

This planning application is open for
public comment until
18 November 2025

Reference no	PLN-25-0168
Site	LOT 1 DRUMMOND STREET PERTH
Proposed Development	Single Dwelling & Outbuilding (Studio) (Parking and Sustainable Transport Code)
Zone	30.0 Future Urban
Use class	Residential

Written representations may be made during this time to the General
Manager;

mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE
(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

Exhibited

The Proposal

Description of proposal:

New 3 bedroom residence with double car garage and walled garden

Driveway construction material:

As the top section of Drummond street is gravel finished it is proposed that the driveway connecting on to Drummond street will also be gravel

The Land

Site address:

Lot 1 Drummond street

Perth 7300

Title reference:

C/T: 173776/1

Existing buildings on site:

none

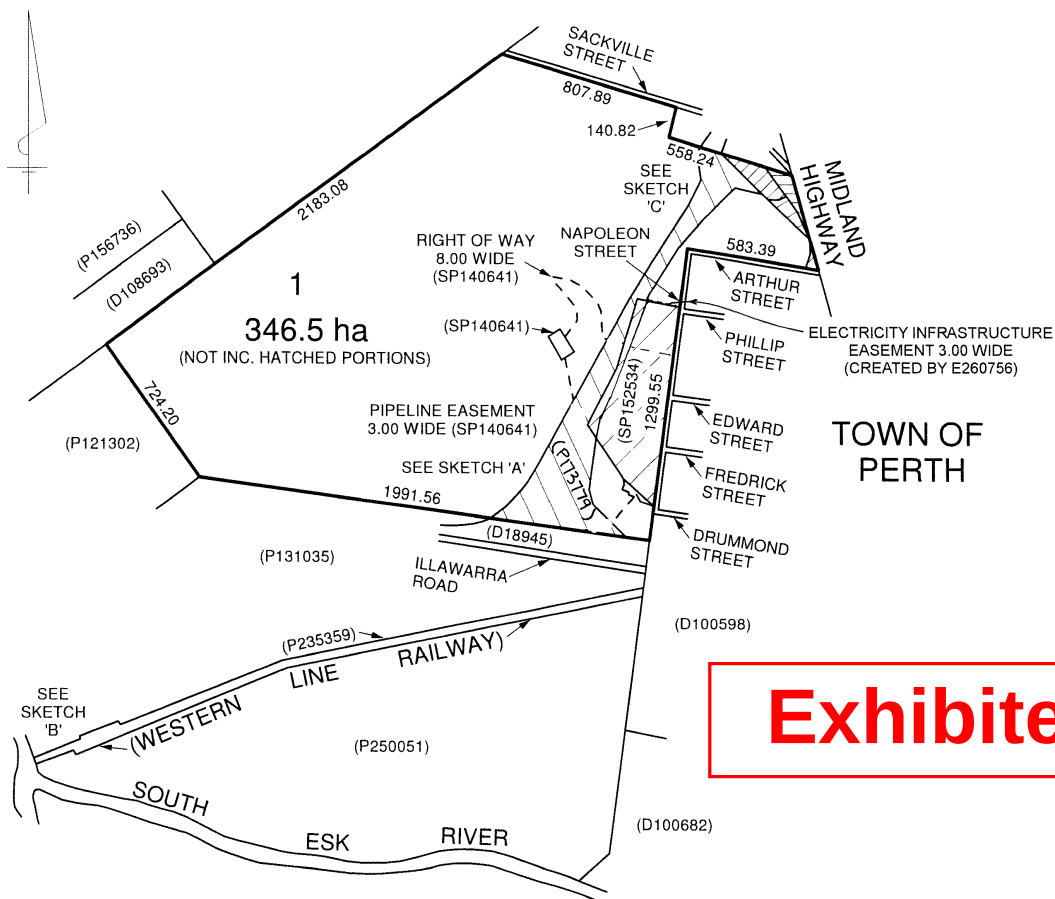
Existing use of site:

vacant

**Applicant justification of any variation/discretion to the
*Tasmanian Planning Scheme – Northern Midlands***

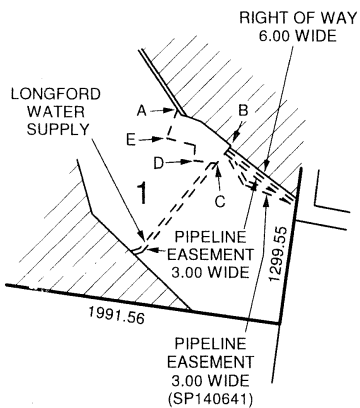
OWNER HUGH CURZON MACKINNON		PLAN OF TITLE		REGISTERED NUMBER P173776
FOLIO REFERENCE F/R171217/1		LOCATION Land District of CORNWALL Parish of PERTH		APPROVED 24 JAN 2019 <i>Alice Kawa</i> Recorder of Titles
GRANTEE Part of 630 Acres and Part of 320 Acres Granted to James Thornloe.		FIRST SURVEY PLAN No.		
		COMPILED BY LEN C. MACKENZIE		
		SCALE 1:20000 LENGTHS IN METRES		
MAPSHEET MUNICIPAL CODE No. 123 (5039)	LAST UPI No	LAST PLAN P173779 No. P171217	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

BALANCE PLAN

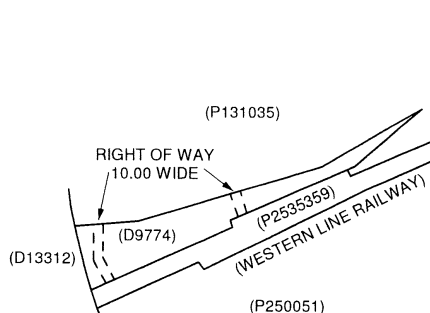


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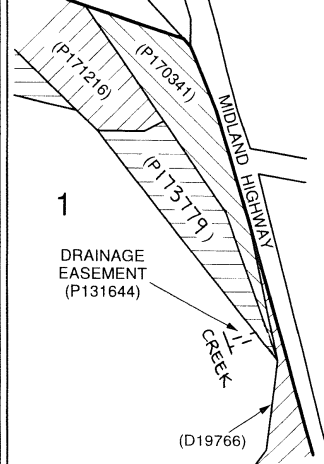
SKETCH 'A'



SKETCH 'B'



SKETCH 'C'



LOT 1. Drummond Street Planning Responses

Exhibited

30.4.1 Buildings and works

That buildings and works do not prejudice the efficient future utilisation of land for urban development.

