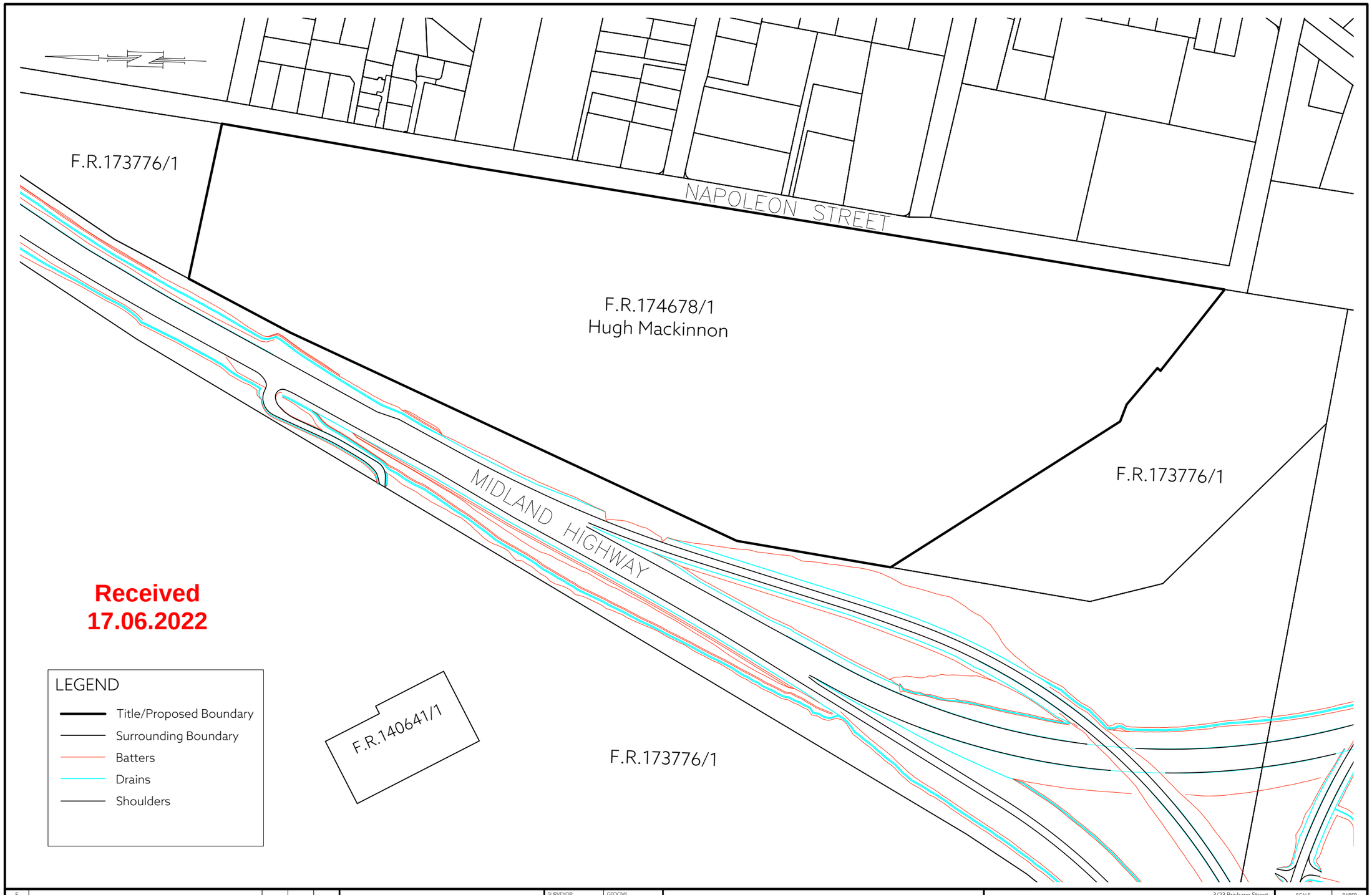

Received
17.06.2022

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A				

SURVEYOR: n/a	GEOCIVIL: n/a
DRAWN: AB	CHECKED: JD
DATE: 16/6/2022	

Midlands Hwy As-Constructed

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SCALE	PAPER
1:3000	(A3)
JOB NUMBER	DRAWING
44156	AC01

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Received
17.06.2022

Our Ref: 44156
AIR response

16 June 2022

PLANNING APPLICATION PLN-22-0037 – 116 Lot Subdivision at Lot 1 Drummond Street, Perth – Servicing Report Addendum

This letter serves as an addendum to the servicing report dated 14 June 2022 and a direct response to the AIR from NMC dated 27 May 2022. As such, each issue in the AIR will be addressed directly.

1. We have reviewed an increase of impervious surface estimated within the stormwater model to the council requested ratio of 70% impervious fraction and the detention basin will contain this increase in flow. We have allowed 70% impervious surfaces in Catchments A1 and A6, where in fact much of these lots are under a no build zone or to be public open space. In the final detailed model to be prepared at the time of engineering design once a permit is received, this ratio will be further refined to factor in a reduction of impervious surfaces applicable to A1 and A6.

2. Catchment A2 will be able to drain the underground network through to the detention basin within Catchment A5 as indicated on the catchment plan. There is sufficient fall to enable this drainage configuration.

3. Notes regarding basin size and geometry are acknowledged, please condition as part of the planning permit.

4. Your comment regarding the possibility of a dam permit is noted, please condition as part of the planning permit if required.

5. To reiterate the relevant statement in the servicing report, there is no link between highway drainage and the site. Neither open drainage in drains or the underground pipe network discharge onto the site. We have included an as-constructed drawing for the highway to illustrate that point further and we hope that between this statement, the previously supplied photos and this as-constructed drawing that council agree there is not an issue with contributing flows from the highway.

6. Surface levels, inverts, diameters and other design details will be provided at the detailed design stage of the subdivision, once a planning permit is received.

7. Catchment A2 discharges underground to the detention basin. Catchment A2 discharges overland to Napoleon Street. It is stated in the report that *"…the stormwater (SW) system will be designed to retain flow within road reserve by providing additional capacity and detention to maximise the efficiency of the subsurface drainage network. This will enable flow to discharge onto road reserve in Frederick Street, instead of as surface flow via existing overland flow path through private property."* It is not discussed in the report how this will be achieved.

   We intend to grade Napoleon Street with a one-way crossfall graded with the invert on the western side of the road, thus maximising overland flow capacity in Napoleon Street and removing the possibility of overland flow through 33 and 33A Napoleon Street. This flow path will

OFFICES ALSO AT:

HOBART
127 Bathurst St,
Hobart, TAS 7000
(03) 6234 3217

KINGSTON
6 Freeman St,
Kingston, TAS 7050
(03) 6229 2131

HUONVILLE
10/16 Main Rd,
Huonville, TAS 7109
(03) 6264 1277

BURNIE
6 Queen St,
Burnie, TAS 7320
(03) 6431 4400

DEVONPORT
77 Gunn St,
Devonport, TAS 7310
(03) 6423 6875

DELORAINE
16 Emu Bay Rd,
Deloraine, TAS 7304
(03) 6362 2993

SWANSEA
3 Franklin St,
Swansea, TAS 7190
(03) 6130 9099

drain through Frederick Street. We propose that these design parameters be conditioned as part of the permit.

8. We understand that some of the proposed works include works include works within crown land and will seek the necessary approvals

Yours faithfully,
PDA Surveyors, Engineers & Planners
Per:

Jarryd Field
Senior Design Engineer

15 January 2023

Northern Midlands Council
planning@northernmidlands.tas.gov.au

Attention: Planning Department. Northern Midlands Councillors

Regarding: PLN-22-0037

With regard to the new subdivision proposal for Napoleon Street Perth I would like to firstly state that I am in favour of the subdivision that has been proposed and can see the benefits of increasing the township, community and associated infrastructure and commercial opportunities which are more than likely to develop on the township.

I do however have some concerns regarding the access to the new subdivision from Napoleon St via Philip Street.

1. I know that in the planning report that Napoleon Street states **'No significant traffic safety issues** ' - I dispute this claim totally. The corner of Philip St and Napoleon St is a dangerous vehicle area having weekly close calls with traffic turning in either direction. This in part is due to the restricted visibility caused by the fence height at 57 Phillip St. Trucks and buses entering Napoleon St from Philip St often either going on the opposite side of the road to make the turn. Myself and others have also witnessed these vehicles mounting the kerb to make the turn. Sometimes without noticing that there are young families walking with toddlers some on bikes and in prams that must take evasive action on that corner. This is confirmed by the number of times the guideposts are being regularly replace etc

2. Standard vehicles also take the corner wide or cut the corner due to the fence at the property on the corner of Napoleon and Philip St because you cannot see oncoming traffic (concerns over the height of the fence at this corner were lodged with planning when it was proposed to the council). I personally have had to take evasive action to prevent being hit by oncoming cars multiple times. Again, I refer to your planning report which has identified with a picture (Figure 25) Looking left (north) along Youd Rd from Edward St **'Trees that need trimming'** which are approximately 200m from corner **'To maintain sight lines'**. This site line consideration has not been given to traffic turning into Napoleon St from Philip St or vis versa due to the fence at the corner property. Not all accidents are reported to the Police or even to Insurance companies therefore to state there have never been any accidents on that corner are incorrect.

3. There are regularly various sized vehicles parked at the end of Philip St (approximately 6 meters from the corner) before the turn into Napoleon St. When they are there, in order to negotiate turning into Napoleon St you have to go partly or totally onto the other side of the road before making the turn and if a car is coming around the corner, they then either hit the guideposts or have to take evasive action or hit you. Again, the line of site is an issue

4. I call into question the veracity of the Traffic Assessment Report – The data for this assessment was done in 2020 at the height of the global pandemic and therefore the figures, traffic assumptions etc are flawed. Plus I am concerned about the data gathering schedule:

    a. The Traffic Assessment Report was conducted between approx. 8:30am-9:00am and 4:30pm-5:00pm. Most commuters traveling to work would be outside this time schedules.

and because the assessment was made when a large number of people were working from home due to Covid the figures therefore not a true reflection of traffic volume.

b. The Traffic Assessment Report does not take into consideration school age children either walking or being transported in private/public vehicles who would also be outside this time frame.
c. The foot traffic in this area has increased considerably in the past 12 months.

5. The proposal also assumes that the traffic to the proposed subdivision will be split evenly between Philip St and Edward St. This assumption in my opinion is wrong – the majority of people going to the proposed subdivision will (in my opinion) will take the Philip St route from Youd Road as a more direct line of access. Most current residents who live at the South end of Napoleon Street access via Philip St not Edward St.

6. The increased potential for damage to the cars that are parked between No 1 Napoleon St and No 13 Napoleon St everyday belonging to residents and daily visitors. This risk is increased due to the fact that Napoleon St is:
    a. A narrow road that will not accommodate for tuning vehicles into the proposed t-intersection and vehicles parked on either side of the road.
    b. Vehicles entering from Philip Street and then making a right-hand turn into the t-intersection within approximately 65 meters will undoubtedly do it in a sweeping motion increasing the likelihood of hitting parked vehicles.
    c. The residents at the units at No9 Napoleon St Park their cars on the road in front of 5, 9 and 11 Napoleon St which could hinder the line of sight and turning capacity for the T-intersection.

7. The t-intersection will be directly in front of my home (5 Napoleon St), and I am concerned about numerous potential hazards
    a. Lights from oncoming vehicles into my lounge room and two main bedrooms. Will detrimentally affect my quality of living in my own home. Which may cause substantial health issues.
    b. The potential for someone not taking the turn and damaging my property. Which is a very worrying and stressful.
    c. The risk when leaving my driveway, I would have to contend with cars turning from Phillip St, cars on Napoleon St and then cars coming from the proposed t-intersection.
    d. My and my visitors' vehicles parked outside my property on a permanent basis are at risk of being damaged.
    e. My property is also a Multi-Dwelling residence as I have an short term rental at the property
    f. The potential detrimental affect to my property value

8. Access of emergency vehicles e.g. fire trucks, ambulances etc. The current refuse disposal truck need to either cut the corner or traverse the centre line to navigate the corner.

9. Lack of specifically dedicated children's play area – To my knowledge there is no designated play area on the West side without having to cross Youd Road. The area around my home has exploded over the last few years with young families and there is a need to provide them with a safe open space to play.

Suggested Alterations to subdivision access

- I would propose that Phillip St be extended, and access to the subdivision be given via perhaps blocks marked 83, 82, 84 etc. These blocks (along with a number of others) have been identified in the Bush Fire Risk Assessment study and special building requirements for property owners to adhere too. These building requirements may impact the viability of these blocks for prospective buyers. However, by using these blocks for entrance from Philip St to the subdivision could create two blocks in the proposed T-intersection to offset them. This would also assist Fire and Emergency Vehicles to access the areas between the highway and the back of the proposed subdivision when they need to.

- The extension of Philip St would elevate some of the extra approximately 232 cars (this is an estimation based on the number of blocks and the assumption that each residence will have two vehicles at a minimum) that would be turning from Phillip St to Napoleon Street then making a sweeping motion to turn right into the subdivision.

- Also, as I understand it the property at 44 Philip Street has been sold to a developer with the intention of another subdivision - therefore by continuing Phillip Street this will facilitate future access to that future subdivision. There is a road reserve that continues Napoleon St North next to 44 Phillip St then turning right to Youd Rd so consideration has already been made for future developments.

- Alternatively, if Napoleon Street was widened to ***no less than double*** its current width as an option (according to the Road Link in the subdivision proposal states that **'through roads are to be no less than 8.9 meters wide from kerb-to-kerb')** Napoleon St at the moment is approximately 7-7.5meters wide. More consideration needs to be given for vehicles to avoid the parked cars, reduce the possibility of missing the t-intersection turn and careering into my property and residents parked cars.

- As stated above by increasing the width of Napoleon St this would increasing the turning area at the corner of Philip St and Napoleon Street to compensate for the turning visibility on that corner and proposed increased traffic, but the increase needs to be substantial due to the high volume of traffic that will be negotiating it daily.

I look forward to discussing these concerns and proposed alternatives at a meeting with the Council

Regards

Pat Todd
5 Napoleon St
PERTH, Tas 7300

Judy Tymms

3 Napoleon St Perth 7300
PO Box 229, Longford 7301

Northern Midlands

planning application PLN-22-0037
174678/1 Drummond St

15/1/2023

To whom it may concern,

Thank you for the opportunity to comment in response to the planning application referenced above for residential 116 lot subdivision (staged) with new roads, associated infrastructure, and public open spaces.

As a resident and homeowner of Napoleon Street, Perth, I support the subdivision, and provide my opinions to support the landowner and Northern Midland council in tailoring an outcome that best supports our community and all involved.

I submit my concerns with

- several safety risks identified in the current planning application together with suggestions for reducing or mitigating these risks.

And raise

- a few general questions regarding observations from the report

For ease of reading, I address this in the order of the attachments in the report.

1. Subdivision Proposal Plan – **QUESTION** & **SAFETY**
2. Bushfire Hazard - **SAFETY**
3. Traffic Impact Assessment **SAFETY**

Subdivision Proposal Plan

QUESTION: Fredrick Street is referenced in the map as an access road and on the name of the folio of the register title as an access street; however, in current reality it is not a street that is in use or accessible for traffic it is grass.

CONCERN: Developing Fredrick Street to Napoleon Street sits outside of the scope of the Developers listed land parcel and is not part of the development plan scope, what is the intention by the developer for Fredrick St? If the answer is nothing. Then how is traffic to flow to and from Frederick St to the new development?

SAFETY:10.4.15.6 'Walking and Cycling Networks (*Objective is to provide adequate provision to accommodate wheelchairs, prams, scooters and other footpath bound vehicles*.') Why is the road entrance to the new subdivision 4 houses down from the end of Phillip St. rather than an extension of Phillip Street? Causing Wheelchairs, Prams, Scooters and Pedestrians to cross about 30m from a sharp corner with a high fence over a gutter or on a private driveway?

SUGGESTION: Move the entrance to the subdivision at the Phillip St end to extend Phillip St. This would allow people to cross with increased safety at the corner of the road when cars are already slowing down and they have maximum visual line of sight in both directions. They would also be able to step off the curb and go directly to the new foot path built on the other side of the road for the new subdivision.

In an ideal world a stop sign at best and a give way sign at minimum would signal for cars to be slowing at the T intersection that would now be marked on this higher traffic roadway slowing traffic appropriately and reducing the risk of accidents for both road and pedestrians.

Bushfire Hazard

SAFETY Given the higher Bush Fire Attack Level (BAL) ratings of 12.5 and 19 applying to properties on the right-hand side of the estate extending Phillip Street as an access point to the instead of creating a new road has the added benefit of using land that would have lower probability of being built on by new land purchasers due to the heightened construction costs. 11m for BAL 19 and 16m for BAL 12.5 which would affect blocks 85,83 and 82.

SUGGESTION: Make a change to the design of the northern blocks 85, 83 and 82. These are the only blocks needed to change the entry point and extend Phillip St Road to become the entrance to the estate at the north end of Napoleon St. Run the road straight up, curving in to the existing new road on the estate.

This change would:

- Return land of greater value to the developer by giving 2 new blocks with no BAL restrictions where the entrance had been and a larger block 86 and 84.
- It also creates direct access for Fire and Emergency vehicles to the estate in the event of fire or other natural disaster.

Traffic Impact Assessment

SAFETY This report is outdated (December 2021) and does not reflect the current state of traffic in Perth. My concern is there are errors in the methodology used for the basis of gathering the facts used to prepare the report.

Specifically:

- The report was prepared during COVID when many people were travelling much less – they were working from home, not working, schooling at home, minimising travel and commuting
- The period listed that traffic was counted was roughly 8:34am-9:04am and 4:54pm to 5:24pm. This misses school commutes and buses (which leave before 8am) as do most office workers and we have a significant number of trades and people in non-office jobs that don't work 9-5pm. Likewise for coming home buses bring kids home before 5pm as do parents and many workers don't meet the government window.
- For those living in Napoleon St we know traffic comes from the Phillip St end, not 50/50 and that there are accidents with the sign being bent or knocked over and people taking the corner wide or too fast. They may not report the accident, but it doesn't mean errors aren't happening. We would prefer we don't have harmful or fatal injury and

instead get on the front foot to create a solution to avoid or minimise risk to human harm, rather than an attitude of waiting for it to occur.

The average household adult occupancy has increased in the street as evidenced by the number of vehicles that are parked on the kerbside on any given day. It is reasonable to expect that this will further increase as the number of houses increases in the street. At Phillip St end of Napoleon St, we have cars parked outside every day, often on both sides.

I have attached a photo taken today from outside my house at 3 Napoleon St looking down the road the direction of 5 Napoleon St where the new road is proposed to enter the estate to show the cars currently parked. This is taken on a Sunday afternoon around 1.30pm 15/1/2023.

Putting a new entry road on outside 5 Napoleon which will have cars having two blind corners and reversing behind parked cars from driveways into busy streets seems a recipe for accidents with pedestrians, kids and cars. It makes no sense, particularly when we have an existing road that can be extended allowing for a T intersection with good access and clear line of sight.

SUGGESTIONS:

1. Undertake a new traffic impact assessment. Use something like a road tube counter for 2-7 continuous days to count to flow of traffic at each entry road to Napoleon St.

Benefits include:

- This will avoid any bias for industry, day, or time of count.
- Using a current period, it will be reflective of the numbers that populate Perth in the current climate rather than a global pandemic and
- Will consider the building boom that has occurred in Perth over the past few years.

2. Place a give way sign at the corner of Phillip and Napoleon St to slow traffic down as part of the new development in preparation for the influx of traffic and pedestrians
3. Extend Phillip St rather than having two hard turns one left then one right straight after which will encourage cars to cut both corners across blind spots where there is a high brick fence and increased risk of accident
4. Increase width of Youl road where it joins Main Road before the round-a-bout at Launceston end of main road as this is also a blind spot with high volume of cars parked on the side of the road now that traffic has increased, and units have been built. This will increase in risk further after the subdivision occurs and traffic grows significantly through this area.

I am happy to be contacted by phone or email to discuss my submission

Kind regards

Judy Tymms
0438343221

Mrs. Vicki Maloney
13 Napoleon Street
PERTH TASMANIA 7300

15 January 2023

To
TheGeneral Manager
Northern Midlands Council
PO Box 156
LONGFORD TASMANIA 7301

Sent via email to planning@nmc.tas.gov.au

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Dear Sir/Madam

I am writing in response to planning application PLN-22-0037, FOLIO OF THE REGISTER 174678/1 DRUMMOND ST (ACCESSED FROM NAPOLEON ST), & NAPOLEON ST & FREDERICK ST PERTH 116 Lot Subdivision (staged) (creation of new roads, public open space lots, & water, sewer and storm water infrastructure).

I welcome the development of the land and seeing the Perth Community grow.

I have concerns in relation to the street layout causing an increased amount of traffic at an already dangerous corner, the lack of existing sound mitigation for noise caused by the highway bypass traffic and whether it will be addressed in this development, there being no detail in relation to a specified park/play equipment area for children and recognition of the history of the property.

The traffic report on Appendix A.1, shows that the traffic counts were completed July 2020, during indicated times 8:30 am – 9:00am (approx.) when majority of commuters would have already left on their commute to Launceston, school buses would have already collected children and departed Perth at approx. 7:45am – 8:15am. The evening count completed during 5:00pm – 5:30pm (approx.), when most workers that were commuting at that time would have still been at work. It does not appear to have been taken into consideration

that a number of people were at this time still working and being schooled from home due to the Covid 19 Pandemic and would not be commuting.

