

This planning application is open for
public comment until
17 April 2026

Reference no	PLN-26-0030
Site	13 MURRAY STREET EVANDALE
Proposed Development	Subdivision (2 Lot)
Zone	8.0 General Residential
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)



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

Exhibited

The Proposal

Description of proposal: Two lot subdivision

Driveway construction material:

The Land

Site address:

13 Murray Street

Evandale TAS 7212

Title reference:

C/T: Conv 42/6873

Existing buildings on site:

House

Existing use of site:

Residential

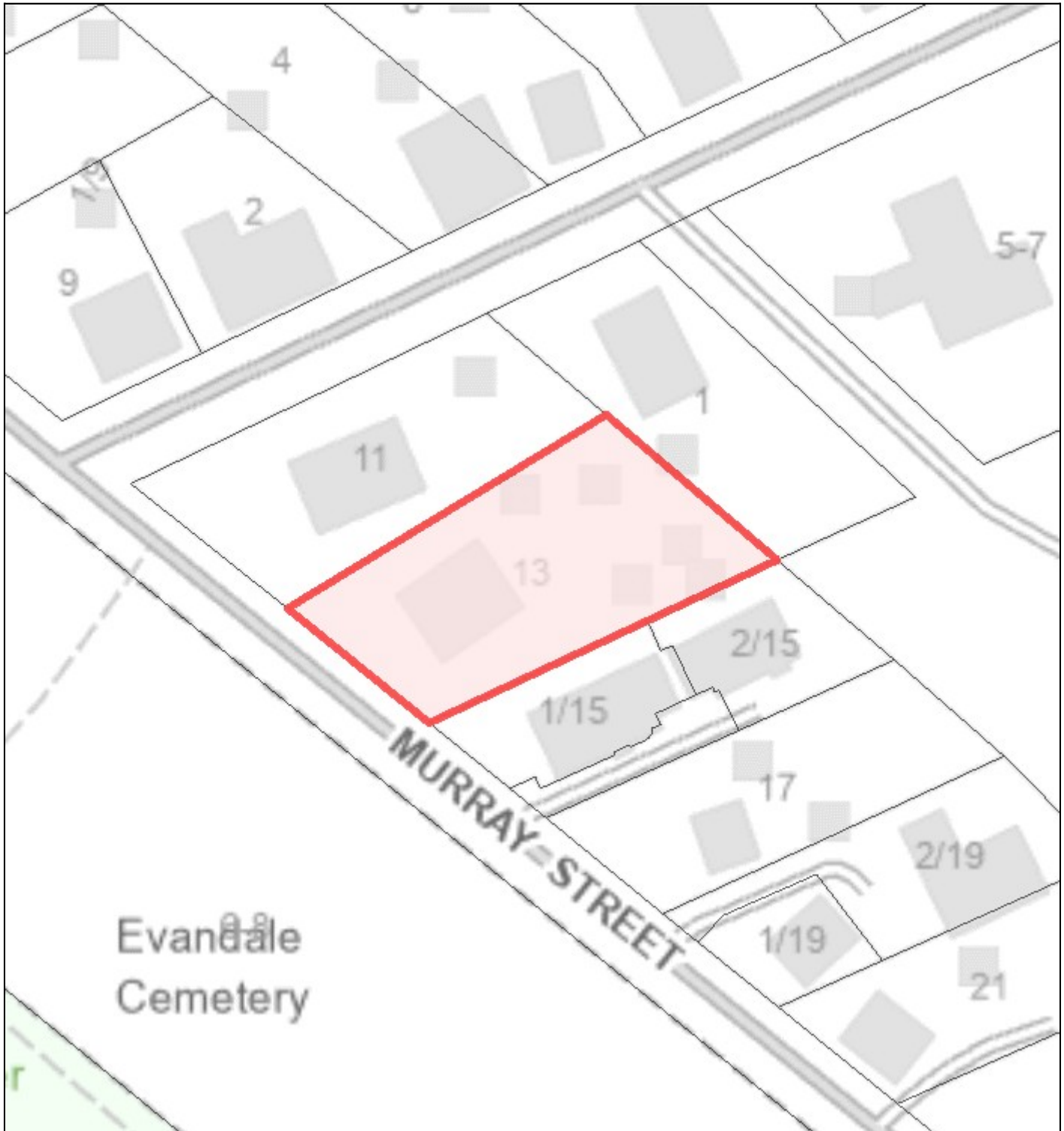
**Applicant justification of any variation/discretion to the
*Tasmanian Planning Scheme – Northern Midlands***

PROPERTY ID: **6396915**

PROPERTY ADDRESS: **13 MURRAY STREET
EVANDALE TAS 7212**

Exhibited

CONSTRUCTION YEAR: **1950**



Planning Department
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

24 February 2026

Dear Sir/madam,

RE: Planning Application, Subdivision – 13 Murray Street, Evandale

This letter is prepared in support of a proposal on behalf of Cohen & Associates Pty Ltd on behalf of D.R. Minchin for a subdivision of one existing title identified in Conv 42/6873. General Law to convert the property to Real Property Act as per purchase, with a new title to be issued once converted (refer to documentation supplied). The site accommodates a single dwelling. No outbuildings are present on the site.