A1

Buildings and works must:

- (a) be for an addition to an existing dwelling, a secondary residence or a home-based business;
- (b) be for a single dwelling and on a lot not more than 1,000m² in size; or
- (c) be of a temporary nature able to be readily removed prior to the development of the land for urban purposes.

P1

Buildings and works must not preclude or hinder the effective and efficient future subdivision and development of the land to urban densities, having regard to:

- (a) the topography of the site;
- (b) any existing access arrangements;
- (c) location of any services; and
- (d) the purpose, location and extent of any building and works.

P1

The proposed dwelling will not preclude or hinder the effective and efficient future subdivision and development of this 4-hectare site to urban densities, as demonstrated by the following assessment:

Topography of the site

(a): The gently sloping topography across the entire site is well-suited for future higher density residential development, as demonstrated in the contoured site plan provided and the new subdivision under development on the north facing side of the site. The site features gradual gradients that present no engineering constraints to future subdivision and development. The topography allows for conventional road layouts, building platforms, and infrastructure installation without significant earthworks or retaining structures. The natural fall of the land also supports effective stormwater management for future higher-density development. This favourable topography ensures that future subdivision can achieve efficient lot layouts and a cost-effective development.

Existing access arrangements

(b): The site benefits from exceptional access flexibility with numerous potential access points that support its future subdivision to higher density use. Primary access options include Drummond Street to the east, Oakmount street to the south and Napoleon Street to the north, as well as the newly developed Sky view Estate subdivision road created by the owner. These multiple access points provide significant flexibility for various subdivision layouts, including potential configurations that could link the new subdivision road to Drummond Street, or Oakmount street creating internal circulation networks.

The diversity of access options ensures that future subdivision design is not constrained by access limitations and allows for multiple development scenarios including conventional subdivision lots as created in the adjacent Sky View estate. This access flexibility will allow for efficient urban densities and optimal development outcomes.

Location of services

(c): Existing services including water, sewer, and electricity are strategically located along the existing access roads, and in the right of way on to the site. This provides essential infrastructure that will support efficient future development of the site. The proximity of these services to multiple access points reduces connection costs and infrastructure extension requirements for future subdivision.

The availability of reticulated services within proximity ensures that service provision will not be a limiting factor for future urban development of the site.

Purpose, location and extent of the building and works

(d): The proposed dwelling is strategically located in the northeastern quadrant of the eastern segment of the title. The dwelling is located near the top of the rise of this segment and preserves approximately 99% of the total land area zoned future urban and available for residential development opportunities.

The proposed building features a compact footprint and domestic scale building typical of rural residential development. The single-storey design with an orientation consistent with the current subdivision and its modest building envelope will not create overshadowing issues or visual dominance concerns that could constrain the design or density of future surrounding residential development.

The siting of the home ensures that the dwelling does not occupy site perimeter land or land adjacent to existing roads that would be optimal for future subdivision road connections.

The north eastern location for the home on its segment of the title maintains future potential access points for roads and existing infrastructure on to the site from Drummond Street, Oakmount Street and Napoleon Street. The buildings separation from frontages preserves these valuable road frontages as future access points into the site. The house positioning allows for road connections to pass through the site without requiring building relocation or creating access conflicts.

Conclusion: The combination of favourable topography, multiple access options, available services, and strategic building placement ensures that the proposed development will not constrain future urban development potential. The development represents an interim land use that maintains development options while providing an appropriate rural residential use of the land in the meantime.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.

A1

All parking, access ways, manoeuvring and circulation spaces must:

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

P1

All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:

- (a) the nature of the use;
- (b) the topography of the land;
- (c) the drainage system available;
- (d) the likelihood of transporting sediment or debris from the site onto a road or public place;
- (e) the likelihood of generating dust; and
- (f) the nature of the proposed surfacing.

P1

The proposed gravel driveway is appropriate for the site conditions and use, addressing all performance criteria as follows:

Nature of the use

(a): The proposal is for a single residential dwelling, which generates minimal traffic movements and requires light vehicle use only. This low-intensity use is well-suited to a gravel surface, which provides adequate durability and functionality for residential access requirements in its current rural setting.

Topography of the land

(b): The proposed driveway has been designed to work with the site's natural topography, featuring a gentle gradient of approximately 1:10m. The driveway initially sweeps to the west of the site before rising to the home. This design solution extends the distance between contours, minimising the gradient and ensuring that the driveway remains useable in all weather conditions. The gentle gradient also prevents erosion and maintains surface integrity.

Drainage system available

(c): The fall of the site is generally to the east in the area of driveway access, and the driveway traversed diagonally across these contours. This configuration ensures that runoff from the driveway will be directed across the property rather than onto the public road. The size of the site and its natural drainage patterns adequately manages stormwater without requiring connection to a formal drainage system and the deep sand on the site is also highly water absorbent.

Likelihood of transporting sediment or debris

(d): The western end of Drummond Street, which provides access to the site, is an unsealed public road with a gravel surface. The connecting proposed gravel driveway is therefore compatible with the existing road surface and unlikely to have any adverse effects on the public road. The similar surface materials eliminate concerns about sediment transfer between surfaces.

Likelihood of generating dust

(e): Given the low-intensity residential use and the fact that the public road is already unsealed, dust generation from the proposed gravel driveway will be minimal and consistent with the existing road conditions. The infrequent use associated with a single dwelling will not create significant dust issues.