The Traffic Report estimates that the traffic will be split evenly between Phillip and Edward Street, I do not believe this to be accurate. As a Napoleon Street resident of nearly 30 years I frequently see residents from the Southern end of Napoleon Street pass my property travelling to and from Phillip Street, obviously utilizing Phillip and not Edward Street when they are travelling to and from the North (Launceston and surrounds?). Logically, given the existing traffic habits, one would think that the majority of traffic entering this proposed new subdivision from the North of Perth will travel along Phillip Street from Youl Road. As occurs with existing residents, I anticipate that a majority will also depart by this route as well.

I suggest that another report be completed with traffic counters installed to accurately measure traffic on both Phillip and Edward Street over a period of between 3 and 7 days to accurately measure what existing volumes of traffic are and how the traffic accesses Napoleon Street.

The new traffic will need to navigate a narrow left turn from Phillip Street onto Napoleon Street before completing a right turn onto proposed Road Lot 209, opposite 5 Napoleon Street. Given local traffic habits I believe the number of anticipated vehicles utilizing the Phillip and Napoleon Street corner to be much higher than estimated in the report.

The traffic report provided the following recommendation in relation to the corner of Phillip and Napoleon Street: ***Install a curve warning and 35km/h advisory speed signs on the approaches to the Phillip Street / Napoleon Street junction and a B1 barrier line, see Figure 58.***

I am very concerned that this recommendation is not sufficient, as the existing corner of Phillip and Napoleon Street is a very sharp turn with very limited visibility, and despite there already being a road mid-line painted on the corner, as detailed in the recommendation, myself and other members of my household have had several near misses turning onto Napoleon Street as the majority of vehicles turning from Napoleon Street onto Phillip Street fail to stay on the left of the painted line due to the narrowness and sharpness of the corner.

Vehicles parked on Phillip Street near the corner mean that any traffic travelling toward Napoleon Street need to cross onto the opposite side of the road to pass, and this creates yet another issue as you often find yourself braking suddenly as you are facing head on with another vehicle that is turning the corner.

There are large school buses that are kept at the sheds at 17 Napoleon Street, and large trucks that also make deliveries to the businesses at 17 Napoleon Street that also navigate this extremely sharp corner a number of times per day. With the proposed new lots, has consideration been given to whether school buses will be required to access the new roads navigating the sharp narrow corners for pick up and drop off?

In the traffic report page 35, Figure 54 shown below states that there are no roadside hazards, I dispute this and believe the entire western side of Napoleon Street to be a hazard. There are essentially two ditches, one near the fence and one at the edge of the bitumen, that both hold water in the winter months. Vehicles when parked on the narrow bitumen area of the street take up valuable road space prohibiting vehicles to safely pass. The only solution is for north travelling vehicles to drive onto the gravel and grassed area at the side of the road,

and one can easily become bogged on the western side of the road if you need to move off the road to let another vehicle safely pass.
This demonstrates that the bitumen area of Napoleon Street needs to be widened to provide safe carriageway.

I trust that kerb and gutter would be installed and the bitumen area of the road widened as much as possible within the road reserve to eliminate this existing hazard.

Safe System Assessment **Napoleon Street Existing situation**

		Run-off-road	Head-on	Existing Junctions	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 529vpd)	Low Traffic Volume	Low Traffic Volume	Low Traffic Volume	Low Heavy Vehicle Use - 1%	Some Pedestrian Activity	Low volumes	Low volumes	
	Score /4	1	1	1	1	2	1	1	
Likelihood	Justification	Adequate road width, kerb and channel on east side, wide shoulders on west, guideposts for delineation, no edge line	Adequate road width, kerb and channel on east side, wide shoulders on west, guideposts for delineation, no centreline	Good sight distance	Adequate road width, kerb and channel on east side, wide shoulders on west, guideposts for delineation, no centreline	Footpath installed adjacent kerb and channel on east side of road	No specific facilities provided	Good consistent road surface condition, no hazards in clearzone, good forward sight distance	
	Score /4	1	1	1	1	1	2	1	
Severity	Justification (50km/h speed environment)	low speed, no roadside hazards	low speed, no roadside hazards	low speed, no roadside hazards	low speed, no roadside hazards	moderate to high speed for pedestrians	moderate to high speed for cyclists	moderate speed for motorcyclists	
	Score /4	1	1	1	1	3	3	2	Total /448
Product	Total Score /64	1	1	1	1	6	6	2	18

Figure 54 – Napoleon Street Safe Systems Assessment

35 | P a g e

The near misses experienced by not only my family but other residents in addition to the continual damage to the guide posts installed at this corner clearly demonstrate that vehicles cannot navigate this corner safely.
Damage is clearly visible and is shown in figure 22 included below and copied from the Traffic Report

** Note*** As indicated earlier a road midline has been painted defining the corner on the road since the below image was taken, but still vehicles often unsafely cross this line when navigating the corner or hit the guide posts.

3

Figure 22 – Napoleon Street northbound approach to Phillip Street

The high concrete and timber fence at the residence at the corner of Napoleon and Phillip Street limits visibility from both directions on both streets and with the extreme increase in traffic proposed to come around this corner, I fear that there will soon be an incident.

I also note that the installation of this access road is opposite existing dwellings will cause significant light pollution to the residences at both 3 and 5 Napoleon Street. This is not fair to these homeowners whatsoever as night time vehicles travelling out of the proposed subdivision will have their head lights shining directly at the residences when they exit the proposed new road. This will no doubt cause significant disturbance to these residences These homeowners did not choose to live opposite a busy intersection and it is not fair to force this upon them.

I query why the proposed Northern entrance to the new road area is not a simple left turn off a continuation of Phillip Street, in the vicinity of proposed lots 82 and 83. This would eliminate the light pollution to the houses in Napoleon Street and more importantly serve to reduce the number of vehicles turning onto Napoleon Street. This would also surely reduce the Bushfire Hazard rating on the northern most lots 83, 84, 85 and 86 as the road and road reserve area would create a buffer.

Installation of a Give Way/Stop sign at the Northern end of Napoleon Street, which would then become a T-Intersection would slow/stop traffic turning at this corner onto Phillip Street in the same manner as traffic from Cromwell Street turning onto Phillip Street gives way, noting that there is no crash history recorded at the Cromwell/Phillip Intersection as it is clearly marked and has clear visibility in both directions unlike the existing restricted visibility at the corner of Napoleon and Phillip Streets.

I note that within the town of Perth speed mitigation has been installed on Seccombe Street to reduce traffic speed. I would like to see similar speed mitigation installed on Phillip Street to

reduce the speed of the traffic approaching the Napoleon Street intersection and for Napoleon Street to be widened as much as possible on the western side within the road reserve to increase the safety of the street and intersection at Phillip Street.

In regard to the noise pollution that is generated by the traffic on the bypass and has eliminated the previously peaceful living environment of the Western side of Perth, will a condition of the development be for the developer to extend the dirt barrier that currently exists at the south western boundary and ends near where the existing right of way ends near the highway, to provide some measure of noise mitigation? The cost to the people who purchase these lots for glazing and building design to eliminate the noise would be quite significant and may deter prospective purchasers, I would hope that council would look at the extension of the dirt barrier as a required measure.

There are currently two parks in Perth with play equipment, the nearest to the western side of Perth is the "Train Park" on the Main Road. The play equipment at the Train Park is dated and in some cases damaged, the newer Seccombe Street park is accessible but much further away. There is also play equipment located on the school grounds. All of these parks are located on the Eastern side of Main Road.

I note that there are a number of public open spaces detailed on the plan which appear to be access points to the trees planted in the greenspace along-side the highway, and the majority of open space Lot 305 would appear to be a detention basin.

I would like to know if there is a requirement for safety fencing on Lot 305 to ensure that the detention basin is safe/secure as large open spaces tend to attract children for play.

In relation to specific park/play area and equipment for the children on the Western side of Perth, I would like to know if perhaps seating and a BBQ area, and play equipment could installed by council to make a community park area part of this proposed development and for council to commit to creating a community environment for the residents on the western side of Perth.

Lastly in regard to the history of the land being recognized, this can be achieved in the naming of the roads in this proposed development. I would hope to see in particular the owners the MacKinnon Family and longtime residents of the now derelict house ruins, the Powell Family recognised.

Molly Johnson's (nee Powell) ashes were scattered by her descendants at the ruins where she had lived, and I would hope for this to be taken into consideration when names for the roads are considered. Perhaps something along the lines of MacKinnon Avenue in recognition of generations of ownership by the MacKinnon family, and Molly Powell Place in memory of Molly's love of her final resting place be considered.

Sincerely,

Vicki Maloney

5

Craig Cooper

3 Napoleon St Perth 7300
PO Box 229, Longford 7301

Northern Midlands

planning application PLN-22-0037
174678/1 Drummond St

To whom it may concern,

Thank you for the opportunity to comment in response to the planning application referenced above for residential 116 lot subdivision (staged) with new roads, associated infrastructure, and public open spaces.

As a resident and *homeowner of Napoleon Street, Perth, I support the subdivision, and provide my opinions to support the landowner and Northern* Midland council in tailoring an outcome that best supports our community and all involved.

I submit my concerns with

- several safety risks identified in the current planning application together with suggestions for reducing or mitigating these risks.

And raise

- a few general questions regarding observations from the report

Drummond Street is referenced in the map as an access road and on the name of the folio of the register title as an access street.

- **CONCERN:** Developing Drummond Street as an access point to the new development is referenced briefly and implies that it is questionable as to whether it will be developed into an access point, what is the intention by the developer or council for Drummond St? If the answer is nothing this will further increase traffic along Napoleon St.

The northern entrance on Napoleon St to the new development will encounter the majority of all traffic due to the location of the off ramps and on ramps on the new highway at the Northern end of Perth, all traffic will take the shortest route which is human nature and a natural thing to do, this will take most traffic if not all up Phillip street turn left on Napoleon street, my concern is that Napoleon street will encounter almost 100% of new traffic.

To spread some of this traffic moving the entrance to the subdivision at the Phillip St end to extend Phillip St would improve safety for all road and footpath users. This would also give back land of greater value to the developer.

Traffic Impact Assessment

SAFETY This report is outdated (December 2021) and does not reflect the current state of traffic in Perth.

The entire block in the immediate area has seen significant growth and increase in households. The left turn from Phillip St onto Napoleon St is a narrow choke point that has busses and larger vehicles turning on a daily basis.

Accessing private residents both with standard vehicles and larger vehicles with trailers ect needs further consideration especially where near intersections.

The width of Napoleon St needs to be made a lot wider for safe commuting and it needs to be done prior to an increase in larger vehicles coming and going as the development progresses. The left turn onto Napoleon St gives clear indications of the daily hazards encounted by residents made evident by the guide posts and their condition

Nature Report

I have seen Bandicoots several times on my evening walks. There is one that lives down the end of Napoleon St on the edge of the Paddock near Edward Street. I am not sure what sort of Bandicoot.

I have also seen one dead on the road. I don't know if that is relevant to this or not I have seen them over several years in the same area.

Fauna Report

This report is outdated and based on assumptions, pretty poor evaluation and a very disappointing evaluation of our potential impact on the environment by all involved that would consider this report relevant and up to date.

Northern Midlands Council
P O Box 156
Longford
TAS 7301

Mrs S Davidson
23 Napoleon St
Perth
TAS 7300

To Whom It May Concern:

The following are comments/objections to the subject planning application.

Ref: Planning Application No. PLN-22-0037

Site: Folio of the register 174678/1 Drummond St (accessed from Napoleon St, & Napoleon St & Frederick St, Perth

Proposal: 116 Lot Subdivision etc

- Inconsistent subdivision pattern, setbacks and lot sizes with established side of Napoleon St and the area generally.
- No dust pollution/construction material mitigation practices proposed.
- Overdevelopment of existing site – lot density is excessive.
- Potential traffic congestion, particularly in the absence of accessible public transport – heavy reliance on motor vehicle usage and movements.
- Proposed feeder roads insufficient to enable smooth traffic access & egress from subdivision onto/from Napoleon St.
- Unacceptable high traffic generation and congestion, particularly during peak periods.
- The potential further subdivision &/or multi-dwelling development of Lot 117 exacerbates the above issues.
- No detailed landscaping plan for the subdivision is provided.
- Proposal likely to further threaten currently identified endangered plant species in the area.
- Insufficient development/building setbacks of proposed lots fronting Napoleon St.
- No nature strip or road reserve provided along Napoleon St (as per opposite side).
- Insufficient detail (except for drainage - detention basin outlet & inlet) re: proposed public open space fronting Napoleon St

- Nothing proposed/indicated re: noise attenuation (ie. fencing/acoustic barriers) for:
  1. Periods during construction
  2. Lots along the Midlands highway

It is hoped the above is considered when assessing (& hopefully refusing) the subject application!

Kind regards,

Sue Davidson

Department of State Growth

4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Ph 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.

Tasmanian Government

Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

By email: planning@nmc.tas.gov.au

PLN-22-0037 - 116 lot subdivision
Folio of the Register 174678/1 - Drummond Street, Napoleon Street & Frederick St, Perth

Thank you for the opportunity to comment on the proposed 116 lot subdivision at Perth (folio of the Register 174678/1). The Department of State Growth (State Growth) has the following comments.

Noise

State Growth notes that the plan of subdivision proposes a 'no build area', about 30 metres wide, in addition to a strip of land noted as under contract to Northern Midlands Council, which appears to be about 20 metres wide, and includes landscaping being undertaken by the Council.

Although not mentioned in the planning assessment report, it is assumed the 'no build area' is shown to address the requirements of clause C3.7.1 of the Road and Railway Assets Code, by providing a building area not within the road or railway attenuation area.

Given the information relating to the predicted noise levels was undertaken prior to the construction of the Highway, State Growth strongly recommends that the developer undertake a full noise assessment of current conditions to determine whether the 'no build area' is sufficient or otherwise.

In the absence of a noise assessment of current conditions for the full subdivision, State Growth considers there is no acceptable level of encroachment by habitable buildings into the 'no build area' for Lots 56-82, and this should be enforced on the permit.

Once the subdivision is developed, if any habitable building is proposed within the 'no build area', State Growth, as road authority, would expect that a noise assessment prepared by a suitably qualified expert be provided to determine current noise levels and appropriate building treatments, for each individual proposal.

Passenger Transport

Bus services in Perth were rerouted due to the construction of the Midland Highway bypass around Perth. Services between Cressy, Longford and Launceston travel via the Midland Highway instead of Drummond Street which no longer connects to Illawarra Road.

Services between Evandale and Launceston travel via Clarence Street. All services then travel along Main Road, where the main attractors such as shops and services are located. Bus services would not deviate into the western side of Perth as it is not a logical extension of the network.

The nearest bus stop for the northern part of the subdivision is Main Road/Phillip Street which is 750m from the corner of Napoleon Street and Phillip Street. The nearest bus stop for the southern part of the subdivision will be approximately 1.2-1.6km away depending on the walking path taken to either Scone Street or Main Road/Phillip Street.

In rural areas bus stops are typically 800m apart however some people may have to travel further to the bus stop.

The subdivision should be designed to have good connections to Main Road where the bus routes are. Access to the bus stops on Main Road can be improved by providing good pedestrian amenity such as cut-throughs, footpaths and pedestrian crossings.

Please do not hesitate to contact Claire Armstrong, Senior Strategic Planner on (03) 6166 3397 or email planningpolicy@stategrowth.tas.gov.au who can coordinate engagement with relevant State Growth officers.

Yours sincerely

James Verrier
Director, Transport Systems and Planning Policy

16 January 2023

NUMBER LEGEND

1 Pathway connections with adjoining streets.

2 Signature trees to highlight every pathway connection to adjoining streets.

3 Screen planting along property boundary to consist of native trees, shrubs, tussocks, and groundcovers.

4 Large ornamental trees within open lawn areas to provide seasonal interest and shade in summer.

5 1800mm (w) exposed concrete footpaths to form a network throughout the park.

6 Informal path along the top of the proposed detention basin mound.

7 Slopes greater than 1:4 shall be mass planted with native grasses due to mechanical mowing restrictions.

8 Planting buffer between the property boundary and pathway to consisting of hardy narrow shrubs and tussocks.

9 Large evergreen shade trees along Napoleon Street frontage to provide shade and visual interest to the open space.

10 Proposed sewer and stormwater services as per engineer's drawings.

11 Future inclusive single cubicle toilet facility.

12 Picnic shelter (5 x 5m), over an accessible picnic table and coloured concrete pavement.

13 Shelter (4 x 2m), over an inclusive electric BBQ with two hotplates. The BBQ will be linked to the adjoining shelters with a 1500mm (w) concrete path.

14 1500mm (w) coloured concrete circular path to envelop the play space and to provide inclusive access to all play elements.

15 Five large ornamental trees to provide seasonal interest as well as shade in summer and solar access in winter. A seat will be placed under each tree to overlook the playspace.

16 Large Oak tree centrally placed provides a focal point as well as shade in summer and solar access in winter.

17 Three bay swing consisting of a basket for all abilities, Toddler swing and an adult swing. Earth brown coloured pour rubber soft fall provides all-weather access to the play equipment.

18 Large natural hardwood timber logs and tree stump steppers, together with various sized stone boulders provide interpretive play and quiet play opportunities.

19 Surfacing within the playspace shall consist organic mulch with areas of wet pour rubber softfall to provide inclusive access to all play elements.

20 Multi-play structure for a variety of age groups and challenges.

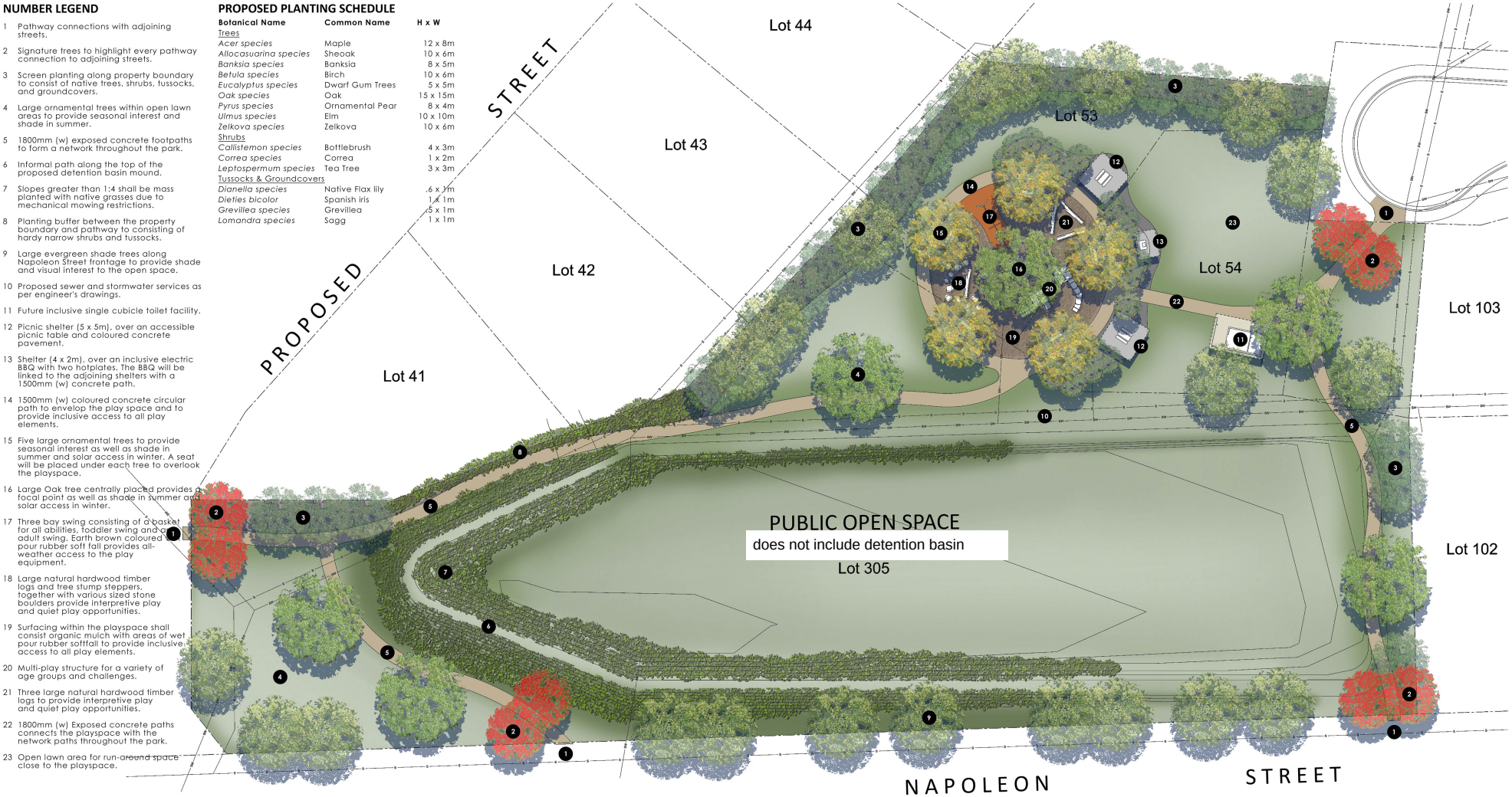
21 Three large natural hardwood timber logs to provide interpretive play and quiet play opportunities.

22 1800mm (w) Exposed concrete paths connects the playspace with the network paths throughout the park.

