Latrobe Council
Planning Exhibition Documents
Planning Administration
Date Advertised: 04/11/2026 Ref. Number: L-DA078/2026
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Latrobe Council

PUBLIC NOTICE

APPLICATION FOR DEVELOPMENT APPROVAL

An application for development approval has been made which may affect you.

Details about the application – L-DA078/2026

Address of the land	**33 Moriarty Road LATROBE**
What use or development is proposed in the application	**Residential – proposed 2 lot subdivision (1 additional lot) multiple dwellings development (x6) and change of use of existing building to multiple dwellings (x7)**
Date of notice	**4 November 2026**

The application and supporting documents are open for public inspection on Council's website at www.latrobe.tas.gov.au or at the Council Offices, 170 Gilbert Street, Latrobe during the following office hours:-

Monday to Friday, 8.00 a.m to 4.30 p.m.

Any person may lodge a representation on the proposed use or development.

Your representation must:

- be *received* within 14 days of the date of this notice;
- be in writing;
- be addressed to:
  The Chief Executive Officer,
  Latrobe Council,
  P.O. Box 63, Latrobe 7307; or email
  submissions@latrobe.tas.gov.au
- and include:
  the reasons for your representation; and
  the address of the land.

Aerial View – L-DA078/2026, 33 Moriarty Road, Latrobe

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Office Use Only	
Application No	PID

LATROBE COUNCIL

DEVELOPMENT APPLICATION

Application for Development Permit under Section 58 or Section 57 of the *Land Use Planning and Approvals Act 1993,* and
Request for Development Certification for when No Permit Required.

1 Full Name of Applicant(s): S. Group

2 Postal Address of Applicant(s) PO Box 1271 Launceston TAS 7250

..... Phone:.....

Mobile No.: ..... Email: .....

3 Full Name of Owner(s): PLATYPUS VENTURES PTY LTD

4 Postal Address of Owner(s): PO BOX 5266 LAUNCESTON TAS 7250

..... Phone:.....

Mobile No. ..... Email: .....

5 Present Use of the Land: multiple dwellings

6 Proposed Use and/or Development (subject of this application): multiple dwellings

.....

At (Location of property): 33 Moriarty Road, Latrobe

.....

Certificate/s of Title reference: 101927/1

7 Estimate costs of development: $ 1,050,000

8 Supporting Details: **A CHECK LIST IS PROVIDED ON THE NEXT PAGE AND MUST BE ACKNOWLEDGED AND SIGNED BY THE APPLICANT.**

Signed..... ..... **Dated:** 11/06/2026

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33 Moriarty road, Latrobe

Sheet Number	Sheet Title	Current Revision	CurrentRevisionDate
A0-000	Cover	C	13/10/2026
A1-001	Site Existing	C	13/10/2026
A1-002	Site servicing and strata layout	C	13/10/2026
A1-003	Site Proposed	C	13/10/2026
A1-004	Site plan open space	C	13/10/2026
A2-001	Floor plan 01	C	13/10/2026
A2-002	Floor plan 02	C	13/10/2026
A2-003	Floor plan 03	C	13/10/2026
A2-004	Floor plan 04/05	C	13/10/2026
A2-005	Floor plan 06	C	13/10/2026
A3-001	3d	C	13/10/2026
A3-002	3d	C	13/10/2026
A3-003	3d	C	13/10/2026
A3-004	Long elevation + Selections	C	13/10/2026
A3-005	Long elevation + Selections	C	13/10/2026
A3-006	Driveway Sections	C	13/10/2026
A4-001	Como House Ground Floor Existing	C	13/10/2026
A4-002	Como House Upper Floor Existing	C	13/10/2026
A4-003	Como House Ground Floor Proposed	C	13/10/2026
A4-004	Como House Upper Floor Proposed	C	13/10/2026
A5-001	Como House Strata Lot Design	C	13/10/2026



Property Information

33 MORIARTY RD LATROBE TAS 7307

Property Type
Primary

Property Identification Number (PID)
7880426

Certificate of Title Reference (Volume/Folio)
101927/1

Total Area
3102 sqm

Locality
Latrobe

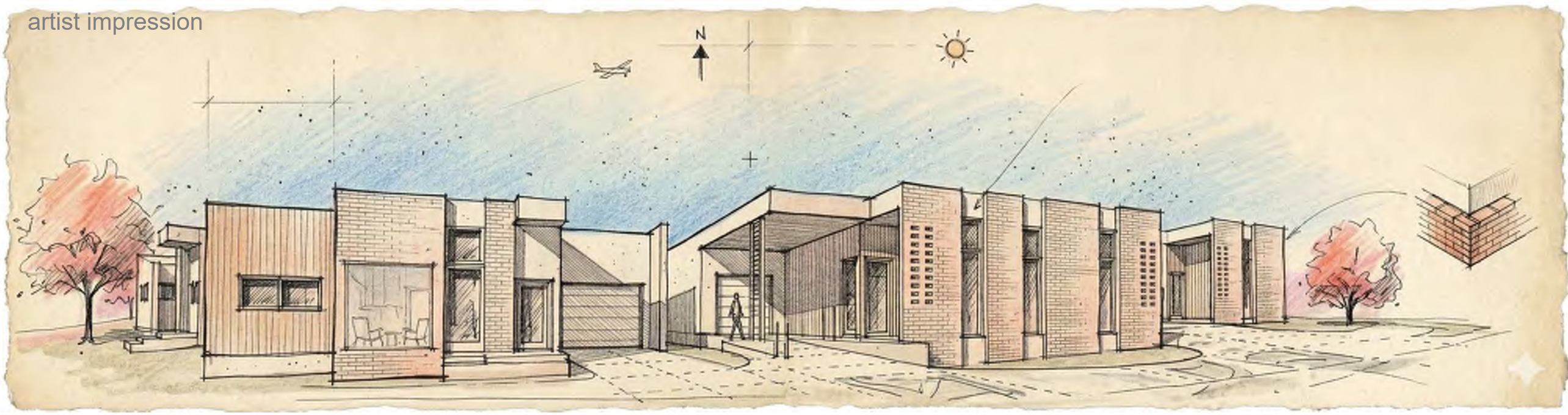
Municipality
Latrobe

Planning Scheme
Tasmanian Planning Scheme

Planning Zones
General Residential

Planning Code Overlay
Airport obstacle limitation area, Priority vegetation area

artist impression



create. wonder.

REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty	do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS		ISSUE DA
CLIENT		SCALE @ 423 / 300 1:100	DWG # A0-000
DWG Cover		DRAWN SG	
		CHKD JU	PROJECT# J009460

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EXISTING TITLE BOUNDARY

36.57+/-

29.43+/-

EXISTIN G ACCESS (SEALE D)

ex. driveway and car park
common property

Como House

ex. house
refer to A5-001 for proposed strata lots

EXISTING SEWER CONNECTION FOR LOT 1

11502.18

6102.18

34.63+/-

11800

EXISTING SHED TO BE DEMOLISHED

2.00 WIDE EASEMENT DRAINAGE

EXISTING

24.81+/-

MORIARTY ROAD

EXISTING TITLE BOUNDARY

41.13+/-

LOT 1
1345m²±

26.92

6003

grounds common property

EXISTING SW CONNECTION FOR LOT 1

5.40+/-

EXISTING WATER CONNECTION FOR LOT 1

PROPOSED TITLE BOUNDARY

37.55+/-

LOT 2
1757m²±

25.00+/-

PROPOSED DRAINAGE EASEMENT 2.00 WIDE

EXACT LOCATION TO BE DETERMINED

NEW SEWER CONNECTION FOR LOT 2

NEW SW CONNECTION FOR LOT 2

16.87+/-

EXISTING ACCESS (SEALED)

EXISTING TITLE BOUNDARY

52.00+/-

PROPOSED WATER CONNECTION FOR LOT 2

EXISTING DRAINAGE EASEMENT 2.00 WIDE

0 1 2 5 10
METRES
1 centimetre on this drawing represents
2.5 metres on the ground (i.e. 1:250).

NORTH

create. wonder.

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CLIENT		SCALE @ 423 / 300 1:100	DWG # A1-001
DWG Site Existing		DRAWN SG	
		CHKD JU	PROJECT# J009460

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EXISTING TITLE BOUNDARY

visitor car 2.7m x 5.5m

EXISTIN G ACCESS (SEALE D)

36.57+/-

ex. driveway and car park common property

29.43+/-

34.63+/-

WIDE

th06
188m2

11502.18

6102.18

Como House
ex. house
refer to A5-001 for proposed strata lots
379m² footprint

EXISTING SEWER CONNECTION FOR LOT 1

EASEMENT

site turning area

EXISTING SHED TO BE DEMOLISHED

th05
184m2

DRAINAGE

11800

24.81+/-

MORIARTY ROAD

TITLE BOUNDARY

41.13+/-

3x4m open space

th04
171m2

BOUNDARY

EXISTING

LOT 1
1345m²±

grounds common property

EXISTING SW CONNECTION FOR LOT 1

6003.92

5.40+/-

th03
194m2

LOT 2
1757m²±

passing bay 2m x 5m

rubbish bin zones

EXISTING WATER CONNECTION FOR LOT 1

PROPOSED

37.55+/-

TITLE

th02
198m2

PROPOSED 2.00 WIDE DRAINAGE EASEMENT

EXACT LOCATION TO BE DETERMINED

th01
261m2

NEW SW CONNECTION FOR LOT 2

NEW SEWER CONNECTION FOR LOT 2

Existing crossover to be removed

Letter box locations + shared meter and elecrical location

16.87+/-

BOUNDARY

visitor car 2.7m x 5.5m

passing bay 2m x 5m

EXISTING ACCESS (SEALED)

52.00+/- TITLE

EXISTING

PROPOSED WATER CONNECTION FOR LOT 2

EXISTING DRAINAGE EASEMENT 2.00 WIDE

Existing tree to be removed

proposed new crossover to LGAT and council specifications

0 1 2 5 10
METRES
1 centimetre on this drawing represents 2.5 metres on the ground (i.e. 1:250).

NORTH

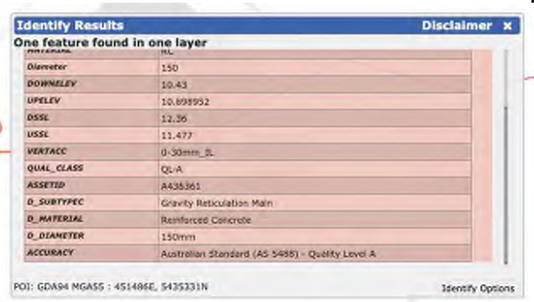
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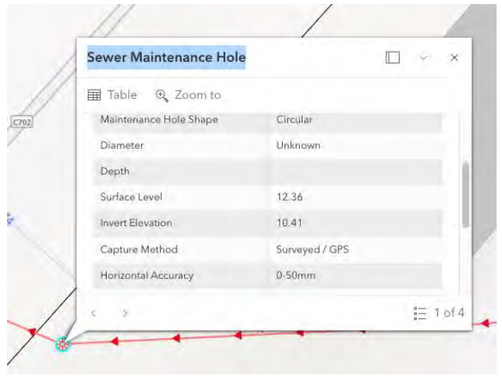
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ADDRESS 33 Moriarty	do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS		ISSUE DA
CLIENT		SCALE @ 423 / 800 1:100	DWG # A1-002
DWG Site servicing and strata layout		DRAWN SG	
		CHKD JU	PROJECT# J009460

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EXISTING TITLE BOUNDARY

MORIARTY ROAD

EXISTING TITLE BOUNDARY

36.57+/-

41.13+/-

11502.18

6102.18

11800

29.43+/-

34.63+/-

24.81+/-

25.00+/-

5.40+/-

37.55+/-

16.87+/-

6003.92

Como House
ex. house
refer to A5-001 for proposed strata lots

EXISTING SEWER CONNECTION FOR LOT 1

LOT 1
1345m²±

LOT 2
1757m²±

th01
th02
th03
th04
th05
th06

EXISTING SHED TO BE DEMOLISHED

EXISTING WATER CONNECTION FOR LOT 1

PROPOSED WATER CONNECTION FOR LOT 2

NEW SEWER CONNECTION FOR LOT 2

NEW SW CONNECTION FOR LOT 2

EXISTING SW CONNECTION FOR LOT 1

PROPOSED DRAINAGE EASEMENT 2.00 WIDE

EXACT LOCATION TO BE DETERMINED

EXISTING DRAINAGE EASEMENT 2.00 WIDE

EASEMENT DRAINAGE 2.0 WIDE

EXISTING ACCESS (SEALED)

demolish existing crossover
make good kurb and footpath

proposed new crossover
5.5m wide

visitor car 2.7m x 5.5m

passing bay 2m x 5m

siite turning area

plants at corner to be low shrubs to alow visibility to drivers max .5m in height

03 A3-006

02 A3-006

01 A3-006

0 1 2 5 10
METRES
1 centimetre on this drawing represents 2.5 metres on the ground (i.e. 1:250).

NORTH

create. wonder.

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CLIENT		SCALE @ 423 / 300 1:100	DWG # A1-003
DWG Site Proposed		DRAWN SG	
		CHKD JU	PROJECT# J009460

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Como House

ex. house
refer to A5-001 for proposed strata lots

th01
th02
th03
th04
th05
th06

6 x 4m open space

1150
1517
1773
13180
1000
1061
1073
1163
3214
1618
1093
896
254
3371
6086
5341
4300
1000
7500

03 A3-006
02 A3-006
01 A3-006

0 1 2 5 10
METRES
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NORTH

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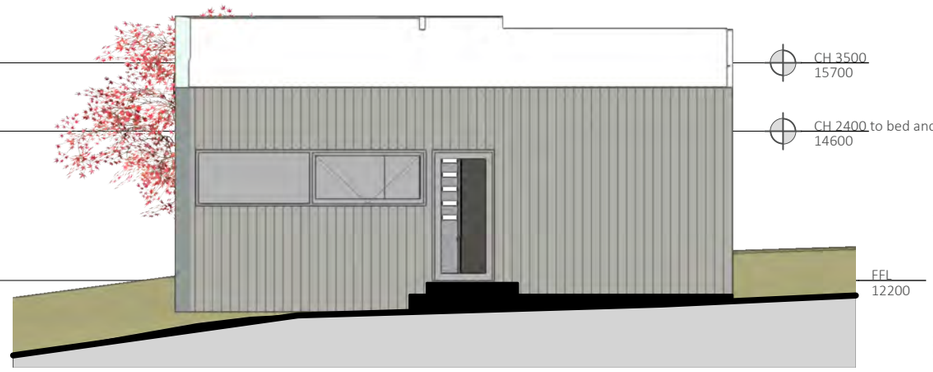
REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
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CLIENT		SCALE @ 423 / 300 1:100	DWG # A1-004
DWG Site plan open space		DRAWN SG	
		CHKD JU	PROJECT# J009460

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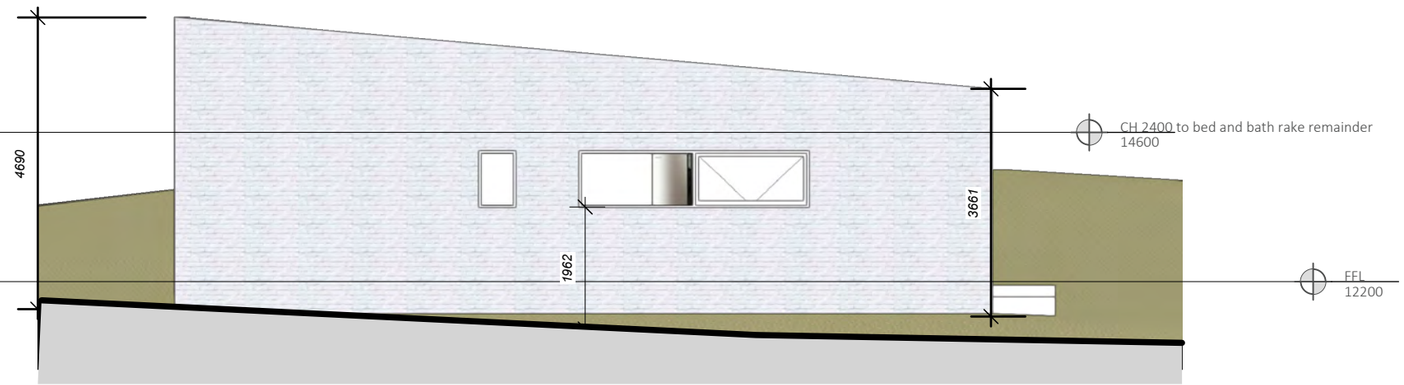
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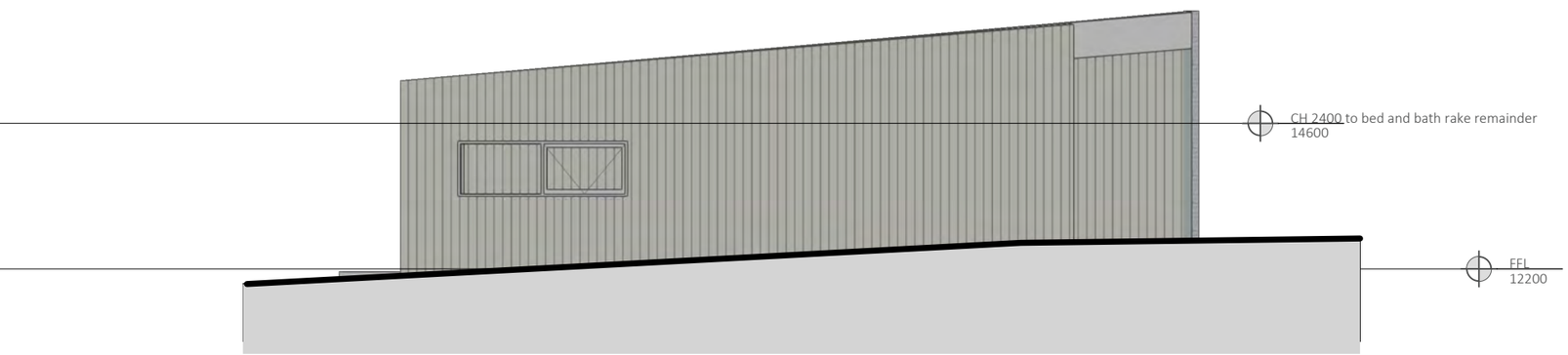
WEST ELEVATION



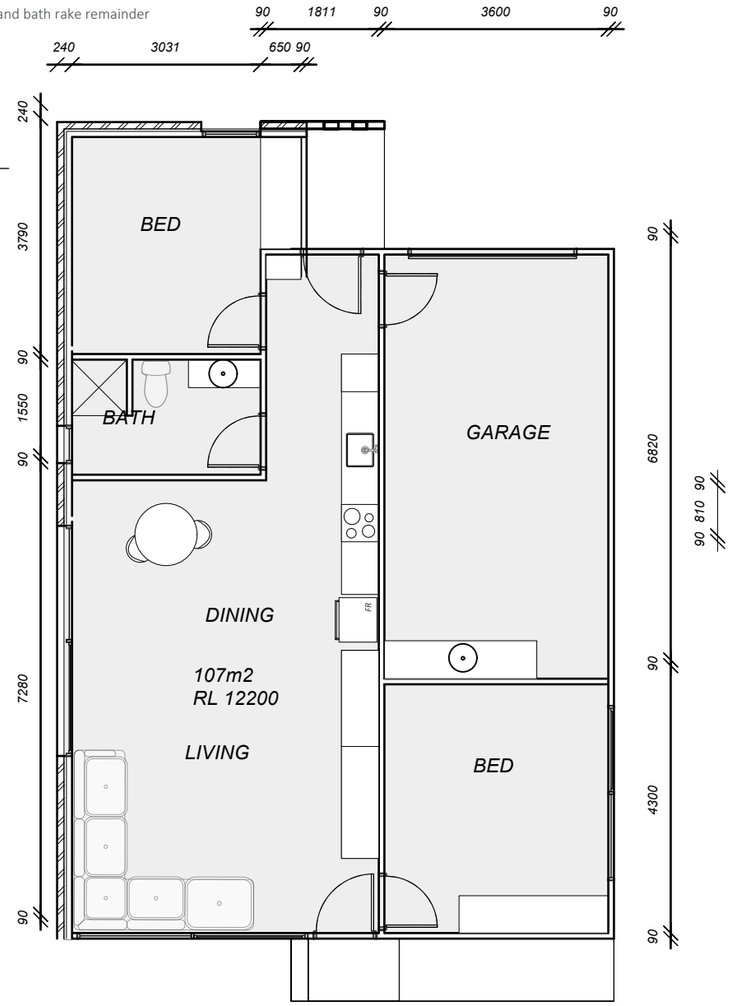
EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



0 1 2 5

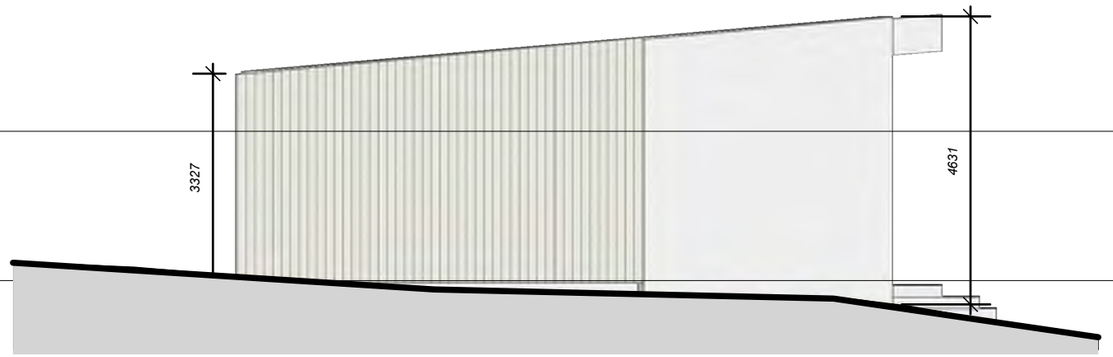
METRES
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create. wonder.

