Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site specific glossary of Terms

NMC	Northern Midlands Council
SSA	Safe Systems Assessment

2. Site Description

The development site at 47 Marlborough Street is shown in figure 1. The site is flat, and the 50km/h Longford Shopping Zone begins 100m North of the access to 47 Marlborough Street.

The combined property area is some 7,700m². The existing access to 47 Marlborough Street is within a 60km/h speed zone.

Figure 1 - Location of proposed development

Source: LISTmap, DPIPWE

3. Proposed Development

3.1 Description of Proposed Development

An aerial view of 47 Marlborough Street is shown in Figure 2.

Figure 2 – Aerial view of the proposed development site.

Source: LISTmap, DPIPWE

The proposed development layout is shown in figure 3 and design plans are attached in Appendix C. Proposed units include:

- Unit types A1, A2, B1 and B2 involve 7 x 3-bedroom units.
- Uni types C1, C2, D1 and D2 involve 14 x 2-bedroom units.

Figure 3 – Proposed development layout

LEGEND

- POS — INDICATIVE LOCATION OF MINIMUM COMPLIANT PRIVATE OPEN SPACE (6m x 4m)
- INDICATIVE BOUNDARIES OF LAWN / PRIVATE GARDEN AREAS
- CONCRETE DRIVEWAY / PAVING
- INDICATIVE LOCATION OF GARDEN BEDS / COMMUNAL LANDSCAPED AREAS
- OUTDOOR STORAGE SHED MINIMUM SIZE 6m³
- LOCATIVE LOCATION OF COUNCIL RUBBISH BIN STORAGE AREAS
- UNCOVERED SECONDARY CARPARK AND VISITOR PARKS (MIN. 3m x 5.4m)
- CLOTHES LINE

PROVIDED CARPARKING SPACES	
VISITOR PARKS (3m x 5.4m MIN)	6
PRIVATE COVERED PARKS (3m x 5.4m MIN)	21
PRIVATE UNCOVERED PARKS (3m x 5.4m MIN)	21
TOTAL PROVIDED CARPARKING SPACES	48

EXHIBITED

3.2 Council Planning Scheme

The development involves land currently zoned General Business in accordance with the Northern Midlands Interim Planning Scheme 2013 shown in Figure 4.

Figure 4 – 47 Marlborough Street is zoned General Residential.

3.3 State Road Network Objectives

The Department of State Growths objectives for State Roads is to maintain and ensure traffic safety and transport efficiency. Marlborough Street is known as Poatina Main Road in the State Road Network.

4. Existing Conditions

4.1 Transport Network

The local transport system consists of Marlborough Street which has an arterial function through Longford and known as Poatina Main Road in the State Road network.

High Street and Pultney Street intersect with Marlborough Street to the North and South of the development site. The side roads are council roads and are not impacted by the proposal.

4.1.1 Marlborough Street (Poatina Main Road in the State Road Network)

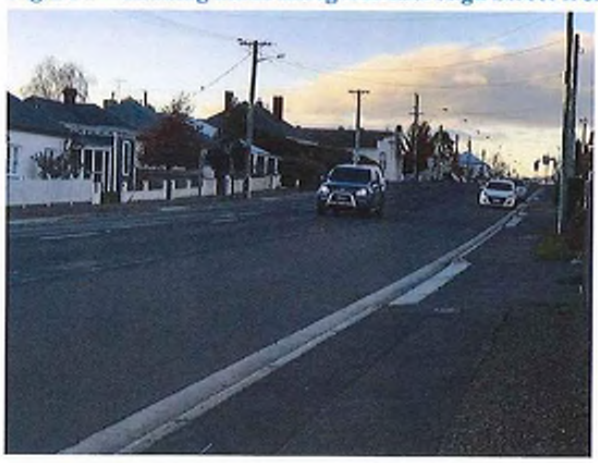
Marlborough Street is a Category 4 - Feeder Road in the state road hierarchy with an estimated AADT of 6,475 vpd (2021) through Longford and is a part of the Tasmanian 26m B Double Network and is not a Limited access road, see Appendix A.

Marlborough Street is a 2-way, 2-lane road, with 2.5m wide parking lanes and 5.0m wide traffic lanes in each direction. Kerb and channel together with wide footpaths are provided both sides of the road. Street lighting is provided.

4.1.2 #47 Marlborough Street Driveway

Figures 5 to 9 show the Marlborough Street approaches to the driveway to #47.

Figure 5 – Looking north along Marlborough Street from existing driveway



Available sight distance right is 110m.

Figure 6 – Looking south along Marlborough Street from existing driveway

Available sight distance left is 140m.

Figure 7 – Elevation view of existing driveway and proposed access

Existing driveway crossover is some 3.6m wide.

Figure 8 – Looking north along Marlborough Street at the driveway to #47

Figure 9 – Looking south along Marlborough Street approaching driveway on the left

4.2 Traffic Activity

4.2.1 Marlborough Street,

DSG data, see Appendix A, is summarised as follows:

- **South of Illawarra Road.**
  - AADT 9,255 vpd(2018) with 10.2% trucks
  - compound annual growth rate of 2.5% pa.

- **South of Cracroft Road.**
  - AADT 3,196 vpd (2018) with 14.2% trucks
  - compound annual growth rate of 1.5% pa.

- **Estimated outside 45 Marlborough Street.**
  - AADT 6,225 vpd (2018) with 12.2% trucks
  - compound annual growth rate of 2.0% pa.
  - AADT 6,475 vpd (2021) with 12.2% trucks
  - AADT 7,895 vpd (2031) with 12.2% trucks

4.2.2 47 Marlborough Street,

The existing property does not appear to generate any traffic.

4.3 Sight Distance

Sight distance situation is summarised in Figure 10.

Figure 10 – Sight Distance Compliance

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution: Road frontage sight distance Table E4.7.4 SISD (m)	Current Provision: Road frontage sight distance Available Left(m)	Current Provision: Road frontage sight distance Available Right(m)
Marlborough St - Proposed Access Road	60	60	105	140	110

Compliant

4.4 Crash History

The DSG is supplied with reported crashes by Tasmania Police. DSG maintains a database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

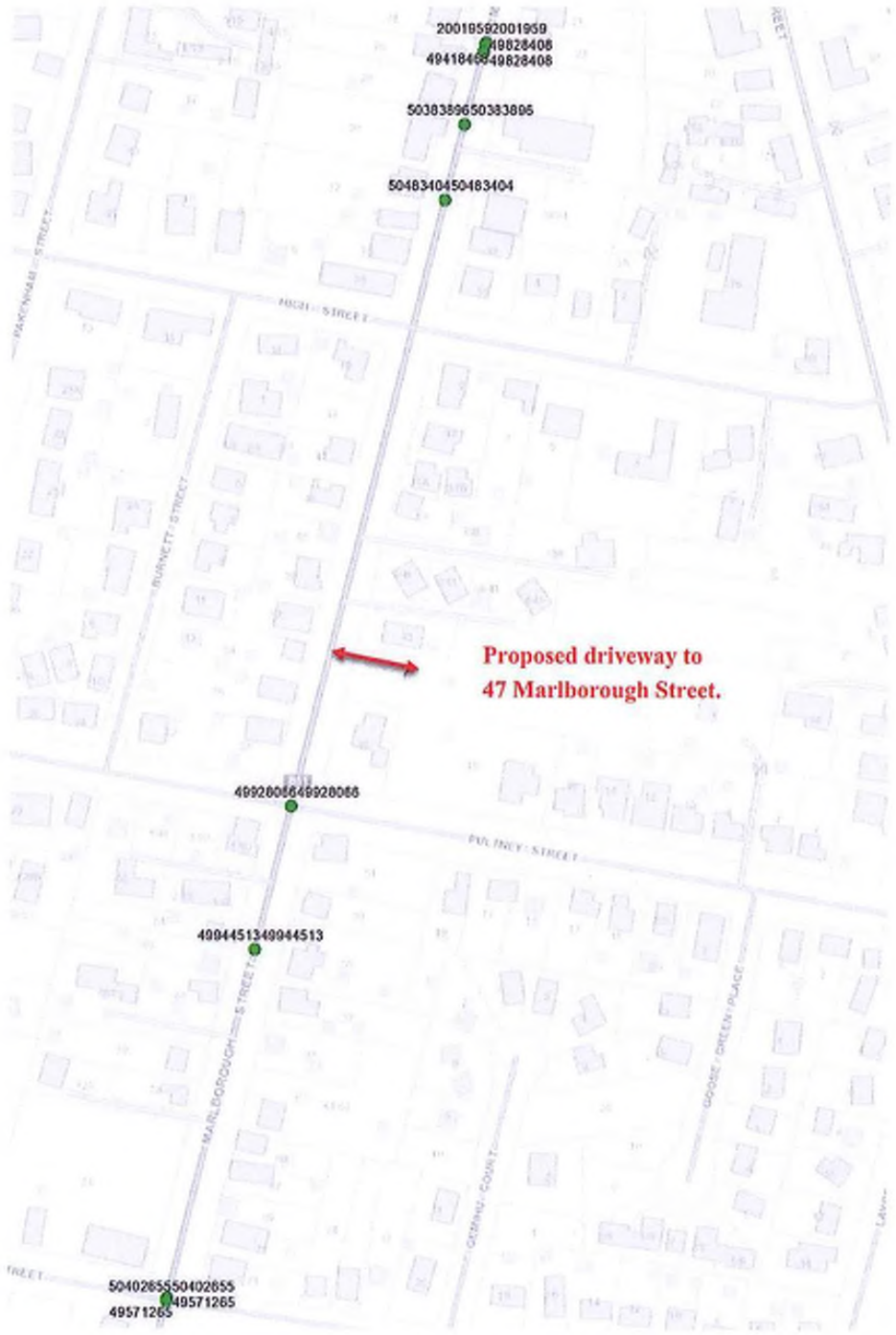
The 5-year reported crash history for Marlborough St. is summarised in Figure 11. The crash history indicates no crash propensity in the vicinity of the proposal, see crash locations shown in Figure 12.

Figure 11 – Marlborough St (300m either side of #47) 5 Year Reported Crash History

Crash Id.	Description	Date	Time	Severity	Light	Speed Limit	Location	Units
2001959	147 - Emerging from driveway or lane	12-Jan-2017	15:55	PDO	Day	50	Marlborough St.	LV & LV
49418468	149 - Other maneuvering	14-Jul-2018	17:50	PDO	Dusk	50	Marlborough St.	LV & LV
49571265	110 - Cross traffic	31-Aug-2018	23:27	PDO	Night	60	Malcombe St. / Marlborough St. int.	LV & LV
49828408	121 - Right through	24-Jan-2019	17:30	First Aid	Day	50	Marlborough St.	LV & LV
49928066	110 - Cross traffic	22-Mar-2019	22:41	PDO	Night	60	Marlborough St./ Pultney St. int.	LV & LV
49944513	160 - Parked	29-Mar-2019	05:20	PDO	Night	50	Marlborough St.	LV & LV
50383896	146 - Reversing into obj. / prkd veh.	04-Dec-2019	09:30	PDO	Day	50	Marlborough St.	HV & LV
50402655	110 - Cross traffic	09-Dec-2019	14:15	PDO	Day	60	Malcombe St. / Marlborough St. int.	HV & LV
50483404	160 - Parked	26-Jan-2020	05:47	PDO	Dawn	50	Marlborough St.	LV & LV

PDO	Property Damage Only
LV	Light Vehicle
HV	Heavy Vehicle

Figure 12 – Marlborough St 5 Year Reported Crash History locations



EXHIBITED

4.5 Services

No traffic safety concerns were observed with above or below ground services within the vicinity of the proposal.

4.6 Road Safety

4.6.1 Road Safety Review

From road safety review no issues were apparent in the vicinity of the proposed access.

4.6.2 Safe Systems Assessment

Marlborough Street in the vicinity of #47 has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, the vicinity of #47, Marlborough St. is determined to be well aligned with the safe system objective with a crash risk score of 22/448.

See Appendix B for details. This score indicates a low crash risk, see figure 13.

Figure 13 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score
NS	Not suitable

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2031).

5.1 Traffic Growth

Marlborough Street traffic growth is projected to increase at 2% compound annual growth.

5.2 Trip Generation

The applicable traffic generation rates for the proposal are as follows for medium density residential buildings:

- Up to 2 bedrooms: 4-5vpd and 0.4 - 0.5vph
- 2 or more bedrooms: 5-6.5vpd and 0.5-0.65vph

The proposal involves:

- 7* 3-bedroom units at 6 vpd and 0.6 vph.
- 14* 2-bedroom units at 4.5 vpd and 0.45 vph.

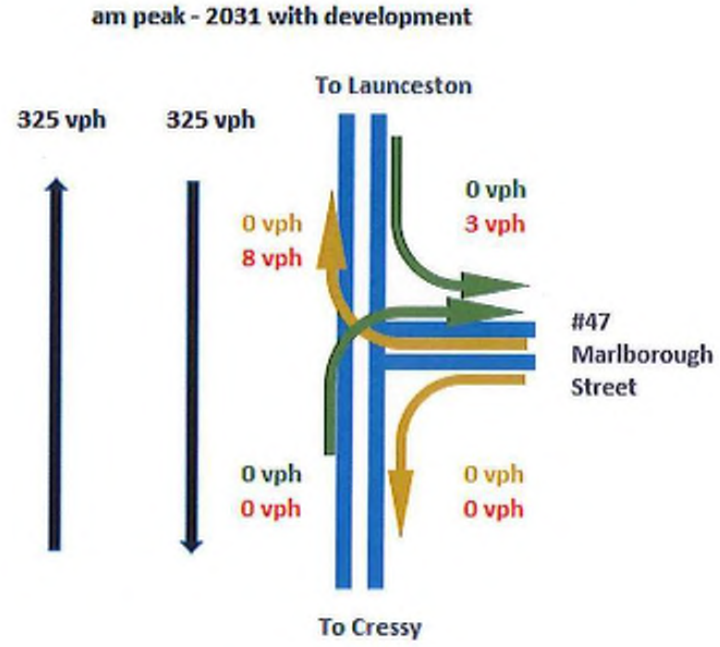
It total, all 21 units are estimated to generate 105 vpd and 11 vph at peak times.

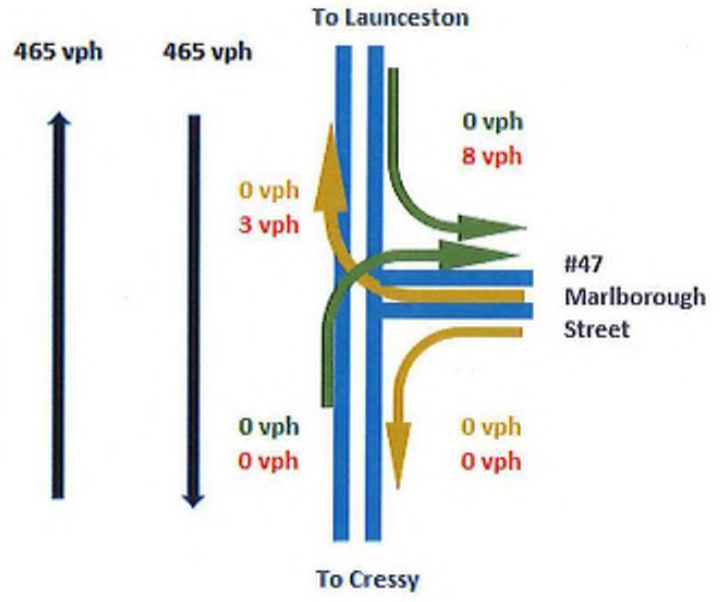
This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments under section 1.4 References.

5.3 Trip Assignment

Figure 14 shows the estimated traffic activity due to the proposal by 2031.

Figure 14 – Estimated 2031 Peak hour traffic at 47 Marlborough Street driveway





EXHIBITED

6. Impact on Road Network

6.1 Traffic impact

6.1.1 #47 Marlborough Street

Estimated AADT is:

- 6,475 vpd in 2021 (647 vph)
  - 537vph in AM peak
  - 757vph in PM peak
- 7,895 vpd in 2031 (789 vph)
  - 650vph in AM peak
  - 930vph in PM peak

The increased traffic due to the proposal i.e an increase from 0 to 105 vpd and can be easily absorbed by the highway. The proposal has negligible impact on the operation of Marlborough Street.

6.1.2 Driveway to #47 Marlborough Street

The estimated traffic generated by the proposal at 105vpd and 11vph is low and easily absorbed Marlborough Street. The population centroid and major destinations are north of the site so traffic generated by the development will travel predominantly to and from north of the driveway with the predominant turning movements being left in and right out.

As Marlborough Street has 5m traffic lanes and 2.5m parking lanes, the left turn in movement will be easily achievable.

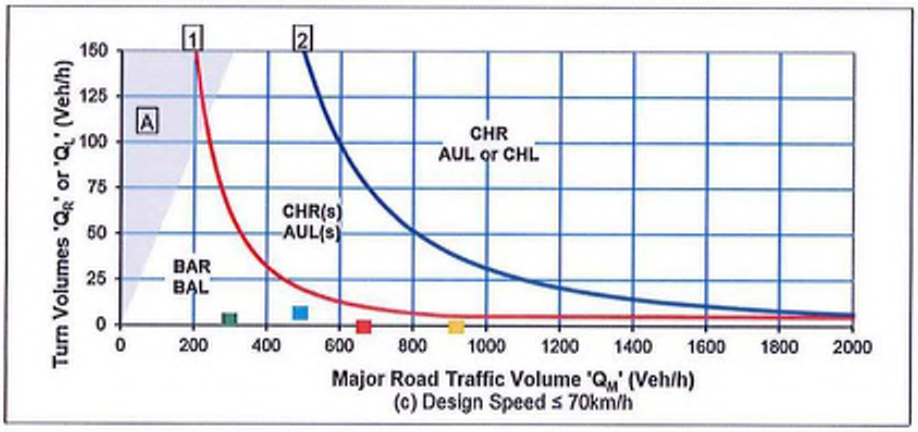
The right turn movement into the driveway is low volume and easily catered for by the 5m wide north bound lane and 2.5m parking lane. Through traffic would be able to pass left of a propped right turner most of the time.

The right turn onto Marlborough Street is estimated to operate at Austroads Level of Service (LOS) B which is a high LOS. See Appendix D for Level of Service definitions.

6.2 Junction Warrant at #47 Marlborough Street

Junction layout requirements are based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and turning traffic. Figure 15 demonstrates that the existing Basic left in and right in access layout is adequate for the situation.