23 Open lawn area for run-around space close to the playspace.

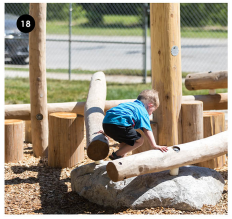
PROPOSED PLANTING SCHEDULE

Botanical Name	Common Name	H x W
Trees		
Acer species	Maple	12 x 8m
Allocasuarina species	Sheoak	10 x 6m
Banksia species	Banksia	8 x 5m
Betula species	Birch	10 x 6m
Eucalyptus species	Dwarf Gum Trees	5 x 5m
Oak species	Oak	15 x 15m
Pyrus species	Ornamental Pear	8 x 4m
Ulmus species	Elm	10 x 10m
Zelkova species	Zelkova	10 x 6m
Shrubs		
Callistemon species	Bottlebrush	4 x 3m
Correa species	Correa	1 x 2m
Leptospermum species	Tea Tree	3 x 3m
Tussocks & Groundcovers		
Dianella species	Native Flax lily	.6 x .7m
Dieties bicolor	Spanish iris	1 x 1m
Grevillea species	Grevillea	.5 x 1m
Lomandra species	Sagg	1 x 1m










NAPOLEON STREET PARK

Napoleon Street Perth Tasmania

Landscape Concept Plan

0 5 10m

20 January 2023
Issue A

NORTHERN MIDLANDS COUNCIL

LANGE design landscape architecture

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0037		**Council notice date**	7/04/2022
TasWater details				
TasWater Reference No.	TWDA 2022/00498-NMC		**Date of response**	06/06/2022
TasWater Contact	Elio Ross	**Phone No.**	0467 874 330	
Response issued to				
Council name	NORTHERN MIDLANDS COUNCIL			
Contact details	Planning@nmc.tas.gov.au			
Development details				
Address	LOT 1 DRUMMOND ST, PERTH		**Property ID (PID)**	9539821
Description of development	116 Lot Subdivision			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
PDA Surveyors	44156J- P09 (pages 1 to 4)	--	13/12/2021

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 each lot of 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 subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.

7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.

8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

    a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.

    b. A request for a joint on-site inspection with TasWater's authorised representative must be made.

    c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.

    d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

    Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

11. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.

12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

16. Pipeline easements and/or lots, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and requirements.

17. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:

    a. the exact location of the existing water infrastructure.

    b. the easement protecting that infrastructure.

    The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

DEVELOPMENT ASSESSMENT FEES

18. The applicant or landowner as the case may be, must pay a development assessment fee of $1,179.68 and a Consent to Register a Legal Document fee of $154.42 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

    The payment is required within 30 days of the issue of an invoice by TasWater.

19. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

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.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies

(c) TasWater will locate residential water stop taps free of charge

(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

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

TasWater Contact Details

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

EXHIBITED

This planning application is open for public comment until

09 January 2023

This application is being assessed under the Tasmanian Planning Scheme - Northern Midlands

Reference no	**PLN-22-0263**
Site	**16 KING STREET CRESSY**
Proposed Development	**2.1m Solid Timber Fence (Vary Fence Height)**
Zone	**8.0 General Residential -**
Use class	**Residential**
Development Status	**Discretionary**

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

PLANNING APPLICATION

Proposal

Description of proposal: 2.1m fence high Roughly 20.5m wide Front fence timber supported by 50x150 c Section POSTS and treated pine Rails and have no vision From the outside in.

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: 16 King ST cressy

CT no: .....

Estimated cost of project $ 6000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes / (No)
If yes – main building is used as .....

If variation to Planning Scheme provisions requested, justification to be provided:

(attach additional sheets if necessary)

Is any signage required? .....
(if yes, provide details)

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

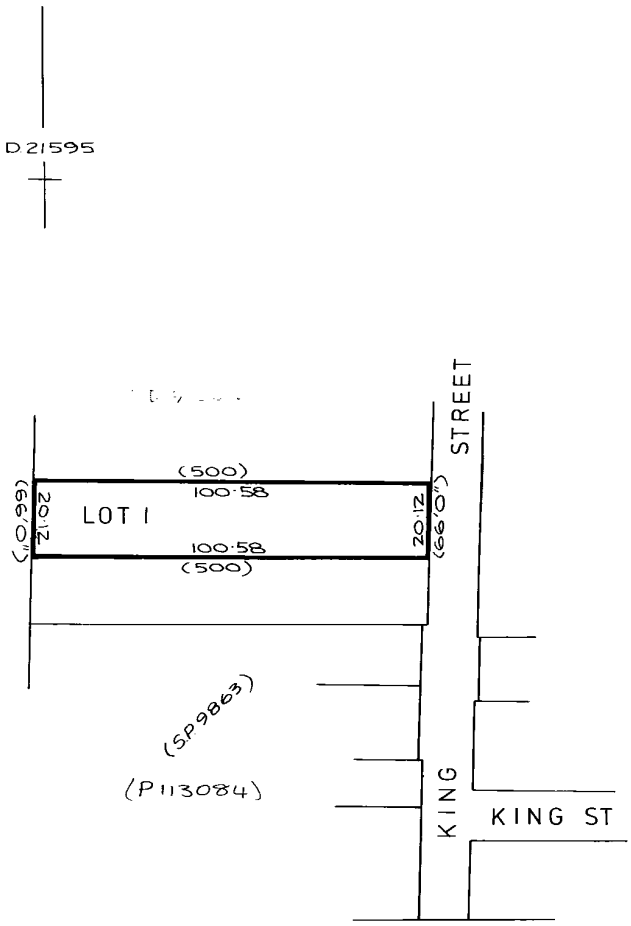
EXHIBITED

APPROVED ~~FROM~~ 10 OCT 1983 ACTING DEPUTY RECORDER OF TITLES	**CONVERSION PLAN**	REGISTERED NUMBER D. 21595
FILE NUMBER Y 1460	GRANTEL PART OF 20,000 ACRES GTD TO ROBERT KEATE JAMES DRUMOND BUTLER ELPHINSTONE & STEWART MARJORIBANKS S.L. 7/10/83	

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY~~/TOWN OF CRESSY
~~LAND DISTRICT OF~~
~~PARISH OF~~

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



NORTHERN MIDLANDS COUNCIL
PO Box 156
13 Smith Street PH: 03 6397 7303
Longford TAS 7301 FAX: 03 6397 7331
Email: council@nmc.tas.gov.au
Web: www.northernmidlands.tas.gov.au

21/12/2022

1:388

Planning Report

Proposed Multi Dwelling Development

At 17 Main Road, Perth

Unify SDA Housing along with the owners of 17 Main Rd Perth Cameron Scott & Georgia MacGibbon are proud to present this proposed multi dwelling development to provide specialist disability accommodation in the region. Unify SDA Housing are experienced developers in this area and look forward to providing new options for people living with disabilities.

Proposed Project

17 Main Road Perth currently has a 2 bedroom brick dwelling situated towards the front of the block and a large area of asphalt between the house and the front boundary as well as a large backyard with lawn.

We are proposing the removal of the carport on the Southern side of the existing dwelling which will allow a large driveway to access two new Specialist Disability units in the backyard.

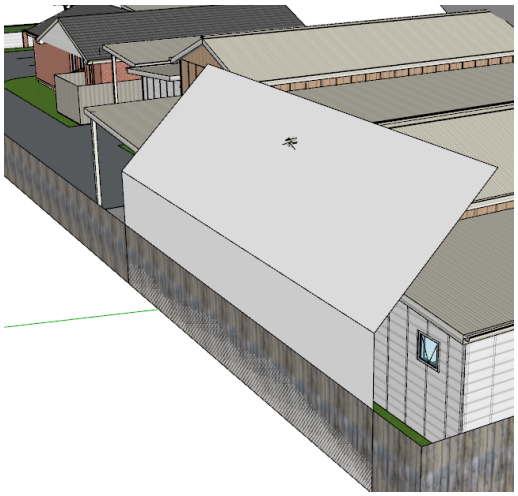
Each new unit is 124 sqm and constructed with lightweight cement sheet weatherboards or panel type wall cladding with colorbond roofing. They both contain 2 bedrooms, 2 bathrooms, a laundry and open plan kitchen, dining, living.

Planning

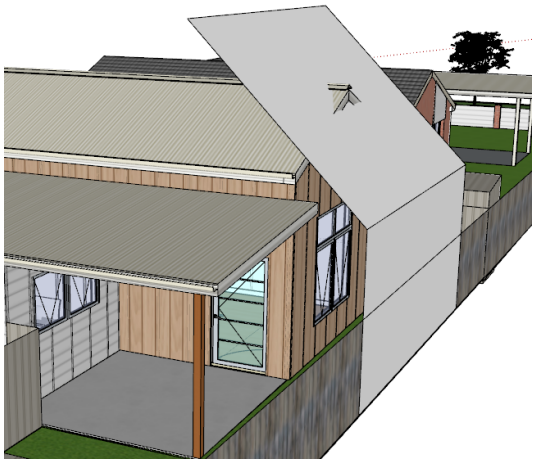
To the best of our knowledge we believe we have a design that meets the current planning scheme for the Northern Midlands as at 11th of October 2022 with the exception of the two below points.

1. Building envelope 10.4.2

We have two very minor infringements of gable end roofs as demonstrated below. The larger being on the North facing side of our development with no shadow consequences and the other being too small to create any shadow issues on the neighboring property.



Small Gable roof encroaching into setback.



Larger gable roof encroaching into the setback.

2. Table E6.1: Parking Space Requirements
   In total the planning scheme indicates we required 6 parking spaces for residents (2 per unit) plus 1 visitor parking space.

   We have been able to provide a total of 6 parking spaces. The likelihood of our tenants being able to drive is extremely low with most of our tenants in other housing we operate either relying on public transport, close proximity to shops or sharing a vehicle with other members of the household.

The road also has extra wide on street safe parking for multiple vehicles should the parking needs be exceeded by additional visitors.

Thank you for taking the time to consider our application and should you have any questions please feel free to contact me on 0434529379.

Many thanks,

Tom Tasker
Unify SDA Housing
m. 0434529379
e. tom@unifysda.com.au

NOTES:

While all reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the field survey.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by existing title dimensions and occupation (where available) only and not by field survey, and as a result are considered approximate only. This plan should not be used for building to boundary. or to prescribed set-backs, without further survey.

Prior to any demolition, excavation, final design or construction on this site, a full site inspection should be completed by the relevant engineers.

All survey data is 3D. The level (z-value) of any specific feature can be interrogated with a suitable CAD package. Spot heights of all features, including pipe inverts, are included in the model space but are not displayed on the PDF. Spot heights are organised into appropriate layers, and can be displayed as required.

DATUM - Vertical : AHD per SPM5501 with reputed AHD level of 164.32 from SURCOM on 01-08-2022

At the time of this survey, CT.21904/6 was owned by CAMERON JAMES SCOTT & GEORGIA CAITLIN MACGIBBON

Date of Survey : 30-07-2022

MGA N

NEIGHBOURING HOUSE
NEIGHBOURING SHED
NEIGHBOURING SHED
PALING FENCE 50.29 75°45'00"
165.17
165.16 TIMBER SHED
165.09
165.06
165.10
165.04
165.16
165.25
FFL 165.41
6
1012m²
TBM Spike RL 165.12
165.05
165.11
165.10
20.12 165°45'00" PALING FENCE
MAIN ROAD
165.05
345°45'00" 20.12
BITUMEN
165.16
BRICK RESIDENCE
FFL 165.41
165.30
CARPORT
SHED
165.20
165 PALING FENCE
255°45'00" 50.29
NEIGHBOURING HOUSE
NEIGHBOURING SHED
165

LOT BOUNDARY
BANK TOP
BANK BOTTOM
BITUMEN EDGE
KERB BACK
FOOTPATH
CONCRETE SLAB
HOUSE
MINOR BUILDING
STRUCTURAL BEAM
STEPS
RIDGE LINES
GUTTER LIP
CABLE HYDRO OVERHEAD
FENCE
GATE
NAIL
SPIKE
NATURAL SURFACE
BITUMEN SPOT
WASHING LINE
FINISHED FLOOR LEVEL
PYLON
TELSTRA PIT
METER WATER

AMENDMENTS		
No.	Revision/Issue	Date

LEARYCOX&CRIPPS LAND & ENGINEERING SURVEYORS

Unit G04 40 Molle Street,
HOBART TAS 7000
P 03 6118 2030
E admin@lccsurvey.com

Project Name and Address: 17 Main Road, Perth

Drawing Title: DETAIL PLAN

Client: Cameron Scott

SCALE 0 1 2 3 4 6 8 — 1:200 at A3

Contour Interval	0.200 m
Date	01-08-2022
SHEET	1 of 1
DRAWN	SP
CHK'D	SP
FILE REF:	12924
Geocivil Ref	1292401
AutoCAD Ref	1292401
DATUM Horz:	MGA2020
DATUM Vert:	AHD83

MULTI DWELLING DEVELOPMENT
17 MAIN STREET
PERTH
CAMERON SCOTT & GEORGIA MACGIBBON

SITE INFORMATION

LAND TITLE REFERENCE: **CT.21904/6**
WIND CLASSIFICATION: **N2 REPORT BY GES**
SOIL CLASSFICATION: **H-1 REPORT BY GES**
CLIMATE ZONE: **TBC**
BAL LEVEL: **LOW**
ALPINE OR SUB-ALPINE AREA: **N/A**
CORROSION ENVIRONMENT: **N/A**
OTHER HAZARDS: **N/A**

AREA SCHEDULE

SITE AREA: **1012 m2**
PERMEABLE AREA: **35.5%**

UNIT 1 FLOOR AREA: **72m2**
UNIT 2 FLOOR AREA: **124.3m2**
UNIT 3 FLOOR AREA: **124.3m2**

TOTAL FLOOR AREA: 320.6m2
TOTAL NEW FLOOR AREA: 248.6m2

DRAWINGS:

UNIFY SDA HOUSING
WEB
unifysda.com.au
PHONE
0434 529 379

PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT & GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET PERTH

REV	DATE	DESCRIPTION

DRAWN
TT

CHECKED
TMK

DESIGN
TT

ACCREDITATION
CC

DOCUMENT DATE
<Date Modified>

PAPER SIZE
A3

DRAWING TITLE
Cover Page

DOCUMENT PHASE
Development Approval

A000

Received
28.10.2022

SITE PLAN LEGEND & NOTES:

GENERAL NOTES:
DURING CONSTRUCTION SOIL AND WATER IS TO BE APPROPRIATELY MANAGED. THIS INCLUDES THE PROVISION OF SILT FENCING, FILTER SCREENS OR DEDICATED SILT TRAPS TO PREVENT DISCHARDGE OF GRAVEL, SOIL OR OTHER DEBRIS TO ANY EXISTING WATER COURSE OR ADJOINING PROPERTY DURING THE CONSTRUCTION PROCESS.

EXCAVATION:
ALLOW FOR BULK EXCAVATION WHERE REQUIRED AND ALL EXCAVATION, FILLING, BACK FILLING AND CONSOLIDATION REQUIRED FOR THE FOOTINGS AND SLAB, RETAIN ALL ACCESS AND SERVICES INDICATED. MAKE GOOD.

SETTING OUT:
THE CLIENT IS RESPONSIBLE FOR VERIFYING THE BOUNDARY PEGS ARE IN THE CORRECT LOCATION, MARKED AND CLEARLY VISIBLE FOR THE BUILDER.
THE BUILDER SHALL ACCURATELY SET-OUT THE WORKS AND VERIFY ALL DIMENSIONS AND LEVELS BEFORE COMMENCING ANY WORKS. AND SHALL MAKE GOOD AT HIS OWN EXPENSE ANY ERRORS ARISING FROM INACCURACIES OF THE SETOUT.

north

Site Plan
Scale: 1 : 200

UNIFY SDA HOUSING

WEB
unifysda.com.au
PHONE
0434 529 379

PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

REV	DATE	DESCRIPTION

DRAWN
TT
CHECKED
TMK
DESIGN
TT
ACCREDITATION
CC
DOCUMENT DATE
<Date Modified>
PAPER SIZE
A3

DRAWING TITLE
Site Plan

DOCUMENT PHASE
Development Approval

A001

Received
28.10.2022

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A3

DRAWING TITLE
Roof Plan

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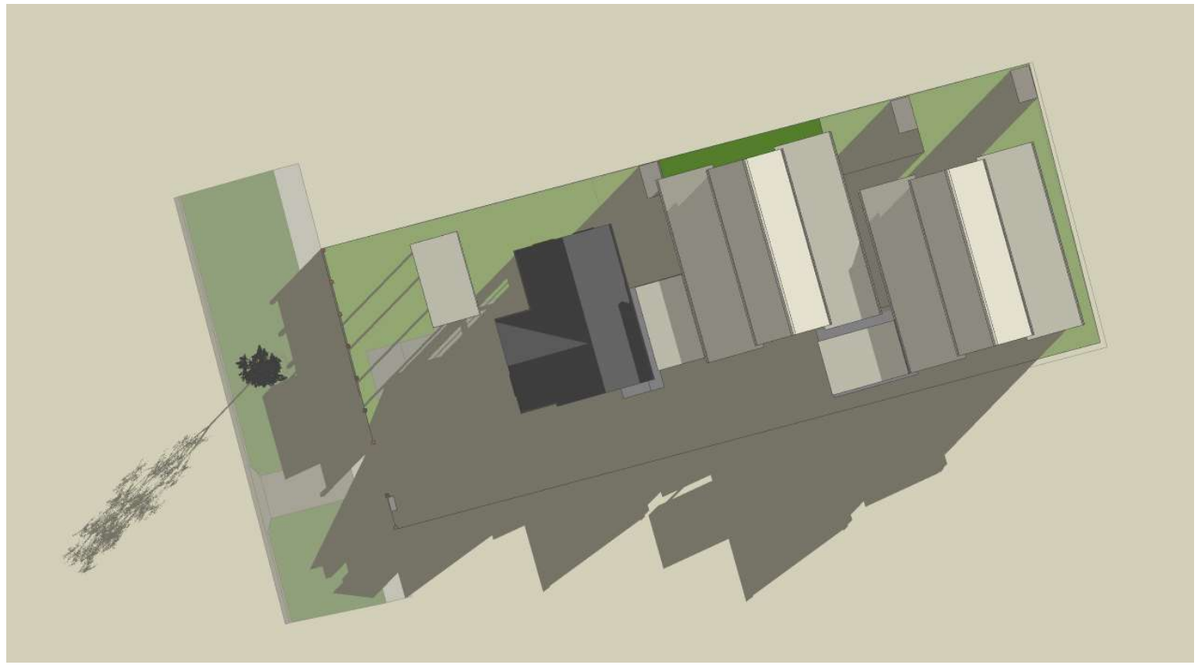
Development Approval

A002

north

Roof Plan
Scale: 1 : 100

Received
28.10.2022



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DOCUMENT DATE
<Date Modified>

PAPER SIZE
A3

DRAWING TITLE
Shadows 9am 21/6

DOCUMENT PHASE
Development Approval

A003

Received
28.10.2022

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PROJECT ADDRESS
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PERTH

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PAPER SIZE
A3

DRAWING TITLE
Shadows 12pm 21/6

DOCUMENT PHASE
Development Approval

A004

Received
28.10.2022

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PROJECT NO.
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CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

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DRAWING TITLE
Shadows 3pm 21/6