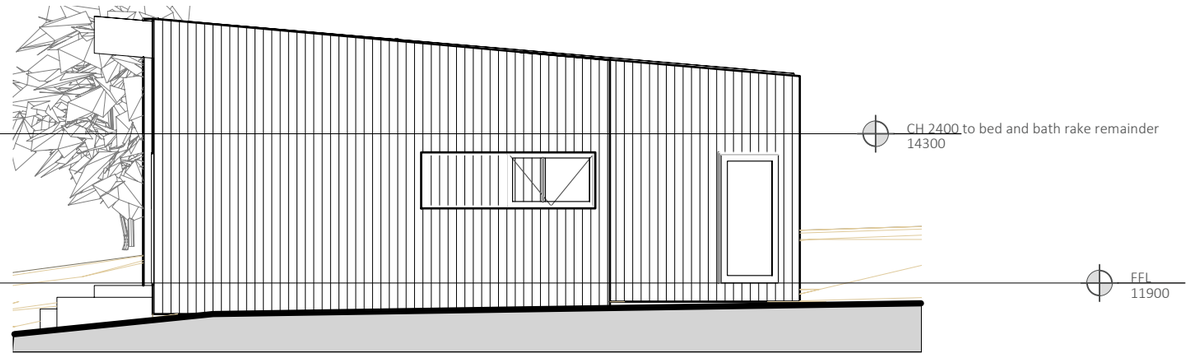
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CLIENT		SCALE @ 423 / 300 1:100	DWG # A2-001
DWG Floor plan 01		DRAWN SG CHKD JU	PROJECT# J009460

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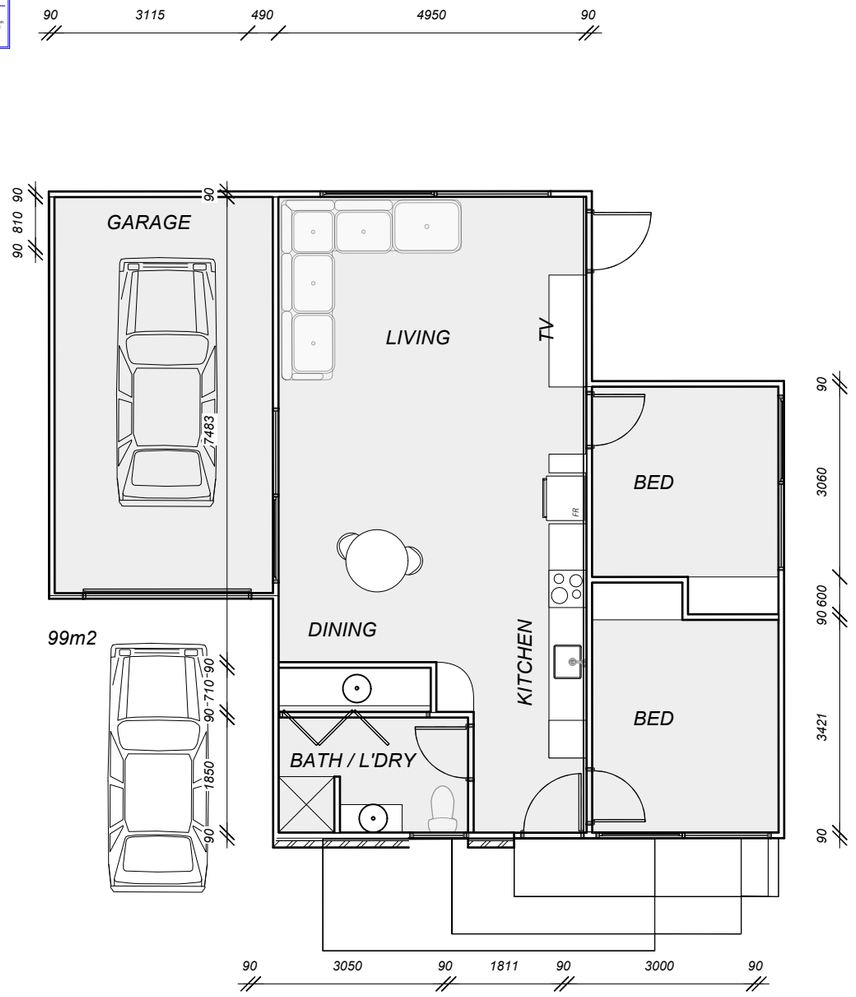
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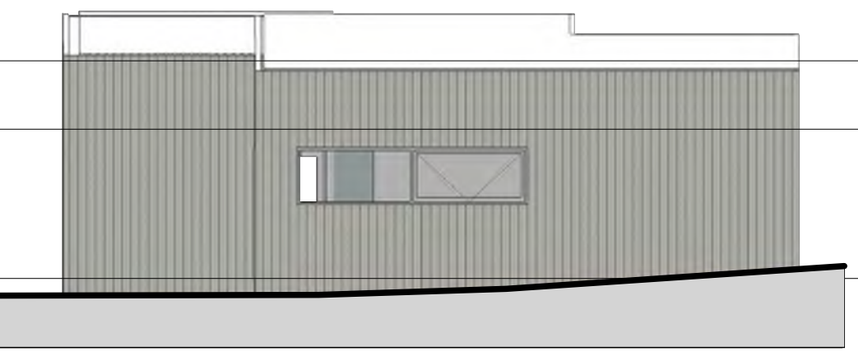


WEST ELEVATION



EAST ELEVATION

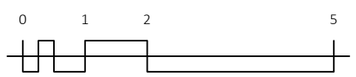




NORTH ELEVATION



SOUTH ELEVATION

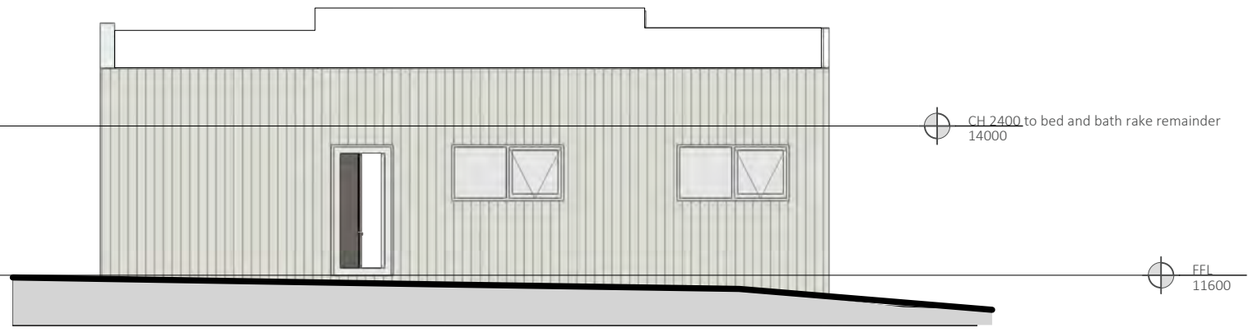


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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
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DWG Floor plan 02		DRAWN SG CHKD JU	PROJECT# J009460

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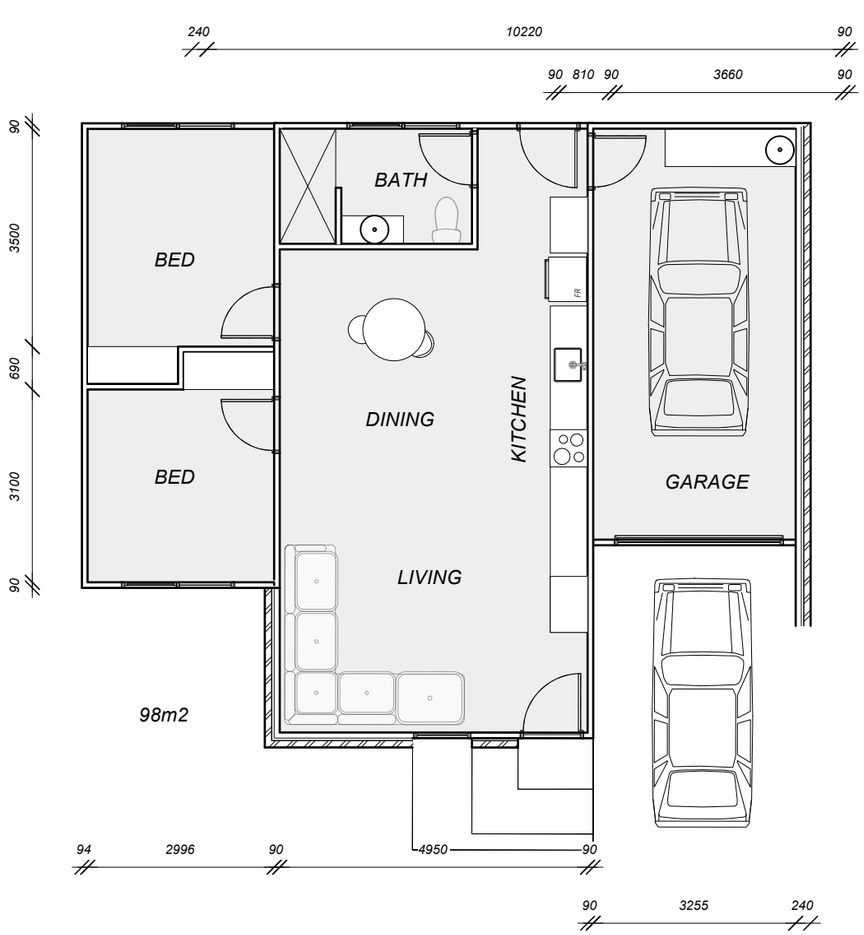
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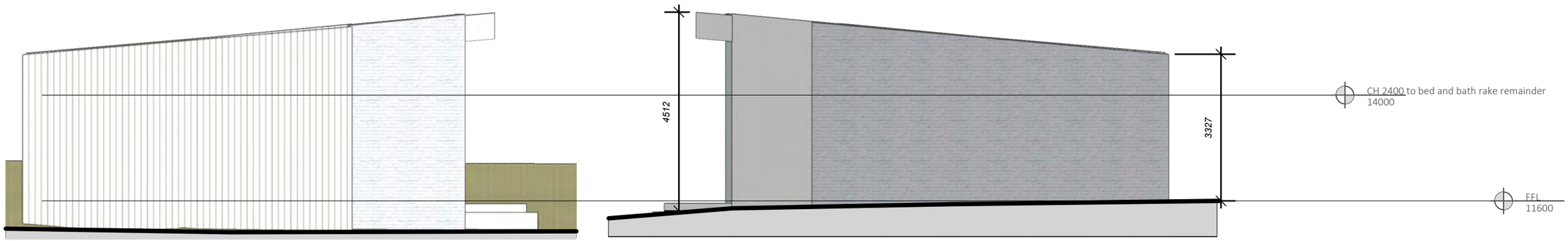


NORTH WEST ELEVATION



SOUTH EAST ELEVATION





NORTH EAST ELEVATION

NORTH EAST ELEVATION

0 1 2 5

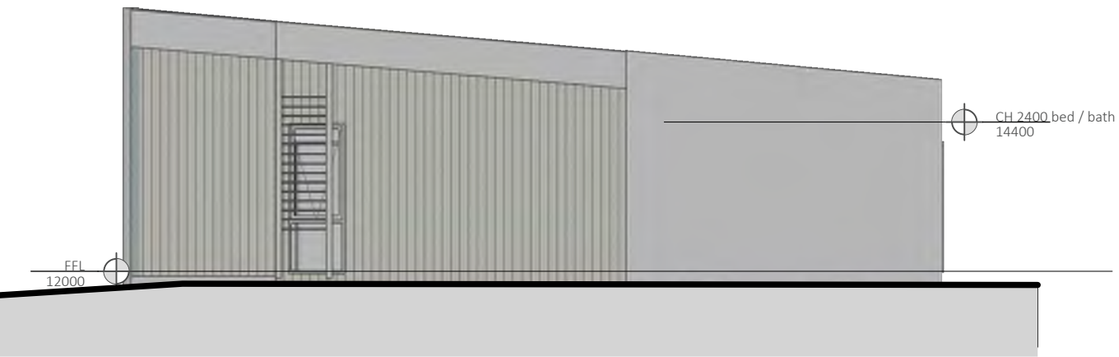
METRES
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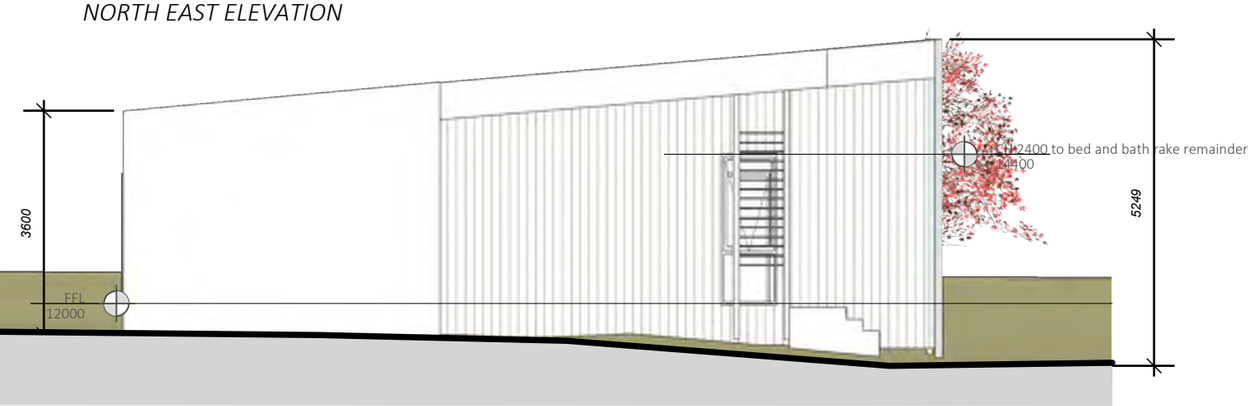
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DWG Floor plan 03		DRAWN SG CHKD JU	PROJECT# J009460

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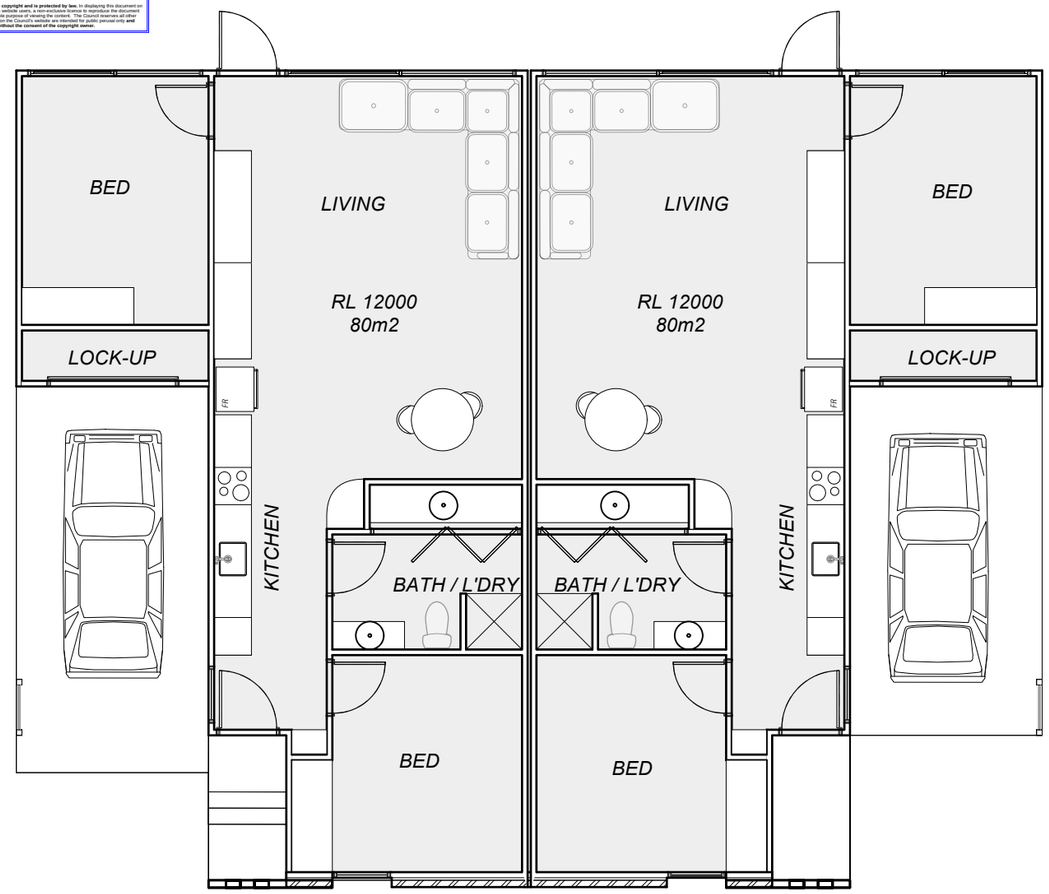
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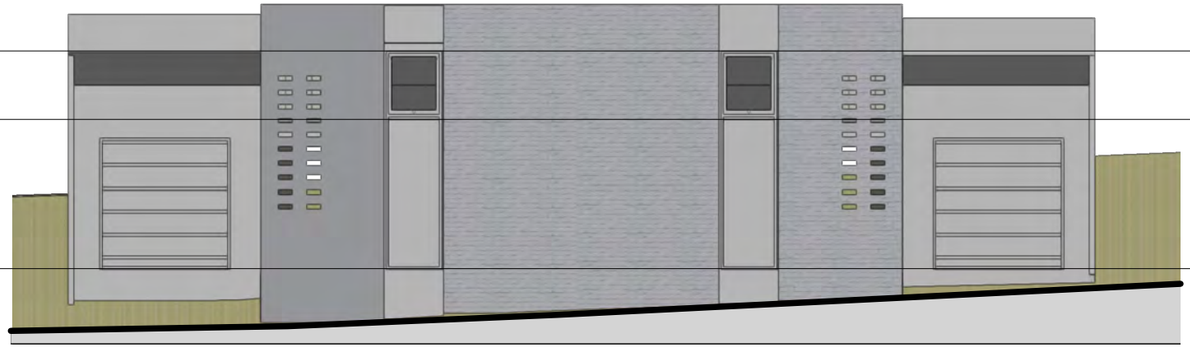


NORTH EAST ELEVATION

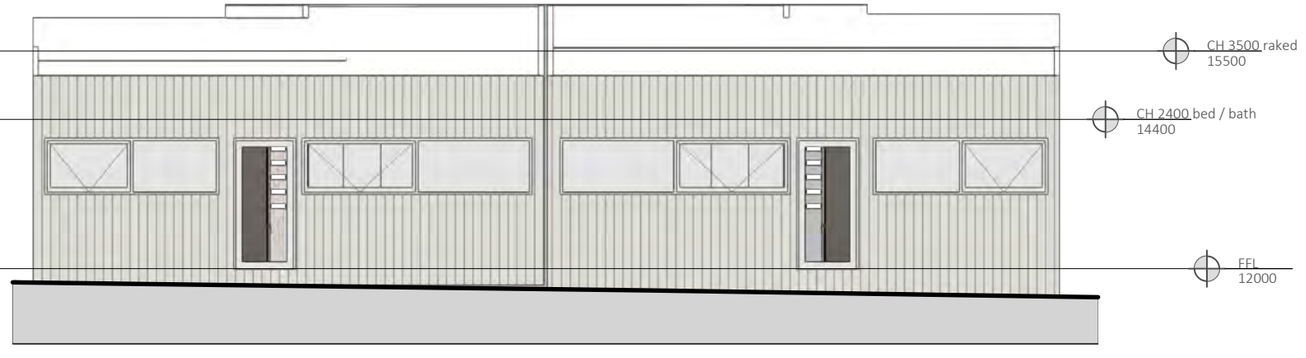


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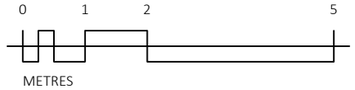




SOUTH EAST ELEVATION



NORTH WEST ELEVATION



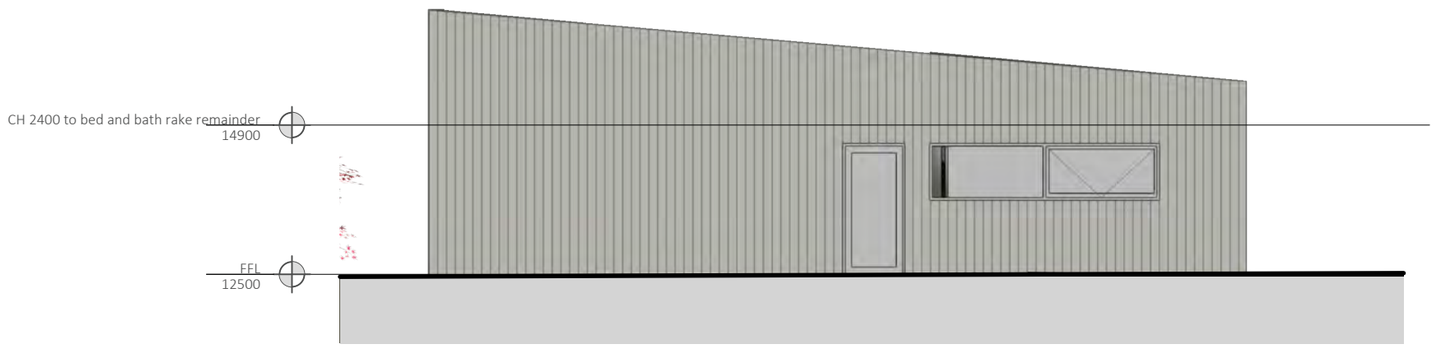
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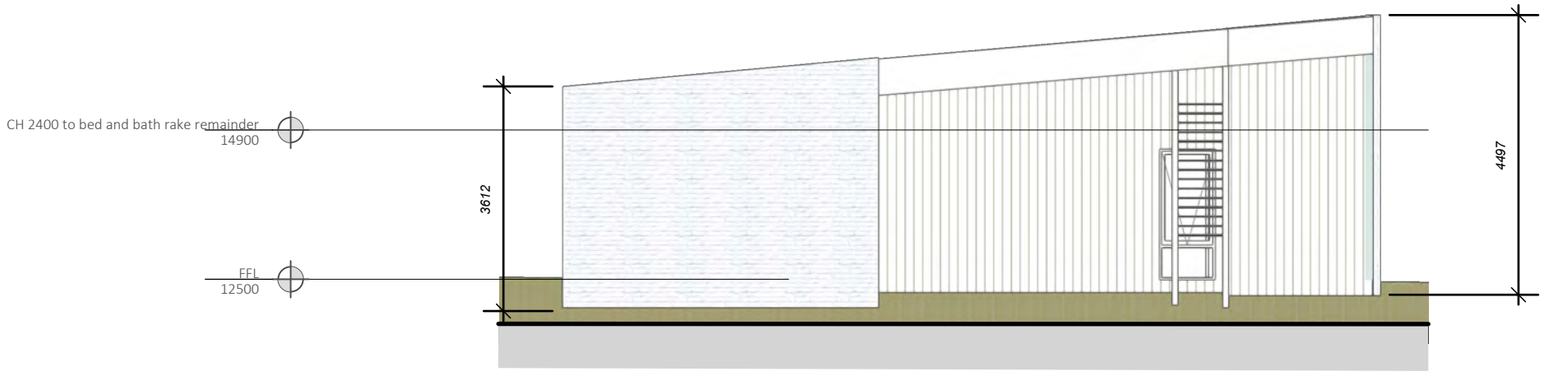
REVISION - C | DATE - 13/10/2026 | DESCRIPTION - Driveway Adjustments | DATE 30/7/2025
ADDRESS 33 Moriarty
CLIENT
DWG Floor plan 04/05
do not scale off plans
all dimensions in millimetres
confirm all dimensions on site
all work to relevant NCC and AS
SCALE @ 423 / 300 1:100
DRAWN SG
CHKD JU
ISSUE DA
DWG # A2-004
PROJECT# J009460