Figure 15– Austroads junction warrant for #47 Marlborough St



Peak Hour Movement Summary(vph)		
AM	Turns	Total Effected Flow
Left In	3	325
Right In	0	650

Peak Hour Movement Summary(vph)		
PM	Turns	Total Effected Flow
Left In	8	465
Right In	0	930

6.3 Impacts on road users

Estimated impact of the proposal on Marlborough Road users is summarised as follows:

- Cars – negligible delay
- Trucks - negligible delay
- Public transport - negligible delay
- Pedestrians - negligible impact
- Cyclists - negligible impact
- Motorcyclists - negligible impact

6.4 Other impacts

6.4.1 Services

Traffic generated by the proposal will not disaffected above ground services.

6.4.2 Environmental

No applicable environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.4.3 Street Lighting and Furniture

Marlborough Street has street lighting and does not require more roadside furniture such as bus shelters, seats, direction signs, cycle racks, landscaping, or fencing.

6.4.4 Advice on Waste and Recycling Collection

Veolia has assessed the development site for accessibility for provision of waste collection, and recycling services and found the proposed arrangements acceptable, see Appendix F.

Reversal of a small to medium sized rear lift trucks onto Marlborough Street is considered safe and reasonable as a 5.8m kerb crossover is proposed and Marlborough Street is wide with 2.5m parking lanes both sides of the road and 5m traffic lanes in each direction. The available width enables the proposed truck to reverse onto Marlborough Street safely.

Introduction of a speed limit within the development driveway has been recommended by Veolia, se Appendix F. As the driveway has an S bend midway , the driveway effective length is relatively short at some 100m, and speeding is not considered likely to be an issue. Accordingly, introduction of speed limit signs is not considered necessary up front but could be retrofitted later if speeding becomes apparent though this is considered unlikely.

7. Planning Scheme Requirements

7.1 Road & Railway Assets Code E4

E4.6.1 - Use and road or rail infrastructure

Acceptable Solution A2: *For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.*

A2 is not satisfied as the proposal is estimated to produce a total of 105 vpd.

Performance criteria P2: *For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

Projected total traffic activity on Marlborough Street will increase from 7,895 vpd to some 8,000 vpd by 2031, due to the proposal. 8,000vpd is a moderate traffic activity level.

The estimated traffic generated by the proposal at 105vpd and 11vph is low and easily absorbed by Marlborough Street. The population centroid and major destinations are north of the site so traffic generated by the development will travel predominantly to and from north of the driveway with the predominant turning movements being left in and right out.

As Marlborough Street has 5m traffic lanes and 2.5m parking lanes, the left turn in movement will be easily achievable.

The right turn movement into the driveway is low volume and easily catered for by the 5m wide north bound lane and 2.5m parking lane. Through traffic would be able to pass left of a propped right turner most of the time.

The right turn onto Marlborough Street is estimated to operate at Austroads Level of Service (LOS) B which is a high LOS. See Appendix D for Level of Service definitions.

From review of 5 year reported crash history, road safety review and Austroads Safe System Assessment, the increased traffic activity due to the proposal is considered safe with a low crash risk with no traffic capacity issues.

P2 is satisfied.

E4.7.2 - Management of Road Accesses and Junctions

Acceptable solution A1: *For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.*

A1 is satisfied as the proposal if for a single two-way driveway to #47Marlborough Street.

E4.7.4 - Sight Distance at Accesses, Junctions and Level Crossings

Acceptable solution A1: *An access or junction must comply with the Safe Intersection Sight Distance (SISD) shown in Table E4.7.4 of the Northern Midlands Interim Planning Scheme.*

As demonstrated in figure 10, the proposal is compliant with Table E4.7.4 requirements.

A1 is satisfied.

7.2 Car Parking and Sustainable Transport Code E6

E6.6.1 - Car Park Numbers

Acceptable solution A1: *The number of car parking spaces must not be less than the requirements of Table E6.1.*

Table E6.1 specifies:

- 2 spaces per 2 or 3-bedroom dwelling
- On an internal lot 1 visitor parking space per 3 dwellings.

Accordingly, 21 * 2 or 3-bedroom units require 42 resident and 7 visitor car parking spaces.

The proposal provides 42 resident parking car parking spaces and 6 visitor parking spaces.

A1 is deemed satisfied.

E6.6.2 – Bicycle Parking Numbers

Acceptable solution A1.1: *Permanently accessible bicycle parking or storage spaces must be provided either on site or within 50m of the site in accordance with the requirements of Table E6.1.*

Table E6.1 specifies 1 space per unit. Proposal provides 42 resident car parking spaces which afford space for bicycle parking. **A1 is satisfied.**

E6.6.3 – Taxi Drop-off and Pickup

The proposal does not trigger the requirement for a taxi zone.

E6.6.4 – Motorbike Parking Provisions

Acceptable solution A1: *One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.*

48 car parking spaces and 2 motorbike parking spaces are proposed. **A1 is satisfied.**

E6.7.1 - Construction of Car Parking Spaces and Access Strips

Acceptable Solution A1 *– All car parking access strips, manoeuvring and circulation spaces are:*

(a) formed to an adequate level and drained.
(b) provided with an impervious all- weather seal.
(c) line marked or provided with other clear physical means to delineate car spaces.

The proposal is compliant with the above requirements. **A1 is satisfied.**

E6.7.2 - Design and Layout of Car Parking

Acceptable Solution A1.1 *– Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and*

A1.1 is satisfied as all parking is located behind the building line.

Acceptable Solution A2.1 *– Car parking and manoeuvring space must:*

(a) *Have a gradient of 10% or less; and* **(parking is within a gradient of < 10%)**

(b) Where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction: and
(Vehicle manoeuvring space has been provided, see design drawings)

(c) Have a width of vehicular access no less than prescribed in Table E6.2: and
(Proposal involves 48 car parking spaces Table SE Table E6.2 requires and access width of 5.5m. The proposal satisfies Table E6.2.)

(d) Have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:

(1) There are three or more car parking spaces; and

(2) Where parking is more than 30m driving distance from the road; or

(3) Where the sole vehicle access is to a category 1 ,2, 3 or 4 road.

(The parking design drawings complies with Table E6.3 requirements)

A2.1 is satisfied .

***Acceptable Solution A2.2** – The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Off-street parking.*

A2.2 is satisfied.

E6.7.3 - Parking for Persons with a Disability

Not applicable for the proposed use.

E6.7.4 - Loading and Unloading of Vehicles, Drop-off and Pickup

Not applicable for the proposed use.

E6.8.1 - Provisions for Sustainable Transport – Pedestrian Walkways

***Acceptable solution A1:** Pedestrian access must be provided in accordance with Table E6.5:*

- *where 11 or more parking spaces are required, a 1m wide footpath separated from the driveway and parking aisles except at crossing points.*
- *where 10 or fewer parking spaces are provided, pedestrians may share the driveway.*

With 48 parking spaces and no footpath separate from the driveway, **A1 is not satisfied.**

***Performance Criteria P1:** Safe pedestrian access must be provided within the carpark and between entrances to buildings and the road.*

Factors relevant for provision of safe pedestrian access include:

- Pedestrian crash risk
- Site layout, contours and the relative position of units and associated parking spaces
- availability of alternative parking spaces

Pedestrian crash risk assessment using the Austroads Safe System Approach

This approach involves application of a Safe System Assessment Framework for identifying and reducing crash risk for all road users. This framework involves consideration of risk exposure, likelihood and severity to yield a risk framework score. For the proposal:

- Pedestrian exposure is low (low number of pedestrians) i.e. 1 out of 4
- Crash likelihood is moderate to low (adequate but no formal separation) i.e. 2 out of 4
- Crash severity is low (low speed environment, ~20km/h) i.e. 1 out of 4

This yields a Safe System Score of 2 out of 64 which is a very low score indicating excellent alignment with the Safe System Objective for pedestrian safety. *The Safe System Objective is for a forgiving road system where crashes do not result in death or serious injury.*

Site layout

The proposed dwellings are orientated to suit site contours, utilising a shared driveway designed to a satisfactory level with adequate turning and manoeuvring space.

Alternative parking spaces

Visitor parking is provided off street with an additional estimated 8 spaces available on-street along Marlborough Street.

P1 is satisfied.

8. Department of State Growth Requirements

Proposals involving accesses within a State Road reservation require DSG consideration as the road owner. The following DSG involvements may be required:

8.1 DSG review of TIAs

These reviews are required to:

- consider proposals and whether the TIA prepared satisfies DSG requirements.
- resolve any issues so the TIA can be finalised.
- enable the TIA endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIA author. The email address for submissions is: Development@stategrowth.tas.gov.au

8.2 Crown Landowner Consent

This is to provide DSG to opportunity to check alignment of proposals with DSG objectives for the road. If the proposal aligns with DSG objectives Crown Land Consent is issued by DSG. Crown Landowner Consent is required where there is a proposed change in use of property adjacent to a state road. The website for Crown Landowner Consent is: https://www.transport.tas.gov.au/road/permits/crown_landowner_consent\

8.3 Access Works Permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and any services affected.
- relevant design calculations for stormwater management and pavement design
- a traffic impact assessment

The website for access works permit applications is: https://www.transport.tas.gov.au/road/permits/road-access

8.4 Urban Road Access Standard

As the proposal is within an urban residential setting, LGAT Urban Road driveway standard TSD-R09-v1 is acceptable to Council in accordance with provisions of the Roads & Jetties Act 1935.

8.5 Summary of DSG requirements

DSG confirmation of acceptability of this TIA is attached in Appendix E. Widening of the driveway crossover will require works within the State Road reservation will be required so the developer will require an Access Works Permit. Crown Landowner Consent from DSG will be required due to the intensification of use and resulting traffic directed onto a State Road.

9. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed 21 lot stratum subdivision of 47 Marlborough Street, Longford. The assessment has reviewed the existing road conditions, road safety, reported crash history, Austroads junction guidelines and compliance with the Northern Midlands Interim Planning Scheme.

The traffic volume on Marlborough Street is estimated at 6,475 vpd as of 2021 and is projected to increase to 7,895 vpd by 2031 due to background growth.

It is estimated the proposal will increase traffic generated at the driveway from 0 to 105vpd once fully developed. This increase in traffic is minor and will have a negligible impact on the traffic safety and transport efficiency of Marlborough Street.

The five -year crash history indicates no crash propensity in the vicinity of the development access to Marlborough Street.

Review of Austroads junction warrants revealed that the proposed access layout is adequate.

Evidence and justification are provided to demonstrate that the proposal satisfies Road and Railway Assets Code E4 and Car Parking and Sustainable Transport Code E6 requirements of the Northern Midlands Interim Planning Scheme 2013.

Recommendations:

- *Widen driveway and crossover on southern side to 5.8m.*

DSG confirmation of acceptability of this TIA is attached in Appendix E. Works within the State Road reservation are necessary to widen the driveway and crossover so the developer will require:

- Access Works Permit from DSG. Application may be submitted via the following link: https://www.transport.tas.gov.au/road/permits/road-access
- Crown Landowner Consent from DSG. Application may be submitted via the following link. https://www.transport.tas.gov.au/road/permits/crown_landowner_consent

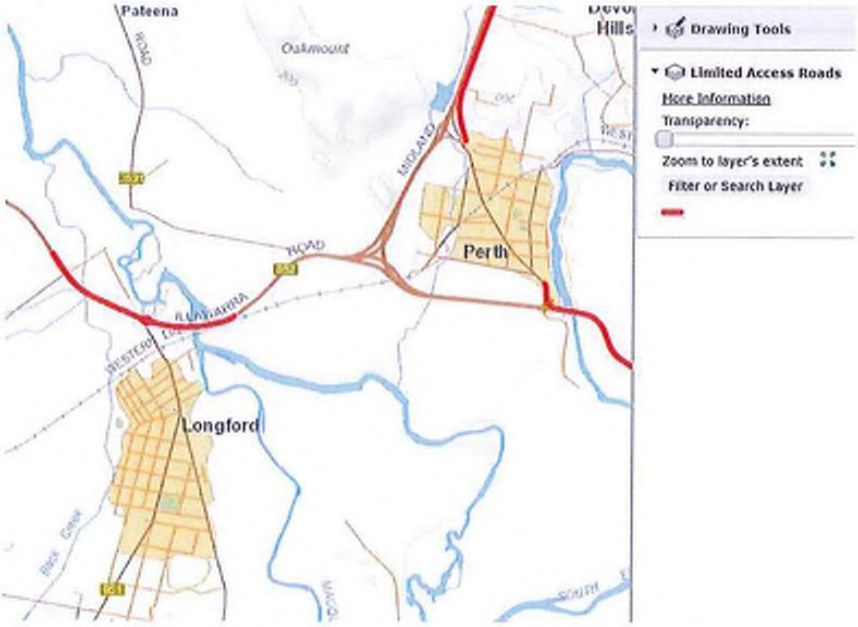
Overall, it has been concluded that the proposed development will not create any traffic issues and Marlborough Street traffic safety and transport efficiency will not be disaffected. Based on the finding of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

Appendices

EXHIBITED

Appendix A – Poatina Main Road - DSG Data

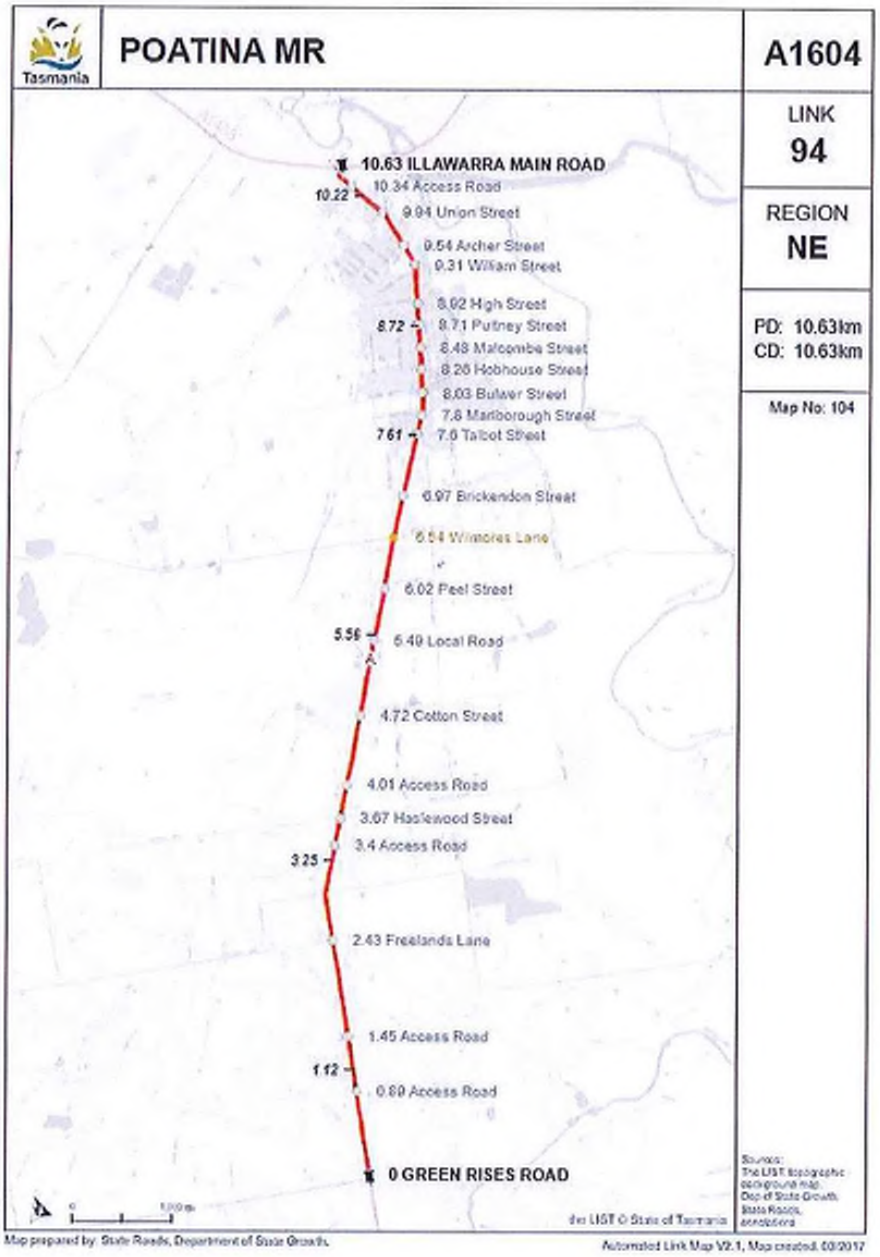
Limited Access Restrictions



Tasmanian 26m B Double Network

EXHIBITED

Poatina Main Road Link Map

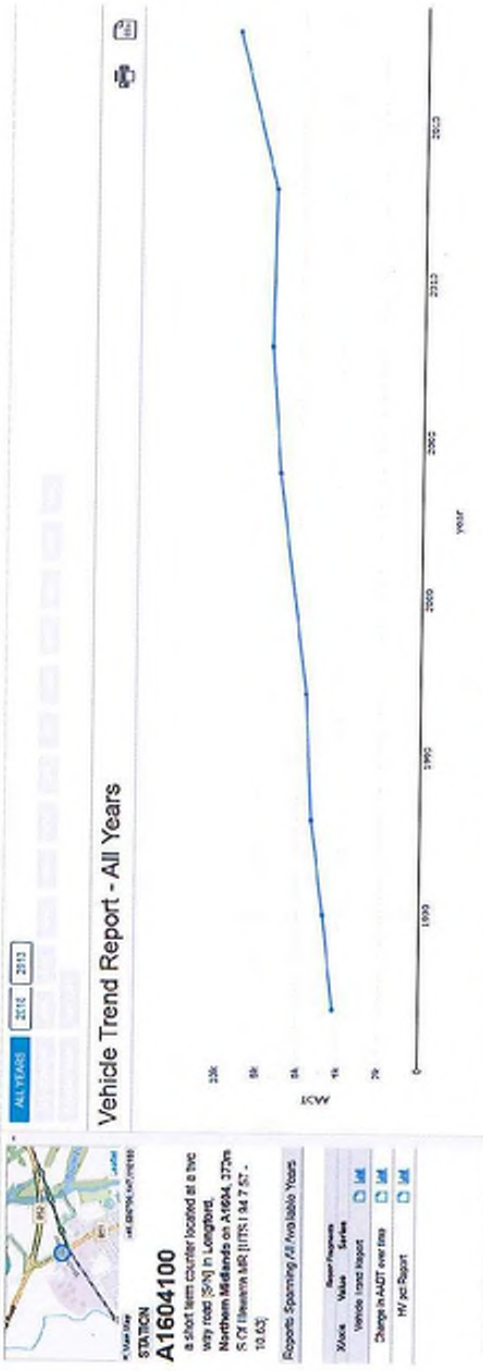


EXHIBITED

Traffic Impact Assessment

Poatina Main Road Traffic Data

South of Illawarra Main Road



Poatina MR AADT:
(Sth of Illawarra MR)

