

Exhibited

This planning application is open for
public comment until
06 July 2026

Reference no	PLN-26-0109
Site	50 MAIN STREET CRESSY
Proposed Development	Subdivision (2 Lots)
Zone	14.0 Local Business
Use class	Subdivision

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)



Exhibited

PLANNING APPLICATION

SUBDIVISION, BOUNDARY ADJUSTMENT &
CONSOLIDATION

Office Use Only:

The Proposal

Description of proposal:

Subdivision of 50 Main Street, CRESSY from 1 to 2 lots

Public Open Space land contribution <i>(please tick)</i>	<input type="checkbox"/> Land (area m ²)	<input checked="" type="checkbox"/> Cash in Lieu	<input type="checkbox"/> Not Applicable
Proposed road names: (if proposing a new road within subdivision)	1.		
	2.		
	3.		

The Land

Site address:	50 Main Street
	Cressy, TAS 7302
Title reference:	C/T: 19267/2
Existing buildings on site:	Single dwelling and outbuildings
Existing use of site:	Residential

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

See attached planning report

APPROVED 23 NOV 1982 <i>J. Squire</i> ACTING DEPUTY RECORDER OF TITLES	CONVERSION PLAN	REGISTERED NUMBER D.19267
FILE NUMBER Z. 2009	GRANTEE: PART OF 2000-0-0 ROBERT KEATE, JAMES DRUMMOND, BUTLER ELPHINSTONE & STEWART MARJORIBANKS	DRAWN <i>92d.</i>

05 x 2062

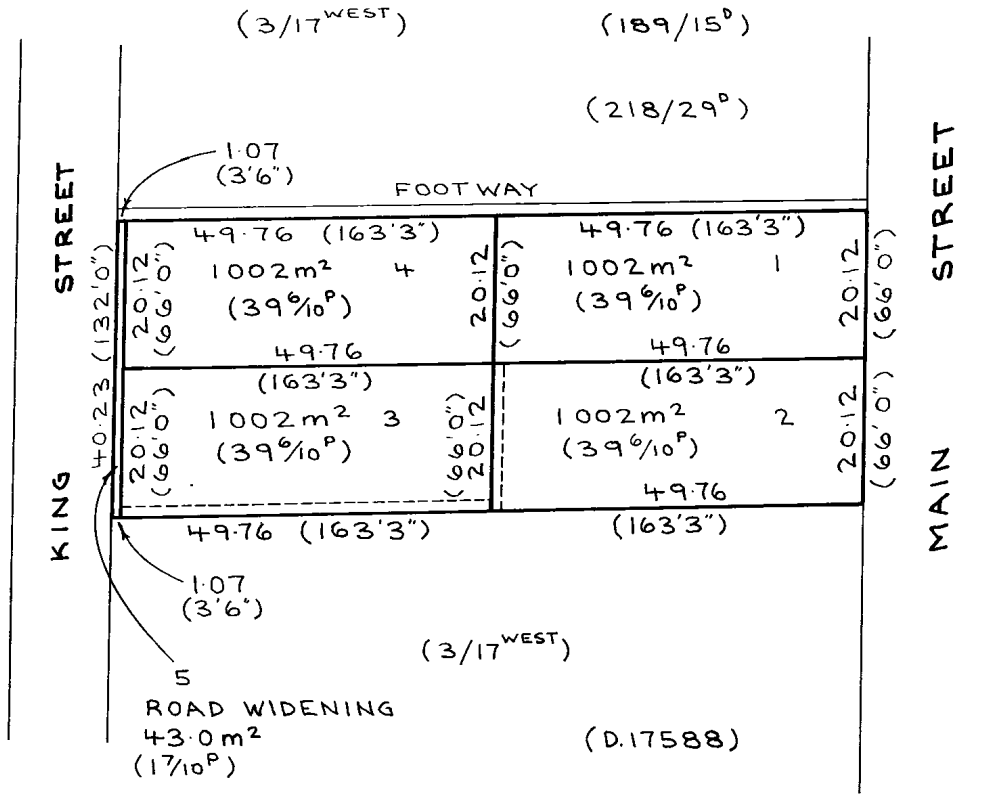
SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF CRESSY
LAND DISTRICT OF
PARISH OF

LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN INCHES/FEET & INCHES.