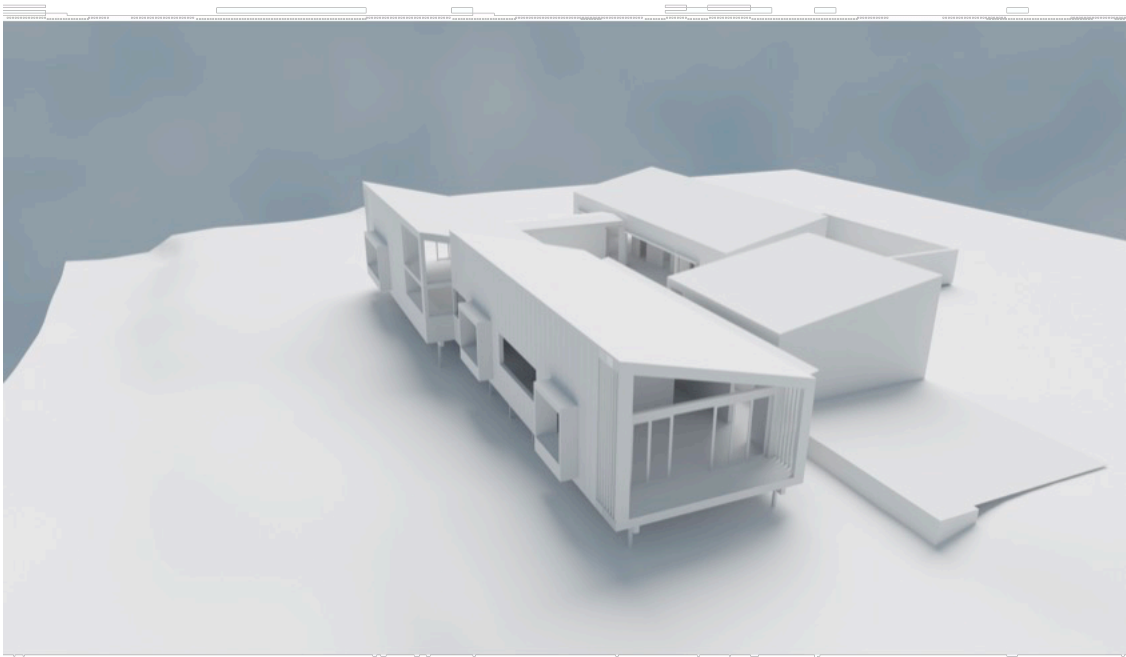
Nature of the proposed surfacing

(f): The gravel driveway surface is appropriate in the current rural context and compatible with the existing gravel public road infrastructure. The gravel driveway will provide an adequate surface for the intended residential use. The surface will remain functional in all weather conditions given the appropriate gradient, sandy soil type and drainage design.

Lot 1. Drummond street , Perth 7300

PROPOSED - Construction of three bedroom residence and class 10 art studio

DWG No.	TITLE	SCALE
D.A - 01	Cover Page	
D.A - 02	Computer Model images	
D.A - 03	Site plan Location plan	1:1000
D.A - 04	Plan	1:200
D.A - 05	Roof plan	1:200
D.A - 06	Elevations	1:100
D.A - 07	Elevations	1:100
D.A - 08	Elevations	1:100
D.A - 09	Elevations / Sections	1:100
D.A - 10	Art studio plan & elevations	1:100



ZONING
30 Future Urban

PROJECT SPECIFICATION
Proposed New Residence (Class 1a building)

BUILDING AREAS

PROPOSED RESIDENCE FLOOR AREA
Residence - 270.2 sq m
Garage - 55.9 sq m
Painting art studio - 35.28 sq m

Total - 361.38 sq m

LANDSCAPE AREA
Walled garden - 85.3 sq m
Courtyard garden - 64.3 sq m
BBQ area - 43.7 sq m
Decks - 14.4 sq m

BUILDING FOOTPRINT -
(House, Garage, Art studio & BBQ area) 405.08 sq m

SITE COVERAGE 0.0076 %

TITLE REFERENCE
173776/1

property ID
9878370

SITE AREA
48474.257 sq m



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Environmentally aware design
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DRAWING:
COVER PAGE

DATE : 15th AUGUST 2025

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1/10

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H. Mackinnon
Lot 1 Drummond street
Perth 7300

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COMPUTER MODEL
IMAGES

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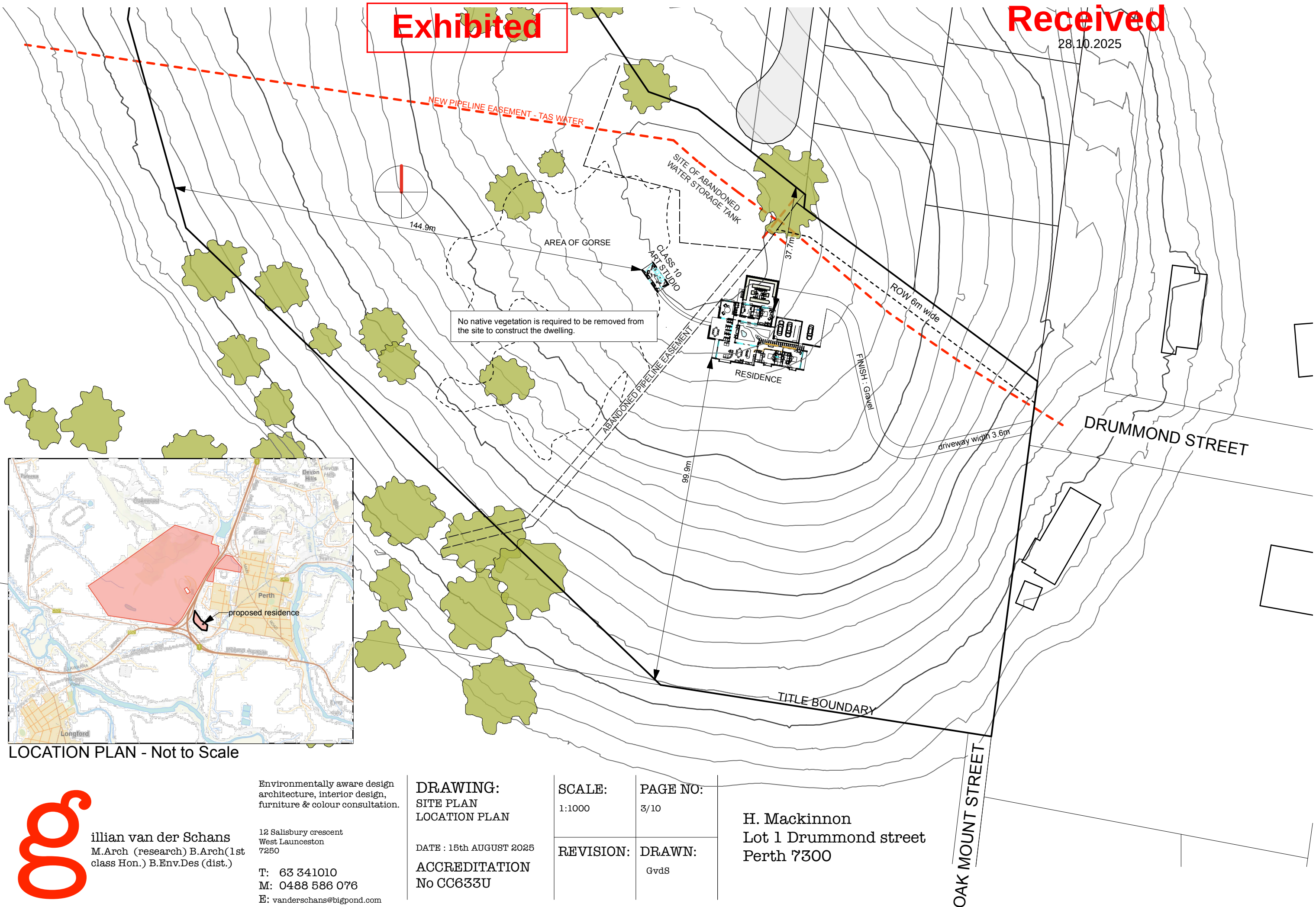
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LOCATION PLAN - Not to Scale