DOCUMENT PHASE
Development Approval

A005

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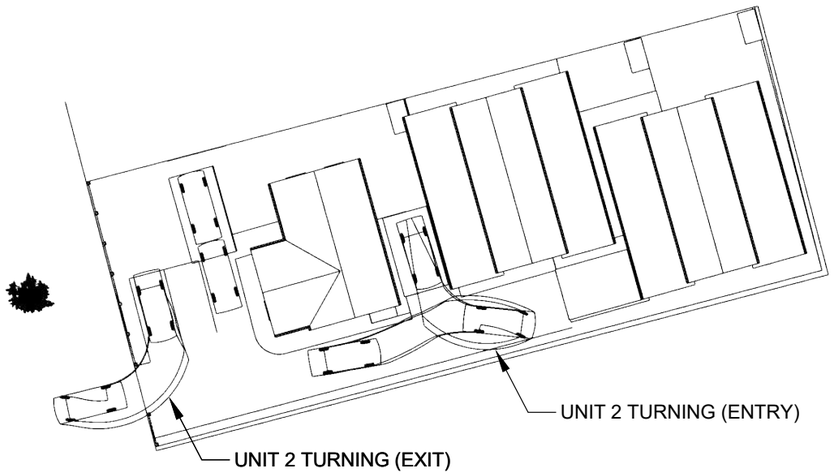
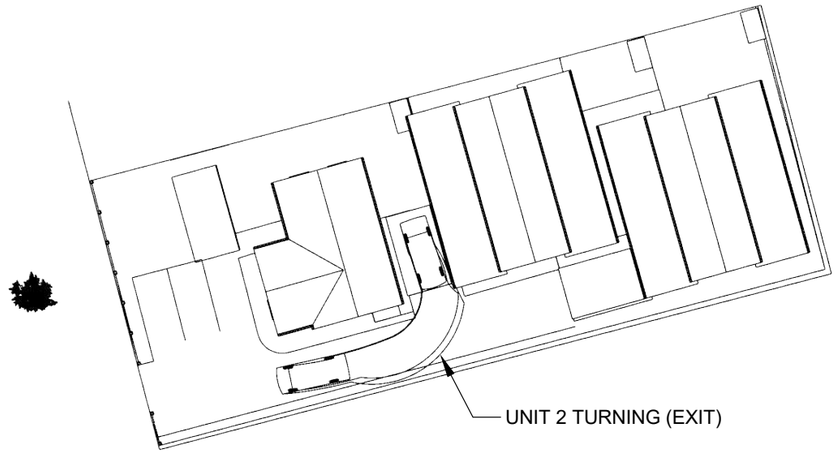
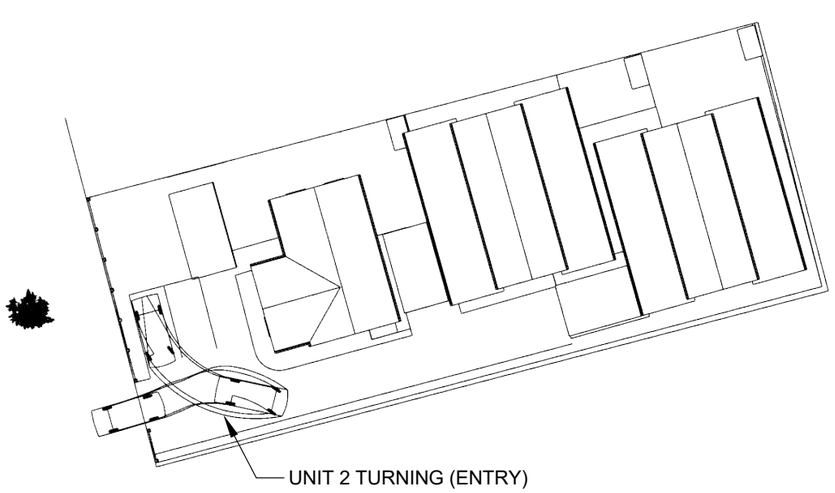
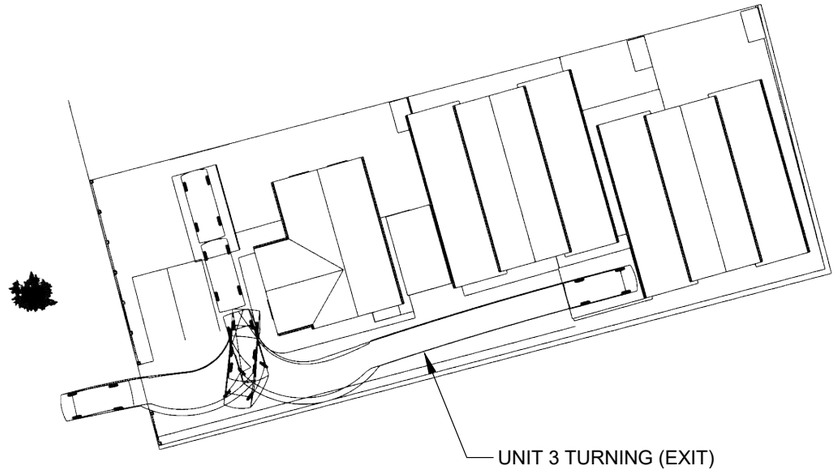
28.10.2022









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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

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DOCUMENT DATE
<Date Modified>

PAPER SIZE
A3

DRAWING TITLE
Vehicle movements

DOCUMENT PHASE
Development Approval

A006

Received
28.10.2022

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PROJECT NO.
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PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

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PAPER SIZE
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DRAWING TITLE
Fence Elevation

DOCUMENT PHASE
Development Approval

A007

Received
28.10.2022

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A203

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A203

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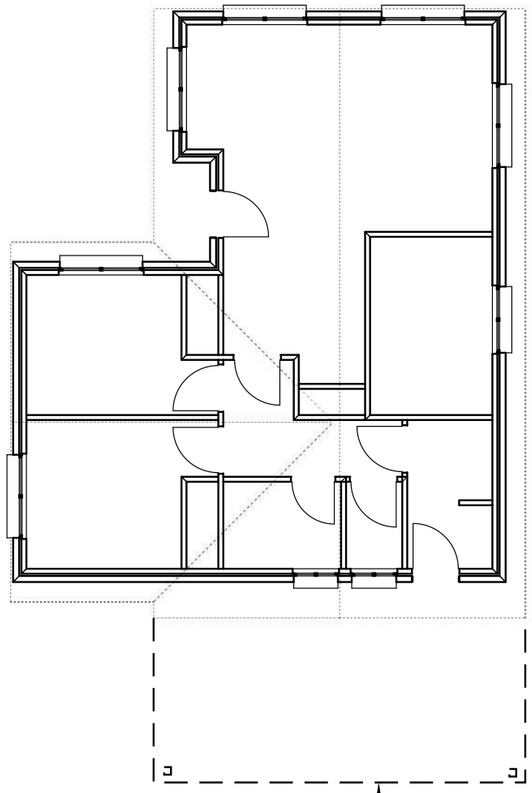
A202



DEMOLISH EXISTING CAR PORT AND MAKE GOOD GABLE ROOF.

1
A202

Unit 1 Floor Plan
Scale: 1 : 100

north

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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

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PAPER SIZE
A3

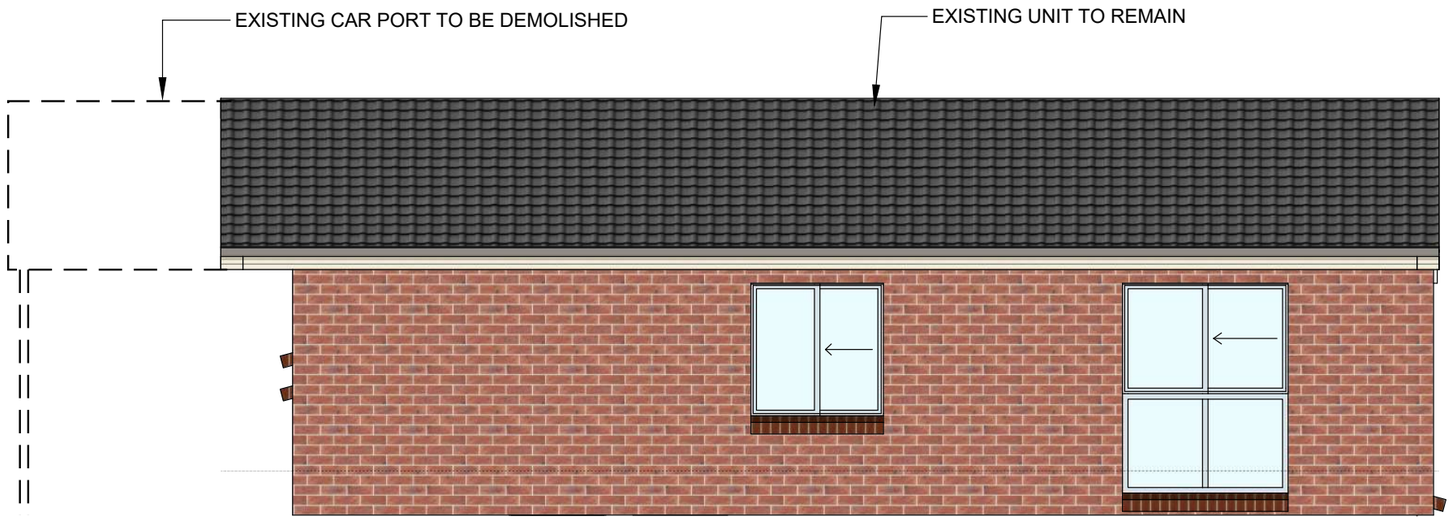
DRAWING TITLE
Unit 1 Floor Plan

DOCUMENT PHASE
Development Approval

A100

Received
28.10.2022

1 South Elevation
Scale: 1 : 50



2 East Elevation
Scale: 1 : 50

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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
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PROJECT NAME
MULTI DWELLING DEVELOPMENT

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DOCUMENT DATE
<Date Modified>

PAPER SIZE
A3

DRAWING TITLE
Unit 1 Elevations 1 of 2

DOCUMENT PHASE
Development Approval

A202

Received
28.10.2022

3 North Elevation
Scale: 1 : 50

EXISTING UNIT TO REMAIN

EXISTING CARPORT TO BE DEMOLISHED

4 West Elevation
Scale: 1 :50

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CAMERON SCOTT &
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PROJECT NAME
MULTI DWELLING
DEVELOPMENT

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17 MAIN STREET
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REV	DATE	DESCRIPTION

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DOCUMENT DATE
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A3

DRAWING TITLE
Unit 1 Elevations 2 of 2

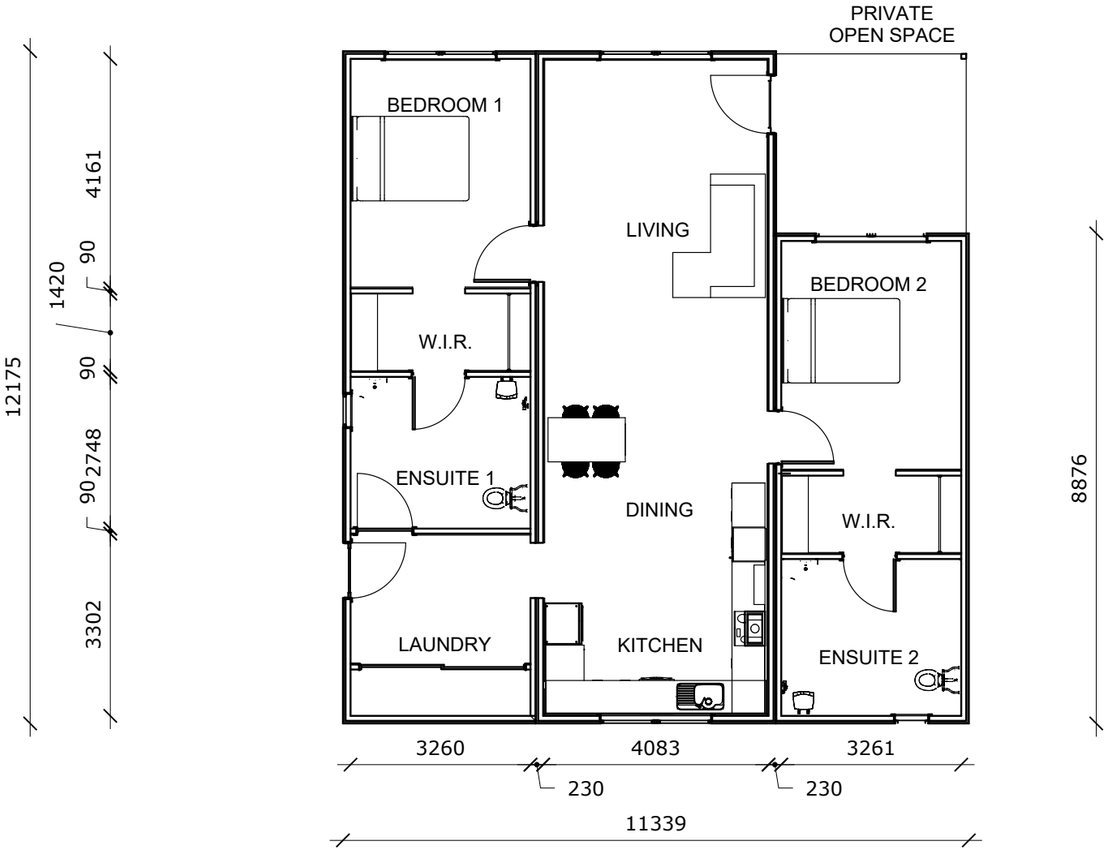
DOCUMENT PHASE
Development Approval

A203

Received
28.10.2022

3 A203

4 A203



2 A202

1 A202

Units 2 & 3 Floor Plan
Scale: 1 : 100

north

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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT & GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET PERTH

REV	DATE	DESCRIPTION

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PAPER SIZE
A3

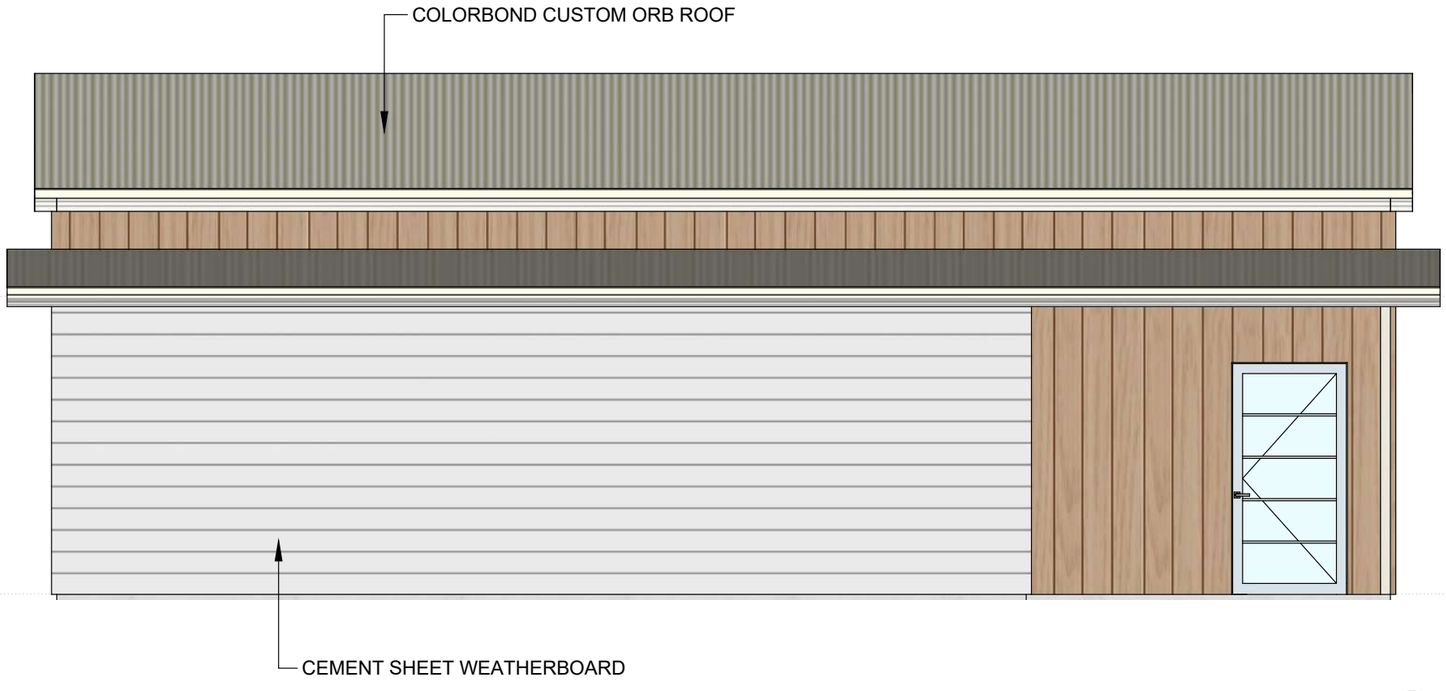
DRAWING TITLE
Units 2 & 3 Floor Plan

DOCUMENT PHASE
Development Approval

A101

Received
28.10.2022

1 South Elevation
Scale: 1 : 50



2 East Elevation
Scale: 1 : 50

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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

REV	DATE	DESCRIPTION

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DESIGN
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DOCUMENT DATE
<Date Modified>

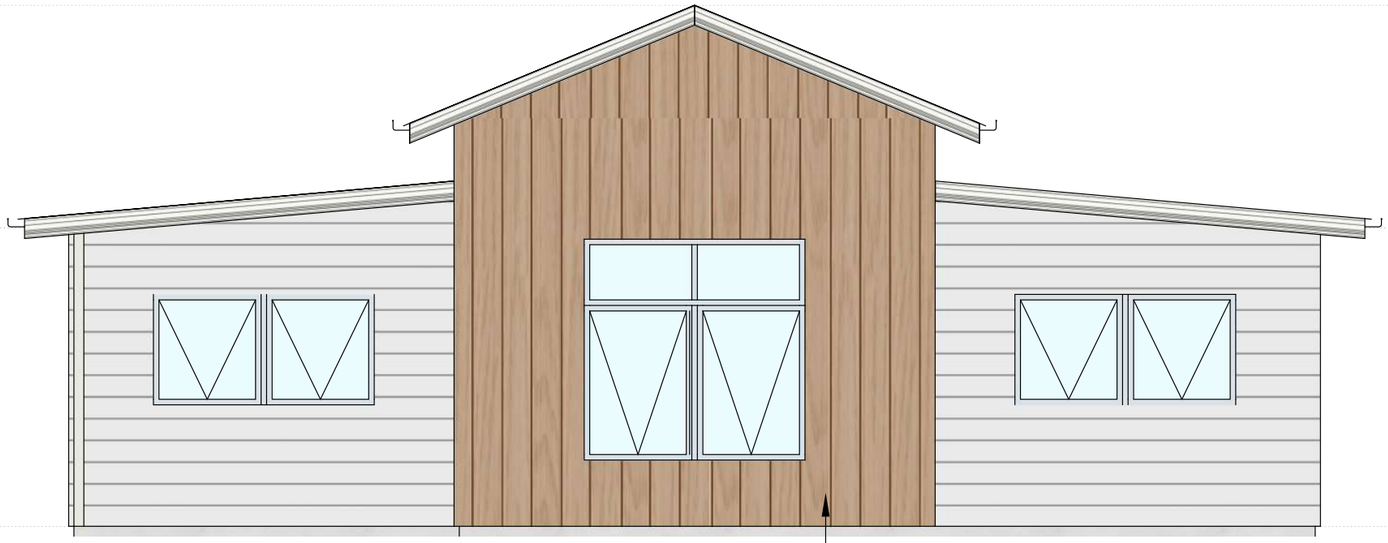
PAPER SIZE
A3

DRAWING TITLE
Units 2 & 3
Elevations 1 of 2

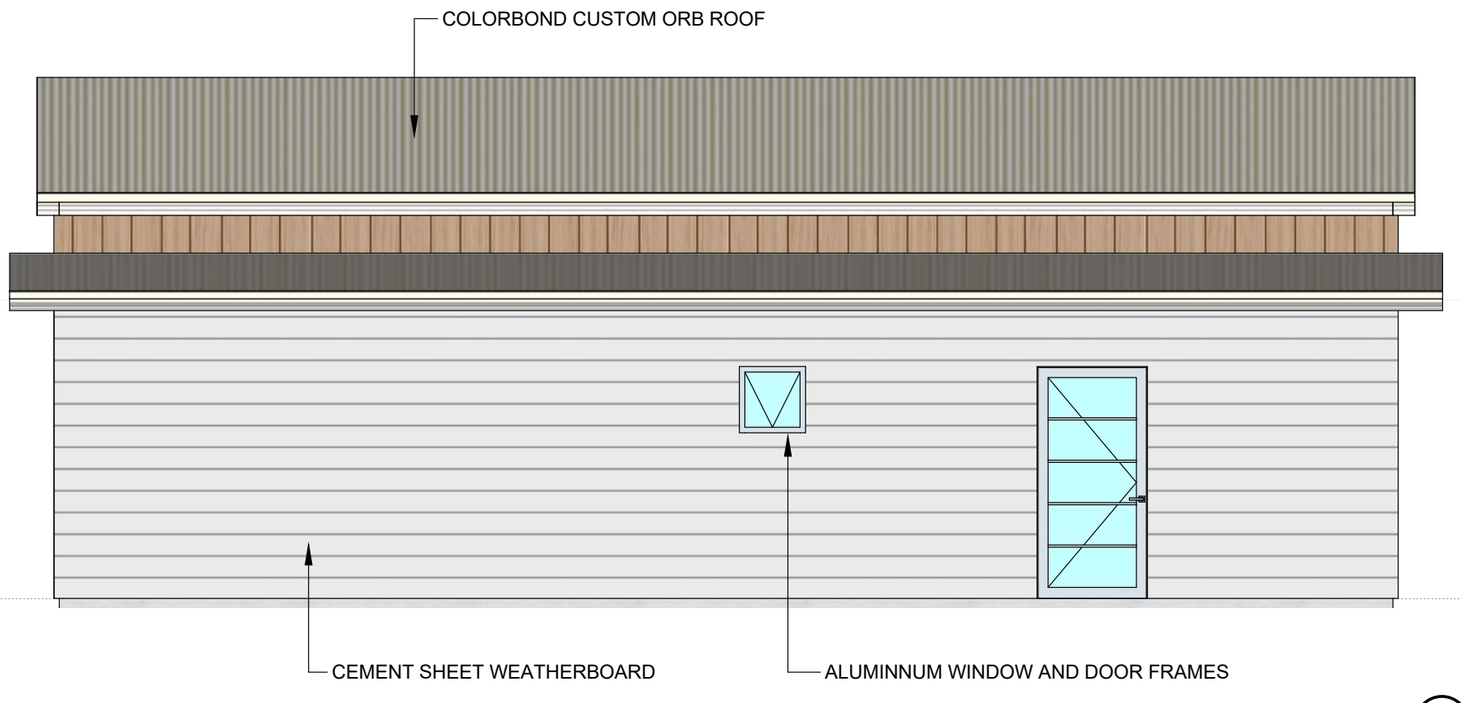
DOCUMENT PHASE
Development Approval

A202

Received
28.10.2022



3 North Elevation
Scale: 1 : 50



4 West Elevation
Scale: 1 : 50

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PHONE
0434 529 379

PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT &
GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING
DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET
PERTH

REV	DATE	DESCRIPTION

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ACCREDITATION
CC

DOCUMENT DATE
<Date Modified>

PAPER SIZE
A3

DRAWING TITLE
Units 2 & 3
Elevations 2 of 2

DOCUMENT PHASE
Development Approval

A203

SITE PLAN LEGEND & NOTES:

GENERAL NOTES:
DURING CONSTRUCTION SOIL AND WATER IS TO BE APPROPRIATELY MANAGED. THIS INCLUDES THE PROVISION OF SILT FENCING, FILTER SCREENS OR DEDICATED SILT TRAPS TO PREVENT DISCHARDGE OF GRAVEL, SOIL OR OTHER DEBRIS TO ANY EXISTING WATER COURSE OR ADJOINING PROPERTY DURING THE CONSTRUCTION PROCESS.

