

# **46 Malakoff Street Outline Development Plan**

**for Waratah Wynyard  
Council  
May 2025**



# 1 Introduction

This report documents an Outline Development Plan (ODP) for the development of land at Malakoff Street, Somerset. (refer Figure 1).

The report has been prepared by the Cradle Coast Authority in conjunction with officers of Waratah Wynyard Council and reflecting consideration of advice received from the parties outlined in section 9.



## Purpose of this study

The project has been undertaken to outline the key characteristics of development that fulfil the aspirations outlined in the WWC Settlement Strategy. This identified residential use as most appropriate for this 18.7ha. site, with GRZ as the appropriate zoning, based on demand, site conditions and relationship to Somerset.

Recommendation 2 of the WWC Settlement Strategy adds an ODP is required to ensure the potential of this land to provide high amenity, walkable, accessible, sustainable development can be realised. The ODP will achieve this by:

- Facilitating the protection and enhancement of amenity of existing dwellings
- Facilitating a pro-walking and cycling environment that makes best use of the area's close proximity to many important destinations.
- Ensuring that street, block and lot patterns promote connectivity and safety, whilst responding the natural topography and environmental requirements of the land;
- Establishing and maintaining high-quality living environments to improve amenity, safety, liveability, and saleability of residential areas whilst minimising land use conflicts;
- Facilitating the development of the site in an orderly and timely manner

- Promoting environmentally sustainable and passive design principles to minimise use of water, energy and materials and maximise adaptability and accessibility.

This recommendation supports the following priorities of the Liveable Waratah Wynyard Settlement Strategy:

Priority 1 Guiding growth to most appropriate locations by giving weight to matters that will influence the potential liveability of this development area.

Priority 3: Building resilience by facilitating walkability and locating development where it would avoid unnecessarily increasing car dependence.

Priority 6: making it easier to become and stay healthy by creating a pro-walking and cycling environment. Also seeking to address the health impacts of climate change and UV radiation by planning for extensive canopy over paths and public spaces to mitigate the anticipated urban heat island effect and excessive exposure to sun and heat. .

Priority 7: Supporting efficient and vibrant centres by locating dwellings where walking and cycling are more likely to be viable options, reducing pressure on parking places in town centres.

Furthermore this ODP has been prepared to ensure potential difficulties and land use conflicts can be minimised or avoided, noting the development will abut farmland and

utility infrastructure and interface issues will need careful management. The ODP has also been prepared to ensure:

- the land can be developed in a co-ordinated manner, achieving the optimum yield
- the areas amenity value and landscape character can be enhanced rather than diminished by the development
- the development can support a higher standard of quality of life for its residents, being walkable, safe, attractive and conducive to the development of social capital
- values are increased and the resulting development is competitive through efficient lot layouts and a high standard of amenity
- greater certainty is provided for the developer and community, making it a more attractive investment
- a mechanism is provided to ensure nearby residents concerns are acknowledged and (where possible) can be addressed through design in a way that is impossible through other mechanisms
- the development is better integrated with its adjoining urban area, making it more walkable, supporting health outcomes and minimising demand for additional parking in town than would result with an conventional subdivision.
- Staging can be considered and planned to better align with Councils existing plans.

## Philosophy

This study reflects the belief that the design and layout of development plays a small but important part in influencing the decisions people make and so the activities and experiences that make up their lives and so their chances of meeting their needs, thriving and fulfilling their potential. For example a pleasant, safe, connected environment that facilitates walking will result in more people walking (Westenhöfer et al). This reduces the burden of disease on a community and facilitates informal social interactions that support the development of social bonds that underpin the development of a sense of community (Carson 2023).