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SITE PLAN
LOCATION PLAN

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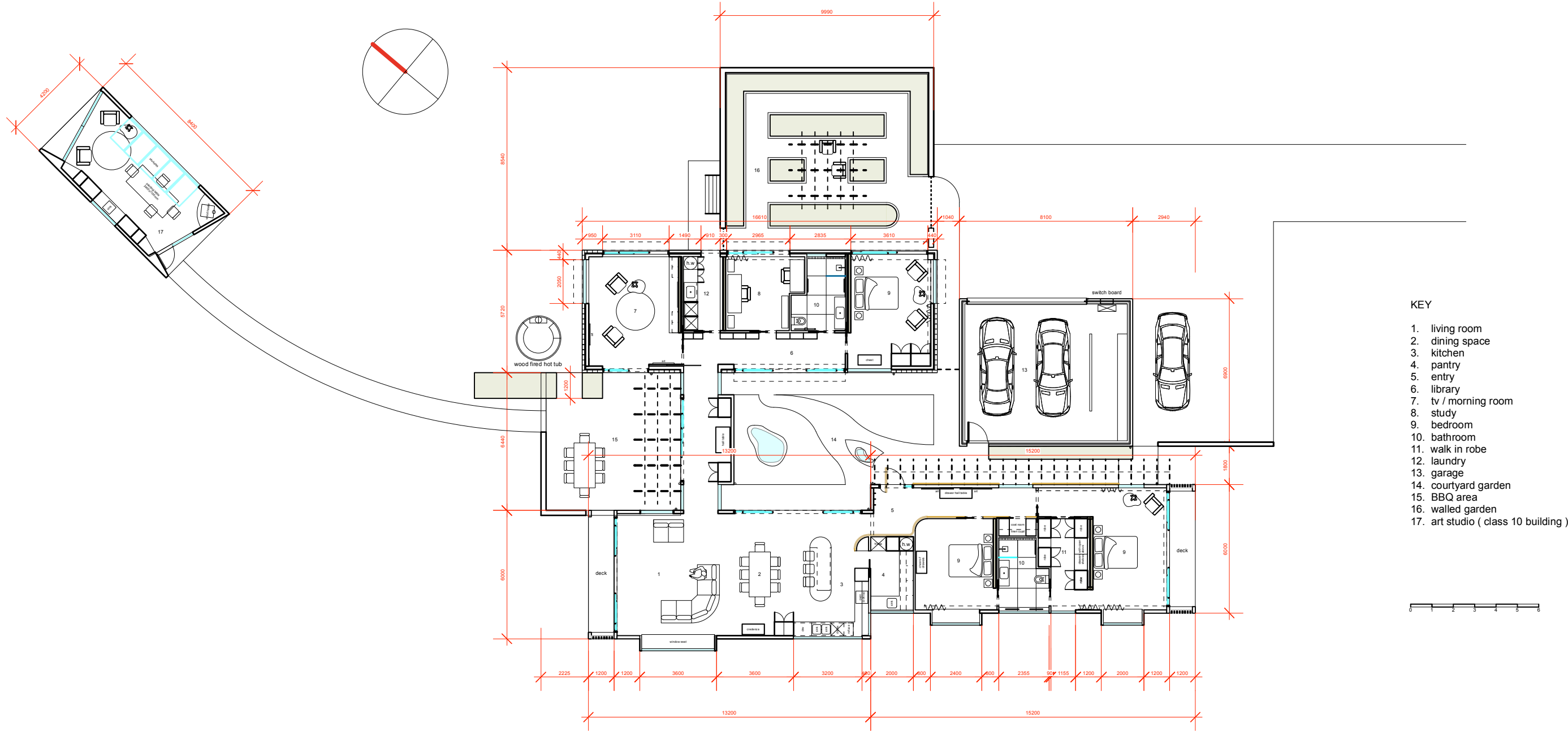
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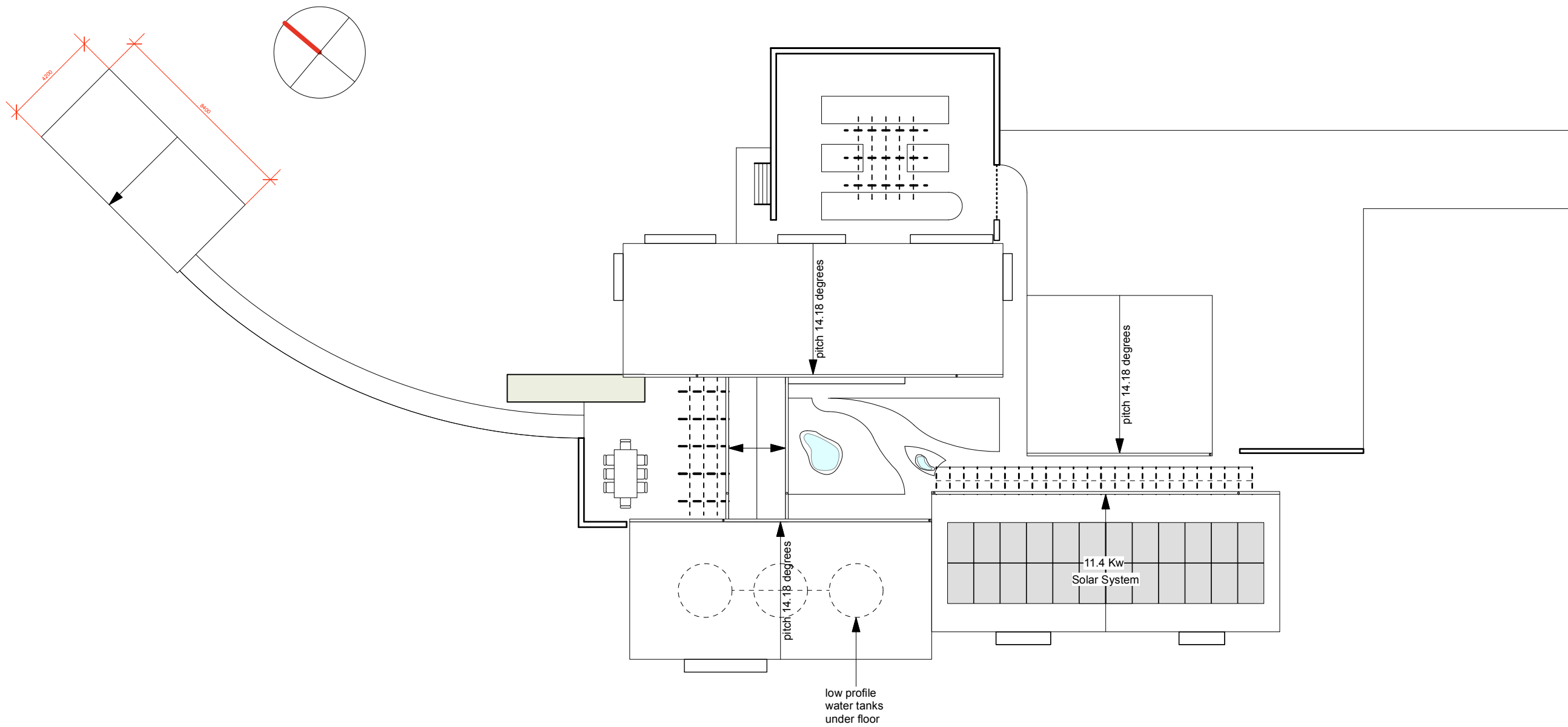
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ROOF PLAN