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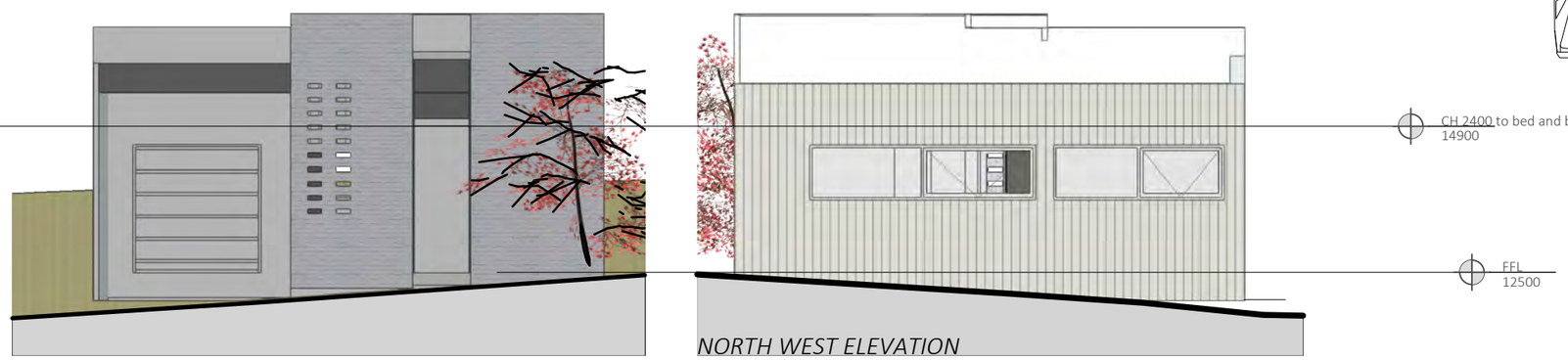
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NORTH EAST ELEVATION

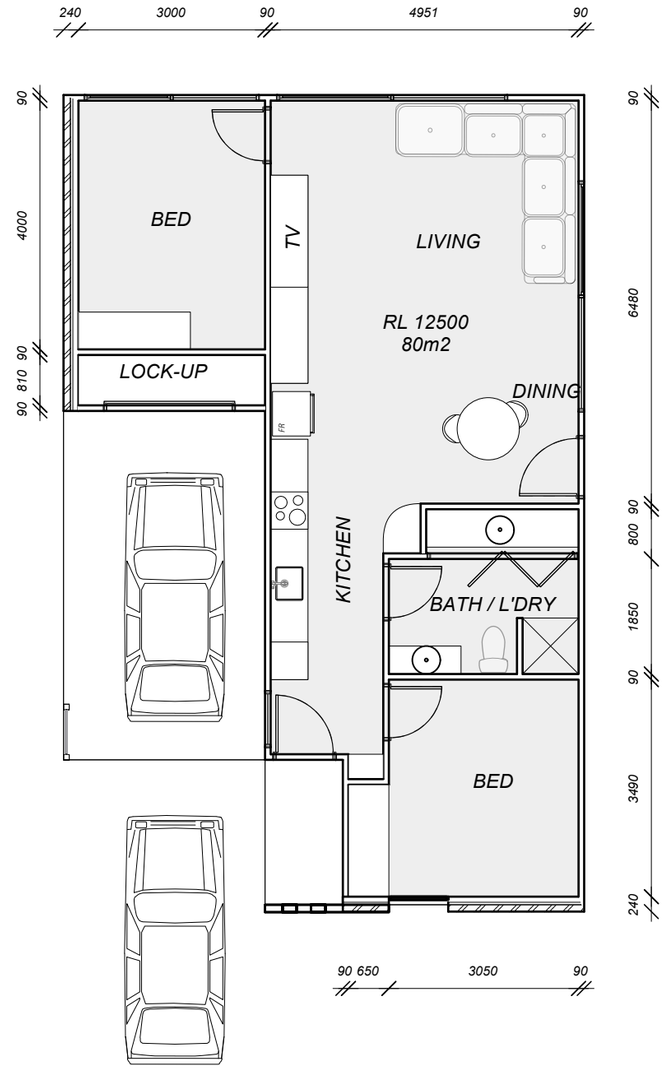


SOUTH WEST ELEVATION



SOUTH EAST ELEVATION

NORTH WEST ELEVATION



0 1 2 5

METRES
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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ 423 / 300 1:100	DWG # A2-005
DWG Floor plan 06		DRAWN SG CHKD JU	PROJECT# J009460

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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3	DWG # A3-001
DWG 3d		DRAWN SG	
		CHKD JU	PROJECT# J009460

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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3	DWG # A3-002
DWG 3d		DRAWN SG	
		CHKD JU	PROJECT# J009460

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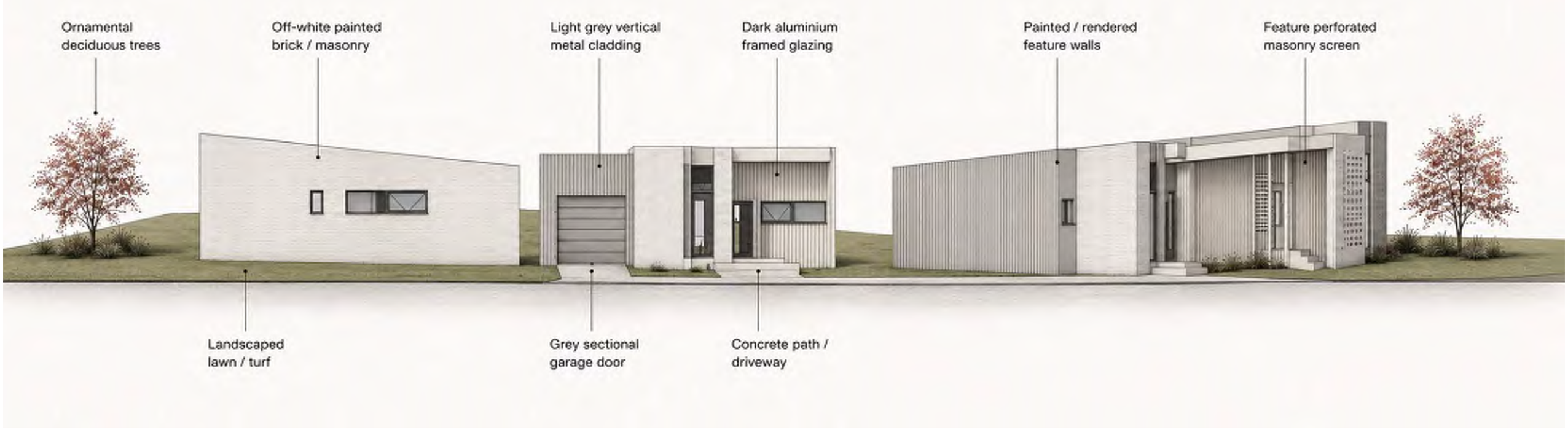
REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3	DWG # A3-003
DWG 3d		DRAWN SG	
		CHKD JU	PROJECT# J009460

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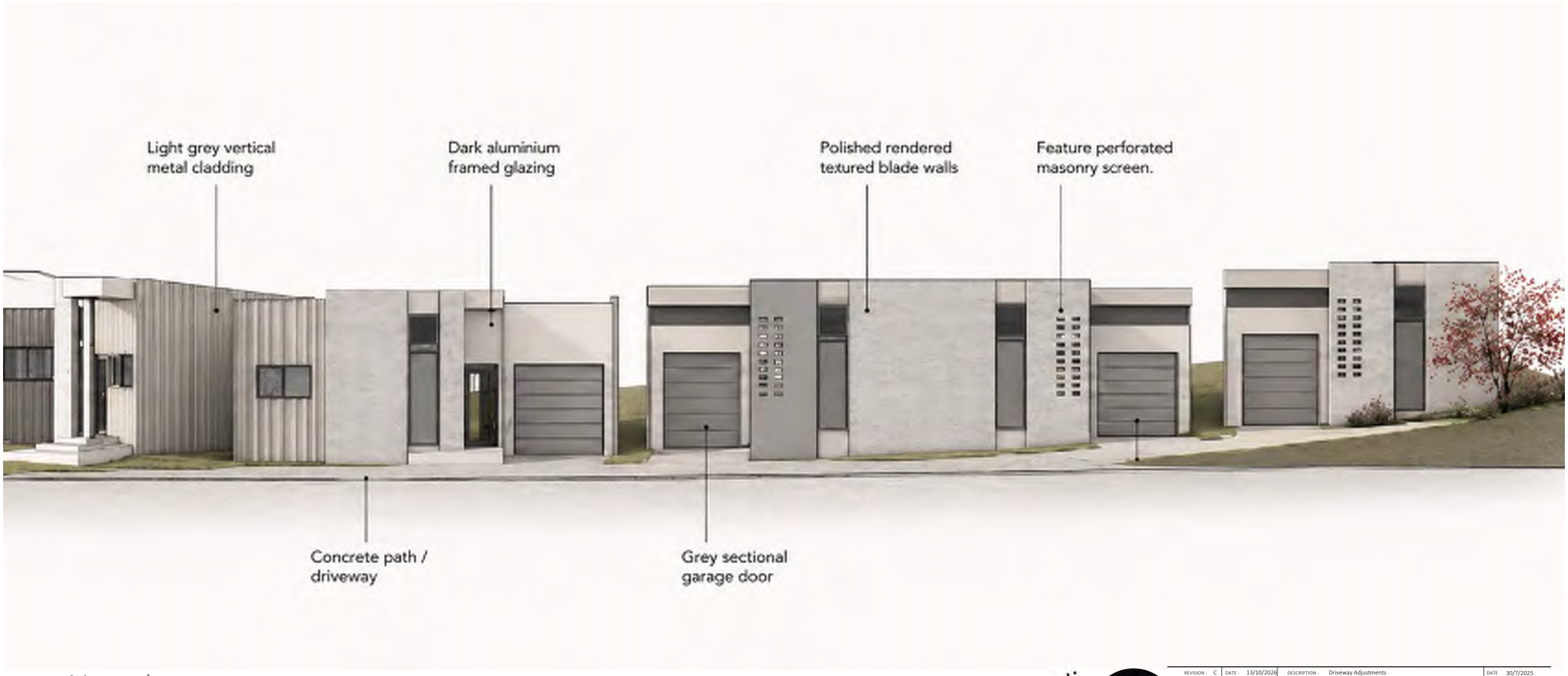
REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3	DWG # A3-004
DWG Long elevation + Selections		DRAWN SG	
		CHKD JU	PROJECT# J009460

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CLIENT		SCALE @ ISO A3	DWG # A3-005
DWG Long elevation + Selections		DRAWN SG	
		CHKD JU	PROJECT# J009460

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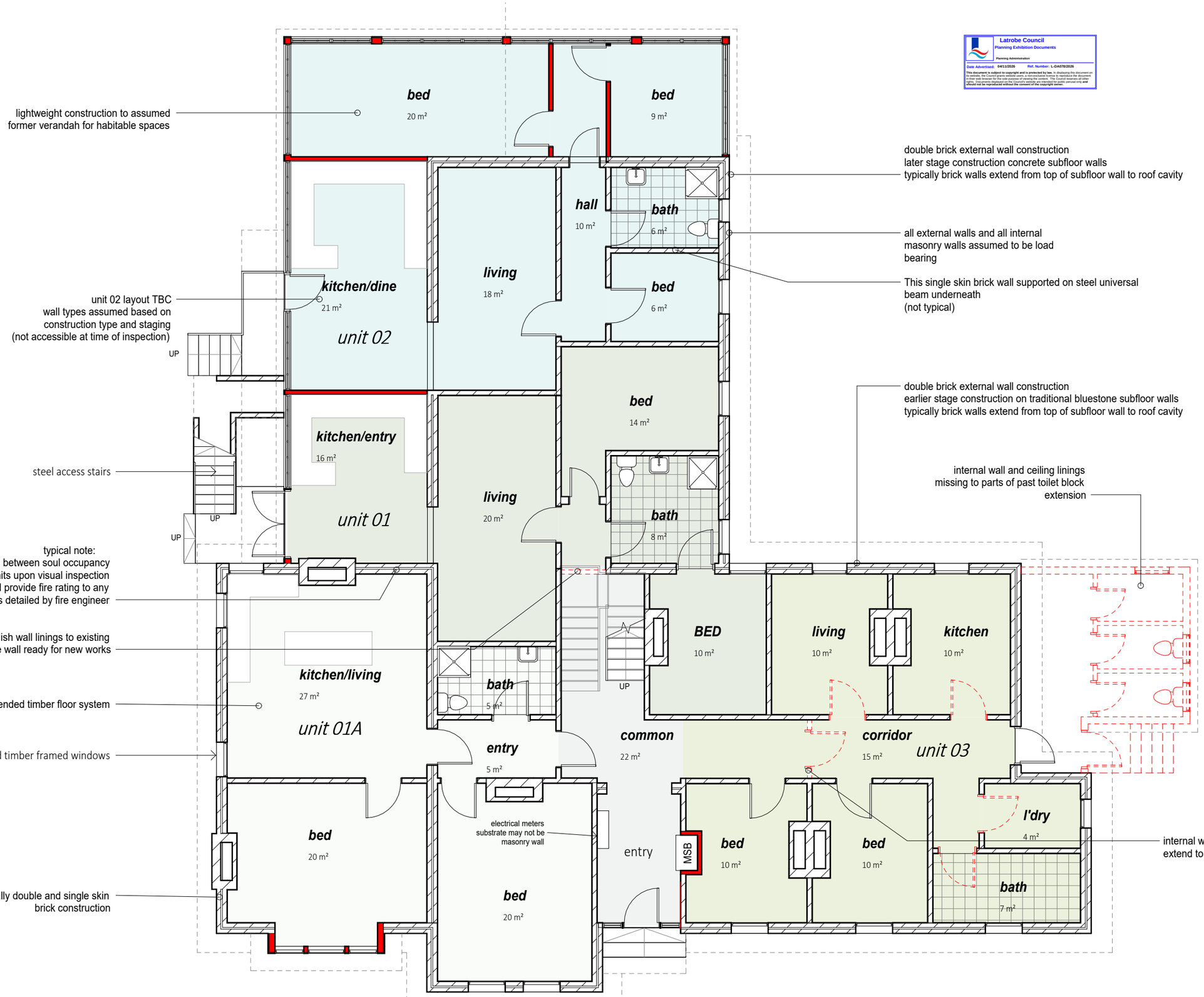
Drawing Key

- DOUBLE BRICK EXTERNAL WALL
  ASSUMED CEMENT LIME RENDER INTERNAL FINISH
- DOUBLE BRICK INTERNAL WALL
  ASSUMED CEMENT LIME RENDER INTERNAL FINISH
- SINGLE BRICK INTERNAL WALL
  ASSUMED CEMENT LIME RENDER INTERNAL FINISH
- TIMBER FRAMED INTERNAL WALL
  PLASTER WALL LINING
- TIMBER FRAMED EXTERNAL WALL
  WEATHERBOARD EXTERNAL CLADDING

GENERAL NOTES

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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3 1:100	DWG # A4-001
DWG Como House Ground Floor Existing		DRAWN SG	
		CHKD JU	PROJECT# J009460

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Drawing Key

DOUBLE BRICK EXTERNAL WALL
ASSUMED CEMENT LIME RENDER INTERNAL FINISH

DOUBLE BRICK INTERNAL WALL
ASSUMED CEMENT LIME RENDER INTERNAL FINISH

SINGLE BRICK INTERNAL WALL
ASSUMED CEMENT LIME RENDER INTERNAL FINISH

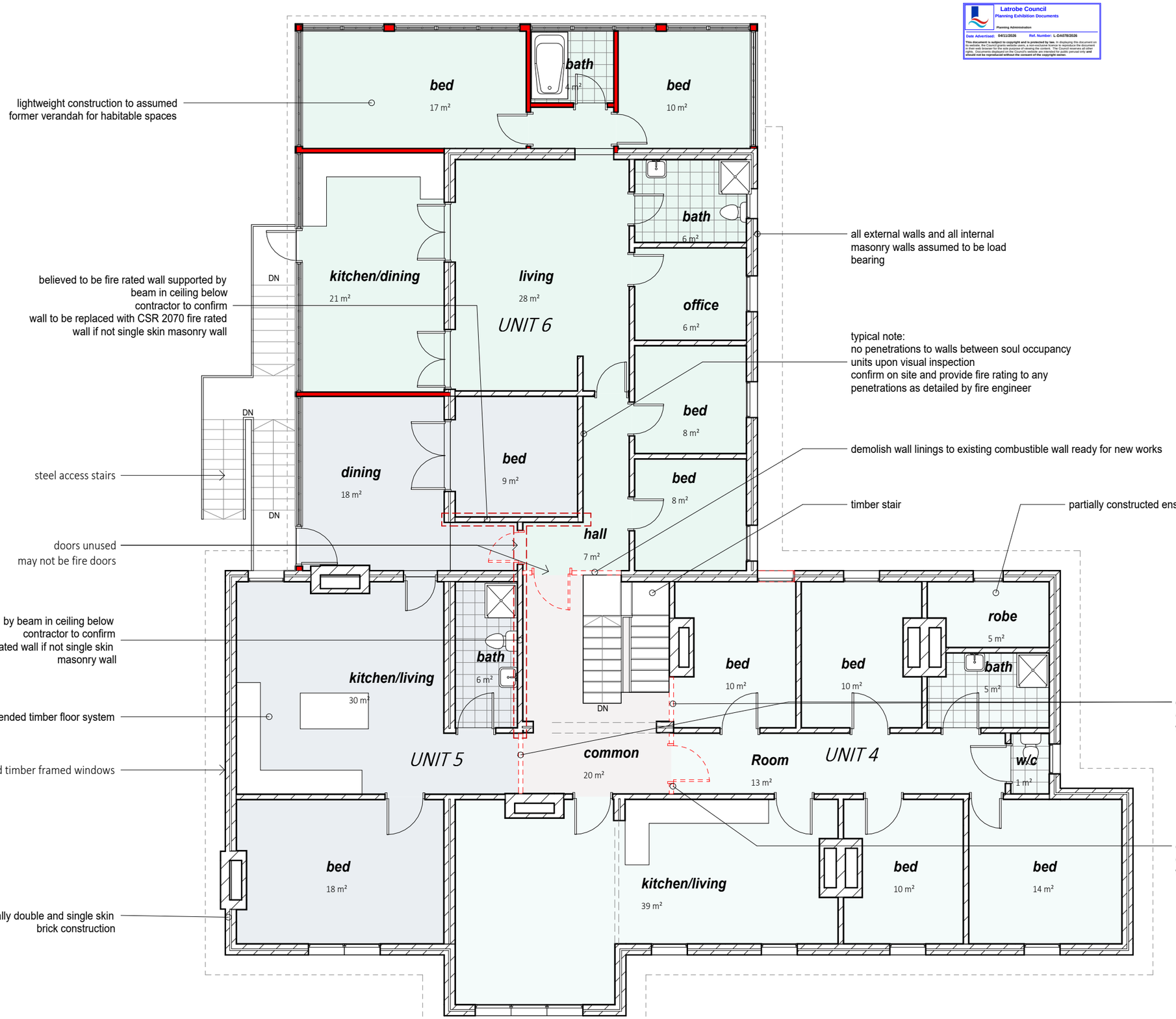
TIMBER FRAMED INTERNAL WALL
PLASTER WALL LINING

TIMBER FRAMED EXTERNAL WALL
WEATHERBOARD EXTERNAL CLADDING

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CLIENT		SCALE @ ISO A3 1:100	DWG # A4-002
DWG Como House Upper Floor Existing		DRAWN SG	
		CHKD JU	PROJECT# J009460

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Drawing Key

EXISTING WALLS
(TYPE AND THICKNESS VARIES, SEE EXISTING PLANS)

NEW WALLS
CSR 2070
-/60/60
30/30/30

16MM GYPROCK FYRCHEK PLASTERBOARD
90x45 mgp10 STUD FRAME AT 600MAX CTRS

GENERAL NOTES

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**REPLACE INTERNAL APARTMENT ENTRY DOORS WITH FIRE RATED DOORS WITH CLOSER
INSTALLED TO MANUFACTURERS DETAIL**

**SMOKE ALARM REPLACEMENT
ALL SMOKE ALARMS TO BE REPLACED
NEW SMOKE ALARMS TO COMPLY WITH NCC VOLUME ONE SPECIFICAITON 20 FOR CLASS 2 BUILDINGS, INCLUDING PHOTOELECTRIC-TYPE SMOKE ALARMS TO COMPLY WITH AS3786**

**WITHIN EACH SOU: INSTALL INTERCONNECTED SMOKE ALARMS (HARD WIRED 240V WITH BATTERY BACKUP LOCATED AS FOLLOWS:
ON OR NEAR CEILING IN EVERY CORRIDOR ASSOCIATED WITH A BEDROOM OR SPACE ADJACENT TO A BEDROOM, AND IN COMMON AREAS**

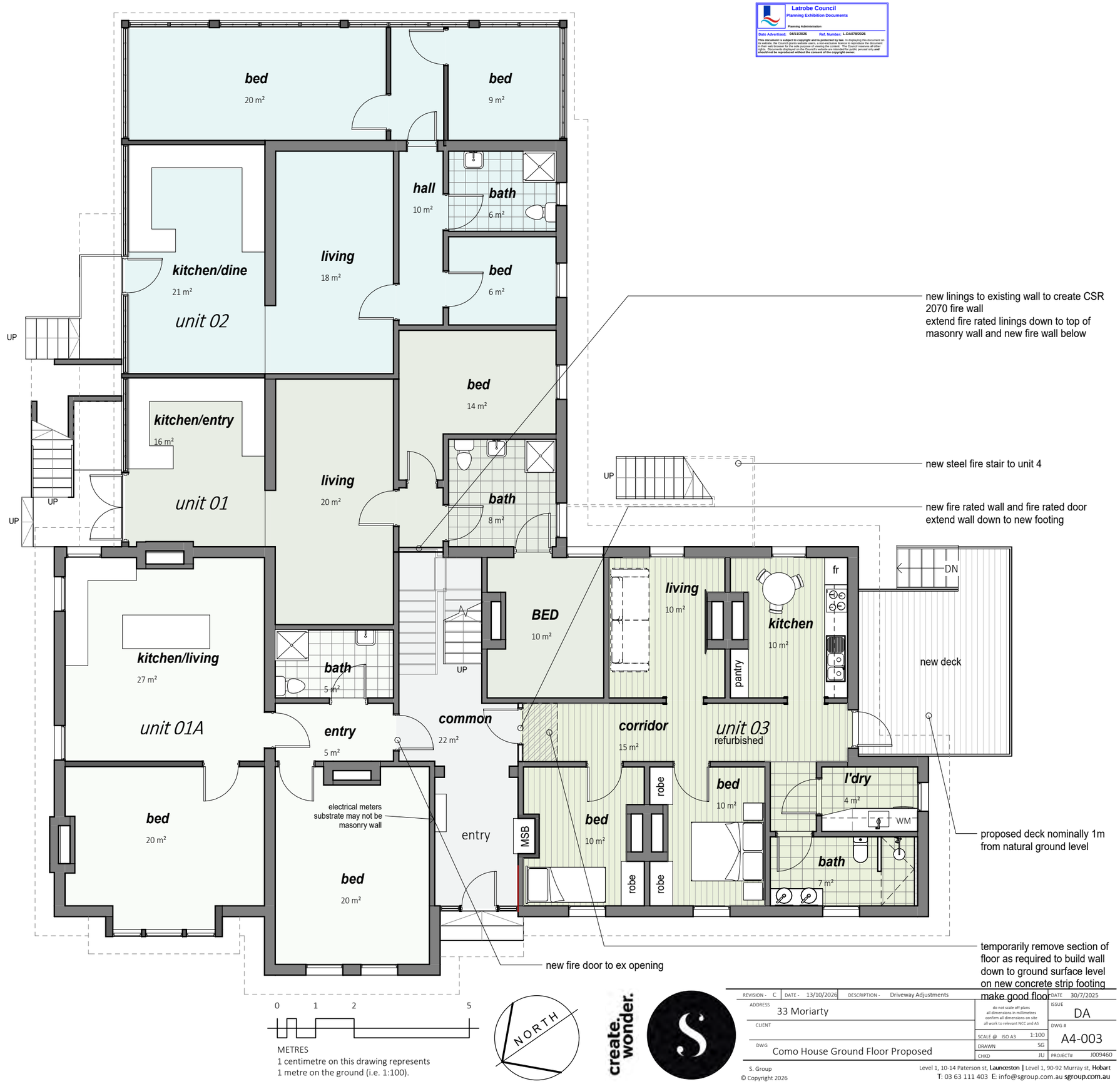
ALARMS WITHIN EACH SOU TO BE INTERCONNECTED SO ACTIVATION OF ANY ONE ALARM ACTIVATES ALL WITHIN THAT UNIT

INSTALATION, TESTING, AND COMMISSIONING AS PER AS3786, AS1670.1 (AS RELEVANT) AND MANUFACTURERS INSTRUCTIONS. ALL ALARMS TO BE NEW.