DRAINAGE EASEMENT 1.83 (6'0") WIDE
SHOWN THUS: - - - - -

D.19267



Exhibited

June 2026

PLANNING REPORT

Subdivision of the land from 1 to 2 lots

50 Main Street CRESSY



Prepared by
Woolcott Land Services Pty Ltd
ABN 63 677 435 924

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Rev.no	Description	Date
1	Draft	20 May 2026
2	Review	25 May 2026
3	Final	2 June 2026

References

Land Tasmania. 2021. *Land Information System Tasmania*. Accessed 2026.

<https://www.thelist.tas.gov.au/app/content/home/>.

Strategic Transport Planning Branch, Transport for NSW. 2024. *Guide to Transport Impact Assessment*.
NSW Government.

Annexures

Annexure 1 Copy of title plan and folio text
Annexure 2 Proposal plan

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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approvals Act 1993*.

Proposed development
Subdivision - 1 lot to 2 lots Demolition of outbuildings

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposal Plan	Woolcott Land Services

2. Subject site and proposal

2.1 Site details

Address	50 Main Street, Cressy TAS 7302
Property ID	6750531
Title	19267/2
Land area	1002m ²
Planning Authority	Northern Midlands Council
Planning Scheme	Tasmanian Planning Scheme - Northern Midlands
Easements	Drainage easement
Application status	Discretionary application
Existing Access	Single access from Main Street
Zone	Local Business
General Overlay	Cressy Specific Area Plan (NOR-S3.0)
Overlays	Safeguarding of Airports Code (16.0)
Existing development	Single dwelling and outbuildings
Existing services and infrastructure	

Water	Serviced
Sewer	Serviced
Stormwater	Serviced

2.2 Proposal

The proposal is for a subdivision of the lot to make 2 lots. Lot 1 will contain the existing dwelling and carport. Lot 2 will be vacant, pending the demolition of the outbuildings.

Access to both lots will be retained via the existing access from Main Street and a right of way easement will be applied to the access strip. The access is from a State Growth maintained arterial road.

Lot 1 will retain existing connections to water, sewer, and stormwater service. Lot 2 will retain an existing connection to stormwater. New connections to water and sewer service are proposed for Lot 2.

Lot no.	Proposed Area	Frontage	Access	Development
1	444m ²	16.52m	Existing from Main Street	Existing single dwelling and carport
2	557m ²	3.6m	Existing from Main Street	Demolition of outbuildings

2.3 Subject site

The subject site comprises a single lot with frontage to Main Street. It is located towards the north of the township of Cressy. The lot is relatively flat with a light slope downwards towards the south.



Figure 1 – Aerial view of the subject site (Land Tasmania 2021).

3. Zone and overlays

3.1 Zoning

The site is zoned Local Business under the Scheme.

