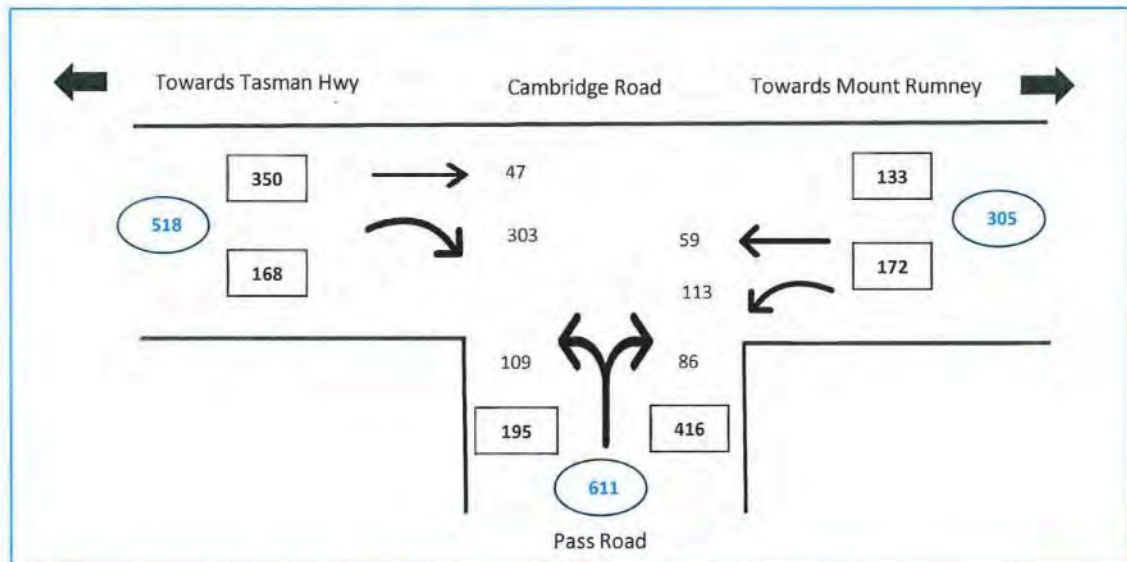


Diagram 5.5B – Evening peak hour traffic movements



5.6 Traffic safety on the roads near development site

The Department of State Growth maintains a database of reported road crashes, a check of this database found five crashes reported at the junction of Cambridge and Pass Roads. Four of these crashes involve rear-end collisions, resulting in one minor injury, with the other crashes resulting in property damage.

The other crash involved a single vehicle losing control and leaving the roadway, with the occupant receiving minor injury.

The number of crashes is not as important as the crash severity, with no person being seriously injured or killed, the crash performance is acceptable.

There have been no crashes reported on Cambridge Road or Pass Road adjacent to the development site, where the new junctions will be created.

6. Impact from traffic generated by this development

As determined by section 4 of this report, the development is estimated to generate up to 807 additional traffic movements per normal weekday, with 83 of these movements expected to occur during the morning and evening peak hour periods.

It is common with residential properties, that 90 percent of the trips leave the site during the morning peak, with the opposite occurring in the evening peak.

6.1 New two-way junction onto Cambridge Road

Most of the peak hour traffic flow generated by the development site is expected to travel to and from the Tasman Highway along Cambridge Road. Based on this assumption, it is appropriate for the development to create a new two-way junction onto Cambridge Road, replacing an unused driveway crossover, as shown in the photograph below. This new junction will be located as near as practicable to the western boundary, to generate separation from the Pass Road junction. The junction will be located between two existing property driveways on the opposite side of Cambridge Road, to minimise impact of turning vehicles.

The new junction will have sufficient road pavement to facilitate two-way turning, with kerb and channel to connect into the existing Cambridge Road infrastructure.

The new junction will intersect Cambridge Road at approximately ninety degrees, forming a T-Junction, and under the Australian Road Rules, vehicles must give-way when travelling on the terminating leg of the junction. However, it would be appropriate, given the significance of Cambridge Road, that a Give Way sign, supplemented by a holding line be provided.

Photograph 6.1 – Existing unused vehicular crossover to Cambridge Road



6.2 Need for turning treatments on Cambridge Road

The need for a dedicated turning treatment into the development site off Cambridge Road is considered unwarranted. While it is expected that the majority of traffic movements will be left-out and right-in, the number of traffic movements generated by the development is considered minor, with the traffic flows along Cambridge Road considered moderate.

Dedicated right turn lanes in urban areas are generally provided at side roads generating high traffic flows. There are many existing junctions along Cambridge Road that operate successfully and efficiently without dedicated right turn treatments, and this junction will be consistent with this level of treatment.

Opposite the development site are established residential dwellings, which limits the ability to provide for a dedicated turning facility at the Pass Road junction, with these same traffic conditions applying to the location of the proposed junction.

6.3 Sight distance at the new junction with Cambridge Road

With the development requiring the creation of a new junction with Cambridge Road, it is important that drivers leaving the development site have suitable sight distance to undertake turning manoeuvres in a safe manner, without impacting motorists travelling along Cambridge Road.

The available sight distance at the new junction was measured on-site, based on the driver being 1.05 metres above the road surface and the approaching vehicle being 1.2 metres high. In both directions available sight distance exceeds 150 metres as shown in the following two photographs. This means vehicles will be able to enter and leave the development site in a safe and efficient manner.

Photograph 6.3A – Available sight distance to the left (150 metres)



Photograph 6.3B – Available sight distance to the right (150 metres)

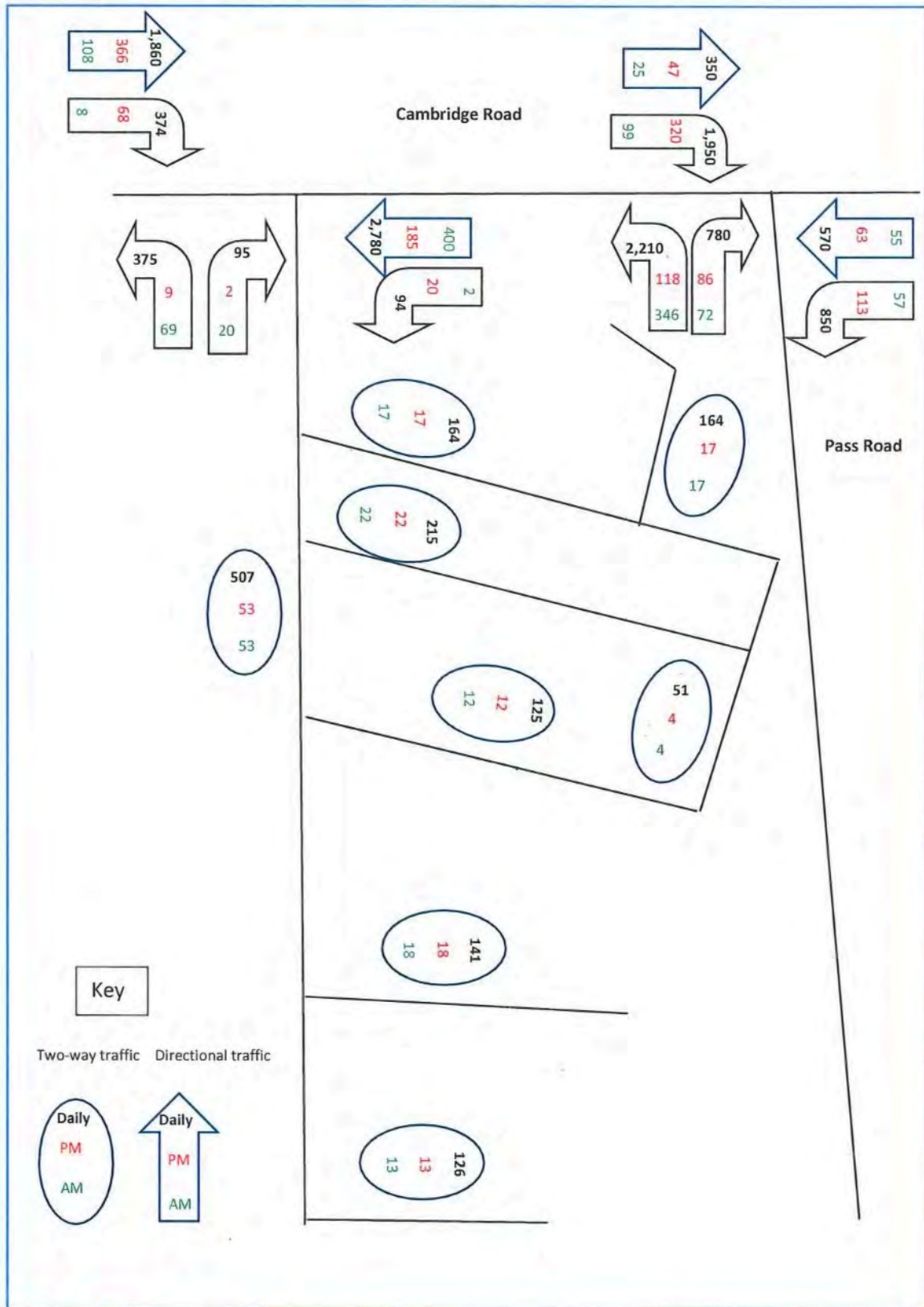


6.4 Assignment of trips generated by the development site

Trips from each of the lots have been assigned to the new internal roads, based on the location of the lot and the most direct route to the surrounding road network.

As previously stated, 90 percent of the trips are predicted to leave the site during the morning peak, with the opposite occurring in the evening peak. Assignment of trips is shown in the diagram below, with the diagram demonstrating the predicted two-way daily and peak hour flows, likely to be operating on the internal roads, and using the new junction onto Cambridge Road. This trip assignment will be used to evaluate and quantify the traffic impact on the surrounding road network.

Diagram 6.4 – Assignment of development trips



6.5 Traffic efficiency and impact from development

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths and degree of saturation, which are all measures of traffic congestion and level of service.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. For junctions, there are five levels from A to E, with A providing the highest level for give-way controlled junctions, meaning motorists are not incurring delays, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users. The following table provides a reference to the level of service for the various traffic controls.

Diagram 6.5 Level of service for intersections based on RTA Guide

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

A traffic model has been developed within the SIDRA software to replicate the proposed new two-way junction with Cambridge Road. The model is based on the recent peak hour traffic flows and predicted trips generated by the development.

Traffic modelling predicts the junction will perform at LOS A during the morning and evening peak periods. This is the highest level of service possible for give way controls, with the modelling predicting virtually no traffic queues or delays. With the junction operating with DOS (degree of saturation) less than 0.24, it signifies there will be spare traffic capacity to accommodate future traffic growth.

The table below provides a summary of the modelling outcomes, demonstrating additional traffic generated by the development can access the surrounding road network, without adversely impacting the traffic performance.

Table 6.5 – Summary of traffic modelling

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning	Cambridge Rd	639	0.217	8 secs	A	2.4m
Evening	Cambridge Rd	649	0.238	8.3 secs	A	4.0m

6.6 Incremental traffic growth along the surrounding road network

This section evaluates the traffic performance of the new junctions, with incremental traffic growth occurring on the surrounding road network, at the rate of an additional two percent increase per year for ten years. SIDRA traffic modelling was used and predicts the two junctions to the development site will continue to provide an appropriate level of service for motorists. This demonstrates that the surrounding road network will not be adversely impacted with additional traffic generated from the development site.

Table 6.6 – Traffic modelling for incremental growth (2% per year for 10 years)

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning	Cambridge Rd	757	0.265	8.9 secs	A	2.7m
Evening	Cambridge Rd	789	0.281	9.2 secs	A	4.4m

6.7 Level of service for Cambridge

In evaluating the impact of additional vehicle movements on Cambridge and Pass Roads users, it is important to understand the Level of Service (LOS) motorists are currently receiving. The RTA Guide provides guidance for urban roads, based on peak hour directional traffic flows, as shown in the extract below.

Extract 6.7 – RTA Guide for level of service for urban roads

Urban road peak hour flows per direction		
Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Based on the directional traffic flows obtained from the manual survey, the level of service of the traffic lanes can be determined by comparing the flows to the above RTA table. During the morning peak hour, the Cambridge Road eastbound traffic lane is currently operating at LOS A, while the westbound lane is operating at LOS B. During the evening peak hour, the eastbound lane is operating at LOS B, with the westbound operating at LOS A.

For Pass Road during the morning peak hour the southbound lane is operating at LOS A, and the northbound lane is operating at LOS C. In the evening peak hour, the southbound lane is operating at LOS C, and the northbound lane is operating at LOS A.

These levels of service are acceptable for collector roads during peak periods. The lowest level of service LOS C means the traffic flow is stable, while most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. Overall, the general level of comfort and convenience remains good.

Additional traffic generated by the development has been assigned to Cambridge and Pass Roads, with the table below comparing the level of service once the additional traffic is operating and demonstrating the level of service will not deteriorate.

Table 6.7 – Comparing level of service when the development is operating

	Cambridge Road				Pass Road			
	Morning		Afternoon		Morning		Afternoon	
	WB	EB	WB	EB	NB	SB	NB	SB
Directional flows	400	108	185	366	402	143	195	416
Level of service	C	A	A	B	C	A	A	C
Development traffic	477	130	262	388	404	163	205	418
Level of service	C	A	A	C	C	A	B	C

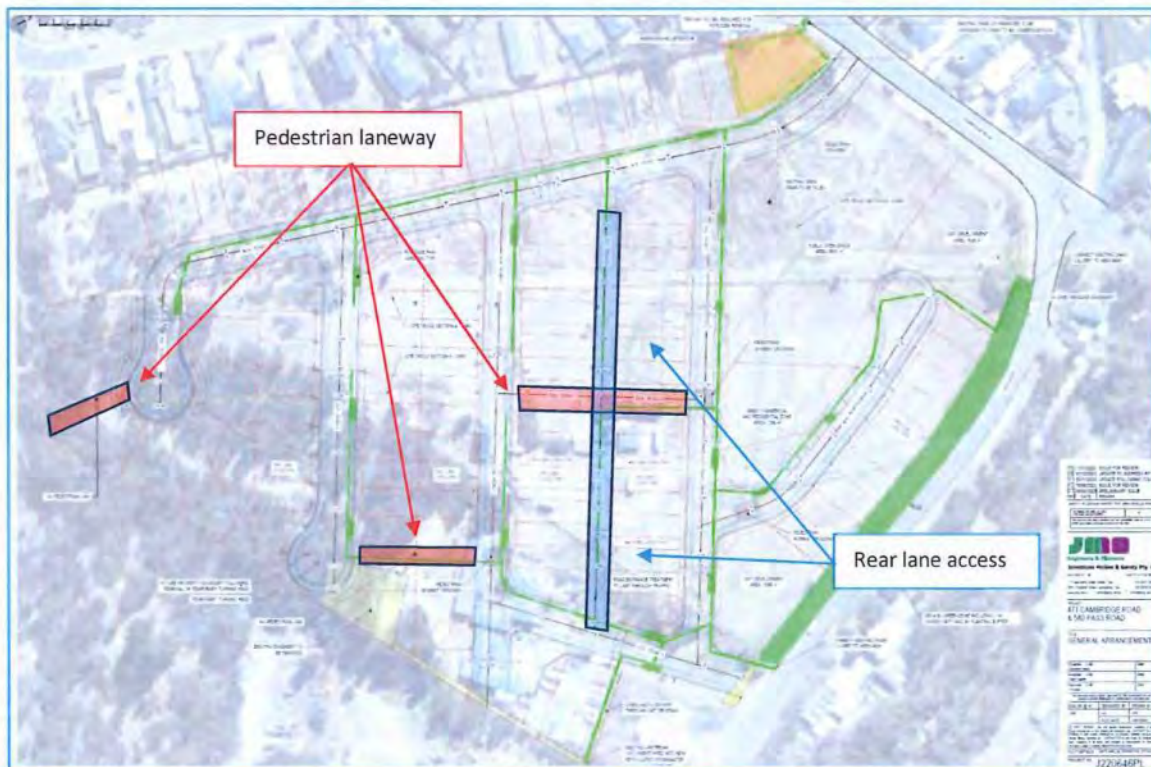
7. Subdivision layout and internal road arrangements

The principal access to the development site will be from Cambridge Road, with a new two-way junction created. The internal road layout will provide suitable connection between the residential properties and this new junction.

Townhouses will be incorporated into the design, with these dwellings operating with a rear laneway access that is highlighted in blue in the diagram below.

The development will incorporate an open recreational area, servicing both the development and the local community, and will be supported with dedicated car parking spaces. This recreational area is situated in close proximity to the townhouses and will be connected to all dwellings by appropriate footpaths. A dedicated pedestrian laneway (highlighted in red) will be providing connection to established walking trails at the rear of the property.

Diagram 7.0 – Development proposal



7.1 Subdivisional roads standard

The internal roads will be designed as urban roads complying with LGAT (Local Government Association of Tasmania) standard drawing TSD-R06-v1. The internal roads are labelled in the diagram below, with the roads highlighted in blue predicted to carry traffic from connecting roads, with these roads having a slightly higher standard in respect to road reservation and pavement width. Based on the predicted two-way traffic flows, the internal roads will be lightly trafficked.

Diagram 7.1 – Road layout based on the civil design



Roads labelled 1, 3, and the section of road 5 connecting to the neighbouring property, have the potential to carry traffic from a connecting road. These roads will have an 18 metre wide road corridor, with eight metre road pavement (lip to lip) to cater for slightly higher traffic flows.

The remaining roads will have a 15 metre wide road corridor, with six metre wide pavement (lip to lip). These roads will service the abutting properties and will be lightly trafficked, with the narrower road pavement minimising the risk of through traffic.

Road 6 will operate with a six metre wide road pavement, within an eight metre road reserve, to operate as a rear lane access only to the surrounding townhouses.

The table below is a summary of the proposed road standard, based on predicted traffic flow and road function for this development, and consideration to the connection with the neighbouring property.

Table 7.1 – Proposed standard of internal roads

Road	Predicted traffic flows		Function	Reservation width	Pavement width
	Daily	Peak hour			
Road 1	507	53	Traffic and access	18.0 m	8.0 m
Road 2	164	17	Property access	15.0 m	6.0 m
Road 3	51	4	Traffic and access	18.0 m	8.0 m
Road 4	146	18	Property access	18.0 m	8.0 m
Road 5	125	12	Property access	15.0 m	6.0 m
Road 5 (connection)			Traffic and Access	18.0 m	8.0 m
Road 6 (rear access lane)	125	22	Property access	8.0 m	6.0 m
Roads 7 and 8	Pedestrian link – no traffic				
Roads 9	164	17	Property access	15.0 m	6.0 m

7.2 Rear lane access to the townhouses

The design will include two rows of townhouses located on long narrow lots, with a single rear access lane to service the townhouses. At the front of the townhouses is the main entrance and front door, while the garage is located out of sight at the rear of the property and accessed from the rear access lane. This type of design can enhance the visual appearance of the street frontage, while maximising land yield.

The rear lane will be a minimum of six metres wide to accommodate two-way traffic, with sufficient width to accommodate manoeuvring behind the enclosed garages and to allow for waste collection to occur within the lane. The rear access lane is not a standard urban street and will be constructed as a shared zone, which will incorporate a range of traffic calming measures, including cobbled pavement and vertical displacement traffic humps to eliminate through traffic. Traffic signs signifying local traffic only will be provided at the beginning of the street and supplemented with 10 km/h shared speed zone signs.

From a traffic perspective a rear access lane can be designed to deliver suitable outcomes for the occupants of the townhouses, while meeting the road authority's functional requirements, without causing adverse traffic efficiency impacts. The rear laneway will only provide access to the surrounding townhouses and not provide any on-street parking.

A dedicated pedestrian link will be incorporated midway along the row of townhouses, to provide a suitable pedestrian connection between the townhouses and the recreation area.

7.3 Pedestrian pathways

All the urban streets will be provided with a concrete footpath along both sides of the streets, complying with LGAT standard drawings.

The pedestrian link (roads 7 and 8) will provide suitable connection between road 5 and the public open space. Due to the natural topography of the land, the pedestrian link will require relatively steep grades, not meeting accessible access grades and may require steps. Pedestrians requiring accessible grades will need to use the footpaths along the roads. A pedestrian wombat crossing will be provided between the pedestrian link and road 2, ensuring safe pedestrian movements between the link and public open space.

Two six metre wide pedestrian links will be provided between roads 4 and 5 and from the cul-de-sac on road 1 to improve pedestrian connectivity within the network, and connection to the established walking tracks.

7.4 Turning facilities

The road layout has been designed to allow for vehicles to circulate in a forward direction, and the three cul-de-sacs within the road layout will be provided with a circular turning head. Overall, all vehicles can enter, circulate, and leave the development site in a forward-driving direction.

7.5 On-site parking provisions

The residential lots will have direct access to the new internal roads, and expected to have suitable area to accommodate on-site parking. Many of the smaller lots are expected to accommodate social housing or small units, these tenants generally operate a single vehicle and only requires one on-site parking space. The surrounding roads will have sufficient width to accommodate on-street parking that will be available for visitors. Overall, there will be sufficient supply of on-street parking to meet the expected demand, eliminating overflow parking.

Around the edge of the open space area, indented parking bays will provide for visitor parking, minimising parking impact to the residential properties.

The units with access to the rear laneway will have enclosed garages with access to the laneway, with no parking expected within the laneway.

7.6 Junction layout with Cambridge Road

The new junction will intersect Cambridge Road at ninety degrees and form a T-Junction, where vehicles must give-way when travelling on the terminating leg of the junction under the Australian Road Rules. However, given the significance of Cambridge Road it would be appropriate to provide a Give Way sign supplemented by a holding line.

The junction will be design with sufficient road pavement to accommodate two-way traffic movements, with sufficient kerb radius to accommodate a medium rigid vehicle to turn into and out, without encroaching the centreline of Cambridge Road.

7.7 Future road connections

The road network incorporates one road connection to the neighbouring property to the south, to provide future road connection when the property is rezoned and developed. The design also preserves a future road connection to Pass Road, located near the southern boundary of the development site. From a traffic engineering perspective, this future road connection to Pass Road is only required once the neighbouring property generates additional traffic movements.