PRIORITISE MAINS POWERED WITH BATTERY BACKUP, CONFIRM WITH LICENSED ELECTRICIAN FOR COMPATIBILITY WITH EXISTING WIRING

OWNER TO ENSURE ONGOING TESTING/MAINTENANCE PER RESIDENTIAL TENANCY REGULATIONS (TAS) AND BUILDING REGULATIONS 2016 (TAS) FOR ESSENTIAL FIRE SAFETY FEATURES

**COORDINATE WITH FIRE ENGINEER AS REQUIRED FOR FINAL LOCATIONS, SYSTEM TYPE
PROVIDE CERTIFICATE OF COMPLIANCE UPON COMPLETION**



REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments		DATE	30/7/2025
ADDRESS	33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE	DA
CLIENT				DWG #	A4-003
			SCALE @ ISO A3	1:100	
DWG	Como House Ground Floor Proposed		DRAWN	SG	
			CHKD	JU	PROJECT# J009460

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Drawing Key

EXISTING WALLS
(TYPE AND THICKNESS VARIES, SEE EXISTING PLANS)

NEW WALLS	CSR 2090	2 X 13MM GYPROCK FYRCHEK PLASTERBOARD
-/120/120	90/90/90	90x45 mgp10 STUD FRAME AT 600MAX CTRS

GENERAL NOTES

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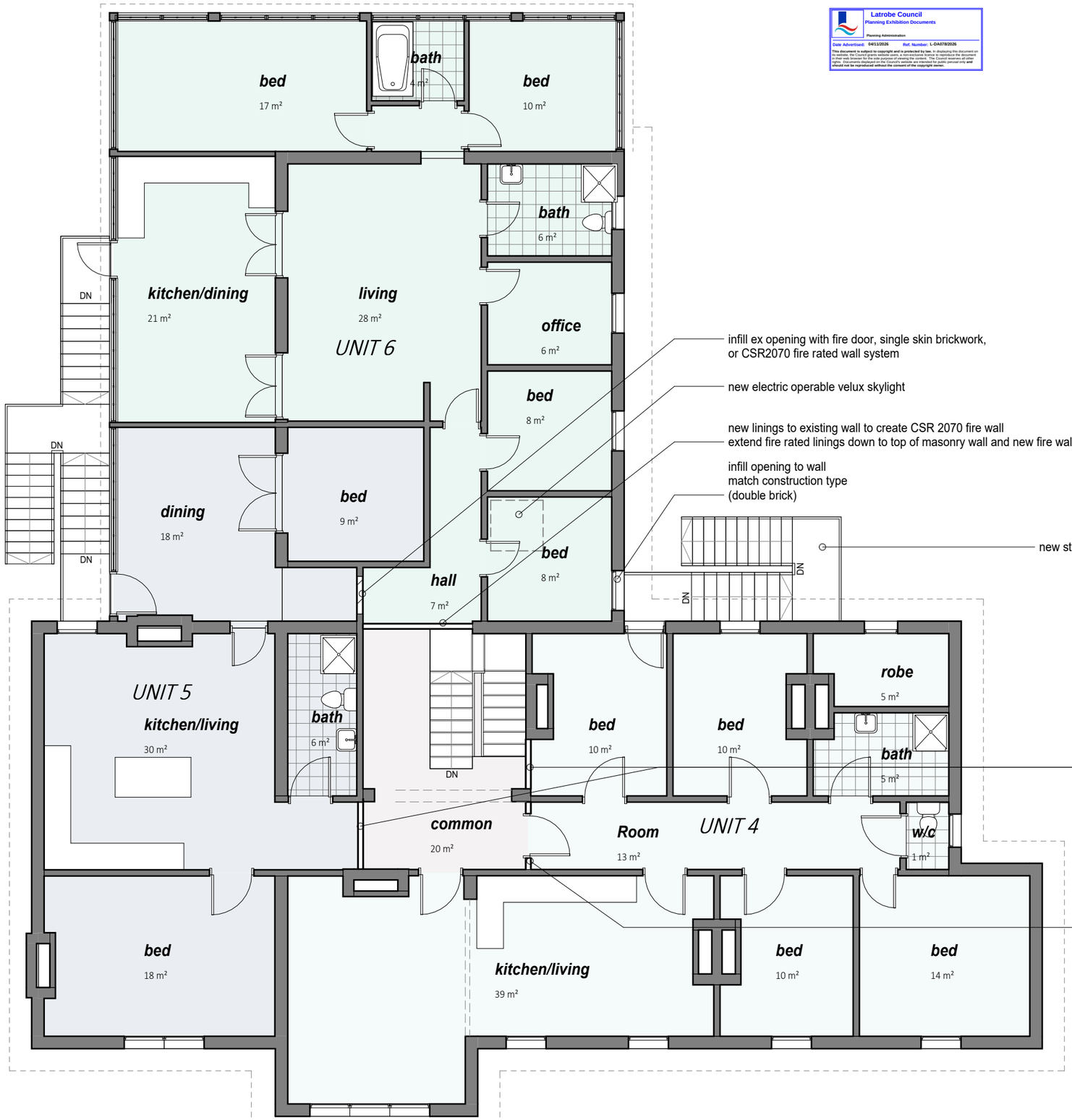
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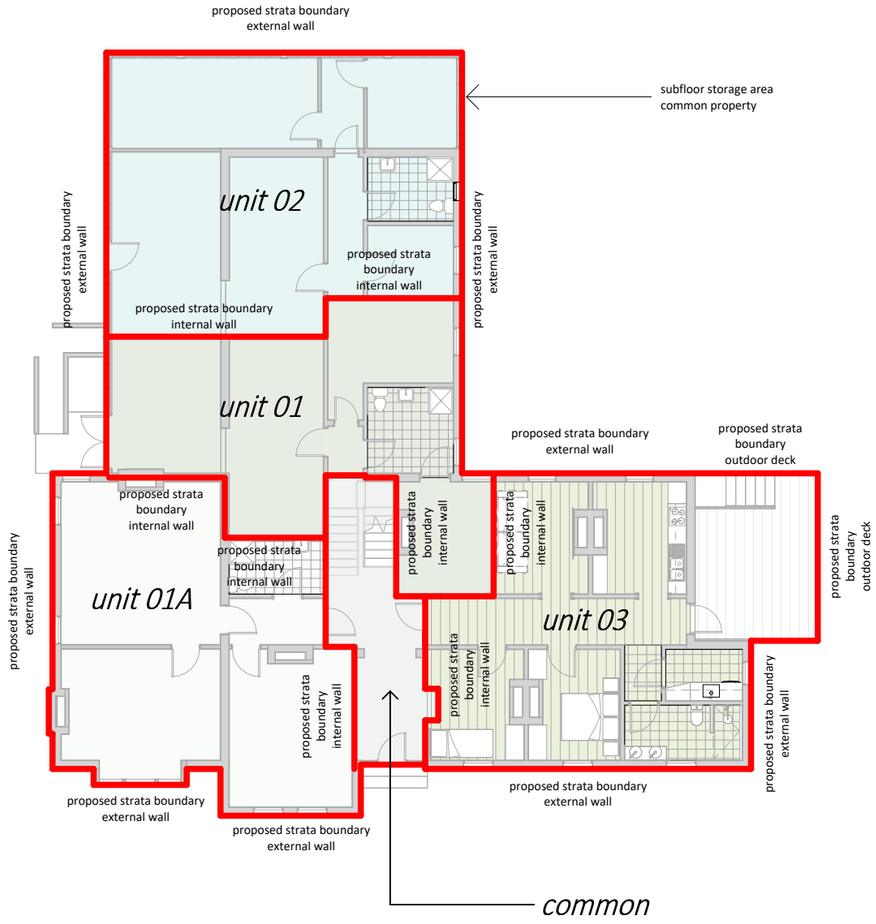
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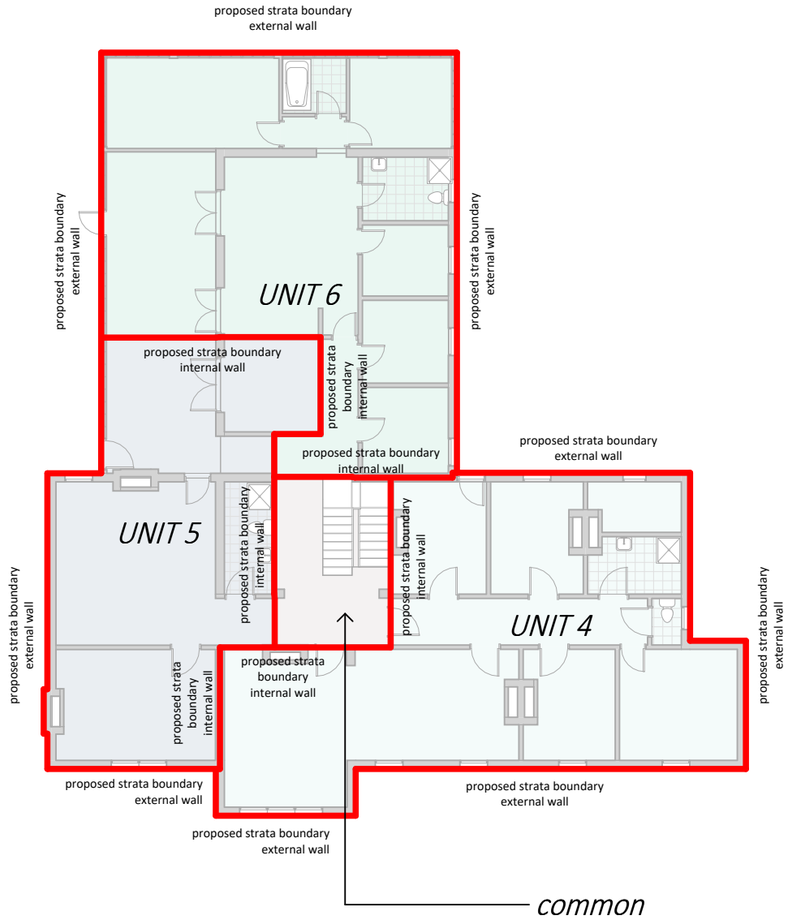
REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty		do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS	ISSUE DA
CLIENT		SCALE @ ISO A3 1:100	DWG # A4-004
DWG Como House Upper Floor Proposed		DRAWN SG CHKD JU	PROJECT# J009460

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1 **GROUND - PROPOSED UNIT STRATA PLAN**
1 : 200



2 **UPPER - PROPOSED UNIT STRATA PLAN**
1 : 200

Como House (existing building) Strata Layout internal

NORTH

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REVISION - C	DATE - 13/10/2026	DESCRIPTION - Driveway Adjustments	DATE 30/7/2025
ADDRESS 33 Moriarty	do not scale off plans all dimensions in millimetres confirm all dimensions on site all work to relevant NCC and AS		ISSUE DA
CLIENT		SCALE @ ISO A3 1:100	DWG # A5-001
DWG Como House Strata Lot Design		DRAWN SG	
		CHKD JU	PROJECT# J009460

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Planning Scheme Assessment Report
33 Moriarty Road, Latrobe

Formalisation of Existing Multiple Dwellings, Two-Lot Subdivision, Strata Subdivision and Six New Townhouses

1. Introduction

This report supports a planning permit application for 33 Moriarty Road, Latrobe, contained in CT 101927/1, being Lot 1 on Sealed Plan 101927.

The proposal comprises:

- Subdivision of the existing title into two lots;
- Formalisation of the existing building known as Como House as seven sole occupancy residential units;
- Strata division of Como House into seven strata lots and common property;
- Construction of six new single-story, two-bedroom townhouses on the new development lot;
- Strata division of the six townhouse development;
- Demolition of an existing shed and a later deteriorated toilet block;
- Construction of a new deck to Unit 3 of Como House;
- Construction of a new external fire escape stair to Unit 4 of Como House;
- Associated access, parking, services, drainage easements and site works.

The land is within the General Residential Zone under the Tasmanian Planning Scheme – Latrobe.

The relevant planning controls are assessed below in the following order:

1. General Residential Zone;
2. Parking and Sustainable Transport Code;
3. Road and Railway Assets Code;
4. Natural Assets Code;
5. Safeguarding of Airports Code.

No Local Historic Heritage Code, Flood-Prone Areas Hazard Code, Bushfire-Prone Areas Code, Landslip Hazard Code, Potentially Contaminated Land Code, Specific Area Plan or Site-Specific Qualification is understood to apply.

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2. General Residential Zone

2.1 Zone Purpose

Clause 8.1 – Zone Purpose

Planning scheme requirement – summary

The General Residential Zone provides for residential use and development in areas where full infrastructure services are available or capable of being provided. The zone supports a range of dwelling types and seeks efficient use of residential land and infrastructure.

Assessment

The proposal is consistent with the purpose of the General Residential Zone.

The existing building, Como House, is already used for residential accommodation in multiple apartments. The application seeks to formalise the existing, longstanding residential arrangement and provide a clear strata structure. The new development lot is contain six single-storey, two-bedroom townhouses, providing additional residential accommodation on surplus serviced land.

The proposal makes efficient use of an established residential site, retains the existing building, provides a range of dwelling sizes and layouts, and can be serviced by water, sewer, stormwater, electricity and waste collection infrastructure.

Compliance:

Complies with the Zone Purpose.

2.2 Use Table

Clause 8.2 – Use Table

Planning scheme requirement – summary

Residential use is a permitted use class in the General Residential Zone, except where limited to a single dwelling as No Permit Required.

Assessment

The proposal is for Residential use. Como House contains seven existing residential units, and the new development comprises six additional residential townhouses.

The proposal therefore falls within the Residential use class and is consistent with the use intent of the zone.

Compliance:

Complies. The use is suitable within the General Residential Zone.

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3. General Residential Zone – Development Standards for Dwellings

3.1 Clause 8.4.1 – Residential Density for Multiple Dwellings

Objective

Planning scheme requirement – summary

Multiple dwelling density is to make efficient use of land for housing and optimise the use of infrastructure and community services.

Acceptable Solution A1

Planning scheme requirement – summary

Multiple dwellings must provide a site area per dwelling of not less than 325m².

Assessment against A1

The proposed townhouse lot has an area of approximately 1,758m² and contains six dwellings.

1,758m² ÷ 6 dwellings = approximately 293m² per dwelling.

The proposed Como House lot has an area of approximately 1,345m² and contains seven existing residential units.

1,345m² ÷ 7 units = approximately 192m² per unit.

The proposal does not satisfy A1.

Performance Criterion P1

Planning scheme requirement – summary

A lower site area per dwelling may be acceptable where infrastructure capacity is not exceeded and the density is compatible with existing established development, or provides a significant social or community benefit in an accessible location.

Response to P1

The proposal satisfies P1.

Como House is an existing residential building that has long operated as multiple apartments. The application does not increase the number of units within Como House; it formalises the existing arrangement and provides a strata framework.

The new townhouse component is a modest single-storey residential infill development consisting of six two-bedroom dwellings. The dwellings are compact, low scale, and located on surplus land that is not required for the functional operation of Como House.

The site is within an established urban residential area and is capable of being serviced. Existing connections are retained for Como House, and new connections are proposed for the townhouse lot.

The proposed density addresses the performance criteria based on the following:

- The development makes efficient use of serviced residential land;
- The new dwellings are single story;

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- All new dwellings are two-bedroom dwellings;
- The development provides on-site parking, access, turning and visitor parking;
- Private open space is provided to each new townhouse;
- Como House retains common open space and substantial common parking;
- The proposal will not exceed the reasonable capacity of existing or proposed infrastructure services.

Compliance:

Relies on P1.

3.2 Clause 8.4.2 – Setbacks and Building Envelope for All Dwellings

Objective

Planning scheme requirement – summary

Dwellings are to be sited and scaled to provide appropriate streetscape separation, bulk, massing, daylight, sunlight and solar access.

A1 – Frontage Setback

Planning scheme requirement – summary

A dwelling must generally be set back at least 4.5m from the primary frontage, unless an alternative existing setback provision applies.

Assessment against A1

Townhouse 1 is the only new townhouse presenting directly to Moriarty Road. It is set back approximately 6.09m from the frontage.

Como House has an existing street setback of approximately 1.7m. No new street-facing extension is proposed to Como House.

Compliance:

Townhouse 1 complies with A1. Como House is an existing building and the existing street setback is retained.

A2 – Garage or Carport Setback

Planning scheme requirement – summary

A garage or carport must generally be set back at least 5.5m from the primary frontage, or be located at least 1m behind the building line.

Assessment against A2

The garage to Townhouse 1 is set back approximately 7.0m from the Moriarty Road frontage.

The remaining garages and carports are internal to the townhouse development and do not directly address the primary frontage.

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Compliance:

Complies with A2.

A3 – Side and Rear Setbacks / Building Envelope

Planning scheme requirement – summary

Dwellings must be contained within the prescribed building envelope and setback requirements, unless assessed against the performance criterion.

Assessment against A3

The proposed townhouses are single story and of modest height, and do not protrude outside of the building envelope. There is suitable separation from site boundaries and between dwellings. The single-story scale reduces potential impacts on daylight, sunlight and adjoining residential amenity.

No new substantial extension is proposed to the street-facing portion of Como House. The new fire stair and deck works are located away from the primary frontage and are limited in scale.

Compliance:

Complies.

3.3 Clause 8.4.3 – Site Coverage and Private Open Space for All Dwellings

Objective

Planning scheme requirement – summary

Dwellings are to be compatible with the amenity and character of the area and provide for outdoor recreation, operational needs, gardens, landscaping and conveniently located private open space with access to sunlight.

A1 – Site Coverage and Total Private Open Space

Planning scheme requirement – summary

Dwellings must have site coverage of not more than 50%. Multiple dwellings must also provide at least 60m² of private open space associated with each dwelling, unless excluded by the clause.

Assessment against A1 – Site Coverage

For the new townhouse lot:

- Lot area: approximately 1,758m².
- Combined townhouse footprint: approximately 538m².
- Site coverage: approximately 31%.

For the Como House lot:

- Lot area: approximately 1,345m².
- Building footprint: approximately 379m².

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– Site coverage: approximately 28%.

Both lots are below 50% site coverage.

Assessment against A1 – Private Open Space

The new townhouses provide private open space areas as follows:

Dwelling	Private open space
TH1	3.2m x 6.0m = 19m²
TH2	4.0m x 6.0m = 24m²
TH3	4.0m x 6.0m = 24m²
TH4	4.0m x 6.0m = 24m²
TH5	4.0m x 6.0m = 24m²
TH6	4.0m x 6.0m = 24m²

The new townhouses do not each provide 60m² of private open space.

Como House relies on common grounds rather than private open space allocated to each unit.

Compliance with A1:

Site coverage complies.

Private open space does not satisfy A1 and is assessed against P1.

P1 – Site Coverage and Private Open Space

Planning scheme requirement – summary

Dwellings must have site coverage and private open space appropriate to the site, dwelling size, occupant needs, common open space, operational needs, gardens and landscaping.

Response to P1

The proposal addresses P1.

The site coverage of both proposed lots is well below the 50% acceptable solution. The development therefore retains a reasonable balance between built form, hardstand and open space.

The new townhouses are modest two-bedroom dwellings. Each dwelling is provided with a dedicated outdoor area directly associated with the dwelling. Townhouses 2–6 each provide a 4m x 6m private open space area. Townhouse 1 provides a slightly smaller 3.2m x 6m private open space area, which remains useable for outdoor seating, dining, drying and passive recreation. Additionally, each lot has private outdoor area that is not specifically nominated.

Como House is an existing multi-unit residential building. The application does not increase the number of units within Como House. Existing residents have access to common grounds and common parking areas. Given the existing building configuration and the retrospective/formalising nature of this component of the application, common open space is an appropriate response.

The proposal also provides adequate areas for landscaping, waste storage, vehicle manoeuvring and residential use.

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Compliance:

Relies on P1. Performance criterion satisfied.

A2 – Principal Private Open Space

Planning scheme requirement – summary

A dwelling must have a principal private open space area in one location, generally at least 24m², with minimum dimensions and suitable location/orientation.

Assessment against A2

Townhouses 2–6 provide 4m x 6m private open space areas, being 24m² with compliant dimensions.

Townhouse 1 provides 3.2m x 6.0m, being 19.248m², and therefore does not meet the minimum 24m² / 4m dimension requirement.

Como House does not provide individual principal private open space for each existing unit, except Unit 3 which is to receive a new deck.

Compliance with A2

Townhouses 2–6 comply.

Townhouse 1 and Como House rely on P2.

P2 – Usable Private Open Space

Planning scheme requirement – summary

Private open space must be capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play, and be conveniently located and oriented to receive sunlight.

Response to P2

The proposal satisfies P2.

Townhouse 1's private open space is smaller than the acceptable solution but remains functional and directly associated with the dwelling. The 3.2m x 6.0m dimensions allow for outdoor seating, dining and domestic activities.

The Como House units are within an existing building and the proposal does not add additional units to Como House. The common grounds provide outdoor space for residents, and Unit 3 is provided with a new dedicated deck as part of the refurbishment works.

Compliance:

Relies on P2 for Townhouse 1 and Como House. Performance criterion satisfied.

3.4 Clause 8.4.4 – Sunlight to Private Open Space of Multiple Dwellings

Objective

Planning scheme requirement – summary

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The separation between multiple dwellings is to provide reasonable opportunity for sunlight to private open space.

Acceptable Solution / Performance Criterion

Planning scheme requirement – summary

Where a multiple dwelling is located to the north of the private open space of another dwelling, it must be designed to avoid unreasonable overshadowing, either by satisfying the building projection test or demonstrating adequate sunlight.

Assessment

The new townhouses are single story and arranged with private open space areas generally separated and oriented to avoid unreasonable overshadowing. The modest height of the dwellings limits shadow impact.

