



## LONGFORD EQUINE CLINIC



5. There is no reticulated wastewater or sewerage system to the site. The Planning Supporting Report indicates that onsite wastewater management is proposed and a report from Geo-Environmental Solutions (GES) is provided in support.

There is insufficient material in the GES report to conclude that each lot can in fact accommodate a sufficient wastewater disposal system, bearing in mind set-back requirements, and the typical size of a dwelling. For example, proposed lot 1 is of an unusual shape and size and is within approximately 100 metres of a wetland. I fail to see how there is sufficient space for a dwelling, parking/turning space and an adequate wastewater management system. There is no evidence to show that clause 12.4.3.1P1(b) can be met in respect of lot 1.

Furthermore, and given the stormwater concerns which I have just identified, I consider that contamination of the wetlands is a likely outcome unless wastewater is treated adequately within the subdivision. The land slopes to a drain on neighbouring land, which leads to the wetland.

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*Michael Morris*

*Chris Cornes*



## LONGFORD EQUINE CLINIC

If the subdivision is to proceed, I consider that it would be appropriate for Council to require a condition, pursuant to s 51(3A) of the LUPAA, that the development includes a pumping station to effectively discharge stormwater and sewerage from the site. Even with a main, whose dimensions are clearly inadequate to deal with existing water, there is insufficient fall in the land to take stormwater or sewerage away from the site.

6. This subdivision is immediately over the road from the Longford Thoroughbred Training facility, and importantly over the road from the main truck entrance and unloading area, as well as the area where horses enter and exit the track. Again, any construction noises are likely to be a considerable health hazard to racetrack participants. Additionally if the development were to proceed it would mean there was residential development happening on 3 sides of the racetrack posing a very real existential threat to the future viability of the training centre.

The same objection applies here as in points 2 & 3.

Yours Faithfully

A handwritten signature in blue ink, appearing to read 'Michael Morris', is written over a black rectangular box.

Michael Morris

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*Michael Morris*

*Chris Cornes*

Chris Cornes  
10 Lyttleton Street  
Longford Tas 7301

26<sup>th</sup> September 2022

General Manager

Northern Midlands Council

By Email – [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Dear Mr Jennings

Re: Planning Application PLN-22-0185

I object to this planning application for the following reasons:

- I am a partner of the Longford Equine Clinic, and as such is a horse only veterinary hospital. Being that it is a horse hospital means that our work is not restricted to a building like a small animal practice. We need outside areas to run horses up and down, outside yarding and a separate surgical building. Horses are nervous animals to deal with and require a quiet and calm environment. Therefore to have a large construction site to start with will pose a danger to the horses, and more importantly staff.
- Once the houses are constructed there will still be unacceptable risk due to the close proximity of our boundaries. Just general noise from residents due to their close proximity will pose unacceptable risks when administering anaesthetic, surgery, recovery from anaesthetic which require a quiet environment.
- Residents will also be exposed to some noisy neighing horses overnight, no doubt resulting in complaints.
- If this development were to go ahead I think it is quite likely that this will result in the closure of our practice, which has been in existence for over thirty years, and the loss of jobs 7-8 people.

Yours sincerely,

Chris Cornes

26/9/2022

Isabel Collier



27 September 2022

General Manager

Northern Midlands Council

13 Smith Street, Longford TAS 7301

Reference: PLN-22-0185 – 81 Brickendon Street Longford – 6 Lot Subdivision

Dear General Manager and Planning Committee,

I write to you with a representation regarding the above reference concerning the subdivision of 81 Brickendon Street into 6 residential blocks. I made Longford my home 4 years ago when I started working as an equine veterinarian for Longford Equine Clinic. In that time, not only have I formed part of a team that provide an essential service to the racing industry, and to the greater equestrian community but have also begun to integrate in the greater fabric that is the Northern Midlands. I have been qualified for 7 years and hope to have many decades of a fulfilling career in Longford.

Nevertheless, that can only happen if the council appreciates and protects the value of horse racing and horse ownership in Longford. The approval of the subdivision neighbouring the Longford Equine Clinic would be antagonising that future. The subdivision takes away supportive resources from the local racetrack, further reducing areas where local trainers can stable race horses.

It also begins to impinge on our work as veterinarians. If the subdivision goes ahead, the clinic would suffer construction noise for years to come. Examining and treating horses is as much an art as a science. It requires a caring and calm demeanour in a quiet settling. Horses are flight animals, the smallest, unpredictable noise can cause a horse to react instinctively. Often those instincts can be dangerous to the people handling them. It takes 6 years to train a veterinarian and it can be one moment can decapitate a highly skilled professional.

I believe I am an asset to the Northern Midlands Community as a young professional who hopes to build a career and a family in this beautiful part of the world. It would be a true pity if I and the clinic had to reallocate to a different council due to the lack of support for our essential service. The Longford Equine Clinic has operated for more than 30 years and helped hundreds of horses and their owners on a site that was allocated by your predecessors as an area in direct support of our historic racetrack.

Many thanks for your considerations,

Dr. Isabel Collier BVM&S



**Mr Des Jennings**

**General Manager**

**Northern Midlands Council**

**Development Application PLN-22-0185 6 lot subdivision**

I believe the above application for subdivision at 81 Brickendon St. Longford should be refused until my concerns as a near neighbour are addressed.

I own the land east of the site zoned Low Density Residential and to the south which is zoned Rural Resource.

**My objections are in the following areas.**

**Planning Supporting Report**

**12.1.1 Response to P1.1**

I object to response ( e ) in that the subdivision pattern at Cressy Road/Marlborough Street I believe is irrelevant to this subdivision, which is adjacent to the racetrack, agricultural land and next to an equine vet.

To suggest that this development is sympathetic to the surrounding land use is laughable and takes no account of its effect on my farming activities, the veterinary activities or the operation of the racecourse and the potential for the Racecourse Master Plan.

I therefore consider the subdivision is not in accordance with P1.1 ( e ) as future development will adversely affect the amenity of, and be out of character with, surrounding development and the streetscape.

**4. Planning Scheme Zone Assessment**

**Waste water**

12.4.3.1 A3b states that each lot must be connected to a reticulated (b) sewerage system and I contend that the waste water management system proposed is inadequate and that P3 (b ) cannot be possible within the lot areas and considering the movement of water through the Brickendon soil profile, a soil type of which I have worked with for 40 years. My concern is increased by the fact that any overflow from an on site waste water system will flow onto my Low Density Residential land to the east and then into a natural lagoon which is a major habitat for the green and gold frog.

