



**PLANNING COMPLIANCE REPORT:  
In support of the Proposed Dwelling at  
3575 Channel Highway TAS**

**Accompanying Report to support a Planning Permit Application  
lodged by:  
Allure Building Design**

(May 2026)

***Document Control***

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## **Introduction**

This report has been written in accordance with the relevant planning standards for a proposed development at 3575 Channel Highway, Woodbridge.

The report has been written to address all relevant standards highlighted in the Kingborough Interim Planning Scheme 2015.

The proposed development largely satisfies the **Acceptable Solutions** for all relevant planning standards and is a Discretionary Application. This Report is to be read in conjunction with the drawings submitted as part of the development application.

The proposed Dwelling is to be completed and maintained by the Owner.

### **Owner Details**

Robert & Maree Jones

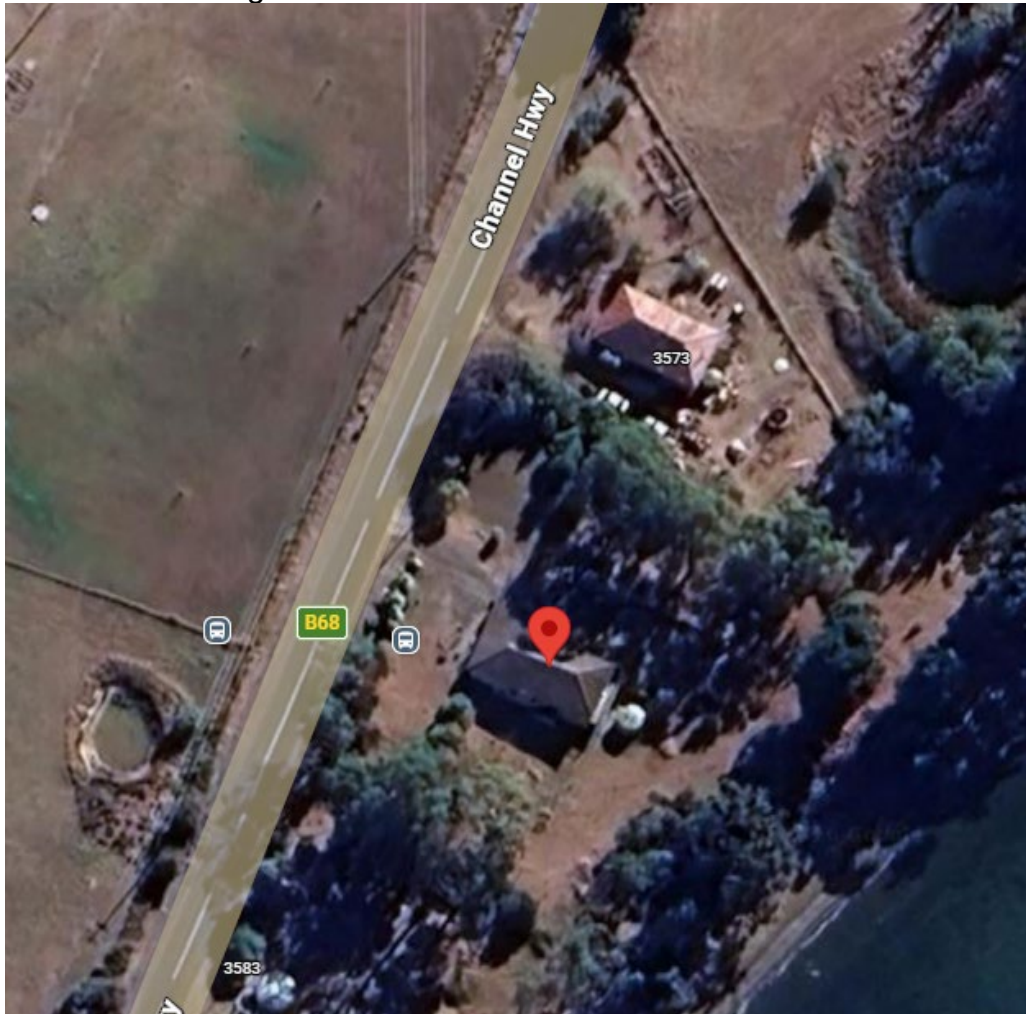
8 Glovers Road,  
Deep Bay  
TAS 7112

## **Subject Site**

### **Site Details**

The development site is located within the Woodbridge township with residential dwellings to the North & South. The site is currently vacant. Site access is proposed from the West via Channel Highway.