Como House is existing and the application does not add additional units or substantial building mass to the building.

Compliance:

Complies or satisfies the performance criterion. No unreasonable loss of sunlight to private open space is expected.

3.5 Clause 8.4.5 – Width of Openings for Garages and Carports

Objective

Planning scheme requirement – summary

Garage and carport openings should not dominate the primary frontage.

A1

Planning scheme requirement – summary

A garage or carport within 12m of the primary frontage must have openings facing the frontage limited in width.

Assessment

Townhouse 1 includes a single garage. The garage opening is set back approximately 7.0m from the frontage and is not excessive in width. The frontage presentation is broken up by the dwelling entry, façade treatment and landscaping.

The remaining garages and carports are internal to the development and do not dominate the Moriarty Road frontage.

Compliance:

Complies with A1.

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3.6 Clause 8.4.6 – Privacy for All Dwellings

Objective

Planning scheme requirement – summary

Dwellings are to provide a reasonable opportunity for privacy.

A1 / P1 – Elevated Decks, Balconies, Parking Spaces and Carports

Planning scheme requirement – summary

Elevated outdoor areas, parking spaces and carports more than 1m above ground level must be screened or otherwise designed to minimise overlooking.

Assessment

The new townhouses are single story and do not rely on elevated decks or balconies that would result in unreasonable overlooking.

The new deck to Unit 3 of Como House is nominally around 1m above natural ground level. It is associated with an existing unit and replaces a later deteriorated structure. It is located to the side/rear of Como House and is not expected to cause unreasonable overlooking, and is not within 3m of a boundary.

The new fire escape stair to Unit 4 is for egress and life safety, not for recreation. Its use will be intermittent and emergency/egress related.

Compliance:

Complies with A1.

A2 / P2 – Habitable Room Windows

Planning scheme requirement – summary

Elevated habitable room windows must be set back, offset, screened or otherwise designed to minimise direct views into other dwellings and private open space.

Assessment

The new dwellings are single story and habitable room windows are oriented and separated to avoid unreasonable overlooking between dwellings or adjoining properties.

Como House is an existing building and no significant new overlooking impact is introduced.

Compliance:

Addresses P2.

A3 / P3 – Shared Driveway and Parking Separation

Planning scheme requirement – summary

Shared driveways and parking spaces should be separated from habitable room windows, or screened/designed to avoid unreasonable amenity impacts.

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Assessment

The townhouse layout provides driveways, garages, carports and visitor parking in a conventional residential arrangement. Habitable rooms are positioned to minimise conflict with shared vehicle areas.

Como House parking is existing and located within common property. The application does not materially alter the long-standing relationship between Como House units and the existing parking area.

Compliance

Addresses P3.

3.7 Clause 8.4.7 – Frontage Fences for All Dwellings

Planning scheme requirement – summary

Frontage fences are controlled to protect streetscape character, height, transparency and residential amenity.

Assessment

No new frontage fence is proposed as part of the application.

Compliance:

Not applicable.

3.8 Clause 8.4.8 – Waste Storage for Multiple Dwellings

Objective

Planning scheme requirement – summary

Multiple dwellings must provide appropriate waste storage that is accessible, convenient and not visually dominant.

Assessment

The new townhouse development includes nominated bin storage areas for each dwelling. Waste collection is proposed by standard Council kerbside collection.

Como House already has an operating waste collection regime, with wheelie bins stored to the south-eastern side of the building.

The waste storage areas are suitable for residential use and can be managed by future strata bodies.

Compliance:

Complies.

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4. General Residential Zone – Development Standards for Subdivision

4.1 Clause 8.6.1 – Lot Design

Objective

Planning scheme requirement – summary

Each lot must have suitable area and dimensions, appropriate access to a road, suitable development areas clear of hazards, and reasonable solar orientation.

A1 – Minimum Lot Area and Development Area

Planning scheme requirement – summary

Each lot must generally have an area of at least 450m² and contain a suitable development area clear of setbacks and relevant title restrictions.

Assessment

The proposed lots are:

Proposed lot	Area	Description
Lot 1	approximately 1,345m²	Como House
Lot 2	approximately 1,758m²	Six townhouse development

Both proposed lots exceed 450m².

Lot 1 contains the existing Como House building, common parking and common grounds. Lot 2 contains sufficient area for the six townhouse development, access, visitor parking, private open space, services and waste storage.

Compliance:

Complies.

A2 – Frontage

Planning scheme requirement – summary

Each lot must generally have a frontage of at least 12m, unless relying on legal access by right of carriageway.

Assessment

The proposed Como House lot has approximately 39.8m frontage to Moriarty Road.

The proposed townhouse lot has approximately 18m frontage to Moriarty Road.

Both proposed lots exceed 12m frontage.

Compliance:

Complies with A2.

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A3 – Vehicular Access

Planning scheme requirement – summary

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

Assessment

Lot 1 retains the existing access and parking arrangement for Como House.

Lot 2 is provided with a new vehicle crossover to Moriarty Road and an internal driveway serving the townhouse development. The plans identify the new crossover as being to LGAT and Council specifications.

Final crossover construction details to be addressed under Council engineering requirements.

Compliance:

Complies with A3, subject to standard road authority/crossover approval.

A4 – Solar Orientation

Planning scheme requirement – summary

Where a subdivision includes a new road, lots must provide appropriate solar orientation unless assessed by performance criteria.

Assessment

No new public road is proposed. The proposed subdivision creates two lots, both with direct access to Moriarty Road.

The townhouse layout provides a practical residential arrangement with private open space and modest building scale.

Compliance:

Not applicable, as no new road is proposed.

4.2 Clause 8.6.2 – Roads

Objective

Planning scheme requirement – summary

New roads must provide appropriate access, connectivity, safety and integration with the road network.

A1

Planning scheme requirement – summary

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Subdivision involving no new road satisfies the acceptable solution.

Assessment

The proposed subdivision does not create a new public road.

Access is provided by the existing access to Como House and a new crossover/internal driveway to the townhouse lot.

Compliance:

Complies with A1.

4.3 Clause 8.6.3 – Services

Objective

Planning scheme requirement – summary

Subdivision must provide services for the future use and development of the land.

A1 – Water Supply

Planning scheme requirement – summary

Each lot must be connected to a full water supply service.

Assessment

Como House has an existing water connection.

A new water connection is proposed for the townhouse lot. Shared service locations are and is to be finalised with TasWater.

Compliance:

Complies.

A2 – Sewerage

Planning scheme requirement – summary

Each lot must be connected to a reticulated sewerage system.

Assessment

Como House has an existing sewer connection.

A new sewer connection is proposed for the townhouse lot to the sewer manhole close to Moriarty Road. The applicant has calculated that there is sufficient fall. If this connection is not achievable, an alternative sewer easement can be provided to connect via the manhole on the Como House lot to the south-eastern side of the existing building.

Final TasWater approval and detailed sewer design can be addressed by condition.

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Compliance:

Complies subject to TasWater approval.

A3 – Stormwater

Planning scheme requirement – summary

Each lot must be connected to a public stormwater system, or stormwater must be capable of being managed without causing adverse impact.

Assessment

Como House has an existing stormwater connection.

A new stormwater connection is proposed for the townhouse lot to connect into the existing stormwater pipe within the proposed drainage easement.

The title includes existing drainage easement arrangements, and the proposal includes an additional 2.0m drainage easement. Final civil design can be addressed by permit condition.

Compliance

Complies subject to detailed hydraulic/civil design

5. Parking and Sustainable Transport Code – C2.0

5.1 Clause C2.1 – Code Purpose

Planning scheme requirement – summary

The Code seeks to ensure appropriate parking, safe and adequate access for vehicles and pedestrians, encouragement of walking/cycling/public transport in urban areas, protection of amenity, and parking/access design to appropriate standards.

Assessment

The proposal provides on-site parking for both Como House and the new townhouse development.

The Como House lot retains 16 off-street parking spaces within common property. The townhouse development provides garages, carports, tandem parking arrangements, visitor spaces, passing bays and on-site turning.

The proposal is consistent with the purpose of the Code.

Compliance:

Complies with Code Purpose.

5.2 Clause C2.5.1 – Car Parking Numbers

Objective

Planning scheme requirement – summary

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An appropriate number of car parking spaces must be provided to meet the needs of the use.

A1

Planning scheme requirement – summary

On-site parking must be no less than the amount specified in Table C2.1.

For dwellings in the General Residential Zone, the parking rate is:

- one space for a one-bedroom or studio dwelling;
- two spaces for a dwelling with two or more bedrooms;
- visitor parking for multiple dwellings at one dedicated space per four dwellings, rounded up.

Assessment – Como House

Como House contains seven dwellings, each with two or more bedrooms.

Required resident parking:

7 dwellings x 2 spaces = 14 spaces.

Required visitor parking:

7 dwellings ÷ 4 = 1.75, rounded up to 2 visitor spaces.

Total required parking = 16 spaces.

The plans show 16 off-street spaces on the Como House lot. These are proposed as common property. Allocation to individual units is not necessary for planning purposes, as the spaces remain available to residents and visitors through the strata/common property arrangement.

Compliance – Como House

Complies with A1.

Assessment – New Townhouses

The townhouse development contains six two-bedroom dwellings.

Required resident parking:

6 dwellings x 2 spaces = 12 spaces.

Required visitor parking:

6 dwellings ÷ 4 = 1.5, rounded up to 2 visitor spaces.

Total required parking = 14 spaces.

The proposal provides:

- Townhouses 1, 2 and 3 with single garages and tandem parking opportunities;
- Townhouse 6 with a carport and tandem parking;
- Townhouses 4 and 5 with carports and lock-up storage;
- three visitor spaces.

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The plans provide a parking response, including visitor parking above the minimum visitor requirement.

Compliance:

Como House complies with A1.

The townhouse development complies with.

5.3 Clause C2.5.2 – Bicycle Parking Numbers

Planning scheme requirement – summary

Bicycle parking is required for specified uses.

Assessment

The proposal is for dwellings. Table C2.1 does not require bicycle parking for the proposed residential dwellings.

The garages and lock-up stores provide practical storage opportunities for bicycles.

Compliance

Not applicable / complies.

5.4 Clause C2.5.3 – Motorcycle Parking Numbers

Planning scheme requirement – summary

Motorcycle parking applies to specified uses and parking thresholds.

Assessment

The proposal is residential and does not require separate motorcycle parking.

Compliance:

Not applicable.

5.5 Clause C2.6.1 – Construction of Parking Areas

Objective

Planning scheme requirement – summary

Parking, access and manoeuvring areas must be constructed to an appropriate standard.

Assessment

The new townhouse driveway, parking and manoeuvring areas are shown on the drawings and are to be constructed to Council and Australian Standard requirements.

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Compliance:

Complies.

5.6 Clause C2.6.2 – Design and Layout of Parking Areas

Objective

Planning scheme requirement – summary

Parking areas must be convenient, safe and efficient.

A1.1

Planning scheme requirement – summary

Parking, accessways, manoeuvring and circulation areas must comply with the dimensional and design requirements of the Code or AS 2890.

Assessment

The townhouse access provides:

- A widened entry;
- Passing bays at suitable intervals;
- Visitor parking spaces;
- On-site turning area;
- Garages/carports for resident parking.

The drawings nominate passing bays of 2m x 5m and visitor spaces of 2.7m x 5.5m. The layout allows vehicles to enter, manoeuvre and exit the site appropriately and in a forwards direction.

Final compliance with AS 2890 and Council engineering requirements can be addressed through detailed design and permit conditions.

Compliance:

Complies.

5.7 Clause C2.6.3 – Number of Accesses for Vehicles

Planning scheme requirement – summary

Vehicle accesses to be limited to avoid unreasonable impacts on safety and efficiency.

Assessment

The proposal retains the existing access to Como House and provides one new access to the townhouse lot. This is appropriate for the two-lot structure and avoids reliance on a single shared access arrangement for both strata developments.

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Compliance

Complies.

5.8 Clause C2.6.4 – Lighting of Parking Areas

Planning scheme requirement – summary

Lighting must be adequate and must not cause unreasonable loss of residential amenity.

Assessment

No large commercial parking area is proposed. Any external lighting will be domestic in scale and can be baffled or directed to avoid light spill to adjoining properties.

Compliance:

Complies.

5.9 Clause C2.6.5 – Pedestrian Access

Planning scheme requirement – summary

Pedestrian access must be safe and adequate where required.

Assessment

The development is residential in nature. Pedestrian access is available from Moriarty Road to each townhouse and through the internal access arrangement. Como House retains its existing access arrangements.

The relatively low-speed internal driveway environment is appropriate for a small residential strata development.

Compliance:

Complies.

6. Road and Railway Assets Code – C3.0

6.1 Clause C3.1 – Code Purpose

Planning scheme requirement – summary

The Code seeks to protect the safety and efficiency of the road and rail network from use, development and new accesses.

Assessment

The proposal includes a new vehicle crossover to Moriarty Road for the townhouse lot. No railway interface is involved.

The traffic generated by six additional two-bedroom dwellings is modest and compatible with the residential function of Moriarty Road.

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Compliance:

Complies.

6.2 Clause C3.5.1 – Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction

Objective

Planning scheme requirement – summary

Traffic generated by a use or development must minimise adverse effects on the safety and efficiency of the road or rail network.

A1.2 – New Vehicle Crossing

Planning scheme requirement – summary

For a road other than a Category 1 road or limited access road, written consent for a new vehicle crossing must be issued by the road authority.

Assessment

The proposal includes a new vehicle crossover to Moriarty Road. The drawings note that the crossover is to be constructed to LGAT and Council specifications.

Written road authority consent can be obtained through the permit process or by permit condition.

Compliance:

Complies.

P1 – Traffic Safety and Efficiency

Planning scheme requirement – summary

Traffic to and from the site must minimise adverse effects on safety and efficiency, having regard to traffic increase, road nature, speed, traffic flow, alternative access and any traffic assessment.

Response to P1

The proposal address P1.

Modest new traffic generated by six two-bedroom townhouses is expected. The site has direct frontage to Moriarty Road and provides a dedicated access, widened entry, passing bays and on-site turning. Vehicles can manoeuvre within the site without relying on unsafe reversing movements along Moriarty Road.

The existing Como House access is retained, avoiding unnecessary consolidation of the two separate residential parking/access areas.

Compliance

Complies with A1.2 if road authority consent is provided. Otherwise satisfies P1.

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7. Natural Assets Code – C7.0

7.1 Clause C7.1 – Code Purpose

Planning scheme requirement – summary

The Natural Assets Code seeks to minimise impacts on natural assets, including priority vegetation, waterway and coastal values.

Assessment

A Priority Vegetation Area overlay is understood to touch the site in two limited locations along the south-western and south-eastern sides. The affected areas are existing lawn and do not contain native vegetation.

The Natural Assets Code is relevant only to the extent that the subdivision may intersect mapped priority vegetation. No waterway and coastal protection area or future coastal refugia area affects the property.

Compliance

Complies with Code Purpose.

7.2 Clause C7.7.2 – Subdivision within a Priority Vegetation Area

Objective

Planning scheme requirement – summary

Subdivision within a priority vegetation area must avoid unnecessary or unacceptable impacts on priority vegetation and ensure future development is unlikely to cause unacceptable impacts.

A1

Planning scheme requirement – summary

Subdivision within a priority vegetation area must either be for specified low-impact purposes or ensure no works, building area, services, bushfire hazard management area or vehicular access occur within the priority vegetation area.

Assessment against A1

The mapped Priority Vegetation Area only touches the site in limited locations. The applicant advises those locations are lawn and do not contain native vegetation.

The proposal does not require clearance of native vegetation within a priority vegetation area. Minor tree removal is required for the driveway, but this is not understood to involve mapped priority vegetation or native vegetation.

If Council considers that the mapped overlay is technically triggered by the subdivision, assessment against P1.1 and P1.2 is appropriate.

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P1.1

Planning scheme requirement – summary

Subdivision within a priority vegetation area may be acceptable where it is in the General Residential Zone or otherwise meets the listed circumstances.

Response to P1.1

The proposal satisfies P1.1 because the site is within the General Residential Zone and the affected mapped areas are already cleared/lawn. No native vegetation clearance within the mapped priority vegetation area is proposed.

P1.2

Planning scheme requirement – summary

Works associated with subdivision must minimise adverse impacts on priority vegetation, having regard to siting, future development, constraints, mitigation and existing cleared areas.

Response to P1.2

The proposal addresses P1.2.

The development is located on already modified residential land. The areas touched by the overlay are lawn and do not contain native vegetation. The townhouse development, access and services have been sited to utilise surplus cleared land. The proposal will not cause an unreasonable loss of priority vegetation.

Compliance

Complies with A1 if no works or services occur within the mapped Priority Vegetation Area. Alternatively, satisfies P1.1 and P1.2.

8. Safeguarding of Airports Code – C16.0

8.1 Clause C16.1 – Code Purpose

Planning scheme requirement – summary

The Safeguarding of Airports Code seeks to protect airport operations from incompatible use or development, including obstacles within airport obstacle limitation areas.

Assessment

The airport obstacle limitation area overlay overlaps the western corner of the site. The mapped overlay category is understood to be approximately 24.445m–25m AHD.

The proposed townhouse development is single storey. No tall structures, masts, towers or other aviation hazards are proposed.

Compliance

Complies with Code Purpose.

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8.2 Clause C16.4 – Use or Development Exempt from this Code

Planning scheme requirement – summary

Development is exempt where it does not exceed the AHD height specified for the relevant airport obstacle limitation area.

Assessment

The proposed new dwellings are single story and will be well below the mapped obstacle limitation height. Como House is existing and the proposed external works do not introduce a new aviation hazard.

Compliance

Exempt from further assessment under C16.0, or otherwise complies because the development will not exceed the obstacle limitation height.

9. Other Codes and Overlays

9.1 Local Historic Heritage Code

The site is not listed as a local heritage place and is not within a heritage precinct. Como House is retained, and no works are proposed to the primary street-facing elevation. The new fire stair is located away from the street frontage.

Assessment: Not applicable.

10. Title, Easements and Servicing

The site is contained in CT 101927/1, being Lot 1 on Sealed Plan 101927. The title is subject to easements under SP101927. The application proposes to retain existing drainage arrangements and provide a new 2.0m drainage easement for the townhouse lot.

Como House has existing sewer and stormwater connections. The townhouse lot is proposed to have separate water, sewer and stormwater connections.

12. Conclusion

The proposal is an appropriate residential infill and regularisation project within the General Residential Zone.

The application:

- Formalises the long-standing residential use of Como House as seven sole occupancy units;
- Retains the existing Como House building and its street presentation;
- Creates a two-lot subdivision;

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- Provides a separate strata structure for Como House and the new townhouse development;
- Delivers six new single-story, two-bedroom townhouses on surplus residential land;
- Provides on-site parking, visitor parking, access, manoeuvring and waste storage;
- Can be serviced by water, sewer, stormwater and other infrastructure;
- Avoids unacceptable impacts on natural assets, heritage, roads or airport operations.

The proposal either satisfies the relevant acceptable solutions or demonstrates a method to address the applicable performance criteria.

The application is therefore recommended for approval, subject to standard permit conditions relating to final TasWater approval, civil/stormwater design, crossover construction, service connections, drainage easements and final strata survey documentation.

We trust that the contents of this document provide a clear and comprehensive response to the applicable provisions of the Tasmanian Planning Scheme and demonstrate that the proposed development achieves an appropriate balance between heritage conservation, urban activation, and contemporary residential use.

Tim

Timothy Fry *B Env Des M Arch*
ASSOCIATE ARCHITECT

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33 Moriarty Road
Multiple Dwelling Development, Latrobe

TRAFFIC IMPACT ASSESSMENT

- Final
- October 2026

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1. Introduction

1.1 Background

In accordance with Tasmanian Planning Scheme – Latrobe requirements a Traffic Impact Assessment (TIA) is required for the proposed multiple dwelling development of Lot 2, 33 Moriarty Road, Latrobe. The TIA must provide details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic.

The TIA has been prepared based on Building Tasmania (BT) guidelines.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety
- Capacity
- Equity and social justice
- Economic efficiency
- The environment
- Future development

This report considers traffic projections to 10 years beyond the opening of the development.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Moriarty Road and the proposed access.

1.4 References

- NSW Guide to Transport Impact Assessment 2024
- Tasmanian Planning Scheme – Latrobe
- Austroads Guide Road Design Part 4A: Unsignalized & Signalised Intersections 2026
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings

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1.5 Statement of Experience and Qualifications

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 39 years professional experience in road and traffic engineering industry
    - Manager Traffic Engineering at the Department of State Growth until May 2017.
    - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987



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1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

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Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster.
	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

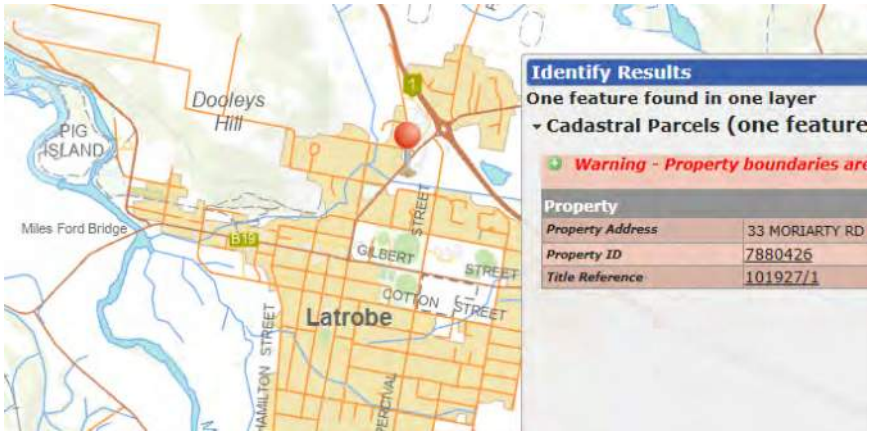
LC	Latrobe Council
SSA	Safe System Assessment

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2. Site Description

The proposed multiple dwelling development site at 33 Moriarty Road, Latrobe is some 300m West of the Bass Highway roundabout. The development location, road network and proposed layout are shown in Figures 1- 3 respectively.