The proponent can solve this issue by connecting to the sewerage system or increasing the lot sizes and size of the system for each residence.

**Stormwater**

**12.4.3.1 A4**

I begin my objection to the stormwater plans for this development by saying that Council has no approval from me as the landowner to the east and south of the road reserve to accept any unnatural runoff from the land subject to this subdivision, as it will cause flooding of my Low Density Residential land and there is no outlet to the Macquarie River.

I believe that P4 can not be achieved by on site retention and any charged pipelines have no agreed outlets.

If Council wishes to dig a drain I am happy to offer a drainage easement to the river east from Wellington Street so that Council can pipe the water along Brickendon Street and through my land.

I contend that the design of the stormwater retention and discharge is completely inadequate in a normal winter, let alone a wet winter, and that the retentive capacity of tanks and basins will be compromised and that water will seep through the gravel profile and exit on to my land after crossing the road reserve.

This seepage is occurring now from the site and can only be exacerbated by more buildings and hard surfaces.

#### **4.1.0 Bushfire Hazard Assessment**

I consider the bushfire hazard for the site is worse than the report states for the following reasons.

The Bushfire site assessment states that to the east and south of the site the surrounding vegetation is grassland and Bal19 and Bal12.5 have been assessed accordingly.

As the landowner of these nearby areas there is a strong chance that these areas could in the future be 100 or 200 hectare forests and that any separation distances should allow for this fact.

I also add that the road reserve could become woodland as the lot owners will have no right to clear or graze this land as has been happening illegally for decades.

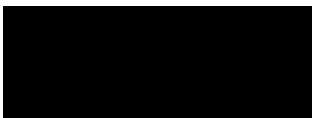
I consider that Lot 1 is especially at risk.

In summary I was informed at the Local Draft Provisions meeting at the Council Chambers that this land could only be subdivided to a minimum lot size of 8000 square metres and that this applied to all low density land south of Brickendon St.

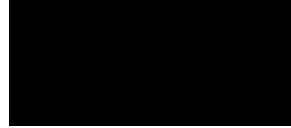
The above technical issues justify this subdivision limit and also the fact that a 400ha farming title on the southern boundary will potentially be a fire, dust, smoke, smell and noise problem for residents.

I also submit that it will only exacerbate our farms problems with trespass, dog attacks and fire risks.

This objection is submitted by Richard Archer on behalf of my families farming and tourism businesses and for the protection of our wetlands.



NORTHERN MIDLANDS COUNCIL									
File No.									
Property 101400-02									
Attachments									
REC'D 28 SEP 2022									
GM						PLN			
P&DM						BLD			
CSM						MYR			
WM						EA			
HR									
HLT									



September 27, 2022

Mr Des Jennings  
General Manager  
Northern Midlands Council

### Objection to Planning Application PLN-22-0185 81Brickendon Street.

I wish to object to the 6-lot subdivision on 81Brickendon Street, Longford.

As you are aware I previously submitted a petition to protect this area in 2021, and submitted an objection to PLN 21-0062 now we find further development is being proposed around the historic Longford Horse Racing Track.

My objection is for all the reasons listed against PLN 21-0062.

These being:

I don't believe horses and children are a good mix!!!

Amendment 04-2020 from the Tasmanian Planning Commission that quotes the "Northern Midlands Planning Scheme fails to acknowledge the horse racing industry in Longford

Previous correspondence regarding Amendment 04-2020 from the Tasmanian Planning Commission that quotes the "Northern Midlands Planning Scheme fails to acknowledge the horse racing industry in Longford where they mention it does not meet objectives (a) and (c) in Part 2, Schedule 1 of the Act because there has been a lack of strategic planning for the whole zone.

I believe this is still the case even though the Northern Midlands Council and Racing Tasmania are working together to complete the Longford Racecourse Master Plan.

The current proposed Master Plan does not ensure there will be no irreversible planning decisions made that will impact the existing equine uses, even though this was mentioned as a requirement by the Tasmanian Planning Commission.

This development just exacerbates previous concerns listed about the longevity of this historic racing precinct.

This area is zoned Low Residential (Discretionary) which does allow Council to protect and reject this development application.

Surely this feedback sends a clear message that the current zoning is unsuitable for this development.

Again, we are seeing the demise of training facilities adjacent to the Racecourse.

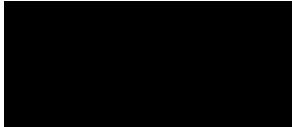
If such a subdivision were allowed, an existing use that has been in the Northern Midlands since 1845 could be compromised, particularly on its current site, as potential new horse businesses would have insufficient private land available for a horse business. There needs to be a buffer zone between these uses and low-density residential development.

Should the Northern Midlands Council have plans to develop a multi-faceted horse industry which includes equestrian events, there must be adjacent properties available for new horse related settlement that do not impact on non-horse related residences.

Sincere regards,



Neil Tubb



## PLANNING APPLICATION

### Proposal

**Description of proposal:** .....

PROPOSED AUXILLERY DWELLING TO EXISTING RESIDENCE

.....

.....

.....

(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:** 662 CRESSY ROAD, LONGFORD. TAS, 7301

.....

CT no: 142386/2

Estimated cost of project \$ 75,000.00 (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 RESIDENTIAL

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

.....

.....

.....

.....

(attach additional sheets if necessary)

Is any signage required? N/A  
(if yes, provide details)



# FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



<b>OWNER</b>  FOLIO REFERENCE I13726/2  <b>GRANTEE</b>		<b>PLAN OF TITLE</b>  LOCATION TOWN OF LONGFORD (SEC. A6)  FIRST SURVEY PLAN No. A7/76 L.O. COMPILED BY LDRB SCALE 1: 3000 LENGTHS IN METRES		Registered Number <b>P.142386</b>  APPROVED 11 OCT 2004 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5039)	LAST UPI No EYA90	LAST PLAN No. P113726	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

LOT 1 4.854ha

LOT 2 8.627ha

LOT 3 3.731ha

STREET

MUNDEN LANE

CRESSY ROAD

PIPELINE EASEMENT 'A' 3.00 WIDE AND VARIABLE WIDTH (P178418) (CREATED BY E46651)

PIPELINE EASEMENT 'B' 3.00 WIDE AND PIPELINE EASEMENT 'C' 3.00 WIDE (P178418) (CREATED BY E46653)

PIPELINE EASEMENT 'C' 3.00 WIDE (P178418) (CREATED BY M798160)

(P.123062)

(D.109210)

(D.28072)

490.45

455.44

383.23

348.42

102.80

205.39

102.60

108.03

216.05

108.03

NJD

Search Date: 23 Apr 2022

Search Time: 09:01 AM

Volume Number: 142386

Revision Number: 03

Page 1 of 1

Department of Natural Resources and Environment Tasmania

[www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)

# NEW AUXILLARY BUILDING

## FOR MR & MRS VOTE

### 662 CRESSY ROAD, LONGFORD

**GENERAL NOTES:**

ALL BUILDING WORKS TO COMPLY WITH NATIONAL CONSTRUCTION CODE - BUILDING CODE OF AUSTRALIA VOLUME 2, AUSTRALIAN STANDARDS, BUILDING ACTS & REGULATIONS AND COUNCIL BYLAWS. REFER TO ARCHITECTURAL DRAWINGS FOR NOTES.

ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ENGINEERING DRAWINGS AND SPECIFICATIONS.

USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS.

THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR THE CORRECT SET-OUT OF ALL WORKS.

BUILDING CONTRACTOR TO SITE CHECK DIMENSIONS AND LOCATIONS OF ALL ITEMS ON SITE PRIOR TO AND DURING THE WORKS.


LOCATIONS OF STRUCTURE, FITTINGS, AND SERVICES ON THIS DRAWING ARE INDICATIVE.

BUILDING CONTRACTOR TO CHECK DRAWINGS FOR CO-ORDINATION BETWEEN STRUCTURE, FABRIC, FIXTURES, AND FITTINGS.BUILDING CONTRACTOR SHALL CARRY OUT DIAL BEFORE YOU DIG REFERRAL FOR LOCATIONS OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EARTHWORKS.BUILDING CONTRACTOR SHALL SECURE AND MAKE SAFE THE WORK SITE IN ACCORDANCE WITH WORKSAFE TASMANIA & WHS GUIDELINES & REGULATIONS.

A LAND SURVEYOR IS RECOMMENDED FOR ALL SET-OUT. THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES WITH THE DRAWINGS.



Received  
31.08.2022



**NOTE**  
THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR MUST READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER DRAWINGS AND NOTIFY ANY ERRORS, DISCREPANCIES OR OMISSIONS TO THE DESIGNINTENT.  
DO NOT SCALE DRAWINGS.  
THIS DRAWING REFLECTS A DESIGN, BY DESIGN INTENT ARCHITECTURE + MANAGEMENT AND IS TO BE USED ONLY FOR WORK WHEN AUTHORISED IN WRITING BY DESIGN INTENT.  
ALL DOCUMENTS HERE WITHIN ARE SUBJECT TO AUSTRALIAN COPYRIGHT LAWS.

**PROJECT NAME :**  
**NEW AUXILLARY BUILDING**

**ADDRESS :**662 CRESSY ROAD, LONGFORD

**CLIENT:** MR & MRS VOTE

**DRAWING TITLE :**  
**COVER PAGE**

**DATE:** 25/08/2022

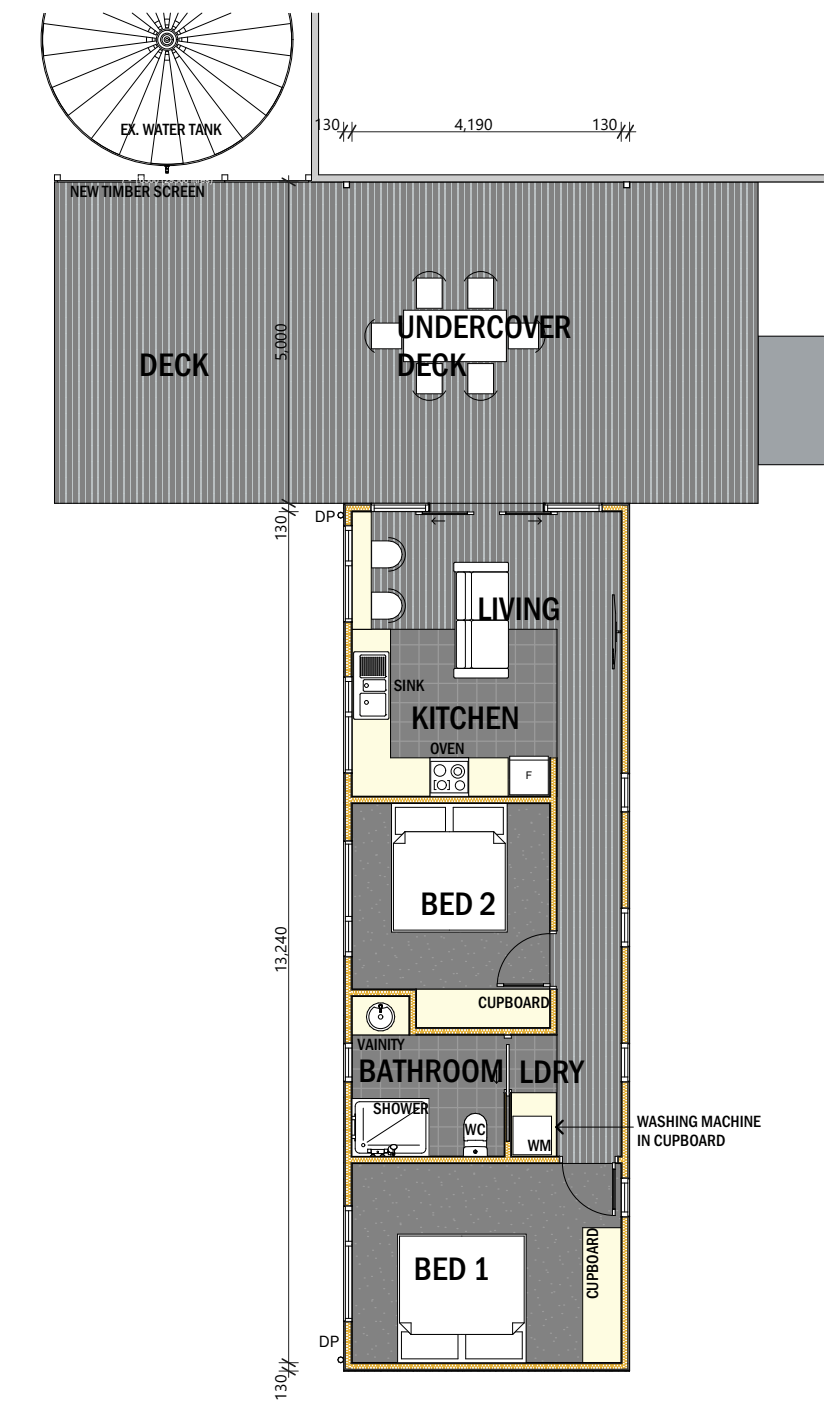
DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD  
ABN: 20 634 099 979 BUILDING ACCREDITATION No. CC2370X AIA: TAS 881  
E: heath@designintent.com.au T: 0419 312 232 W: designintent.com.au