EXCAVATION:
ALLOW FOR BULK EXCAVATION WHERE REQUIRED AND ALL EXCAVATION, FILLING, BACK FILLING AND CONSOLIDATION REQUIRED FOR THE FOOTINGS AND SLAB, RETAIN ALL ACCESS AND SERVICES INDICATED. MAKE GOOD.

Received
13.12.2022

north

Site Plan
Scale: 1 : 200

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PROJECT NO.
U22-005

CLIENT
CAMERON SCOTT & GEORGIA MACGIBBON

PROJECT NAME
MULTI DWELLING DEVELOPMENT

PROJECT ADDRESS
17 MAIN STREET PERTH

REV	DATE	DESCRIPTION

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DOCUMENT DATE
<Date Modified>
PAPER SIZE
A3

DRAWING TITLE
Site Plan

DOCUMENT PHASE
Development Approval

A001

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0235		**Council notice date**	11/11/2022
TasWater details				
TasWater Reference No.	TWDA 2022/01832-NMC		**Date of response**	15/11/2022
TasWater Contact	Rachael Towns	**Phone No.**	0436 615 228	
Response issued to				
Council name	NORTHERN MIDLANDS COUNCIL			
Contact details	Planning@nmc.tas.gov.au			
Development details				
Address	17 MAIN RD, PERTH		**Property ID (PID)**	6744473
Description of development	Multiple Dwellings x 3			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Unify SDA Housing	U22-005 – A001		

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 connection and sewerage system and connection 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, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $226.71 to TasWater, as approved by the Economic Regulator and the fees 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

Water Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

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.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.

(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

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

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

AS2870:2011 SITE ASSESSMENT

17 Main Road

Perth

June 2022

GES

GEO-ENVIRONMENTAL

SOLUTIONS

Investigation Details

Client:	Cameron Scott
Site Address:	17 Main Road, Perth
Date of Inspection:	14/06/2022
Proposed Works:	New Unit
Investigation Method:	Drill Tech Auger
Inspected by:	AM

Site Details

Certificate of Title (CT):	21904/6
Title Area:	Approx. 984.0 m²
Applicable Planning Overlays:	Urban Growth Boundary
Slope & Aspect:	Flat aspect
Vegetation:	Grass & Weeds Disturbed

Background Information

Geology Map:	MRT
Geological Unit:	Quaternary
Climate:	Annual rainfall 640mm
Water Connection:	Mains
Sewer Connection:	Serviced-Mains
Testing and Classification:	AS2870:2011, AS1726:2017 & AS4055:2021

Investigation

A number of bore holes were completed to identify the distribution and variation of the soil materials at the site, bore hole locations are indicated on the site plan. See soil profile conditions presented below. Tests were conducted across the site to obtain bearing capacities of the material at the time of this investigation.

Soil Profile Summary

BH 1 Depth (m)	BH 2 Depth (m)	USCS	Description
0.00-0.20	0.00-0.15	SM	TOPSOIL: **Silty SAND** BH1 with BH2 trace clay: brown, moist, loose.
0.20-0.40	0.15-0.40	CL	**Gravelly CLAY**: medium plasticity, grey mottled orange, wet, soft.
0.40-1.50	0.40-1.90	CH	**Silty CLAY**: high plasticity, grey mottled red-yellow, moist to wet, stiff BH1 to very stiff at 0.6m.
1.50-2.00+		CL	**Silty CLAY**: medium plasticity, yellow-brown mottled orange, moist, very stiff, BH1 no refusal.
	1.90-2.50+	CH	**Silty CLAY** trace sand: medium plasticity, yellow-brown mottled orange, BH2 no refusal.

Site Notes

The soils on site consist of silty sandy topsoil overlying gravelly to silty clay subsoils which have developed from Quaternary sediments.

Site Classification

The site has been assessed and classified in accordance with AS2870:2011 *"Residential Slabs and Footings".*

The site has been classified as:

Class H-1

Y_s range: **40-60mm**

Notes: The subsoils are likely to exhibit high ground surface movement from soil moisture fluctuations.

Wind Loading Classification

According to *"AS4055:2021 - Wind Loads for Housing"* the house site is classified below:

Wind Classification: N2

Region:	A
Terrain Category:	2.5
Shielding Classification:	PS
Topographic Classification:	T1
Wind Classification:	N2
Design Wind Gust Speed – m/s ($V_{h,u}$):	40

Construction Notes & Recommendations

The site has been classified as **Class H-1** - Highly reactive clay site, which may experience high ground movement from moisture changes.

It is recommended that all footings be founded in the natural material with bearing capacities >100kPa.

All earthworks on site must comply with AS3798:2012, and I further recommend that consideration be given to drainage and sediment control on site during and after construction. Care should also be taken to ensure there is adequate drainage in the construction area to avoid the potential for weak bearing and foundation settlement associated with excessive soil moisture.

I also recommend that during construction that I and/or the design engineer be notified of any major variation to the foundation conditions as predicted in this report.

Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD

Director

Explanatory Notes

1 Scope of Works

The methods of description and classification of soils used in this report are based largely on Australian Standard 1726 – Geotechnical Site Investigations (AS1726:2017), with reference to Australian Standard 1289 – Methods for testing soils for engineering purposes (AS1289), for eventual Site Classification according to Australian Standard 2870 (AS2870:2011) – Residential Slabs and Footings and Australian Standard 1547 (AS1547:2012) On-site domestic wastewater management.

1.1 Site Classification AS2870:2011

Site classification with reference to the above Australian Standards are based on site reactivity.

Class	Foundation Conditions	Characteristic Surface Movement
A	Most sand and rock sites with little or no ground movement from moisture changes.	**0mm**
S	Slightly reactive clay sites, which may experience only slight ground movement from moisture changes.	**0 – 20mm**
M	Moderately reactive clay or silt sites, which may experience moderate ground movement from moisture changes.	**20 – 40mm**
H-1	Highly reactive clay sites, which may experience high ground movement from moisture changes.	**40 – 60mm**
H-2	Highly reactive clay sites, which may experience very high ground movement from moisture changes.	**60 – 75mm**
E	Extremely reactive sites, which may experience extreme ground movement from moisture changes.	**>75mm**

*Note: Soils where foundation performance may be significantly affected by factors other than reactive soil movement are classified as **Class P**.*

A site is classified as **Class P** when:

- The bearing capacity of the soil profile in the foundation zone is generally less than 100kpa
- If excessive foundation settlement may occur due to loading on the foundation.
- The site contains uncontrolled fill greater than 0.8m in depth for sandy sites and 0.4m in depth for other soil materials.
- The site is subject to mine subsistence, landslip, collapse activity or coastal erosion.
- The site is underlain by highly dispersive soils with significant potential for erosion
- If the site is subject to abnormal moisture conditions which can affect foundation performance

1.2 Soil Characterisation

This information explains the terms of phrase used within the soil description area of the report.

It includes terminology for cohesive and non-cohesive soils and includes information on how the Unified Soil Classification Scheme (USCS) codes are determined.

NON COHSIVE – SAND & GRAVEL		
Consistency Description	**Field Test**	**Dynamic Cone Penetrometer blows/100 mm**
Very loose (VL)	Easily penetrated with 13 mm reinforcing rod pushed by hand.	0 - 1
Loose (L)	Easily penetrated with 13 mm reinforcing rod pushed by hand. Can be excavated with a spade; 50 mm wooden peg can be easily driven.	1 - 3
Medium dense (MD)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, - hard shovelling.	3 - 8
Dense (D)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, requires pick for excavation: 50 mm wooden peg hard to drive.	8 - 15
Very dense (VD)	Penetrated only 25 - 50 mm with 13 mm reinforcing rod driven with 2 kg hammer.	>15

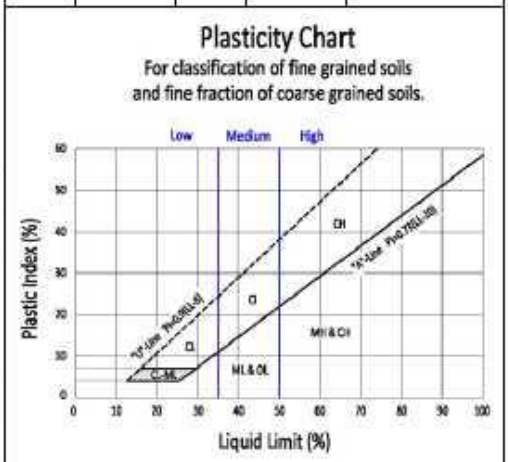
COHESIVE - SILT & CLAY		
Consistency Description	**Field Test**	**Indicative undrained shear strength kPa**
Very soft	Easily penetrated >40 mm by thumb. Exudes between thumb and fingers when squeezed in hand.	<12
Soft	Easily penetrated 10 mm by thumb. Moulded by light finger pressure	>12 and <25
Firm	Impression by thumb with moderate effort. Moulded by strong finger pressure	>25 and <50
Stiff	Slight impression by thumb cannot be moulded with finger.	>50 and <100
Very Stiff	Very tough. Readily indented by thumbnail.	>100 and <200
Hard	Brittle. Indented with difficulty by thumbnail.	>200

1.3 USCS Material Descriptions

Soils for engineering purposes are the unconsolidated materials above bedrock, they can be residual, alluvial, colluvial or aeolian in origin.

Major Divisions		Particle size mm	USCS Group Symbol	Typical Names	Laboratory Classification				
					% < 0.075 mm (2)	Plasticity of fine fraction	$C_u = \frac{D_{60}}{D_{10}}$	$C_c = \frac{(D_{30})^2}{(D_{10})(D_{60})}$	NOTES
COARSE GRAINED SOILS (more than half of material less than 63 mm is larger than 0.075 mm)	BOULDERS	200							
	COBBLES	63							
	GRAVELS (more than half of coarse fraction is larger than 2.36 mm)	coarse 20 / medium 6 / fine 2.36	GW	Well graded gravels and gravel-sand mixtures, little or no fines	0-5	—	>4	Between 1 and 3	(1) Identify fines by the method given for fine-grained soils.
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines, uniform gravels	0-5	—	Fails to comply with above		
			GM	Silty gravels, gravel-sand-silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
			GC	Clayey gravels, gravel-sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	
	SANDS (more than half of coarse fraction is smaller than 2.36 mm)	coarse 0.6 / medium 0.2 / fine 0.075	SW	Well graded sands and gravelly sands, little or no fines	0-5	—	>6	Between 1 and 3	(2) Borderline classifications occur when the percentage of fines (fraction smaller than 0.075 mm size) is greater than 5% and less than 12%. Borderline classifications require the use of SP-SM, GW-GC.
			SP	Poorly graded sands and gravelly sands, little or no fines	0-5	—	Fails to comply with above		
			SM	Silty sands, sand silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
			SC	Clayey sands, sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	
FINE GRAINED SOILS (more than half of material less than 63 mm is smaller than 0.075 mm	SILTS & CLAYS (Liquid Limit ≤50%)		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity					
			CL CI	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays					
			OL	Organic silts and clays of low plasticity					
	SILTS & CLAYS (Liquid Limit >50%)		MH	Inorganic silts, mic- aceous or diato-maceous fine sands or silts, elastic silts					
			CH	Inorganic clays of high plasticity, fat clays					
			OH	Organic silts and clays of high plasticity					
	HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils					

Use the gradation curve of material passing 63 mm for classification of fractions according to the criteria given in 'Major Divisions'



Grain size analysis is performed by two processes depending on particle size. Sand silt and clay particles are assessed using a standardised hydrometer test, and coarse sand and larger is assessed through sieving by USCS certified sieves. For more detail see the following section.

Soil Classification	Particle Size
Clay	Less than 0.002mm
Silt	0.002 – 0.06mm
Fine/Medium Sand	0.06 – 2.0mm
Coarse Sand	2.0mm – 4.75mm
Gravel	4.75mm – 60.00mm

1.4 Bearing Capacities and DCP testing.

DCP and PSP weighted penetrometer tests – Dynamic Cone Penetrometer (DCP) and Perth Sand Penetrometer (PSP) tests are carried out by driving a rod into the ground with a falling weight hammer and measuring the blows for successive 100mm increments of penetration. Normally, there is a depth limitation of 1.2m but this may be extended in certain conditions by the use of extension rods. The methods for the two tests are quite similar.

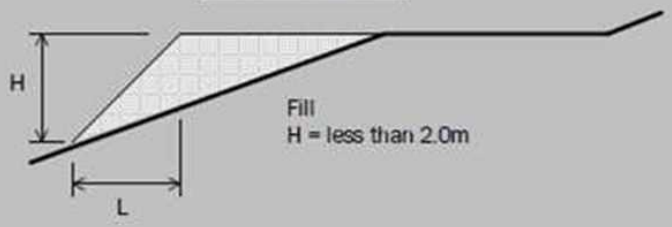
- Dynamic Cone Penetrometer – a 16mm rod with a 20mm diameter cone end is driven with a 9kg hammer dropping 510mm (AS 1289, Test 6.3.2).
- Perth Sand Penetrometer – a 16mm diameter flat-ended rod is driven with a 9kg hammer, dropping 600mm (AS 1289 Test 6.3.3). This test was developed for testing the density of sands and is mainly used in granular soils and filling.

Site Anomalies – During construction GES will need to be notified of any major variation to the foundation conditions as predicted in this report.

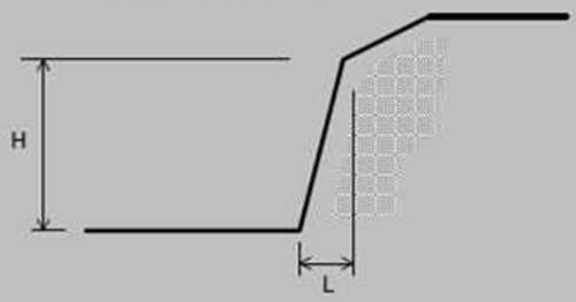
1.5 Batter Angles for Embankments *(Guide Only)*

Note : Retaining walls or other form of soil retaining methods must be adopted where the slope ratio is greater than that indicated in the table below :-

FILL EMBANKMENTS



CUT EMBANKMENTS



MATERIAL TYPE (refer soils report)		EMBANKMENT SLOPES (Height : Length)	
		Compacted Fill	Cutting
Stable Rock (A*)		2 : 3	6 : 1
Sand (A*)		1 : 2	2 : 3
Silt (P*)		1 : 4	1 : 4
Clay	Firm Clay	1 : 2	1 : 1
	Soft Clay	Not Suitable	2 : 3
Soft Soils (P*)		Not Suitable	Not Suitable

Glossary of Terms

Bearing Capacity – Maximum bearing pressure that can be sustained by the foundation from the proposed footing system under service loads which should avoid failure or excessive settlement.

Clay – (Mineral particles less than 0.002mm in diameter). Fine grained cohesive soil with plastic properties when wet. Also includes sandy clays, silty clays, and gravelly clays.

Dynamic Cone Penetrometer (DCP) – Field equipment used to determine underlying soil strength and therefore bearing capacity (kPa) by measuring the penetration of the device into the soil after each hammer blow.

Dispersive soil – A soil that has the ability to pass rapidly into suspension in water.

Footing – Construction which transfers the load from the building to the foundation.

Foundation – Ground which supports the building

Landslip – Foundation condition on a sloping site where downhill foundation movement or failure is a design consideration.

Qualified Engineer – A professional engineer with academic qualifications in geotechnical or structural engineering who also has extensive experience in the design of the footing systems for houses or similar structures.

Reactive Site – Site consisting of clay soil which swells on wetting and shrinks on drying by an amount that can damage buildings on light strip footings or unstiffened slabs. Includes sites classified as S, M, H-1, H-2 & E in accordance with AS2870-2011.

Sand – (Mineral particles greater than 0.02mm in diameter). Granular non-cohesive, non-plastic soil that may contain fines including silt or clay up to 15%.

Services – Means all underground services to the site including but not limited to power, telephone, sewerage, water & storm water.

Silt – (Mineral particles 0.002 – 0.02mm in diameter). Fine grained non-cohesive soil, non-plastic when wet. Often confers a silky smoothness of field texture, regularly includes clay and sand to form clayey silts, sandy silts and gravelly silts.

Site – The site title, as denoted by address, lot number, or Certificate of Title (CT) number, or Property Identification Number (PID).

Surface Movement (Ys) – Design movement (mm) at the surface of a reactive site caused by moisture changes.

Disclaimer

This Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and the Client. To the best of GES's knowledge, the information presented herein represents the client's requirements at the time of printing of the Report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that discussed in this Report. In preparing this Report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this Report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

The scope of this study does not allow for the review of every possible geotechnical parameter or the soil conditions over the whole area of the site. Soil and rock samples collected from the investigation area are assumed to be representative of the areas from where they were collected and not indicative of the entire site. The conclusions discussed within this report are based on observations and/or testing at these investigation points.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third a party.

APPENDIX 1 - DCP Results Table

Dynamic Cone Penetration (DCP) Conversion to Californian Bearing Ratio
(ref: Australian Standard AS 1289.6.3.2 - 1997)

DCP Location BH1

Depth (mm)	DCP (Blows/100mm)	DCP (mm/Blow)	DCP Resistance (mPa)	Allowable Bearing Capacity (kPa)	CBR (Rounded Up)
0-100	1	100.0	0.3	35	2
100-200	0	#DIV/0!	0.0	0	#DIV/0!
200-300	2	50.0	0.6	69	4
300-400	0	#DIV/0!	0.0	0	#DIV/0!
400-500	2	50.0	0.6	69	4
500-600	2	50.0	0.6	69	4
600-700	2	50.0	0.6	69	4
700-800	2	50.0	0.6	69	4
800-900	4	25.0	1.3	139	8
900-1000	6	16.7	1.9	208	13
1000-1100	6	16.7	1.9	208	13
1100-1200	6	16.7	1.9	208	13
1200-1300	4	25.0	1.3	139	8
1300-1400	5	20.0	1.6	174	10
1400-1500	5	20.0	1.6	174	10
1500-1600	10	10.0	3.1	347	22
1600-1700	12	8.3	3.8	417	27
1700-1800	10	10.0	3.1	347	22

1.9-2.0m Shar Vein Strength = >140 kPa

Site Investigation Plan

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Cameron Scott *Owner /Agent*
60 Binalong Road *Address*
Mornington 7018 *Suburb/postcod*

Qualified person details:

Qualified person: John-Paul Cumming
Address: 29 Kirksway Place
Battery Point 7004
Phone No: 03 6223 1839
Fax No:
Licence No: AO999
Email address: jcumming@geosolutions.net.au

Qualifications and Insurance details: Certified Professional Soil Scientist (CPSS stage 2)
(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: AS2870-2011 Foundation Classification
(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: 17 Main Rd
Perth 7300
Lot No:
Certificate of title No: 21904/6

The assessable item related to this certificate: Classification of foundation Conditions according to AS2870-2011

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Foundation Classification
(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

This certificate is in relation to the above assessable item, at any stage, as part of - *(tick one)*

building work, plumbing work or plumbing installation or demolition work ☒
or
a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	The attached soil report for the address detailed above in 'details of Work'
Relevant calculations:	Reference the above report.
References:	AS2870:2011 residential slabs and footings AS1726:2017 Geotechnical site investigations CSIRO Building technology file – 18.

Substance of Certificate: *(what it is that is being certified)*

Site Classification consistent with AS2870-2011.

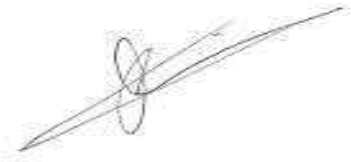
Scope and/or Limitations

The classification applies to the site as inspected and does not account for future alteration to foundation conditions as a result of earth works, drainage condition changes or variations in site maintenance.

I, John-Paul Cumming certify the matters described in this certificate.