Zone: Rural Living



### **Dwelling Details**

The proposal is to construct a single-story dwelling with 3 bedrooms, 2 bathrooms & a double car garage. The proposal is designed to create little impact on the existing surrounding dwellings and be complimentary to the streetscape.

**Use Class: Residential**

# **Response to Planning Codes**

## **Applicable Codes**

The proposed development is in the *Residential* use class which is part of the *Rural Living Zone* and is a *Permitted* use.

The following zone standards and codes of the Kingborough Interim Planning Scheme 2015 are applicable to the proposed development:

- **Zone: 13.0 Rural Living**
- **Code: E1.0 Bushfire-Prone Areas**
- **Code: E10.0 Biodiversity**
- **Code: E.11.0 Waterway and Coastal Protection**

## **13.0 RURAL LIVING ZONE**

### **13.3 USE STANDARDS**

#### 13.3.1 Non-Residential uses

**Not Applicable**

#### 13.3.2 Visitor Accommodation

**Not Applicable**

### **13.4 DEVELOPMENT STANDARDS FOR BUILDINGS & WORKS**

#### 13.4.1 Building Height

**A1 Acceptable Solution**

#### 13.4.2 Setback

**P1 Performance Criteria**

- (a) The proposed setback is considered in relation to the topography of the land and the requirements to provide off street parking. The setback allows for a standard 1:20 grade max driveway without increasing the surface coverage to the site.
- (b) The front setback is slightly shorter than the existing surrounding dwellings (as depicted on the site plan). However, this was considered, due to the wastewater drainage requirements of an un-serviced lot. With steep topography the dwelling is unable to be setback any further do to the large built-up soakage requirements that the site demands.
- (c) The front setback is considered reasonable for the size of the property. In proportion to the scale of the house to site and with the requirements of the wastewater soakage, the proposal is not considered unreasonable.
- (d) There are no existing buildings on the site.
- (e) The proposed materials have been chosen to meet the KCC interim planning scheme requirements and deliberately do not have a reflective rating higher than 40.
- (f) Visually from the adjoining road, the proposal will have minimal impact as it is set down lower from the natural ground level of the road approximately 1.0m's

from the RL of the road to the FFL of the house. There has also been an effort to retain as much existing vegetation as possible. This includes 4 existing trees within the frontage of the property.

## **P2 Performance Criteria**

- (a) The side setbacks provided are a minimum of 3.0m's and considered reasonable given the nature of the site and the considering the Acceptable solution setbacks are not achievable. Adequate separation has been provided between existing and proposed dwellings. A Sloping site requires a raised and larger scale soakage bed for the wastewater design. Therefore, rear setbacks were largely determined due to this.
- (b) To enable any house of any scale to work within this site, the side and rear setback requirements need to be flexible due to the size of the site and its zoning.
- (c) There are no existing buildings on the site.
- (d) The proposed materials have been chosen to meet the KCC interim planning scheme requirements and deliberately do not have a reflective rating higher than 40.
- (e) The proposal has no impact on any skylines for existing dwellings as the predominant line of site is towards water views in a Southeast direction and there are no prominent ridgelines on the site.
- (f) Full extend of impact on native vegetation is very low in the scale of the overall surrounds. Vegetation is only proposed to be removed where it impacts on the proposed design. All other vegetation is proposed to be maintained.
- (g) Separation between both existing dwellings exceeds 3.0m's and all but 1 window to the Southwest are frosted and all Northeast facing windows have the largest separation of the 2 dwellings. So much that privacy will not be a concern.  
The overall scale of the design is not unreasonable compared to the existing surrounding dwellings and provides more than enough side separation that visual bulk is minimised as much as possible.

### 13.4.3 Design

#### **P1 Performance Criteria**

- (a) i) The scale of the site within the Rural living Zone limits the siting of the dwelling and it also does not sit on a ridgeline.
- ii) The proposal has no impact on a rural landscape as it is situated between to existing residential dwellings and is in keeping with the surrounds it finds itself.
- iii) The FFL was chosen because of the proposed Garage requirements in order to achieve a minimum gradient required under traffic requirements. The design was planned in order to bring this level as low as possible to reduce heights. Although the maximum height is noted on plan as 7,369, it should be noted that his is at the very extreme point of the dwelling and that 60% of the house is considerably lower than that from natural ground.
- iv) Vegetation screening the dwelling from the adjoining road is proposed to be retained.