<b>PROJECT No.</b> 220032	<b>DRAWING NO.</b> <b>A000</b>	<b>REVISION</b> DA_02
<b>STATUS</b> PLANNING		



Received  
31.08.2022





**GROUND FLOOR PLAN**  
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Project North

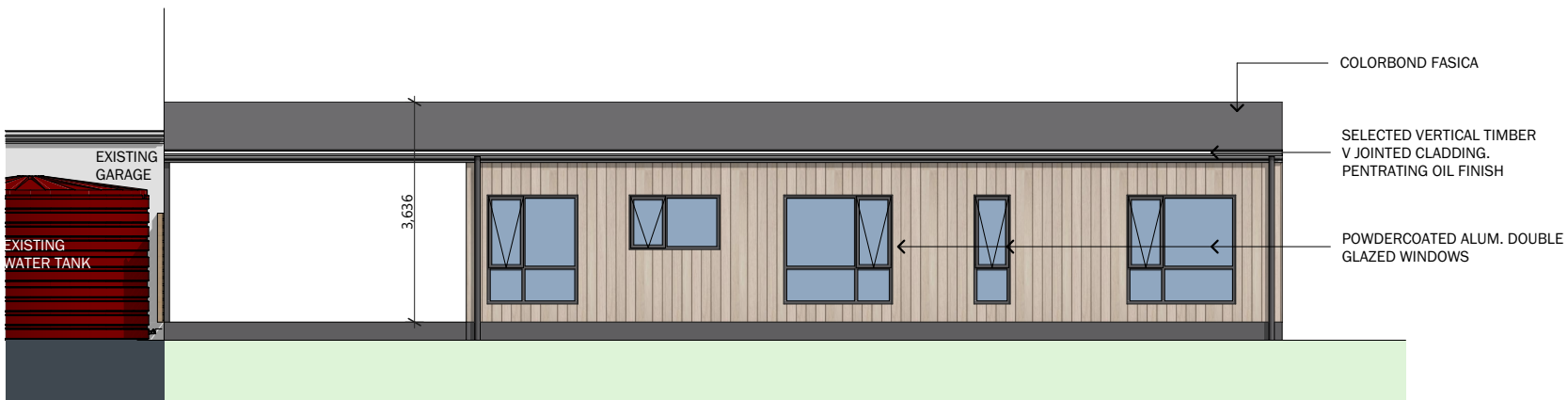


**NOTE**  
THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR MUST READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER DRAWINGS AND NOTIFY ANY ERRORS, DISCREPANCIES OR OMISSIONS TO THE DESIGNINTENT.  
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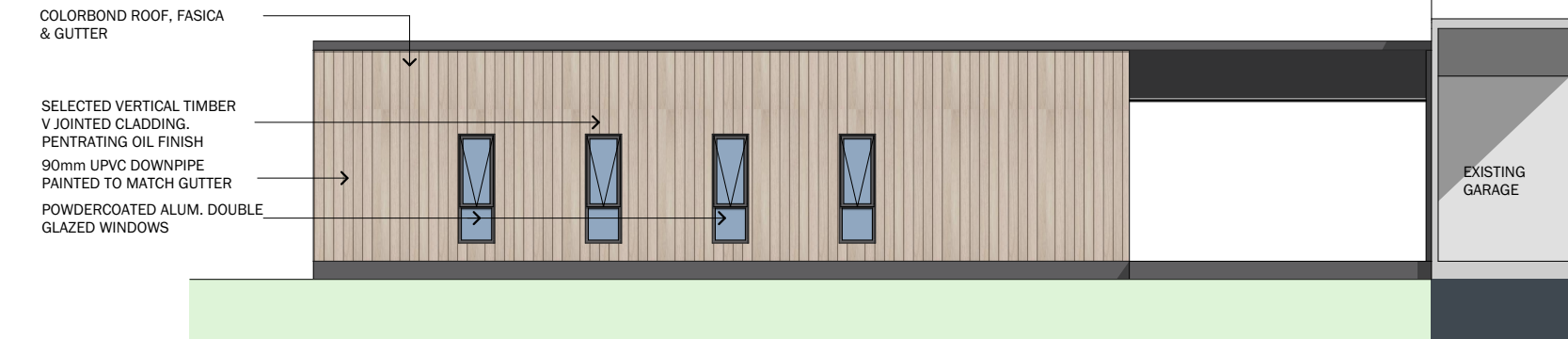
**PROJECT NAME :**  
**NEW AUXILLARY BUILDING**  
  
**ADDRESS :**662 CRESSY ROAD, LONGFORD  
  
**CLIENT :** MR & MRS VOTE

**DRAWING TITLE :**  
**FLOOR PLANS & ELEVATIONS**  
  
**DATE :** 25/08/2022

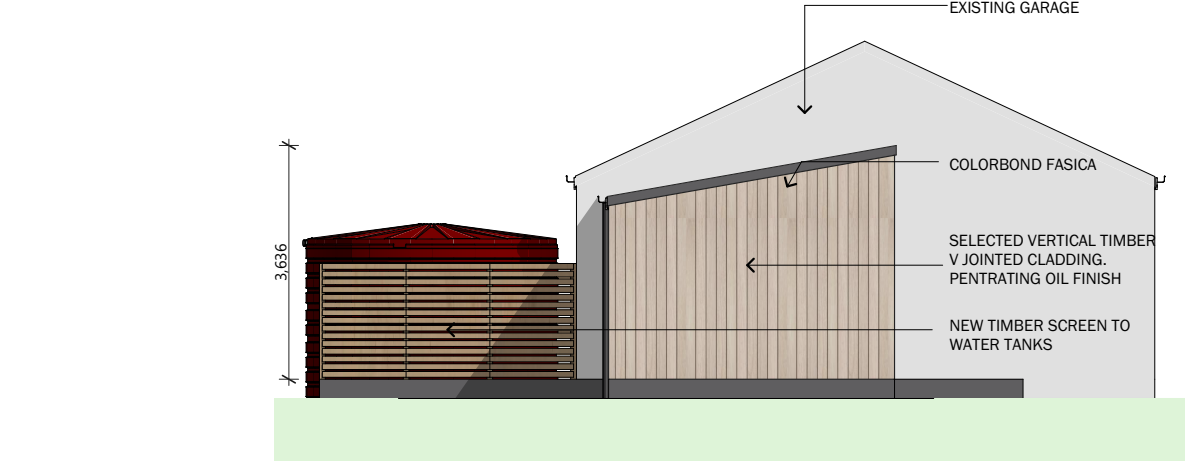
DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD  
ABN: 20 634 099 979 BUILDING ACCREDITATION No. CC2370X AIA: TAS 881  
E: heath@designintent.com.au T: 0419 312 232 W: designintent.com.au  
**PROJECT No. 220032** **DRAWING NO. A100** **REVISION DA\_02**  
**STATUS PLANNING**