Qualified person:

Signed:



Certificate No: J7200

Date: 17/06/2022

PLANNING APPLICATION

Proposal

Description of proposal: proposed multiple dwellings x 3.
1 x existing. 2 x new

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: 21 Union Street Longford

CT no: 36636/26

Estimated cost of project $ 500 000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? *Yes* / *No*
If yes – main building is used as dwelling

If variation to Planning Scheme provisions requested, justification to be provided:

(attach additional sheets if necessary)

Is any signage required? no
(if yes, provide details)

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

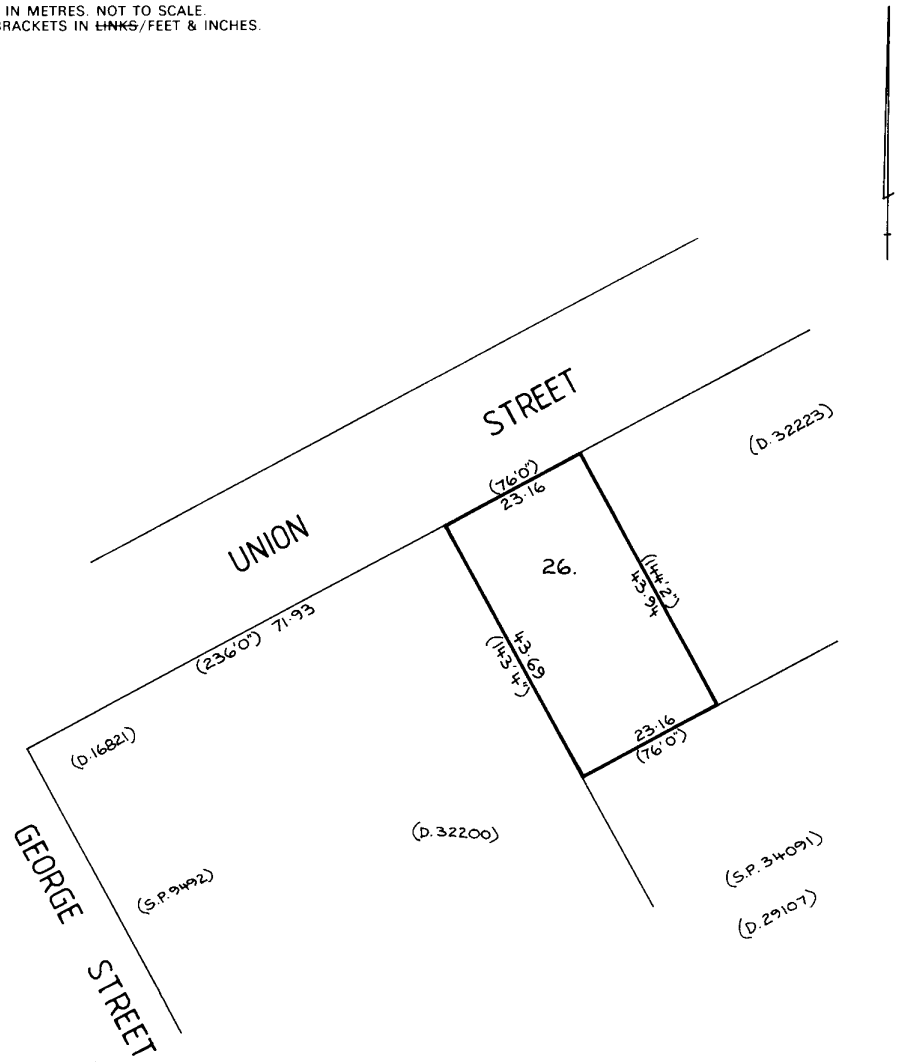
APPROVED 16 AUG 1988 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM CONV. 63/9172	REGISTERED NUMBER D.36636
FILE NUMBER Y.9130	GRANTEE PART OF 40-1-28 GTD TO WILLIAM MASON	DRAWN P.PAGE 5-8-1988

OS K 2062

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY~~/TOWN OF LONGFORD
~~LAND DISTRICT OF~~
~~PARISH OF~~

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

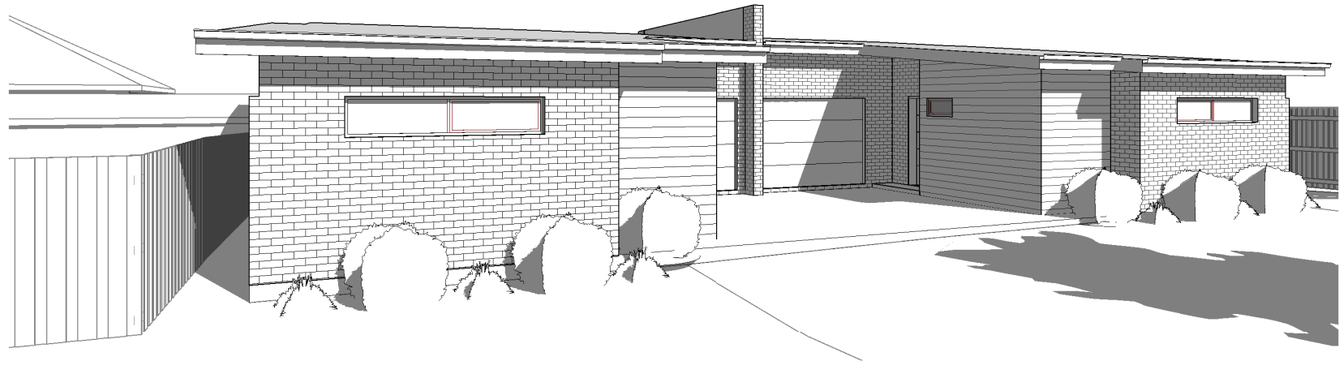


Received
15.11.2022

PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD

J & N KABAK

PD22076



PLANNING

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
03	LANDSCAPING PLAN
05	TURNING CIRCLES
06	FLOOR PLAN
07	DOOR AND WINDOW SCHEDULES
08	ELEVATIONS
09	ELEVATIONS
10	ROOF PLAN
11	PERSPECTIVES

UNIT 2 FLOOR AREA	86.89	m2	(9.34	SQUARES)
UNIT 2 GARAGE AREA	25.97	m2	(2.79	SQUARES)
UNIT 2 PORCH	1.61	m2	(0.17	SQUARES)
UNIT 3 FLOOR AREA	86.09	m2	(9.26	SQUARES)
UNIT 3 GARAGE AREA	25.97	m2	(2.79	SQUARES)
UNIT 3 PORCH	1.61	m2	(0.17	SQUARES)
TOTAL AREA	228.15		24.53	

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info@ primedesigntas.com.au primedesigntas.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A

JULY 2022

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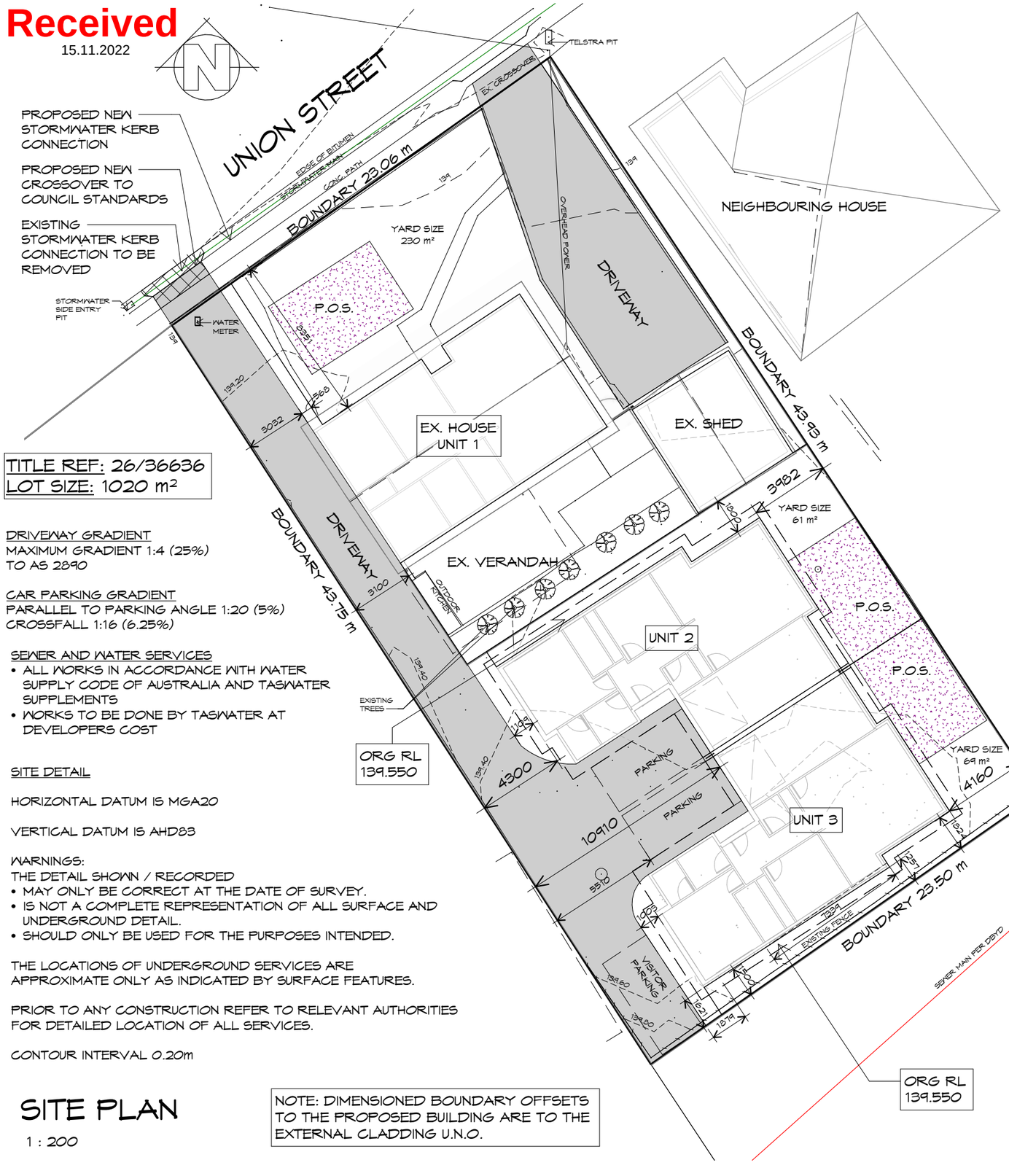

TITLE REF: 26/36636
LOT SIZE: 1020 m²

DRIVEWAY GRADIENT
MAXIMUM GRADIENT 1:4 (25%)
TO AS 2890

CAR PARKING GRADIENT
PARALLEL TO PARKING ANGLE 1:20 (5%)
CROSSFALL 1:16 (6.25%)

SEWER AND WATER SERVICES
- ALL WORKS IN ACCORDANCE WITH WATER SUPPLY CODE OF AUSTRALIA AND TASWATER SUPPLEMENTS
- WORKS TO BE DONE BY TASWATER AT DEVELOPERS COST

SITE DETAIL

HORIZONTAL DATUM IS MGA20

VERTICAL DATUM IS AHD83

WARNINGS:
THE DETAIL SHOWN / RECORDED
- MAY ONLY BE CORRECT AT THE DATE OF SURVEY.
- IS NOT A COMPLETE REPRESENTATION OF ALL SURFACE AND UNDERGROUND DETAIL.
- SHOULD ONLY BE USED FOR THE PURPOSES INTENDED.

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AS INDICATED BY SURFACE FEATURES.

PRIOR TO ANY CONSTRUCTION REFER TO RELEVANT AUTHORITIES FOR DETAILED LOCATION OF ALL SERVICES.

CONTOUR INTERVAL 0.20m

SITE PLAN
1 : 200

NOTE: DIMENSIONED BOUNDARY OFFSETS TO THE PROPOSED BUILDING ARE TO THE EXTERNAL CLADDING U.N.O.

GENERAL NOTES
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2019, ALL S.A.A.. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SETBACKS
REFER TO DIMENSIONS AND ELEVATIONS FOR FURTHER DETAILS.

SITE COVERAGE
BUILDING FOOTPRINT 355.75 /SITE AREA 1020.00 = 0.349
TOTAL SITE COVERAGE 34.9%

PRIVATE OPEN SPACE
24m2 MINIMUM,
WITH A MINIMUM DIMENSION OF 4m
GRADIENT NO STEEPER THAN 1:10

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

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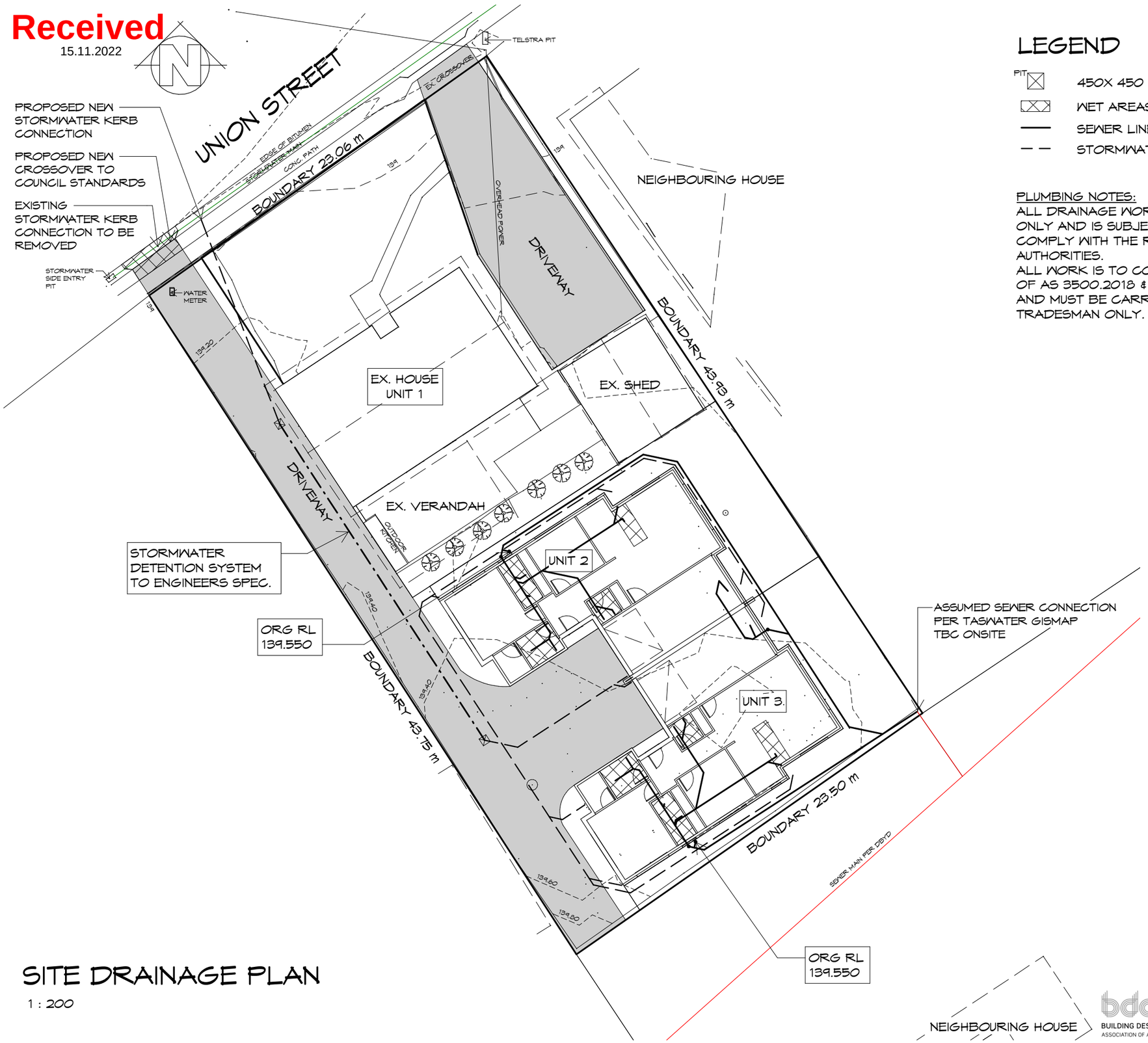
Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET,
LONGFORD
Client name:
J & N KABAK

Drawing:
SITE PLAN

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 200
Project/Drawing no:	Revision:
PD22076 -01	04

Accredited building practitioner: Frank Geskus -No CC246A

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA



LEGEND

- PIT — 450X 450 SURFACE DRAINAGE PIT
- WET AREAS
- SEWER LINE
- STORMWATER LINE

PLUMBING NOTES:
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES.
ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF AS 3500.2018 & THE TASMANIAN PLUMBING CODE. AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

SITE DRAINAGE PLAN

1 : 200

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD
Client name:
J & N KABAK

Drawing:
SITE DRAINAGE PLAN

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	As indicated
Project/Drawing no:	Revision:
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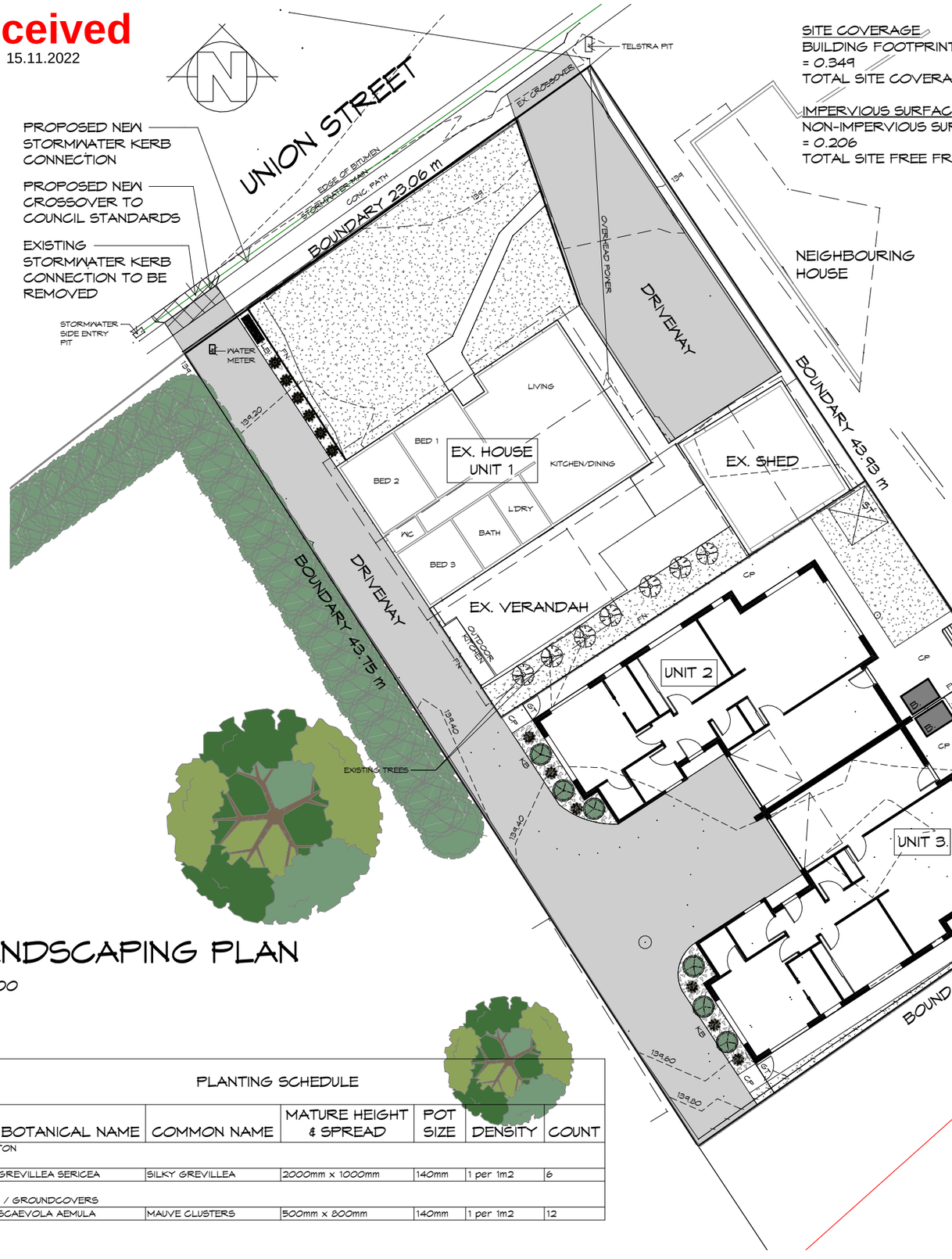

SITE COVERAGE
BUILDING FOOTPRINT 355.75 /SITE AREA 1020.00
= 0.349
TOTAL SITE COVERAGE 34.9%

IMPERVIOUS SURFACES
NON-IMPERVIOUS SURFACES 210.22 /SITE AREA 1020.00
= 0.206
TOTAL SITE FREE FROM IMPERVIOUS SURFACES 20.6%

LEGEND

- PROPOSED SHRUB - Gs
- PROPOSED GROUNDCOVER/GRASS - Sa
- LAWN
- MULCH OR SIMILAR
- CP. CONCRETE PATH/PAVING
- CONCRETE DRIVEWAY
- LB. LETTER BOX
- B. WASTE STORAGE 1.5m2
- GT GATE
- FN FENCE 1.8m HIGH
- KB KERB
- ST. 2X2m STORAGE SHED
- CL CLOTHES LINES - WALL MOUNT

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

LANDSCAPING PLAN

1 : 200

PLANTING SCHEDULE						
ABB.	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT & SPREAD	POT SIZE	DENSITY	COUNT
LAUNCESTON						
SHRUBS						
Gs	GREVILLEA SERICEA	SILKY GREVILLEA	2000mm x 1000mm	140mm	1 per 1m2	6
GRASSES / GROUNDCOVERS						
Sa	SCAEVOLA AEMULA	MAUVE CLUSTERS	500mm x 800mm	140mm	1 per 1m2	12

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD
Client name:
J & N KABAK

Drawing:
LANDSCAPING PLAN

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 200
Project/Drawing no:	Revision:
PD22076 -03	04

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Accredited building practitioner: Frank Geskus -No CC246A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

LOCALITY PLAN

1 : 2000

THIS SITE IS ZONED **GENERAL RESIDENTIAL AND DOES NOT FALL WITHIN A BUSHFIRE PRONE AREAS OVERLAY,** THEREFORE **DOES NOT REQUIRE** A BUSHFIRE ASSESSMENT.