- **4,242 vpd (1987)**
- **9,255 vpd (2018)**
- **10.2 % Trucks**

Compound annual growth rate of 2.5%

HV Pct Report - All Years

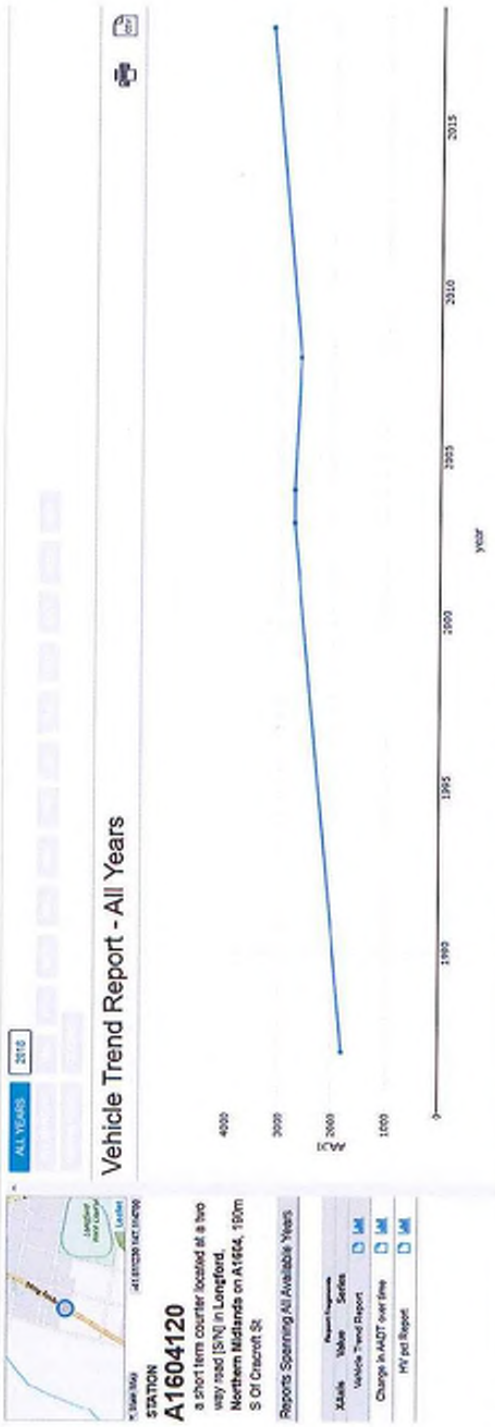
Percent Trucks by year

year	Percent Trucks
1987	0
1988	
1989	
1990	0
1991	
1992	
1993	0
1994	
1995	
1996	
1997	0
1998	
1999	
2000	
2001	
2002	
2003	
2004	7.8
2005	
2006	
2007	
2008	8.5
2009	
2010	
2011	
2012	
2013	7.9
2014	
2015	
2016	
2017	
2018	10.2

EXHIBITED

Traffic Impact Assessment

South of Cracroft Road



Poatina MR AADT:
(Sth of Cracroft MR)

- **1,820 vpd (1987)**
- **3,196 vpd (2018)**
- **14.3 % Trucks**

Compound annual growth rate of 1.5%

HV Pct Report - All Years

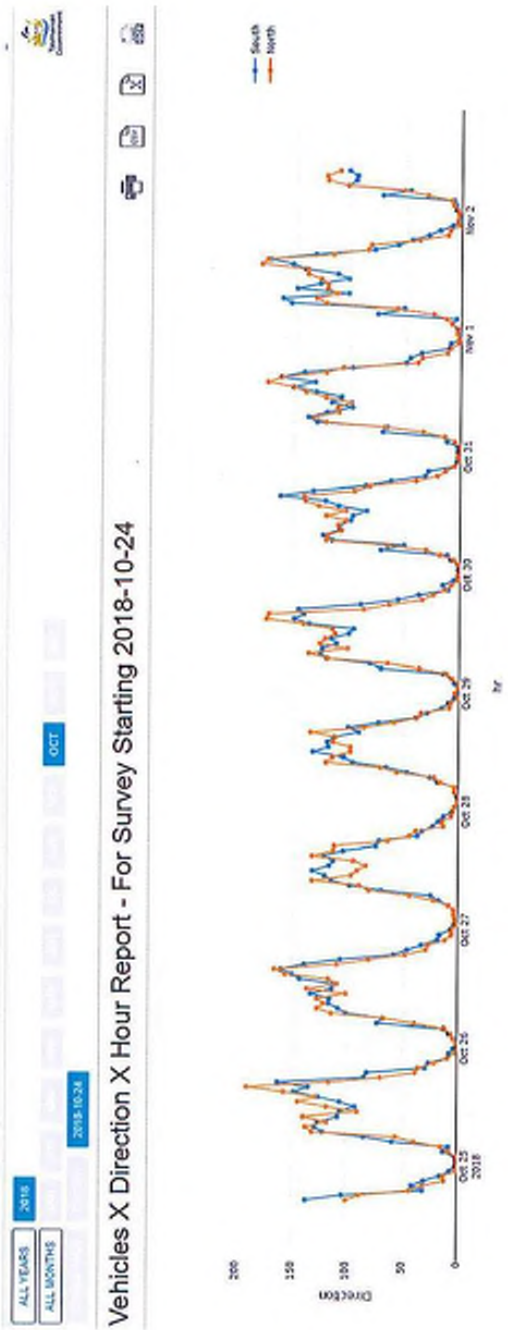
Percent Trucks by year

year	Percent Trucks
1987	0
1988	
1989	
1990	
1991	
1992	
1993	
1994	
1995	
1996	
1997	
1998	
1999	
2000	
2001	
2002	
2003	10.9
2004	10.9
2005	
2006	
2007	
2008	11.9
2009	
2010	
2011	
2012	
2013	
2014	
2015	
2016	
2017	
2018	14.3

EXHIBITED

TCS

South of Cracroft Road Flow splits



- Flow AM and PM is on average 50:50 in each direction.
- AM peak is 17% less than daily average.
- PM peak is 17% more than the daily average.

EXHIBITED

Appendix B – Safe System Assessment

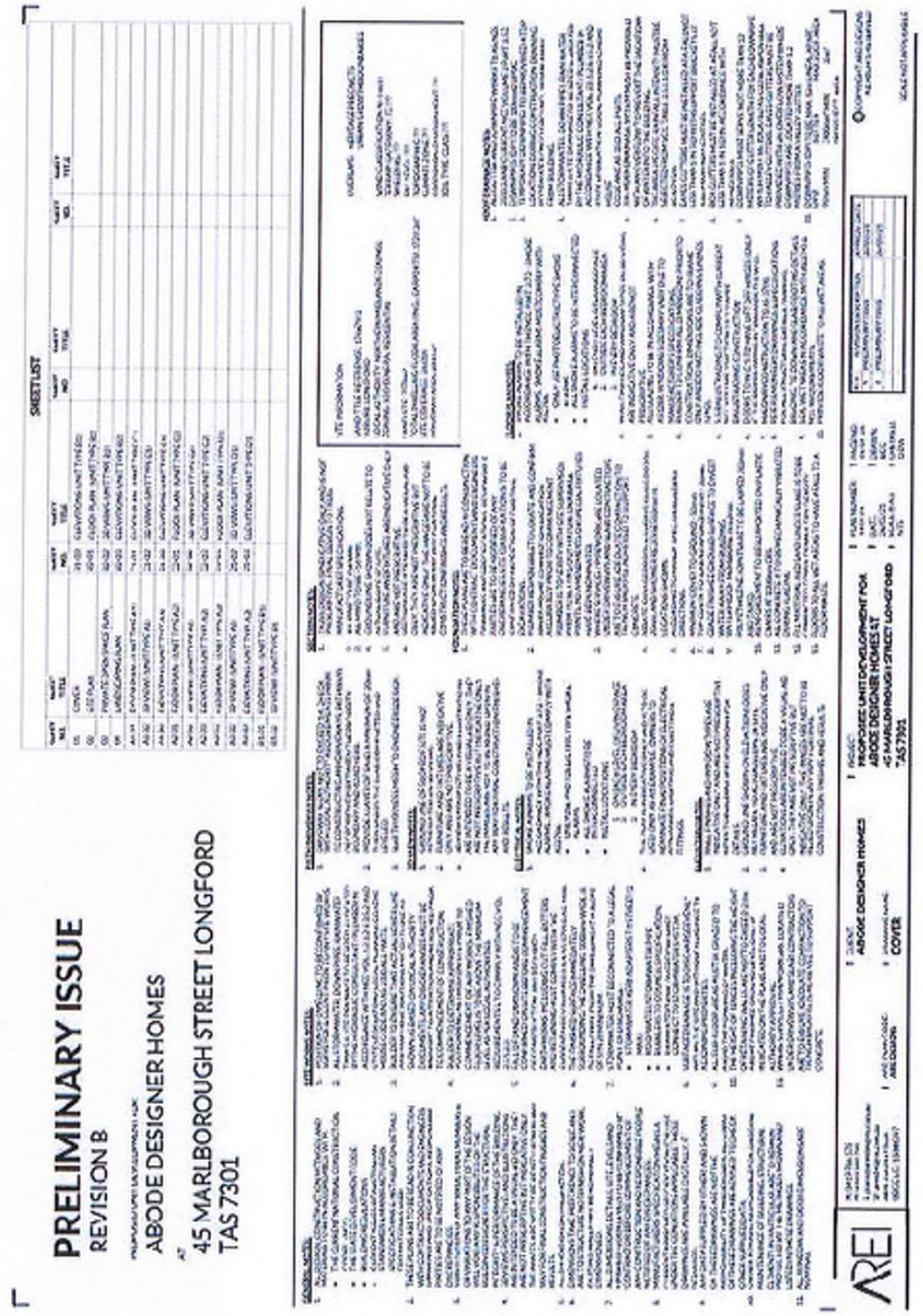
Safe System Assessment

Existing situation along Marlborough Street outside #47 as of 2021

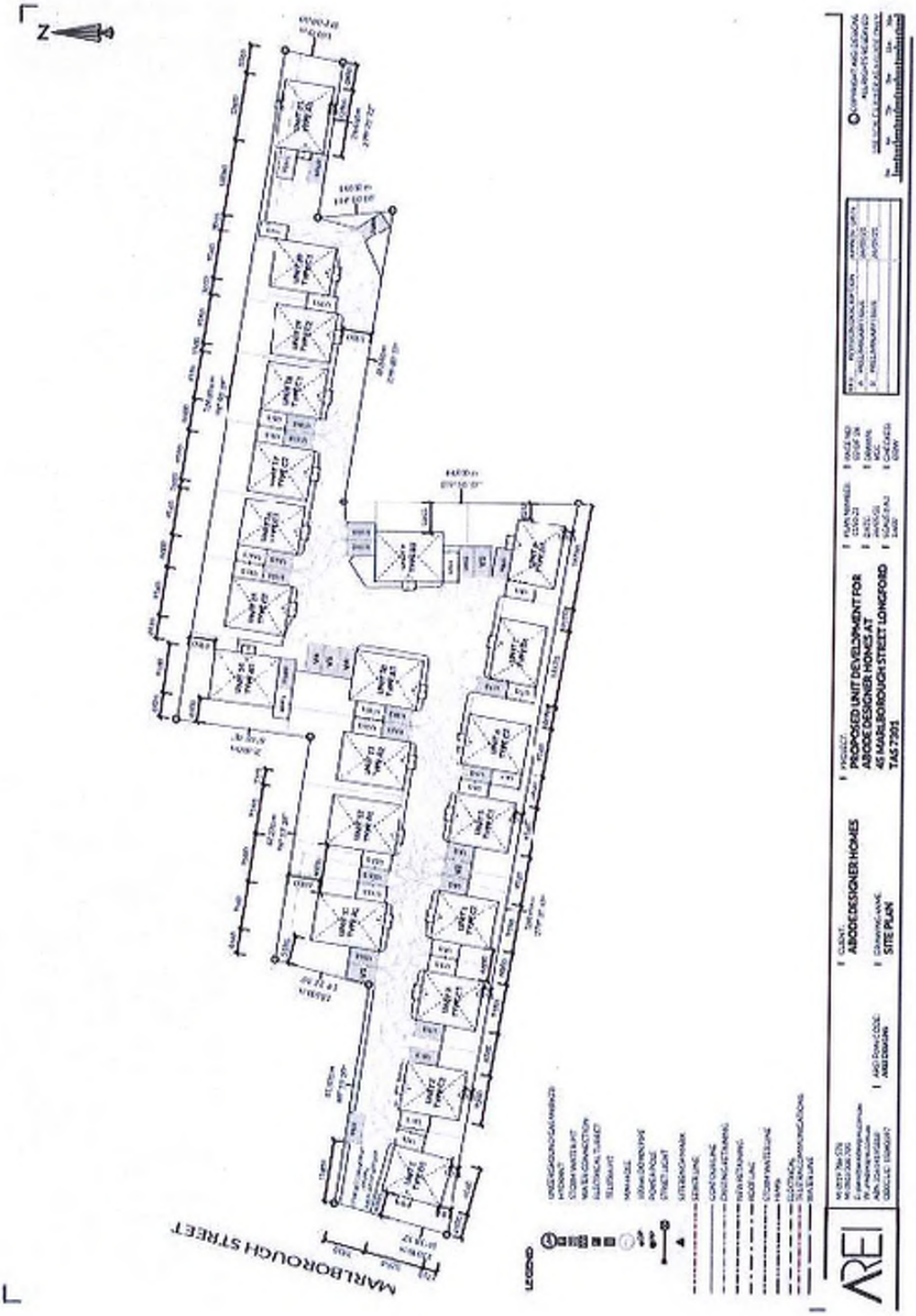
		Run-off-road	Head-on	Access	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 6,475 vpd)	Moderate traffic volume, low crash rate	Moderate traffic volume, low crash rate	Moderate traffic volume on the main road, low crash rate and c vpd at 47 Marlborough Street	26m B Double Route	Normal pedestrian activity	Normal cyclist activity	Normal motorcyclist activity	
	Score /4	2	2	2	2	2	2	2	
Likelihood	Justification	Good delineation, wide road, flat and straight alignment with adequate sight distance, on street parking	Good delineation, wide road, flat and straight alignment with adequate sight distance, on street parking	Adequate sight distance, simple left and right turn layout for traffic entering the property	5m lane widths each way	Wide footpaths both sides of the road , pedestrian facilities for crossing the side roads.	Wide road with 5m wide traffic lanes and 2.5m parking lanes up to 30% occupied.	Good consistent road surface condition	
	Score /4	1	1	2	1	1	1	1	
Severity	Justification (60km/h speed limit and speed environment)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	Moderate speed for pedestrians	Moderate speed for cyclists	Moderate speed for motorcyclists	
	Score /4	1	1	1	1	2	2	2	Total /448
Product	Total Score /64	2	2	4	2	4	4	4	22

EXHIBITED

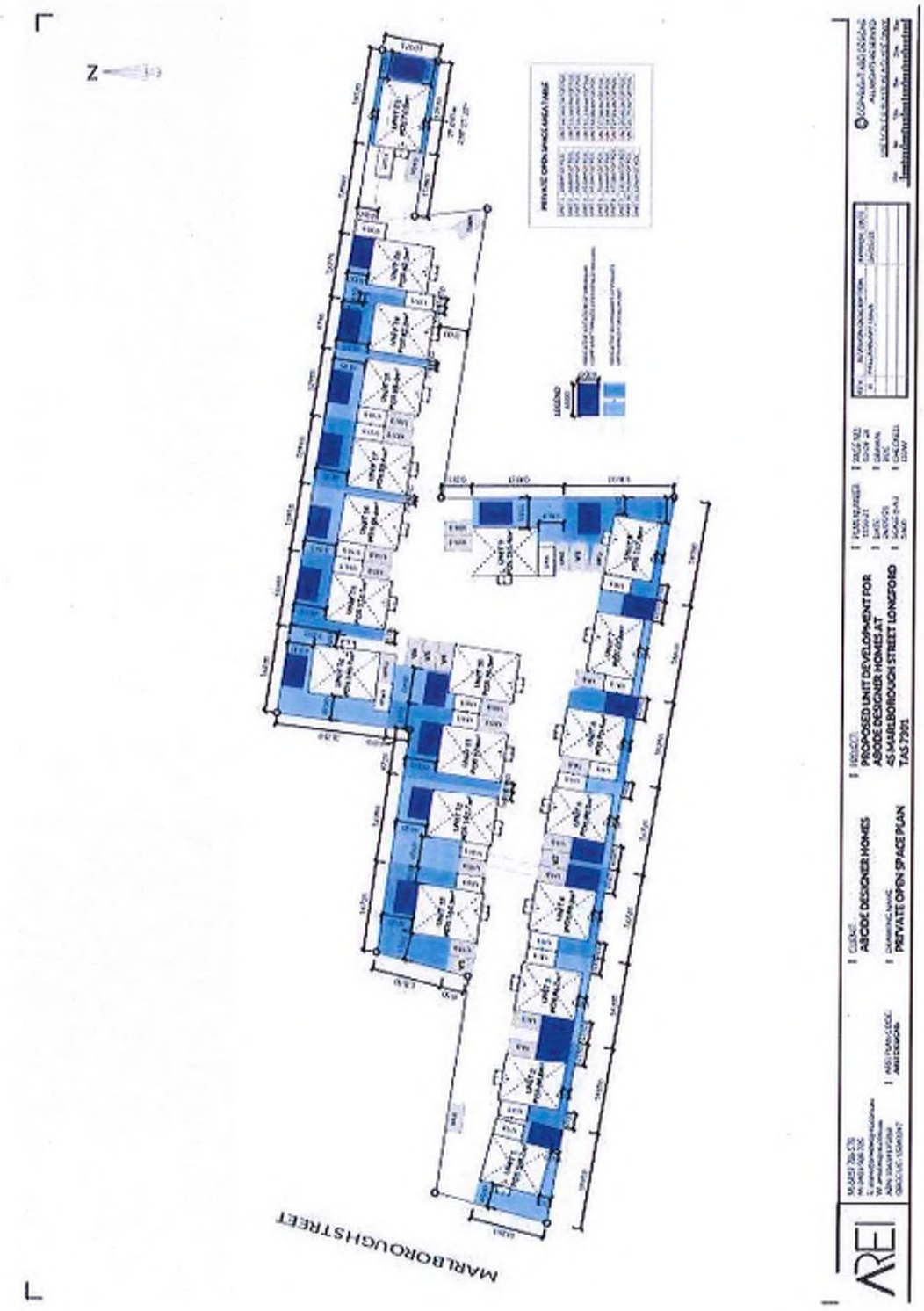
Appendix C – Proposal design plans



EXHIBITED


MARLBOROUGH STREET
PROPOSED UNIT DEVELOPMENT FOR ABODE DESIGNER HOMES AT 45 MARLBOROUGH STREET LONGFORD TAS 7301
ABODE DESIGNER HOMES
SITE PLAN
AREI

EXHIBITED


MARLBOROUGH STREET
PROPOSED UNIT DEVELOPMENT FOR
ABODE DESIGNER HOMES AT
45 MARLBOROUGH STREET LONGFORD
TAS 7301
ABODE DESIGNER HOMES
PRIVATE OPEN SPACE PLAN

EXHIBITED


MARLBOROUGH STREET
PROPOSED UNIT DEVELOPMENT FOR
ABODE DESIGNER HOMES AT
49 MARLBOROUGH STREET LONGFORD
TAS 7301
ABODE DESIGNER HOMES
LANDSCAPING PLAN

EXHIBITED

Appendix D – LOS Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix E – DSG Assessment

Reply | Reply All | Forward | ...