**1 WEST ELEVATION**  
SCALE 1:100  
0mm 1000 2000 3000 4000 5000



**2 EAST ELEVATION**  
SCALE 1:100  
0mm 1000 2000 3000 4000 5000



**3 SOUTH ELEVATION**  
SCALE 1:100  
0mm 1000 2000 3000 4000 5000

**Received**  
**31.08.2022**

13 September 2022

The General Manager  
Northern Midlands Council

By email: [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Dear Sir

**REPRESENTATION – 662 CRESSY ROAD, LONGFORD (DWELLING – 0160)**

I act for Patricia Logan and Judith Cameron who own and reside at the property known as 674 Cressy Road, Longford. My clients' property is located to the south of the development site and immediately adjoins that site. My clients' property accommodates a dwelling and is currently used to graze sheep.

This representation is made pursuant to s.57(5) of the *Land Use Planning and Approvals Act 1993 (LUPA Act)* on behalf of my clients and concerns the proposed new dwelling that is described by the Council notice as an "Ancillary dwelling" and by the application as an "Auxiliary dwelling".

This representation is not provided as a complete review of the application but rather seeks to highlight the key concerns that my clients hold in relation to the application. Those concerns may be summarised as follows:

- (a) The application is wrongly classified as an ancillary dwelling and is to be properly regarded as an application for multiple dwellings which are prohibited on the site, within the Rural Resource zone.
- (b) The new proposed dwelling seeks to project the developed area of the site into closer proximity to the shared boundary with my clients' property. In so doing, the application seeks to convert existing agricultural land to residential use and presents a threat to both existing and potential primary industry and agricultural use on the subject site as well as my clients' property.

In summary, the application should be refused as a prohibited use and for failing to satisfy cl.26.3.2, cl.26.3.3 and 26.4.1 P2 of the *Northern Midlands Interim Planning Scheme 2013 (Scheme)*.

**Ancillary or multiple dwellings**

It appears from the notice of the application that the Council has adopted a classification for the proposed new dwelling as an ancillary dwelling. An ancillary dwelling is defined by the Scheme and must meet three core criteria.

The first criterion requires that the floor area is no greater than 60m<sup>2</sup>. While the application on its terms exceeds this by 7.5cm<sup>2</sup>, we proceed on the basis that if the application is to be advanced as an ancillary dwelling this can be resolved by condition on a permit.

The application is presented to show a shared reliance upon services. We proceed on the basis that the third criterion is accordingly satisfied and this again can be confirmed by a condition on the permit.

The critical challenge that the present application faces is whether the proposed new dwelling can be regarded as appurtenant to a single dwelling.

The term appurtenant is to be given its ordinary meaning and should be accepted to mean something that is an accessory to another or more important thing; Macquarie Dictionary.

Recently, in the case of *Plumb v Clarence City Council* [2022] TASCAT 60, the Tribunal has considered the meaning of appurtenant and the indicia that may be used to determine when a separate building is appurtenant to the principal dwelling. In that case, Tribunal observed as follows:

*76. The factors that suggest that the new building is an extension of the existing building are: the absence of a laundry; the shared connection to services; the mingling of residential activities ...in respect to meal preparation and consumption, care and laundry; absence of any division of the balance of the site to provide private space dedicated to either of the buildings; and a common cross-over access from the street.*

*77. The factors that suggest that the new building is a self contained residence start with the spatial relationship between the buildings. When the site is observed, what appears to be seen are two separate dwellings. They are some 20 metres apart and the built forms are not physically connected in any way. The new building has its own driveway and an area in which a vehicle can be parked. There is no dedicated, or even direct, path between the two buildings for foot traffic. ... The new building is fully self contained in respect to activities of daily living. There is no need for an occupant of the new building to access the existing building.*

Viewed objectively, the proposed new or auxiliary dwelling cannot be seen to be appurtenant to the existing single dwelling upon the subject property. It is physically separated from the existing house with its own dedicated parking area. While there is a shared driveway, there is no need nor suggestion that occupants of the auxiliary dwelling would enter or pass within the curtilage of the existing house to gain access to the auxiliary dwelling.

The new dwelling contains its own kitchen, living, bathroom and laundry facilities such that there is no indication of the commingling of residential activity between the two dwellings and it is observed that the new dwelling is even provided with its own outdoor and partially undercover recreational space in the form of the proposed deck as well as a new and dedicated lawn to be enclosed by the proposed new hedge plantings.

The application provides no information to suggest how the new dwelling is to be used to serve and support the existing dwelling such that it could be said to be an accessory to that existing house.

It follows that the application is not for an ancillary dwelling as suggested but rather for a second dwelling upon the property. Multiple dwellings are prohibited in the Rural Resource zone and accordingly, it follows that the application must be refused.

#### **Assessment as a single dwelling (ancillary dwelling)**

If to be assessed as an ancillary dwelling, the application must comply with cl.26.3.2. The application does not meet the requirement for an ancillary dwelling to be located within the curtilage of the existing dwelling on the property. The dwelling extends into a new undeveloped area of the site. The application must therefore be assessed against the performance criterion.

The performance criterion requires that the proposed dwelling is either integral and subservient to resource development or that the site is practically incapable of supporting agricultural use or being included with other land for agricultural or other primary industry use having regard to a series of factors.

There is no information included within the application to suggest that the new dwelling is integral and subservient to resource development and accordingly it is the latter criteria that must be met.