The concept gives weight to the valued character and intrinsic values that makes the site special. It does this by:

- Responding to the 'genus animi' the character of the site (rural feel, great views, green skyline) to maximise its contribution to the wellbeing of the incoming community and retain the qualities valued by the existing community.
- Creating a development that reflects well on its incoming residents (says good things about them/is prestigious)
- Being a 'good neighbour': protecting valued natural assets and amenity of existing residents
- Creating a sense of entering somewhere special for visitors and residents

- Privileging walking and cycling.
- Utilising a rustic/rural palette.
- Minimising unavoidable risks

## 2 Study process and methodology

The project was developed based on a methodology that ensured it was based on firm foundations of good design elsewhere in our region and further afield. To test and refine the learnings so gathered and apply those that were both realistic and desirable to this site. The steps were:

1. Best practice review and review of planning context including Settlement strategy, Remplan Study, review of RLUS and alignment with draft TPPs
2. Site visits
3. Concept development with Council Officers to prepare first draft concepts

4. Consultation with utility providers to ensure servicing was possible
5. Refinement of draft
6. Preparation of draft for Council workshop (this draft)

Future phases

7. Council Workshop
8. Community Consultation
9. Adoption
10. Refinement into a planning instrument to establish the characteristics that are required of a development.

### 3 Context Plan



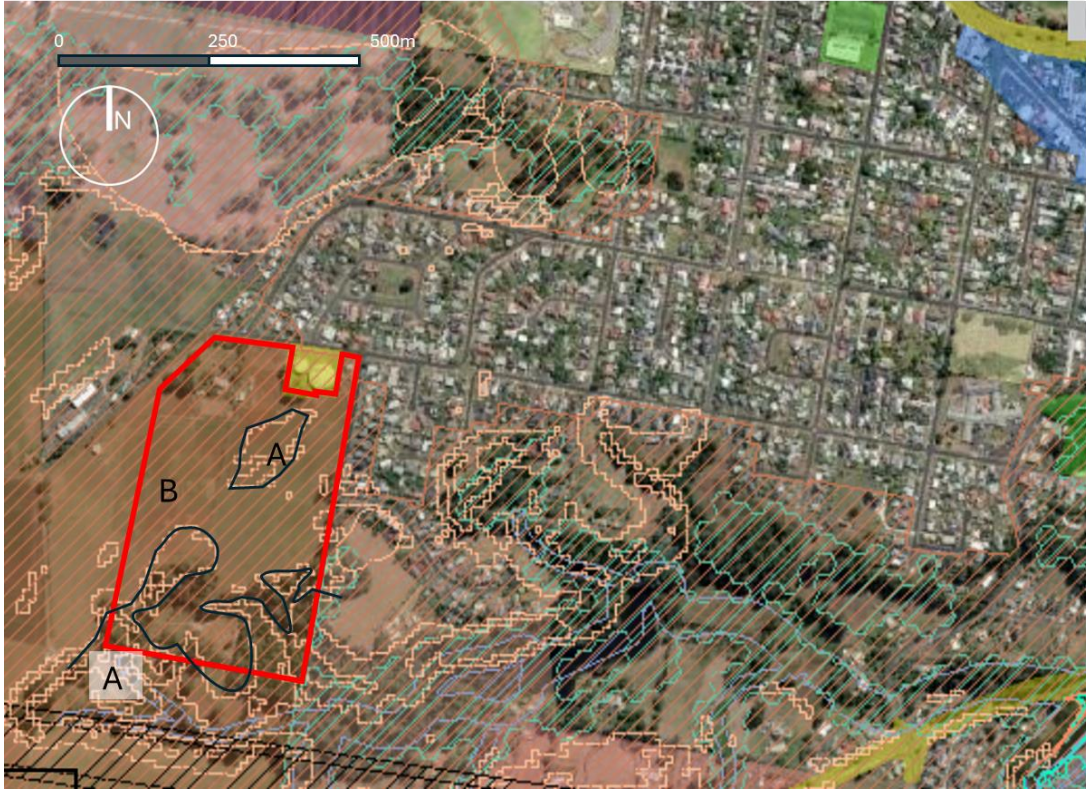
0m 500m

## 4 Existing zoning



- General Residential
- Inner Residential
- Low Density Residential
- Rural Living
- Village
- Urban Mixed Use
- Local Business
- General Business
- Central Business
- Commercial
- Light Industrial
- General Industrial
- Rural
- Agriculture
- Landscape Conservation
- Environmental Management
- Major Tourism
- Port and Marine
- Utilities
- Community Purpose
- Recreation
- Open Space
- Future Urban
- Particular Purpose