Fri 18/06/2021 12:02 PM

RE: 47 Marlborough Street multiple unit development, Longford

HG Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
To Richard Burk

Our Ref: D21/131146

Hello Richard – confirming that the supplied Traffic impact Assessment is acceptable to the Department.

Cheers, Garry

Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania Division | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH: TEAMWORK EXCELLENCE INTEGRITY RESPECT

From: Richard Burk <richard.burk@trafficandcivil.com.au>
Sent: Friday, 4 June 2021 3:47 PM
To: Development <Development@stategrowth.tas.gov.au>
Subject: 47 Marlborough Street multiple unit development, Longford

Hello Developments,

Please review and confirm acceptability to DSG of the attached TIS involving Poatina Main Road.

Regards

RICHARD BURK
BE(civil) MTraffic Dip.Man. MIE Aust CPEng
DIRECTOR
Traffic and Civil Services Pty Ltd
0456 535 746
03 6334 1868
richard.burk@trafficandcivil.com.au
www.trafficandcivil.com.au
TRAFFIC & CIVIL SERVICES

EXHIBITED

Appendix F – Advice on Waste and Recycling Collection

6th September 2021

To whom it may concern,

Site Assessment - 47 Marlborough Street Longford.

A preliminary site assessment (based on the plans) has been conducted for the project at 47 Marlborough Street Longford to determine the most appropriate methodology for the provision of a waste and recycling collection services. The assessment conclusions/recommendations are as follows:

- A small to medium size Rear lift Truck is considered the most appropriate method for the provision of the service/s.
- Service provision would require the Truck to enter and exit from Marlborough Street.
- Access to Marlborough Street is acceptable.
- Trucks will have flashing safety beacon lights operating and reversing cameras.
- The resident bins would be required to be placed outside each residence to ensure accessibility.
- Visibility is reasonable and a speed limit is recommended to ensure safe operations.
- Bins would be serviced between 7am and 2pm.
- A formal Risk Assessment / Work Instruction will be provided to Veolia operators detailing the above requirements and restrictions, prior to commencing the service/s.
- Veolia would not be liable for wear and tear on the driveaways in delivering the waste and recycling service.

Should further information be required in relation to the above, please contact the undersigned on 0459 836 924.

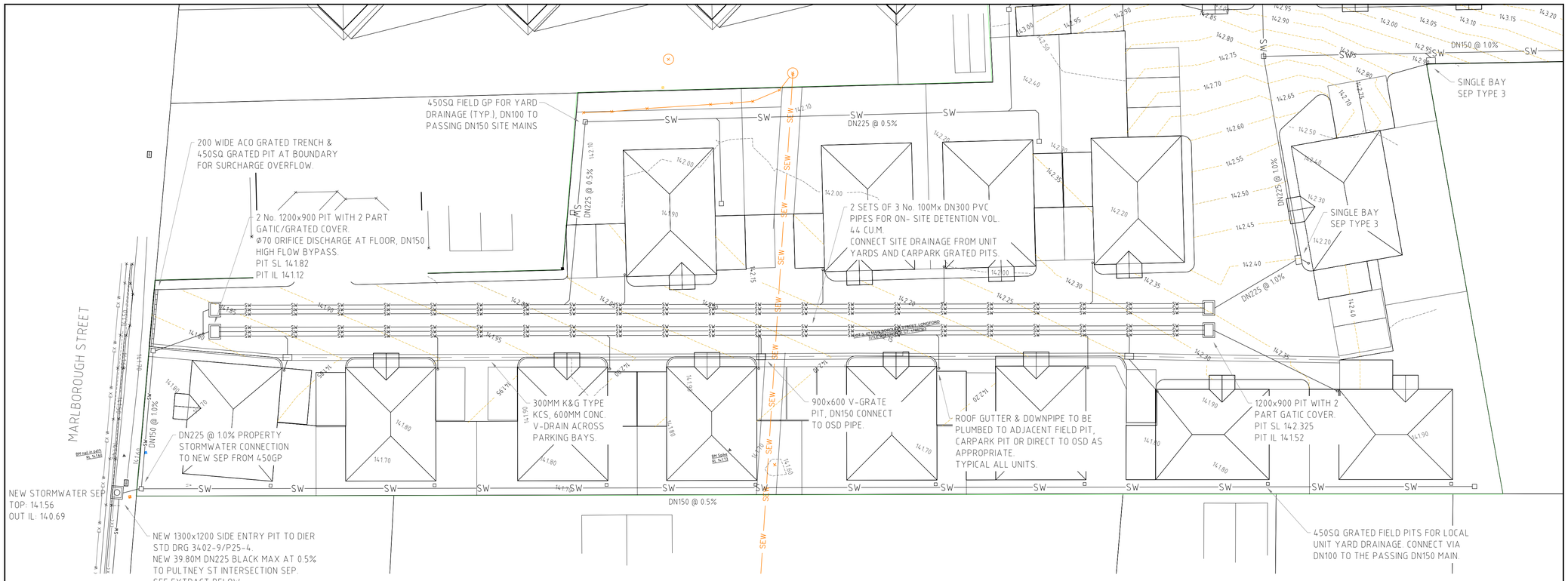
Regards

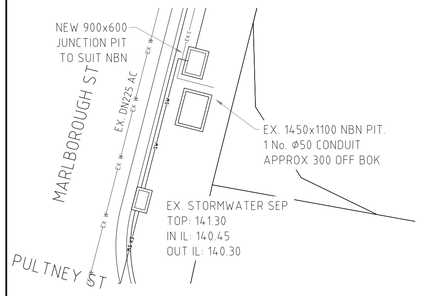
Martin Robinson
General Manager Business Development

VEOLIA

Veolia Environmental Services (Australia) Pty Ltd ABN: 20 051 316 584
A: 95 Kennedy Drive, Cambridge, TAS, 7170
W: www.veolia.com.au F: (03) 6244 0085

EXHIBITED





NEW STORMWATER CONNECTION DETAIL
SCALE: 1:100 @ A1

SURVEY NOTES:

1. THIS NOTE FORMS AN INTEGRAL PART OF THE SURVEY DATA AND SHOULD BE READ IN CONJUNCTION WITH ANY USE OR PRESENTATION OF THE DATA.
2. SURVEY UNDERTAKEN 4/08/21 BY RADIAN SURVEYING PTY LTD.
3. THE PURPOSE OF THE SURVEY IS FOR RESIDENTIAL DWELLING DESIGN AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
4. LOCATION: 47 MARLBOROUGH STREET, LONGFORD
5. TITLE REFERENCE: CT. 176679/3
6. UNDERGROUND ASSETS NOT LOCATED.
7. RADIAN SURVEYING ACCEPTS NO RESPONSIBILITY FOR ANY LOSS OR DAMAGE CAUSED BY INTERFERENCE WITH, OR CONFLICTING DESIGN OVER, UNDERGROUND SERVICES, WHETHER SHOWN IN THIS DATA, OR NOT.
8. COORDINATE DATUM PLANE BASED ON MGA2020 COORDS AT BM O.NAIL IN PATH
9. LEVEL DATUM AHD83 PER SMARTNET GNSS CONNECTION TO SPM 9942 (RL 141.956).
10. CONTOUR INTERVAL 0.10M, INDEX INTERVAL 0.50M
11. BOUNDARIES & EASEMENTS COMPILED ONLY FROM SP176679, SP145630 & SP112214 & SUBJECT TO REMARK SURVEY WHERE PROPOSED WORKS ARE CLOSE TO, OR ALONG BOUNDARIES.
12. ADJOINING HOUSE LEVELS TO RIDGE LINES, GUTTER HEIGHTS OR TOP OF WINDOW OPENINGS WHERE SHOWN.

STORMWATER NOTES

1. ALL STORMWATER PLUMBING & DRAINAGE TO BE IN ACCORDANCE WITH AS3500.3.
2. PROPERTY SERVICE CONNECTION TO MARLBOROUGH ST TO BE 1 No. DN150 FROM 450SQ GRATED SURCHARGE PIT AT THE BOUNDARY TO THE NEW SIDE ENTRY PIT.
3. REFER TO THE STORMWATER MEMO "377.07-M01 STORMWATER OSD REPORT" PREPARED BY NTCADS.

ON SITE DETENTION

1. OSD VOLUME REQUIREMENTS. LIMITING THE MAXIMUM DISCHARGE FROM THE DEVELOPED LOT TO NO MORE THAN THE CURRENT UNDEVELOPED SITE DISCHARGE.
2. DRIVEWAY OSD PROVIDED TO INTERCEPT THE MAXIMUM AREA SUBJECT TO LIMITATIONS DUE TO GRADE, PIPE COVER AND INVERT AT THE MARLBOROUGH ST CONNECTION.
3. ALL UNITS ROOF COLLECTION TO BE CONNECTED TO SITE DRAINAGE DISCHARGING TO THE CENTRAL OSD.
4. DRIVEWAY OSD NOM. 42M³ PROVIDED BY 2 SETS OF 3 No. 100M LONG DN300 PVC PIPES. AN ALTERNATIVE ATLANTIS FLO-TANK UNIT WRAPPED IN IMPERVIOUS LINER SOLUTION MAY BE SUBSTITUTED.
5. INTERNAL DRIVEWAY AND PARKING TO BE CONCRETE SURFACE TO ACCOMMODATE REDUCED PIPE AND OSD TANK COVER DUE TO GRADE AND INVERT LIMITATIONS ACROSS THE SITE.
6. OSD CALCULATIONS ARE BASED ON AUSTRALIAN RAINFALL & RUNOFF 2019 METHODS, UTILISING THE ENSEMBLE OF STORM PATTERNS AND RURAL PERVIOUS LOSSES REDUCED BY 70% FOR URBAN APPLICATION.

PUBLIC WORKS

1. PROVISION OF A NEW SIDE ENTRY PIT TO DEPT. STATE GROWTH STANDARDS FOR THE TYPE SEP-BARRIER KERB IS REQUIRED TO SERVICE THIS PROPERTY.
2. EXISTING Ø50 NBN CONDUIT IS LOCATED 200MM BEHIND BACK OF KERB. ADJUST ROUTE TO SUIT NEW SEP.
3. PROVIDE NEW DN225 BLACK MAX PIPE T 0.5% FROM NEW SEP TO THE EXISTING SEP IN PULTNEY ST - MARLBOROUGH ST INTERSECTION.
4. BACKFILL TO BE FCR BASE A COMPACTED IN 150MM LAYERS TO 95% MMDD. REINSTATE FOOTPATH TO MATCH EXISTING.
5. PROVIDE A 900x600 JUNCTION PIT WITH CLASS B COVER ADJACENT THE EXISTING NBN PIT AT THE PULTEY ST INTERSECTION TO ACCOMMODATE (AS REQUIRED) THE DN225 STORMWATER ALIGNMENT PAST THE PIT.
6. A POSSIBLE ALTERATIVE IS TO RECONSTRUCT THE PULTNEY ST SIDE ENTRY PIT FURTHER NORTH (APPROX 2.5M).

	AEP 5% Discharge							
Storm Burst Duration (min)	10	15	20	30	45	60	90	120
Pre-Development (L/S)	41	57	66	62	60	63	43	44
Post Development (L/S)	27	36	63	56	54	55	48	48

REV.	DESCRIPTION	DRN	CHK	APP.	DATE
B	ISSUED FOR DEVELOPMENT APPLICATION - RWT REMOVED	GA	GA	GA	29.09.21
A	ISSUED FOR DEVELOPMENT APPLICATION	GA	GA	GA	10.09.21

DRAWING CHECK

SIGNATURE	DATE
DRAWN	
DESIGNED	
CHECKED	
CLIENT	

PREPARED BY
NTCADS
TAS. ACCREDITATION No. CC7077
m: 0431 965 740
e: glenn@ntcads.com.au
a: 21 DIGNEY ST, DYNNYRNE TAS. 7005

CLIENT
JAFFA INTERNATIONAL PTY LTD

PO BOX 1983
HOBART, TASMANIA 7000

PROJECT
NEW 21 UNIT DEVELOPMENT
47 MARLBOROUGH ST
LONGFORD 7301

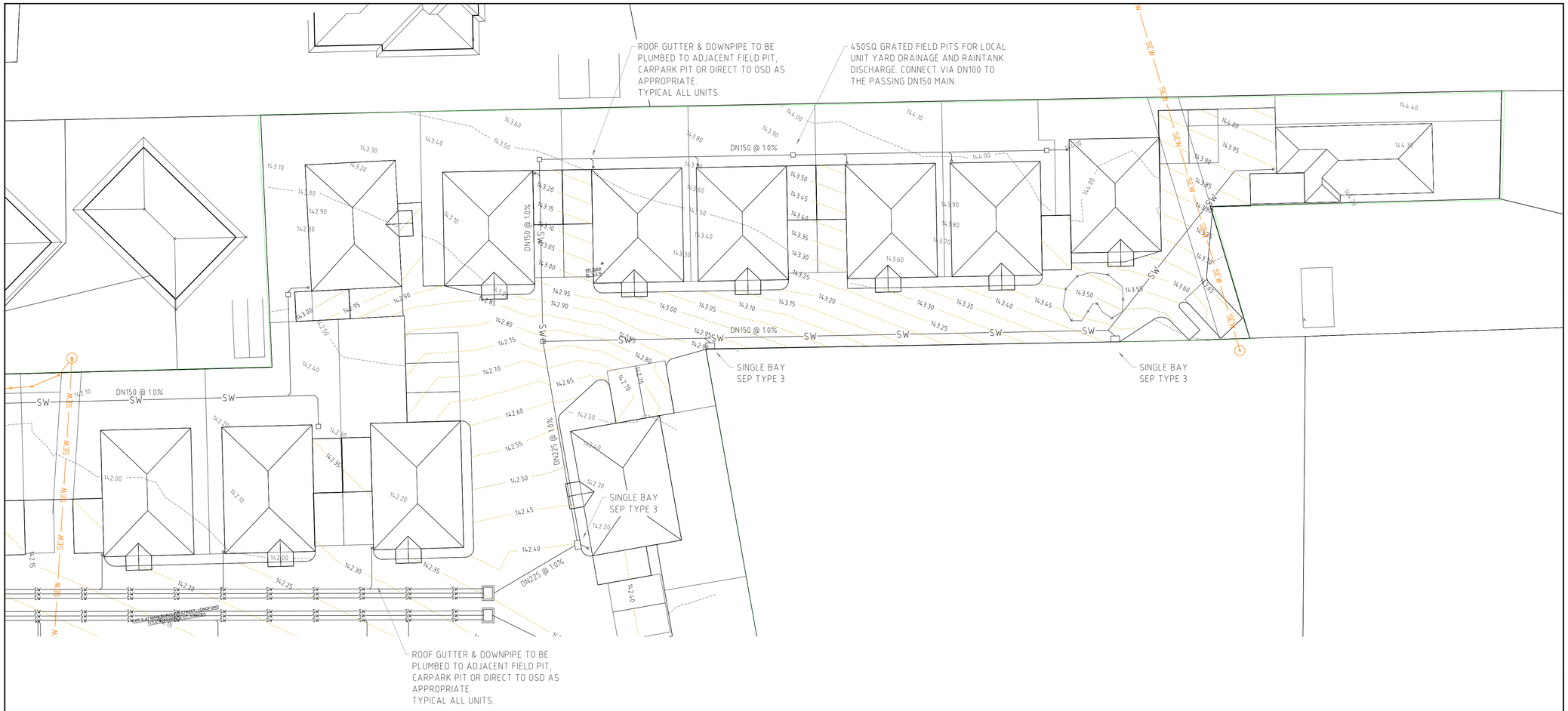
TITLE
CONCEPT STORMWATER & ON-SITE DETENTION
SHEET 1 OF 2

0 4 8 12 A1

STATUS: PRELIMINARY ONLY
NOT TO BE USED FOR CONSTRUCTION

SCALE @ A1: 1:200 DIMENSIONS IN: METRES

DRAWING No.: 377.07-C01 REV: B



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PO BOX 1983
HOBART, TASMANIA 7000

PROJECT
NEW 21 UNIT DEVELOPMENT
47 MARLBOROUGH ST
LONGFORD 7301

TITLE
CONCEPT STORMWATER & ON-SITE DETENTION
SHEET 2 OF 2

0 4 8 12 A1

STATUS
PRELIMINARY ONLY
NOT TO BE USED FOR CONSTRUCTION

SCALE @ A1 1:200 DIMENSIONS IN METRES

DRAWING No. 377.07-C02 REV. B

Our ref: PLN-21-0195

2 August 2021

Mr Ty Turner
Abode Designer Homes
67 Margaret Street
LAUNCESTON TAS 7250

By email: info@abodedesignerhomes.com.au

Dear Mr Turner

Additional Information Required for Planning Application PLN-21-0195- Multiple Dwellings x 21 at 47 Marlborough Street, Longford

I refer to the abovementioned application, which has been reviewed by Council's planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- A stormwater plan including levels, modelling, and concept plan for on-site detention, and showing how the development will connect to Council's stormwater main.
- A plan showing water and sewer connections.
- The General Manager's written consent for stormwater works in the road reserve.

Council's Corporate Services Manager advises that Council will not provide a wheelie bin collection service for this development due to the number of bins (21 waste and 21 recycling) compared to the available frontage of 14m.

The development will need to have a private skip bin service. Please submit revised plans showing the location of skip bin/s and vehicle manoeuvring for the type of vehicle that will collect the bins, able to enter and leave the site in a forward direction.

In accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been satisfactorily supplied. Please send any emails to planning@nmc.tas.gov.au and include the reference **PLN-21-0195**. If you have any queries, please contact me on 6397 7301, or e-mail planning@nmc.tas.gov.au.

Yours sincerely

Paul Godier
Senior Planner

Copy: Jaffa International Pty Ltd by email cdixon@bmil.com.au

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0195	**Council notice date**	2/08/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01287-NMC	**Date of response**	09/11/2021
TasWater Contact	Phil Papps **Phone No.**	0474 931 272	
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	47 MARLBOROUGH ST, LONGFORD	**Property ID (PID)**	9915476
Description of development	Multiple Dwellings x 21		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
AREI Designs	Site Plan / 1150-21 / 02	G	21/10/2021

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

56W CONSENT

4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $699.36 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
The location of this infrastructure as shown on the GIS is indicative only.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

(a) Existing pipe material, size, depth and location relative to footings and proposed finished surface levels over the pipe;

(b) Footings must be no closer than 1.0m from the outside pipewall of the TasWater pipes;

(c) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;

(d) A note on the plan indicating how the pipe location and depth were ascertained.

(e) The location of the property service connection and sewer inspection opening (IO).

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0195 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 109300.24
Date: 2 August 2021
Applicant: Abode Designer Homes
Proposal: Multiple Dwellings x 21
Location: 47 Marlborough Street, Longford

W&I referral PLN-21-0195, 47 Marlborough Street, Longford

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	*No*
Is it connected to all Council services?	*N/A*
Are any changes / works required to the house lot?	*N/A*
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	*Yes*

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	*Yes*
Is the property connected to Council's stormwater services?	*No*
If so, where is the current connection/s?	*N/A*
Can all lots access stormwater services?	*Yes*
If so, are any works required?	*Yes, as per approved plan*
Is stormwater detention required	*Yes*
Has a stormwater detention design been submitted	*Yes*
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	*Yes*
If no to above , has the design for 100 – year ARI been done.	*N/A*
If yes to any of the above, does it comply with Councils stormwater policy	*Yes*
Is the design approved by works & infrastructure	*Yes*
Please quote drawing numbers and any other relate documentation (email etc.)	*#: 377.07-02*
Additional Comments/information	*No*
Stormwater works required:	
Works to be in accordance with approved design plans	
Is there kerb and gutter at the front of the property?	*Yes*
Are any kerb-and-gutter works required?	*No*

Road Access:

Does the property have access to a made road?	*Yes*
If so, is the existing access suitable?	*Yes*
Does the new lot/s have access to a made road?	*N/A*
If so, are any works required?	*Needs to be widened*
Is off-street parking available/provided?	*Yes*
Road / access works required:	
Works to be in accordance with Standard Drawing TSD R09 - driveway crossover and apron from the edge of Marlborough St to the property boundary	
Is an application for vehicular crossing form required?	*Yes*
Is a footpath required?	*No*
Extra information required regarding driveway approach and departure angles	*No*
Are any road works required?	*No*
Are street trees required?	*No*
Additional Comments:	An Engineer's design **is not** required.

Engineer's comment:

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

STANDARD CONDITIONS FOR SMALL SUBDIVISIONS

W.1 Stormwater

a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
b) Concentrated stormwater must not be discharged into neighbouring properties
c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.
f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.
g) Onsite Stormwater detention must be constructed in accordance with the approved stormwater plans.
h) Manholes must be installed at all changes in direction on pipes within the Council road reserve.

W.2 Access (Urban)

a) The existing driveway crossover must be widened to a minimum of 5.8m to match entrance width at the property boundary.
b) Access works must not commence until an application for vehicular crossing has been approved by Council.
c) All works must be carried out in accordance with Council Standard Drawing TSD R09.

W.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

W.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W.5 Works in State road reserve

a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.

b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.5 Works on Council Infrastructure

The applicant must complete a Council Road Opening Permit Prior to Commencing any works on Council Infrastructure including footpaths and Stormwater. Works must not commence until the permit has been approved by Council.

W.6 Bonds

All works in the road reserve shall be subject to a maintenance period of a minimum of 12 months. The applicant shall pay a $2500 bond prior to the issue of the building permit. The bond shall be returned subject to a satisfactory inspection at the completion of the 12 month maintenance period.

W.8 Pollutants

a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.

b) Prior to the commencement of the development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.9 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Jonathan Galbraith (Engineering Officer)
Date: 21/10/21

Cameron and Amanda Stevenson

49 Marlborough St

Longford TAS 7301

General Manager

Northern Midlands Council

Longford TAS 7301

REF: PLN-21-0195

47 Marlborough St, Longford

Dear Sir/Madam,

In regards to the proposed development of 21 units at No. 47 Marlborough St, Longford.

Can you please advise the plans for the Hawthorn hedge which is loated on our Northern boundry with the proposed development?

We believe the hedge is heritage listed and would like it to remain.

We have included a satellite view for reference.

Yours Sincerely,
Cameron and Amanda Stevenson

Cameron and Amanda Stevenson

49 Marlborough St

Longford TAS 7301

28/10/2021

General Manager

Northern Midlands Council

Longford TAS 7301

REF: PLN-21-0195

47 Marlborough St, Longford

Dear Sir/Madam,

In regards to the proposed development of 21 units at No. 47 Marlborough St, Longford.

We would like confimration please that the Hawthorn Hedge on the northern boundary of our property will be retained with the development of the 21 units at No. 47 Marlborough St.

Please refer to the attached Survey Notes SP139170, which clearly show that the Hawthorn Hedge is directly on the boundary line, therefore we believe it should remain.

Yours Sincerely,

Cameron and Amanda Stevenson

the LIST

SURVEY NOTES

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SURVEY NOTES

SHEET 1 OF 1 SHEETS

Registered Number

SP 139170

CROSS REFERENCE PLAN NUMBERS USED AS PART OF THIS SURVEY

DESCRIBE BY REPORT THE EVIDENCE USED TO DETERMINE BOUNDARIES

SURVEY CERTIFICATE

I, BRETT RICHARD WOOLCOTT of LAUNCESTON in Tasmania a registered surveyor HEREBY CERTIFY that:

(a) this survey is based upon the best evidence that the nature of the case admits

(b) the survey notes have been truly compiled from surveys made by me or made under my supervision; and

(c) this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.

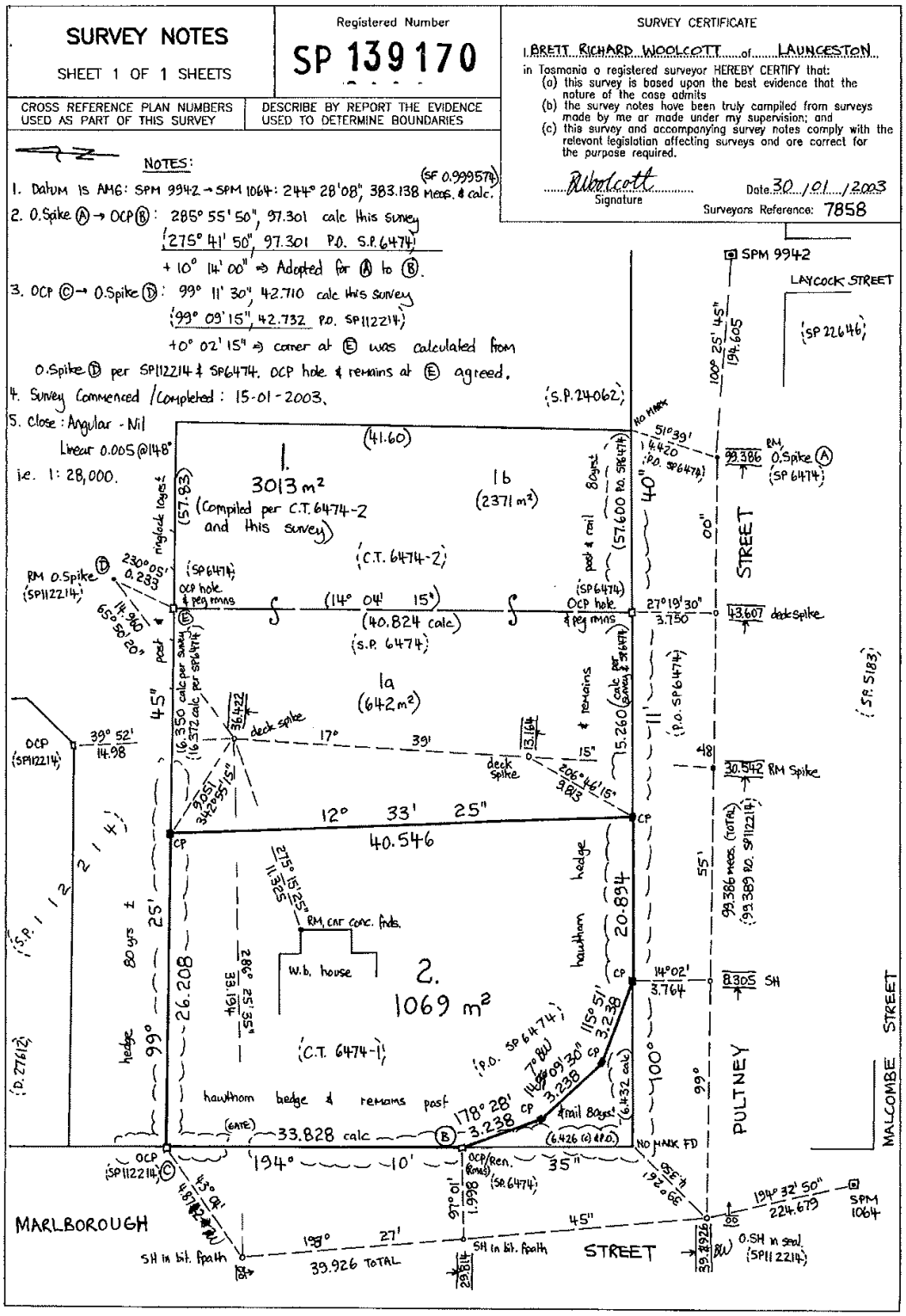
Signature

Date 30 / 01 / 2003

Surveyors Reference: 7858

NOTES:

1. Datum is AMG: SPM 9942 → SPM 1064: 244° 28' 08", 383.138 Meas. & calc. (SF 0.999574)
2. O.Spike (A) → OCP (B): 285° 55' 50", 97.301 calc this survey
   {275° 41' 50", 97.301 P.O. S.P.6474}
   + 10° 14' 00" ⇒ Adopted for (A) to (B).
3. OCP (C) → O.Spike (D): 99° 11' 30", 42.710 calc this survey
   {99° 09' 15", 42.732 P.O. SP112214}
   +0° 02' 15" ⇒ corner at (E) was calculated from O.Spike (D) per SP112214 & SP6474. OCP hole & remains at (E) agreed.
4. Survey Commenced / Completed: 15-01-2003.
5. Close: Angular - Nil
   Linear 0.005 @ 148°
   i.e. 1: 28,000.



19 Pakenham Street
Longford
Tas 7301

General Manager
Northern Midlands Council
13 Smith Street
Longford
Tas 7301

Dear Sir,

Objection to Planning ApplicationPLN-21-0195 47 Marlborough Street, Longford, Tas

I wish to object to the 21 lot subdivision at the above address on the following grounds

- It is an inappropriate development within the defined heritage area in the Northern Midlands Council Planning scheme about to be ratified;
- It does not recognize the essential historic value of this streetscape as promoted in the Scheme;
- It is inconsistent with the historic pattern of the area because of density and design;
- The size of the individual dwellings are too small to allow space for outdoor access for recreational and play spaces and limits full sunlight access to the said dwellings;
- Lacks privacy for quiet enjoyment of the premises.
- Access to the units by rubbish trucks, ambulance and fire is severely limited and could be dangerous if premises are occupied by older residents and/or children, and such vehicles would have to reverse onto a busy street – the main traffic street in Longford.
- It does not properly address rubbish removal if residences have more than one bin (possibly 3 as at current times).
- It does not consider the needs of potential residents in this time of climate change.

This is not a proposal that be dealt with by discretions and vague planning interpretations. It is time to look at the desired future characteristics of Longford.

Yours faithfully,
Dee Alty

To Whom It May Concern:

I note the proposal for 21 multiple dwellings located at 47 Marlborough St, Longford (PLN-21-0195) which appears to have a number of potential issues.

10.1
The DA response to this Clause states the design of the dwellings 'contributes to high levels of amenity, particularly within the development itself.'

The definition of 'amenity' refers to such aspects as desirability, usefulness, pleasantness and attractiveness of a place.

The proposal shows significant areas of hardscape with the living areas of units predominantly arranged such that they face the driveway.

The design subsequently results in 13 of the units having living areas which are located on the southern side of the dwelling and so does not maximise potential for residential amenity in terms of passive heating and cooling which seems at odds with Strategic Direction G3.2 of the NTRLUS which identifies the need to address the impacts of climate change and improve energy efficiency.

Similarly, these units in particular have poorly located private open space which is not conveniently accessible and/or disconnected from the living spaces.

Whilst the hardscape of the driveway may be softened to a small extent by the 1m zones for hedging to satisfy another clause of the Scheme, such planting will also serve to reduce sunlight and/or daylight into all living spaces abutting the driveway area.

10.4.3
An objective of 10.4.3 requires that the private open space be conveniently located and have access to sunlight.

It is assumed that to provide secure areas of private open space, the rear of carports would be fenced with a gate.

Unit 10 is a 'Type A1' design and provides no direct access to the private open space with the shortest route being via the laundry door which opens onto the 2nd parking space of the unit.

Unit 13 is a 'Type A2' design and presents the same problem as Unit 10, albeit with the laundry door being under the carport

Direct access to the private open space from units 16-19 is via a narrow space of no greater than 750mm or indirectly via a door onto the 2nd parking space (units 16-18) or into the carport (Unit 19).

10.4.6
The DA indicates the planting of hedging and use of obscured glass as treatments to satisfy the performance criteria of this clause for windows facing the driveway.

As noted above, this approach will reduce access to sunlight and/or daylight for day-time living spaces and reduce amenity for residents and will also limit potential for passive surveillance of the driveway area. Similarly, the plants would need to be mature and appropriately maintained by future residents to provide the desired benefit.

Units 2, 3, 4, 5 and 10 appear to have windows to habitable rooms on side walls within 2.5m of the driveway which are unlikely to be adequately screened to prevent unwanted vehicle light intrusion due to these being adjacent to open parking spaces.

Unit 8 has a parking space immediately adjacent to the living space with no potential for screening which may be required to prevent light intrusion from vehicles travelling in the main driveway area and/or reversing out of the nearby parking space for visitors or those spaces associated with Unit 9.

Unit 9 has a window to a bedroom with no screening immediately adjacent to the parking spaces immediately to the north which appear to be associated with units 19 and 20.

E6.6.4
This clause requires 1 parking space for each 20 car parking spaces required by Table E6.1 or part thereof. The DA indicates there are 48 parking spaces with only 2 motorcycle parking spaces provided.

As the 8 spaces in excess of 40 are by definition a 'part thereof of 20', the proposal seemingly requires 3 motorcycle parking spaces to comply.

E6.7.2
The parallel parking space in the driveway near the entry is approx. 3m wide x 5.5m long and so does not comply with the length requirement of the Scheme for such spaces (note: the 3m width is against a fence and so should be treated as being only 2.7m to satisfy other requirements of AS2890.1:2004). It is also possible the turning movements required around this space may require greater clearances than shown to permit vehicles travelling in opposing directions to safely pass and minimise potential queuing when the parking space is in use.

The DA claims the proposal complies with AS2890.1:2004 which covers off-street car parking facilities.

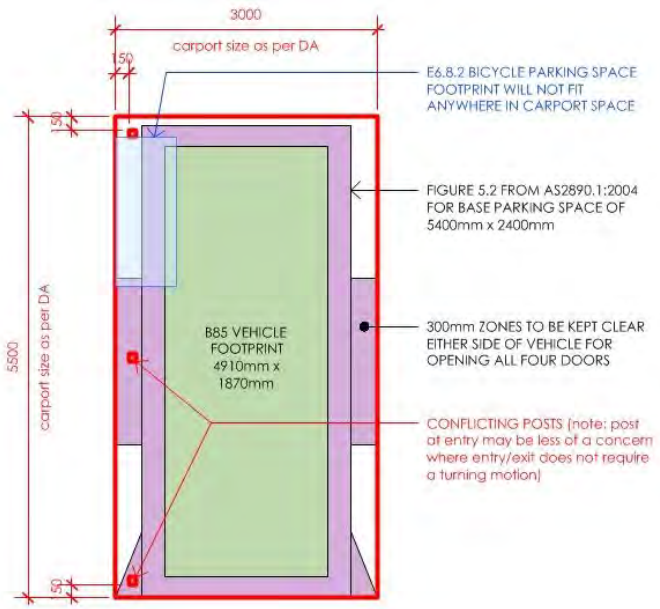
Clause 2.3.3 of the Standard requires traffic control devices where aisle length exceeds 100m. As the proposed driveway is approx. 112.5m from Marlborough St boundary to the centre point at the change of direction, such devices may be required.

Clause 2.4.5.5 of the Standard requires suitable protective barriers to prevent damage to buildings. Unit designs show a porch roof supported by timber posts which could be susceptible to damage from vehicle collisions.

Clause 2.5.2 of the Standard sets out the requirements for circulation roadways, identifying the need to provide an additional 300mm clearances near obstructions. This suggests the driveway between units 17 and 19 may not have sufficient width.

Clause 4.8 of the Standard requires plantings not compromise sight distances for pedestrians or vehicles. The proposed hedging along the driveway to screen windows may obscure pedestrians moving from porch areas which are directly accessed from driveway without any buffer or protection.

Figure 5.2 of the Standard identifies the vehicle envelope required for parking spaces. The proposed carport design is typical for all units with a footprint of 5500mm x 3000mm and three posts of 90x90mm to the external side supporting the roof located approximately 150mm from the edges of the slab. As such, two of the posts fall into zones Figure 5.2 requires to be kept free of obstructions as demonstrated in the diagram below.



On this basis, the proposal does not appear to comply with AS2890.1:2004 and given the areas of non-compliance impact convenience and safety, cannot be said to satisfy the relevant performance criteria.

E6.8.2
This clause indicates the footprint required for a bicycle parking space as being 1.7m in length and 0.7m in width.

In response to E6.6.2, the DA states the proposal provides sufficient space for a single bicycle parking space in the carport.

Even if the carport design were modified so that posts were not in locations to be kept free of obstructions as noted above, there is insufficient space to adequately cater for a bicycle parking space in the carport without making the car parking space non-compliant with the required minimum dimensions.