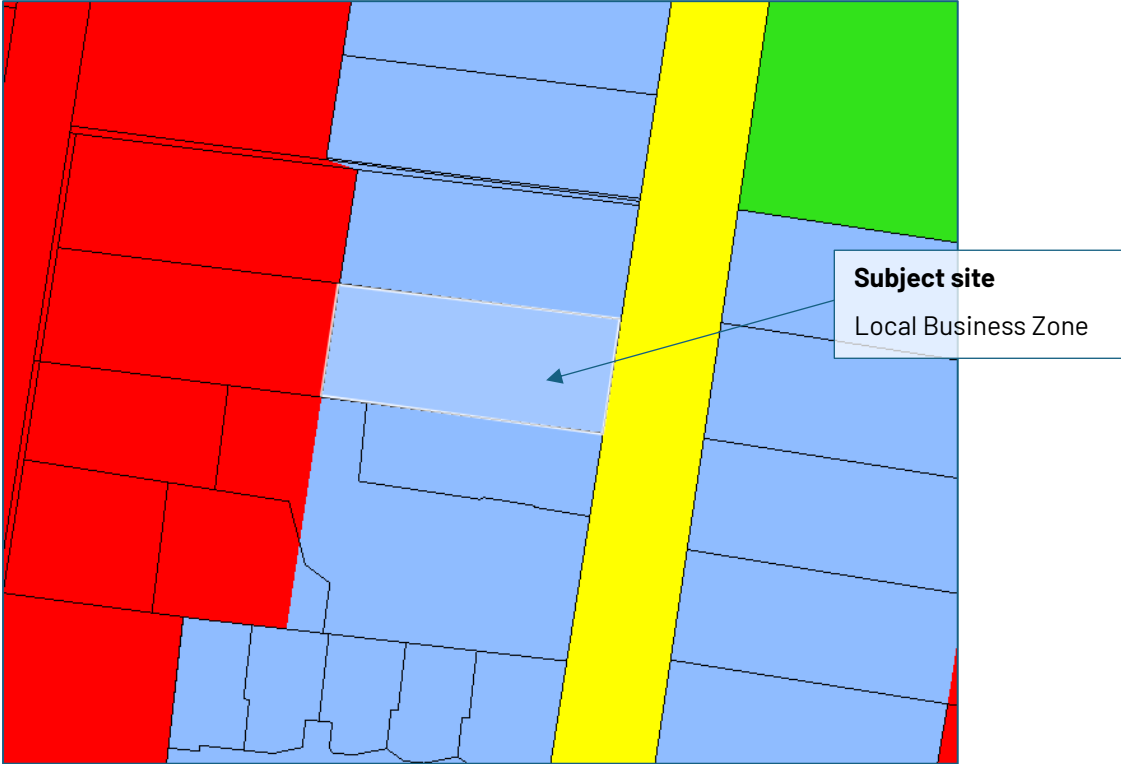


Figure 2 – Zoning for the subject site (Land Tasmania 2021).

3.2 Overlays

The subject site is affected by the Cressy Specific Area Plan (NOR-S3.0) General Overlay.

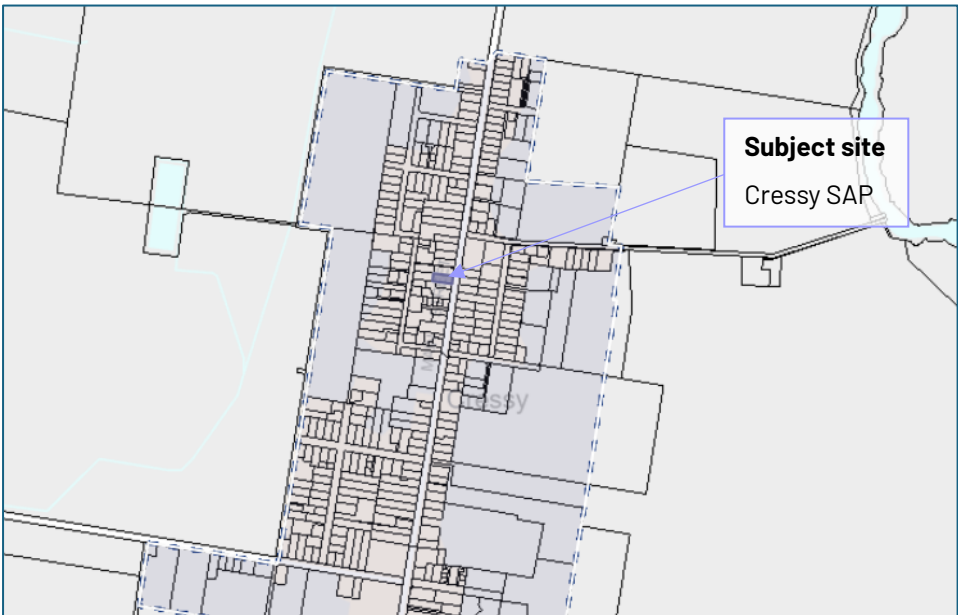


Figure 3 – General overlays affecting the subject site (Land Tasmania 2021).

The subject site is affected by the Airport obstacle limitation area overlay a maximum height of 490m AHD.



Figure 4 – Code overlays affecting the subject site (Land Tasmania 2021).

4. Planning Scheme Assessment

4.1 Zone assessment

7.10 Development not Required to be Categorised into a Use Class

7.10.1 An application for development that is not required to be categorised into one of the Use Classes under subclause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under subclause 7.3.1, may be approved at the discretion of the planning authority.

6.2.6 Notwithstanding subclause 6.2.1 of this planning scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

Response

The application for subdivision is not subject to the Use provisions of the Scheme. However, the site has existing use as residential.