One lot currently exists; the subdivision will create one additional lot.

Lot number	Area (sqm)	Frontage (m)
1	600	19.9
2	660	4.4

The subject land is zoned General Residential within the Tasmanian Planning Scheme – Northern Midlands Local Provisions Schedule, version 16, effective 12th December 2025, the site is subject to the Local Historical Heritage Code and the Safeguarding of Airports Code. The site is located within Evandale Specific Area Plan NOR-S5.0.

NOR-S5.0 Evandale Specific Area Plan

NOR-S5.8 Development Standards for Subdivision

NOR-S5.8.1 Lot design in development precincts

A1 – Not applicable, the site is not located within a development precinct.

NOR-S5.8.2 Lot design

A1 – The proposal complies with A1(a). Each lot will have an area of not less than 600m², Lot 1 is to have an area of 600m², and Lot 2 is to have an area of 660m². Lot 1 and Lot 2 will each be on a size and dimensions to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, and will be clear of all setbacks as required by clause 8.4.2, and any easements or other title restrictions.

NOR-S5.8.3 Internal lots

A1 – Lot 1 complies with the acceptable solution.

P1 – Lot 2 relies on assessment against the performance criteria as Lot 2 will be an internal lot. The proposed subdivision will result in two lots; Lot 1 will comprise an area of 600m² and Lot 2 will comprise an area of 660m². Lot 1 will retain the existing single dwelling, private open and car parking for at least two vehicles in the existing driveway to the north. Lot 1 is of sufficient useable area and dimensions suitable for the existing residential use. Lot 2 will be vacant; the lot size and dimensions allow for a building area of at least 10m x 15m clear of any easements and at least 1.5m from any side or rear boundary. Lot 2 is of sufficient useable area and dimensions suitable for its intended residential use.

The proposal is consistent with the performance criteria.

NOR-S5.8.4 Roads

A1 – No new road is proposed; acceptable solution is met.

General Residential Zone**8.6 Development Standards for Subdivision****8.6.1 Lot Design**

A1 – This clause is substituted by NOR-S5.8.2. Not applicable.

A2 – The proposal complies with the acceptable solution for Lot 1. Lot 1 will have a frontage not less than 12m (19.9m).

P2 – Lot 2 relies on assessment against the performance criteria as Lot 2 will have a 4.4m wide frontage. The width of the frontage provides for sufficient vehicular access for the intended residential use of the lot. The land is relatively flat land which has no influence of the width of the frontage. The pattern of Lot 2 is consistent with the pattern of development existing on established properties in the area, where there are a number of internal lots, including 3 Arthur Street, 29 Arthur Street, 14A Macquarie Street, 26A Macquarie Street as examples.

The proposal is consistent with the performance criteria.

A3 - Each lot is provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority. No new vehicular access is proposed, with each lot provided with existing access to the road.

A4 – Not applicable. No new road proposed.

8.6.2 Roads

A1 – This clause is substituted by NOR-S5.8.4.

8.6.3 Services

A1 – Each lot is capable of being connected to a full water supply service.

A2 – Each lot is capable of being connected to a reticulated sewerage system.

A3 – Each lot is capable of being connected to a public stormwater system.

CODES

C2.0 Parking and Sustainable Transport Code

Proposal complies where relevant to C2.5.1. Each lot will have sufficient area to accommodate on site car parking at the time of consideration of a future dwelling (Lot 2), and existing parking will be retained in the northern driveway (Lot 1).

C3.0 Road and Railway Assets Code

No new vehicle crossing is proposed, as Lot 1 and Lot 2 each have an existing crossover. Any further development on the vacant lot may be required to consider this Code further dependent on the use, although likely to be a single dwelling, with anticipated vehicle movements less than 7-9 vehicle movements per day on average for single dwelling. The subdivision is not within a road or railway attenuation area.

C6.0 Local Historic Heritage Code

C6.10.2 Lot design for a Local Heritage Precinct or a Local Historic Landscape Precinct

P1 – The local historic heritage significance of the local heritage precinct (Evandale) is as follows:

The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles, while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

The proposed subdivision is compatible with the local historic heritage significance of the Evandale local heritage precinct. There are no relevant design criteria of conservation policy identified in the Local Provision Schedule. The subdivision proposed is characteristic of the historic pattern of subdivision of the precinct, with several internal lots in the Precinct, with single dwellings dominating the streetscape. Although not subdivision, there are a few strata developments where a dwelling “sits” behind another along the streetscape, similar in character to the proposal, particularly once the vacant lot is further developed.

The proposal is consistent with the performance criteria.

C16.0 Safeguarding of Airports Code

The proposed development is not more than the AHD height specified for the site (211m AHD) and therefore exempt from this Code in accordance with C16.4.1.

The proposal is considered to be consistent with the Tasmanian Planning Scheme – Northern Midlands and should therefore be considered for approval.

Kind Regards,



Rebecca Green

Senior Planning Consultant

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