The road layout and pavement widths have been designed to encourage motorists from the future development to access Pass Road via Road 3, without travelling through the established residential network.

Diagram 7.7 – Future road connections



8. Future connection with Pass Road

As previously discussed, a future road corridor to Pass Road will be preserved for a future two-way road connection, which is not required until the land south of the development site is developed. The future two-way road connection will be an upgrade of the existing vehicular access for the property located at 528 Pass Road to a new junction.

This section will assess the suitability of the proposed new road connection onto Pass Road.

Diagram 8.0 – Future connection with Pass Road



8.1 Sight distance at the future junction with Pass Road

Once the adjacent property to the south is developed, a new junction onto Pass Road will be required, at a similar location where the current vehicular access to 528 Pass Road is located. It will be necessary that drivers using the new junction have suitable sight distance to undertake turning manoeuvres in a safe manner, without impacting motorists travelling along Pass Road.

The available sight distance at the new junction was measured on-site, based on the driver being 1.05 metres above the road surface and the approaching vehicle being 1.2 metres high. The available sight distance to the left is 136 metres and exceeding 150 metres to the right, with both distances exceeding the recommended required SISD of 114 metres. This means vehicles will be able to enter and leave the development site in a safe and efficient manner.

Photograph 8.1A – Available sight distance to the left (136 metres)



Photograph 8.1B – Available sight distance to the right (exceeding 150 metres)



8.2 Traffic impact and efficiency from future residential development

With the number of future residential dwellings unknown, it is important to consider a range of potential residential dwellings. This section will consider the impact on the future junction with Pass Road based on the potential of 50, 100 and 150 new residential dwellings. As this is a future connection, the existing traffic flows along Pass Road will be used with an incremental growth of two percent for 10 years.

The table below shows the number of peak hour trips based on the number of residential dwellings and the distribution of peak hour trips during the morning and evening periods.

Table 8.2A – Number of peak trips and distribution per residential dwellings

Number of dwellings	Morning peak trips			Evening peak trips		
	Total	Leaving	Arriving	Total	Leaving	Arriving
50	39	35	4	39	4	35
100	78	70	8	78	8	70
150	117	105	12	117	12	105

A traffic model was developed within the SIDRA software to replicate the proposed new two-way junction with Pass Road. The model is based on the recent peak hour traffic flows with an incremental growth of two percent for 10 years, and predicted trips generated by 50, 100 and 150 residential dwellings.

Traffic modelling predicts the junction will perform at LOS A during the morning and evening peak periods. This is the highest level of service possible for give way controls, with the modelling predicting virtually no traffic queues or delays. With the junction operating with DOS (degree of saturation) less than 0.325, it signifies there will be spare traffic capacity to accommodate future traffic growth.

Table 8.2B – Traffic modelling for future junction with Pass Road

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning peak hour	50 dwellings	703	0.252	8.7 secs	A	0.9m
	100 dwellings	742	0.253	8.9 secs	A	1.9m
	150 dwellings	781	0.255	9.0 secs	A	2.9m
Evening peak hour	50 dwellings	784	0.282	9.4 secs	A	2.0m
	100 dwellings	823	0.303	9.8 secs	A	3.9m
	150 dwellings	862	0.325	10.2 secs	A	5.9m

9. Planning scheme

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

The development will replace the unused access, creating a new two-way junction with Cambridge Road. The amount of traffic generated from the site will require the development to be assessed under the performance criteria P1, demonstrating the junctions can operate safely and efficiently.

Performance criteria	Assessment
To ensure that the safety and efficiency of roads is not reduced by the creation of a new access and junctions.	
a) Any increase in the traffic caused by the use;	The development of 54 residential lots, five multiple unit lots and six rooftop units is estimated to generate 807 daily vehicle movements, with 83 of these movements expected to occur during the morning and evening peak hour periods.
b) The nature and frequency of the traffic generated by the use;	The development is for residential living, with most vehicle movements to be generated by the development to be less than 5.5 metres in length, these types of vehicles are associated with urban residential living, and compatible with the existing vehicles using the surrounding local road network.
c) The nature of the road;	Within the surrounding road network, Cambridge Road between the development site and the Tasman Highway operates as a local urban collector, within an urban environment. The standard of Cambridge Road is appropriate to accommodate the increase in traffic movements, without causing adverse impact to other users. The majority of traffic movements generated, are expected to commute to and from the Tasman Highway using Cambridge Road. Pass Road operates as a rural collector road, connecting to the South Arm Highway. The increase in traffic using Pass Road is expected to be low, with the road standard suitable to accommodate the small increase. There will be adequate available sight distance at the new junctions to ensure vehicles can enter and leave in a safe and efficient manner.
d) The speed limit and traffic flow of the road;	The speed limit along both Cambridge and Pass Roads adjacent to the development site are posted at 60 km/h. Recent manual traffic surveys found that Cambridge Road is moderately trafficked with 495 two-way traffic movements in the morning peak hour and 518 two-way traffic movements in the evening peak. This assessment found there is sufficient spare traffic capacity on the surrounding roads to easily accommodate the increase in traffic generated by the development, without causing any adverse impact to traffic safety, or efficiency. Traffic modelling determined the new junctions providing access to the development site can operate in a safe and efficient manner, and there is spare traffic capacity for future traffic growth.

e) Any alternative access;	The proposed access arrangement is considered appropriate for the site and surrounding road network.
f) The need for the access or junction;	This development is expected to assist with meeting the shortage in residential housing accommodation.
g) Any traffic impact assessment; and	An independent traffic assessment found there was no reason for this development not to proceed.
h) Any written advice received from the road authority.	Aware of none.

9.2 C2 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers.	Each residential lot will be of sufficient size to accommodate on-site parking facilities to meet the reasonable demand generated. Many of the smaller lots are expected to accommodate social housing or small units, tenants of these properties generally only operate one vehicle and only require one parking space. The surrounding roads will have sufficient pavement width to accommodate on-street parking for visitors. Surrounding the public open space, indented parking spaces will be provided for visitors, minimising parking impact to residential properties. Overall, the supply of parking is expected to meet the reasonable demand, eliminating parking overflow.
C2.5.2 Bicycle parking numbers.	Not applicable for residential subdivision.
C2.5.3 Motorcycle parking numbers.	Not applicable for residential subdivision.
C2.5.4 Loading bays.	While loading bays are not applicable for a residential subdivision, the subdivisional road will have sufficient width to accommodate commercial vehicles, including waste collection and fire emergency vehicles.
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone.	Not applicable for residential subdivision.

10. Conclusion

From a traffic engineering and road safety perspective, additional traffic generated from this development site is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:

- the amount of traffic generated by the development is considered minor, and there is sufficient spare capacity within the current road network to absorb the extra traffic movements,
- the new junction with Cambridge Road and future Pass Road junction will have sufficient Safe Intersection Sight Distance complying with Austroads requirements, allowing vehicles to enter and leave in a safe and efficient manner,
- traffic modelling predicts that the new junction with Cambridge Road, and future Pass Road junction will operate at appropriate level of service for a give way control, and no deterioration in the level of traffic efficiency on the surrounding roads is expected.

This Traffic Impact Assessment found no reason for this development not to proceed.

11. Appendix A – Traffic modelling

Traffic modelling for Cambridge Road access – Morning peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Cambridge Road with development site - morning peak hour]

New Site
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles								
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Deelopment site								
1	L2	73	0.0	0.094	7.1	LOSA	0.3	2.4
3	R2	21	0.0	0.094	8.0	LOSA	0.3	2.4
Approach		94	0.0	0.094	7.3	LOSA	0.3	2.4
East: Cambridge Rd (Pass Rd)								
4	L2	2	0.0	0.217	5.6	LOSA	0.0	0.0
5	T1	421	0.0	0.217	0.0	LOSA	0.0	0.0
Approach		423	0.0	0.217	0.1	NA	0.0	0.0
West: Cambridge Rd (Mornington)								
11	T1	114	0.0	0.066	0.2	LOSA	0.1	0.5
12	R2	8	0.0	0.066	7.1	LOSA	0.1	0.5
Approach		122	0.0	0.066	0.7	NA	0.1	0.5
All Vehicles		639	0.0	0.217	1.2	NA	0.3	2.4

Traffic modelling for morning peak with 2% incremental growth

MOVEMENT SUMMARY

▽ Site: 101 [Cambridge Road morning peak hour - Incremental growth 2% pa 10 y]

New Site
Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles								
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Deelopment site								
1	L2	73	0.0	0.106	7.7	LOSA	0.4	2.7
3	R2	21	0.0	0.106	8.9	LOSA	0.4	2.7
Approach		94	0.0	0.106	7.9	LOSA	0.4	2.7
East: Cambridge Rd (Pass Rd)								
4	L2	2	0.0	0.265	5.6	LOSA	0.0	0.0
5	T1	514	0.0	0.265	0.0	LOSA	0.0	0.0
Approach		516	0.0	0.265	0.1	NA	0.0	0.0
West: Cambridge Rd (Mornington)								
11	T1	139	0.0	0.079	0.2	LOSA	0.1	0.6
12	R2	8	0.0	0.079	7.6	LOSA	0.1	0.6
Approach		147	0.0	0.079	0.6	NA	0.1	0.6
All Vehicles		757	0.0	0.265	1.1	NA	0.4	2.7

Traffic modelling for Cambridge Road access – Evening peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Cambridge Road with development site - evening peak hour]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles								
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Deelopment site								
1	L2	9	0.0	0.010	6.0	LOS A	0.0	0.2
3	R2	2	0.0	0.010	8.3	LOS A	0.0	0.2
Approach		12	0.0	0.010	6.4	LOS A	0.0	0.2
East: Cambridge Rd (Pass Rd)								
4	L2	21	0.0	0.102	5.6	LOS A	0.0	0.0
5	T1	177	0.0	0.102	0.0	LOS A	0.0	0.0
Approach		198	0.0	0.102	0.6	NA	0.0	0.0
West: Cambridge Rd (Mornington)								
11	T1	368	0.0	0.238	0.2	LOS A	0.6	4.0
12	R2	72	0.0	0.238	6.2	LOS A	0.6	4.0
Approach		440	0.0	0.238	1.2	NA	0.6	4.0
All Vehicles		649	0.0	0.238	1.1	NA	0.6	4.0

Traffic modelling for evening peak with 2% incremental growth

MOVEMENT SUMMARY

▽ Site: 101 [Cambridge Road- evening peak hour - Incremental growth 2% pa 10

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles								
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Deelopment site								
1	L2	9	0.0	0.011	6.2	LOS A	0.0	0.3
3	R2	2	0.0	0.011	9.2	LOS A	0.0	0.3
Approach		12	0.0	0.011	6.7	LOS A	0.0	0.3
East: Cambridge Rd (Pass Rd)								
4	L2	21	0.0	0.122	5.6	LOS A	0.0	0.0
5	T1	216	0.0	0.122	0.0	LOS A	0.0	0.0
Approach		237	0.0	0.122	0.5	NA	0.0	0.0
West: Cambridge Rd (Mornington)								
11	T1	449	0.0	0.281	0.2	LOS A	0.6	4.4
12	R2	72	0.0	0.281	6.5	LOS A	0.6	4.4
Approach		521	0.0	0.281	1.1	NA	0.6	4.4
All Vehicles		769	0.0	0.281	1.0	NA	0.6	4.4

Traffic modelling for Pass Road future connection with 50 dwellings – Morning peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Morning peak with 50 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Future road								
1	L2	32	0.0	0.036	7.4	LOS A	0.1	0.9
3	R2	3	0.0	0.036	8.7	LOS A	0.1	0.9
Approach		35	0.0	0.036	7.5	LOS A	0.1	0.9
East: Pass Road (Howrah)								
4	L2	2	0.0	0.252	5.6	LOS A	0.0	0.0
5	T1	490	0.0	0.252	0.0	LOS A	0.0	0.0
Approach		492	0.0	0.252	0.1	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	174	0.0	0.091	0.0	LOS A	0.0	0.2
12	R2	2	0.0	0.091	7.5	LOS A	0.0	0.2
Approach		176	0.0	0.091	0.1	NA	0.0	0.2
All Vehicles		703	0.0	0.252	0.4	NA	0.1	0.9

Traffic modelling for Pass Road future connection with 50 dwellings – Evening peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Evening peak with 50 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Future road								
1	L2	2	0.0	0.005	6.2	LOS A	0.0	0.1
3	R2	2	0.0	0.005	9.4	LOS A	0.0	0.1
Approach		4	0.0	0.005	7.8	LOS A	0.0	0.1
East: Pass Road (Howrah)								
4	L2	5	0.0	0.125	5.6	LOS A	0.0	0.0
5	T1	238	0.0	0.125	0.0	LOS A	0.0	0.0
Approach		243	0.0	0.125	0.1	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	507	0.0	0.282	0.1	LOS A	0.3	2.0
12	R2	30	0.0	0.282	6.5	LOS A	0.3	2.0
Approach		537	0.0	0.282	0.5	NA	0.3	2.0
All Vehicles		784	0.0	0.282	0.4	NA	0.3	2.0

Traffic modelling for Pass Road future connection with 100 dwellings – Morning peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Morning peak with 100 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m
South: Future road								
1	L2	64	0.0	0.073	7.5	LOS A	0.3	1.9
3	R2	6	0.0	0.073	8.9	LOS A	0.3	1.9
Approach		70	0.0	0.073	7.6	LOS A	0.3	1.9
East: Pass Road (Howrah)								
4	L2	4	0.0	0.253	5.6	LOS A	0.0	0.0
5	T1	490	0.0	0.253	0.0	LOS A	0.0	0.0
Approach		494	0.0	0.253	0.1	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	174	0.0	0.093	0.1	LOS A	0.0	0.3
12	R2	4	0.0	0.093	7.5	LOS A	0.0	0.3
Approach		178	0.0	0.093	0.2	NA	0.0	0.3
All Vehicles		742	0.0	0.253	0.8	NA	0.3	1.9

Traffic modelling for Pass Road future connection with 100 dwellings – Evening peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Evening peak with 100 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m
South: Future road								
1	L2	4	0.0	0.010	6.2	LOS A	0.0	0.2
3	R2	4	0.0	0.010	9.8	LOS A	0.0	0.2
Approach		8	0.0	0.010	8.0	LOS A	0.0	0.2
East: Pass Road (Howrah)								
4	L2	10	0.0	0.127	5.6	LOS A	0.0	0.0
5	T1	238	0.0	0.127	0.0	LOS A	0.0	0.0
Approach		248	0.0	0.127	0.2	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	507	0.0	0.303	0.2	LOS A	0.6	3.9
12	R2	60	0.0	0.303	6.6	LOS A	0.6	3.9
Approach		567	0.0	0.303	0.9	NA	0.6	3.9
All Vehicles		823	0.0	0.303	0.7	NA	0.6	3.9

Traffic modelling for Pass Road future connection with 150 dwellings – Morning peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Morning peak with 150 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Future road								
1	L2	96	0.0	0.109	7.5	LOS A	0.4	2.9
3	R2	9	0.0	0.109	9.0	LOS A	0.4	2.9
Approach		105	0.0	0.109	7.7	LOS A	0.4	2.9
East: Pass Road (Howrah)								
4	L2	6	0.0	0.255	5.6	LOS A	0.0	0.0
5	T1	490	0.0	0.255	0.0	LOS A	0.0	0.0
Approach		496	0.0	0.255	0.1	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	174	0.0	0.095	0.1	LOS A	0.1	0.5
12	R2	6	0.0	0.095	7.5	LOS A	0.1	0.5
Approach		180	0.0	0.095	0.4	NA	0.1	0.5
All Vehicles		781	0.0	0.255	1.2	NA	0.4	2.9

Traffic modelling for Pass Road future connection with 150 dwellings – Evening peak hour

MOVEMENT SUMMARY

▽ Site: 101 [Pass Road - future access - Evening peak with 150 dwellings]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

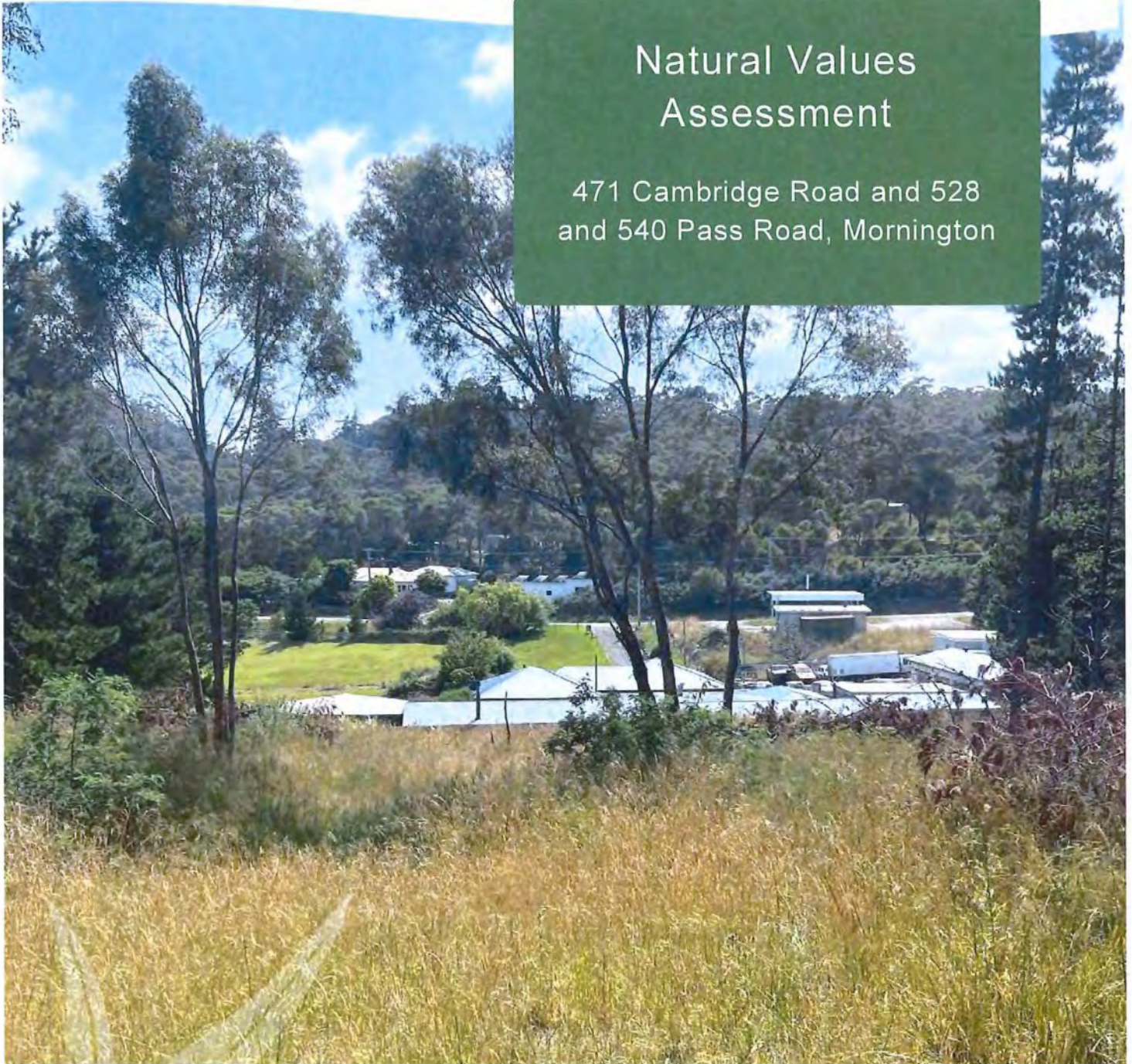
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Future road								
1	L2	6	0.0	0.016	6.2	LOS A	0.1	0.4
3	R2	6	0.0	0.016	10.2	LOS B	0.1	0.4
Approach		12	0.0	0.016	8.2	LOS A	0.1	0.4
East: Pass Road (Howrah)								
4	L2	15	0.0	0.130	5.6	LOS A	0.0	0.0
5	T1	238	0.0	0.130	0.0	LOS A	0.0	0.0
Approach		253	0.0	0.130	0.3	NA	0.0	0.0
West: Pass Road (Cambridge)								
11	T1	507	0.0	0.325	0.3	LOS A	0.8	5.9
12	R2	90	0.0	0.325	6.6	LOS A	0.8	5.9
Approach		597	0.0	0.325	1.2	NA	0.8	5.9
All Vehicles		862	0.0	0.325	1.1	NA	0.8	5.9

APPENDIX H

Natural Values Assessment

Natural Values Assessment

471 Cambridge Road and 528
and 540 Pass Road, Mornington



Client: JMG
Prepared by: Fiona Walsh
February 2023

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1 Introduction

This Natural Values Report has been prepared on behalf of JMG Engineers and Planners. The development proposal includes rezoning and inclusion of a specific area plan within the Tasmanian Planning Scheme - Clarence. Natural Values are addressed for 471 Cambridge Road (PID 9617971) and 528 (PID 9154361) and 540 Pass Road, Mornington (PID 9143841).

Enviro-dynamics has been contracted to undertake this natural values assessment on behalf of the proponents. The assessment identifies the natural values of the site including the type and extent of vegetation communities, presence of threatened species and threatened fauna habitat. It also maps weed infestations and identify any other threats present. Any potential impacts to natural values posed by future development are then analysed against the requirements of the relevant legislation.

2 Background

2.1 Site Description

The site covers approximately 6 hectares and is located on the corner of Cambridge and Pass Roads in Mornington within the Clarence Municipality (Figure 1).

It is zoned Rural Living with the following overlays covering all or parts of the site:

- Bushfire prone area
- Waterway coastal protection area.
- Flood-prone areas
- Airport obstacle limitation area

The geology is predominantly sandstone and mudstone.



Figure 1: Site Location

3 Methods

The natural values assessment was undertaken in two stages: desktop analysis, and field survey.