NOR-S3.0 Cressy Specific Area Plan

NOR-S3.8 Development Standards for Subdivision

NOR-S3.8.1 Lot design in development precincts

This clause is in addition to General Residential Zone – clause 8.6.1 Lot design, Low Density Residential Zone – clause 10.6.1 Lot design, and Open Space Zone – clause 29.5.1 Lot design.

Response

The Cressy Specific Area Plan is not applicable, as the clause does not apply to development or subdivision in the Local Business Zone.

14.0 Local Business Zone

14.1 Zone Purpose

- 14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.
- 14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.
- 14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.
- 14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

Response

Residential use is existing on the lot, and the proposed subdivision allows for this and for future development accordingly.

14.3 Use Standards

14.3.1 All uses

Objective	
That uses do not cause unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria
<p>A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> a) 7:00am to 9:00pm Monday to Saturday; and b) 8:00am to 9:00pm Sunday and public holidays. 	<p>P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regards to:</p> <ul style="list-style-type: none"> a) the timing, duration or extent or vehicle movements; and b) noise, lighting or other emissions.

Response

Not applicable, as the proposed subdivision and existing Residential use are excluded uses.

<p>A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:</p> <ul style="list-style-type: none"> a) not operate within the hours of 11:00pm to 6:00am, excluding any security lighting; and b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones. 	<p>P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the level of illumination and duration of lighting; and b) the distance to habitable rooms of an adjacent dwelling.
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Response

Not applicable, as the proposed subdivision and existing Residential use are excluded uses.

<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> a) 7:00am to 9:00pm Monday to Saturday; and b) 8:00am to 9:00pm Sunday and public 	<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding for Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the time and duration of commercial
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<p>holidays.</p>	<p>vehicle movements;</p> <ul style="list-style-type: none"> b) the number and frequency of commercial vehicle movements; c) the size of commercial vehicles involved; d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; e) any noise mitigation measures between the vehicle movement areas and the residential zone; and f) potential conflicts with other traffic.
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Response

Not applicable, as the proposed subdivision and existing Residential use are excluded uses.

14.5 Development Standards for Subdivision

14.5.1 Lot design

Objective	
<p>That each lot:</p> <ul style="list-style-type: none"> a) has an area and dimensions appropriate for use and development in the zone; and b) is provided with appropriate access to a road. 	
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> a) have an area of not less than 200m² and: <ul style="list-style-type: none"> i. be able to contain a minimum area of 10m x 12m clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 14.4.2 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and ii. existing buildings are consistent with the setback required by clause 14.4.2 A1 and A2; b) be required for public use by the Crown, a council or a State authority; c) be required for the provision of Utilities; or d) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	<p>P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> a) the relevant requirements for development of buildings on the lot; b) existing buildings and the location of intended buildings on the lot; c) the topography of the site; d) the presence of any natural hazards; and e) the pattern of development existing on established properties in the area.

Response

P1 The performance criteria apply. Each lot has sufficient area and dimension to accommodate a suitable building area, but Lot 2 cannot provide a building area at the frontage, according to 14.4.2 A1 standards.

- a) Lot 2 will be a vacant lot suited to development. It can contain a suitable building area with sufficient setbacks to the General Residential Zone to the west. Lot 1 will contain the existing dwelling with sufficient setbacks.
- b) There is sufficient area to accommodate for existing and future development on both lots.
- c) The topography of the site is relatively flat and will not constrain the existing or future development on each lot.
- d) There are no natural hazards identified on the site.
- e) Proposed Lot 1 will be unchanged in terms of presentation to the street, as existing development is contained to the lot.

Internal lots are evident at 3 and 12 King Street. Multiple dwellings development at 58 Main Street, with development set behind the frontage (multiple dwellings) also shows a pattern of development with dwellings internal or set back from the frontage.

<p>A2 Each lot, or a lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.</p>	<p>P2 Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; b) the topography of the site; c) the functionality and useability of the frontage; d) the anticipated nature of vehicles likely to access the site; e) the ability to manoeuvre vehicles on the site; f) the ability for emergency services to access the site; and g) the pattern of development existing on established properties in the area.
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Response

A1 The acceptable solution is achieved; both lots will have a frontage of at least 3.6m.

<p>A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>	<p>P3 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> a) the topography of the site;
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	<ul style="list-style-type: none"> b) the distance between the lot or building area and the carriageway; c) the nature of the road and the traffic; and d) the pattern of development existing on established properties in the area.
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Response

P3 The performance criteria are addressed.