On this basis, E6.8.2 is not satisfied and the use of the carport to satisfy E6.6.2 is unacceptable.

Other
The parking spaces adjacent to Unit 20 and carport space associated with Unit 21 necessitate reversing distances of around 13m and 18m respectively which may adversely impact safety, appears generally dysfunctional and inconvenient. Figure 3 of the Traffic Impact Assessment (TIA) shows a different configuration to that in the advertised drawing set which may reduce the need for reversing and provide better functionality.

The second parking spaces for units 19 and 20 appear to be located near Unit 9 which equates to distances of some 35m and 50m away respectively which is cannot be considered convenient and subsequently reduces amenity.

The TIA figures for trip generation of the development are consistent with the NSW Guide to Traffic Generating Developments version 2.2 figures for 'medium density residential flat buildings'. These are defined by the guide as being 'a building containing at least 2 but less than 20 dwellings'. Drawing page 5 of 29 indicates construction will occur in 21 stages and on this basis the proposal consists of 21 buildings containing one dwelling which the above guide defines as being a 'dwelling house'. On this basis, the traffic generation of the development may be underestimated.

The TIA figures for traffic on Marlborough St are based on DSG traffic counts taken south of Illawarra Rd and south of Cracroft St. This subsequently does not take into account local traffic movements occurring within the town and so may be underestimated.

The State Growth Spatial Data Selector indicates a minor crash occurring at the intersection of Marlborough and Pultney streets in early May, 2021 which does not appear to have been included in the TIA's crash history report.

The TIA provides a Safe System assessment of the proposal to justify not having a defined pathway for pedestrians, stating the design meets the objective of the Safe System of a forgiving road system where crashes do not result in death or serious injury. However, this should not justify poor design decisions which could be detrimental to pedestrian safety such as the porch area being obscured by hedging with no buffer for pedestrians to safely move to the driveway which could be exacerbated at dawn or dusk due to the long east-west axes of the driveway.

Feedback from Veolia states that bins would need to be placed outside each unit. This would subsequently reduce the available width on the driveway in multiple locations, creating additional safety, convenience and efficiency issues.

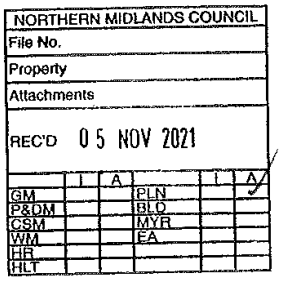
The development should similarly be assessed by the Tasmanian Fire Service to ensure all units can be easily accessed should the need arise.

Evidently, there appears to be numerous issues with the proposal which require further consideration, especially given many of these adversely impact safety and amenity for future residents.

I trust careful consideration will be given to these issues to ensure an appropriate outcome is achieved.

Kind regards,

Mark Rhodes



Neil Tubb
54 Marlborough Street
Longford TAS 7301

November 05, 2021

Mr. Des Jennings
General Manager
Northern Midlands Council

Objection to Planning Application PLN-21-0195 47 Marlborough Street.

I wish to object to the 21-lot subdivision on 47 Marlborough Street, Longford.

It is a concern to find this development is happening, because earlier this year the Longford Local District Committee made a presentation to Council at a Workshop Meeting requesting more rigid rules be put in place to protect the Heritage Precinct area along Marlborough Street which fell on deaf ears.

This development will destroy the fabric of the heritage precinct that bounds High Street, Wellington Street, Pultney Street and Marlborough Street which is an area that has particular significance because of the collective heritage streetscape values.

It will certainly affect the character and appearance of the area and be detrimental to the long-term value of the Heritage Precinct.

There are obvious flaws that exist in this Development Plan which are highlighted below.

HERITAGE (Code E13)

The report quotes the subject zone is partly located within the Heritage Precinct Overlay, which is not correct as it is clearly located between Wellington and Marlborough Streets which is within the Precinct Overlay.

The historical importance that relates to this area will no longer be relevant because this development is not sympathetic to and detracts from the historical significance of the land, buildings, and their settings.

SUBDIVISION AND DEVELOPMENT

The code states that the subdivision and development must be consistent with and reflect the historic pattern of the area and not be unsympathetic to the character of the area which this development fails to do because of the building density and design.

SITE COVERAGE

Site Coverage must be compatible to maintain the character and appearance and not detract from the Heritage Precinct which this development fails to do because of the building density and design. It must also be consistent with the neighhourhood character.

Plan does not meet the 24 square metre requirements of private open space for dwellings in a subdivision and does not provide an area for outdoor relaxation and children's play and be oriented to take advantage of sunlight.

HERITAGE SPECIFIC AREA PLAN F2

DOORS

Doors specified are not to specification as there is horizontal glazing in the door style.

FRONT ENTRANCES

Front Entrances not facing the street.

WINDOWS

Windows specified are not to specification in front facades as they are not a traditional pattern of six or eight vertical panes. Window construction is aluminum when timber construction is specified.

SITING OF BUILDINGS

Siting of Buildings is not compatible with the local historic heritage significance within the precinct.

CAR PARKING

Code states that car parking for non-residential purposes must be located behind each building which isn't the case in this plan. Visitor parking opposite Units 1 and 2 impedes traffic flow and won't allow vehicles to pass as the space will be less than six (6) metres. Also State Growth recommend that seven visitor car parking spaces should be in place for this development not six as detailed.

State Growth recommends 2 motorbike parking spaces for every car parking space but the plan shows 2 motorbike parking spaces only.

WASTE

The Waste Report from Veolia quotes that a small to medium size truck would be appropriate to collect and empty twenty-four (24) bins within this small subdivision which will surely affect the noise and safety within the area. Also, there is no turning circle so the truck will be required to reverse into the site to empty the waste bins and then leave. This will mean the time in the area will be significantly increased compared to collecting in the street which further impacts noised and safety.
It also mentions the driveway length is some100 metres when it is more like 199 metres on the drawing outline.

SAFETY

The efficiency and safety infrastructure in Marlborough Street will be significantly affected by this development because the Report quotes105 movements per day moving in and out of Marlborough Street each day.

This in turn will affect the safety of road users, cyclists and pedestrians.

It also brings with it transport related environmental impacts such as noise and air pollution from vehicle movements.

The Traffic Report states that there are 6,475 vehicles per day along Marlborough Street which is questionable as the data used was taken in 2020. Subsequently traffic flow along Marlborough Street has increased and will continue to grow exponentially in the immediate future due to the many developments now occurring in Longford.

The driveway at 47 Marlborough Street is approximately 200 metres from High Street where vehicles increase their speed from 50 to 60 km/hr which is down hill and has an incline at 15%, so this presents other safety factors for vehicles turning right from the driveway.

Furthermore, the report states the impact vehicles from 47 Marlborough Street will be negligible which I find to be an astonishing comment.

The crash history details are underestimated because not all accidents are reported to police.

Also State Growth Report states that for roads with a speed limit of 60km/hr or less the use must not generate more than a total of 40 vehicles exits and entries onto Marlborough Street per day. The Development Report quotes 105 movements which is plus 65 movements to the recommendation.

In the State Growth Report, it states dissatisfaction as there is not a one metre footpath separated from the driveway which is a requirement where 11 or more parking spaces are located.

EMERGENCY ACCESS

Emergency access by Fire or Ambulance Services would seem to be an issue with the design outlay especially when endeavouring to enter those dwellings located on the eastern side of the sub-division.

MENTAL HEALTH

This is often a forgotten issue when planners and developers put together these type of developments. People crammed into these living situations which can become slum like in their nature do not promote good mental health.

DEMOLITION

The sheds which have been ear marked for demolition have been there for ninety years and have become a significant landmark.

In summing up it must be noted, the Local Historic Heritage Code is in place to recognise and protect the local historic heritage significance of local heritage places, heritage precincts, historic landscape precincts and places, by regulating development that may impact on their values, features and characteristics.

This plan clearly fails to do so as the current zoning is unsuitable for this development.

It would seem appropriate that a virtual simulation be available to determine the visual impact to the aesthetics on the Heritage Streetscape.

Sincere regards,

Neil Tubb
Ph

Peter & Carol Munro
50 Marlborough Street
Longford TAS 7301

November 08, 2021

Mr Des Jennings
General Manager
Northern Midlands Council

Objection to Planning Application PLN-21-0195 47 Marlborough Street.

We wish to object to the 21-lot subdivision on 47 Marlborough Street, Longford. Our reasons for objection to the development cover a number of aspects which include:

SAFETY

Extra traffic movements entering and exiting Marlborough Street; predominately across traffic; will affect the safety of road users, cyclists and pedestrians and increase environmental and noise pollution in this section of the major road through Longford. We dispute the content and recommendation of the Traffic Impact Assessment prepared by TCS and surprisingly endorsed by State Growth and request an independent traffic study be completed prior to further consideration of this planning application. Justification for this request include:

- **The blatant dismissal of the State Growth recommendation that traffic movements for entry/exit to a 60km/h zone be restricted to 40 per day, far below the expected 108 per day.**
- The use of the term 'negligible' in the report referring to traffic impacts caused by this development is very dismissive as to what we see as fact. i.e. while this stretch of Marlborough Street is a restricted 60km/h zone, the real situation is that traffic through this main thoroughfare is uncontrolled, unmonitored and very rarely policed which results in constant speeding traffic including trucks and semis, we would be very surprised if average traffic speed is not closer to 80km/h, hence a traffic study including speeds needs to be conducted to understand the real safety risks created by this development.
- The impact study quotes unrealistic movement numbers for morning and afternoon peaks. e.g. it is difficult to imagine on average 7 exits as quoted occurring in a morning peak hour from a development with approx. 50 car parks and 21 households.
- The development will cause a substantial number of extra parked vehicles along this section of Marlborough Street which greatly increases the safety risks for people attempting to enter and exit properties along Marlborough Street. The line of sight assumptions made in the report do not reflect this fact.

- The assumption that a Veolia vehicle can safely reverse not only within a development with a drive length without footpaths of approx. 200 metres, but also backing into traffic on Marlborough Street is asking for an accident to occur.

HERITAGE

We struggle to understand how a high density development such as this justifies location within a Heritage overlay.

The historical importance that relates to this area will no longer be relevant because this development is not sympathetic to and detracts from the historical significance of the land, buildings, and settings.

DEMOLITION

The sheds which have been ear marked for demolition have been there for ninety years and have become a significant landmark, the best the planning application can describe them is “derelict”, again totally dismissive of the heritage value.

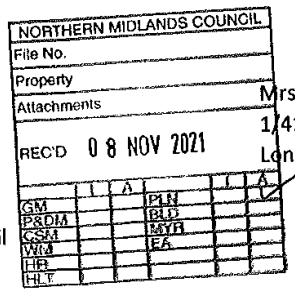
It must be noted that the Local Historic Heritage Code recognises and protects the local historic heritage significance of local heritage places, heritage precincts, historic landscape precincts and places, by regulating development that may impact on their values, features and characteristics, and this plan clearly fails to do this as the current zoning is unsuitable for this development.

In summary, the current traffic problems along this section of major roadway need to be taken into consideration when considering this development. Solutions to improve this problem should be planned and implemented regardless of the impact of this application.

Happy to discuss at any time.

Yours sincerely,

Peter & Carol Munro
Ph



Mrs. R.A. Stingel.
1/41 Marlborough Street
Longford TAS 7301

Mr Des Jennings
General Manager, Northern Midlands Council
13 Smith St
Longford TAS 7301

Dear Mr. Jennings

Concerns re development at 47 Marlborough Street Longford.

I write regarding the development application PLN - 21 – 0195and wish to raise the following issues as my objection to the project:

- I consider that the traffic generated from 21 Units will result in a more dangerous traffic environment than currently exists. It is a fact that entering Marlborough Street from my residence at certain times of the day becomes difficult due to the normal traffic flow. I consider that the additional traffic will ultimately result in accidents placing the well being of road users and residence at risk.

  I note the report to and acknowledgement from the Department of State Growth and a consultant engineer that indicates that traffic arrangements will fit within current guidelines. I consider that this is flawed thinking and suggest a pragmatic visual approach would reveal the issue I speak of and the inherent danger that residents and service providers would confront with the additional traffic that the vehicles of 21 households and any service providers/delivery vehicles would create.

  There would also be additional pressure with additional on street parking from people nonresident who are visiting or from vehicles that cannot be adequately stored at the units based on their limited parking.

- I consider that this type of multi density housing is not in keeping with the "village style" feel of Longford with is so attractive to me and many other residents. I consider that this is not progressive in our semi-rural environment.

  There are many similar developments already within our village and whilst I understand the need for people to have a home there are also many other developments of this nature in nearby towns. I consider the approach of having smaller unit complexes rather than large scale developments such as this are more in keeping with how our town should look and feel.

I am happy to be contacted to discuss my thoughts regarding this project

Yours Sincerely

R A Stingel

Robyn Stingel

21 William St,
Longford,
Tas 7301

November 05, 2021

Mr Des Jennings,
General Manager,
Northern Midlands Council,
Smith St,
Longford, Tasmania

planning@nmc.tas.gov.au

Objection to Planning Application PLN-21-0195 at 47 Marlborough Street, Longford

Dear Mr Jennings,

I object to this development as it

1. Complicates access to Marlborough Street, which can be awkward at any time of the day, it is especially bad in the 7.45 al to 8.30 am time period. Only about 100 m away, and in the 50 not 60 km/hour speed zone, a few years ago a child was killed crossing Marlborough Street, to catch a school bus. Do the homes on either side of the entrance need to have no parking areas on either side of the entrance to the new development?
   This will of course even worse during the construction phase- who will bear the impact of this, as not the developer it would seem from my appraisal of the development.
   Please note no statistics are kept in Tasmania for minor motor vehicle accidents, so lack of data does not mean they too are not an issue
2. It does nothing to support already stretched or non-existent infrastructure in the town.
   - As an example NMC has expended a large amount of money substantially upgrading facilities at the Longford Recreation ground, but no more sporting fields have been built, or are proposed.
   - No soccer field in Longford, nor is one planned.
   - No Neighbourhood house in Longford, nor is one proposed.
   - No creche in Longford, nor is one planned.
   - Access to the Hill Street and BWS bottle-shop is less than satisfactory, as much as it is hoped for no solution is planned.

3. Nowhere nearby, substantial for children to play. The plan makes no suggestion of what or where children living in those units are meant to play - not just an occasional swing, but adolescents to have school-holiday games of football and cricket, similarly an area young mothers or old people can walk to and rest, or sit and talk.

4. Emergency access of ambulances and fire-trucks.
5. Access of garbage trucks – it seems to me with 42 wheely bins will be put out on Marlborough Street, or two garbage trucks have to drive up and reverse out (or vice versa) the lane that is planned to service these units. Bearing in mind those trucks reverse with a constant and piercing 'bipping' sound it awakens those sleeping, and startles the old and infirmed, or children who still may be oblivious to its presence despite that noise. In Australia, over 50 children are killed in low-speed reversing accidents every year (Ian Costelloe, 2016) killed in low-speed reversing accidents every year.

Yours sincerely,

Dr Tim FLANAGAN

Vivien Tan
39 Marlborough Street
Longford TAS 7301

November 05, 2021

Mr Des Jennings
General Manager
Northern Midlands Council

RE: Objection to Planning Application PLN-21-0195 47 Marlborough Street.

I am submitting an objection to the proposed 21-lot subdivision on 47 Marlborough Street, Longford.

This development is located within the Heritage Precinct area of Longford. (See Council for the Heritage Code for further understanding.) The future of tourism is to Historic towns and this multiple dwelling, high density, compact profit maximizing development will destroy the Heritage significance of the streetscape. The surrounding Georgian homes and heritage homes need to be taken into account in the design of this application.

This proposed development should have a Recreation and Open Space assigned area to help build the community where future community gardens or a children's play area can be installed for positive uses. Cash in Lieu of open space should not be approved. Council should be creating Leafy suburbs in Longford to enhance the pull of both tourists and new residents to the town. This development does not meet Site coverage requirements.

I am concerned about the safety of the area with regards to Traffic. The Traffic report has included numbers of Vehicles per Day and future measures of Traffic however I am concerned that these are not correct reflections of current and actual traffic numbers. This can only be accurate assessed once there are true numbers from a current survey by State Growth.

The density and "tightness" of the residences will lead to many complications and disputes for guest parking, motor bike parking, rubbish collection, fire and ambulance ease of access, and possibly safety. If there is a fire in the middle of the development will there be adequate space for firefighters to gain access, for residents to flee etc. This is altogether a ridiculous design to pack as many buildings in as possible. There is no vision for how people will actually live their lives in these spaces and make homes for their families.

Yours sincerely,
Vivien Tan
Ph

Received
29.11.2021

Rebecca Green & Associates

Planning Department
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

Attention: Paul Godier

28 November 2021

Dear Paul,

RE: Planning Application, 47 Marlborough Street and Marlborough Street Road Reserve, Longford PLN-21-0195

Further to receipt of redacted copies of the representations received during the public exhibition period of the planning application for 21 x multiple dwellings at the above mentioned address, we wish to provide a response to a number of the matters raised to clarify some concerns and information.

Representation 1
Issue 1 – Retention of Hawthorn Hedge along southern boundary

Response:
In accordance with Survey Notes SP139170 as submitted with this representation, it appears that the hedge is located across the boundary line. The proponents have advised they intend to remove the parts of the hedge on the subject title only and will be reinstating new fencing to be in keeping with the remainder of the development.

Representation 2
Issue 1 – The development will destroy the heritage significance of the streetscape

Response:
It is unclear from this statement how the proposal will be considered to destroy the heritage significant of the streetscape, it is noted as shown in the figure below that only a part of the subject site is mapped as being within the Heritage Precinct SAP overlay. The proposal addressed the provisions of the Specific Area Plan and more importantly the design of the units, especially Unit 1 has considered its design approach in terms of streetscape. The proponents have consulted with Christie Denman, architect from David Denman & Associates office in relation to the design criteria of the Heritage Precinct to guide the design and layout of the units.

Received
29.11.2021

Rebecca Green & Associates

Figure 1 – Heritage Precinct overlay, TheLIST.

Issue 2 – The proposed development should have a Recreation and Open Space assigned area to help build the community where future community gardens or a children's play area can be installed. Cash in lieu of open space should not be approved.

Response:
The proposal is not for a subdivision whereby Public Open Space is a requirement of cash in lieu contribution required. The proposal is for a multiple dwelling proposal where the private open space minimum requirements have been met.

Issue 3 – Concerned about the safety of the area with regards to traffic and concerns the traffic report provided incorrect traffic numbers.

Response:
A Traffic Impact Assessment prepared by an experienced and qualified traffic engineer accompanied the application and was provided together with written advice from the road authority as to the adequacy of the report. Overall the assessment concluded that the proposed development will not create any traffic issues and Marlborough Street traffic safety and transport efficiency will not be disaffected.