Figure 1 - Location of proposed development



Source: LISTmap, DPIPWE

Figure 2 – Road network adjacent the development site



Source: LISTmap, DPIPWE

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Figure 3 – Aerial view of proposed development site



Source: LISTmap, DPIPWE

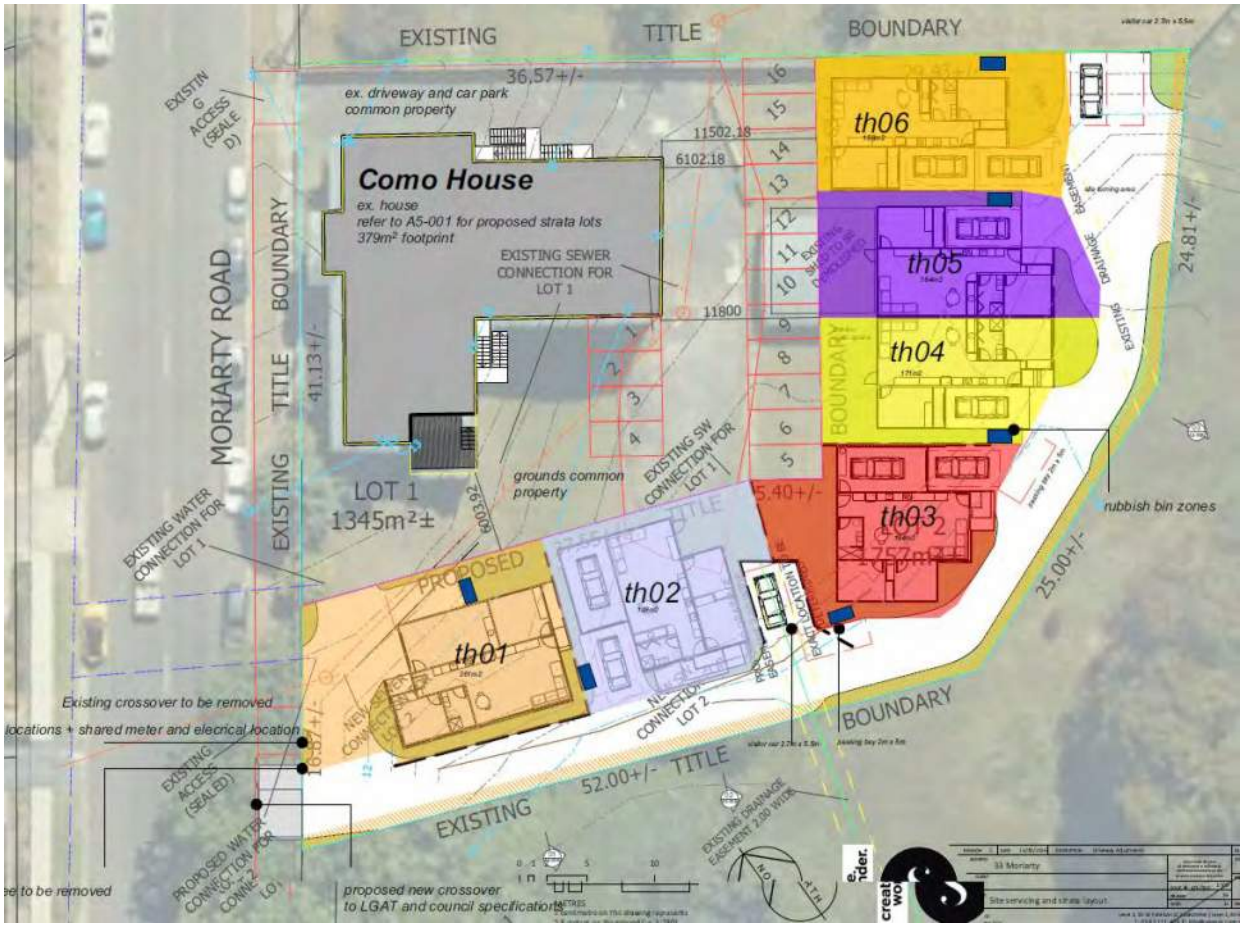
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3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

The proposal is to build town houses at Lot 2, 33 Moriarty Road with access via the relocated Western access as shown in Figure 4. Design plans are attached in Appendix E.

Figure 4 – Proposed multi dwellings with Western access to 33 Moriarty Rd.

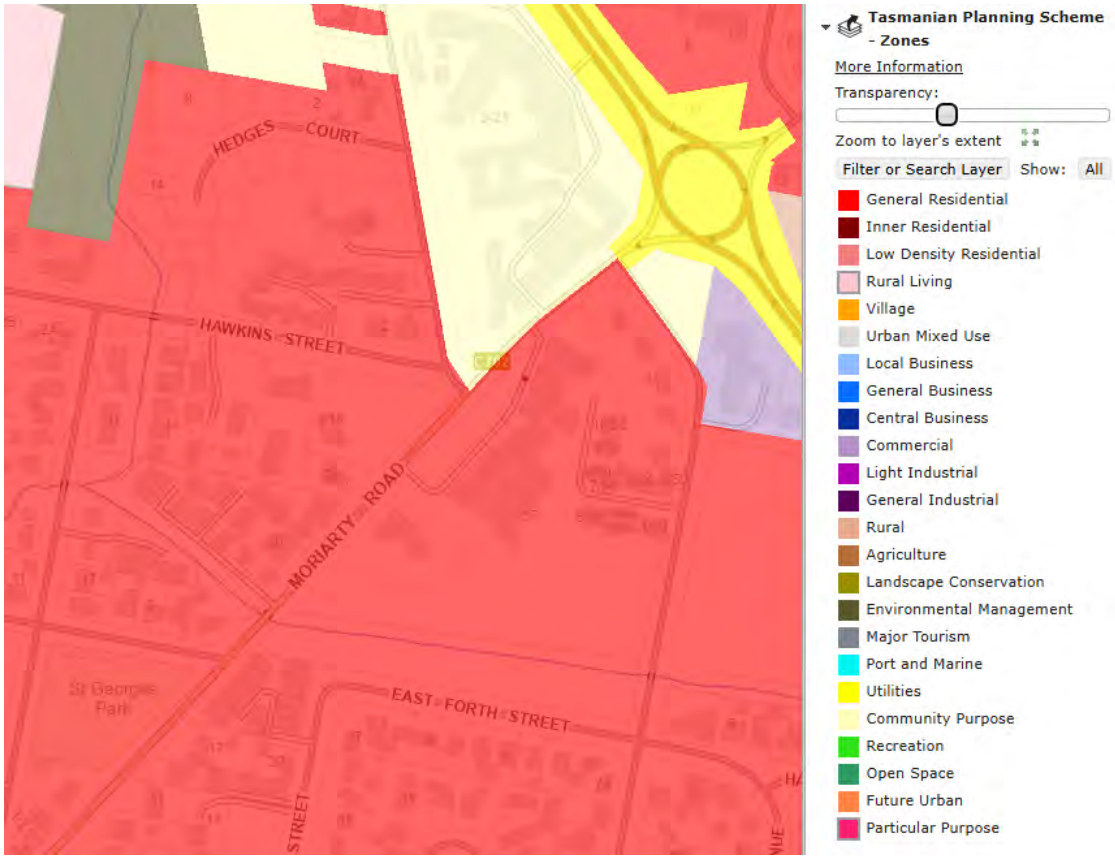


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3.2 Tasmanian Planning Scheme

The proposed development involves land zoned as per the Tasmanian Planning Scheme – Latrobe, see Figure 5.

Figure 5 – The development site is zoned General Residential



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

To ensure that safe and efficient roads are operated and maintained, and development is provided for in an orderly manner minimising conflicts between sensitive uses and major roads.

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4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the proposal consists of Moriarty Rd with minor side road junctions at Torquay Rd to the East and Forth St to the West. The side road junctions will not be impacted by the proposal.

4.2 Moriarty Road

Moriarty Road is a Collector Road in the Council Road Hierarchy and not part of Tasmania's 26m B Double network, see Appendix D. The road has a sign posted 60km/h Speed Limit, see Figure 6, with estimated AADT of 4,000 vpd (2025).

Moriarty Road is a 2-lane 2-way road of 12.7m width with 4.1 m traffic lanes and 2.2m parking lanes each side of the road. The road has kerb & channel and footpath both sides. Road delineation consists of Separation line and streetlighting.

Figure 6 – Moriarty Road Westbound from the Bass Hwy



Moriarty Road has a 60km/h Speed Limit.

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4.3 Proposed Western Access to 33 Moriarty Road

The proposed Moriarty Rd Western access and approaches are shown in Figures 7 - 14.

Figure 7 – Aerial view of proposed Western access



Source: LISTmap, DPIPWE

Figure 8 – Elevation view of existing Western access



Figure 9 – Looking right along Moriarty Road from Western access.



Sight distance right is 123m.

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Figure 10 – Looking left along Moriarty Road from Western access.



Sight distance left is > 150m.

Figure 11 – Moriarty Road Eastern approach to Western access



Figure 12 – Moriarty Road Western approach to Western access



Road width is 12.7m from face to face of kerb.

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Figure 13 – Moriarty Road Western approach at Western access



Figure 14 – Moriarty Road Below ground services either side of the Western access



The Western access will be located West of what appears to be a Telstra Pit. Accordingly, the new concrete driveway may be over aTelstra line.

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4.4 Sight Distance Summary (Figure 15)

Figure 15 – Sight distance requirements summary

33 Moriarty Road	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available Left(m)	Available Right(m)	AS/NZS 2890.1 SSD(m)
Prop.Western access	60	60	123	130	123	65

Austroads Compliant AS / NZS 2890.1 Compliant

4.5 Traffic Activity

TCS Traffic count survey data (Nov 2025 – See Appendix B) provides evidence for the following estimated traffic activity:

Estimated Traffic Data 2025

AADT 4,000 vpd

AM Peak 404 vph
- **East Bound: 214vph**
- **West Bound: 190 vph**

PM Peak 404 vph
- **East Bound: 190vph**
- **West Bound: 214 vph**

4.6 Crash History

The DSG is supplied with reported crashes by Tasmania Police. The DSG maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes. The crash history is summarised in Figures 16 & 17.

The 5-year crash history for Moriarty Road provides no evidence of a crash propensity in the vicinity of the proposed accesses.

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Figure 16 – Moriarty Rd (Forth St to Bass Hwy) 5 Year Reported Crash History

Crash Id	Units	Description	Date	Time	Severity	Light	Location
51443380	LV; LV	131 - Vehicles in same lane/ left rear	03-NOV-2021	14:00	PDO	Day	Bass /Moriarty Rabt
51496706	LV; LV	130 - Vehicles in same lane/ rear end	21-DEC-2021	12:00	PDO	Day	Bass /Moriarty Rabt
51870825	LV; LV	133 - Vehicles in parallel lane/ lane side swipe	12-JAN-2023	14:10	PDO	Day	Bass Hwy
51897348	LV; LV	137 - Vehicles in parallel lane/ left turn side swipe	03-FEB-2023	16:50	PDO	Day	Bass /Moriarty Rabt
52035938	LV; LV	121 - Right through	23-JUN-2023	15:40	PDO	Day	Bass /Moriarty Rabt
52085127	LV	189 - Other curve	31-JUL-2023	11:00	PDO	Day	Moriarty Rd
52215567	LV; LV	130 - Vehicles in same lane/ rear end	11-DEC-2023	16:40	PDO	Day	Bass /Moriarty Rabt
52331080	LV; LV	110 - Cross traffic	03-APR-2024	14:29	First Aid	Day	Bass /Moriarty Rabt
52392415	LV; LV	130 - Vehicles in same lane/ rear end	22-MAY-2024	08:10	PDO	Dawn	Bass /Moriarty Rabt
52428147	LV; LV	121 - Right through	21-JUN-2024	06:55	Minor	Night	Moriarty Rd /Torquay Rd jcn
52577020	LV; LV	-	13-NOV-2024	08:28	PDO	Day	Moriarty Rd
52713977	LV; LV	110 - Cross traffic	03-APR-2025	17:20	Minor	Day	Moriarty Rd / Percival St jcn
52732666	LV; LV	130 - Vehicles in same lane/ rear end	30-APR-2025	08:58	Minor	Day	Moriarty Rd
52825794	LV; LV	-	11-AUG-2025	16:00	PDO	Day	Moriarty Rd
52855108	LV; LV	117 - Left/right far	17-SEP-2025	10:35	PDO	Day	Bass /Moriarty Rabt
52894934	LV; LV	113 - Right near	24-OCT-2025	14:46	PDO	Day	Moriarty Rd / Percival St jcn
52903618	LV; LV	-	10-NOV-2025	15:05	PDO	Day	Bass /Moriarty Rabt
52925735	LV; LV	-	14-DEC-2025	14:00	PDO	Day	Percival St
52979171	HV; HV	130 - Vehicles in same lane/ rear end	18-FEB-2026	13:45	PDO	Day	Bass /Moriarty Rabt
52985251	LV; LV	-	24-FEB-2026	08:55	PDO	Day	Bass /Moriarty Rabt
53149056	LV; HV	133 - Vehicles in parallel lane/ lane side swipe	14-AUG-2026	13:35	PDO	Day	Bass Hwy

Figure 17 – Moriarty Rd (Forth St to Bass Hwy) 5 Year Reported Crash locations



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4.7 Road Safety

4.7.1 Moriarty Road (Forth St. to Torquay Rd.) Safety Review

From Road Safety Review, there do not appear to be any hazards or traffic safety issues with the Moriarty Road approaches to the proposed Western access.

.

4.7.2 Safe Systems Assessment

The Moriarty Road approaches to the Western access have been assessed in accordance with the Austroads Safe System Assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable road users are considered along with the most common crash types.

Crash risk scores indicate how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

The SSA crash risk was assessed as 42/448 which is a low crash risk score. See Appendix C for the assessment details. Figure 18 indicates the severity of the SSA score.

Figure 18 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score
NS	Not suitable

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5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network and in ten years (2036).

5.1 Traffic Growth

Assuming 0% compound annual growth rate the following projected traffic volumes are estimated without the proposal.

5.2 Trip Generation

NSW Guide to Transport Impact Assessment 2024 has been referenced for traffic generation estimation purposes where relevant.

The proposal, see Figure 4, involves:

- 6 lots accessing the proposed Western access.

For Medium Density Residential Dwellings, NSW Guide to Transport Impact Assessment 2024 – Section5.6.2 Residential traffic generation guidelines are:

- 3.67 vehicle movements per day
- 0.41 vehicle movements during AM peak hour
- 0.60 vehicle movements during PM peak hour

For the proposed 6 Lot multiple dwelling development access estimated traffic generation is:

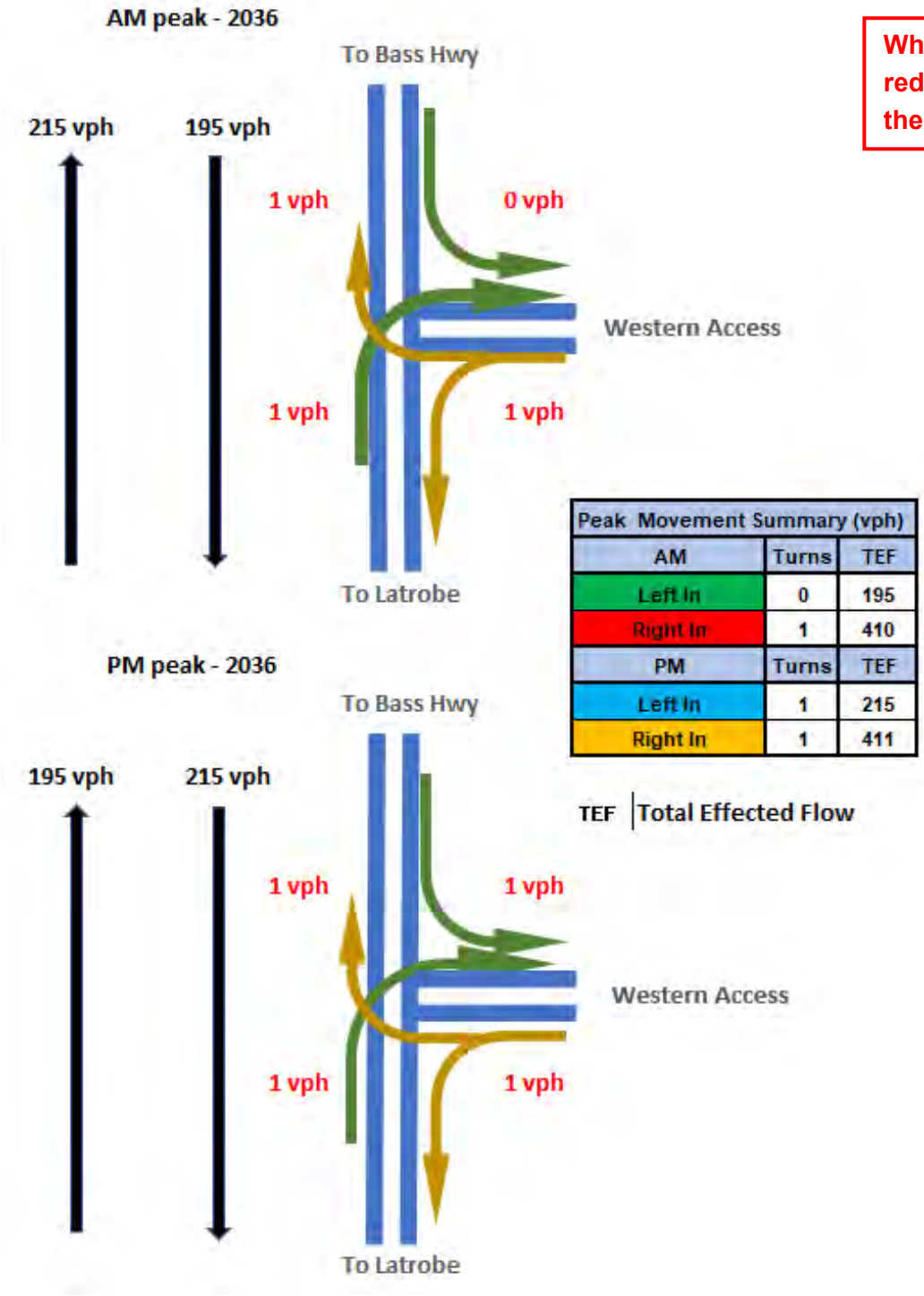
- 22 vpd
- 3 vph during AM peak hour
- 4 vph during PM peak hour

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5.3 Trip Assignment

Trip assignment at the proposed Western access to 33 Moriarty Road is shown in Figure 19.

Figure 19 - Assigned peak hour traffic at Western access to 33 Moriarty Road 2036



Where figures in red are due to the proposal.

Peak Movement Summary (vph)		
AM	Turns	TEF
Left In	0	195
Right In	1	410
PM	Turns	TEF
Left In	1	215
Right In	1	411

TEF | Total Effected Flow

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6. Impact on Road Network

6.1 Impact of traffic generated by the proposal.

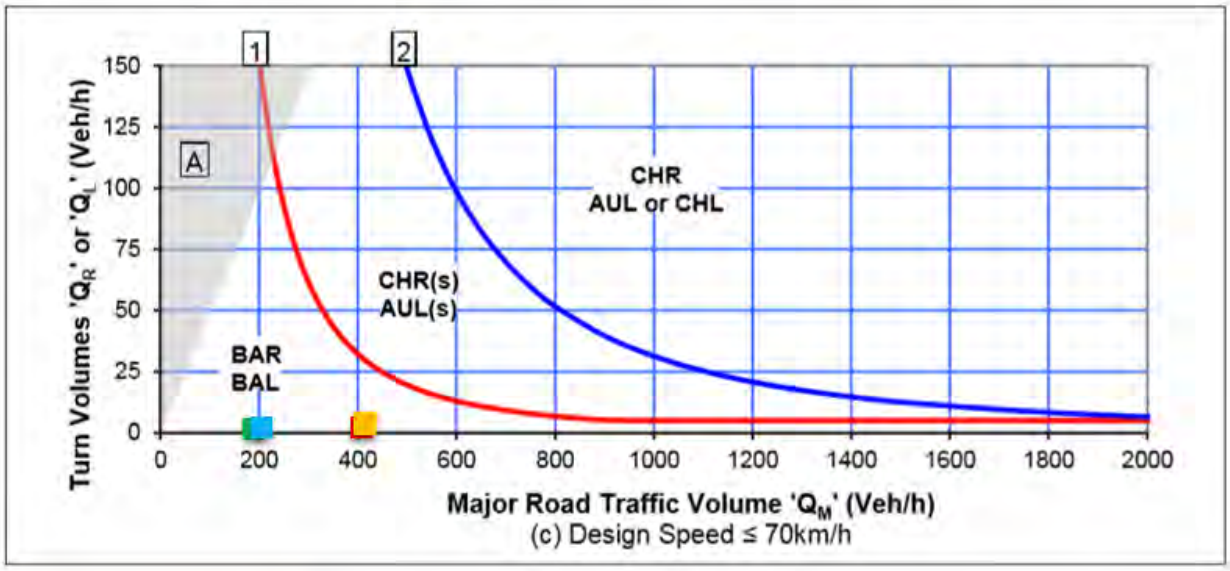
This section considers the performance of the proposed access by 2036.

6.2 Western access to 33 Moriarty Rd

6.2.1 Austroads Junction Warrant

The junction layout required is based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic. See Figure 20 for Autroads junction warrants based on traffic assignment shown in Figure 19.

Figure 20 – Austroads Warrant for the Western Access by 2036



Peak Movement Summary (vph)		
AM	Turns	TEF
Left In	0	195
Right In	1	410
PM	Turns	TEF
Left In	1	215
Right In	1	411

TEF | Total Effected Flow

Figure 20 demonstrates that technically the Western access meets the warrant for an Urban BAR & BAL junction. However, as the peak hour turning volumes are very low at some 1 vph, the proposed simple left & right turn access is adequate. The access is estimated to operate at LOS A beyond 2036. See Appendix A for Austroads LOS descriptions.

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6.3 Tasmanian Planning Scheme – Latrobe

6.3.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers
Acceptable Solution A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,
(b) The site is contained within a parking precinct plan and subject to Clause C2.7,
(c) The site is subject to Clause C2.5.5;or
(d) It relates to an intensification of an existing use or development or a change of use where:

i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or

ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

N=A+ (C-B)
N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1.

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

Table C2.1 parking requirements for 2 or more-bedroom units are as follows:

- Resident parking – 2 spaces per unit, for 6 units 12 spaces are required.
- Visitor parking – 1 space per 4 units, for 6 units 1 space is required.

The proposal provides 12 resident & 1 visitor parking space, see Figure 4. **A1 is satisfied.**

C2.5.2 Bicycle parking numbers

No requirement.

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C2.5.3 Motorcycle parking numbers

No requirement where the number of car parking spaces required is 0-20.

C2.5.4 Loading Bays

Acceptable Solution A1

A loading bay must be provided for uses with a floor area of more than 1,000m2 in a single occupancy.

A1 is not applicable.

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

(a) be constructed with a durable all-weather pavement,
(b) be drained to the public stormwater system, or contain stormwater on the site; and
(c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

Sealed and drained parking spaces and driveway are proposed, see Figure 4 & Appendix E.

A1 is satisfied.

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1:*Parking, access, manoeuvring & circulation spaces must either:*

(a) comply with the following:

i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6.*
AS 2890 Part 1 – Section 2.6 Domestic Driveways grade is satisfied.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied

iii. *Have an access width not less than the requirements in Table C2.2.*

Where 6 to 20 parking spaces are proposed Table C2.2 requires access width of 4.5m for the first 7m and 3m thereafter with 2m wide passing bays every 30m with 5m long entry and exit tapers. The proposed Western access satisfies these requirements.

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iv. *Have car parking space dimensions which satisfy Table C2.3.*

- Lock up garage parking & driveway parking spaces for each lot are compliant with Table C2.3 dimensions for all dwellings.
- A 90-degree Visitor parking space is proposed compliant with Table C2.3.

v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*

Turning path requirements have been reviewed for an Austroads B85 car and found to have sufficient manoeuvre space, see Appendix F. Some larger than normal cars (Austroads B99 car) may not have enough manoeuvre space to access the garages or driveway parking spaces.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,* Satisfied.

vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

(b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.