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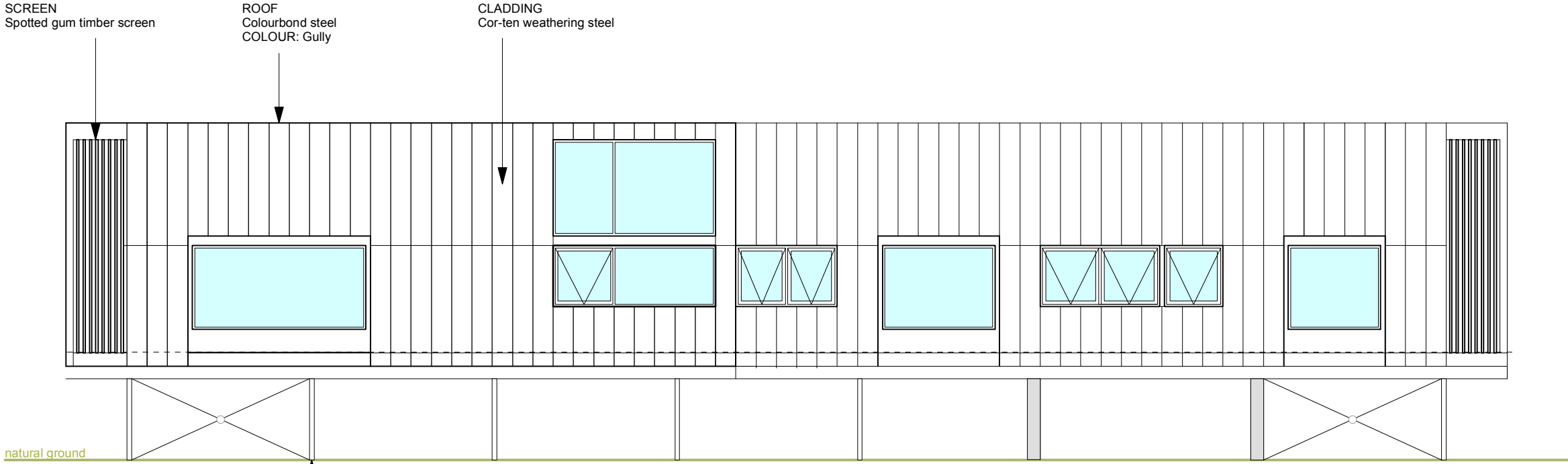
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Lot 1 Drummond street
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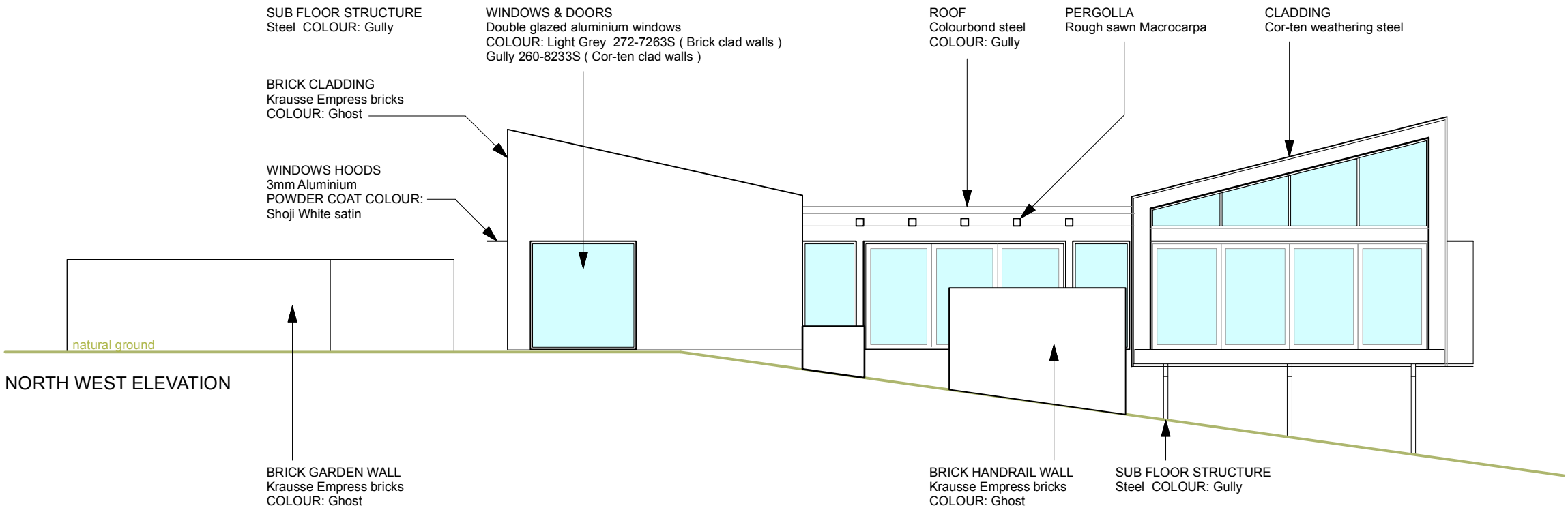
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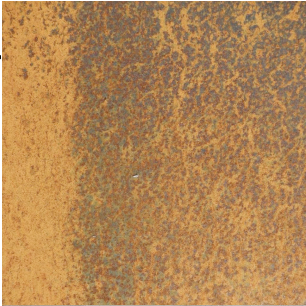
EXTERIOR MATERIALS