I am instructed that the area upon which the proposed dwelling is to be sited has previously been used for grazing. This is an agricultural use consistent not only with the purpose of the Rural Resource zone but also with the surrounding land use. It follows that it cannot be the case that the new dwelling satisfies the performance

criterion. The site cannot be practically incapable of supporting an agricultural use when it is recently been in such use.

It is acknowledged that the performance criterion is onerous and sets a high bar. Again, this is consistent with the purpose of the Rural Resource zone and indeed the State Policy for the Protection of Agricultural Land 2009 which emphasises that all agricultural land is important and is to be protected from unwarranted residential expansion.

**Irrigation districts**

There is no information included in the application to demonstrate that the proposed non-agricultural use does not unreasonably reduce the current and future irrigation potential of the land. It follows that no finding can be made that cl.26.3.3 of the scheme has been satisfied.

**Reduced setback to the southern boundary**

The proposed dwelling seeks to reduce the setback to the southern boundary for the sensitive use to less than 200m and indeed less than the existing sensitive use. While again it is necessary for the application to be assessed against the performance criterion, the application includes no information to enable an assessment of the impact on adjoining land to either the South or West.

My clients are concerned by the proposed siting of the dwelling and the impact that this may have on future primary industry operations. While the land is currently grazed, surrounding land use indicates that there is potential for cropping. There has been no attempt to consider the impact on adjoining land within the application.

**Conclusion**

My clients recognise that it is possible for an ancillary dwelling to be developed upon the subject property. They do not oppose such an outcome provided that it is in accordance with the requirements of the Scheme. While it is not for my clients to design the neighbouring development, it is observed that locating the proposed auxiliary dwelling within the developed curtilage of the existing dwelling, such as to the north of the existing garage would likely resolve issues relating to classification of use and compliance with cl.26.3.2, cl.26.3.3 and cl.26.4.1 of the Scheme. This would appear to be the outcome that the Scheme directs.

Thank you for considering this representation.

Yours faithfully  


Naomi Billett  
Principal | Billett Legal

Email: [naomi@billettlegal.com.au](mailto:naomi@billettlegal.com.au)

Attention: Development Services Department - Planning  
Northern Midlands Council  
PO Box 156  
Longford, Tasmania 7301

23<sup>rd</sup> September 2022

**Your Ref: 103400.062 PLN-22-0160**

Thank you for the opportunity to provide further information regarding our development application at 662 Cressy Rd Longford.

We provide the below further information in lieu of mediation, as we would prefer to maintain anonymity for the representing party.

To be honest we were a little surprised to have a representation as we had consulted closely with council planning so as to address as many issues under the existing planning scheme as possible for our application, and in hindsight perhaps meeting each of our neighbours might have been worthwhile. Hopefully this additional information now supplied assists in addressing their concerns and/or Facilitating a Council decision.

Firstly, we acknowledge and appreciate the concerns being raised. We would highlight that many of these are technical in nature and apply a mix of existing and proposed planning schemes. We acknowledge that the proposed auxiliary building will be less than 200m from the Southern boundary but this encroachment is well less than 10% impact linearly. However as far as arable land impact is concerned the proposed auxiliary building envelope comprises less than 0.15% (closer to 0.1%) in impacted agricultural land area terms for our property, and we fail to see how said one thousandth of our arable land area for an auxiliary building would have any impact on neighbouring properties agricultural uses over their property. We would highlight by way of clarifying that existing parking only will be utilised and that no new driveways are to be constructed. As for the amenities in the auxiliary building, these are consistent with those contained in government information defining these buildings including laundry and furthermore we consider the circumstances of this application very different from the ruling applied in Clarence Council.

Regarding the use of the auxiliary building we would highlight that this is a true 'granny flat' to provide multigenerational supportive living for our grandmother - a longstanding Longford resident. We believe our proposed auxiliary building provides an important balance between proximity to us for any care requirements, while ensuring their supported living retains their autonomy, independence and privacy - which are all well recognised by both governmental and non-governmental aged care bodies as important for the well-being of our elders. We seek to support our grandmother as she ages in the community in which she is familiar.

We look forward to Council's decision of our application for auxiliary building which we feel provides the best balance between intended use and the planning scheme.

Kind regards,



Benjamin Vote and Chloe Jenkins  
662 Cressy Rd Longford

**Our Ref: 103400.062 PLN-22-0160**

Attention: Development Services Department - Planning  
Northern Midlands Council  
PO Box 156  
Longford, Tasmania 7301

Pdf via email: [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

**PLANNING APPLICATION – EXTENSION OF TIME**

**Ancillary Dwelling (Vary location of ancillary dwelling; Vary non-agricultural use within irrigation district; Vary western [rear] setback, and southern [side] setback) at 662 Cressy Road, Longford**

I agree to an extension of time for Council to make a decision in this matter until **28<sup>th</sup> October 2022**.

Applicant signature:



Mr H Clayton  
Design Intent Architecture & Management  
PO Box 216  
KINGS MEADOWS TAS 7249

\*Date: 07/10/2022

**EXHIBITED**

## PLANNING APPLICATION Proposal

**Description of proposal:** Subdivision - 9 lots

.....  
.....  
.....

*(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:** 144 Marlborough Street Longford and 153 Marlborough Street Longford and (unmade road)

Queen Street section north of 144 Marlborough Street  
and 119 Catherine St and 344 Cressy Rd

CT no: 167605/1; 173613/1; 104455/3; 104455/4

**Estimated cost of project** \$ NA ..... *(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 ..... residential

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

.....  
.....  
.....  
.....