A1.1 is satisfied.

Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

(a) Be located as close as practical to the main entry point to the building. Satisfied.
(b) be incorporated into the overall car park design. Satisfied.
(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.

Not Applicable.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1

The number of accesses provided for each frontage must:

(a) be no more that 1; or
(b) no more than the existing number of accesses whichever is greater.

Relocation West of an existing two-way access is proposed. **A1 is satisfied.**

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C2.6.5 Pedestrian access

Acceptable Solution A1.1

Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

i. *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
ii. *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

The relocated Western access and driveway provide access to 12 resident parking spaces with no footpath. **A1.1 is not satisfied.**

Performance Criteria P1

Safe and convenient pedestrian access must be provided within parking areas, regarding:

- *(a) the characteristics of the site.*
- *(b) the nature of the use*
- *(c) the number of parking spaces*
- *(d) the frequency of vehicle movements*
- *(e) the needs of persons with a disability*
- *(f) the location and number of footpath crossings*
- *(g) vehicle and pedestrian traffic safety*
- *(h) the location of any access ways or parking aisles*
- *(i) any protective devices proposed for pedestrian safety.*

The relocated Western access and driveway site has insufficient width to provide footpath and 2.5m separation to the driveway.

The use is residential in a low-speed environment < 30km/h.

Adequate off-street parking is proposed.

Vehicle activity is low with peak vehicle movements of some 4 vph at the Moriarty Rd crossover.

Sealed surfaces are provided in all areas conducive to safe pedestrian use.

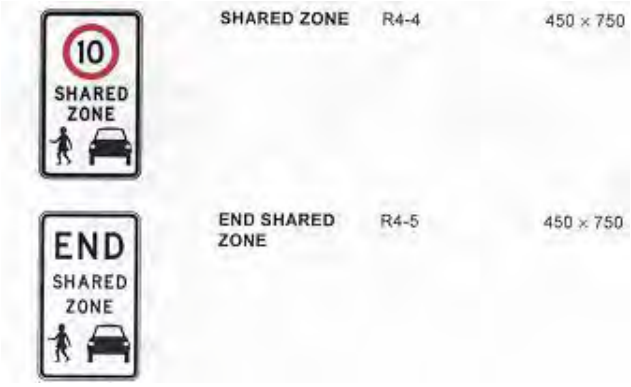
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From Austroads Safe System Assessment crash risk is considered very low:

- Crash exposure is low as traffic activity levels are low and pedestrian activity in the vicinity of vehicles is low i.e low crash exposure.
- Crash likelihood is low as Australian Standard off street parking is provided, sight lines are open and pedestrian activity and parking areas are reasonable separate and at low activity levels.
- Crash severity is low as the vehicle speed environment is low < 30km/h.

Formal signage of shared zones is a recognised pedestrian safety improvement where there is a mix of pedestrian, local access traffic only and situation where this is no kerb separation between pedestrians and vehicles. This is because Shared Zone signage includes provision of a regulator speed limit to keep speed to an appropriate level. In the case of the proposed driveway a 10 km/hr speed limit is considered normal. The proposed development is in keeping with this kind of situation. Figure 21 shows Shared Zone signage standards.

Figure 21 – Shared Zone signage standards, AS1742.1-2014



Accordingly, TCS recommends acceptance of the proposal with provision of 10km/hr Shared and End Shared Zone signage at the entry and exit to the development to limit speeds to a safe level. **P1 is satisfied.**

6.3.2 Road and Railway Assets Code C3

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

Acceptable Solution A1.1 *– For a Category 1 road or a limited access road, vehicular traffic to and from the site will not require:*

(a) A new junction
(b) A new vehicle crossing; or
(c) A new level crossing

Moriarty Road is not a Category 1 or Limited access road, see Appendix E. **A1.1 is satisfied.**

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Acceptable Solution A1.2 *– For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

The proposal involves creation of a second 2-way access to Moriarty Road.

This TIA has been prepared to assist LC consider the proposal.

It is expected that A1.2 will be satisfied.

Acceptable Solution A1.3 **– Not applicable** as no rail network is impacted.

Acceptable solution A1.4:
Vehicular traffic to and from the site , using and existing vehicle crossing or private level crossing will not increase by more than:

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

Moriarty Road is a collector road with estimated AADT of 4,000 vpd and therefore classed a major road. From Table C3.1 for vehicle crossings on major roads, the acceptable increase in AADT is 10% or 10vpd for light vehicles whichever is greater. The proposal is estimated to generate 22 vpd at the Western access. **Technically A1.4 is not satisfied.**

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

The increase in traffic due to the proposal of 22 vpd is low and easily catered for with the proposed access layout.

(b) the nature of the traffic generated by the use.

The proposal will generate low speed light vehicular traffic which will have minimal impact on Moriarty Road traffic safety and efficiency.

(c) the nature of the road.

Moriarty Road is a two-way two-lane road with ample capacity to cater for the increase in flow from 4,000 vpd (2026) to 4,022 vpd (2036) allowing compound annual growth of 0 % and 22 vpd due to the proposal.

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(d) the speed limit and traffic flow of the road.

The traffic conditions on Moriarty Road i.e the speed limit of 60km/h, and speed environment of 60km/h and estimated AADT of 4,000 vpd (2036) with the proposal are consider acceptable for safe and efficient operation of the proposed accesses.

(e) any alternative access to a road.

The proposed access arrangements are considered to best suite the site topography.

(f) the need for the use.

The use is based on residential property demand.

(g) any traffic impact assessment; and

This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) any advice received from the rail or road authority.

LC has requested this TIA to assess the proposal. No rail infrastructure is impacted by the proposal.

In summary the proposal has no adverse effects to traffic safety and efficiency on Vermont Road. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.
A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Acceptable Solution A1

Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:

(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;

(b) an extension which extends no closer to the existing or future major road or rail network than:

(i) the existing habitable building; or

(ii) an adjoining habitable building for a sensitive use; or

(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.

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Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).

The proposal is not within a road or railway attenuation area, **A1 is satisfied.**

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Acceptable Solution A1: *A lot or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.*
The proposal is not within a road or railway attenuation area, **A1 is satisfied.**

6.4 Other requirements

6.4.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

6.4.2 Street Lighting and Furniture

A street lighting should be considered internally for the Western driveway.

6.5 Transport Planning Considerations

6.5.1 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of residential areas include:

- Bound residential precincts with traffic routes or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cater for cyclist & pedestrian demand with separate paths or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

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- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with > 3,000 vpd passing traffic.

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*.

The proposal satisfies liveability, safety and amenity targets described above.

6.5.2 33 Moriarty Road Western Access.

The existing Western access is to be removed and made good with kerb & channel, nature strip and footpath.

The new Western access is to be constructed in accordance with LGAT Standard for Urban Road Driveways (TSD-R09) with minimum width of 4.5m.

6.6 Tasmanian Subdivision Guideline Considerations

No issues have been identified.

6.7 Property access standard

In urban residential zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Urban Road Driveways TSD-R09.

6.8 Provisions for Road Users

6.8.1 Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered, and the proposed access layout is considered safe and efficient for all road users.

6.8.2 Waste Management

Waste Management bins will be placed behind the Moriarty Rd kerb line by residents for emptying by Councils Kerbside Waste Collection contractor.

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6.8.3 Public Transport

Public Transport is not affected by the proposal. Bus Stops are located East and West of the development site within walking distance, see Figure 22.

Figure 22 – Moriarty Rd Bus Stop West of 33 Moriarty Rd



6.8.4 Vulnerable Road Users

Pedestrians: Pedestrians are catered for with footpath along both sides of Moriarty Road. A Shared Zone is proposed for pedestrian safety within the development site.

Cyclists: The proposal does not affect cyclists.

Motorcyclists: The proposal does not affect motorcyclists.

6.9 Services

The proposed Western access may be over underground services i.e Telstra, see Figure 23.

Figure 23 – Moriarty Rd Bus Stop West of 33 Moriarty Rd



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7. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed 6 lot multiple dwelling development at Lot 2, 33 Moriarty Rd, Latrobe and compliance with the Tasmanian Planning Scheme – Latrobe – Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3 requirements.

It has been prepared following a review of traffic and crash data, existing conditions, Road Safety Review, Austroads Safe System Assessment, future growth projections for Moriarty Road traffic, relevant traffic standards and Austroads guidelines.

From Road Safety Review and Safe System Assessment Moriarty Road in the vicinity of the proposed junction is determined to have a low crash risk.

The 5-year reported crash history along Moriarty Road provides no evidence of a crash propensity in the vicinity of the existing and proposed accesses.

The proposal is estimated to generate 22 vpd and 4 vph at peak times at the Western access.

From review of Austroads junction warrants simple access layouts are adequate for vehicles turning right to the proposed accesses from Moriarty Road.

Section 6.3 of this report demonstrates how Tasmanian Planning Scheme – Latrobe Parking & Sustainable Parking Code C2 and Road & Railway Assets Code C3 requirements are satisfied.

Recommendations:

- *Install a 10km/h Shared zone on the Western driveway for traffic entering the driveway and with End Shared Zone on the driveway for traffic entering Moriarty Road, see Figure 21 for relevant signs.*
- *Consider driveway lighting within the Western driveway consistent with LC guidelines.*

Overall, it has been concluded that based on the findings of this report and subject to the recommendations described above, the proposed multiple dwelling development can operate safely and efficiently and not disrupt operation of Moriarty Road. On this basis the proposal is supported on traffic grounds.

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Appendices

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Appendix A Level of Service Descriptions

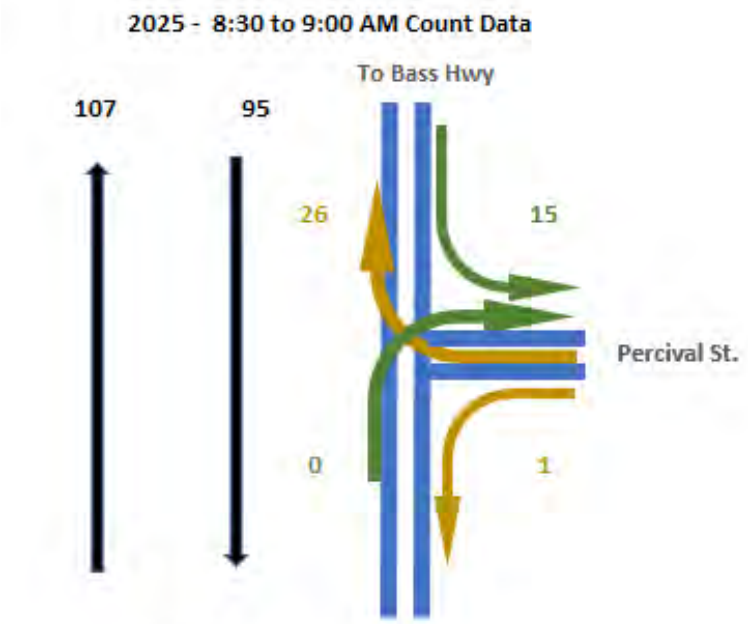
Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

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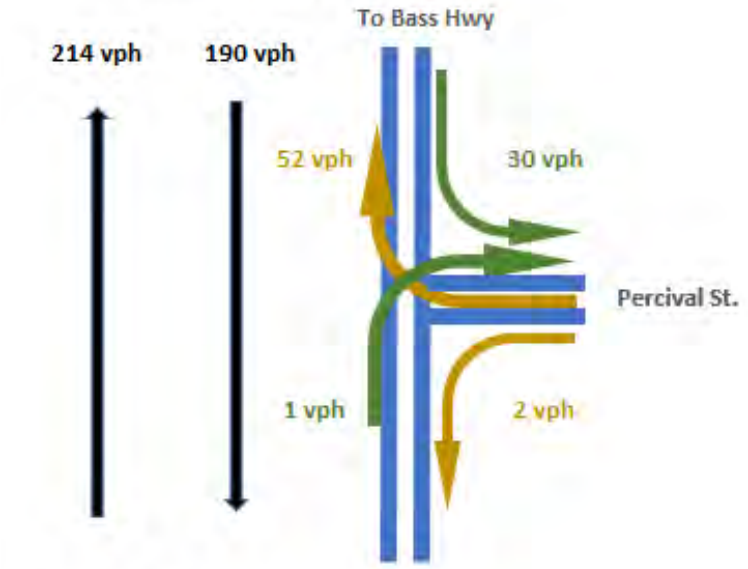
Appendix B Moriarty Rd Traffic Count Data

Moriarty Road / Percival Street Junction

TCS Traffic Survey 27th Nov 2025 (8:30 to 9:00 AM)



Estimated AM (8-9)peak - 2025



Estimated AADT 2025

Moriarty Road	4,000 vpd	3% HV
Percival Street	600 vpd	1% HV

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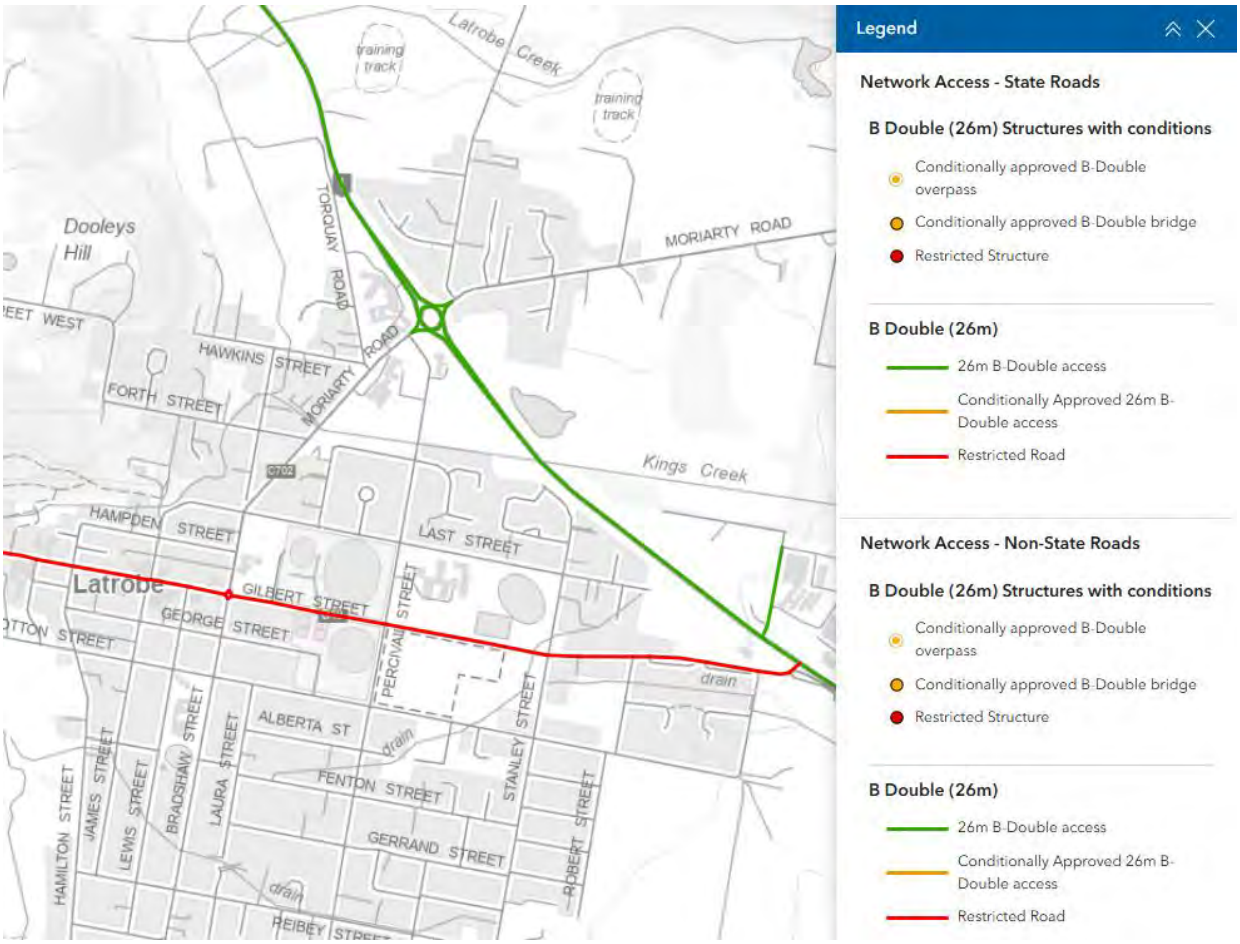
Appendix C Safe Systems Assessment

Safe System Assessment — **Existing situation - Approaches to 33 Moriarty Road accesses**

		Run-off-road	Head-on	Intersection	Heavy Vehicles	Pedestrian	Cyclist	Motorcyclist	Total /448
Exposure	**Justification (AADT 4,000 vpd)**	Moderate AADT, no reported crashes over last 5 years.	Moderate AADT, no reported crashes over last 5 years.	Moderate AADT, no reported crashes over last 5 years.	Moderate AADT, no reported crashes over last 5 years.	Moderate AADT, low pedestrian activity at < 10 pph. No pedestrian crashes.	Moderate AADT, low cyclist activity, no reported crashes over last 5 years.	Moderate AADT, no reported crashes over last 5 years.	
	Score / 4	2	2	2	2	2	2	2	
Likelihood	**Justification**	Relatively straight alignment, adequate sight distance, faded linemarking, road width of 12.4m, footpaths both sides.	Relatively straight alignment, adequate sight distance, faded linemarking, road width of 12.4m, footpaths both sides.	Simple junctions and accesses	Bus route with bus stops	Footpath both sides of the road, bus stops both sides of the road, no facilities for pedestrians crossing the road.	No cyclist facilities.	Relatively straight alignment, adequate sight distance, faded linemarking, road width of 12.4m, footpaths both sides.	
	Score / 4	1	1	2	1	2	1	1	
Severity	**Justification (60km/h speed limit)**	Estimated 60km/h speed environment	Estimated 60km/h speed environment	Estimated 60km/h speed environment	Estimated 60km/h speed environment	60km/h is a high speed environment for pedestrians	60km/h is a high speed environment for cyclists	60km/h is a high speed environment for motorcyclists	
	Score / 4	1	1	1	1	4	4	4	
Product	**Total Score /**	**2**	**2**	**4**	**2**	**16**	**8**	**8**	**42**

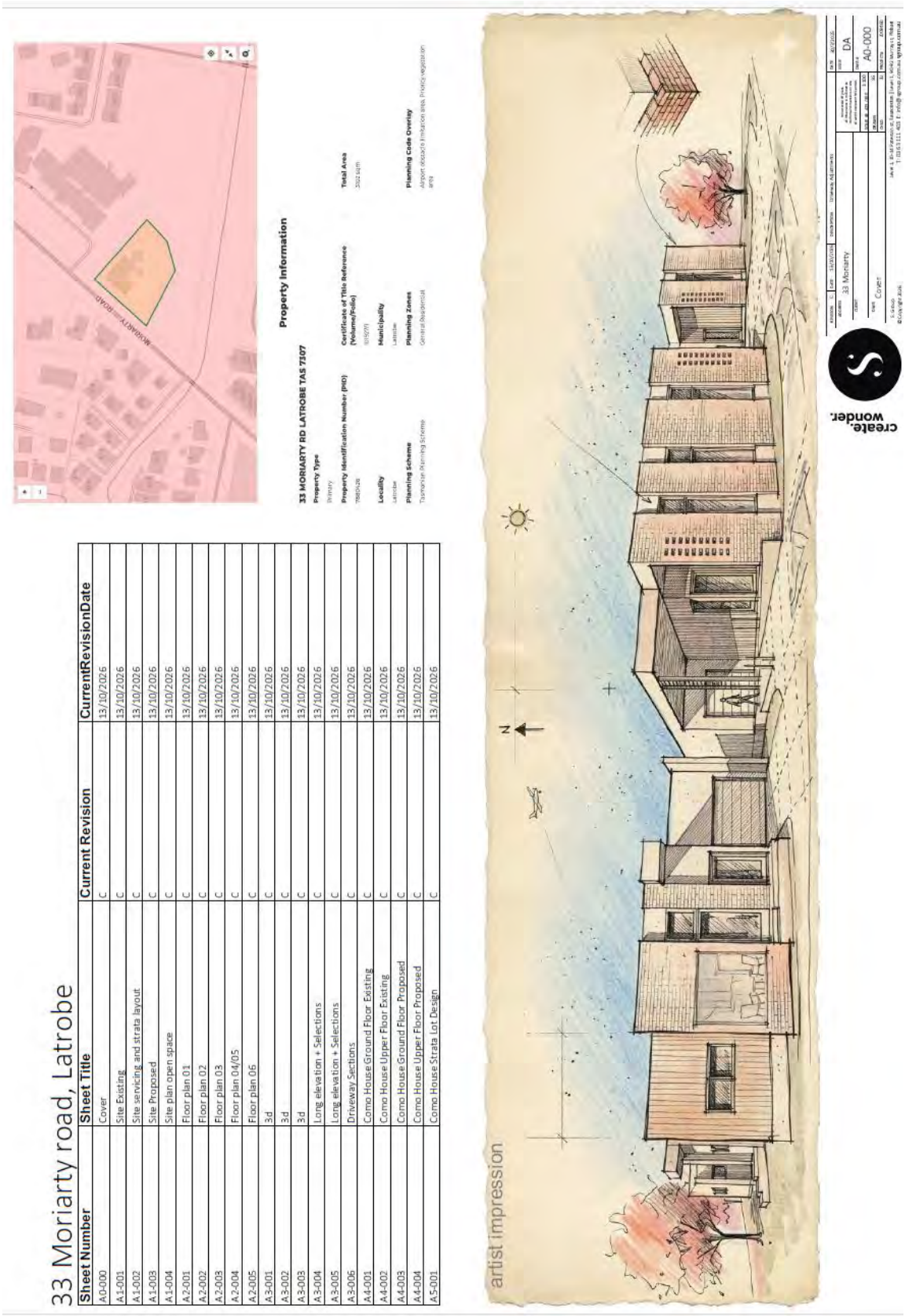
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Appendix D Tas. 26m B Double Network