SOUTH WEST ELEVATION



NORTH WEST ELEVATION



WALL CLADDING
Cor-ten weathering steel



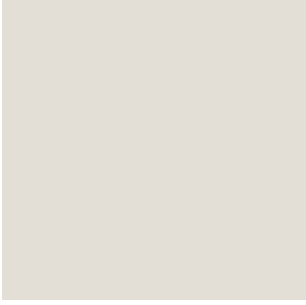
WALL CLADDING
Krause Ghost bricks



WALL CLADDING &
SCREENING
Spotted Gum Timber
FINISH: Intergrain
Natures Timber oil



ROOF
Colourbond steel
COLOUR: Gully



WINDOW & DOORS
POWDERCOAT COLOURS:
Gully 260-8233 satin
(Cor-ten clad walls)
Shoji White satin
27284682
(Brick clad walls)

WINDOW HOODS
POWDERCOAT COLOUR:
Shoji White satin
27284682



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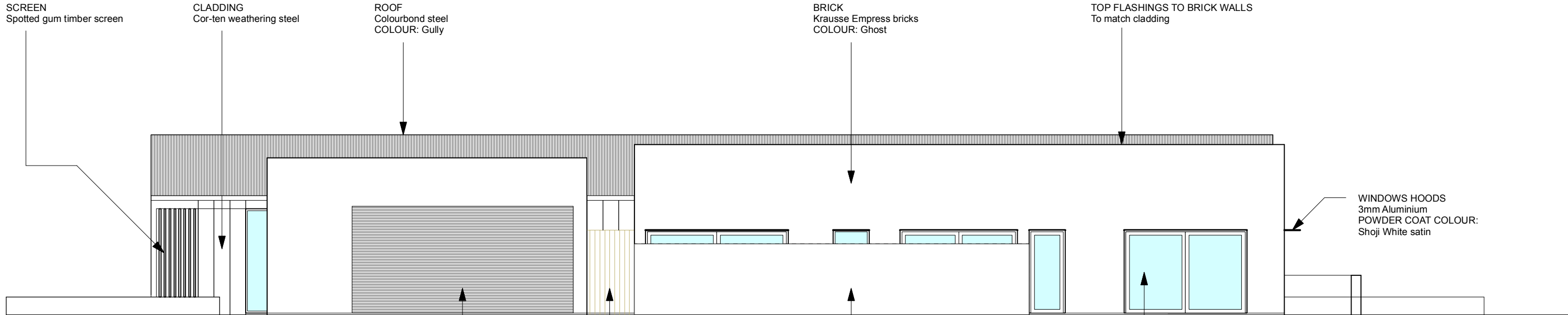
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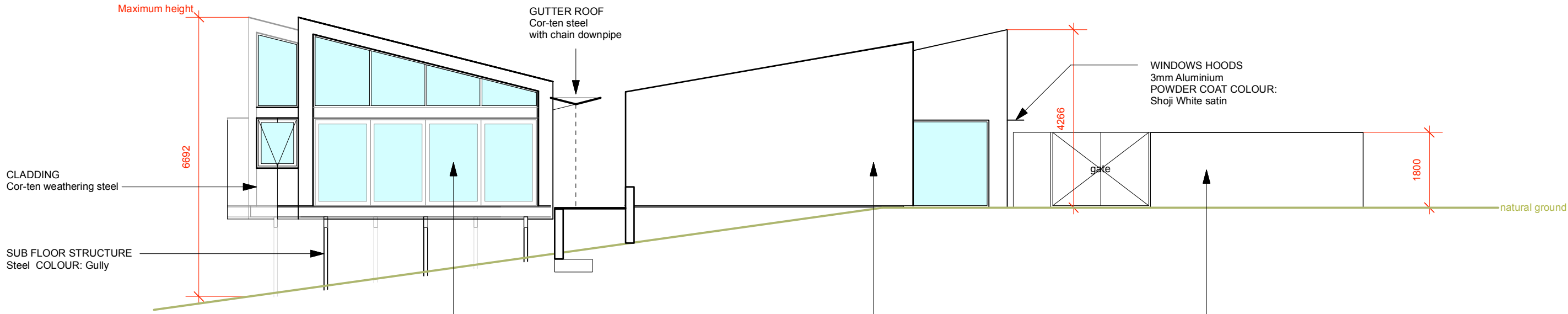
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NORTH EAST ELEVATION