Issue 4 – The density will lead to disputes including about guest parking, and possibly safety, including fire appliance access. General density related concerns.

Response:
The proposal meets the minimum requirements for density as permitted by the Planning Scheme, in fact the size of the land would have allowed 23 units, whereby the proposal provides for a lower density than permitted by the Planning Scheme proposing only 21.

Representation 3
Issue 1 – Access concerns to Marlborough Street including during construction phase.

Response:

Rebecca Green & Associates

This is a concern regarding the construction phase and unfortunately not a consideration of the planning scheme, therefore there is not further consideration of this matter by the author.

Issue 2 – Concerns in relation to stretched or non-existent infrastructure in the town.

Response:
This matter appears to be raising issues outside the scope of this application and/or provisions of the planning scheme. The proposal has demonstrated that the development can be appropriately serviced by TasWater and Council infrastructure.

Issue 3 – No areas for children to play.

Response:
The proposal provides for provision of private open space for each unit as per the requirements of the Planning Scheme. Unit 20 is to be provided with an area of 60m^2 through to Unit 12 with the area of 187.8m^2, which all exceed the acceptable solution of minimum 60m^2 per unit and all units provide for a dedicated 24m2 as per the acceptable solution in relation to private open space.

Issue 4 – Emergency access of ambulances and fire trucks.

Response:
This matter appears to be raising issues outside the scope of this application and/or provisions of the planning scheme, therefore there is not further consideration of this matter by the author, it is noted though that the plans shown areas of driveway that are able to be used for emergency service vehicles.

Issue 5 – Access of garbage trucks.

Response:
As provided with the application, the proponents have consulted with Veolia in relation to the provision of a waste and recycling collection services for the development. A small to medium size Rear lift Truck is considered appropriate to access the site and provide such services, this will be a private arrangement for the 21 units of the site, Veolia noting that access to Marlborough Street is acceptable, and no further concerns have been raised by Veolia in relation to access of the site. A further copy of this correspondence is attached.

Representation 4
Issue 1 – Inappropriate development within the defined heritage area, inconsistent with the historic pattern because of the density and design.

Response:
The proposal has addressed the provisions of the Specific Area Plan and more importantly the design of the units, especially Unit 1 has considered its design approach in terms of streetscape. The proposal will be assessed by Council's Heritage Advisor, and it is noted that no additional information was requested in relation to heritage concerns prior to the application being placed on public exhibition.

Rebecca Green & Associates

Issue 2 – The size of the individual dwellings is too small to allow outdoor areas for recreational and play spaces and limits full sunlight access to the said dwellings

Response:
This concern is not of relevant consideration to any provision of the Planning Scheme; however, it is noted that the proposal provides for the following Unit types and sizes:
Unit type A1, A2, B1, B2 – 137.9m^2 – 3 bed, 2 bath
Unit type C1, C2, D1 – 126m^2 – 2 bed, 2 bath
Unit type E1 – 126m^2, 3 bed, 2 bath

The proposal meets the acceptable solutions in relation to provisions of private open space and it is noted that with the introduction of Interim Planning Directive 4.1 on 22 February 2021 a number of provisions relating to solar orientation has been removed from consideration within the Planning Scheme.

Issue 3 – Lacks privacy for quiet enjoyment of the premises.

Response:
The units will all be constructed using materials including glazing elements that attribute to sound mitigation. It is unclear exactly how this concern is relevant to a provision within the planning scheme; however, the proposal exceeds the minimum density requirements and private open space requirements.

Issue 4 – Garbage truck access and emergency vehicle access concerns.

Response:
These matters have already been addressed earlier within this letter.

Issue 5 – The proposal does not consider the needs of potential residents in this time of climate change.

Response:
As noted previously, with the introduction of Interim Planning Directive 4.1 on 22 February 2021 a number of provisions relating to solar orientation has been removed from consideration within the Planning Scheme. It is unclear from the lack of detail within this submission how the author considers the proposal to not address climate change and difficult therefore to relate this concern to a relevant discretion in which the proposal relied upon, therefore there is no further response able to be provided to this concern.

Representation 5

Issue 1 – traffic generation will result in a more dangerous environment than currently exists, safety concerns and questions the author of the TIA and DSG.

Response:
As detailed above, a Traffic Impact Assessment prepared by an experienced and qualified traffic engineer accompanied the application and was provided together with written advice from the road authority as to the adequacy of the report. Overall, the assessment

Rebecca Green & Associates

concluded that the proposed development will not create any traffic issues and Marlborough Street traffic safety and transport efficiency will not be disaffected.

Issue 2 – increase in on street parking from visitors

Response:
As detailed within the application, the proposal meets the car parking requirements per unit by providing for two on site car parking spaces for each unit as well as providing for six visitor parking spaces, therefore the proposal meets the car parking provisions are per Table E6.1.

Issue 3 – Density is not in keeping with the "village style" feel of Longford

Response:
As detailed above, the proposal meets the minimum requirements for density as permitted by the Planning Scheme, in fact the size of the land would have allowed 23 units, whereby the proposal provides for a lower density than permitted by the Planning Scheme proposing only 21.

Representation 6
Issue 1 – The development will destroy the fabric of the heritage precinct and will affect the character and appearance of the area and be detrimental to the long-term value of the Heritage Precinct.

Response:
These issues have previously been addressed earlier within this letter. No further comment is required.

Issue 2 – The report is incorrect in that is quotes that the site is partly located within the Heritage Precinct.

Response:
This statement is incorrect, and the application is therefore correct, please refer to Figure 1 previously provided within this letter.

Issue 3 – Subdivision and development must be consistent with and reflect the historic pattern of the area and be sympathetic to the character, the building density and design is not.

Response:
The proposal is not for subdivision but rather a multiple dwelling development, whereby is a permitted use within the zone.

Issue 4 – Site coverage is not compatible, and the plan does not meet the 24sqm for private open space requirement.

Response:

Rebecca Green & Associates

The proposed development has a site coverage of 35.64% which meets the applicable acceptable solution, and each unit is provided with a minimum of 60m^2 of private open space, also meeting the acceptable solution for private open space provision.

Issue 5 – The doors and front entrances do not face the street; the windows and doors do not meet F2.

Response:
Unit 1 addressed and fronts the street and in terms of other units located within the Heritage Precinct overlay, face the common area of the development, being the driveway. Should the Heritage Advisor of Council not consider this to meet the acceptable solution, then the proposal certainly meets the performance criteria.

Issue 6 – Car parking for non-residential purposes must be located behind each building which is not the case. Also State Growth recommend that seven visitor car parking spaces should be in place and not 6 and 2 motorbikes spaces for every car parking space not 2 only.

Response:
The proposal is for a residential purpose, being for multiple dwellings. The Planning Scheme requires one motorbike parking spaces for each 20 car spaces, the proposal demonstrates that 2 motorbike parking spaces are proposed, however should Council require an additional space this could be appropriately conditioned.

Issue 7 – Bin collection concerns within this small subdivision.

Response:
Once again, it is confirmed that this proposal is not a subdivision. Waste collection concerns have been addressed previously within this letter.

Issue 8 – Traffic safety concerns, including greater than 40 vehicle movements per day as per State Growth Report, lack of footpath as per State Growth Report.

Response:
It is unclear the reference to a State Growth Report in this statement, however as detailed previously, a TIA was provided by Richard Burk, an experienced and qualified traffic engineer accompanied the application and was provided together with written advice from the road authority (DSG) as to the adequacy of the report. No footpath is required nor shown on the plans.

Issue 9 – Emergency access into the eastern side of the subdivision concerns.

Response:
The proposal is not for a subdivision, and it is noted that emergency access has been address as appropriate given there is no requirement to demonstrate such access at the planning application stage.

Issue 10 – Mental health from people crammed into these living situations which become slum like.

Rebecca Green & Associates

Response:
It is unclear how this concern relates to a relevant provision of the planning scheme, however as detailed in the application and this letter this proposal provides for a lower density than the minimum requirements as per the planning scheme and a range of housing types and sizes which provides for housing diversity and choice.

Issue 11 – The sheds which are ear marked for demolition have been there for ninety years and have become a significant landmark.

Response:
The sheds on the subject site to be removed as part of this proposal are dilapidated and have no heritage listed values. It is also noted that only a portion of the sheds are located within the Heritage Precinct overlay.

Representation 7
Issue 1 – Extra traffic movement safety concerns and request an independent traffic study, due to more than 40 movements per day and speed limit a number of vehicles travel at exceeding 60km/hr.

Response:
As detailed previously, a TIA was provided by Richard Burk, an experienced and qualified traffic engineer accompanied the application and was provided together with written advice from the road authority (DSG) as to the adequacy of the report.

Issue 2 – Extra parking needed along this section of Marlborough Street will increase safety risks.

Response:
The proposal does not rely on any discretion in relation to car parking numbers, with all required parking provided within the site. The proposal does not provide for any addition on street parking.

Issue 3 – Concerns regarding reversing of the Veolia vehicle into traffic on Marlborough Street.

Response:
As provided with the application, the proponents have consulted with Veolia in relation to the provision of a waste and recycling collection services for the development. A small to medium size Rear lift Truck is considered appropriate to access the site and provide such services, this will be a private arrangement for the 21 units of the site, Veolia noting that access to Marlborough Street is acceptable, and no further concerns have been raised by Veolia in relation to access of the site. A further copy of this correspondence is attached.

Issue 4 – Heritage concerns for high density development.

Response:
The proposal meets the requirement for density in terms of minimum 1 unit per 325m^2, and therefore complies with A1 of Clause 10.4.1.

Rebecca Green & Associates

Issue 5 – Demolition of the ninety-year-old sheds which have become a significant landmark.
Response:
As detailed earlier, the sheds on the subject site to be removed as part of this proposal are derelict and have no heritage listed values. It is also noted that only a portion of the sheds are located within the Heritage Precinct overlay.

Representation 8
Issue 1 – Concerns relating to amenity particularly within the subject site itself with the significant areas of hardscape and with the living areas predominantly facing the driveway and south facing and poorly located private open space.

Response:
As noted previously, with the introduction of Interim Planning Directive 4.1 on 22 February 2021 a number of provisions relating to solar orientation and % of hardstand areas has been removed from consideration within the Planning Scheme. The proposal meets the acceptable solution A1 of Clause 10.4.3 in relation to site coverage and private opens pace for all dwellings.

Issue 2 – private open space accessibility and poor planning of such.

Response:
The proposal meets the acceptable solution A1 of Clause 10.4.3 in relation to site coverage and private opens pace for all dwellings.

Issue 3 – Concerns of the windows facing the driveways, hedging will decrease access to sunlight and/or daylight, and many units have no screening, Units 2, 3, 4, 5, 10, 8 and 9.

Response:
Should Council have concerns in relation to the habitable room windows facing the driveways and an issue with whether the hedging proposed would be acceptable, the Council could require by the way of conditions additional screening devices. It is noted however, that the proposal is seeking to rely upon the performance criteria in relation to separation of habitable room windows and a shared driveway and the plans provide notations to indicate double glazing and obscured glass to provide to specific areas for privacy.

Issue 4 – lack of motorcycle parking, 3 required not 2 for the 48 spaces.

Response:
The Planning Scheme requires one motorbike parking spaces for each 20 car spaces, the proposal demonstrates that 2 motorbike parking spaces are proposed, however should Council require an additional space this could be appropriately conditioned.

Issue 5 – car parking space compliance with scheme in relation to size of spaces and carport posts and standard requirements.

Response:

Rebecca Green & Associates

The size of the carports proposed are 5.5m x 3.0m which exceed the requirements of Table E6.3. This table does not detail whether car parking spaces are to be free of posts or supports, and should this be an issue, I am sure the proponents could provide amended plans, as per a condition on an approval prior to the issue of a building permit for such.

Issue 6 – bicycle spaces do not seem to comply with the 1.7m in length and 0.7m in width due to the carport posts.

Response:
The proposal provides for sufficient space for one bicycle parking space available within the carport, should this not be acceptable, permanently accessible bicycle parking spaces or storage spaces are available within the development, including within the outdoor storage shed provided to each unit.

Issue 7 – general traffic issues and concerns including garbage truck access and reducing width of access and emergency vehicle access.

Response:
These issues have been addressed previously within this letter.

We trust that this response together with the proposal plans and documentation enables Council to assess and condition appropriately an approval for the proposal, which will provide a range of housing layouts and sizes for a range of occupants and meets the objectives of the planning scheme and zone.

Kind Regards,

Rebecca Green

Senior Planning Consultant
m – 0409 284422
e – admin@rgassociates.com.au

Received
29.11.2021

VEOLIA

6th September 2021

To whom it may concern,

Site Assessment - 47 Marlborough Street Longford.

A preliminary site assessment (based on the plans) has been conducted for the project at 47 Marlborough Street Longford to determine the most appropriate methodology for the provision of a waste and recycling collection services. The assessment conclusions/recommendations are as follows:

- A small to medium size Rear lift Truck is considered the most appropriate method for the provision of the service/s.
- Service provision would require the Truck to enter and exit from Marlborough Street.
- Access to Marlborough Street is acceptable.
- Trucks will have flashing safety beacon lights operating and reversing cameras.
- The resident bins would be required to be placed outside each residence to ensure accessibility.
- Visibility is reasonable and a speed limit is recommended to ensure safe operations.
- Bins would be serviced between 7am and 2pm.
- A formal Risk Assessment / Work Instruction will be provided to Veolia operators detailing the above requirements and restrictions, prior to commencing the service/s.
- Veolia would not be liable for wear and tear on the driveaways in delivering the waste and recycling service.

Should further information be required in relation to the above, please contact the undersigned on 0459 836 924.

Regards

Martin Robinson
General Manager Business Development

Veolia Environmental Services (Australia) Pty Ltd ABN: 20 051 316 584
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Received
29.11.2021

VEOLIA

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Paul Godier

From: Ryan Richardson <ryan@abodedesignerhomes.com.au>
Sent: Friday, 4 March 2022 4:26 PM
To: Paul Godier
Cc: Ty Turner; 'Carlton Dixon'; Josh Riley
Subject: 47 Marlborough St, Longford - Amended submission for March 2022 Council Meeting
Attachments: Adams Tree - Vegetation Report - Hedge.pdf; 47 Marlborough TIA Final 3.pdf; DESIGN STATEMENT 47 MARLBOROUGH STREET.pdf; ABODE 1150 UNITS 1-21 AT 47 MARLBOROUGH ST PR V8 Red.pdf

Hi Paul,
Please find attached Design Statement and revised Architectural Plans from Arei, Vegetation Management plan provided by Adam's Trees, and updated TIA from Richards Burke for your review prior to the meeting this month.

I have addressed each item of council's previous comments below.

A1.1 P.52 of report
Updated Traffic Impact Assessment from Richard Burke, February 2022 revision. Enlarged diagrams have been dimensioned showing acceptable distances for car parking manoeuvrability P.6-8 of the architectural plans. See below notes referring to the latest TIA;

- 16.1 U1/2 parking space has been reduced to 2.6m p.27
- 16.2 meets requirements
- 16.3 meets requirements
- 16.4 meets requirements
- 16.5 U20/1 and 21/2 car space have been reduced in width to accommodate a change of width for U21/1 car space.
- 16.6 U21/1 car space has been adjusted to suit the turning radius. Note the carport is wider so the car can access in line with the required turning radius.

E6.8.5 Pedestrian Walkways p.55 of council report
This has been addressed on page 33 of the TIA February 2022 revision. As this driveway is outside Marlborough St, a State Growth owned road, the suggestion from the TIA is a shared zone within the complex will satisfy E6.8.5, with the definition of a shared zone discussed on p.33 of the TIA. The main purpose of the shared zone is that pedestrians have the right of way, with the final details of the shared zone being the responsibility and management of the body corporate, once established. The required signage is also shown on Figure 17 p. 35. Further discussions were recommended by Richard Burke with council about what would be a preferred pavement surface for the shared zone. Please see updated shared zone location on P.2,3,4 and 5 of the architectural plans.

Ty Turner and I visited NMC on 17/2/22 and discussed this with Paul Godier and Jonothan Galbraith, and the suggestion from council was an exposed aggregate concrete pavement would satisfy this criterion. P. 2,3,4 and 5 of the architectural plans now shows this updated surface selection. Stencilling the walkways would not be required or recommended with the shared zone being identified by the exposed aggregate concrete differing from the carport pavement surface or standard grey finish concrete. Secondary shared zone signs will also be placed outside U10 where it was also agreed with Paul and Jonathon, that the driveway bend around U10 creates a natural point of traffic control as it turns the corner to U4 – 21

E13.6.7 Wall Materials p.61 of council report
The brick colour has now been updated to Austral 'Homestead red'. This is discussed in the accompanying design statement and P.A1-03, A2-03,B1-03, B2-03, C1-03, C2-03, D1-03, D2-03 and E1-03 of the architectural plans.

E13.6.12 Tree and Vegetation Removal p.64 of council report

Vegetation Management plan provided by Adam's Trees. Licenced land surveyor, Radian have also re surveyed the hedge and this detail has been plotted on P.2 and 4 of the architectural plans. The extent of the hedge to be removed is now detailed on the plans, with the remaining hedge to be protected, maintained, and trimmed in accordance with the vegetation management plan. Dimensions from the hedge are shown

Assessment against F2.0 p.66 of council report
Please see the attached Design Statement prepared by Arei

F2.5.6 External Walls
As per the previous response to E13.6.7 Wall Materials p.61 of council report, the brick colour has been changed to Austral 'Homestead Red'. Elevations on the plans updated to reflect this.

F2.5.7 Entrances and Doors p.73 – 76, 83 of council report
A10 Window Material Constructions
Timber windows have been nominated for Unit 1 front façade, on P.D2-01 of the architectural plans in the window schedule. The elevation on P.D2-03 of the architectural plans reflects this change also.
A13 Window Material Constructions
Projecting brick sills are now nominated to units 1, 2 and 3 on P.D2-03 of the architectural plans

Comment A1.1
Fencing types and heights are now indication on P.4 of the architectural plans
A3
Fencing types and heights are now indication on P.4 of the architectural plans

We believe that all items raised in the council report have now been addressed with the requested updated TIA, Vegetation Management Plan, Design Statement and the updated architectural plans. Should you require any further information prior to the council March 2022 meeting, please do not hesitate to get in touch.