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET,
LONGFORD

Client name:
J & N KABAK

Drafted by: T.W.
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Drawing:
LOCALITY PLAN

Date: 15-11-2022
Scale: 1 : 2000

Project/Drawing no: PD22076 -04
Revision: 04

Accredited building practitioner: Frank Geskus -No CC246A

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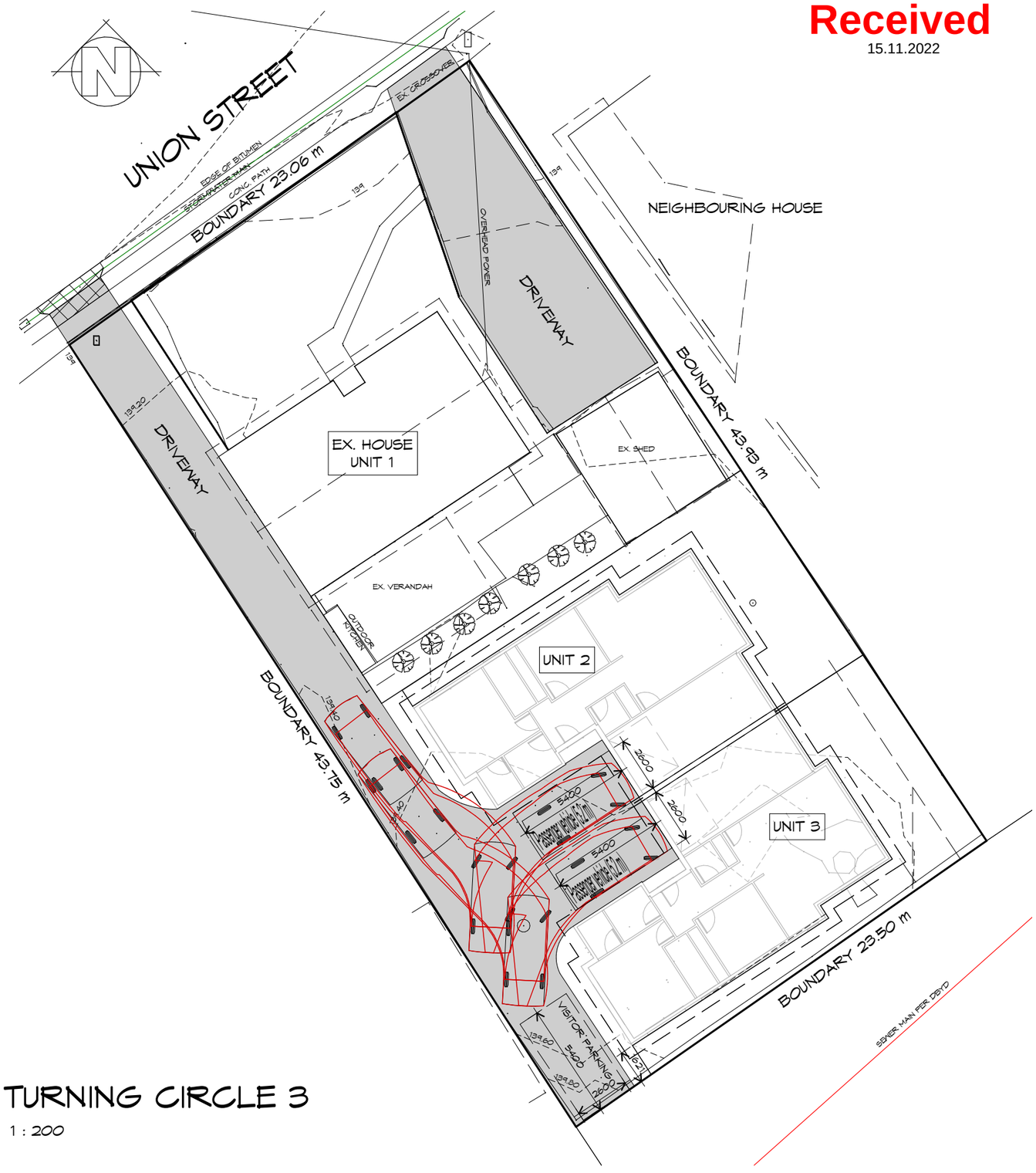

TURNING CIRCLE 3

1 : 200

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD

Client name:
J & N KABAK

Drawing:
TURNING CIRCLES

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 200
Project/Drawing no:	Revision:
PD22076 -05	04

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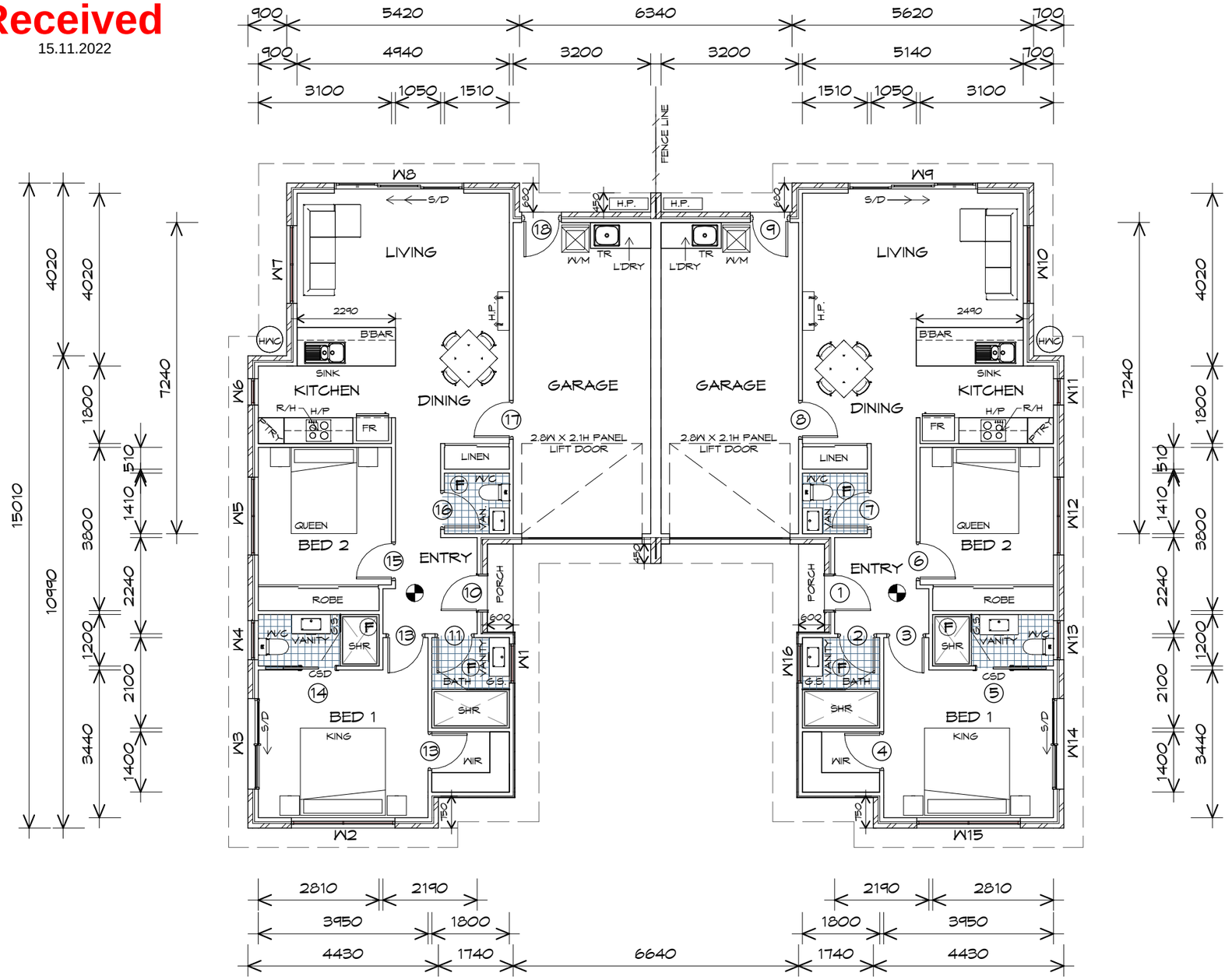

LEGEND

- (F) EXHAUST FAN-VENT TO OUTSIDE AIR.
- 240v SMOKE ALARM
- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- FW FLOOR WASTE
- S/L SIDELIGHT
- COL COLUMN
- G.S. GLASS SCREEN
- R/H RANGE HOOD

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

FLOOR PLAN

1 : 100

UNIT 2 FLOOR AREA	86.89	m2	(9.34	SQUARES)
UNIT 2 GARAGE AREA	25.97	m2	(2.79	SQUARES)
UNIT 2 PORCH	1.61	m2	(0.17	SQUARES)
UNIT 3 FLOOR AREA	86.09	m2	(9.26	SQUARES)
UNIT 3 GARAGE AREA	25.97	m2	(2.79	SQUARES)
UNIT 3 PORCH	1.61	m2	(0.17	SQUARES)
TOTAL AREA	228.15		24.53	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING AND GARAGE, UNLESS OTHERWISE STATED. DECKS AND OUTDOOR AREAS ARE CALCULATED SEPARATELY.

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD
Client name:
J & N KABAK

Drawing:
FLOOR PLAN

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 100
Project/Drawing no:	Revision:
PD22076 -06	04

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

DOOR SCHEDULE

MARK	WIDTH	TYPE	REMARKS
1	820	EXTERNAL ENTRY DOOR	
2	820	INTERNAL TIMBER DOOR	
3	820	INTERNAL TIMBER DOOR	
4	820	INTERNAL TIMBER DOOR	
5	820	CAVITY SLIDING DOOR	
6	820	INTERNAL TIMBER DOOR	
7	820	INTERNAL TIMBER DOOR	
8	820	INTERNAL TIMBER DOOR	
9	820	EXTERNAL HALF GLASS	
10	820	EXTERNAL ENTRY DOOR	
11	820	INTERNAL TIMBER DOOR	
13	820	INTERNAL TIMBER DOOR	
13	820	INTERNAL TIMBER DOOR	
14	820	CAVITY SLIDING DOOR	
15	820	INTERNAL TIMBER DOOR	
16	820	INTERNAL TIMBER DOOR	
17	820	INTERNAL TIMBER DOOR	
18	820	EXTERNAL HALF GLASS	

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	400	910	AWNING WINDOW	OPAQUE
W2	500	2410	AWNING WINDOW	
W3	2100	2110	SLIDING DOOR	
W4	900	910	AWNING WINDOW	OPAQUE
W5	1200	1810	AWNING WINDOW	
W6	1800	610	AWNING WINDOW	
W7	1200	1810	AWNING WINDOW	
W8	2100	3010	STACKING SLIDING DOOR	
W9	2100	3010	STACKING SLIDING DOOR	
W10	1200	1810	AWNING WINDOW	
W11	1800	610	AWNING WINDOW	
W12	1200	1810	AWNING WINDOW	
W13	900	910	AWNING WINDOW	OPAQUE
W14	2100	2110	SLIDING DOOR	
W15	500	2410	AWNING WINDOW	
W16	400	910	AWNING WINDOW	OPAQUE
W29	1200	1810	SLIDING WINDOW	
W30	1200	1810	SLIDING WINDOW	
W31	1500	2810	SLIDING WINDOW	
W32	900	610	SLIDING WINDOW	
W33	1200	1810	SLIDING WINDOW	

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE WITH FLY SCREENS.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD

Client name:
J & N KABAK

Drafted by: T.W.
Approved by: B.P.

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

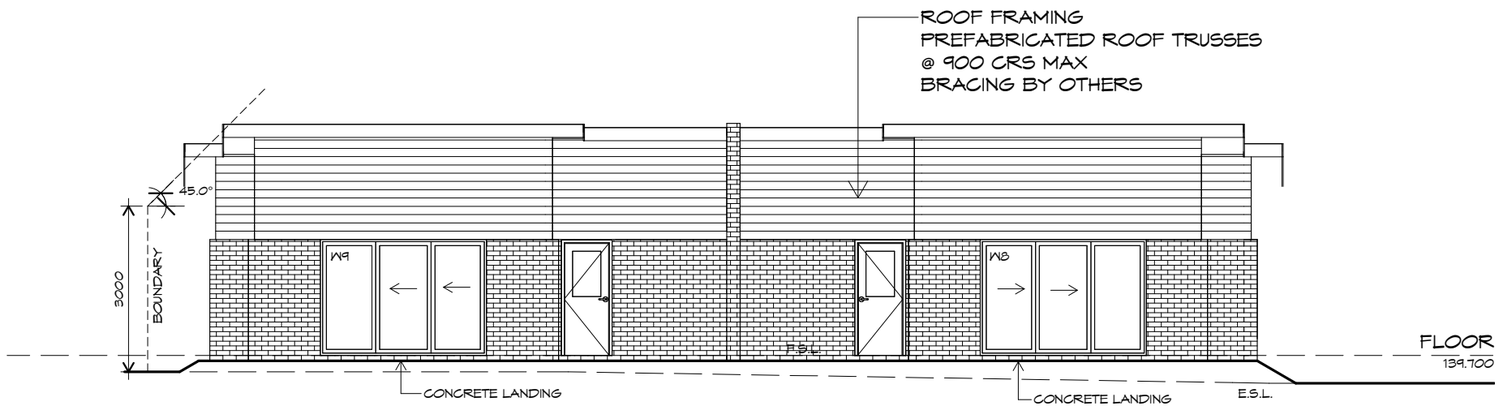
Drawing:
DOOR AND WINDOW SCHEDULES

Date: 15-11-2022
Scale:

Project/Drawing no: PD22076 -07
Revision: 04

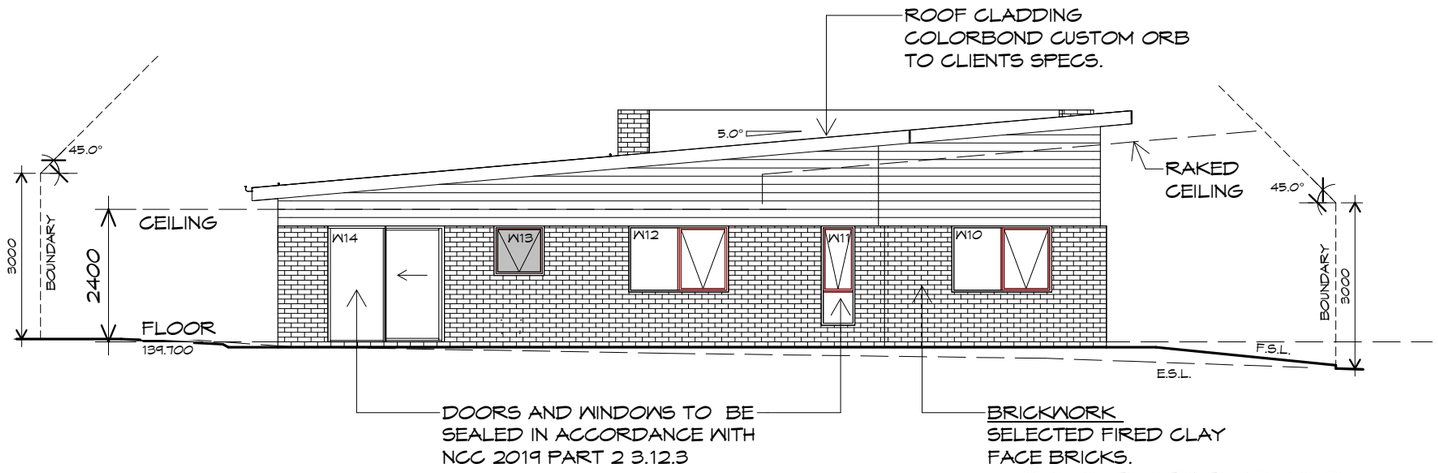
Accredited building practitioner: Frank Geskus -No CC246A

Received
15.11.2022



NORTH EASTERN ELEVATION

1 : 100



SOUTH EASTERN ELEVATION

1 : 100

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD

Client name:
J & N KABAK

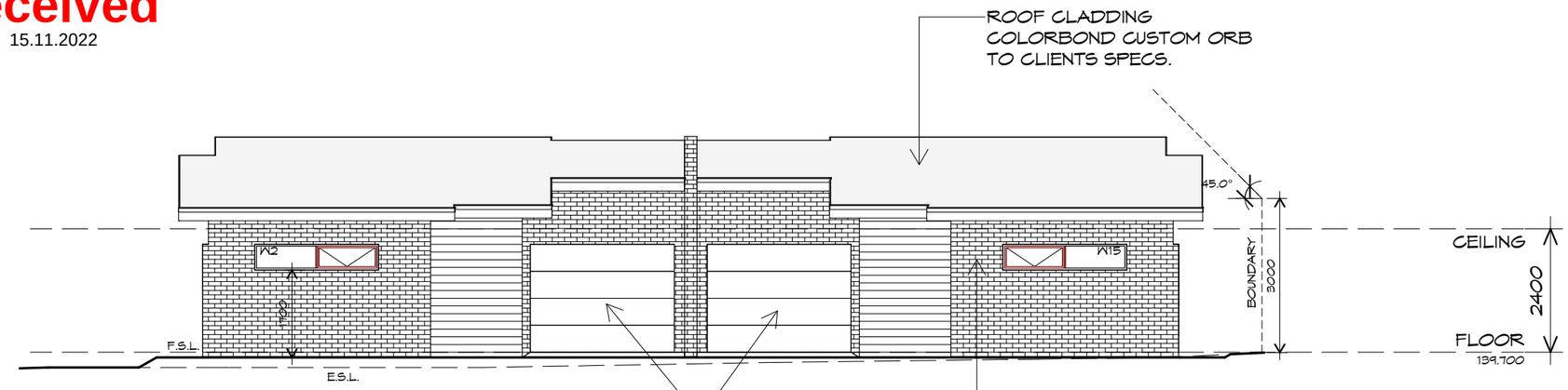
Drawing:
ELEVATIONS

Drafted by:	Approved by:
T.W.	B.P.
Date:	**Scale:**
15-11-2022	1 : 100
Project/Drawing no:	**Revision:**
PD22076 -08	04

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

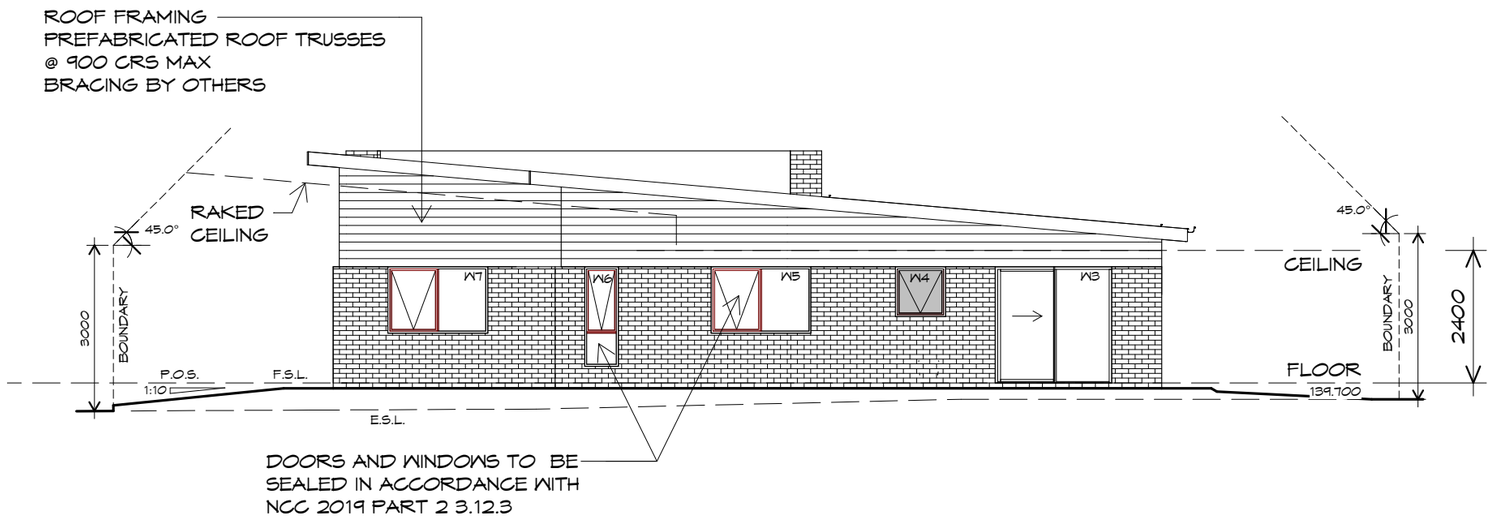
Accredited building practitioner: Frank Geskus -No CC246A

Received
15.11.2022



SOUTH WESTERN ELEVATION

1 : 100



NORTH WESTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET,
LONGFORD

Client name:
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Drawing:
ELEVATIONS

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 100
Project/Drawing no:	Revision:
PD22076 -09	04