- (b) The proposal has full regard for the landscape, as it is among a cluster of residential dwellings within the Rural Living Zone and joins them by complementing the local area with new and contemporary design.
- (c) i) The proposed site is the exact definition of requiring the clearing of native vegetation due to no clear sites, access difficulties and severe slope.  
ii) Trees are only proposed to be removed where necessary for the dwellings and associated works such as wastewater soakage and driveways.

**A2 Acceptable Solution**

**A3 Acceptable Solution**

**A4 Acceptable Solution**

13.4.4 Outbuildings

**Not Applicable**

13.4.5 Outdoor Storage Areas

**Not Applicable**

**13.5 DEVELOPMENT STANDARDS FOR SUBDIVISION**

**Not Applicable**

**E1.0 BUSHFIRE-PRONE AREAS**

For full response to this code, please refer to the Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan that forms part of this application.

**E10.0 BIODIVERSITY CODE**

**E10.7 DEVELOPMENT STANDARDS**

E10.7.1 Building and Works

**P1 Performance Criteria**

The development poses no threat to native vegetation other than what is located on the titled land. Only 1 tree of a high conservation value is proposed to be removed.

Due to the tree protection zone requirements, to enable a dwelling to be placed on the lan, there is no reasonable solution that can allow the tree to remain.

Given the nature and size of the land within the Rural Living Zone, the tree removal proposed is minor in scale and required if the land is ever to be developed.

For the full extent and assessment of the vegetation on the site, refer to the Tree Protection Plan that forms part of this application.

## **E10.8 SUBDIVISION STANDARDS**

### E10.8.1 Subdivision

**Not Applicable**

## **E11.0 WATERWAY AND COASTAL PROTECTION CODE**

### **E11.7 DEVELOPMENT STANDARDS**

#### E11.7.1 Building and Works

##### **A1 Acceptable Solution**

The proposed dwelling is outside the protection area and within the building envelope of the land.

**A2 Not Applicable**

**A3 Not Applicable**

##### **A4 Acceptable Solution**

All stormwater discharge is to be caught and managed within the subject site.

#### E11.7.2 Building and Works Dependant on a Coastal Location

**Not Applicable**

### **E11.8 SUBDIVISION**

**Not Applicable**

## **E23.0 ON-SITE WASTEWATER MANAGEMENT CODE**

For full response to this code, please refer to the Onsite Wastewater Assessment that forms part of this application.

## **E25.0 LOCAL DEVELOPMENT CODE**

### **E25.7 DEVELOPMENT STANDARDS**

#### E25.7.1 Building Height in the coastal proximity

##### **P1 Performance Criteria**

- (a) i) The shadow diagrams provided as part of this development indicate that no sunlight is impacted to a habitable room as the main source of the dwelling impacted is a carport.
- ii) The shadow diagrams provided as part of this development indicate that the private open space (deck) to the northeast of the adjacent property still achieves a minimum of 3 hours of full sun on the winter solstice.
- iii) There is no shadowing to vacant blocks.

- iv) The overall scale of the design is not unreasonable compared to the existing surrounding dwellings and provides more than enough side separation that visual bulk is minimised as much as possible.
- (b) Separation between both existing dwellings adjacent to the proposal exceed 3.0m's. Due to the proposal being sited closer to the front setback it also reduces the visual bulk to the adjacent southwest dwelling.

## **Conclusion**

With a detailed assessment undertaken of the proposed development in accordance with Kingborough Interim Planning Scheme 2015 and relevant codes the following conclusion can be drawn on this proposal:

The proposed design to be undertaken at 3575 Channel Highway, Woodbridge is respectful and complimentary to the existing Neighbourhood character and is designed in a manner so that the building heights and articulation will provide adequate spacing between the proposal and adjoining properties & street front. It is felt that the proposal is an adequate scale development in relation to the adjoining properties.

It is proposed for all the above reasons that this application for the proposed Dwelling & Attached Garage at 3575 Channel Highway, Woodbridge should be supported by the Kingborough City Council with the delegation available to the officers of the Municipality.