3.1 Desktop analysis

The desktop analysis involved extracting data from a variety of sources, including:

- Natural Values Atlas report, generated 13th December 2022 (NRE 2022)
- LIST map

3.2 Field survey

The field survey was undertaken on the 13th of January 2023. The overall vegetation community on the site was assessed and classified according to TASVEG 4.0. All vascular plant species encountered were recorded, with an emphasis on detecting rare and threatened species. Searches for potential threatened fauna habitat e.g., tree hollows and den sites, and other evidence e.g., scats, diggings and tracks were also undertaken. No detailed fauna surveys were conducted.

Locations of threatened flora, fauna habitat and significant weeds were mapped with a handheld GPS and population data was captured e.g., numbers of individuals, area occupied etc. Geographic datum used was GDA94 Zone 55.

Taxonomic nomenclature for flora follows the latest Census of Vascular Plants of Tasmania (Baker & de Salas 2022). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 4.0.

3.3 Limitations of the survey

Whilst every effort was made to compile a complete list of vascular plants for the property, a single survey is unlikely to detect all species present due to seasonal/temporal variations. Some plants could not be identified to a species level and some species may have been overlooked due to a lack of fertile material. It is also possible that additional species are present but were dormant at the time of survey e.g., annuals, ephemerals.

4 Natural Values Assessment

This section outlines the findings of the desktop analysis and field survey, including a description of the vegetation communities, threatened flora, fauna habitat values and weeds (Figure 2).

4.1 Vegetation Communities

There are three communities mapped on site using the TASVEG 4.0 classification system.

- Unverified plantations for silviculture (FPU)
- Regenerating cleared land (FRG)
- Urban areas (FUR)

Unverified plantations for silviculture (FPU)

FPU maps all timber plantations that are not included as part of current Tasmanian Forest Group Plantation (TFGP) dataset (softwood or hardwood). Infrastructure and cleared land associated with these are also included in this unit (e.g., fire breaks and access tracks, escaped plantation wildlings, windrows as well as small areas of native forest adjoining commercial tree farms) (Harris and Kitchener. 2005).

There is an area of roughly 8400 square metres located in the southern corner of 528 Pass Road which is dominated by radiata pines. There is the occasional native species growing in the understory, mainly grasses and graminoids such as *Rytidosperma* ssp, *Austrostipa* ssp, and *Lepidosperma* species. There is a clear section throughout the middle, which is bounded by pines, this area is dominated by *Austrostipa rudis*.

FRG Regenerating cleared land (FRG)

FRG is used to map abandoned farmland or other degraded land (e.g. abandoned mines, quarries etc.) where there has been significant natural recolonisation by native species of rushes and shrubs. Native restoration plantings are also included within FRG.

TASVEG 4.0 currently has the whole area within the southern corner of 528 Pass Road mapped as FRG. However, during the site visit, much of this was found to be radiata pine and was concluded to be FPU. There is however a small section of FRG in the very southern boundary which joins to a larger area of FRG to the east of the site. Native species found within this community include *Eucalyptus amygdalina*, *Dodonaea viscosa*, *Pultenaea pedunculata*, *Ozothamnus reflexus*, *Ozothamnus obcordatus* and grasses such as *Austrostipa* sp. and *Rytidosperma* sp.

Urban areas (FUR)

Urban areas (FUR) include urban and suburban landscapes. These areas are largely or wholly devoid of vegetation apart from areas such as suburban gardens, street trees and parks.

Majority of the site is comprised of houses and gardens, with the entirety of 472 Cambridge Road being an empty paddock which is dominated by pasture grasses and weeds.



Figure 2: Vegetation map of the site

4.2 Flora

A total of 37 vascular plants were recorded during the survey, of which 20 are introduced species. Additional flora species are likely to occur within the site and some plants could have been overlooked due to the inherent limitations of the survey e.g. seasonal timing, timed meander method. For the full list of flora species recorded during the survey see Appendix 1.

4.2.1 Threatened Flora

No threatened flora species listed under the *Threatened Species Protection Act 1995* (TSPA) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) were recorded during the survey.

A search of the Natural Values Atlas (NRE database) revealed that two threatened flora species had been recorded within 500 m of the site:

- *Eryngium ovinum* (TSPA vulnerable) – No suitable habitat was found on site.
- *Eucalyptus risdonii* (TSPA rare) – Could not have been overlooked due to the distinctiveness of the species.

Several other threatened flora species have been recorded within a 5 km radius of the site, none of these species are likely to occur on the site and due to the very small and highly modified area of habitat which could be suitable it is unlikely any were overlooked.

See Appendix 2 for the full list.

4.2.2 Introduced Plants

A range of introduced species were recorded at the site. Four of which, boneseed, blackberry, fennel and willow (Table 1, Figure 3), are listed as declared under the *Weed Management Act 1999* (WMA) and all except fennel are Weeds of National Significance (WoNS).

All four species are classed as Zone B within the Clarence municipality, which includes those Tasmanian municipalities for which containment of the declared weed is the principal management objective. Such municipalities host large, widespread infestations of the declared weed that are not deemed eradicable because the feasibility of effective management is low at this time.

These will need to be managed in accordance with the act following the best practise prescriptions as laid out in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015)

Table 1: Declared weeds present on site

Species	Comment	WMA Zone	WoNs
boneseed <i>Chrysanthemoides monilifera subsp. monilifera</i>	Widespread and established throughout the southern portion of 528 Pass Road.	Zone B Containment	YES
blackberry <i>Rubus fruticosus</i>	Along the eastern boundary of 540 and 528 Pass Road and throughout 471 Cambridge Road.	Zone B Containment	YES
fennel <i>Foeniculum vulgare</i>	Found within the northern part of 471 Cambridge Road, possibly widespread throughout the area	Zone B Containment	-
willow <i>Salix sp.</i>	Mainly concentrated along the eastern boundary of 540 and 528 Pass Road	Zone B Containment	YES



Figure 3: Weeds

4.3 Fauna

4.3.1 Threatened fauna

No threatened fauna species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Act 1999* were recorded during the survey.

4.3.2 Threatened fauna habitat

No habitat for any species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Act 1999* were recorded during the survey.

Additional species

A search of the Natural Values Atlas (NRE database) revealed that three threatened fauna species had been recorded within 500 m of the site:

- grey goshawk (*Accipiter novaehollandiae*, TSPA endangered) – No suitable habitat was found on site. Species may use the area for foraging.
- eastern barred bandicoot (*Perameles gunnii* EPBCA vulnerable) – This is a highly adaptable species which can be found in a range of modified landscape types. Suitable foraging and shelter habitat provided on the site and species may occur. No sign such as diggings recorded.
- tasmanian devil (*Sarcophilus harrisii* TSPA endangered, EPBCA Endangered) – No suitable denning habitat on site. May move through the area.

Several other records have been found within 5 km. Those with no suitable habitat and no likelihood of occurring are listed in Appendix 2.

5 Development Impacts and Legislation

The following section outlines the impacts of the proposed development on natural values and provides an assessment of the proposal against the relevant legislation.

5.1 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

No species listed under the EPBCA are present, therefore no action is required.

5.2 Tasmanian Threatened Species Protection Act 1995

No species listed under the TSPA are present, therefore no action is required.

5.3 Nature Conservation Act 2005

No vegetation listed as threatened under the NCA is present on site.

5.4 Tasmanian Weed Management Act 1999

Four declared weeds were recorded on site, all of which are Zone B within the Clarence Municipality. Zone B classifications are those which have infestations that are not deemed eradicable, and the objective for these species is to contain them and prevent the spread neighbouring properties.

These will need to be managed in accordance with the act following the best practise prescriptions as laid out in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015). The Act requires landholders to prevent the spread of declared weeds onto adjoining properties or into areas on the site that are weed free.

5.5 Tasmanian Planning Scheme - Clarence

Parts of the site subject to the Natural Assets Code (C7.0) due to the waterway and coastal protection overlay which covers the Kangaroo Bay Rivulet.

Future development including subdivision of the site would need to comply with the Code to protect the values of the waterway. The following performance solutions will need to be complied with.

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

P1.1 - Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to to:

- a) need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and

Response: Future subdivision plans should be designed to avoid any development within the WCPA.

- b) future development likely to be facilitated by the subdivision;

Response: Future subdivision of the lot should avoid impacts on the waterway through erosion and sedimentation control and management of stormwater discharge. Weed control and rehabilitation of the waterway should be considered as part of future development.

If the site is rezoned and subdivided, building works within the waterway and coastal protection overlay will be required to comply with Clause C7.6.1 of the TPS.

6 Conclusion and Recommendations

No intact native vegetation communities, threatened flora or fauna species or habitat were recorded at the site. The site contains highly modified land dominated by exotic species including a range declared and environmental weeds.

The upper catchment of Kangaroo Bay Rivulet occurs on the lot however the creek line is degraded and contains no intact native vegetation.

Future rezoning and development of the land will not impact in any natural values.

Development of the land can include the rehabilitation of the waterway and lead to an improvement in the environmental values of the site.

The following general recommendations are provided regarding any future development.

Recommendations

- Rezoning of the site should maintain the waterway and coastal protection (WCPA) overlay over Kangaroo Bay Rivulet.
- Building works should be excluded within the WCPA.
- Future development or subdivision the site should include measures to control all declared and environmental weeds on the site and allow for the rehabilitation of the creek line.

7 References

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- Nature Conservation Act 2002*.
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- Threatened Species Protection Act 1995*.
Available at <https://www.legislation.tas.gov.au/view/html/inforce/current/act-1995-083>
- Weed Management Act 1999*.
Available at <https://www.legislation.tas.gov.au/view/html/inforce/current/act-1999-105>

Appendix 1

Dicotyledons

APIACEAE

<i>Foeniculum vulgare</i>	fennel	i	d
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ASTERACEAE

<i>Chrysanthemoides monilifera subsp.</i>	boneseed	i	d
<i>Helminthotheca echioides</i>	bristly oxtongue	i	
<i>Hypochaeris radicata</i>	rough catsear	i	
<i>Ozothamnus obcordatus</i>	yellow everlastingbush		
<i>Ozothamnus reflexus</i>	columnar everlastingbush	end	
<i>Sonchus oleraceus</i>	common sowthistle	i	

BORAGINACEAE

<i>Echium plantagineum</i>	patersons curse	i	d
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BRASSICACEAE

Brassica sp.

ERICACEAE

<i>Lissanthe strigosa subsp. subulata</i>	peachberry heath		
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FABACEAE

<i>Acacia baileyana</i>	cootamundra wattle	i	
<i>Acacia dealbata subsp. dealbata</i>	silver wattle		
<i>Pultenaea pedunculata</i>	matted bushpea		
<i>Trifolium fragiferum</i>	strawberry clover	i	

GENTIANACEAE

<i>Centaurium erythraea</i>	common centaury	i	
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MYRTACEAE

<i>Eucalyptus amygdalina</i>	black peppermint	end	
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OXALIDACEAE

<i>Oxalis perennans</i>	grassland woodsorrel		
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PLANTAGINACEAE

<i>Plantago coronopus subsp. coronopus</i>			slender buckshorn
plantain	i		
<i>Plantago lanceolata</i>	ribwort plantain	i	
<i>Plantago varia</i>	variable plantain		

POLYGONACEAE

Rumex sp.

ROSACEAE

Rosa rubiginosa

sweet briar

i

Rubus fruticosus

blackberry

i

d

SALICACEAE

Salix sp.

willow

i

d

SAPINDACEAE

Dodonaea viscosa subsp. *spatulata* broadleaf hopbush

Gymnosperms

PINACEAE

Pinus radiata

radiata pine

i

Monocotyledons

ASPARAGACEAE

Lomandra longifolia

sagg

CYPERACEAE

Lepidosperma curtisiae

little swordedge

POACEAE

Austrostipa rudis subsp. *australis*

southern speargrass

Dactylis glomerata

cocksfoot

i

Holcus lanatus

yorkshire fog

i

Hordeum sp.

i

Lolium sp.

i

Microlaena stipoides var. *stipoides*

weeping grass

Phalaris aquatica

toowoomba canarygrass

i

Rytidosperma setaceum

bristly wallabygrass

Rytidosperma sp.

end = Tasmanian endemic i = introduced

d = declared weed

~ (Weed Management Act 1999)

CR = Critically Endangered, EN = Endangered, VU =

~ (Environment Protection and Biodiversity Conservation

Vulnerable

Act 1999)

e = endangered v = vulnerable r = rare

~ (Tasmanian Threatened Species Protection Act 1995)

Appendix 2

Verified threatened flora records within 5 km of the project area: SS = Tasmanian Threatened Species Protection Act 1995, NS = Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Threatened flora within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Acacia ulicifolia	juniper wattle	r		n	1	17-Oct-1980
Asperula scoparia subsp. scoparia	prickly woodruff	r		n	25	04-Nov-2021
Asperula subsimplex	water woodruff	r		n	2	01-Dec-1891
Austrostipa bigeniculata	doublejointed speargrass	r		n	3	19-Nov-2015
Austrostipa blackii	crested speargrass	r		n	2	21-Dec-2011
Caladenia caudata	tailed spider-orchid	v	VU	e	75	18-Sep-2019
Caladenia filamentosa	daddy longlegs	r		n	7	16-Oct-1955
Calocephalus citreus	lemon beautyheads	r		n	2	03-Feb-1948
Carex longibrachiat	drooping sedge	r		n	1	06-Nov-2009
Comesperma defoliatum	leafless milkwort	r		n	1	01-Jan-1896
Damsonium minus	starfruit	r		n	1	01-Dec-1890
Dianella amoena	grassland flaxlily	r	EN	n	13	27-Feb-2018
Eryngium ovinum	blue devil	v		n	12	22-Dec-2010
Eucalyptus risdonii	risdon peppermint	r		e	279	26-Oct-2021
Eutaxia microphylla	spiny bushpea	r		n	1	27-Sep-1931
Haloragis heterophylla	variable raspwort	r		n	62	04-Nov-2021
Hyalosperma demissum	moss sunray	e		n	4	14-Sep-2018
Isolepis stellata	star clubsedg	r		n	1	30-Nov-1897
Lepidium hyssopifolium	soft peppergrass	e	EN	n	2	04-Mar-2003
Olearia hookeri	crimsontip daisybush	r		e	10	14-Jun-2017
Poa mollis	soft tussockgrass	r		e	15	06-Apr-2021
Pterostylis wapstratum	fleshy greenhood	e	CR	e	3	05-Oct-1890
Scleranthus diander	tufted knawel	v		n	1	01-Jan-1995
Scleranthus fasciculatus	spreading knawel	v		n	10	02-Oct-2010
Senecio squarrosus	leafy fireweed	r		n	15	09-Mar-2020
Sirophsalis trinodis	three-node seaweed	r		n	1	01-Jan-2010
Stenopetalum lineare	narrow threadpetal	e		n	4	17-Oct-1942
Teucrium corymbosum	forest germander	r		n	22	02-May-2019
Thelymitra bracteata	leafy sun-orchid	e		n	36	11-Nov-2016
Triglochin minutissima	tiny arrowgrass	r		n	1	11-Oct-1978
Velleia paradoxa	spur velleia	v		n	9	21-Dec-2011
Vittadinia cuneata var. cuneata	fuzzy new-holland-daisy	r		n	1	01-Jan-1990
Vittadinia gracilis	woolly new-holland-daisy	r		n	2	06-Nov-2009
Vittadinia muelleri	narrowleaf new-holland-daisy	r		n	32	09-Jul-2019
Vittadinia muelleri (broad sense)	narrow leaf new holland daisy	p		n	29	11-Oct-2006

Verified threatened fauna records within 5 km of the project area: SS = Tasmanian Threatened Species Protection Act 1995, NS = Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Threatened flora within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
<i>Acacia ulicifolia</i>	juniper wattle	r		n	1	17-Oct-1980
<i>Asperula scoparia</i> subsp. <i>scoparia</i>	prickly woodruff	r		n	25	04-Nov-2021
<i>Asperula subsimplex</i>	water woodruff	r		n	2	01-Dec-1891
<i>Austrostipa bigeniculata</i>	doublejointed speargrass	r		n	3	19-Nov-2015
<i>Austrostipa blackii</i>	crested speargrass	r		n	2	21-Dec-2011
<i>Caladenia caudata</i>	tailed spider-orchid	v	VU	e	75	18-Sep-2019
<i>Caladenia filamentosa</i>	daddy longlegs	r		n	7	16-Oct-1955
<i>Calocephalus citreus</i>	lemon beautyheads	r		n	2	03-Feb-1948
<i>Carex longibrachata</i>	drooping sedge	r		n	1	06-Nov-2009
<i>Comesperma defoliatum</i>	leafless milkwort	r		n	1	01-Jan-1896
<i>Damsonium minus</i>	starfruit	r		n	1	01-Dec-1890
<i>Dianella amoena</i>	grassland flaxlily	r	EN	n	13	27-Feb-2018
<i>Eryngium ovinum</i>	blue devil	v		n	12	22-Dec-2010
<i>Eucalyptus risdonii</i>	risdon peppermint	r		e	279	26-Oct-2021
<i>Eutaxia microphylla</i>	spiny bushpea	r		n	1	27-Sep-1931
<i>Haloragis heterophylla</i>	variable raspwort	r		n	62	04-Nov-2021
<i>Hyalosperma demissum</i>	moss sunray	e		n	4	14-Sep-2018
<i>Isolepis stellata</i>	star clubsedge	r		n	1	30-Nov-1897
<i>Lepidium hyssopifolium</i>	soft peppergrass	e	EN	n	2	04-Mar-2003
<i>Olearia hookeri</i>	crimsontip daisybush	r		e	10	14-Jun-2017
<i>Poa mollis</i>	soft tussockgrass	r		e	15	06-Apr-2021
<i>Pterostylis wapstratum</i>	fleshy greenhood	e	CR	e	3	05-Oct-1890
<i>Scleranthus diander</i>	tufted knawel	v		n	1	01-Jan-1995
<i>Scleranthus fasciculatus</i>	spreading knawel	v		n	10	02-Oct-2010
<i>Senecio squarrosus</i>	leafy fireweed	r		n	15	09-Mar-2020
<i>Sirophysalis trinodis</i>	three-node seaweed	r		n	1	01-Jan-2010
<i>Stenopetalum lineare</i>	narrow threadpetal	e		n	4	17-Oct-1942
<i>Teucrium corymbosum</i>	forest germander	r		n	22	02-May-2019
<i>Thelymitra bracteata</i>	leafy sun-orchid	e		n	36	11-Nov-2016
<i>Triglochin minutissima</i>	tiny arrowgrass	r		n	1	11-Oct-1978
<i>Velleia paradoxa</i>	spur velleia	v		n	9	21-Dec-2011
<i>Vittadinia cuneata</i> var. <i>cuneata</i>	fuzzy new-holland-daisy	r		n	1	01-Jan-1990
<i>Vittadinia gracilis</i>	woolly new-holland-daisy	r		n	2	06-Nov-2009
<i>Vittadinia muelleri</i>	narrowleaf new-holland-daisy	r		n	32	09-Jul-2019
<i>Vittadinia muelleri</i> (broad sense)	narrow leaf new holland daisy	p		n	29	11-Oct-2006

APPENDIX I

Geotechnical Assessment

APPENDIX J

Aboriginal Heritage Search Record

APPENDIX K

Rezoning Plan

APPENDIX L

Specific Area Plan Ordinance

APPENDIX M

Shadow Diagrams

APPENDIX N

Noise Assessment

471 Cambridge Road Rezoning

Noise Assessment



Ref: 24001-3 471 Cambridge Road Rezoning - NA
27 February 2025

Executive Summary

Rezoning of three lots is proposed, at 471 Cambridge Road and 528 and 540 Pass Road, Mornington. The proposal comprises rezoning of these lots (the site) from Rural Living to General Residential. The site is adjacent a Green Waste Composting Facility (the composting facility) and Hydrowater Treatment Facility (the hydrowater facility) situated to the south of site. NVC has previously prepared a Noise Assessment and a Letter of Clarification in response to a previous RFI from Council. Council has issued a subsequent RFI, requesting software noise modelling across site (the aforementioned documents are all referenced in the body of this report). This document presents a revised Noise Assessment following the inclusion of software noise modelling of noise emissions from surrounding activities.

To the north of site is the Tasman Highway, a large, high-speed dual carriageway experiencing significant traffic volume at all times of day and night. The majority of site is situated above the level of the highway's surface, and thus experiences significant traffic noise due to clear line of sight.

To the south of site, within the General Industrial zone, are two existing EPA-controlled facilities; a Green Waste Composting Facility, and a Hydrowater Treatment Facility, with both sites located on the Mornington Park Waste Depot site. As these facilities are EPA-controlled activities, each operates under an environmental permit stipulating allowable noise emissions of 50 dBA at the worst-affected residential boundary. Details of these criteria are discussed in Section 2 of this report. Two additional industrial sites (not EPA-controlled) are located between site and the EPA-controlled activities, comprising landscaping supplies (DecorEarth) and firewood supplies (Firewood To U).

The operational details of the four activities are based on discussion between NVC and the operators, as well as NVC's experience with similar sites, previous on-site observations, and current and historical satellite imagery.

Unattended and attended noise measurements have been conducted on site adjacent the nearest site boundary, with observations during these measurements showing noise due to vehicles on the Tasman Highway was a consistent and dominant noise source. Noise from the industrial sites to the south of site was generally inaudible, with occasional brief periods where noise perceived to be from the screening at DecorEarth was just audible near the boundary of site.

Software noise modelling has been carried out, with key noise sources at the two EPA-controlled activities modelled to be operating continuously and simultaneously. Noise level were predicted to be nominally 27 to 30 dBA across site, resulting in noise from these activities being entirely inaudible across site. Additional modelling was carried out to include the addition of DecorEarth and Firewood To U to determine the potential for annoyance at future dwellings, with results showing noise levels across site reaching nominally 48 dBA on the southern portion of site (nearest to industrial activities). This is nominally 2 dB below the 50 dBA criterion for 'moderate annoyance' as outlined within the TAS Noise EPP, and thus the amenity residents is protected.