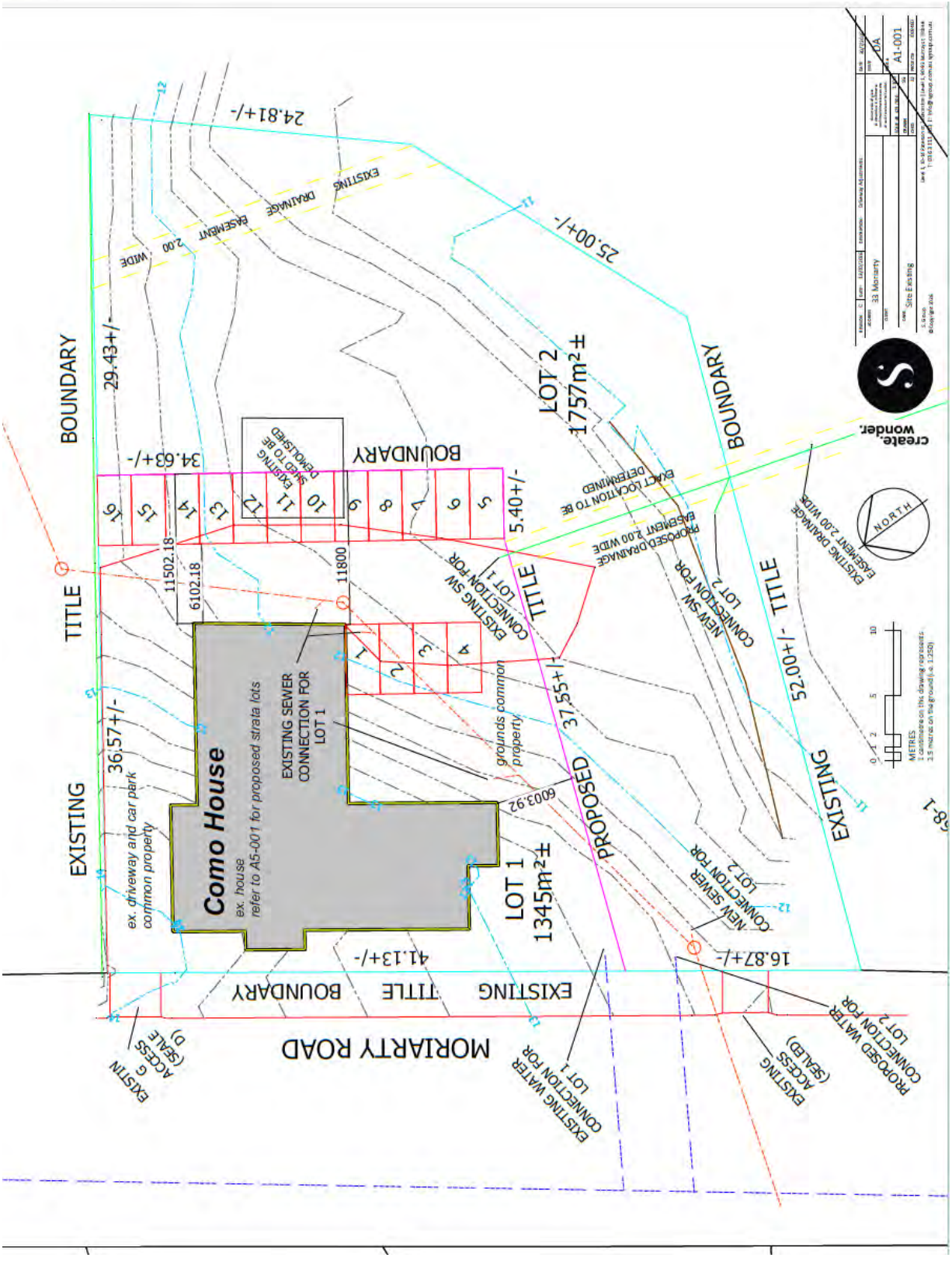


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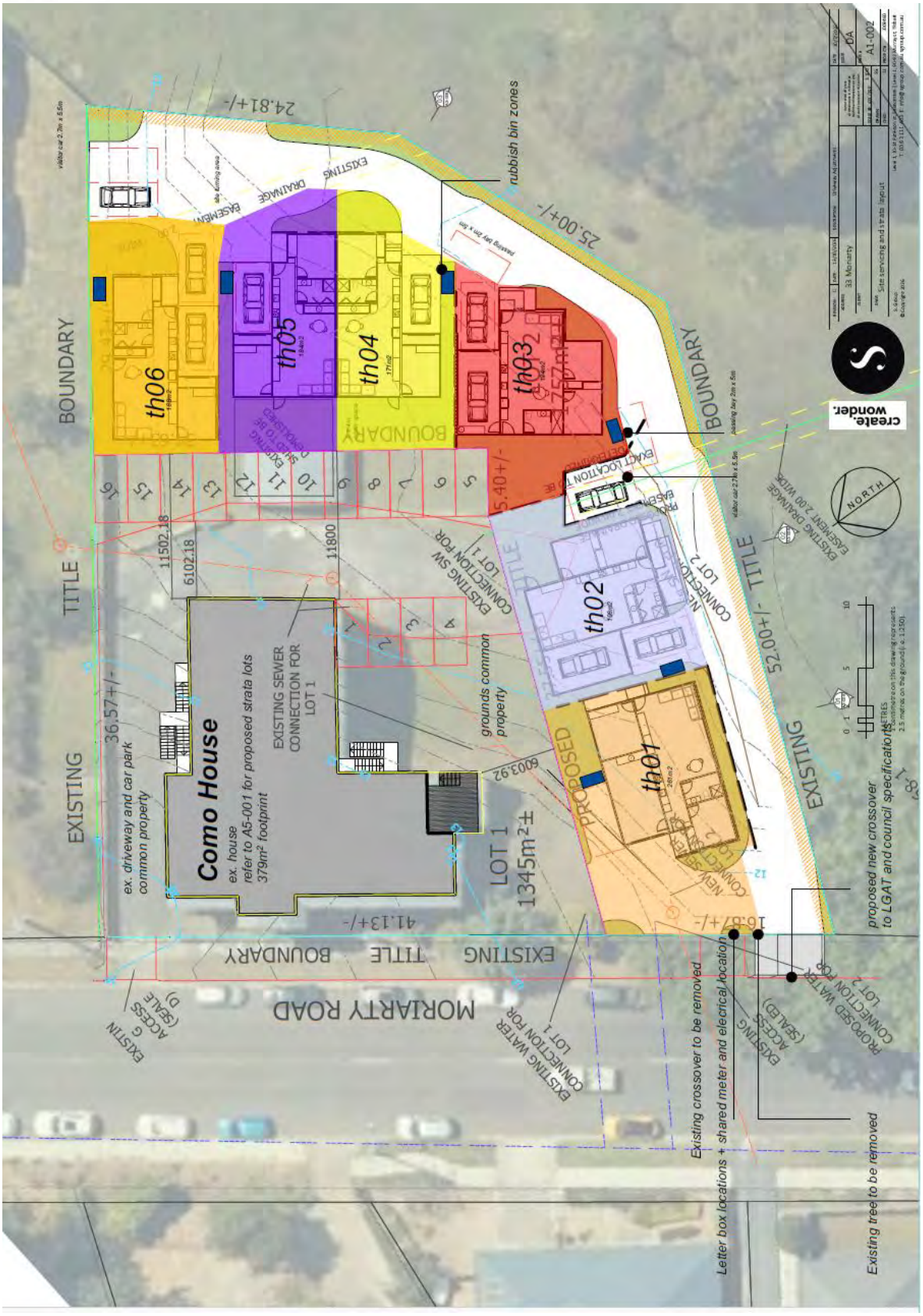
Appendix E Development Design Plans



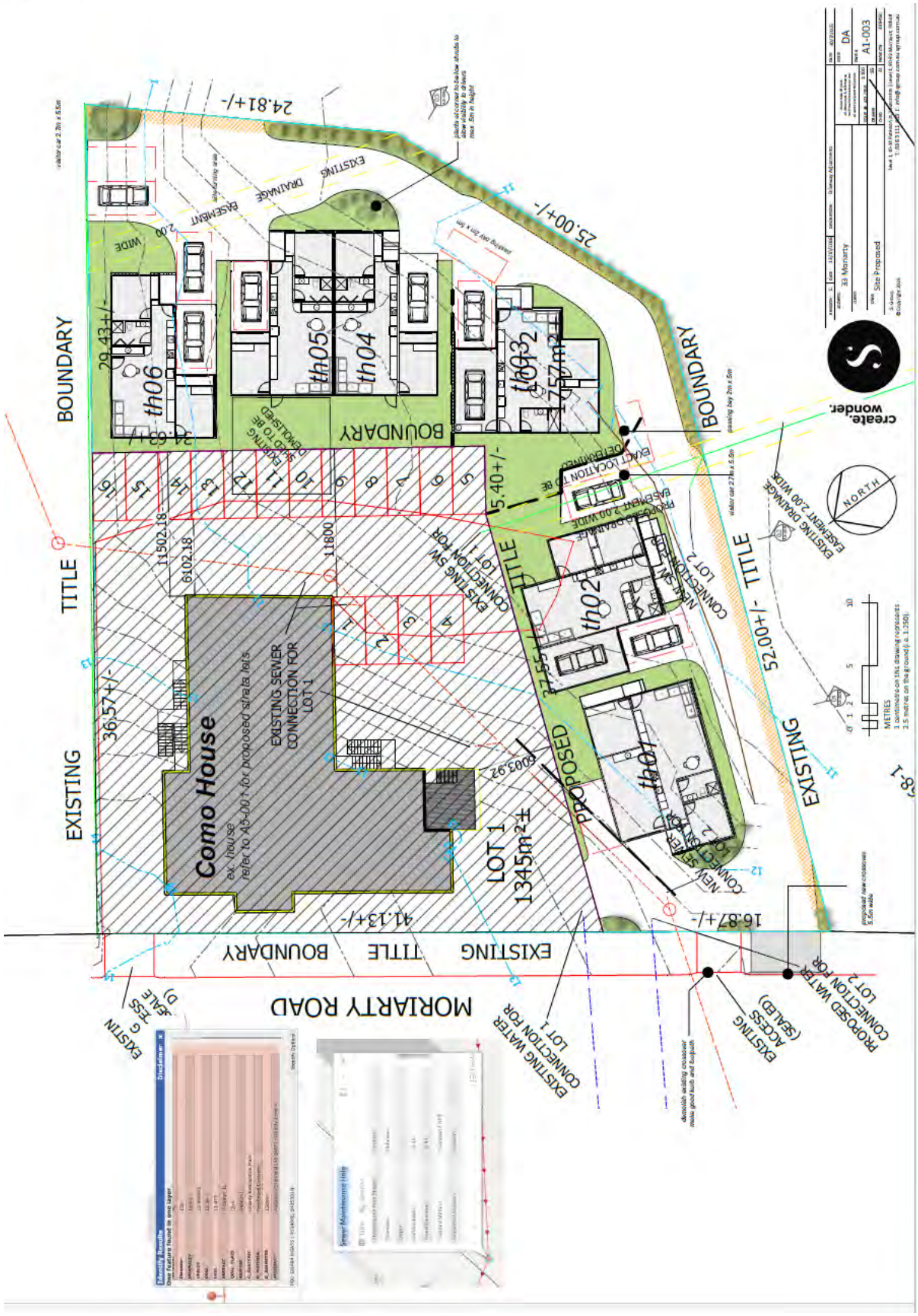
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Appendix F Swept Paths - Austroads B85 Car

Townhouse 1

Entry



Drive into SLUG.



Reverse into carport.

Exit



Reverse from SLUG.

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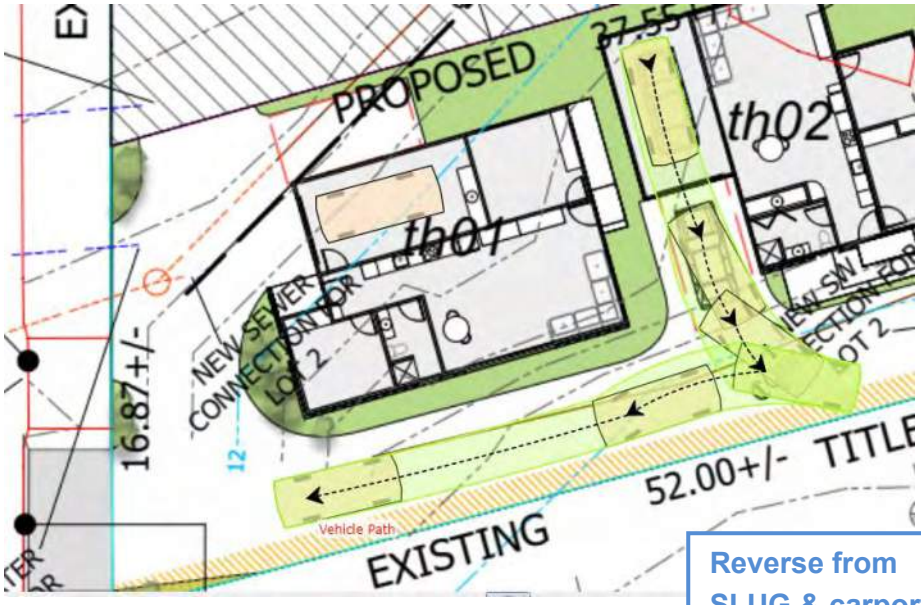
Townhouse 2

Entry



Drive into SLUG & carport.

Exit



Reverse from SLUG & carport.

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Date Advertised: 04/11/2026 Ref. Number: L-DA078/2026
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Townhouse 3

Entry



Reverse into SLUG & carport.

Exit



Drive out from SLUG & carport.

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Townhouse 4

Entry



Reverse into SLUG.

Exit

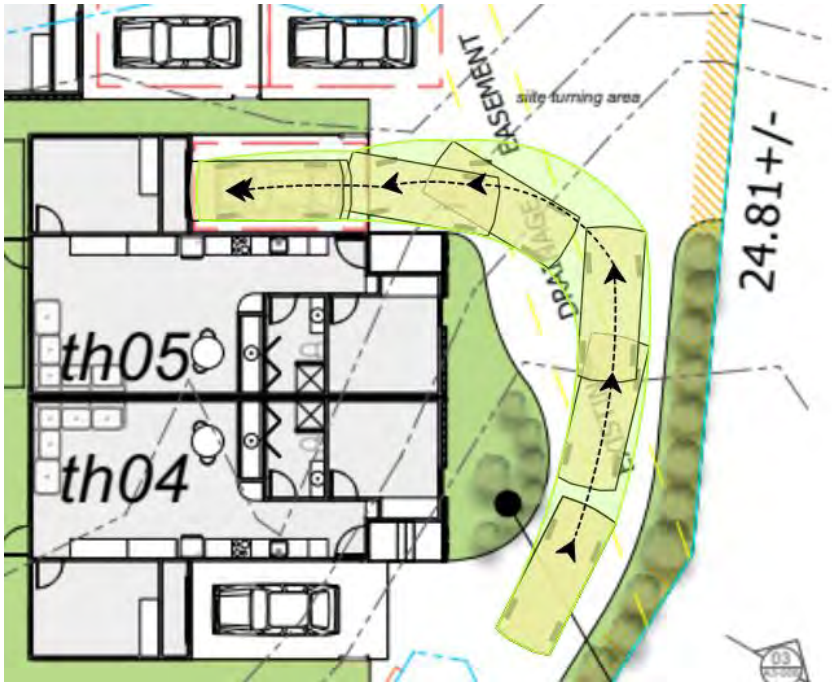


Drive out from SLUG.

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Townhouse 5

Entry



Drive into SLUG.

Exit

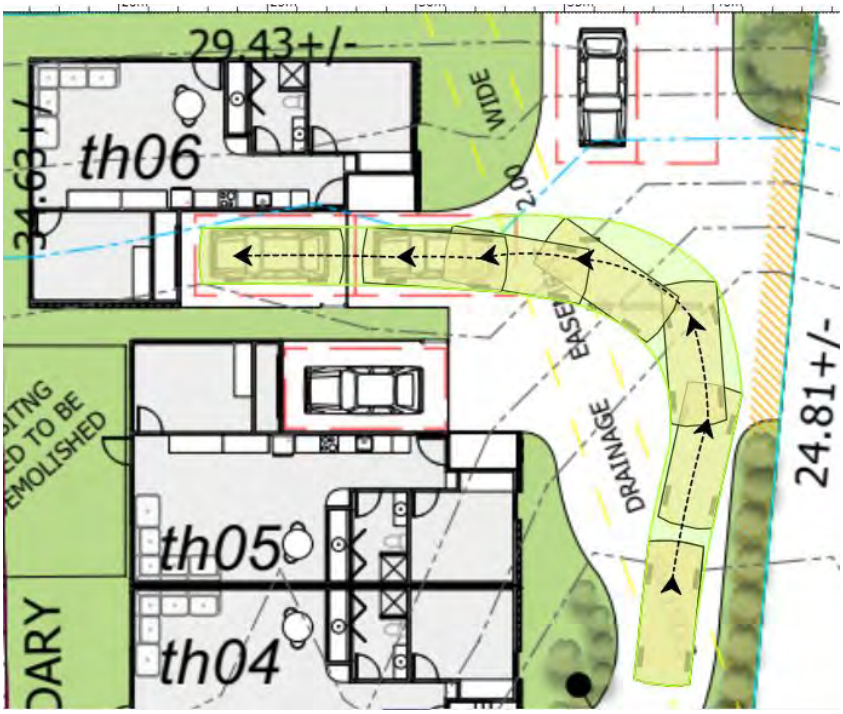


Reverse out of SLUG.

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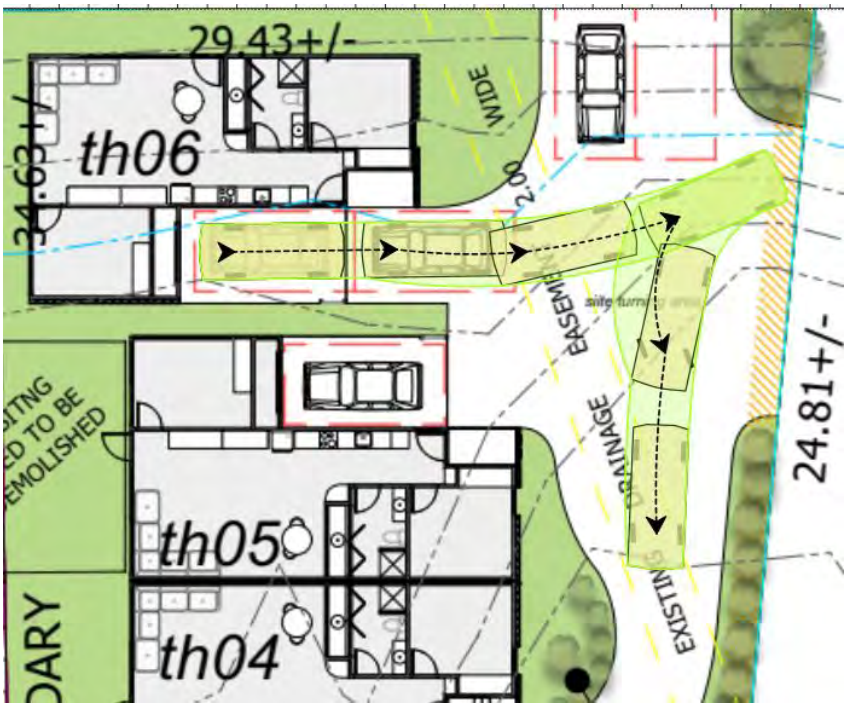
Townhouse 6

Entry



Drive into SLUG & carport.

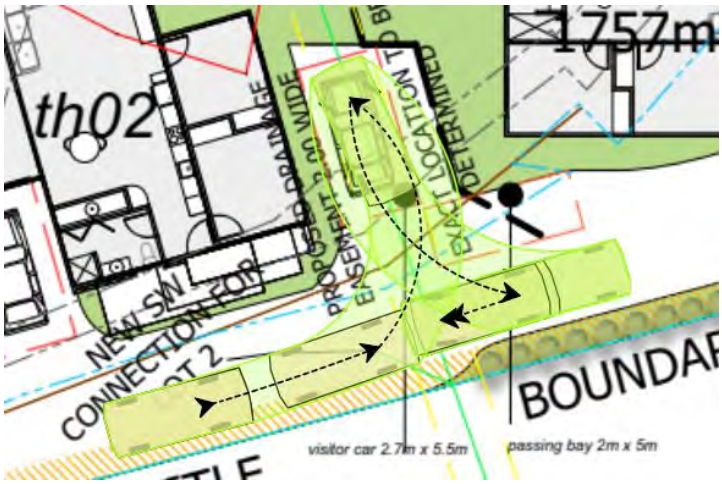
Exit



Reverse from SLUG & carport.

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Visitor Space



Drive in and reverse out.

Resident Space for Townhouse 4/5



Reverse out.

Resident Space for Townhouse 4/5



Reverse out.

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REGISTERED NUMBER

SP101927

SCHEDULE OF EASEMENTS

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

1. No profits a prendre

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SEALED by THE HONOURABLE THOMAS JOHN CLEARY being and as the Minister for the time being administering the Crown Lands Act 1976 for and on behalf of the Vendor (the Crown)

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This is the schedule of easements attached to the plan of .....
(Insert Subdivider's Full Name)

.....affecting land in

.....
(Insert Title Reference)

Sealed by ..... on .....19.....

Solicitor's Reference .....

.....
Council Clerk/Town Clerk

OS-K 3134

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Latrobe Council
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Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
101927	1
EDITION	DATE OF ISSUE
6	11-Oct-2022

SEARCH DATE : 10-June-2026
SEARCH TIME : 03.23 pm

DESCRIPTION OF LAND

Town of LATROBE
Lot 1 on Sealed Plan 101927
Derivation : For grantees see plan
Prior CTs 2894/61 and 103583/1

SCHEDULE 1

M976166 TRANSFER to PLATYPUS VENTURES PTY LTD Registered 11-Oct-2022 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP101927 EASEMENTS in Schedule of Easements
B652665 FENCING PROVISION in Transfer
E311784 MORTGAGE to Westpac Banking Corporation Registered 11-Oct-2022 at 12.02 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

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Owner H M the Queen

File Reference C.T. 2894/61
C.T. 103583/1

Grantee ~~whole of 9a 0r 34½p, surrendered to the Crown for Hospital Site~~
~~WHOLE OF LOTS 1 TO 4 INCLUSIVE, 4.116 ha, THE CROWN~~
WHOLE OF 3.810 ha, THE CROWN, AND WHOLE OF LOT 1 4080 m², THE CROWN.

PLAN OF SURVEY

by Surveyor MR. N. D. LESTER
of land situated in the
LESTER, FRANKS & CO. PTY. LTD.
TOWN OF LATROBE
SECTION L

SCALE 1 1000 MEASUREMENTS IN METRES

REGISTERED NUMBER
SP 101927

Approved
Effective from 18 FEB 1982
Recorder of Titles

NOT EXAMINED

Local Government Area: Latrobe
Grant No. 53
Parish: Wilmot
County: Devon
P 103583

(SP116868)
(SP 116868)
(SP 116868 LOT 3)
(D 103583)
(SP163297)
(SP 2214)

2
1.452 ha

3
1.404 ha

1
3102 m²

4
1.052 ha

PERCIVAL STREET
FORTH ROAD
FORTH STREET
NEW ST.

~~SET APART FOR PUBLIC RECREATION SPACE~~

Creek

E288653 - NOTATION "SET APART FOR PUBLIC RECREATION SPACE" DELETED FROM LOT 4 BY ME PURSUANT TO SEC 103 OF THE LOCAL GOVERNMENT (BUILDING & MISCELLANEOUS PROVISIONS) ACT 1993.

RECORDER OF TITLES 11 FEB 2022 DATE

C987986 REQUEST TO AMEND SP101927
THE NOTATION "SET APART FOR PUBLIC RECREATION SPACE" AS ~~THE~~ RELATES TO THAT PART OF LOT 4 COMPRISED IN LOT 1 SP163297 IS DELETED BY ME PURSUANT TO SECTION 103 LOCAL GOVERNMENT (BUILDING & MISCELLANEOUS PROVISIONS) ACT 1993.

Alice Rowe
RECORDER OF TITLES 13 SEP 2012 DATE