SOUTH EAST ELEVATION



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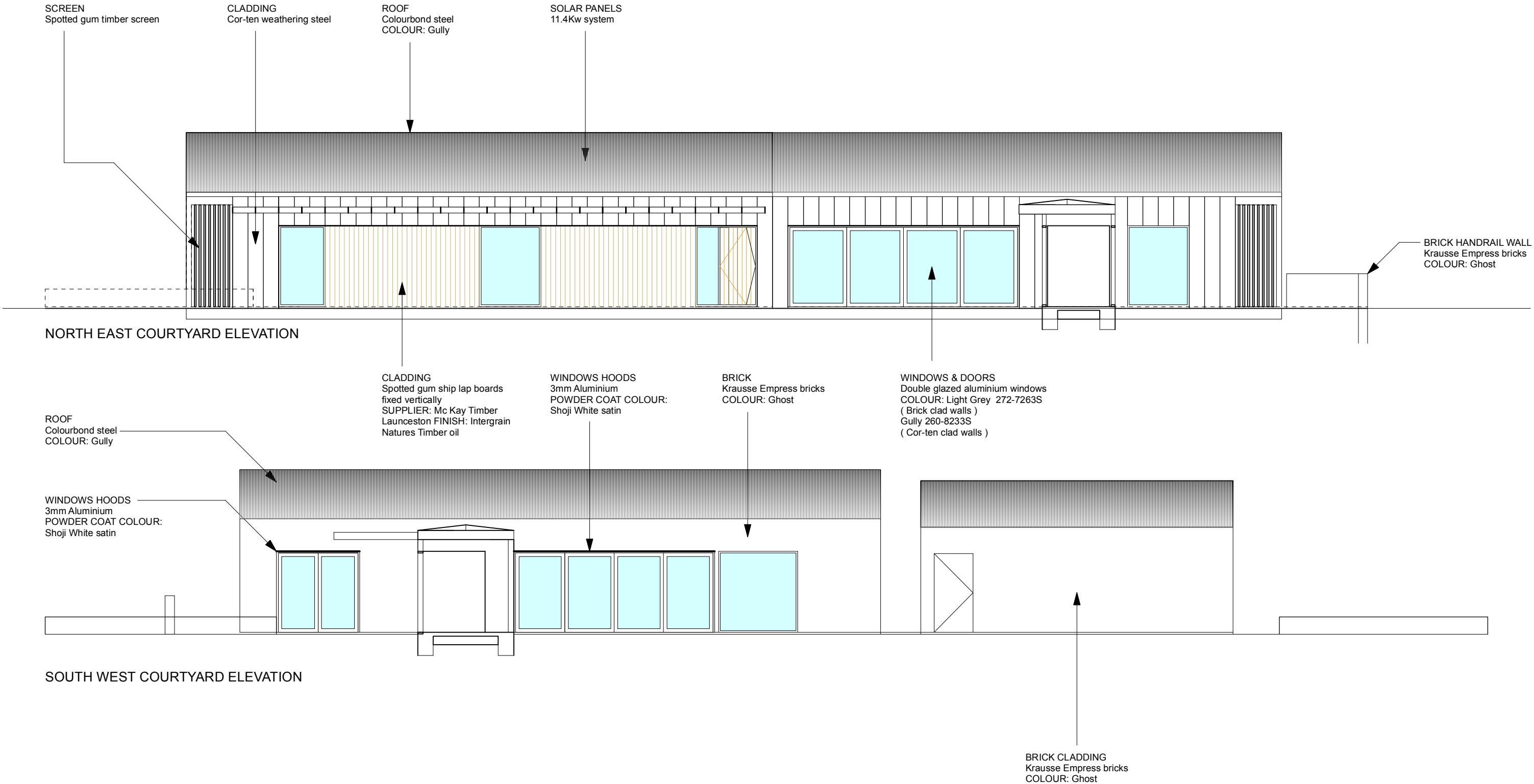
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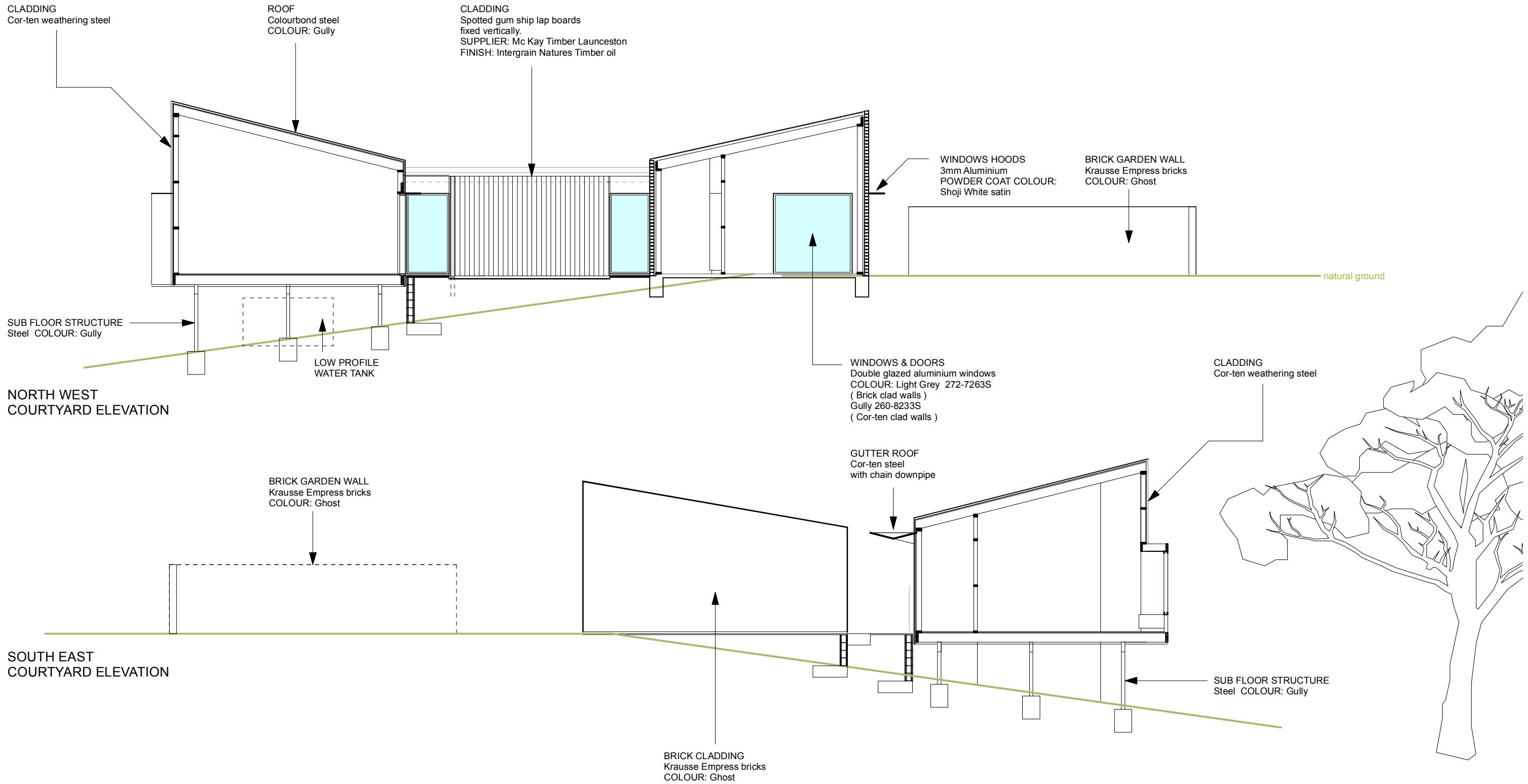
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ELEVATIONS /
SECTIONS