Additionally, to comply with the tightest relevant interior design sound level under AS 2107 of 35 dBA, a noise level reduction from outside to inside of 13 dB is required. Any modern facade construction will comfortably achieve this level of isolation, including with a partially ajar window, and thus no specific requirements for future residential dwelling facade construction are deemed necessary.

Therefore, following unattended and attended noise measurements, as well as software noise modelling of site, development for sensitive use at 471 Cambridge Road and 528 and 540 Pass Road, Mornington, will not interfere with, or constrain the existing Green Waste Composting Facility or the Hydrowater Treatment Facility, and thus Clause C9.5.2 of the Tasmanian Planning Scheme is satisfied.

Additionally, noise levels across site resulting from activities at the industrial sites of DecorEarth and Firewood To U are sufficiently low, such that the residential amenity of occupants of future residential dwellings is protected.

As such, rezoning of 471 Cambridge Road and 528 and 540 Pass Road, Mornington from Rural Living to General Residential is deemed appropriate regarding noise levels from the nearby industrial operations.

471 Cambridge Road Rezoning Noise Assessment

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Document Control

Reference	Date	Author	Reviewed	Comments
24001-3 471 Cambridge Road Rezoning - NA	27/2/25	J Parry	J Pitt	Issued

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1. BACKGROUND

Rezoning of three lots is proposed, at 471 Cambridge Road and 528 and 540 Pass Road, Mornington. The proposal comprises rezoning of these lots (the site) from Rural Living to General Residential. The site is adjacent a Green Waste Composting Facility (the composting facility) and Hydrowater Treatment Facility (the hydrowater facility) situated to the south of site. As such, the proponent has requested a Noise Assessment to accompany the DA. NVC has previously prepared a Noise Assessment¹ and a Letter of Clarification² in response to a previous RFI³ from Council. Council has issued a subsequent RFI⁴, requesting software noise modelling across site. This document presents a revised Noise Assessment following the inclusion of software noise modelling of noise emissions from surrounding activities, completed by NVC in February 2025.



FIGURE 1.1: SITE AND SURROUNDING AREA

¹ '471 Cambridge Road - Noise Assessment', Ref: 24001 471 Cambridge Road - NA, NVC, 26/01/24

² '471 Cambridge Road - Letter of Clarification', Ref: 24001-2 Letter of Clarification, NVC, 08/04/24

³ Reference Number: PDPSAMEND-2023/038187, City of Clarence, 20/03/24

⁴ Reference Number: PDPSAMEND-2024/048902, City of Clarence, 22/01/25

1.1. SITE AND SURROUNDS

The proposed site comprises three existing lots located at 471 Cambridge Road, and 528 and 540 Pass Road, Mornington. The lots are largely vacant land, with 471 Cambridge Road being entirely vacant, and 528 and 540 Pass Road each containing a single residential dwelling. The lots feature a moderately steep gradient, the lowest point being adjacent Cambridge Road, with elevation increasing to the south-west.

The site is currently within a Rural Living zone (tan overlay in Figure 1.1), with General Residential (red) to the west and General Industrial (purple) zoning to the south. An Open Space zone is located immediately to the south of site, providing a buffer between the site and the General Industrial zone. The proponent is proposing to rezone the site from Rural Living zoning to General Residential zoning, in preparation for a residential subdivision.

The southern boundary of site is nominally 65 m from the nearest boundary of the General Industrial zone, and over 100 m from the nearest potentially active areas within these facilities (northern edge of DecorEarth).

To the north of site is the Tasman Highway, a large, high-speed dual carriageway experiencing significant traffic volume at all times of day and night. The majority of site is situated above the level of the highway's surface, and thus experiences significant traffic noise due to clear line of sight.

This noise assessment is intended to ensure that noise levels are sufficiently low, such that the operation of the existing facilities are not constrained, and the residential amenity of future residents is protected.

1.2. EXISTING SURROUNDING ACTIVITIES

To the south of site, within the General Industrial zone, are two existing EPA-controlled facilities comprising a Green Waste Composting Facility, and a Hydrowater Treatment Facility, with both sites located on the Mornington Park Waste Depot site. As these facilities are EPA-controlled activities, each operates under an environmental permit stipulating allowable noise emissions. It is noted that NVC has been made aware that a quarry has previously operated adjacent the Hydrowater Treatment Facility, however the EPA has been informed that as of 2022, the site is no longer operational and is being rehabilitated.

NVC has been unable to obtain details regarding the specific operations of the Green Waste Composting Facility, with some broad details obtained of the Hydrowater Treatment Facility. As such, NVC's experience with similar sites, as well as satellite imagery and previous observations on the Mornington Park Waste Depot site, have been used to determine appropriate on-site equipment, with a broad outline of the assumed operations provided below:

Green Waste Composting Facility

- Open air composting of green waste from residential sites and light commercial activities.
- It is assumed that material arrives on site largely processed, with no de-barking and/or chipping required.
- A single trommel screen is operated to separate fines from larger product sizes.
- Two front-end loaders are operated, one to move product around, and one to load the trommel screen as required.
- A single 20 T excavator operates to aid in stock piling of material and unloading of trucks.

Hydrowater Treatment Facility

- Processing and treatment of contaminated water, which may include Low Level Contaminated Soil.
- Two front-end loaders are operated, both to move product around and deposit reagents onto soils.
- A single 20 T excavator is used to blend / mix reagents and soils.

Additionally, two light industrial activities occur at the northern end of the General Industrial zone, namely *DecorEarth*, providing garden and landscaping supplies, and *Firewood To U*, a firewood processing and sales facility. These two activities, as well as the aforementioned EPA-controlled activities, are shown in Figure 1.1, with their approximate working areas denoted by the broken white outlines.

The operations carried out by DecorEarth and Firewood To U have been based on discussion between NVC and the operators, and are outlined below:

DecorEarth

- Processing and supply of landscape supplies for commercial and residential applications.
- Combination of light vehicles with trailers, as well as 10-yarder trucks for delivery to customers, as well as delivery of raw product to site.
- A sand screening plant operates towards the north of site.
- Typically up to two loaders operate on site, one to load customer trucks, and one for stockpiling and moving product around as required.

Firewood To U

- Processing and supply of chopped firewood.
- Two log splitters operate in the centre of site, each one powered by a 6-cylinder diesel engine.
- Up to two loaders operate within the yard, moving product and loading vehicles for delivery off site.
- Combination of light vehicles with trailers, as well as 10-yarder trucks for delivery to customers, as well as delivery of raw product other site.

2. CRITERIA

The *Tasmanian Planning Scheme - State Planning Provisions* (the Scheme) does not contain any criteria specific to noise for residential development within a General Residential zone. As such, there are no requirements specific to noise to satisfy clause 8.0 *General Residential Zone* under the State Planning Provisions.

However, section C9.0 *Attenuation Code* of the Scheme contains criteria for use standards within an attenuation zone, which is applicable given the proximity to the facilities to the south of site. In particular, Clause C9.5.2 details criteria specific to sensitive use within an attenuation area, as summarised below.

Objective:	That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	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.

Table C9.1 of the Scheme outlines attenuation distances for various activities, with the relevant activities and their respective attenuation distances summarised in Table 2.1, below.

TABLE 2.1: ATTENUATION DISTANCES

Activity	Attenuation Distance	
	Level 1 Activity	Level 2 Activity
Composting works — vegetation only	250 m	500 m
Waste depot — putrescible waste	300 m	750 m

Each of the aforementioned facilities within the General Industrial zone to the south of site operate under their own permits which outline criteria pertaining to noise emissions.

The Mornington Waste Depot's Green Waste Composting Facility operates under a permit (ELMS No. 6275) which specifies criteria specific to noise under section N1, as follows:

- (a) *Noise emissions from the activity when measured at any domestic premises in other ownership and expressed as the adjusted time average A-weighted sound pressure level must not exceed:*
 - 50 dB(A) between the hours of 0800 and 1700,
 - 45 dB(A) between the hours of 1700 and 2200, and
 - 40 dB(A) between the hours of 2200 and 0700.
- (b) *Where the combined level of noise from the activity and the normal ambient noise exceeds the noise levels stated above, for the appropriate time of day, this condition will not be considered breached unless the noise emissions from the activity are audible and exceed the ambient noise levels by at least 5 dB(A). Noise level measurements must be taken in the presence of ambient noise normally existent in the area.*
- (c) *The time interval over which noise levels are to be averaged must be between 10 and 20 minutes.*

The Hydrowater Treatment Facility operates under a permit (EPN No. 11468/1) which specifies criteria specific to noise under section N1 as follows:

1. *Noise emissions from the activity when measured at any noise sensitive premises in other ownership and expressed as the equivalent A-weighted sound pressure level must not exceed:*
 - 1.1. 50 dB(A) between the hours of 0800 and 1800,
 - 1.2. 45 dB(A) between the hours of 1800 and 2200, and
 - 1.3. 40 dB(A) between the hours of 2200 and 0800.
2. *Where the combined level of noise from the activity and the normal ambient noise exceeds the noise levels stated above, this condition will not be considered to be breached unless the noise emissions from the activity are audible and exceed the ambient noise levels by at least 5 dB(A).*
3. *The time interval over which noise levels are to be averaged must be 10 minutes or an alternative time interval specified in writing by the Director.*

Additionally, Table 1 of the Noise EPP⁵ specifies a list of Acoustic Environmental Indicator levels for which the environmental values specified in the Noise EPP "...will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded..." A section of that table is reproduced here in Table 2.2.

TABLE 2.2: ACOUSTIC ENVIRONMENTAL INDICATOR LEVELS - TAS NOISE EPP

Specific Environment	Critical Health Effect	LAeq dBA	Time hrs	LAmix dBA
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

⁵ Tasmanian Environmental Protection Policy (Noise) 2009 (the Noise EPP)

For acceptable noise levels within a dwelling, AS 2107:2016⁶ is referenced, which outlines internal design sound level ranges for residential dwellings, as summarised below in Table 2.3.

TABLE 2.3: AS 2107 DESIGN SOUND LEVEL RANGES

Item	Type of occupancy/activity	Design sound level ($L_{Aeq,t}$) range	Design reverberation time (T) range, s
7	RESIDENTIAL BUILDINGS (see Note 5 and Clause 5.2)		
	Houses and apartments in inner city areas or entertainment districts or near major roads—		
	Apartment common areas (e.g. foyer, lift lobby)	45 to 50	—
	Living areas	35 to 45	—
	Sleeping areas (night time)	35 to 40	—
	Work areas	35 to 45	—

To NVC's knowledge, the EPA-controlled facilities operate during the day time only, and thus the adopted project criteria, sufficient to protect future residential amenity and ensure the existing operations are not constrained, are as follows:

50 dBA at worst-affected boundary to site for all EPA-controlled activities.

50 dBA at future outdoor living areas for all activities combined.

If not achievable, to protect the indoor amenity of future residents, the following applies:

35 dBA internally for future residential dwellings.

⁶ 'Recommended design sound levels and reverberation times for building interiors', Standards Australia

3. NOISE MEASUREMENTS

3.1. UNATTENDED NOISE MEASUREMENTS

Unattended noise measurements were conducted on site at location A (see Figure 1.1) between the 12th and the 19th January 2024 to quantify noise emissions at the nearest site boundary between site and the General Industrial zone to the south. Measurements used a Svan Type 1 sound level meter, logging in A-weighted decibels with a *Fast* response time. The data set comprised overall levels, one-third octave spectra and full statistical data at 10-minute intervals, with spectra and overall level data also recorded at 1-second intervals. The measurement location was chosen as being the nearest site boundary to the facilities within the General Industrial zone. This location was approximately 100 m and 430 m from the General Industrial zone and Tasman Highway respectively.

The overall measured noise trend across the measurement period is shown in Figure 3.1, below. With Table 3.1 summarising the measured levels on weekdays.

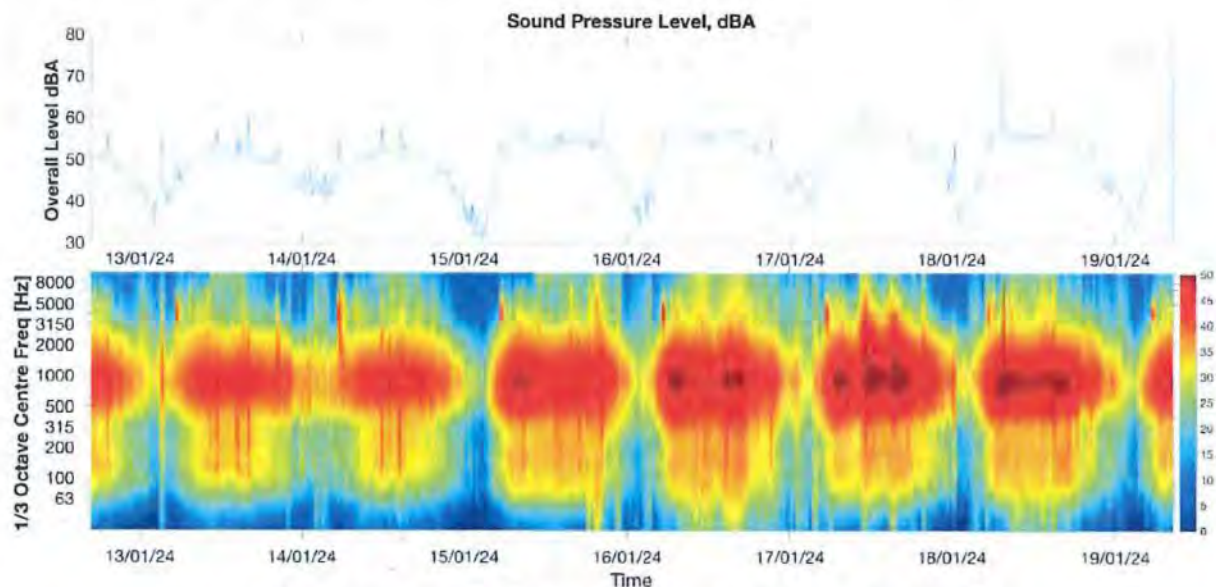


FIGURE 3.1: MEASURED NOISE SPECTROGRAM - LOCATION A

TABLE 3.1: SUMMARY OF MEASURED NOISE LEVELS

Time Period	Sound Pressure Level, dBA		
	L10	L90	LEQ
Day Time (7AM to 10PM)	56	52	54
Night Time (10PM to 7AM)	48	36	45

The following observations made whilst on site are deemed relevant to the assessment:

- Noise from the Tasman Highway was dominant and clearly audible as broad-band tyre noise, typical of vehicles travelling at high-speed.
- The portion of site worst-affected by noise emissions from the General Industrial zone is the southern boundary which is also the area of site that is at the highest elevation. Due to the high elevation, there is direct line of sight to the Tasman Highway, and traffic noise is entirely dominant.
- Noise from operations within the General Industrial zone was intermittently just audible during collection of the logger on 19th January 2024. The source of the noise was unclear, though it was perceived to be a 'rattle' due to screening of hard product.
- Some vehicle noise from traffic on Cambridge Road and Pass Road was audible.
- Noise from birds was intermittently audible.

3.2. ADDITIONAL NOISE MEASUREMENTS AND ANALYSIS

Additional attended measurements were conducted on the 12th and 19th of January 2024 in the intervening land between site and the General Industrial zone to quantify site noise emissions from activities from the three identified EPA controlled facilities.

Analysis of attended noise measurements made within the land between site and the General Industrial zone (location B - see Figure 3.4) was conducted for a period when processing equipment deemed to be from the industrial area was audible. This analysis identified a strong tone within the 63 Hz one-third octave frequency band, which is not visible in the long-term noise data from Location A as shown in Figure 3.1. This noise was also inaudible at location A, and the tone is not seen in attended measurement data here. It is noted that the specific location and source of this noise was unclear.

Figures 3.2 and 3.3 show the noise spectrograms (each over a period of nominally two minutes) of measurements conducted respectively at locations A and B.

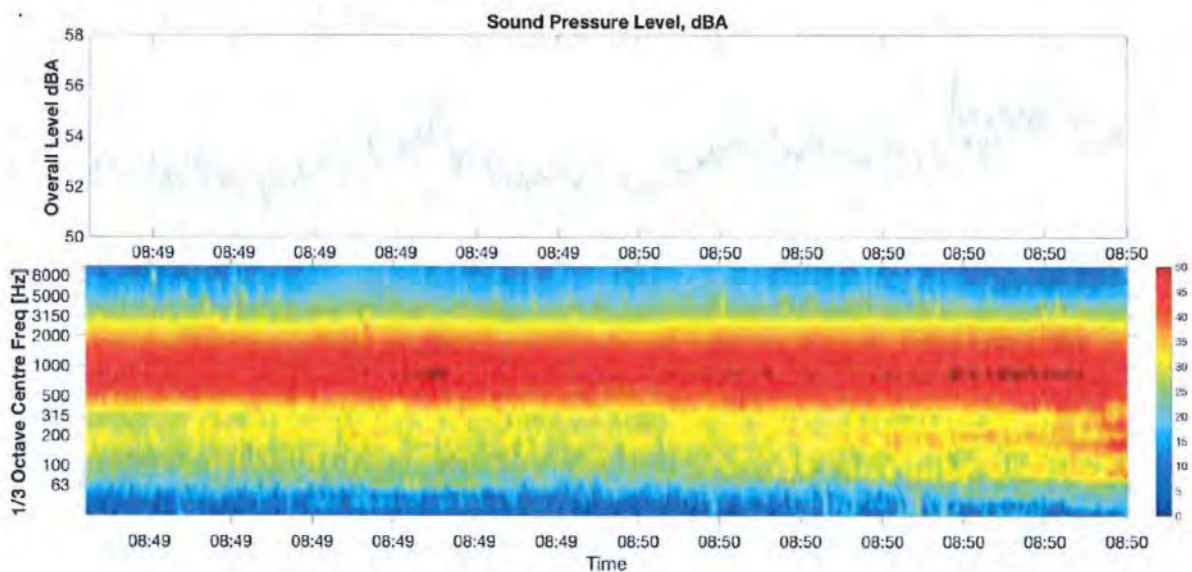


FIGURE 3.2: NOISE SPECTROGRAM - LOCATION A (PLANT INAUDIBLE)

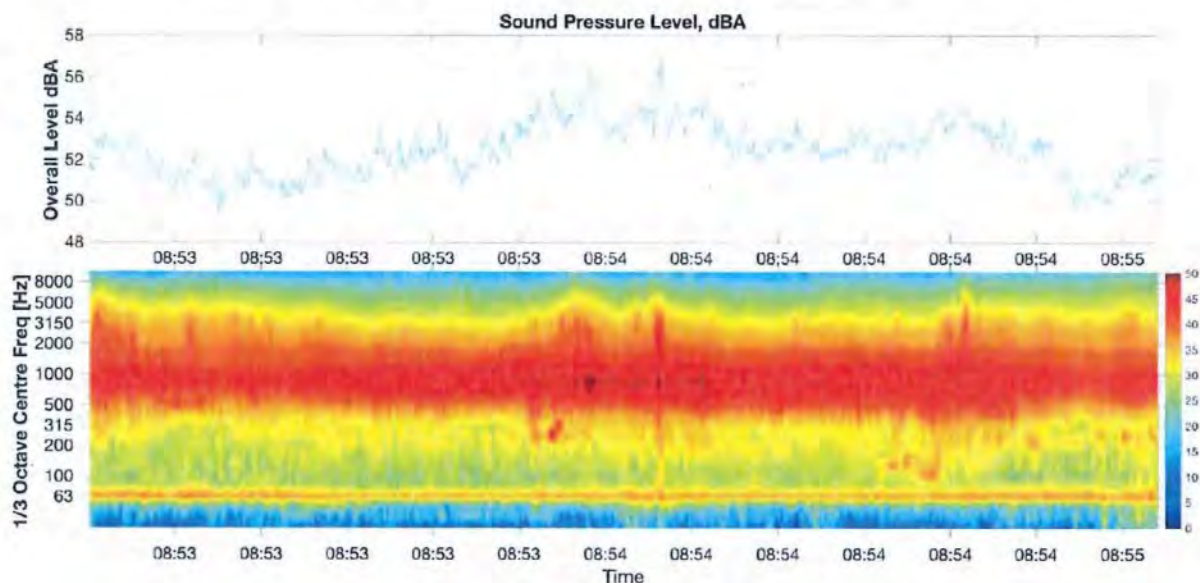


FIGURE 3.3: NOISE SPECTROGRAM - LOCATION B (PLANT CLEARLY AUDIBLE)



FIGURE 3.4: MEASUREMENT LOCATIONS

4. NOISE MODELLING

Noise levels across the site have been predicted using *iNoise*⁷ software, which implements the ISO9613⁸ algorithms for environmental noise. The predictions account for geometric divergence, barrier attenuation, atmospheric absorption, reflections/screening from buildings, and ground absorption. The following assumptions have been made in the predictions:

- 1 m topographical contours (from LiDAR data) have been used for the site and activity areas, with 5 m contours used for the remainder of the model.
- The ground across site and the surrounding area comprises significant vegetation and dirt roads, and thus the ground has been assumed to have a ground factor of 0.5 (50% reflective) over the entire model.
- All building façades and barrier construction are modelled with a reflection factor of 0.8 (80% reflective).
- As per the Tasmanian Noise Measurement Procedures Manual, noise levels have been predicted at 1.2 m above ground level.
- The type and quantity of modelled noise sources have been taken from discussion with the operators (DecorEarth and Firewood To U) where possible.
 - Note that NVC was not able to obtain operational details of the Composting and Hydrowater facilities. Therefore, NVC's experience with similar facilities, as well as satellite imagery, has been used to determine expected noise sources.
- All source sound power levels and spectra have been taken from NVC measurements where available, with manufacturer specification referred to where measurement data is not available.
- All front-end loaders are modelled to be operating continuously, with each loader continuously manoeuvring along the designated movement paths shown in Figure 4.1, below.
 - Loaders are representative of nominally 240 kW wheel loaders, with an operating weight of nominally 23 T.
- Trucks representative of fully loaded B-Doubles have been modelled to be accessing DecorEarth and Firewood To U. Discussion between the operators and NVC suggest this is extremely conservative, with light vehicles and 10-yarder trucks typically accessing site.
 - Nominally two and three trucks hour have been modelled to access Firewood To U and DecorEarth respectively. Each truck accessing site has been modelled as two truck movements, representative of accessing and exiting site.
- NVC has been informed that the log splitters are driven by 6-cylinder diesel engines. A diesel engine typical of a 500 kW generator has been used to model the log splitter engines. This is substantially more powerful than the engines likely to be used, and is considered extremely conservative.
- The trommel screen operating within the Green Waste Composting Facility is based on measurements conducted of a large industrial trommel screen processing bark / wood chips. Given the likely scale and product throughput, this is deemed to be reasonable source data.
- The source data for the vibratory screen has been taken from measurements conducted by NVC of a sand screening plant. NVC has been informed by DecorEarth that the screen operating on the DecorEarth site is primarily used to screen sand.