Kind Regards,

Ryan Richardson
Project Manager

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TRAFFIC & CIVIL SERVICES

47 MARLBOROUGH STREET

21 UNIT DEVELOPMENT

TRAFFIC IMPACT ASSESSMENT

FEBRUARY 2022

47 Marlborough Street, Longford
21 Unit Development

TRAFFIC IMPACT ASSESSMENT

- Final 3
- February 2022

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Contents

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	3rd June 2021	R Burk	R Burk	3rd June 2021	Draft
2	18th June 2021	R Burk	R Burk	18th June 2021	Final
3	27th Sept 2021	R Burk	R Burk	27th Sept 2021	Final 2
4	3rd Feb 2022	R Burk	R Burk	3rd Feb 2022	Final 3

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Ryan Richardson (Abode)
Final	1	1	Ryan Richardson (Abode)
Final 2	1	1	Ryan Richardson (Abode)
Final 3	1	1	Ryan Richardson (Abode)

Printed:	3 February 2022
Last saved:	3 February 2022 05:35 PM
File name:	47 Marlborough
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	
Name of project:	47 Marlborough
Name of document:	47 Marlborough
Document version:	Final 3
Project number:	

1. Introduction

1.1 Background

A 21-unit multiple dwelling development is proposed at #47 Marlborough Street, Longford. A Traffic Impact Assessment (TIA) has been prepared that considers the existing roads and traffic affected, current and future traffic generation due to the proposal and the impact this will have on the adjacent road network.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provide details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Marlborough Street, Longford.

1.4 References

- AS 1742.1 – 2014 – General introduction and index of signs
- AS /NZS 2890.1- 2004 – Off-street parking
- AS /NZS 2890.6 - 2004 – Off-street parking for people with disabilities
- RTA Guide to Traffic Generating Developments – 2002
- Northern Midlands Interim Planning Scheme 2013
- Austroads Guidelines
    - Road Design Part 4A: Unsignalised & Signalised Intersections 2021
    - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 33 years professional experience in road and traffic engineering industry
    - Manager Traffic Engineering at the Department of State Growth until May 2017.
    - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster.
	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site specific glossary of Terms

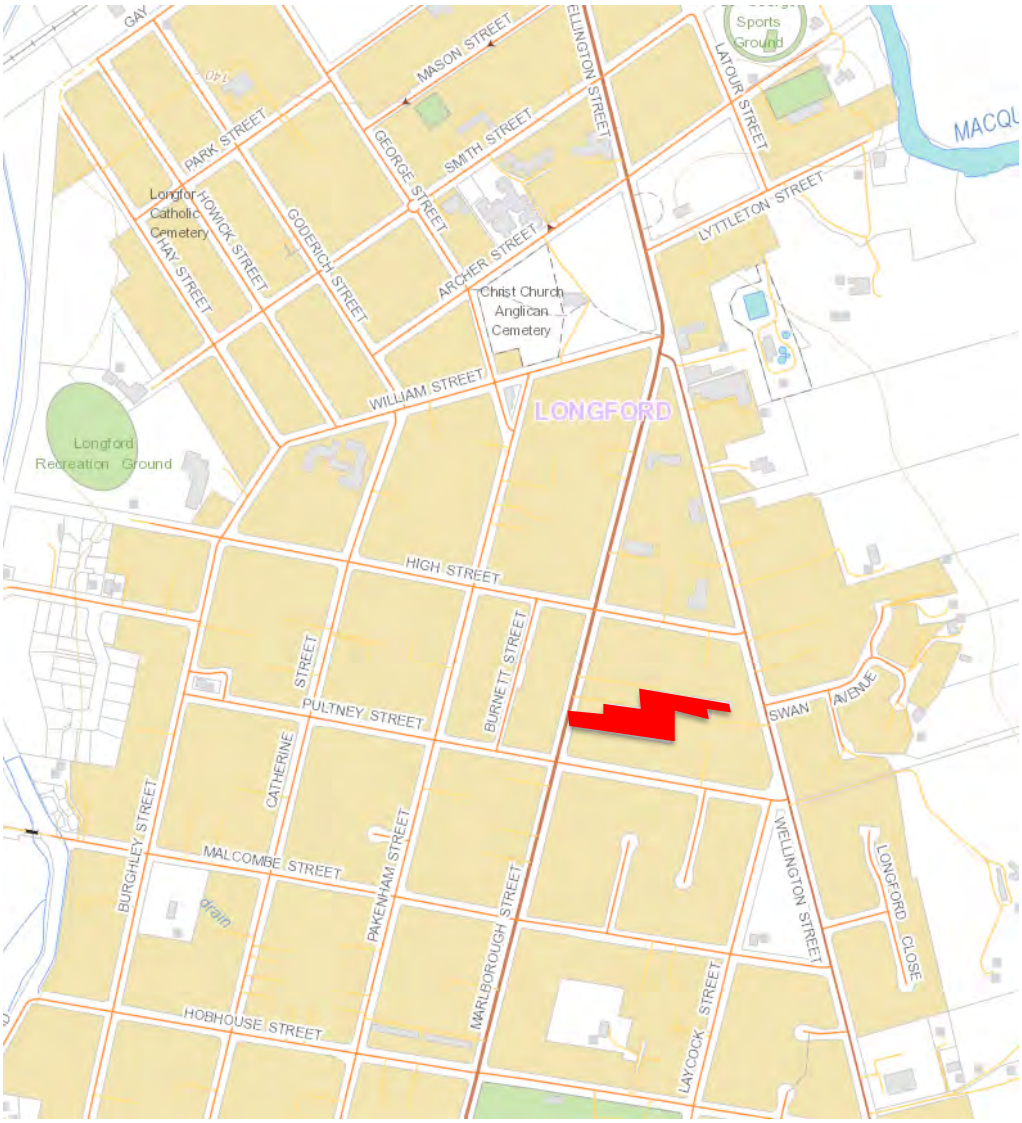
NMC	Northern Midlands Council
SSA	Safe Systems Assessment

2. Site Description

The development site at 47 Marlborough Street is shown in figure 1. The site is flat, and the 50km/h Longford Shopping Zone begins 100m North of the access to 47 Marlborough Street.

The combined property area is some 7,700m². The existing access to 47 Marlborough Street is within a 60km/h speed zone.

Figure 1 - Location of proposed development



Source: LISTmap, DPIPWE

3. Proposed Development

3.1 Description of Proposed Development

An aerial view of 47 Marlborough Street is shown in Figure 2.

Figure 2 – Aerial view of the proposed development site.

Source: LISTmap, DPIPWE

The proposed development layout is shown in figure 3 and design plans are attached in Appendix C. Proposed units include:

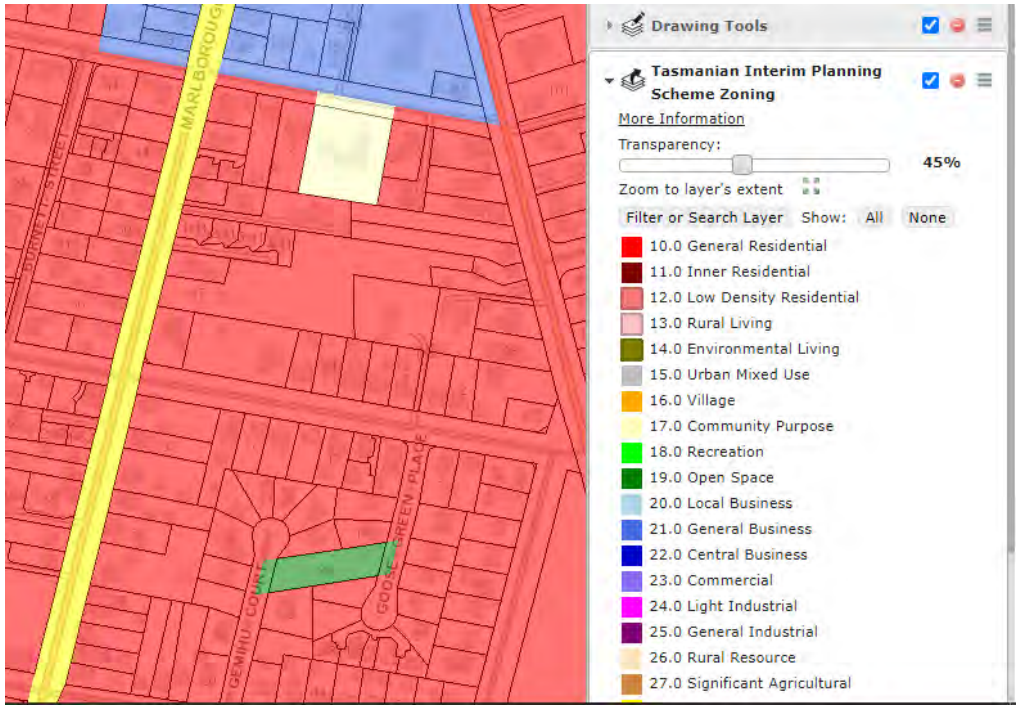
- Unit types A1, A2, B1 and B2 involve 7 x 3-bedroom units.
- Uni types C1, C2, D1 and D2 involve 14 x 2-bedroom units.

Figure 3 – Proposed development layout

3.2 Council Planning Scheme

The development involves land currently zoned General Business in accordance with the Northern Midlands Interim Planning Scheme 2013 shown in Figure 4.

Figure 4 – 47 Marlborough Street is zoned General Residential.



3.3 State Road Network Objectives

The Department of State Growths objectives for State Roads is to maintain and ensure traffic safety and transport efficiency. Marlborough Street is known as Poatina Main Road in the State Road Network.

4. Existing Conditions

4.1 Transport Network

The local transport system consists of Marlborough Street which has an arterial function through Longford and known as Poatina Main Road in the State Road network.

High Street and Pultney Street intersect with Marlborough Street to the North and South of the development site. The side roads are council roads and are not impacted by the proposal.

4.1.1 Marlborough Street (Poatina Main Road in the State Road Network)

Marlborough Street is a Category 4 - Feeder Road in the state road hierarchy with an estimated AADT of 6,475 vpd (2021) through Longford and is a part of the Tasmanian 26m B Double Network and is not a Limited access road, see Appendix A.

Marlborough Street is a 2-way, 2-lane road, with 2.5m wide parking lanes and 5.0m wide traffic lanes in each direction. Kerb and channel together with wide footpaths are provided both sides of the road. Street lighting is provided.

4.1.2 #47 Marlborough Street Driveway

Figures 5 to 9 show the Marlborough Street approaches to the driveway to #47.

Figure 5 – Looking north along Marlborough Street from existing driveway

Available sight distance right is 110m.

Figure 6 – Looking south along Marlborough Street from existing driveway

Available sight distance left is 140m.

Figure 7 – Elevation view of existing driveway and proposed access

Existing driveway crossover is some 3.6m wide.

Figure 8 – Looking north along Marlborough Street at the driveway to #47

Figure 9 – Looking south along Marlborough Street approaching driveway on the left

4.2 Traffic Activity

4.2.1 Marlborough Street,

DSG data, see Appendix A, is summarised as follows:

- **South of Illawarra Road.**
  - AADT 9,255 vpd(2018) with 10.2% trucks
  - compound annual growth rate of 2.5% pa.

- **South of Cracroft Road.**
  - AADT 3,196 vpd (2018) with 14.2% trucks
  - compound annual growth rate of 1.5% pa.

- **Estimated outside 45 Marlborough Street.**
  - AADT 6,225 vpd (2018) with 12.2% trucks
  - compound annual growth rate of 2.0% pa.
  - AADT 6,475 vpd (2021) with 12.2% trucks
  - AADT 7,895 vpd (2031) with 12.2% trucks

4.2.2 47 Marlborough Street,

The existing property does not appear to generate any traffic.

4.3 Sight Distance

Sight distance situation is summarised in Figure 10.

Figure 10 – Sight Distance Compliance

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution: Road frontage sight distance Table E4.7.4 SISD (m)	Current Provision: Available Left(m)	Current Provision: Available Right(m)
Marlborough St - Proposed Access Road	60	60	105	140	110

Compliant

4.4 Crash History

The DSG is supplied with reported crashes by Tasmania Police. DSG maintains a database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

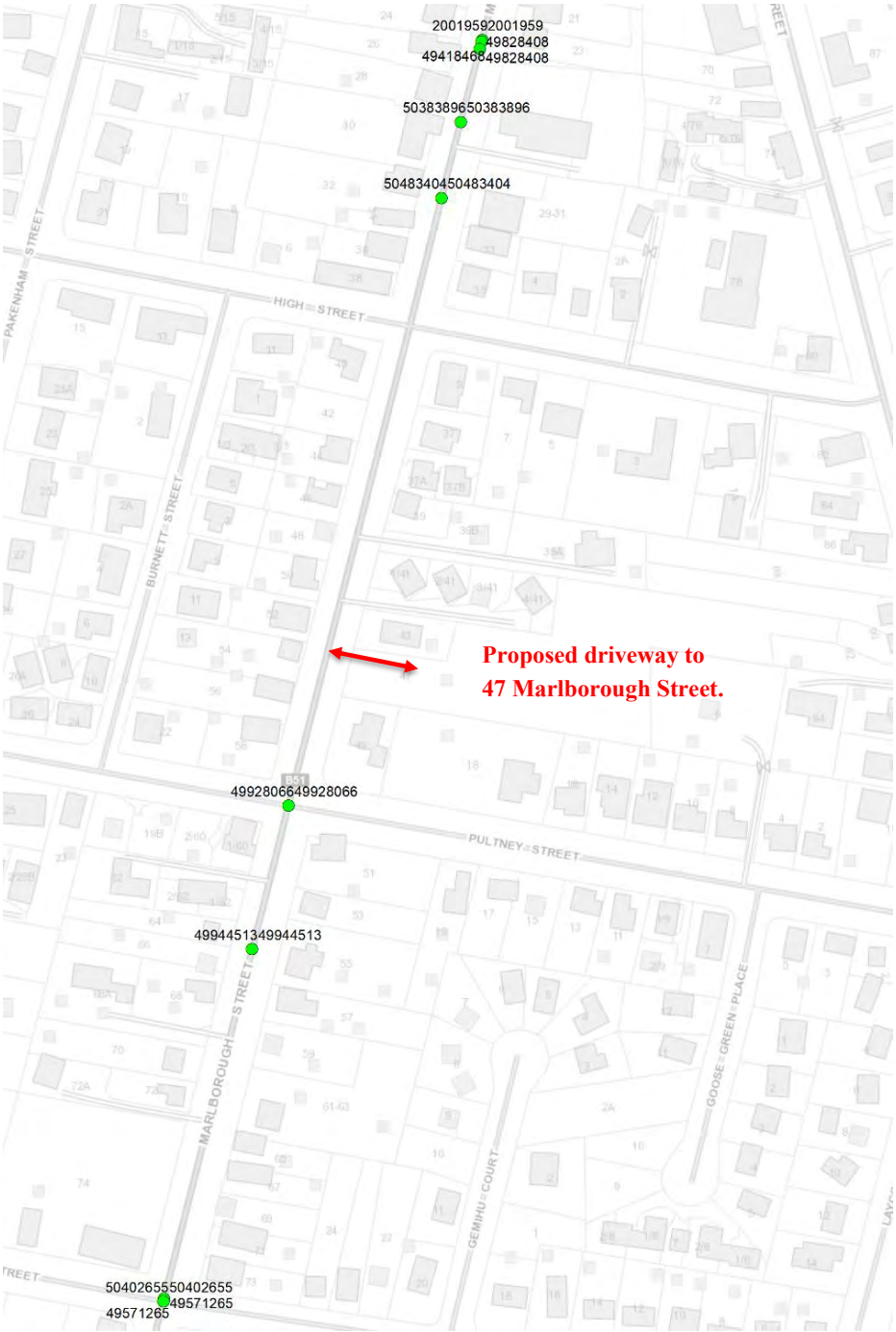
The 5-year reported crash history for Marlborough St. is summarised in Figure 11. The crash history indicates no crash propensity in the vicinity of the proposal, see crash locations shown in Figure 12.

Figure 11 – Marlborough St (300m either side of #47) 5 Year Reported Crash History

Crash Id.	Description	Date	Time	Severity	Light	Speed Limit	Location	Units
2001959	147 - Emerging from driveway or lane	12-Jan-2017	15:55	PDO	Day	50	Marlborough St.	LV & LV
49418468	149 - Other maneuvering	14-Jul-2018	17:50	PDO	Dusk	50	Marlborough St.	LV & LV
49571265	110 - Cross traffic	31-Aug-2018	23:27	PDO	Night	60	Malcombe St. / Marlborough St. int.	LV & LV
49828408	121 - Right through	24-Jan-2019	17:30	First Aid	Day	50	Marlborough St.	LV & LV
49928066	110 - Cross traffic	22-Mar-2019	22:41	PDO	Night	60	Marlborough St./ Pultney St. int.	LV & LV
49944513	160 - Parked	29-Mar-2019	05:20	PDO	Night	50	Marlborough St.	LV & LV
50383896	146 - Reversing into obj. / prkd veh.	04-Dec-2019	09:30	PDO	Day	50	Marlborough St.	HV & LV
50402655	110 - Cross traffic	09-Dec-2019	14:15	PDO	Day	60	Malcombe St. / Marlborough St. int.	HV & LV
50483404	160 - Parked	26-Jan-2020	05:47	PDO	Dawn	50	Marlborough St.	LV & LV

PDO	Property Damage Only
LV	Light Vehicle
HV	Heavy Vehicle

Figure 12 – Marlborough St 5 Year Reported Crash History locations



4.5 Services

No traffic safety concerns were observed with above or below ground services within the vicinity of the proposal.

4.6 Road Safety

4.6.1 Road Safety Review

From road safety review no issues were apparent in the vicinity of the proposed access.

4.6.2 Safe Systems Assessment

Marlborough Street in the vicinity of #47 has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, the vicinity of #47, Marlborough St. is determined to be well aligned with the safe system objective with a crash risk score of 22/448.

See Appendix B for details. This score indicates a low crash risk, see figure 13.

Figure 13 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score
NS	Not suitable

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2031).

5.1 Traffic Growth

Marlborough Street traffic growth is projected to increase at 2% compound annual growth.

5.2 Trip Generation

The applicable traffic generation rates for the proposal are as follows for medium density residential buildings:

- Up to 2 bedrooms: 4-5vpd and 0.4 - 0.5vph
- 2 or more bedrooms: 5-6.5vpd and 0.5-0.65vph

The proposal involves:

- 7* 3-bedroom units at 6 vpd and 0.6 vph.
- 14* 2-bedroom units at 4.5 vpd and 0.45 vph.

It total, all 21 units are estimated to generate 105 vpd and 11 vph at peak times.

This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments under section 1.4 References.

5.3 Trip Assignment

Figure 14 shows the estimated traffic activity due to the proposal by 2031.

Figure 14 – Estimated 2031 Peak hour traffic at 47 Marlborough Street driveway