# 5 Existing overlays



- Airport obstacle limitation area
- Airport noise exposure area
- Landslip hazard
- Potentially contaminated land
- Bushfire-prone areas
- Flood-prone areas
- Coastal inundation hazard - investigation area
- Coastal inundation hazard
- Coastal erosion area - investigation area
- Coastal erosion area
- Attenuation area
- Scenic road corridor
- Scenic protection area
- Priority vegetation
- Future coastal refugia area
- Waterway and coastal protection area
- Local historic landscape precinct
- Local heritage place
- Place or precinct of archaeological potential
- Significant trees
- Local heritage precinct
- Electricity transmission infrastructure protection
- Road and railway assets
- Parking and sustainable transport

## Summary

The intent of overlays in these areas can be summarized as:

- A** Development in this area will have to consider a low risk of land slip and proximity to a potential source of bushfire
- B** Development in this area will have to consider proximity to a potential source of bushfire.

## 6 Responding to Overlays

### Bushfire prone areas

Bushfire Hazard Management Plan: New developments within bushfire-prone areas must have a certified Bushfire Hazard Management Plan to ensure safety measures are in place. From C13.6 Development Standards for Subdivision

To be determined at development

Construction Standards: Buildings must comply with specific design and construction standards to reduce bushfire risks

To be determined at DA stage

Access and Water Supply: Adequate property access and water supply for firefighting purposes are mandatory

Access roads to meet the following standards.

The following design and construction requirements apply to property access:

- (a) all-weather construction;
- (b) load capacity of at least 20 tonnes, including for bridges and culverts;
- (c) minimum carriageway width of 4 metres;
- (d) minimum vertical clearance of 4 metres;

(e) minimum horizontal clearance of 0.5 metres from the edge of the carriageway, excluding gate posts;

(f) cross falls of less than 3° (1:20 or 5%);

(g) dips less than 7° (1:8 or 12.5%) entry and exit angle;

(h) curves with a minimum inner radius of 10 metres; (i) maximum gradient of 15° (1:3.5 or 28%) for sealed roads, and 10° (1:5.5 or 18%) for unsealed roads; and

(j) terminate with a turning area for fire appliances provided by one of the following:

(i) a turning circle with a minimum outer radius of 10 metres;

(ii) a property access encircling the building; or

(iii) a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

### Landslip area

The landslip hazard areas are required to meet the standards outlined in C15.0 Landslip Hazard Code of the State Planning Provisions.

## 7 Site appraisal



## 8 Site specific objectives

- Minimise adverse impacts on host community
- Mitigate potential conflicts with adjoining agricultural land uses.
- Ensure the character of the new area develops as a distinctive and attractive neighbourhood within which landscaping is dominant and provides a salutogenic environment that is conducive for people to form social bonds.
- Organise lots in an efficient manner in a way that responds to topography

## 9 Summary of consultation with service providers

TasWater Advice TWSI 2024/00573-WWC, 46 Malakoff St, Somerset proposed rezoning, received 18<sup>th</sup> March 2025 advised This property contains two pressure zones. (The coloured areas on the attached) Lots above 45m must be connected to Somerset High Level (CEW02, pressure 136m). Customers below 45m may be able to also connect to this zone, or alternatively they can connect to CEW05, pressure 82m AHD. The final zone split can be determined at detailed design stage. Some water main upgrades will be required depending on layout/lot numbers etc.

Sewer: Depending on timing, additional emergency storage will likely be required to service the development.

They further advise Ahead of, or as part of, a formal rezoning application from Council, TasWater will require a master servicing plan that indicates the extent of this property that can be serviced for gravity sewer, including a proposed connection point into our network. A hydraulic engineer or equivalent should be engaged to determine this information. The same engineer should also be able to provide a concept water servicing plan.