⁷ *iNoise V2024.2 Pro Rev 1*, DGMR Software

⁸ 'ISO 9613 - Attenuation of sound during propagation outdoors', International Organization for Standardization, 1993

Table 4.1, below provides a summary of the modelled noise sources. Note that the modelled height is the height above ground level.

TABLE 4.1: SUMMARY OF MODELLED NOISE SOURCES

Location	Equipment	Qty.	SWL (dBA)	Modelled Height (m)
Green Waste Composting Facility (EPA-controlled)	Front-end Loader (240 kW)	2	106 ea.	1
	20 T Excavator	1	106	1
	Trommel Screen	1	100	2
Hydrowater Treatment Facility (EPA-controlled)	Front-end Loader (240 kW)	2	106 ea.	1
	20 T Excavator	1	106	1
	Front-end Loader (240 kW)	2	106	1
DecorEarth	Vibratory Screen	1	113	1.5
	Trucks (Fully Loaded B-Double)	1	101	1
	Front-end Loader (240 kW)	2	106 ea.	1
Firewood To U	20 T Excavator	1	106	1
	7 T Excavator	1	98	1
	Log Splitter (500 kW Engine)	2	116	0.5
	Trucks (Fully Loaded B-Double)	1	101	1

Figure 4.1, below, shows the location of modelled noise sources, with the red and yellow lines representing the modelled locations of front-end loaders and trucks respectively.



FIGURE 4.1: LOCATION OF MODELLED NOISE SOURCES

5. RESULTS

The results of the software noise modelling have been split into two sections; Section 5.1 presents the results and provides discussion on noise emissions from the EPA-controlled activities (Green Waste Composting and Hydrowater Treatment facilities), whilst Section 5.2 presents results and discussion around the noise emissions from all activities to assess for potential nuisance for occupants of future residential dwellings.

5.1. EPA-CONTROLLED ACTIVITIES

The results of the software noise modelling for the two EPA-controlled activities (Green Waste Composting and Hydrowater Treatment facilities) are presented in Table 5.1, below.

The relevant criteria are applicable at the nearest boundary of site, and thus predicted noise levels are representative of location A (site boundary and location of aforementioned noise measurements).

TABLE 5.1: PREDICTED NOISE LEVELS - EPA-CONTROLLED ACTIVITIES

Source	Predicted Sound Pressure Level (dBA)
	Location A
Green Waste Composting Facility	21
Hydrowater Treatment Facility	26
TOTAL - EPA-Controlled	27

As shown in Table 5.1, above, noise levels from the EPA-controlled activities combined are significantly below the 50 dBA criterion. Predicted noise levels are sufficiently low such that they will be entirely inaudible on site in the presence of any other external noise source. The following key findings are relevant to the results of the noise modelling for EPA-controlled activities:

- The topography of site and the intervening land between site and the Mornington Park Waste Depot site results in significant acoustic screening. The Green Waste Composting Facility and the Hydrowater Treatment Facility are located such that there is a ridge in between these activities and site that runs from east to west, nominally 100 m to the south of site. This ridge provides significant screening, resulting in predicted noise levels from the EPA-controlled activities that will be entirely inaudible across the entirety of site.
- The large distances between site and the working areas of the EPA-controlled activities provides significant attenuation via air absorption and distance, further reducing the predicted noise levels.

Figure 5.1, below, presents the predictive noise contours across site, as a result of the noise emissions from the EPA-controlled activities, whilst operating continuously and simultaneously.

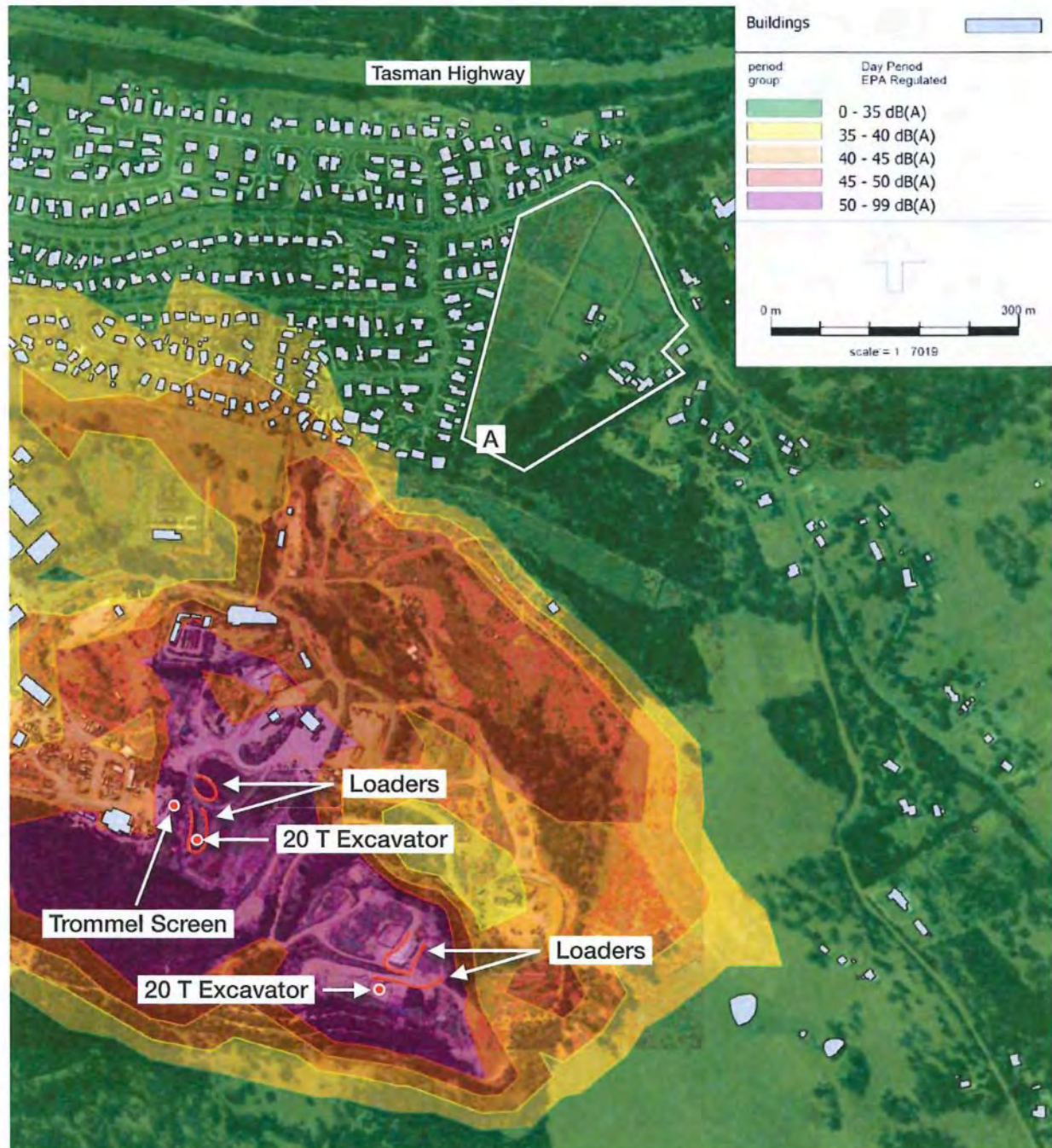


FIGURE 5.1: PREDICTIVE NOISE CONTOURS - EPA-CONTROLLED ACTIVITIES

5.2. ALL ACTIVITIES

To assess the likelihood of intrusive noise across site and the likelihood of annoyance for occupants of future residential dwellings, the combined noise emissions from all four activities are assessed. Noise levels have been predicted at three locations across site, representative of the southern, middle, and northern portions of site (see Figure 5.2, below, for the receiver locations).



FIGURE 5.2: MODELLED RECEIVER LOCATIONS

Table 5.2, below, presents the results of the software noise modelling, assuming all noise sources are operating simultaneously.

TABLE 5.2: PREDICTED NOISE LEVELS - ALL SOURCES

Source	Predicted Sound Pressure Level (dBA)			
	Location A	Location 1 (Southern Portion)	Location 2 (Middle of Site)	Location 3 (Northern Portion)
All Sources	46	48	43	42

As shown by the predicted noise levels in Table 5.2, noise emissions from the surrounding activities are predicted to be below the 50 dBA criteria as outlined in Section 2 of this report. The following key findings are relevant to the results of the noise modelling of all activities combined:

- Given the location of the non-EPA-controlled activities (DecorEarth and Firewood To U) is atop the ridge line that runs east to west, the effect of topographical screening is greatly reduced compared to the EPA-controlled activities.
- Software noise modelling shows a localised increase in predicted noise levels at location 1. This is shown in the predicted noise levels in Table 5.2, above, where the predicted noise level at Location 1 is significantly greater than those predicted at locations 2 and 3.

Figure 5.3, below, presents predictive noise contours across site, resulting from all noise sources combined, to allow assessment of the likelihood of annoyance for occupants of future residential dwellings on site.

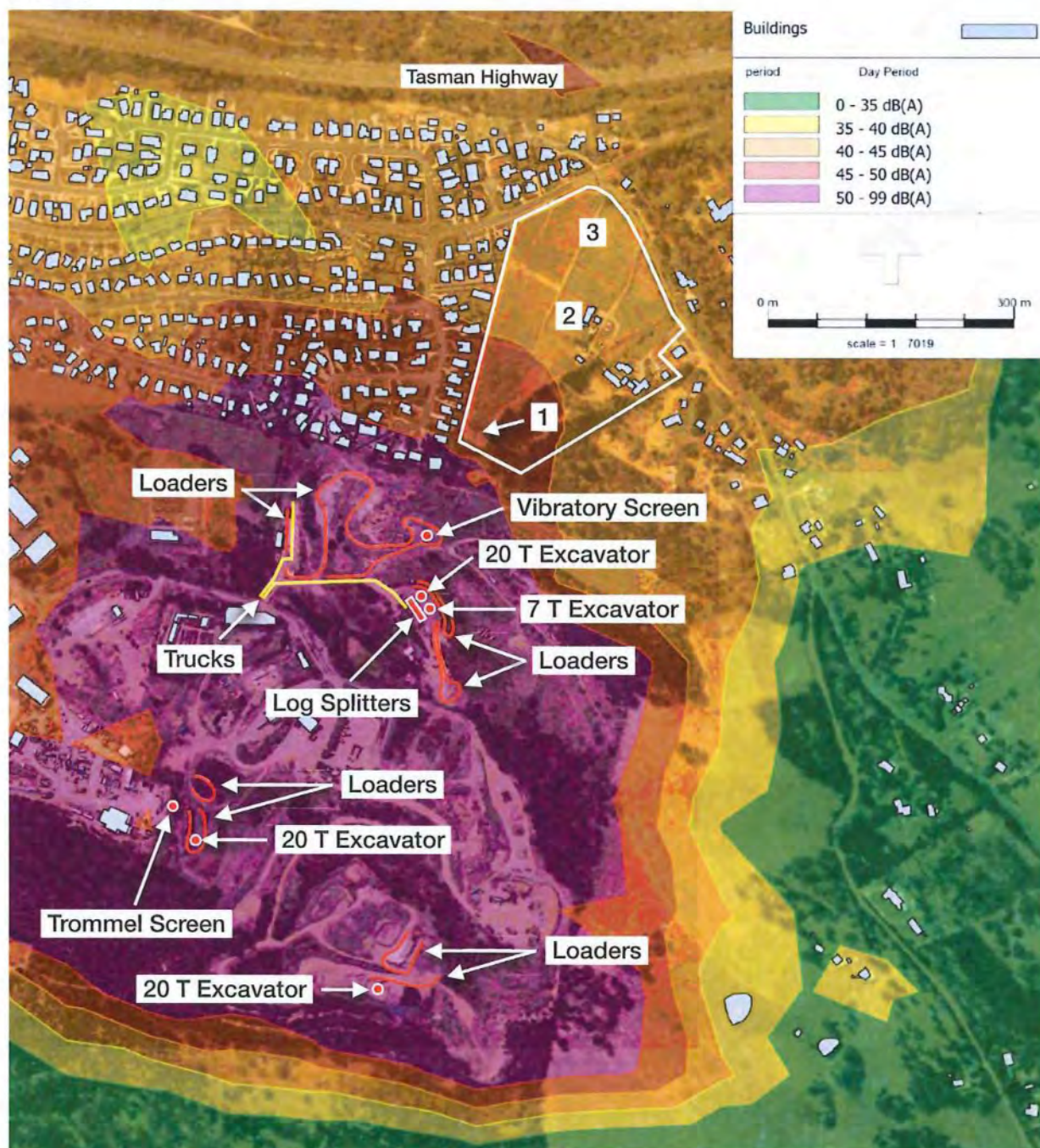


FIGURE 5.3: PREDICTIVE NOISE CONTOURS - ALL SOURCES

6. ASSESSMENT

Unattended and attended noise measurements have been conducted on site at the site boundary nearest to the two EPA-controlled activities, as well as software noise modelling of operations at these activities. The findings of these noise measurements and noise modelling are summarised below:

- Software noise modelling shows that noise levels resulting from the activities at the Green Waste Composting Facility and the Hydrowater Treatment Facility are nominally 27 dBA at the nearest boundary of site. At this level, noise from these activities will be entirely inaudible across the entirety of site, and thus development for sensitive use on site will not constrain the activities.
- Measured noise levels at location A (the nearest site boundary) are shown to exceed the day time criterion of 50 dBA due to traffic noise on the Tasman highway, and localised noise sources such as birds and insects.
 - Based on a combination of unattended measurements at location A, and sequential measurements at locations A and B, it is deemed that noise emissions from the industrial facilities to the south of site are generally inaudible on site, with traffic noise (primarily from the Tasman Highway) consistently dominant.
 - The software noise model supports this, with noise levels at location A predicted to be nominally 46 dBA. As such, the measured noise levels are in line with the observations made on site which suggest that noise levels at this location are controlled by vehicles on the Tasman Highway, as well as localised noise sources such as birds and insects.
 - It is noted that whilst on site, noise perceived to be from the screen operated by DecorEarth was on occasion just audible. This correlates with the noise modelling results, with noise from the vibratory screen predicted to be the dominant noise source from the industrial sites.
 - During the day time, the L90 (10th percentile noise level) is 52 dBA and the L10 (90th percentile noise level) is 56 dBA. This difference of only 4 dB (a perceptible but not clearly noticeable difference) indicates that noise levels are generally very stable across the day time period, which is typical of traffic noise from busy / high volume roads, such as the Tasman Highway.
- As the L90 in the area is 52 dBA and the industrial facilities are generally inaudible, and occasionally barely audible, noise emissions from these facilities are expected to be below 52 dBA at the nearest site boundary. Software noise modelling confirms this, with predicted noise levels at the measurement location (location A) of nominally 46 dBA from all modelled noise sources combined.
- Figure 5.3, above, shows that the entirety of site is predicted to see noise levels significantly below the 50 dBA criterion when all noise sources from all four modelled activities are operating continuously and simultaneously.
- Given a predicted noise level of 48 dBA at the worst-affected location on site (location 1), to comply with the tightest relevant interior design level under AS 2107 of 35 dBA, a noise level reduction from outside to inside of 13 dB is required. Any modern facade construction will comfortably achieve this level of isolation, including with a partially ajar window, and thus no specific requirements for future residential dwelling facade construction are deemed necessary.

Therefore, noise modelling demonstrates that residential / sensitive use on the three existing lots at 471 Cambridge Road, and 528 and 540 Pass Road, Mornington is unlikely to interfere with or constrain the existing Green Waste Composting or the Hydrowater Treatment facilities to the south of site, and thus Clause C9.5.2 of the Tasmanian Planning Scheme is satisfied.

Additionally, noise measurements and software noise modelling show that noise levels across site from all four surrounding activities are significantly below the 50 dBA criterion for 'moderate annoyance' outlined within the TAS Noise EPP. As such, no specific recommendations are required for the development of future residential dwellings on site.

Therefore, rezoning of 471 Cambridge Road and 528 and 540 Pass Road, Mornington from Rural Living to General Residential is deemed appropriate regarding noise levels from the nearby industrial operations.

Appendix – Acoustic Glossary

<i>Ambient Noise</i>	All noise associated with a measurement, and typically ignoring the particular noise under investigation. Typically measured as Leq and will usually comprise noise from many sources.
<i>Background Noise</i>	Background noise describes the underlying level of noise present in the ambient noise. It may be described as the average of the minimum noise levels measured, and is typically measured by the statistical L90 level.
<i>Decibel [dB]</i>	The scale used for describing sound. It is a logarithmic scale that uses a reference sound pressure of 20 μ Pa, or reference sound power of 10^{-12} Watts.
<i>dBA</i>	A-weighted decibel. The human ear does not perform linearly and is better at hearing high frequency rather than low frequency sounds, ie. low frequency sound at the same dB level as a high frequency sound will be perceived as quieter. To replicate the human ear response a frequency weighting, denoted as an A-weighting, is applied to the sound. A sound measured in this way is then an A-weighted sound pressure level with units dBA. Practically all noise is measured using the A-weighting.
<i>Leq</i>	Energy averaged sound pressure level over a period of time, usually 10 to 15 minutes. Units of decibels, typically A weighted (LAeq). Because the decibel scale is a logarithmic ratio, the higher noise levels have far more sound energy, and therefore the Leq level tends to indicate an average which is strongly influenced by short-term, high level noise events. Many studies show that human reaction to level-varying sounds tends to relate closer to the LAeq noise level than any other descriptor.
<i>Frequency</i>	Frequency is synonymous with pitch and has the units of Hertz (Hz) or cycles per second. A bass drum produces a low frequency sound, and a small bell a high frequency sound. The frequency range for human hearing is approximately 30Hz to 16kHz.
<i>L10, L90...</i>	Ln is the sound pressure level that is exceeded for n% of the time. Hence the L10 describes the noisier events during the interval, and L90 the quieter events. The L90 is often used to describe the background level. A significant variation between the L10 and L90 would indicate an environment where there is a strong variation in noise levels, and the background is not the dominant source. As the variation between the L10 and L90 decreases, the background becomes a more dominant.
<i>Lmax</i>	The instantaneous maximum level using the time response and frequency weighting set for the meter (typically Fast response, A weighted).
<i>Inversion</i>	A condition typically occurring on clear, still nights which is characterised by the air near the ground being colder than air at higher altitudes. The increasing speed of sound with altitude bends the sound back towards the ground causing a focussing of the sound in a small area. The inversion effect can cause increases in noise levels of 5 to 10 dB with greater increases in exceptional circumstances.

APPENDIX O

Mornington Land Supply Assessment and Map

APPENDIX P

TasPopp2024

APPENDIX Q

Landowner(s) Consent form (Form 1)

APPENDIX R

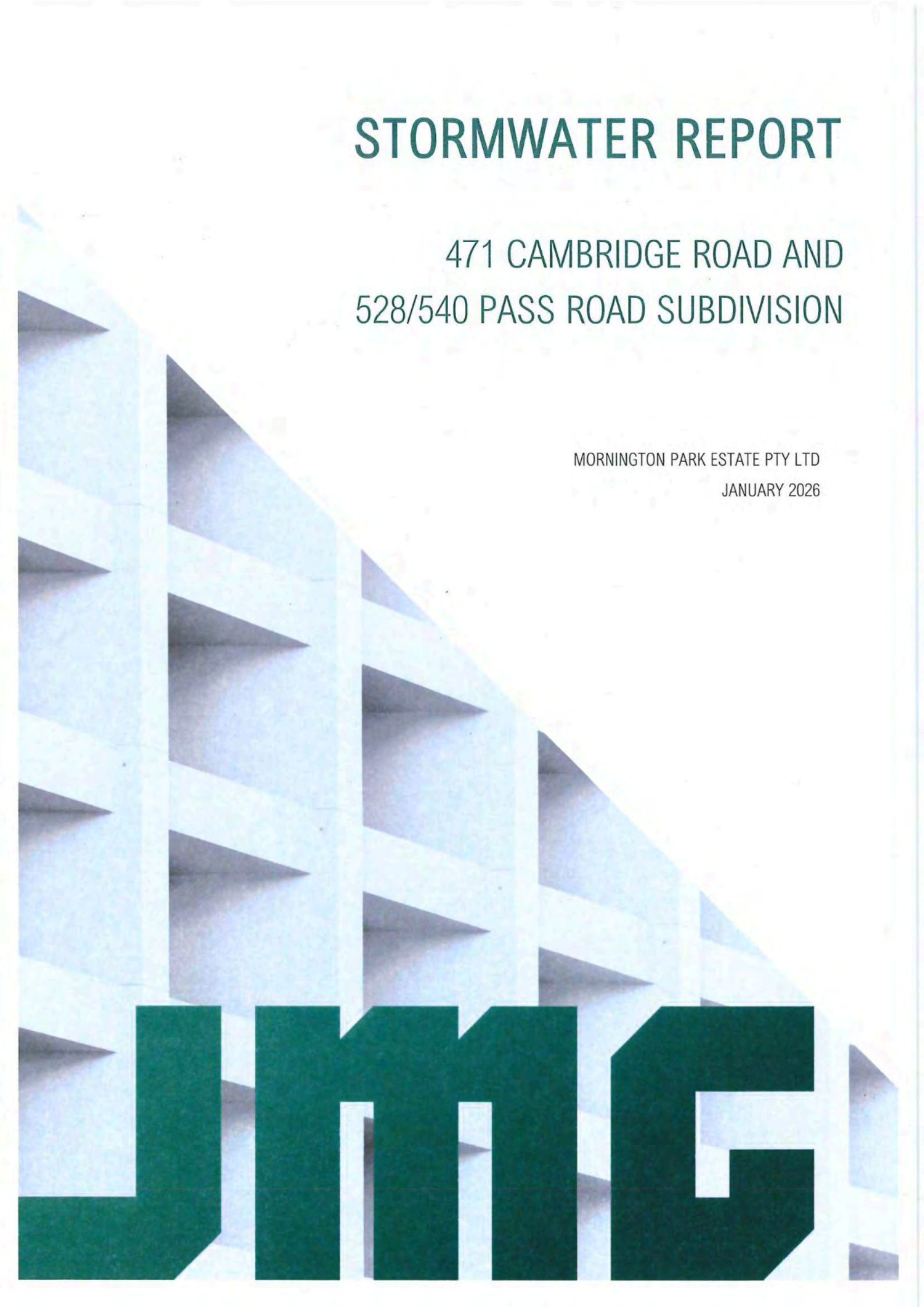
Stormwater Report

STORMWATER REPORT

471 CAMBRIDGE ROAD AND
528/540 PASS ROAD SUBDIVISION

MORNINGTON PARK ESTATE PTY LTD

JANUARY 2026

A photograph of a modern building with a white, stepped facade, featuring a series of horizontal concrete slabs that create a series of deep, rectangular shadows. The building is set against a bright, overcast sky. At the bottom of the image, a large, dark green, stylized logo 'JMG' is superimposed over the building's facade.