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

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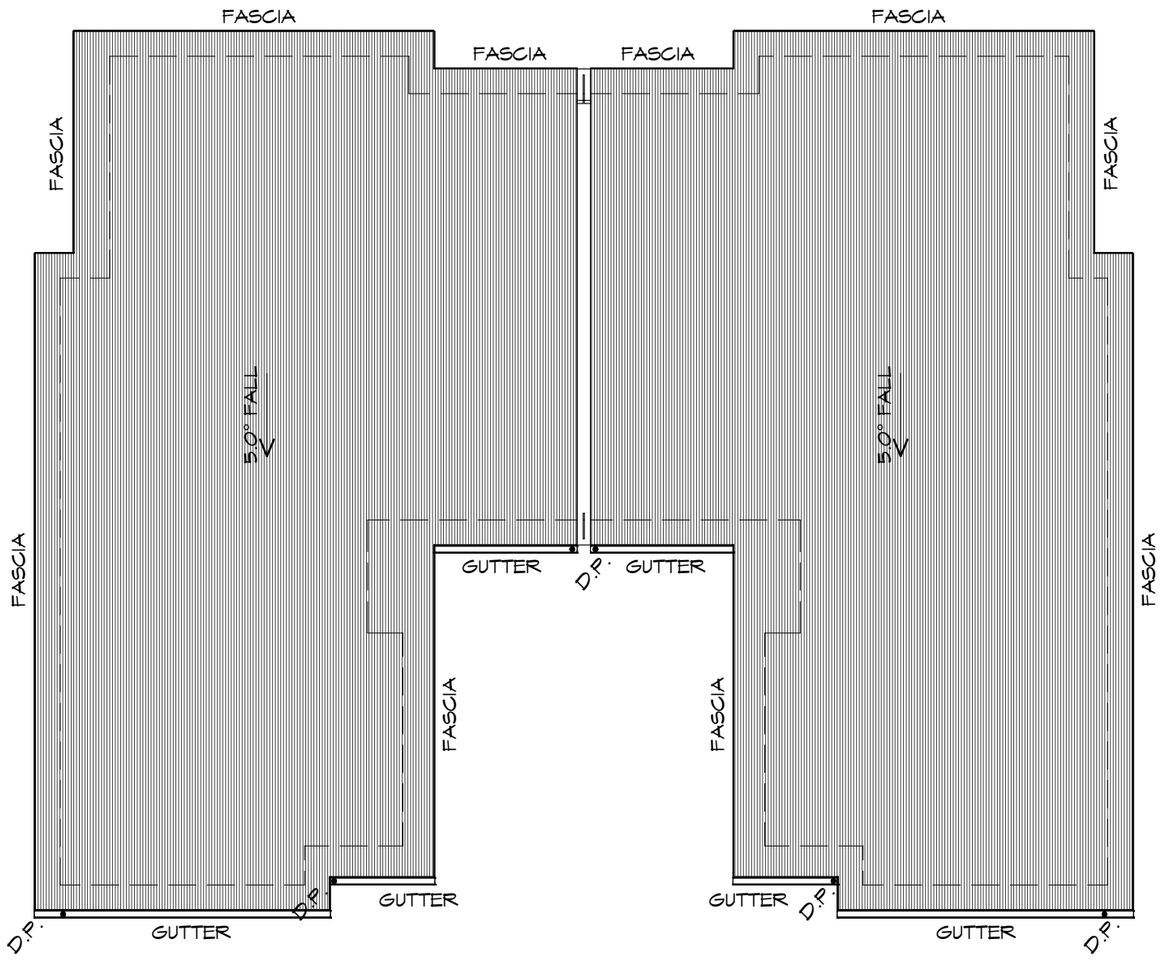
Received
15.11.2022



ROOF PLAN

1 : 100

PLANNING

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PROPOSED MULTIPLE DWELLINGS
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Client name:
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Drawing:
ROOF PLAN

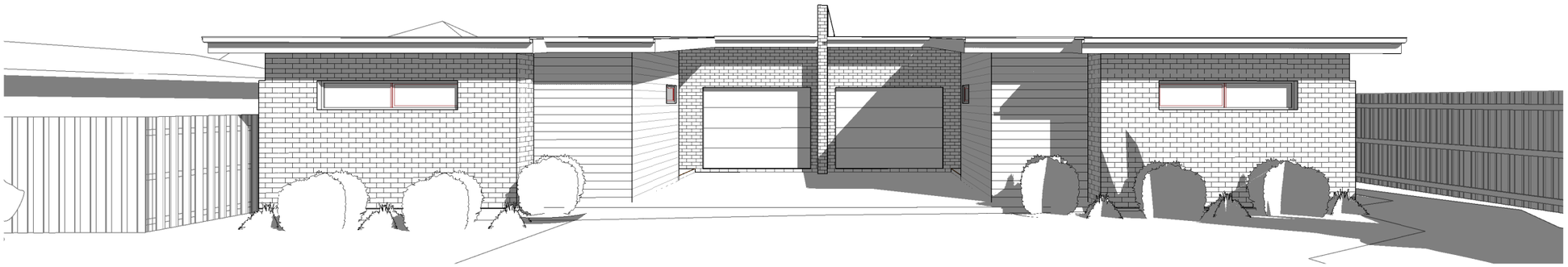
Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	1 : 100

Project/Drawing no:	Revision:
PD22076 -10	04

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Received
15.11.2022



PLANNING

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Project:
PROPOSED MULTIPLE DWELLINGS
21 UNION STREET, LONGFORD

Client name:
J & N KABAK

Drawing:
PERSPECTIVES

Drafted by:	Approved by:
T.W.	B.P.
Date:	Scale:
15-11-2022	
Project/Drawing no:	Revision:
PD22076 -11	04

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

Site Specific Study for 21 Union Street, Longford
Multiple Dwellings (1 Existing, 2 New)

Within the 500m Attenuation Distance of the JBS Abattoir and the 300m Attenuation Distance of the Koppers Wood Products processing works

Response to Planning Scheme provisions of Code E11-
Environmental Impacts and Attenuation Code, Clause E11.6.1 (P1):

P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:

a) degree of encroachment:

How close is the emitting operation?

Approximately Abattoir: 420m, Koppers' Wood Products: 300m .

What is between the subject site and the emitting operation?

One existing house, a 110m wide open undeveloped block, Koppers Wood Products log yard, 2 other commercial premises, with large sheds, 2 streets and the railway line – see map attached below.

b) nature of the emitting operation being protected by the attenuation area:

What emissions does the operation produce? (noise and odours etc).

Noise: External refrigeration plant, ventilation fans and similar industrial noise, cattle trucks, refrigerated delivery trucks, log trucks, forklifts.

Odour: Cattle yards, fugitive emissions from the rendering plant, low level fugitive wood treatment chemical fume emissions

Are these emissions prevalent at this site?

No. There is sufficient distance and barriers such as buildings and trees to moderate the emissions to relatively low levels with infrequent occasional higher peaks during unfavourable weather.

If so, how do the emissions affect the subject site?

na

degree of hazard or pollution that may emanate from the emitting operation:

Are the emission produced having negative effects on the site?

No. Occasional low level occurrences only, as described above.

Is the degree of impact at the site increased, lessened or the same as a result of the structure?

No effect.

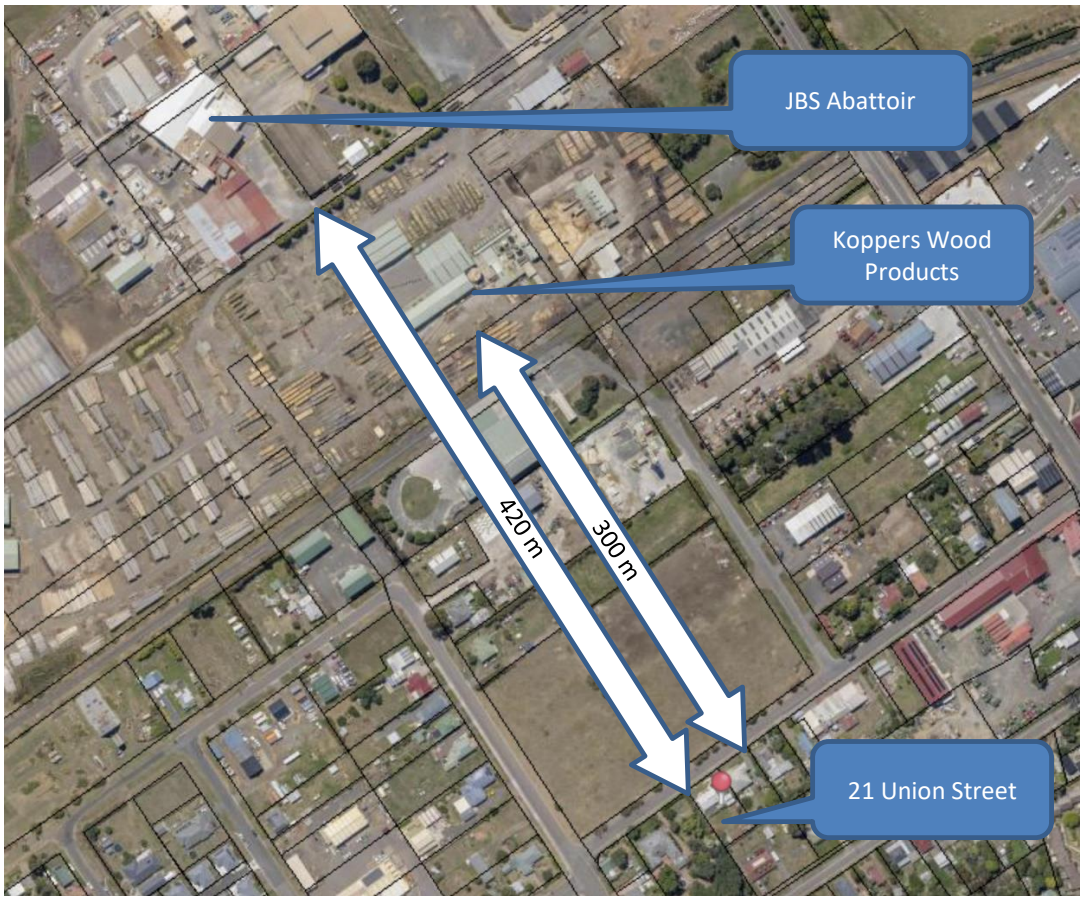
c) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use:

Are there any manmade or natural buffers offered on site, or in the surrounding area, that may reduce the impact of the emitting operation? (i.e. distance of residential development between the subject site and emitting operation)

Yes. Distance, buildings, trees, gardens etc as described above. The existing house provides additional shielding (especially of noise) to the proposed new dwellings, which will be located at the rear of the block.

Signed: .....

Date: 19/09/2022


JBS Abattoir
Koppers Wood Products
420 m
300 m
21 Union Street

Received
15.11.2022

MIDSON traffic pty ltd

Prime Design

21 Union Street, Longford
Traffic Impact Assessment

October 2022

Contents

Figure Index

Table Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Prime Design to prepare a traffic impact assessment for a proposed residential unit development at 21 Union Street, Longford.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses in E4, *Road and Railway Assets Code*, and E6, *Parking and Sustainable Transport Code*, of the Northern Midlands Interim Planning Scheme, 2013.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 26 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 21 Union Street, Longford. The site currently contains a single residential dwelling.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2017
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Union Street only.

Union Street connects between George Street at its southwestern end and the South Esk River at its northeastern end. Between Wellington Street and George Street it provides access to residential and commercial properties along its frontage.

The general urban speed limit of 50-km/h is applicable to Union Street. Traffic volumes are estimated to be in the order of 1,500 vehicles per day.

Union Street adjacent to the subject site is shown in Figure 2.

Figure 2 Union Street

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2017 and 30th September 2022 for Union Street between Wellington Street and George Street.

One crash was reported during this time. The crash occurred at 7:45am on 28th March 2018 at the intersection of Wellington Street and Union Street. The incident involved a 'right-rear' collision between two vehicles resulting in property damage only.

The crash history does not provide an indication that there are any existing road safety deficiencies in the road network near the subject site.

3. Proposed Development

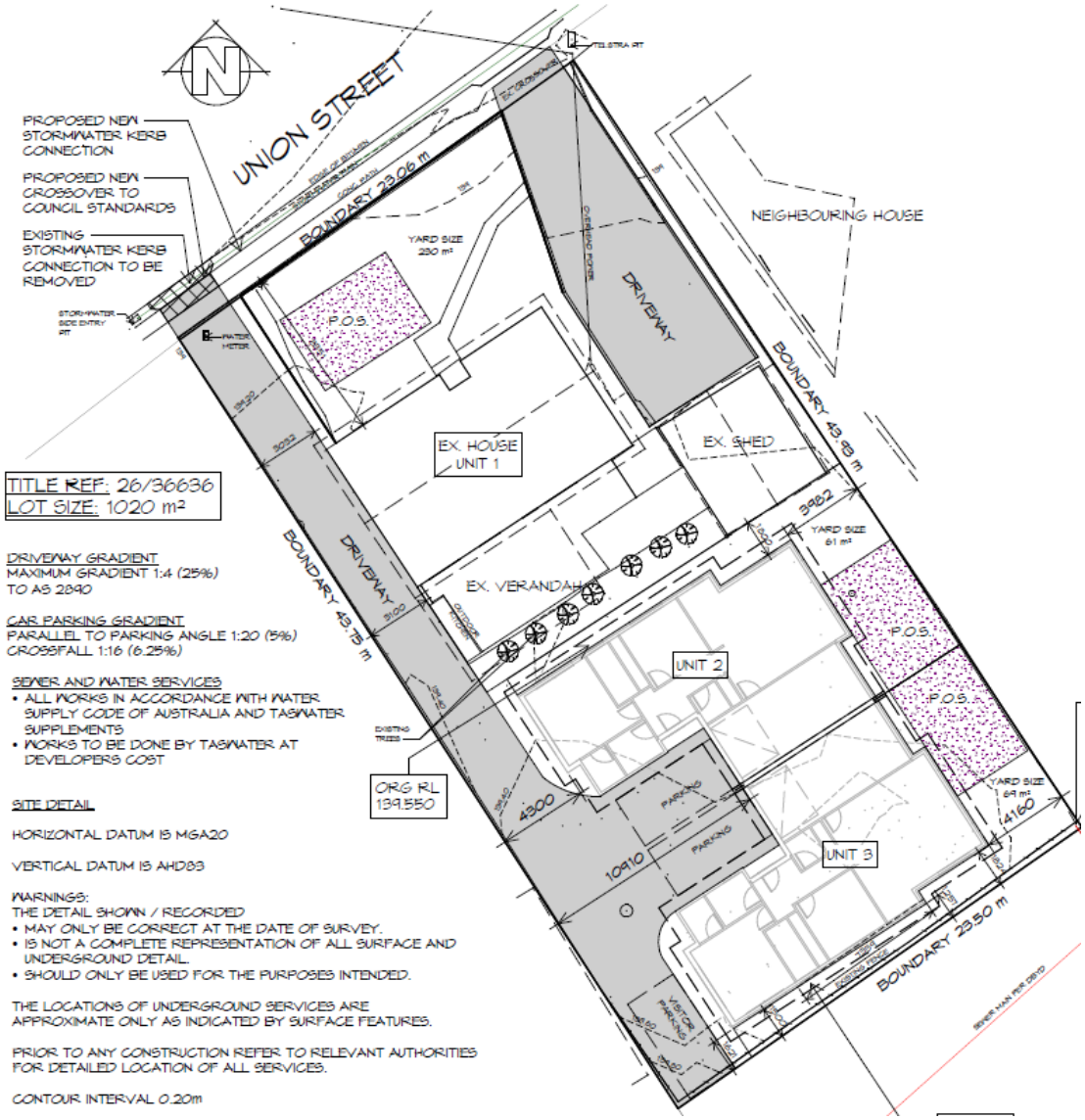
3.1 Development Proposal

The proposed development involves the construction of two residential units behind the existing dwelling. A new driveway will service the two units. The existing driveway associated with the existing dwelling will be retained.

On-site car parking will be provided for 7 spaces.

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation rates were sourced from the RMS Guide. The RMS Guide states the following traffic generation rates for medium density residential developments:

- Daily vehicle trips — 5 – 6 trips per dwelling per day
- Weekday peak hour vehicle trips — 0.5 – 0.6 trips per dwelling per hour

Based on these trip generation rates, the new traffic generation from the proposed development is 18 vehicles per day with a peak of 2 vehicles per hour.

4.2 Trip Assignment

The majority of traffic will access the two driveways via left-in/ right-out manoeuvres due to the connectivity of the site with Wellington Road.

4.3 Number of Accesses

The Acceptable Solution A1 of Clause E4.7.2 of the Planning Scheme states "*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*".

Two access are proposed. The Acceptable Solution A1 of Clause E4.7.2 of the Planning Scheme is therefore not met.

The Performance Criteria P1 of Clause E4.7.2 of the Planning Scheme states "*For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists*".

The following is relevant with respect of the development proposal:

- The spacing of the two driveways is approximately 18 metres. The spacing to neighbouring driveways on either side of the subject site are also approximately 18 metres. The proposed driveway spacing is therefore consistent with existing driveway spacing in Union Street.
- Union Street has low traffic volume. The low traffic generation (2 vehicles per hour) coupled with the low traffic volume in Union Street will result in a low conflict traffic environment.

Based on the above assessment, the access configuration meets the requirements of Performance Criteria P1 of Clause E4.7.2 of the Planning Scheme.

4.4 Access Impacts

The Acceptable Solution A2 of E4.6.1 of the Planning Scheme states that "*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*".

In this case, the proposed development generates 18 vehicles per day. The development therefore meets the requirements of Acceptable Solution A2 of Clause E4.6.1 of the Planning Scheme.

4.5 Sight Distance

The Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme states "*sight distance at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4*". The requirements of Table E4.7.4 are reproduced in Table 1.

Table 1 Planning Scheme SISD Requirements

Vehicle Speed	*Safe Intersection Sight Distance (SISD) Metres, for speed limit of:*	
km/h	*60 km/h or less*	*Greater than 60 km/h*
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

4.6 Pedestrian Impacts

The proposed development will generate a relatively small amount of pedestrian activity (to/ from Longford town centre, etc). These movements can be accommodated safely and efficiently in the network.

4.7 Road Safety Impacts

No significant road safety impacts are foreseen for the proposed development. This is based on the following:

- The surrounding road transport network can absorb the small amount traffic generation of the proposed development (with a peak estimated to be 2 vehicles per hour).

- Sight distance at the access exceeds Planning Scheme requirements and will provide a safe access environment.
- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by traffic generated by the proposed development.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 7 on-site car parking spaces. This comprises of the following:

- 2+ spaces for the existing dwelling accessed via the northern driveway (unchanged).
- 2 garage spaces for the two new units.
- 2 tandem spaces located in front of the garages.
- 1 visitor parking space.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*the number of car parking spaces must not be less than the requirements of Table E6.1*". Table E6.1 requires 2 spaces per dwelling plus 1 dedicated space per 4 dwellings.

This is a requirement for 7 spaces. The total parking provision of 7 spaces therefore complies with the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.

5.3 Car Parking Layout

The Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme states:

> *"Car parking and manoeuvring space must:*
>
> *a) have a gradient of 10% or less; and*
>
> *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and*
>
> *c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3"*

The following is relevant with respect to the development proposal:

a. Gradient. The gradients are less than 10% for all car parking and manoeuvring areas.

b. On-site turning. On site manoeuvring is only possible for the garage and tandem spaces associated with the proposed units. On site manoeuvring is not available for the visitor parking space. On site manoeuvring is not available for the existing dwelling, however this driveway only caters for 2 on-site parking spaces and is not required.

c. Access width. Table E6.2 of the Planning Scheme requires an access width of 3.0 metres with a passing bay every 30 metres for both driveways (noting the northern driveway accesses 2 parking spaces and the southern driveway accesses 5 parking spaces). The width of the access widens at

the garage parking spaces – this area effectively acts as a passing bay and is located 30 metres within the property boundary of the site.

Based on the above assessment, the development does not meet the requirements of Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme due to the lack of turning for the visitor parking space associated with the southern driveway.

The Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme states:

> *"Car parking and manoeuvring space must:*
>
> *a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and*
>
> *b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic".*

The Performance Criteria assessment relates only to the visitor parking space accessed via the southern driveway.

The following is relevant with respect to the development proposal:

a. The southern driveway has a straight alignment with excellent visibility along its full length. The use of the visitor parking space will be infrequent. It is commonplace for visitor parking associated with residential sites to occur on-street rather than within the site. The occurrence of vehicles reversing along the driveway will be relatively uncommon, thus reducing any associated risks.

b. Reversing onto the street will not adversely affect safety and convenience of users and passing traffic on the following grounds:

   → The majority of residential driveways in Union Street do not have on-site turning facilities, requiring reversing manoeuvres to occur at the street.
   → Traffic volumes and pedestrian movements in Union Street near the subject site are low and residential reversing manoeuvres occur safely along the street.

Based on the above assessment, the access configuration meets the requirements of Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed development at

The key findings of the TIA are summarised as follows:

- The traffic generation of the proposed development is likely to be 18 vehicles per day with a peak of 2 vehicles per hour. The traffic generation will be spread across two driveways.
- The development meets the requirements of Acceptable Solution A2 of Clause E4.6.1 of the Planning Scheme in terms of traffic generation.
- The development will have 2 driveways servicing the site. The development complies with the requirements of Performance Criteria P1 4.7.2 of the Planning Scheme in terms of number of accesses. It is noted that the spacing of the proposed driveways is consistent with driveway spacing in the surrounding area.
- The car parking provision of 7 spaces meets the requirements of the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.
- The car parking and manoeuvring complies with the requirements of Performance Criteria P2 of Clause E6.7.2 of the Planning Scheme. The reliance of the Performance Criteria assessment only relates to the visitor parking space, which does not have manoeuvring to facilitate forward entry and exit.

Based on the findings of this report the proposed development is supported on traffic grounds.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	14 October 2022