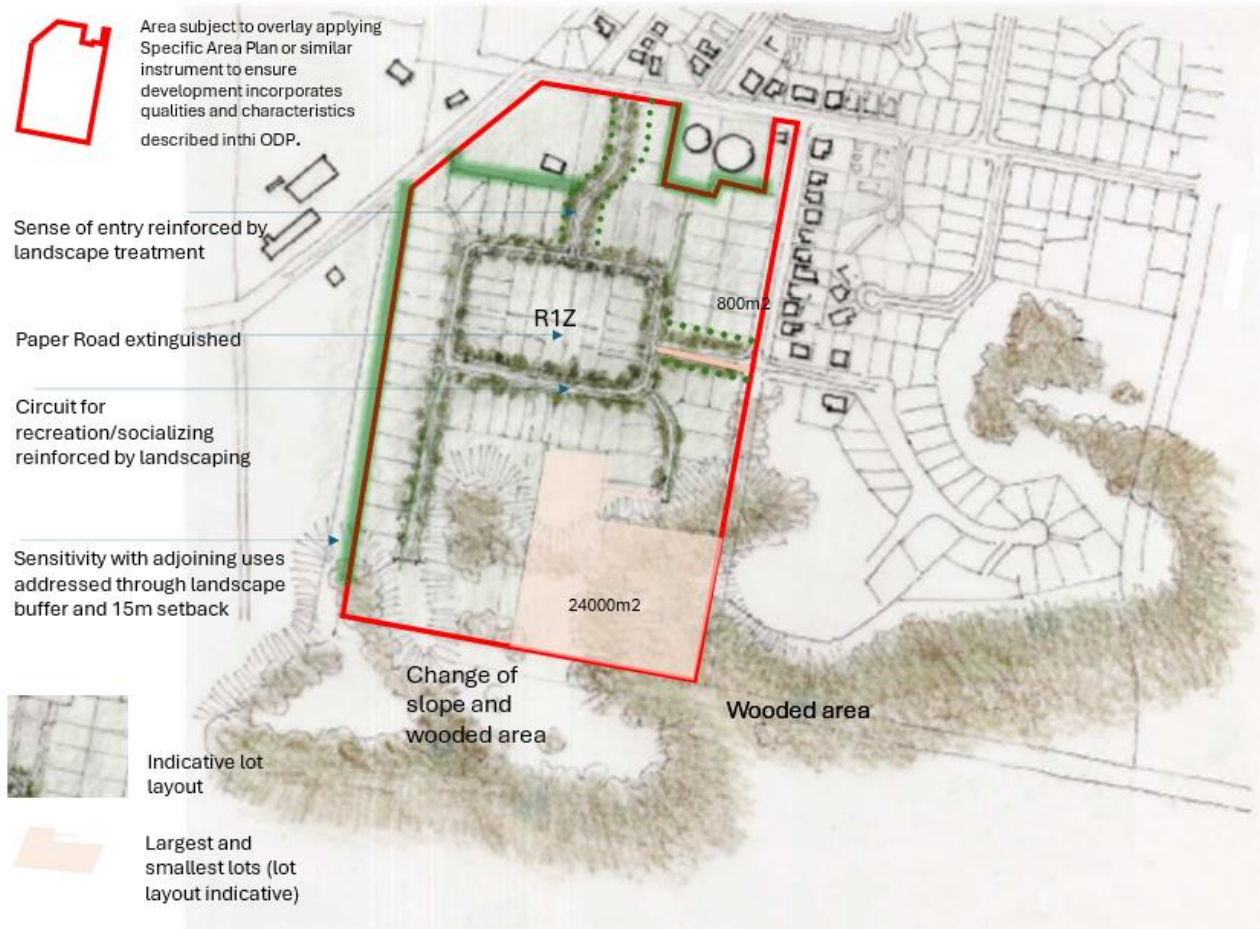
Tasnetworks advised the Site has HV reticulation in Malakoff Rd and as above it could potentially be supplied LV from the Malakoff Road or the HV extended into it.

Requirements for HV augmentation will be determined after the application for the Subdivision connection is received. . They further advise this area can be serviced and the developer will pay a customer contribution towards the

installation of the infrastructure as per our Distribution Pricing Policy.

# 10 Outline Development

## 10.1 zoning, overlays and key features



## 10.2 Commentary on design features

The layout of lots and design of streets will need to reconcile a wide range of functional and aesthetic requirements including responding to the issues raised by stakeholders.

Lot orientation, setbacks and landscaping are designed to provide buffers to adjoining existing lots.

A key feature of this plan are garden streets; high amenity shared spaces within which vehicles may only travel slowly but that create an attractive, well landscaped space suitable for walking and playing (see appendix 1 for precedents for this type of street).

Another feature of this plan is the recreational circuit. This is a wider footpath and extensive landscaping around the inner side of the block, creating a pleasant and appealing walk of approximately 600m in length that does not require crossing any roads.

The emphasis on a high quality of design ensures the streets and open spaces are not just good for moving through but also providing attractive safe places for people to walk and interact.