JMG

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1. Executive Summary

This report presents a stormwater assessment prepared as an extension to the Civil Concept Services Report for the proposed development at 471 Cambridge Road.

The stormwater component of the concept design has required detailed investigation and multiple technical discussions with Council due to downstream drainage constraints along Cambridge Road. To maintain clarity, the stormwater assessment has been documented as a standalone supporting document to the Concept Services Report, focusing specifically on minor drainage performance and overland flow behaviour under year 2100 climate change conditions (SSP2-4.5).

The stormwater modelling considers the site together with the existing downstream Council drainage system along Cambridge Road, reflecting how flows are conveyed through the piped network and how overland flow paths operate at the site boundary.

The assessment addresses the following design events as per Clarence Council's request:

- 10% AEP - minor drainage behaviour.
- 5% AEP - critical interaction between minor drainage and overland flow.
- 1% AEP - major overland flow paths and hazard identification.

Hydrology and hydraulics were modelled using ARR Data Hub, Book 9 - Runoff in Urban Areas and the software DRAINS (full unsteady hydraulic modelling). Where required, 2D hydraulic modelling (HEC-RAS) was used to assess overland flow behaviour and hazard classification, focusing on:

- Peak flows at the site boundary with full ensemble storms, classifying the worst scenario based on the duration and patterns.
- Distribution of flow between pipes and overland paths.
- Interaction between site runoff and the existing Cambridge Road drainage system.
- Identification of hydraulic bottlenecks and practical mitigation limits from site and Council's available infrastructure to be connected to.

The existing Cambridge Road drainage system comprises a DN900 pipe downstream, reducing upstream to DN525 and DN450 toward and across the site frontage. This reduction in pipe capacity limits conveyance and results in overland flow under existing pre-development conditions for the 10%, 5% and 1% AEP events.

These behaviours are independent of the proposed development and form the baseline condition for this assessment.

For the 5% AEP event:

- Post-development total boundary flows are lower than pre-development when practical detention (700m³) and DN900 conveyance are provided.
- When Council's system is upsized to DN900 and detention is provided (≈700m³), overland flow is significantly reduced, with a portion of residual overland flow originating from upstream Pass Road catchments, not the site. A 2D hydraulic modelling confirms a maximum low hazard (H1) overland flow condition for the site and surrounds. (Refer to Topic 4 and Table 1).

For the 10% AEP event:

- Post-development boundary flows are lower than pre-development, with minimal overland flow. (Refer to Table 2).

For the 1% AEP event:

- While total boundary flow increases due to improved pipe conveyance, overland flow is reduced compared to pre-development, resulting in improved major system performance and safety outcomes. A series of level adjustments at the intersection of Road 1 and 2 partially divert the 1% AEP flow to the public open space, reducing the energy, depth, level and associated hazard rating of Road 1 between Road 2 and Cambridge Road. (Refer to Table 1).

Overall, the stormwater assessment confirms that the site is subject to significant overland flow under existing conditions, driven by downstream drainage capacity constraints along Cambridge Road. These conditions would occur irrespective of whether the proposed development proceeds.

The modelling demonstrates that existing overland flow is not caused by the site, but by limitations within the downstream Council drainage system. Under post-development conditions, the increase in site imperviousness is managed through practical on-site detention, such that peak discharges at the site boundary are controlled and, for the critical ensemble storms 10%, 5% and 1%AEP event, are either lower than pre-development or under controlled conditions.

Where overland flow remains, it is primarily associated with upstream catchments or rare storm events and is reduced in magnitude compared to existing conditions. As a result, the proposed development does not worsen existing stormwater behaviour and, where practicable, contributes to improved hydraulic performance and safety outcomes relative to the current scenario.

2. Catchment Context and Existing Overland Flow Behaviour

The site is influenced by runoff generated from multiple upstream catchments that interact with the Cambridge Road drainage system under existing conditions.

Catchment analysis and DRAINS modelling indicate that not all upstream runoff enters the site detention system (refer Figure 2). A portion of flow drains directly to Cambridge Road (Catchment 1), while another portion is conveyed toward a low point near the Pass Road intersection and bypasses the site detention (Catchment 2). Catchments 3, 4 and 5 are conveyed through the site drainage system (including the proposed detention system) before being discharged to Cambridge Road. These flow paths occur under existing conditions and are not created by the proposed development.



Figure 2 - Surrounding Catchment Scheme and Site

Council flood mapping (Figure 3) confirms that this area is already affected by flooding, particularly near the Pass Road and Cambridge Road intersection, indicating that overland flow in this location is an existing condition.



Figure 3 - Flood-prone Hazard Area (blue hatching), Development Area (red hatching)

It is proposed to convey the flows from Catchment 3 through a swale and piped drainage system directly to Cambridge Road rather than towards the detention system. This infrastructure does not increase discharge at the site boundary but reduces the frequency of uncontrolled overland flow across the site while maintaining existing downstream behaviour.

Downstream of the site, runoff is conveyed through the Cambridge Road drainage system, which is only a DN450/525 from the site boundary before transitioning to DN900 approximately 60m further down Cambridge Road. These small bore pipes govern system performance and result in overland flow during frequent-rare and rare storm events under existing conditions.



Figure 4 - Existing Clarence Council's Stormwater Pipe Network

3. Modelling Methodology

Stormwater modelling was undertaken using DRAINS, applying a full unsteady hydraulic model to represent the interaction between catchment runoff, piped drainage and overland flow paths across the site and the downstream Cambridge Road system.

Hydrologic parameters were derived in accordance with Australian Rainfall and Runoff (ARR 2019), with losses, routing and storm selection consistent with current Australian practice and Council expectations for concept-level stormwater assessment.

For each AEP (10%, 5% and 1%), ensemble temporal patterns were adopted in accordance with ARR 2019 to capture variability in storm hydrograph and peak timing. The critical storm duration was selected based on the duration producing the governing peak flow or storage demand at the site boundary.

For clarity and transparency, the detailed scenario comparison is presented using the 5% AEP event, as this represents the controlling case for the minor drainage system where both piped capacity and overland flow paths are active.

The 10% and 1% AEP events were then assessed using the final, preferred configuration only, as intermediate scenarios do not materially alter the engineering conclusions.

Overall, the rainfall runoff conversion was modelled using the Initial Loss - Continuing Loss (IL/CL) method, consistent with ARR 2019 guidance. The adopted loss parameters are summarised below:

- Impervious Areas (Initial Loss: 1 mm; Continuing Loss: 0 mm/hr)
- Pervious Areas (Initial Loss: 20 mm; Continuing Loss: 2 mm/hr)

These values are derived from Council's advice, being an approximate representation of local soil and surface conditions at concept stage and are consistent with typical ARR-based assumptions for urban and peri-urban catchments.

Hydraulic routing within the drainage network was modelled using full unsteady flow, allowing surcharge, backwater effects and flow redistribution between pipes and overland paths to be explicitly represented.

Overland flow was modelled using the kinematic wave formulation, enabling representation of shallow surface flow across roads and open areas where piped capacity is exceeded. This approach is appropriate for concept-level assessment of overland flow paths and aligns with ARR guidance for urban drainage systems, forming peak flows at the site boundary, with results separated into:

- Piped flow.
- Overland flow.

This separation allows the relative contribution of site-generated runoff and downstream system constraints to be clearly identified and provides a robust basis for assessing whether post-development conditions exceed pre-development behaviour.

4. Modelling Scenarios – 5% AEP (Controlling Case)

The following scenarios were developed to progressively assess existing conditions, development impacts, detention effectiveness, and downstream system constraints, allowing clear identification of hydraulic limitations and feasible mitigation measures.

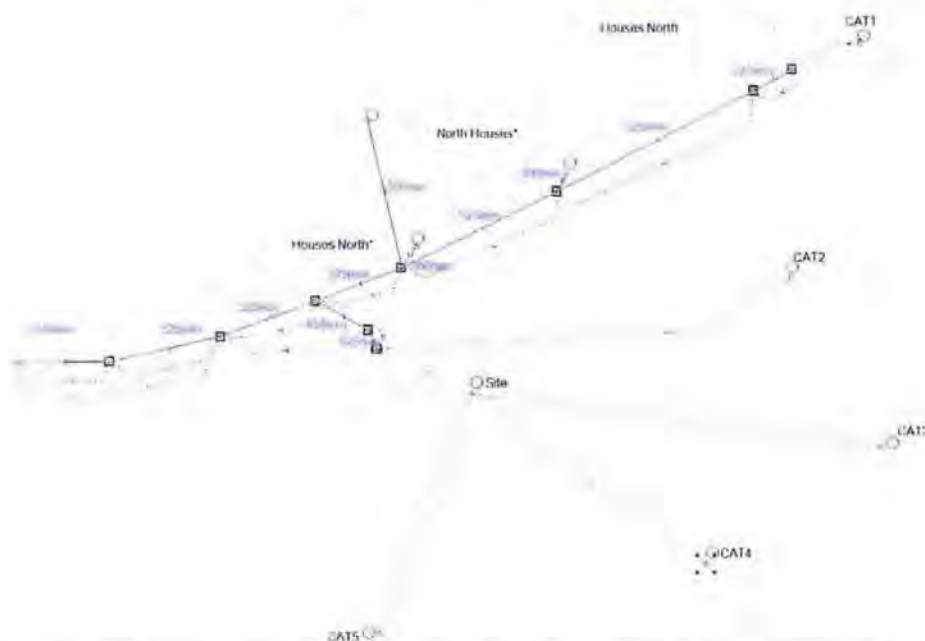


Figure 5 - Pre-development Scenario Scheme with Links and Nodes - Screenshot from DRAINS Software

Note, in the following Figures 9 to 17, blue labels represent peak flow conveyed within the pipe network, while red labels indicate peak overland flow occurring where hydraulic capacity is exceeded.

Scenario SC5%.1 - Pre-Development

This scenario represents existing conditions with the current Cambridge Road drainage system unchanged as per Figure 6. Overland flow occurs due to inlet constraints and limited downstream pipe capacity, with runoff generated by upstream catchments interacting with the site regardless of any future development.

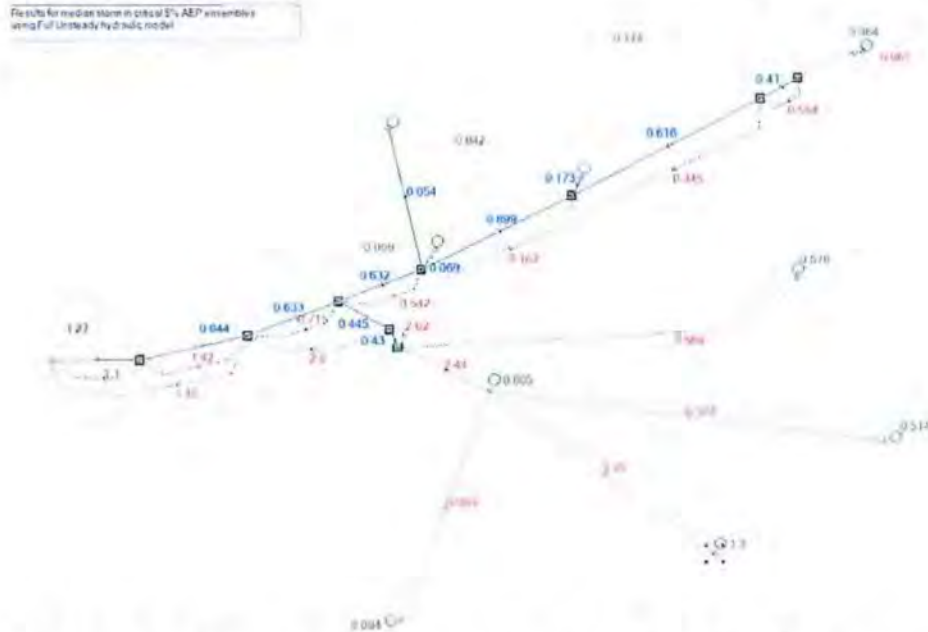


Figure 6 - 5% AEP Pre-development Flows. Note that the 5% AEP pre-development overland flow at the boundary is 2.62m³/s (red text).

Figure 7 below illustrates the base point of post-development stormwater network modelling, including links and nodes adopted for the hydraulic assessment.

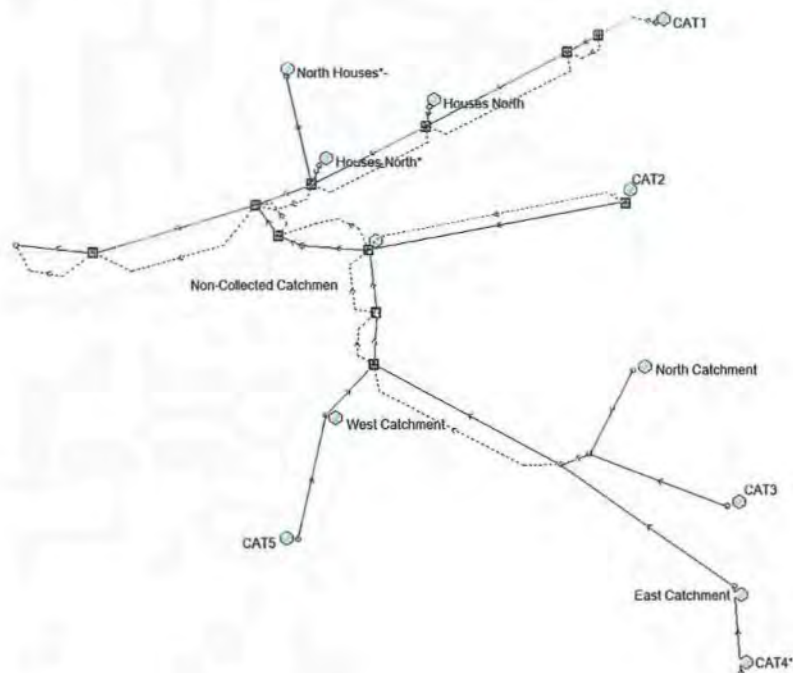


Figure 7 - Post-Development with no Detention Scheme - Links and Nodes (DRAINS)

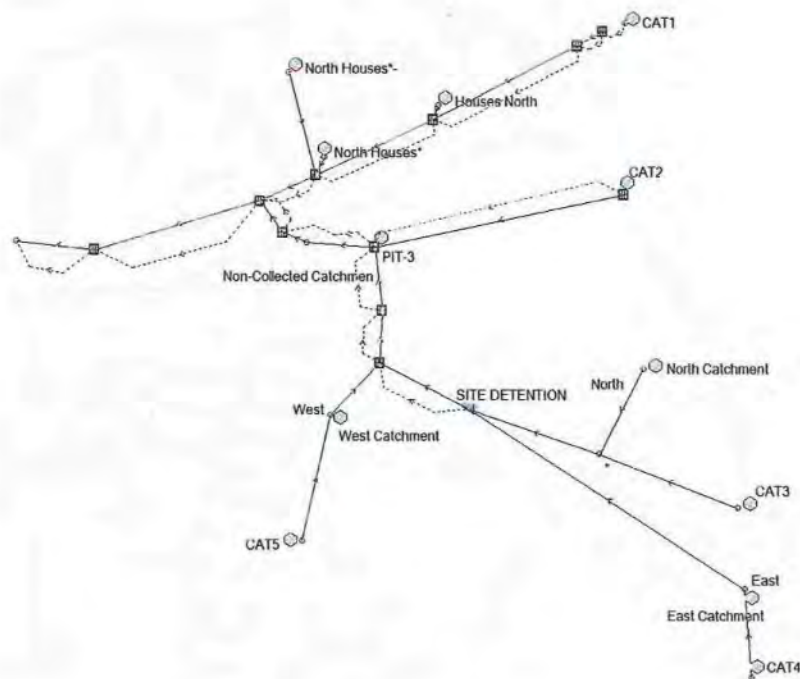
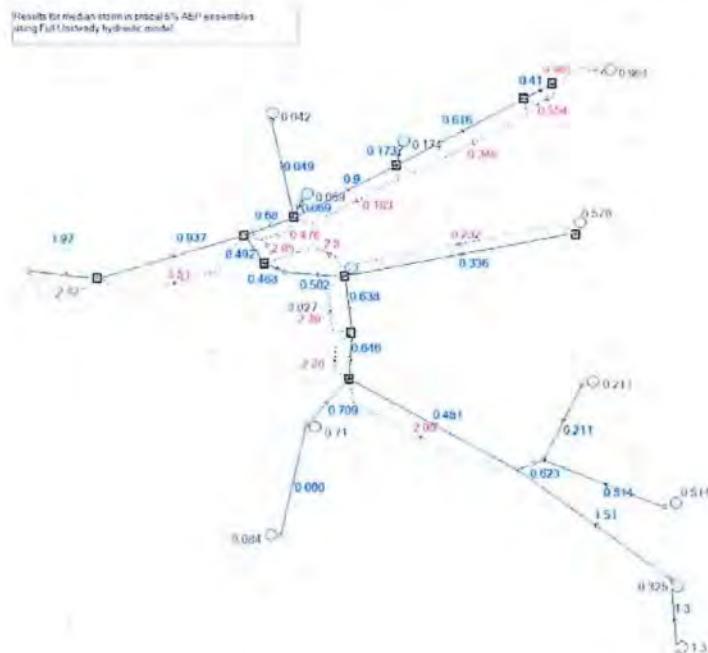


Figure 8 - Post-Development with Detention Scheme - Links and Nodes (DRAINS)

Scenario SC5%.2 - Post-Development (No Detention) and Council's System Unchanged

This scenario assesses the effect of increased site imperviousness without any on-site detention and Council's system unchanged. Boundary flows and overland flow increase, demonstrating that unmanaged development would exacerbate existing hydraulic constraints within the downstream drainage system.



Scenario SC5%.3 - Post-Development with Practical Detention and Council's System Unchanged

This scenario includes a practical on-site detention system limited to approximately 80m in length ($\approx 700 \text{ m}^3$), reflecting site constraints. While detention moderates peak discharge, downstream pipe capacity remains the controlling constraint, and overland flow is still generated.

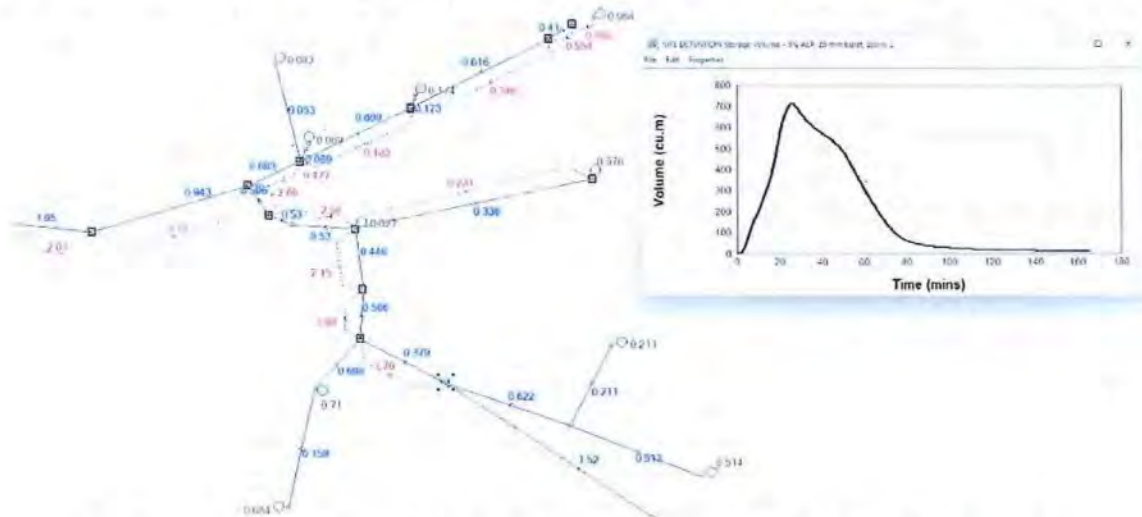


Figure 10 - Post-development 5% AEP flows with $\sim 700 \text{ m}^3$ detention. Note that the overland flow at the boundary is reduced from pre-development levels of $2.62 \text{ m}^3/\text{s}$ to $2.56 \text{ m}^3/\text{s}$

Scenario SC5%.4 - Post-Development with Theoretical Detention for a Non-Overland Scenario and Council's System Unchanged

This sensitivity test increases detention volume to approximately $4,500\text{--}5,000 \text{ m}^3$ to eliminate overland flow. While hydraulically effective, the required storage volume is disproportionate and not achievable within the site, demonstrating that over-compensation is not a reasonable solution.