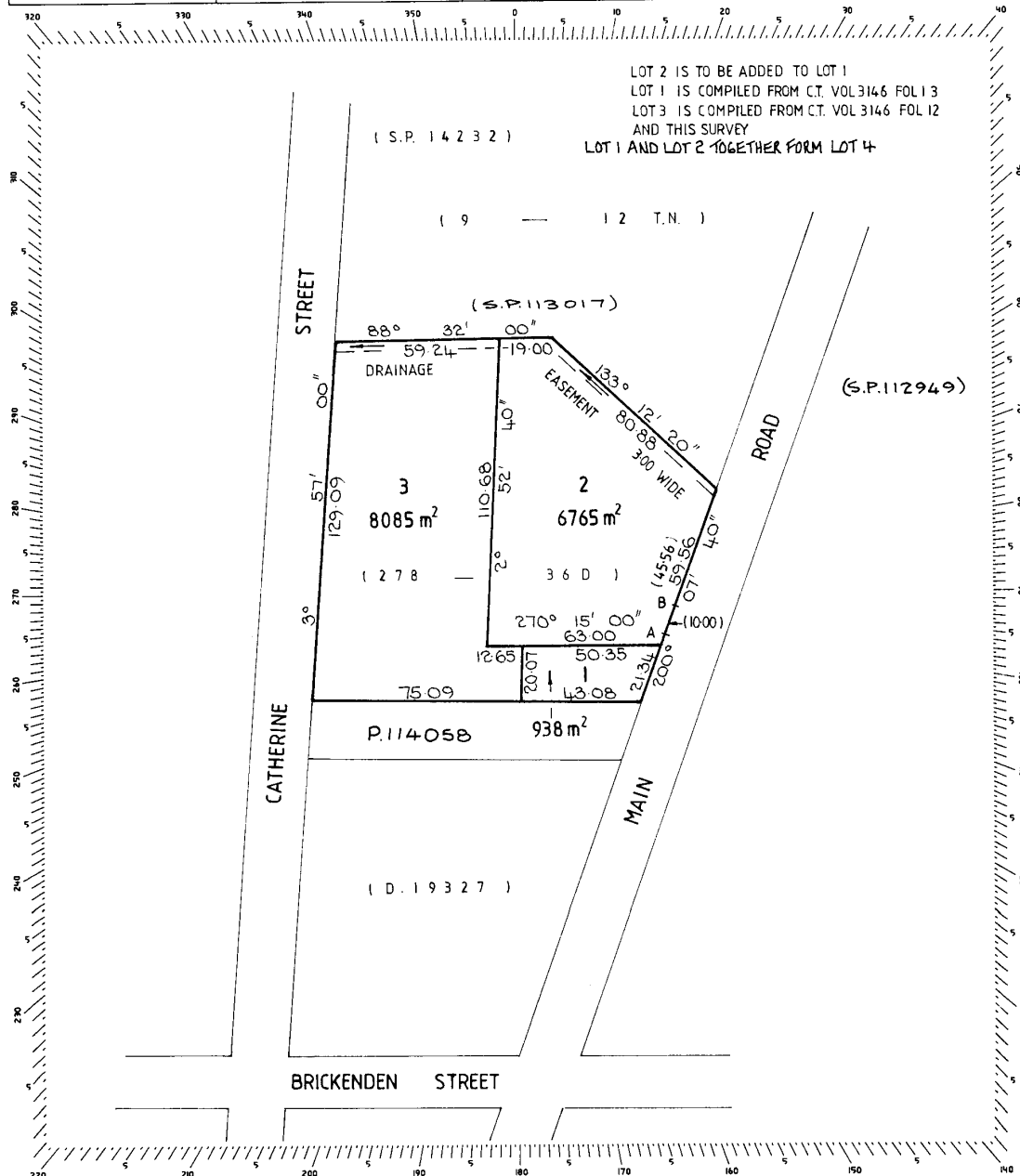
*(attach additional sheets if necessary)*

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

SP104455

(2348) 84/48

OWNER <b>TEX JOHN CONNELL</b> ROY DAVID CONNELL <del>MARTIN DAVID CONNELL</del> FOLIO REFERENCE C.T. VOL 3146 FOL 12 C.T. VOL 3146 FOL 13 GRANTEE PART OF LOT 3, 4 & 10 <sup>P</sup> GRANTED TO WILLIAM PITT	<b>PLAN OF SURVEY</b> BY SURVEYOR M.S. GIUDICI OF COHEN & ASSOCIATES PTY. LTD, LAUNCESTON LOCATION <b>TOWN OF LONGFORD</b> <b>SECTION HH</b> SCALE 1:1500 LENGTHS IN METRES	REGISTERED NUMBER <b>SP 104455</b> APPROVED EFFECTIVE FROM 3 MAY 1993  Recorder of Titles	
STATE MUNICIPAL CODE No. 56	LAST UPI No. <b>2871</b> <b>2872</b>	LAST SURVEY PLAN No. 278-36 D	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