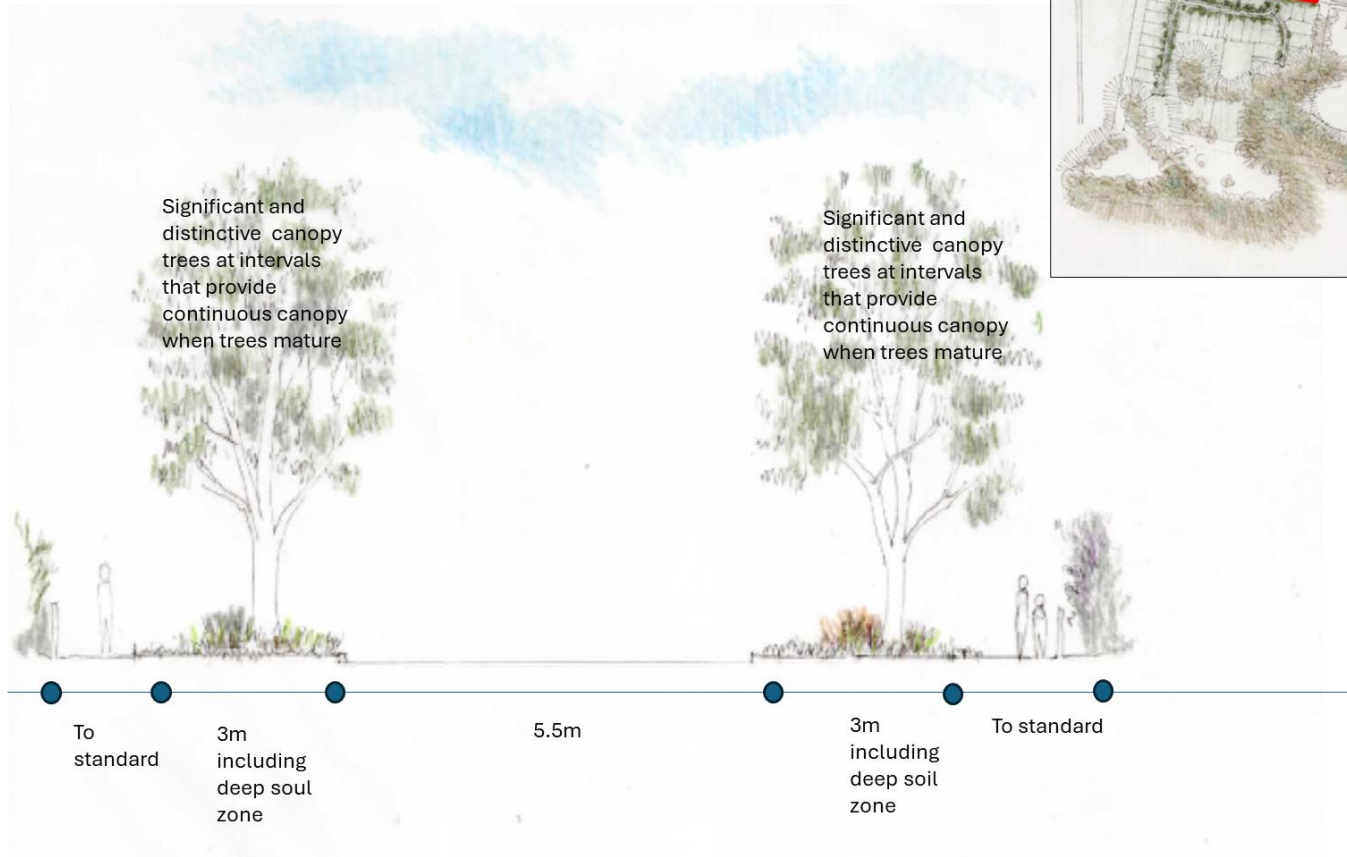
In short the ODP envisages streets are designed to be places to stay rather than just spaces to pass through.

Please note that whilst these drawings illustrate how a high standard of design can be achieved here to meet these objectives, it is recognised alternative designs may also fulfil the objectives outlined in section.