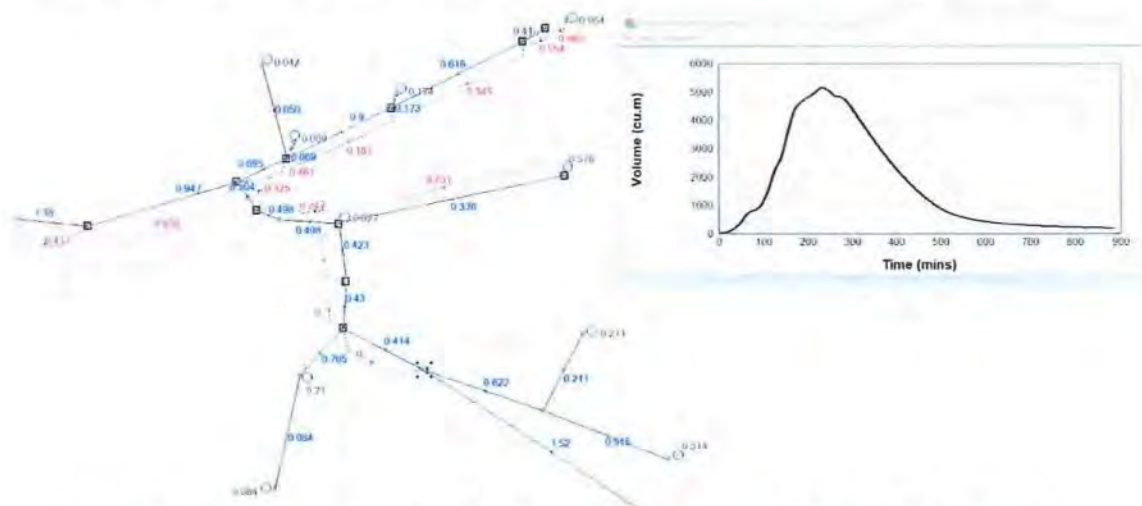


Figure 11 - Post-development 5% AEP flows with $\sim 5,000 \text{ m}^3$ detention. Note that the overland flow at the boundary is drastically reduced from pre-development levels of $2.62 \text{ m}^3/\text{s}$ to $0.247 \text{ m}^3/\text{s}$, however, unfeasible.

Scenario SC5%.5 - Post-Development with Practical Detention ($\approx 700 \text{ m}^3$) and Council's System Upsized to DN900 pipes

This scenario combines practical on-site detention with continuous DN900 conveyance to the site connection. Improved pipe capacity allows more flow to be safely conveyed, substantially reducing overland flow and resulting in improved hydraulic performance relative to existing conditions.

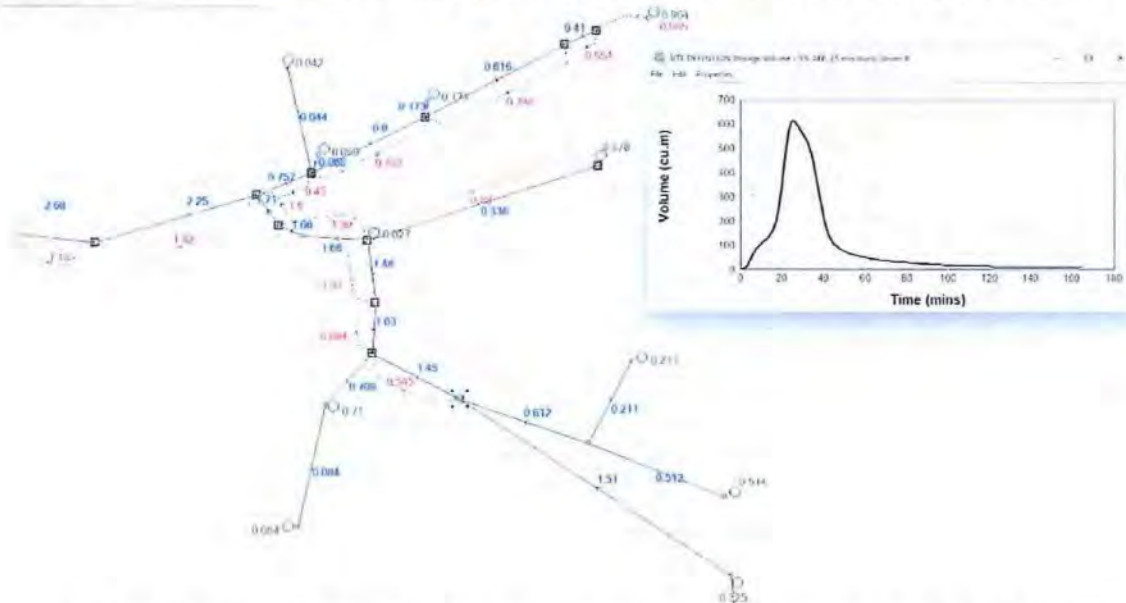


Figure 12 - Post-development 5% AEP flows with $\sim 600 \text{ m}^3$ detention. Note that the overland flow at the boundary is reduced from pre-development levels of $2.62 \text{ m}^3/\text{s}$ to $1.39 \text{ m}^3/\text{s}$. Overland flow is further presented in the report with the hazard levels within the development boundary.

Table 1 - 5% AEP + SSP2-4.5 (YEAR 2100) Scenarios

5%AEP + SSP2-4.5 (YEAR 2100)				
Scenario	Description	Peak Flow at Boundary (IN THE PIPE) (m^3/s)	Peak Flow at Boundary (OVERLAND) (m^3/s)	TOTAL @ the Boundary
SC5%.1	Pre-Development - system as it is	0.430	2.62	3.05
SC5%.2	Post-Development (No Detention) and Council's System Unchanged	0.488	2.89	3.28
SC5%.3	Post-Development with Practical Detention and Council's System Unchanged	0.530	2.56	3.09
SC5%.4	Post-Development with Theoretical Detention for a Non-Overland Scenario and Council's System Unchanged	0.498	0.247	0.745
SC5%.5	Post-Development with Practical Detention ($\approx 700 \text{ m}^3$) and Council's System Upsized to DN900 pipes	1.66	1.39*	3.05

*Post-development at the boundary not greater than Pre-Development scenario and 47% reduction in overland flow to Cambridge Road. (2D Unsteady flow and hazard band results are presented on Topic 5.)

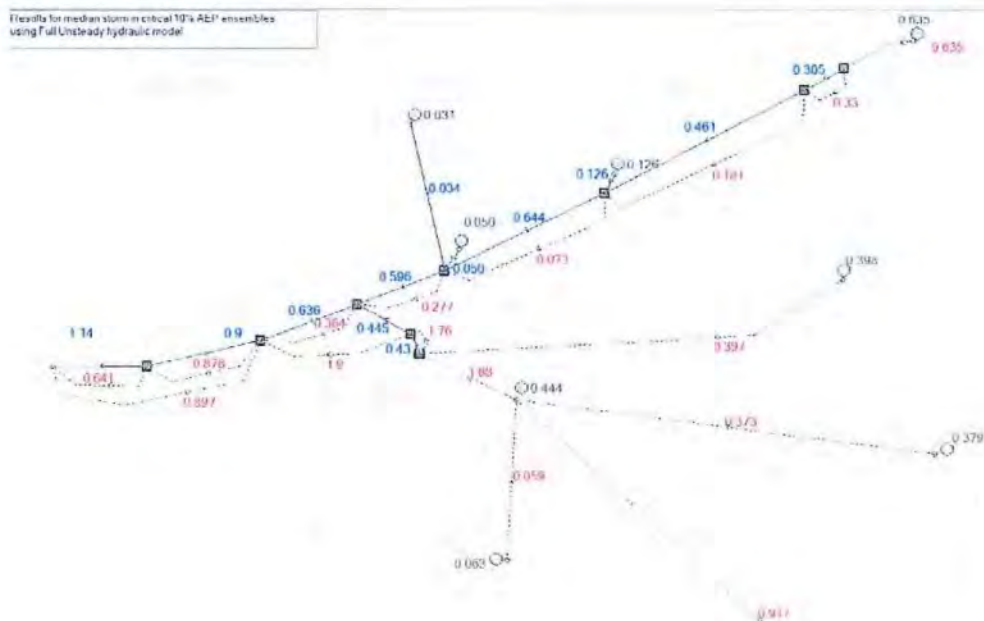


Figure 13 - 13% AEP Pre-development flows. Note that the 10% AEP pre-development overland flow at the boundary is $1.76\text{m}^3/\text{s}$ (red text).

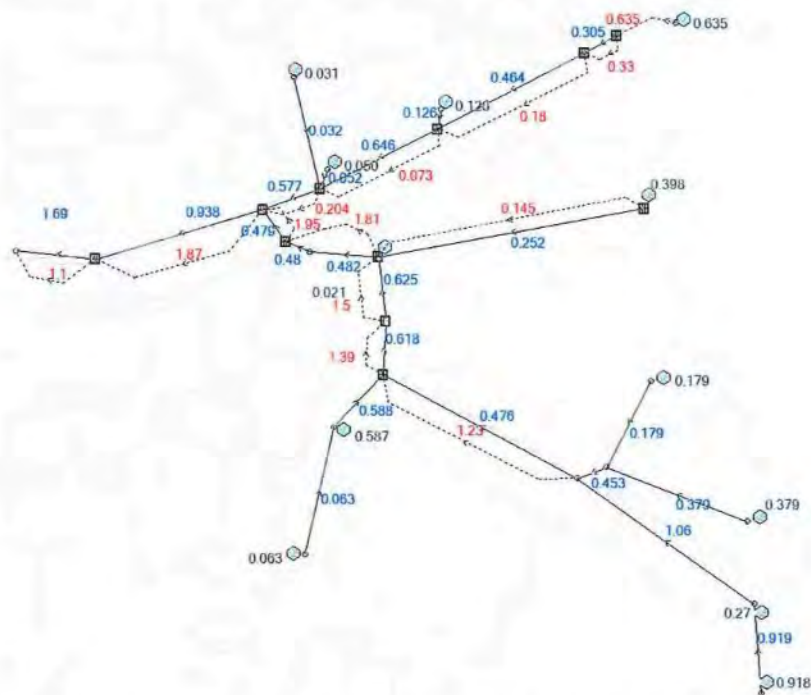


Figure 14 - Post-development 10% AEP flows with no detention. Note that the overland flow at the boundary increases from $1.76\text{m}^3/\text{s}$ to $1.81\text{m}^3/\text{s}$ as a result of the proposed development.

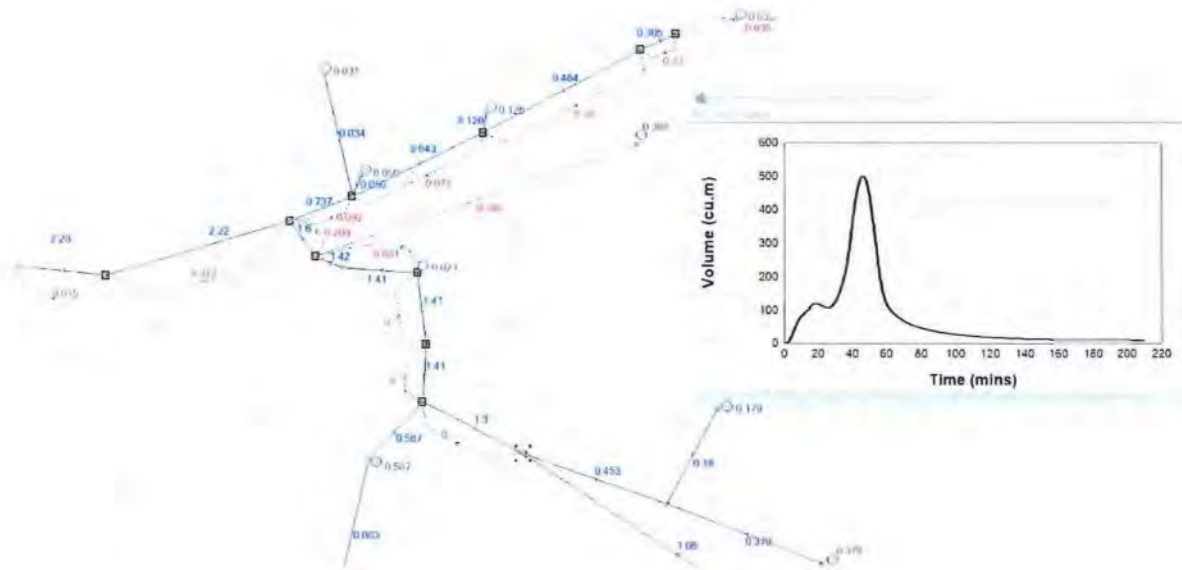


Figure 15 - Post-development 10% AEP flows with ~600m³ detention. Note that the overland flow at the boundary is reduced from pre-development levels of 1.76m³/s to 0.001m³/s.

Table 2 - 10% AEP + SSP2-4.5 (YEAR 2100) Scenarios

10%AEP + SSP2-4.5 (YEAR 2100)				
Scenario	Description	Peak Flow at Boundary (IN THE PIPE) (m ³ /s)	Peak Flow at Boundary (OVERLAND) (m ³ /s)	TOTAL @ the Boundary
C10.1	Pre-Development - system as it is	0.43	1.76	2.19
C10.2	Post-Development - no detention	0.475	1.89	2.36
C10.3	Post-Development with Practical Detention (≈700 m ³) and Council's System Upsized to DN900 pipes	1.42	0.40	1.82

For the 1% AEP event, the assessment extends beyond pipe capacity and considers major overland flow behaviour, flow paths and hazard. While DRAINS is used to quantify peak discharges at the site boundary, a 2D unsteady hydraulic analysis using HEC-RAS was undertaken to assess the spatial distribution of overland flow, flow depths, velocities and associated hazard across roads and adjacent areas.

This combined approach provides a more appropriate representation of major system performance for rare events.

Results for median storm in critical 1% AEP ensembles
using Full Unsteady hydraulic model.

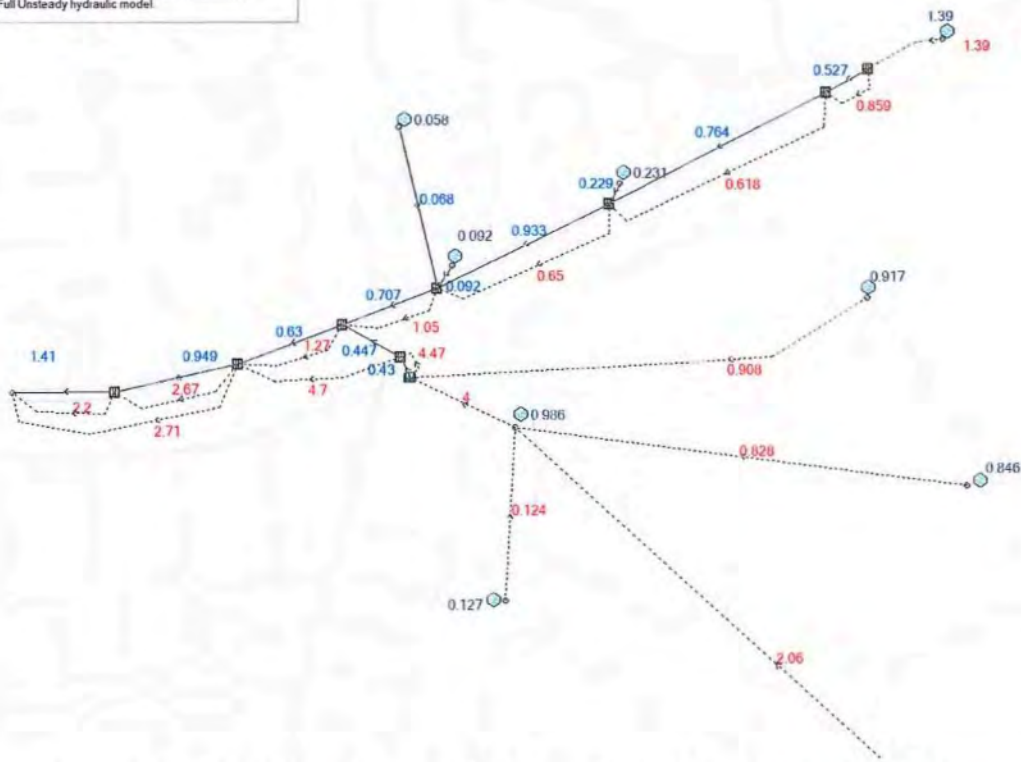


Figure 16 - 1% AEP Pre-development flows. Note that the 1% AEP pre-development overland flow at the boundary is 4.47m³/s (red text).

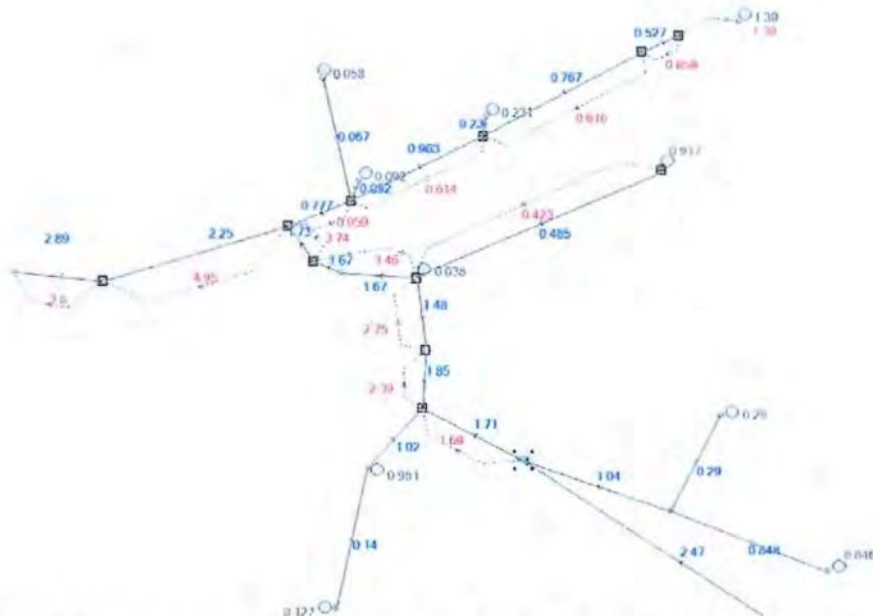


Figure 17- Post-development 1% AEP flows with ~600m³ detention. Note that the overland flow at the boundary is reduced from pre-development levels of 4.47m³/s to 3.46m³/s.

Table 3 - 1% AEP + SSP2-4.5 (YEAR 2100) Scenarios

1%AEP + SSP2-4.5 (YEAR 2100)				
Scenario	Description	Peak Flow at Boundary (IN THE PIPE) (m ³ /s)	Peak Flow at Boundary (OVERLAND) (m ³ /s)	TOTAL @ the Boundary
C1.1	Pre-Development - system as it is	0.43	4.47	4.90
C1.3	Post-Development with Practical Detention (=700 m ³) and Council's System Upsized to DN900 pipes	1.67	3.46	5.13**

** Although total flow increases, the increase occurs within the piped system. Overland flow is reduced by 22.5%, which is the controlling safety criterion for the major system. (2D Unsteady flow and hazard band results are presented on Topic 5.)

5. HEC RAS and Overland Flow Verification

For major storm events, stormwater behaviour is governed by overland flow paths rather than pipe capacity alone. Accordingly, a combined DRAINS and 2D hydraulic modelling approach has been adopted to assess overland flow paths, depths, velocities and associated hazard under higher magnitude events.

5% AEP - Overland Flows from Detention Verification

Although the 5% AEP event is primarily a minor drainage design case, overland flow is generated where downstream drainage capacity is constrained. A 2D unsteady HEC-RAS analysis was undertaken to verify that overland flows resulting from this event are safely conveyed, with acceptable depths, velocities and hazard classification.

- 5% AEP flows (for the peak 1% AEP storm duration) from within the development area were removed, assuming that these are conveyed in the underground pipe work.
- All inflow from outside the development area is assumed overland (i.e. the 5% AEP flow has not been removed), with CAT 1 as an exception. This is conservative given that a proportion of flow will enter the underground pipework at these inflow locations.
- Inflow and outflow boundaries are positioned at suitable distances upstream and downstream to ensure that the model stabilises before reaching the area of interest and that downstream results are not impacted by backwater effects. Boundary inflows include flows from within the development area, which is also conservative.
- Manning's roughness coefficients have been applied for different surface types to ensure an accurate representation of flow behaviour:
 - Developed Areas (e.g. Houses and Buildings): 0.30
 - Hardstand Surfaces (e.g. Driveways and Pavement): 0.018
 - Vegetated Zones and Landscaping: 0.035



Figure 18 - Post-development 5% AEP+CC Maximum Depths from Figure 12 Flow Scheme



Figure 19 - Post-development 5%+CC AEP Maximum Velocity from Figure 12 Flow Scheme



Figure 20 - Post-development 5% AEP+CC Hazard Bands Figure 12 Flow Scheme (H1 Hazard Level within the Development Boundaries) - Generally safe for people, vehicles and buildings

1% AEP - Major Overland Flow Assessment

For the 1% AEP event, the assessment focuses on major overland flow behaviour rather than peak discharge alone. A 2D unsteady HEC-RAS model was used to define flow paths, quantify depths and velocities, and confirm that overland flow remains within acceptable hazard limits across the site and adjoining road network.



Figure 21 - HEC-RAS Geometry with Inflows



Figure 22 - HEC-RAS - Site Layout and Overland Flow Extent



Figure 23 - Post-development 1% AEP+CC Maximum Depths



Figure 24 - Post-development 1% AEP+CC Maximum Velocity

Flood hazard within the study area has been assessed using nationally recognised depth-velocity ($D \times V$) criteria, which provide an objective measure of flood risk to people, vehicles and built form. These criteria are widely adopted in Australian floodplain management practice and are documented in the Australian Institute for Disaster Resilience (AIDR) guidelines, with thresholds derived from experimental testing and full-scale flood behaviour observations.