The lots will have a shared access and a right of way easement will be applied.

- a) The topography of the site presents no challenges to the vehicular access.
- b) Lot 2 will have an access strip of 28m which is reasonable.
- c) Main Street is a State Growth maintained arterial road, which is through the centre of Cressy. As it is within a built-up area, it is signposted at 50km/h.
- d) The shared access maintains the pattern of development in the area, by not creating a second access to the frontage, and maintaining the current level of pedestrian amenity.

14.5.2 Services

Objective	
That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solutions	Performance Criteria
<p>A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <ul style="list-style-type: none"> a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or b) be connected to a limited water supply service if the frontage of the lot, is within 30m of a connection to a limited water supply service, <p>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p>P1 No Performance Criterion.</p>

Response

A1 The acceptable solution is achieved; each lot will have a water connection.

<p>A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>P2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.</p>
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Response

A2 The acceptable solution is achieved; each lot will have a sewer connection.

<p>A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p>P3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none">a) the size of the lot;b) topography of the site;c) soil conditions;d) any existing buildings on the site;e) any area of the site covered by impervious surfaces; andf) any watercourse on the land.
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Response

A3 The acceptable solution is achieved; each lot will have connection to the public stormwater system.

4.2 Code Assessment

C2.0 Parking and Sustainable Transport Code

C2.5 Use Standards

C2.5.1 Car parking numbers

Response

P1.2 The performance criteria apply, as there is only one on-site car parking space for Lot 1. On-site car parking for Lot 1 will meet the needs of the use, having regard to:

- a) The existing use is residential, located in a regional township and is not expected to intensify. One on-site parking space will be sufficient for the use of the lot.
- b) The existing dwelling is relatively small in size. The dwelling has two bedrooms. The provision of one car parking space will be sufficient for the size of the dwelling.
- c) On-site parking for Lot 1 will be consistent with the pattern in the surrounding area; 58 Main Street has similar parking provisions. Additionally, there are numerous on-street parking spaces available. There is an existing pattern of using on-street parking in addition to on-site parking in the area.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Response

- P1 The performance criteria apply. The existing access way is constructed from gravel, an all-weather material useable in all conditions. The access way will be readily identifiable to both proposed lots, having regard to:
- a) The existing use is residential in a regional area.
 - b) The topography of the site is flat and does not adversely impact the useability of the access way.
 - c) The existing access way is constructed from gravel that allows for permeability. There is existing stormwater connection to drains on Main Street.
 - d) The likelihood of transporting sediment or debris from the site is low; traffic use will be low, the topography of the site is flat, mitigating the likelihood of debris being transported to the public domain, and compacted gravel reduces the likelihood of sediment being transported.
 - e) The access way, being constructed from gravel, reduces the likelihood of dust generation.
 - f) There is no surfacing proposed; the access way is existing.

C2.6.2 Design and layout of parking areas

Response

- A1 The acceptable solution is achieved. Please refer to plans provided.

C2.6.3 Number of accesses for vehicles

Response

- A1 The acceptable solution is achieved; only 1 access is provided as existing.

C2.6.8 Siting of parking and turning areas

Response

- A1 The acceptable solution is achieved; parking will be located behind the building line.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

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

- A1.4 The acceptable solution is achieved. The expected increase to the site is 7.53 (Strategic Transport Planning Branch, Transport for NSW 2024) vehicle movements a day, which is less than that listed in Table C3.1.

C16.0 Safeguarding of Airports Code

C16.7 Development Standards for Subdivision

C16.7.1 Subdivision

Response

Not applicable, as development is not anticipated to exceed the AHD height limit of 490m.