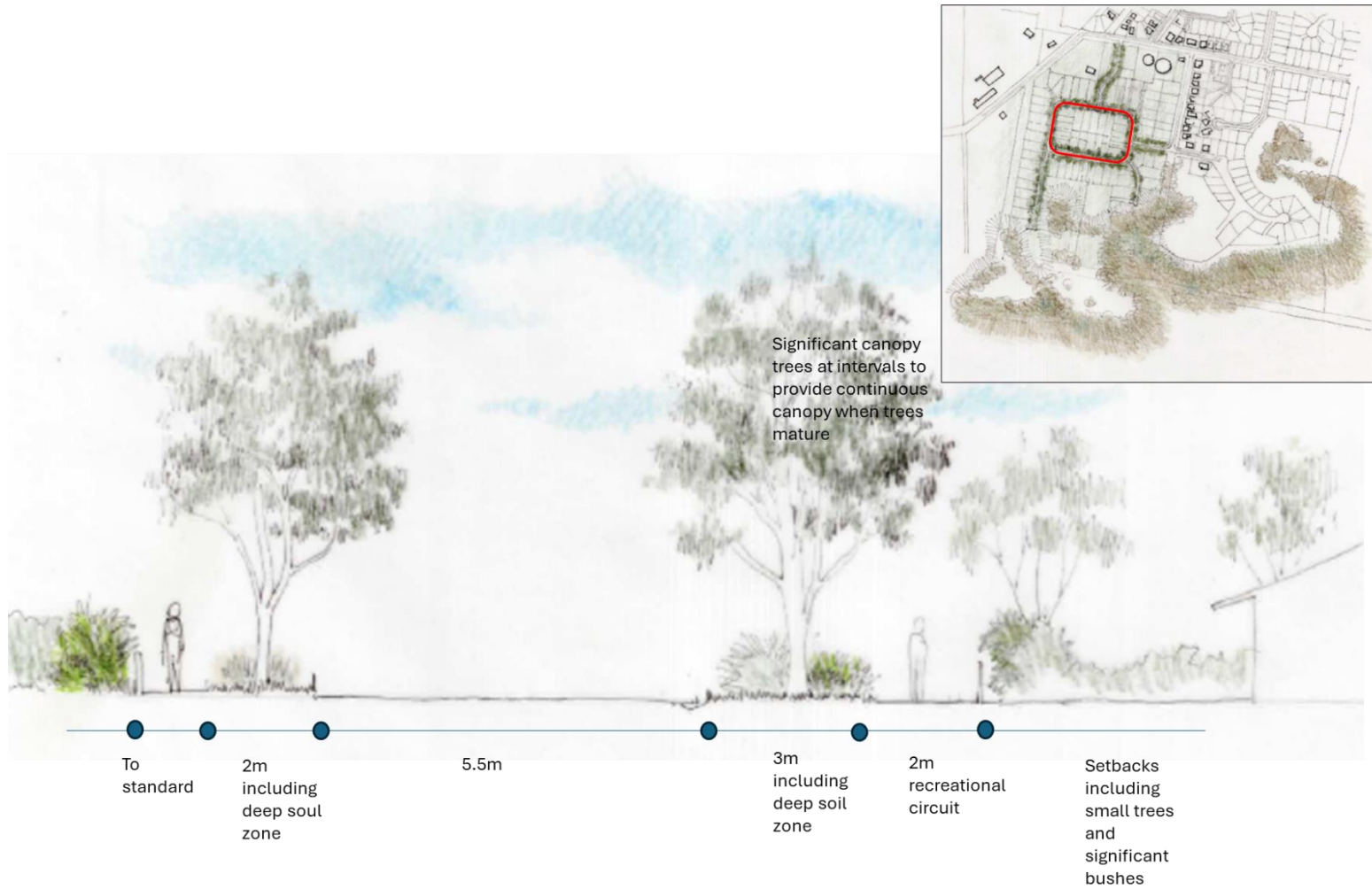
### 10.3 Layout and access



### 10.3.1 Standard Road type 1 Avenue Gateway Street



### 10.3.2 Standard Road type 2 Street : recreational circuit



## Standard Road type 2 Street: Recreational Circuit Perspective



### 10.3.3 Garden Street



Garden streets are minor roads, based on drawing TSD-R02-v3 with some amendments

Key points:

- Serving low number of tenements (<15)
- Shared space, slow speed environments with meandering roads and other traffic calming measures to make it perceived as a pedestrian friendly space with cars as guests
- Landscape dominated
- WSUD measures (swales, rain gardens, large area of permeable surfaces where possible)

## Garden Street perspective



## 10.4 Pause place on circuit-indicative character



Axonometric



Elevation



Perspective



This is a small, landscaped feature to provide an attractive place to rest, provide a starting/finishing line for lap counting for joggers or a place to watch the world go by., located on the recreational circuit within the nature strip

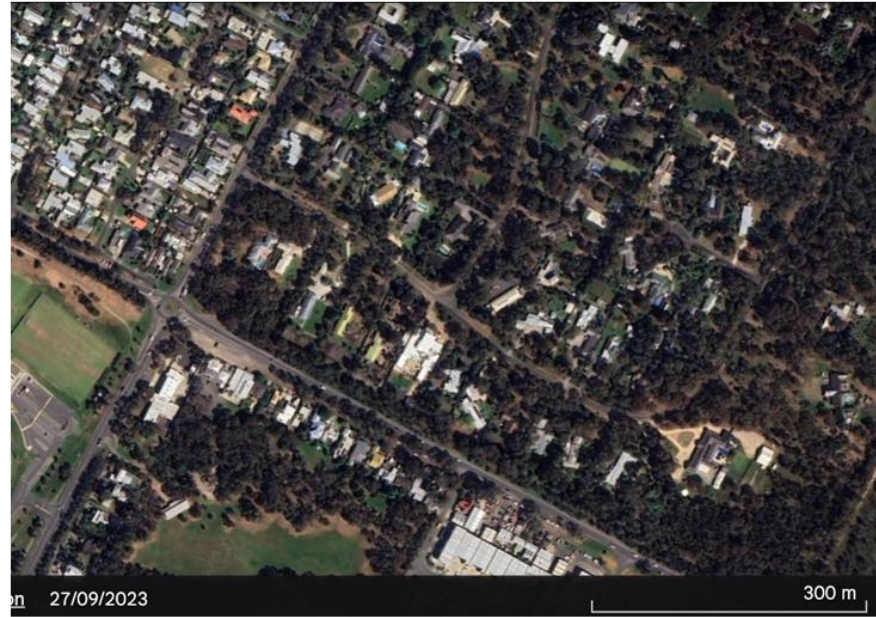
## Appendix 1 Garden Street Precedents



Area approx.  
14,000m sq,  
22houses (large)

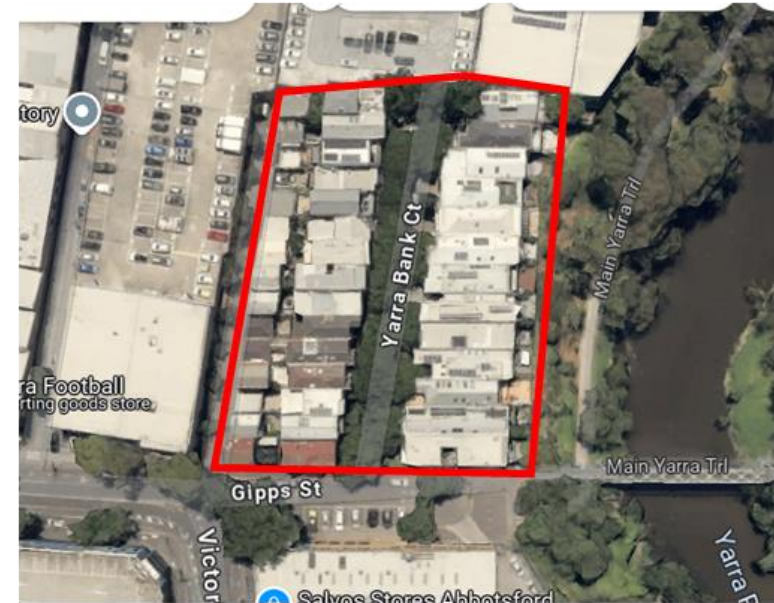


<https://www.smh.com.au/lifestyle/melbourne-treasured-dirt-roads-20070926-gdr78u.html>



Ocean Grove,  
Victoria

# Abbotsford, Victoria



Development  
approx. 5600m sq  
28 houses



## Hastings, Victoria