The $D \times V$ framework allows flood hazard to be classified according to the vulnerability of different receptors, recognising that acceptable thresholds vary between pedestrians, vehicles and buildings. As a result, separate stability criteria are applied depending on land use, exposure and the likely presence of people or vehicles during flood events.

Figures 25 to 28 presented below summarise the adopted hazard classification thresholds for general flood vulnerability, pedestrian stability, and vehicle stability. These references form the basis for interpreting the hydraulic modelling results presented in subsequent sections of this report.

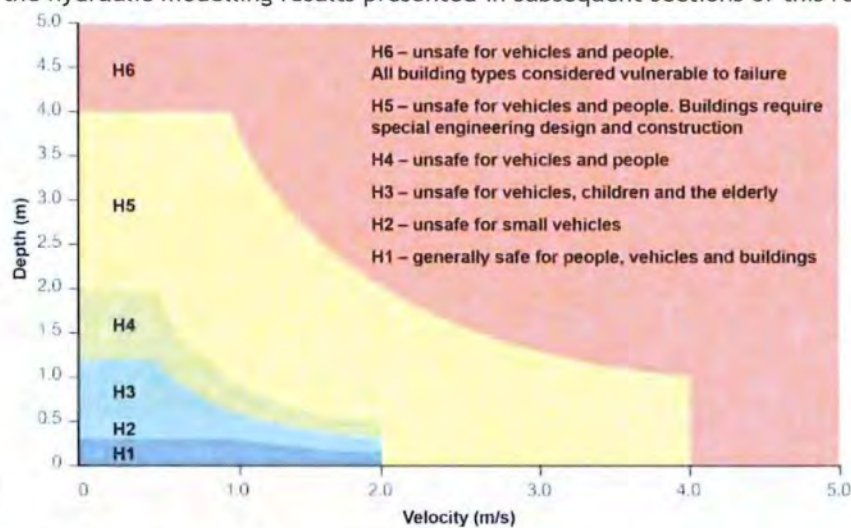


Figure 25- Depth-velocity ($D \times V$) relationship defining hazard categories H1 to H6, from generally safe conditions to extreme hazard for people, vehicles and buildings.

Hazard vulnerability classification	Description	Classification limit (D and V in combination) m^2/s	Limiting still water depth (D) m	Limiting velocity (V) m/s
H1	Generally safe for vehicles, people and buildings	$VxD \leq 0.3$	0.3	2.0
H2	Unsafe for small vehicles	$VxD \leq 0.6$	0.5	2.0
H3	Unsafe for vehicles, children and the elderly	$VxD \leq 0.6$	1.2	2.0
H4	Unsafe for vehicles and people	$VxD \leq 1.0$	2.0	2.0
H5	Unsafe for vehicles and people. All building types vulnerable to structural damage. Some less robust building types vulnerable to failure	$VxD \leq 4.0$	4.0	4.0
H6	Unsafe for vehicles and people. All building types considered vulnerable to failure	$VxD > 4.0$	-	-

Figure 26- Quantitative depth, velocity, and D×V limits used to classify flood hazard levels (H1-H6) for hydraulic modelling assessment.

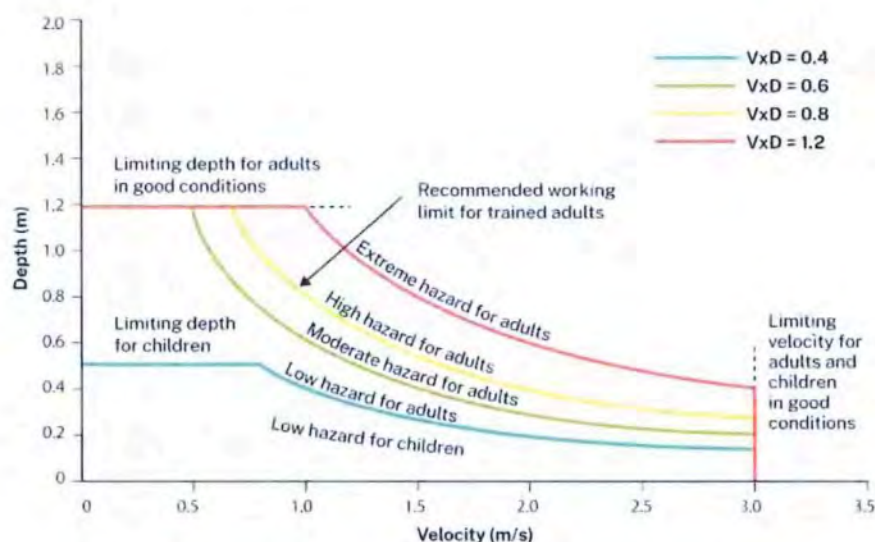


Figure 27- Depth-velocity criteria defining low to extreme hazard levels for pedestrian safety, including separate considerations for adults and children

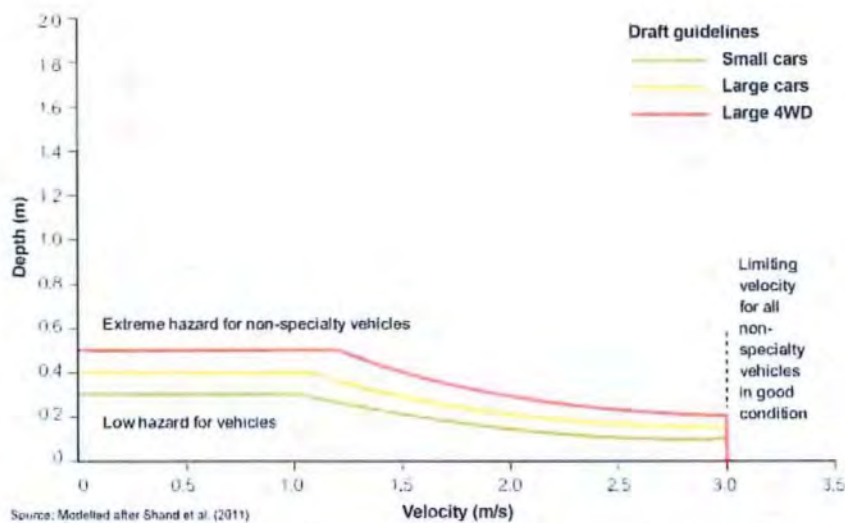


Figure 28- Depth-velocity limits for vehicle stability, distinguishing hazard levels for small cars, large cars and four-wheel-drive vehicles



Figure 29 - Spatial distribution of the $D \times V$ parameter across the site for the 1% AEP+CC event, highlighting variations between road environments and pedestrian-accessible areas

The results indicate that higher $D \times V$ values, ranging between approximately 0.50 and 0.75, are confined to internal road corridors, where the primary receptor is vehicles.

In contrast, areas accessible to pedestrians, including public open space and footpaths, exhibit significantly lower $D \times V$ values, typically between 0.055 and 0.25, which fall within the H1 hazard classification and are considered generally safe for people.

For road environments, vehicle stability was assessed separately using established vehicle stability threshold curves. Although $D \times V$ values within the road corridor exceed the H1 threshold for pedestrians, the combination of shallow flow depths, controlled velocities, and the vehicular-only nature of these areas indicates acceptable safety outcomes for vehicles during the 1% AEP event.

Overall, the assessment confirms that overland flow hazards remain low for pedestrian areas and manageable within road environments, with no unacceptable risk identified for the proposed development.

6. Conclusion

The stormwater assessment demonstrates that the existing flooding constraints affecting the site and the surrounding road network are primarily driven by limitations in the downstream Council drainage system along Cambridge Road, rather than by the proposed development itself. Pre-development modelling confirms that overland flow and flooding are already present under existing conditions for the 10%, 5%, and 1% AEP events, including under future climate change scenarios.

Post-development with CC modelling shows that the increase in site imperviousness is effectively managed through on-site controls, with runoff at the site boundary maintained at or below pre-development with CC conditions where feasible. A viable on-site detention system, constrained to the available footprint of approximately 80m in length, $\approx 700\text{m}^3$, provides meaningful attenuation of peak flows without over-compensating for external system deficiencies.

Scenario testing confirms that attempting to fully offset the limited downstream pipe capacity through excessive on-site detention would require impractical storage volumes and does not represent a reasonable or proportionate engineering solution. In contrast, selective upsizing of the downstream drainage system to a continuous DN900 configuration, combined with on-site detention, significantly improves hydraulic performance, reduces overland flow magnitudes, and results in safe flood hazard outcomes for the 10% and 5% AEP event inclusive of Climate Change.

Two-dimensional hydraulic modelling undertaken for critical overland flow paths demonstrates that, under the adopted design scenario, Council's system upsized to DN900 and $\approx 700\text{m}^3$ detention, flood hazard levels within internal roads and public open space are generally within H1 to H2 classifications, with pedestrian areas remaining at low hazard levels. Vehicle-related hazard levels are confined to road corridors only and remain consistent with accepted safety thresholds for minor storm events.

Overall, the proposed stormwater management strategy does not exacerbate existing flooding conditions and, where possible, contributes to improved flow management and safety outcomes relative to the current situation. The adopted approach is consistent with ARR guidance, Council requirements, and industry best practice, and provides a robust, defensible basis to support the proposed development.



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ATTACHMENT 7

Attachment 7 – Site Photos – PDPSPAMEND-2024/048902

PDPSPAMEND-2024/048902 – Site Photos



Panoramic view of site from north-west corner, showing frontage onto Cambridge Road and rising slope to southern site boundary.



View to south-west from Pass Road, showing site including existing residential development on 528 and 540 Pass Road.

7.3 PLANNING SCHEME AMENDMENT - LOCAL PROVISIONS SCHEDULE AMENDMENT AND COMBINED SUBDIVISION APPLICATION PDPSPAMEND-2024/048902 - 471 CAMBRIDGE ROAD, MORNINGTON AND 528 AND 540 PASS ROAD, CAMBRIDGE**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is for the Planning Authority to consider the application made for a combined draft Amendment to the Clarence Local Provision Schedule (LPS) under section 37 of the *Land Use Planning and Approvals Act 1993* (LUPAA) and a combined development application under section 40T(1) of LUPAA.

The application relates to land at 471 Cambridge Road, Mornington (CT: 184647/1) and 528 and 540 Pass Road, Cambridge (CT: 184647/3, and CT: 184647/2). The proposal seeks to facilitate a combined rezoning and planning framework to enable a residential development that is supported by public open space, local services and associated infrastructure.

The proposal seeks to amend the Clarence LPS to rezone the land to General Residential, Local Business and Open Space zones, removal of the Waterway and Coastal Protection Overlay, together with the application of a Specific Area Plan (SAP) to guide future development and subdivision outcomes across the site. The proposal also includes the initial stage of an associated subdivision proposal to be assessed on the assumption that the draft LPS amendment is approved.

RELATION TO PLANNING PROVISIONS

The land is currently zoned Rural Living B under the Tasmanian Planning Scheme - Clarence. It is also subject to the following codes: Parking and Sustainable Transport Code, Road and Railway Assets Code, Natural Assets Code, Attenuation Code, Bushfire-prone areas Code, Flood-prone areas Code, Landslip Hazard Code, and Safeguarding of Airports Code.

The subdivision and residential development would be prohibited under the current Scheme.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the *Judicial Review Act 2000* and the *Local Government (Meeting procedures) Regulation 2025*.

Section 37 of LUPAA provides for the Planning Authority to consider a request to amend the Clarence Local Provision Schedule (LPS). Section 40T of LUPAA provides for the lodging of an application for a permit which would not be allowed if the planning scheme were not amended as requested.

In determining this matter, the Planning Authority must consider whether it is satisfied that the draft amendment meets the LPS criteria under Section 34 of LUPAA. The Planning Authority is required to make a decision in relation to this matter within the statutory period, which expires on 18 May 2026.

The attached report identifies relevant background, site description and legislative implications. The assessment is then presented in two parts.

- Part A – Assessment of the proposed Draft Amendment to the Clarence Local Provision Schedule, and
- Part B – Assessment of the proposed subdivision.

CONSULTATION

Unless directed otherwise by the Tasmanian Planning Commission (the Commission), if Council agrees to a request to prepare a draft amendment to the LPS, it will then be subject to public exhibition and open for public comment for a period of 28 days, in accordance with statutory requirements.

FINANCIAL IMPLICATIONS

No significant implications.

RECOMMENDATION

- A. That, pursuant to Section 38(1) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority is satisfied that the requested amendment of the Clarence Local Provisions Schedule PDPSPAMEND-2024/048902 to rezone 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge, from Rural Living Zone B to General Residential Zone, Open Space Zone and Local Business Zone, removal of the Waterway and Coastal Protection Overlay and application of a Specific Area Plan (Mornington Park Specific Area Plan) meets the LPS criteria subject to the following modifications, as per Section 40F(2)(b) of LUPAA:
1. modify zone application to meet Practice Note 7-Draft LPS mapping: technical advice to extend the proposed zones into the adjoining road centrelines,
 2. modify SAP to cover entire site, and
 3. modify the SAP to remove reliance upon the master plan and otherwise modify as per Attachment 3.
- B. That, pursuant to Section 40F(2) of the Act, to certify the modified draft amendment as meeting the LPS Criteria.
- C. That, once certified, the Planning Authority will provide a copy of the draft amendment to the Tasmanian Planning Commission, give notice and place the draft amendment on public exhibition for a period of 28 days as required under Section 40H of the *Land Use Planning and Approvals Act 1993*.
- D. That, pursuant to Section 40Y(2) of the *Land Use Planning and Approvals Act 1993*, the planning application for a five lot subdivision (2 residential lots, 1 public open space lot, 1 road lot and 1 balance lot with two existing dwellings) at 471 Cambridge Road, Mornington and 528 and 540 Pass Road, Cambridge which was submitted in accordance with s40T(1) of the Act, be approved subject to the following conditions.

1. GEN AP1 – ENDORSED PLANS.
 - Proposed subdivision plans version C dated 10/01/25, prepared by Rogerson & Birch,
 - Concept Services – General Arrangement, Dwg No. 1 version DA4, dated 28/01/26 prepared by Johnston McGee & Gandy Pty Ltd, and
 - Bushfire Hazard Report, version 4, dated 14/02/25, prepared by Mat Clark (BFP-P).
2. ENG A1 – NEW CROSSOVER.
3. ENG M2 – DESIGNS SD.
4. Driveways, parking areas and other areas accessible to vehicles must be constructed in a suitably impervious surface and provide for adequate stormwater drainage prior to the commencement of the use. Details of the construction must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the commencement of any works.
5. ENG M5 – EROSION CONTROL.
6. The owner or developer must not deposit, stockpile or store any soil, fill or other material on any lot after the completion of civil works, except where expressly approved in writing by the planning authority for landscaping or construction purposes.

Any unauthorised fill must be removed within 14 days of written notice. Failure to comply constitutes a breach of this permit. The planning authority may issue infringement notices and penalties or undertake remedial works at the owner's expense.
7. ENG M8 – EASEMENTS.
8. ENG M8A – SERVICES EASEMENTS.
9. ENG M9 – Filling of Land.
10. ENG R2 – URBAN ROAD CONSTRUCTION.
11. ENG R6 – VEHICLE BARRIERS.
12. Appropriate temporary turning heads are to be provided with sealed surfaces at the end of each road stage to facilitate adequate vehicle manoeuvrability. Appropriate signage signifying the temporary turning head is required. Appropriate and sustainable drainage must be provided for these temporary facilities.
13. ENG S1 – INFRASTRUCTURE REPAIR.

14. Any lots described as “public open space”, “public access way”, “road”, “to be acquired by the Highway Authority” or other land designated to become public land on the Final Plan must be transferred to the Council for a nominal sum of \$1.00 and must be accompanied by a Memorandum of Transfer to the Clarence City Council, all documentation in relation to discharges of any Mortgages, withdrawal of caveats, and all other relevant registrable dealings. This Transfer must be executed by the vendor, identifying the lot(s) to be transferred and the applicant is responsible for all Land Titles Office fees and charges and duty in relation to the document. The applicant remains responsible for ensuring that any Land Titles Office requisitions are effectively resolved and the applicant must meet the costs of such requisitions.
15. ENG S2B – URBAN DRAINAGE SYSTEMS CROSSINGS.
16. ENG S4 – STORMWATER CONNECTION.
17. All existing services on the land must be contained within a single lot. For any services extending beyond the property boundary, a suitable easement must be created on the affected titles.
18. All new power and telecommunication services, including applicable street lighting, must be underground and within the road reserve or subject of a suitable easement approved by Council’s Chief Executive Officer or delegate. Trenchless installations must incorporate the installation of a conduit to accommodate the services. These conduits are to extend beyond all trafficable areas and surface drainage, inclusive of footpaths and table drains, with a minimum cover of 1.2m. The above works must be to the satisfaction of Council’s Chief Executive Officer or delegate and completed prior to the sealing of the Final Plan of Survey.
19. Prior to the sealing of the final plan, the developer must supply the City of Clarence with as-installed services plan(s) clearly indicating the location and details of all relevant services (entirely contained within their respective lots or appropriate easements). The as-installed services plan(s) must be submitted by a suitable qualified expert as confirmation that all engineering work required by this permit has been completed.
20. Where subdivision or development works are approved to be undertaken in stages, all works for each stage must comply with the most current Council By-Laws, adopted policies and Standards in force at the time the engineering drawings for that stage are lodged for approval.

If any previously completed works do not comply with the current Council By-Laws, adopted policies and Standards and require modification to integrate with subsequent stages, the permit holder must reconstruct or upgrade those works to achieve compliance and ensure seamless integration between stages.

All costs associated with such reconstruction or upgrade works are the responsibility of the permit holder.

21. GEN POS2 – POS STAGING.

22. Council has formed the opinion that the subdivision is to provide for public open space as shown on the subdivision proposal plan, where the POS lot area of 5000m² exceeds the 5% contribution minimum requirement of s116(1) of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

Council has negotiated an agreement with Mornington Park Estate Pty Ltd, for the purchase of the land in excess of the 5% contribution, as per the terms and conditions of the Deed executed on 22 April 2026 or in accordance with s116 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

23. PROP 2 – POS FENCING.

24. A Landscape and Earthworks Plan for all areas of Public Open Space (POS) shown on the Plan of Subdivision must be submitted to and approved by Council's Chief Executive Officer or delegate prior to the issue of a Certificate of Likely Compliance (CLC) for building works or commencement of works within the POS, whichever occurs first.

1. The Landscape and Earthworks Plan must clearly document the following:

- finished surface contours at 0.1m intervals and spot levels sufficient to demonstrate final landform and drainage patterns,
- the detailed shaping of all swales, low points and overland flow paths to demonstrate that the land will function as usable public open space while accommodating stormwater conveyance,
- cross sections and long sections of proposed swales and overland flow paths at intervals sufficient to demonstrate batter slopes, depths and integration with surrounding landforms,
- finished surface treatments including turfing, topsoil depths and soil preparation for all disturbed areas,
- establishment specifications for turf and planted areas, including soil preparation, turf type, installation method and establishment requirements sufficient to achieve practical completion prior to handover,
- the location of any proposed paths, furniture or landscape features (if applicable), and
- a staging and implementation schedule for the landscape works.

In addition, the plan must include:

- a north point and site boundaries,
- existing site features including buildings, services and structures,
- the identification of existing trees as retained or removed, and Tree Protection Zones for retained trees in accordance with AS 4970-2009,
- areas of proposed hard and soft landscape treatments,
- planting schedules identifying species, quantities and installation details,
- an annotation stating that any damage to the nature strip during construction will be suitably remediated,
- the location of water connection points, and
- a proposed maintenance schedule for landscaped areas prior to handover.

2. The design must demonstrate, to the satisfaction of Council's Chief Executive Officer or delegate, that:

- stormwater conveyance infrastructure within the POS area is integrated into the landform in a manner that minimises visual and functional impacts and enables the primary use of the land as public recreation space, and
- stormwater conveyance infrastructure within the POS area is integrated into the landform in a manner that minimises visual and functional impacts and enables the primary use of the land as public recreation space.

3. Prior to sealing of the Final Plan of Survey, an as-constructed topographical survey plan certified by a suitably qualified surveyor must be submitted to and approved by Council's Chief Executive Officer or delegate demonstrating that the works have been completed in accordance with the approved Landscape and Earthworks Plan.

25. The development must meet all required Conditions of Approval specified by TasWater notice dated 03/03/2026 (TWDA 2023/01137-CCC).

E. That, in addition to standard advice, the permit be accompanied by the following non-standard advice:

- a. Based on the information provided, the use/development is not likely to adversely affect TasNetworks' operations. As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended that the developer contacts TasNetworks on 1300 137 008 or the Negotiated Connections team at Negotiated.Connections@tasnetworks.com.au at their earliest convenience.

- b. The Department of Primary Industries, Parks, Water and Environment, Threatened Species Unit has advised that the property may contain species identified in the schedules of the *Threatened Species Protection Act 1995*. I have enclosed a copy of the Department's e-mail. It is your responsibility to comply with the legislation and therefore you should contact the Department to determine whether there will be any issues which may arise under that Act in relation to the development
- c. Hobart Airport received application number PDPSAMEND-2024/048902 471 Cambridge Road Mornington and 528 and 540 Pass Road, Cambridge for a development that may be considered a Controlled Activity as stated Airports (Protection of Airspace) Regulations. Hobart Airport as the aerodrome operator has completed the initial assessment of this application as required in the Regulations. Based on the information supplied, it does not appear that this proposal is classed as a controlled activity, as defined in the Regulations. Hobart Airport does not object to this proposal which may create occasional pooling of water in the proposed open space, during flood events, which may increase wildlife activity (e.g. attracting birds).

Controlled activities are also defined as any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter. Details will need to be provided to Hobart Airport for consideration if this proposal may subject the protected airspace around Hobart Airport to one or more of these items. Please note that further to the above, any structures used in the construction process, such as cranes, may in fact be controlled activities and require separate approval under the Regulations. Please note this commentary is from an aerodrome airspace perspective (only) and Hobart Airport may separately submit additional representations within the advertised timeframe.

- F. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

Decision: **MOVED** Cr Kennedy **SECONDED** Cr Ritchie

"That the Recommendation be adopted".

CARRIED UNANIMOUSLY