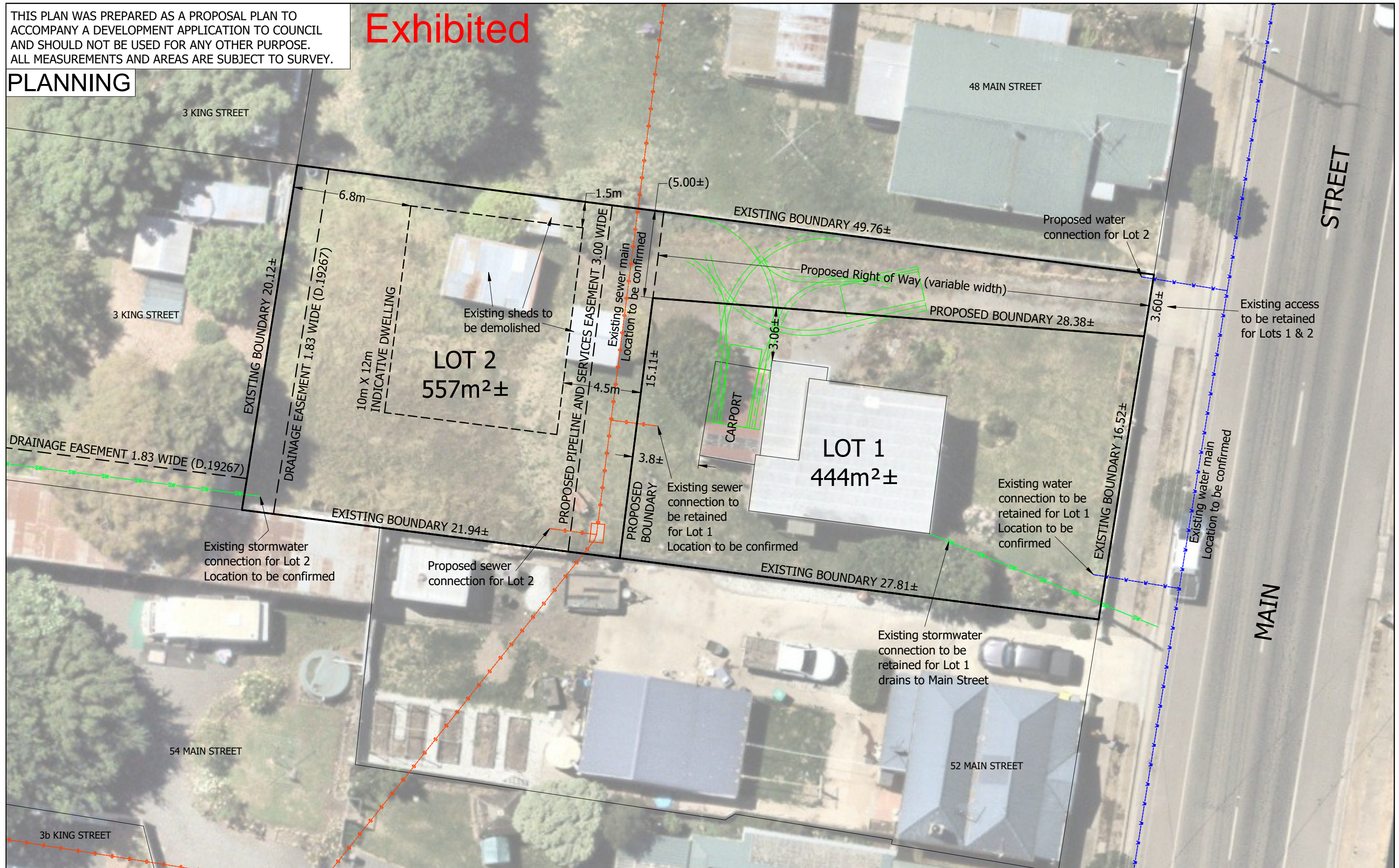
5. Conclusion

This application is for a subdivision from 1 to 2 Lots in the Local Business Zone. Proposed Lot 1 will retain the existing dwelling. Proposed Lot 2 will be a vacant lot suitable for development according to the zone. The proposed is in accord with the provisions of the Scheme and a planning permit is sought from Council.

THIS PLAN WAS PREPARED AS A PROPOSAL PLAN TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. ALL MEASUREMENTS AND AREAS ARE SUBJECT TO SURVEY.

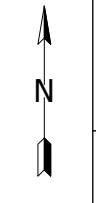
Exhibited

PLANNING



Notes:
Aerial imagery is sourced from Nearmap and is dated 04/12/2024. It may not be an accurate representation of current features.

PROPOSED 2 LOT SUBDIVISION
50 MAIN STREET, CRESSY, 7302
C.T.19267/2



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		Drawn EGK	File name L260315_PropPlan_250526_v1.0.dwg	Date 25/05/26	Scale 1:200@A3