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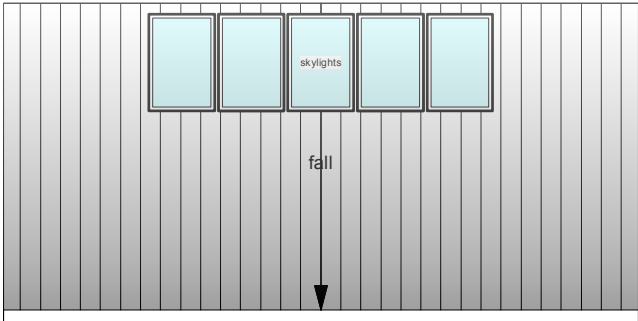
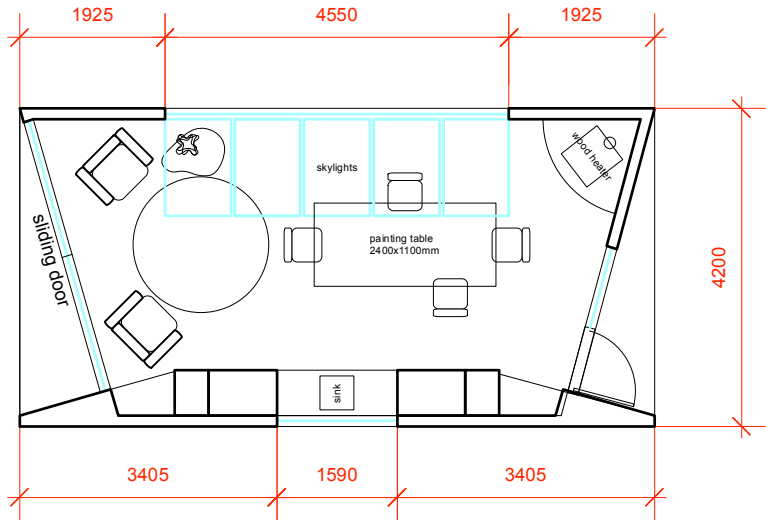
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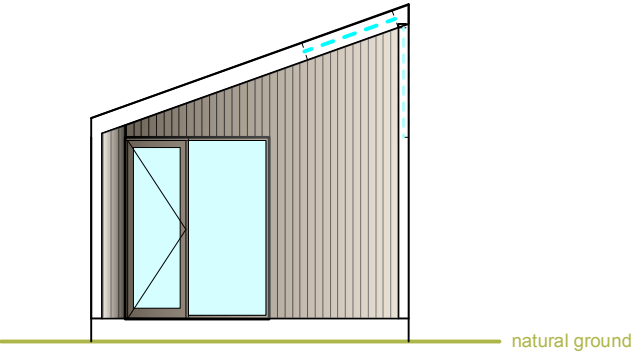
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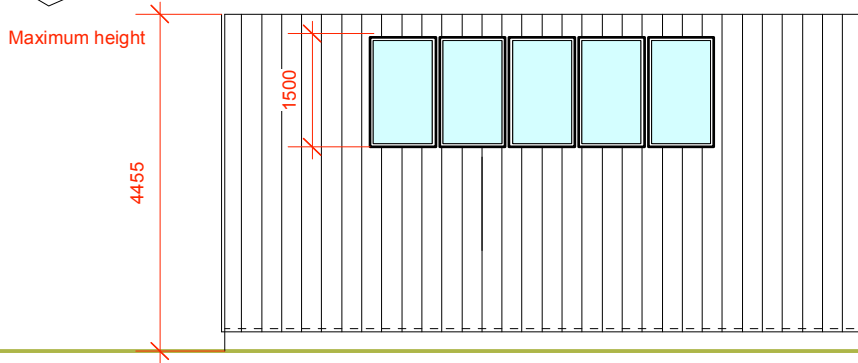
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ROOF PLAN

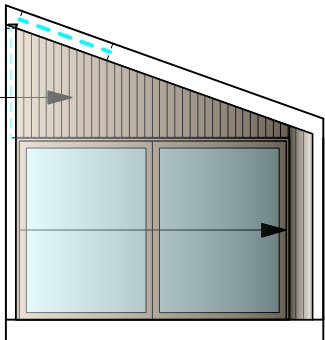


SOUTH ELEVATION



EAST ELEVATION

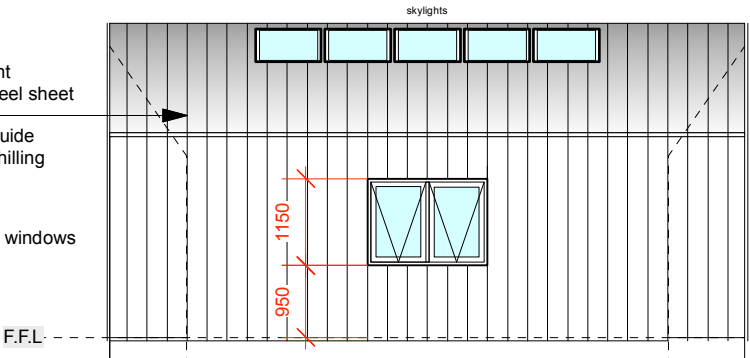
CLADDING
Spotted gum ship lap boards
fixed vertically
SUPPLIER: Mc Kay Timber
Launceston FINISH: Intergrain
Natures Timber oil



NORTH ELEVATION

ROOF & CLADDING
Snap lock 38mm rib height
260 pan width Cor-ten steel sheet
(Structuur.com.au)
See product installation guide
supplied Installer: Jan Schilling

WINDOWS & DOORS
Double glazed aluminium windows
COLOUR: Night sky



WEST ELEVATION



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DRAWING:
ART STUDIO
PLAN & ELEVATIONS

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