

HOBART

C.M. Terry, B. SURV. (Tas.), M.SSSI. (Director)
H. Clement, B. SURV. (Tas.), M.SSSI (Director)
M.S.G. Denholm, B. GEOM. (Tas.), M.SSSI (Director)
T.W. Walter, Dip. Surv & Map; (Director)
D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant)
A. Collins, Ad. Dip. Surv & Map, (Senior Associate)
L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T., (Associate)
M. Westerberg, M.E.M., M.I.E. AUST., C.P.ENG. (Associate)

KINGSTON

A.P. (Lex) McIndoe, B. SURV. (Tas.), M.SSSI. (Director)

LAUNCESTON

J.W. Dent, OAM, B. SURV. (Tas.), M.SSSI. (Director)
M.B. Reid, B. GEOM.(HONS) (Tas.), M.SSSI (Director)

BURNIE/DEVONPORT

A.W. Eberhardt, B. GEOM. (Tas.), M.SSSI (Director)
A.J. Hudson, B. SURV. (Tas.), M.SSSI. (Consultant)



PDA Surveyors

Incorporating
**WALTER
SURVEYS**

Surveying, Engineering & Planning

ABN 71 217 806 325

127 Bathurst Street
Hobart Tasmania, 7000
Phone (03) 6234 3217

ABN 71 217 806 325
Email: pda.hbt@pda.com.au
www.pda.com.au

Our Ref: V704UH
Your Ref: DOC/21/66570
5th July 2021

Mr John Ramsay
Delegate (Chair)
Tasmanian Planning Commission

Via email: tpc@planning.tas.gov.au

Dear Chair

Huon Valley Interim Planning Scheme Draft Amendment 2-2017 & permit SUB-36-2017 Rezone Lot 1 Channel Highway and 7368 Channel Highway, Cygnet

Thank you for your letter dated 22th June 2021, which provided the Planning Authority the opportunity to lodge a further submission supporting the application mentioned above. PDA Surveyors, Engineers and Planners would like to take this opportunity also to offer our thoughts on the matters raised for your consideration.

Item 1: General Residential Zone - Clause 10.6.1 A1 and P1 Lot Design

The size of each lot must satisfy all of the following:

- (a) *variance above the maximum lot size in Table 10.1 only to the extent necessary due to demonstrated site constraints;*

Per Clause 10.6.1 P1 (a), the lots greater than 1000m² in size shown on the proposed subdivision were designed /intended to be specified for multiple dwellings. A relevant control notation was anticipated to be placed on the title, reflecting this.

- (b) *be consistent with any applicable Local Area Objectives or Desired Future Character Statements for the area.*

The Local Area Objective considerations are aligned with the development proposal in that the provision of designated multiple dwelling sites satisfies the

OFFICES ALSO AT:

- | | | | |
|------------------------------------------|----------------|------------------------------------|----------------|
| • 6 Freeman Street, Kingston, 7050 | (03) 6229 2131 | • 16 Emu Bay Road, Deloraine, 7304 | (03) 6362 2993 |
| • 10/16 Main Street, Huonville, 7109 | (03) 6264 1277 | • 6 Queen Street, Burnie, 7320 | (03) 6431 4400 |
| • 3 Franklin Street, Swansea, 7190 | (03) 6130 9099 | • 77 Gunn Street, Devonport, 7310 | (03) 6423 6875 |
| • 3/23 Brisbane Street, Launceston, 7250 | (03) 6331 4099 | | |

requirement to 'accommodate a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided' 10.1.1 Zone Purpose Statement.

Further, we assert that the designated multiple dwelling lots 'provide for the efficient utilisation of services' 10.1.1.3 given that capacity/capability within the infrastructure services required for higher density living and delivering them through a multi-dwelling model is efficient and cost-effective.

Item 2: General Residential Zone – Clause 10.6.1 P4 (b)

(b) it is not reasonably possible to provide a new road to create a standard frontage lot;

Utilising the Oxford Dictionary definition of reasonable being *to do something fair, practical and sensible*, we submit the following:

We have determined that it is not reasonably possible to create a standard frontage without creating a cul-de-sac (as an extension of a new road), which conflicts with *Clause 10.6.2 P1 (e) Roads* requiring that cul-de-sacs should be kept to an absolute minimum. Given the shape of the parent title and the limited options for accessing land behind lots created in accordance with the scheme design requirements, including size restrictions, the utilisation of internal blocks is the most 'reasonable' approach.

Additionally, referring back to the Local Area Objectives addressed above, the creation of multiple cul-de-sacs would not be an efficient utilisation of services because it creates unnecessary road network and associated pedestrian pathways and street scaping, which must then be handed over to the Council to maintain.

Do not hesitate to contact me should you require additional clarification or further information.

Yours sincerely



Justine Brooks
Senior Planning Consultant
PDA Surveyors, Engineers and Planners

cc: Hugh McClement – Director and Registered Land Surveyor
Michael Bartlett – Manager Development, Huon Valley Council