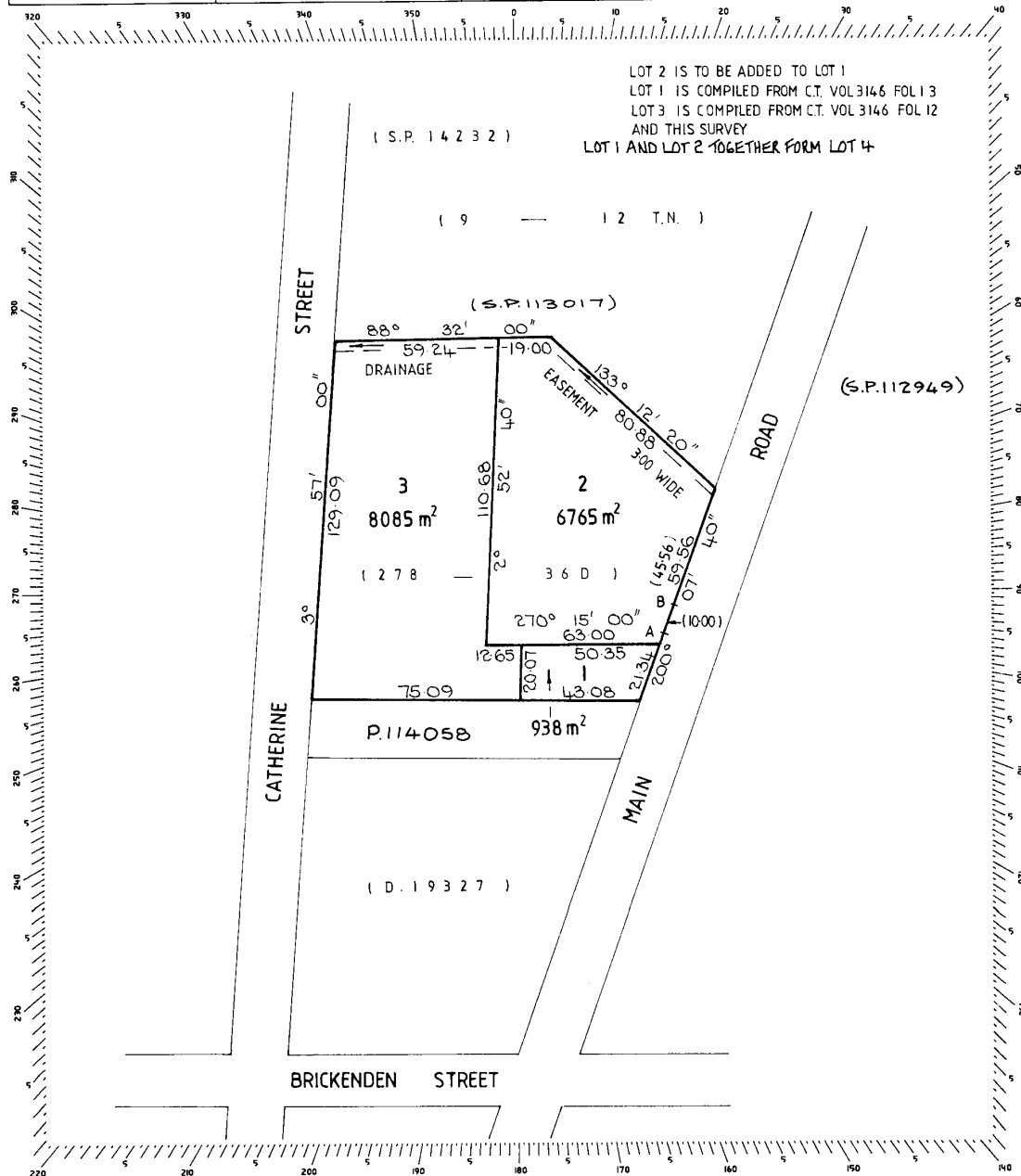




SP104455

(2348) 84/48

OWNER <b>TEX JOHN CONNELL</b> ROY DAVID CONNELL <del>MARTIN DAVID CONNELL</del> FOLIO REFERENCE C.T. VOL 3146 FOL 12 C.T. VOL 3146 FOL 13 GRANTEE PART OF LOT 3, 4 & 10 <sup>P</sup> GRANTED TO WILLIAM PITT	<b>PLAN OF SURVEY</b> BY SURVEYOR M.S. GIUDICI OF COHEN & ASSOCIATES PTY. LTD, LAUNCESTON LOCATION <b>TOWN OF LONGFORD</b> <b>SECTION HH</b> SCALE 1:1500 LENGTHS IN METRES	<b>REGISTERED NUMBER</b> <b>SP 104455</b> APPROVED EFFECTIVE FROM 3 MAY 1993  Recorder of Titles	
STATE MUNICIPAL CODE No. 56	LAST UPI No. <b>2871</b> <b>2872</b>	LAST SURVEY PLAN No. 278-36 D	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN





# FOLIO PLAN

## RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

# EXHIBITED



<b>OWNER</b>  FOLIO REFERENCE CT.63989/1 CT.165550/3  <b>GRANTEE</b> PART OF LOTS 3 & 4 (19A-3R-1P) GTO TO WILLIAM HUTCHINSON & THOMAS SMITH		<b>PLAN OF TITLE</b>  <b>LOCATION</b> TOWN OF LONGFORD (SECTION LL)  FIRST SURVEY PLAN No. 32/31 NS COMPILED BY LDRB SCALE 1: 1000      LENGTHS IN METRES		Registered Number  <b>P.167605</b>  APPROVED 7 APR 2014 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5039-43)	LAST UPI No	LAST PLAN No. D63989, P165550	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

Map details: LOT 1 1.126ha. Streets: CRESSY ROAD, QUEEN STREET, MARLBOROUGH STREET, BRICKENDON STREET. Survey numbers: (SP112949), (PI65550), (PI13908), (PI40326), (PI64829), (PI10574), (P250762). Boundary measurements: 78.94, 6.06, 21.35, 41.15, 20.58, 40.05, 4.77, 97.53, 120.66.

Search Date: 22 Jun 2022

Search Time: 09:22 AM

Volume Number: 167605

Revision Number: 01

Page 1 of 1

Department of Natural Resources and Environment Tasmania

[www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)

OWNER G.E. & M.J. BLACKER  FOLIO REFERENCE F/R 135118-1, F/R 135118-2 F/R 135118-3  GRANTEE WHOLE OF LOT 3, Sec.II, 7.194ha GTD WALTER RODERICK LEAROYD & PAMELA MARY CLARK		<b>PLAN OF SURVEY</b> BY SURVEYOR PAUL HODGETTS of MICHELL HODGETTS SURVEYORS 3 DOWLING STREET, LAUNCESTON, 7250  LOCATION <b>TOWN OF LONGFORD</b> Sec.II  SCALE 1:1500 LENGTHS IN METRES		REGISTERED NUMBER <b>SP173613</b>  APPROVED EFFECTIVE FROM 10 AUG 2017  Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 123 (5039-43)		LAST UPI No.		LAST PLAN No. SP135118	
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN					

 COUNCIL DELEGATE		3.7.2017 DATE
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Application for subdivision of the land (9 lots)

**144 Marlborough Street LONGFORD**

**June 2022**

**EXHIBITED**

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Job Number: L220612  
 Prepared by: Michelle Schleiger ([michelle@woolcottsurveys.com.au](mailto:michelle@woolcottsurveys.com.au))  
 Town Planner  
 Reviewed by: James Stewart ([james@woolcottsurveys.com.au](mailto:james@woolcottsurveys.com.au))  
 Senior Planner

Rev. no	Description	Date
1	Draft	22 June 2022
2	Revision	22 June 2022
3	Final	29 June 2022
4	RFI	13 July 2022
5	Revision	2 September 2022

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13

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## 1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the Land Use Planning and Approval Act 1993 (the 'Act') to develop land at 144 Marlborough Street, Longford (the 'subject site').

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

Document	Consultant
Proposal Plan	Woolcott Surveys
Noise and Dust Assessment	Pitt & Sherry
Bushfire Hazard Assessment	Woolcott Surveys

## 2. Subject site and proposal

### 2.1 Site details

<b>Address</b>	144 Marlborough Street, Longford TAS 7301 (and 153 Marlborough Street and Queen Street unmade road, Cressy Road, Catherine Street, Cracroft Street, and 119 Catherine Street and 344 Cressy Road)
<b>Property ID</b>	6734785 – Subject site 2018204; 7840213; 7875571
<b>Title:</b>	167605/1 – Subject site 173613/1: 104455/4; 104455/3
<b>Land area</b>	1.126ha – subject site
<b>Planning Authority</b>	Northern Midlands Council ('Council')
<b>Covenants or Agreements</b>	C961325 Adhesion order.
<b>Application status</b>	Discretionary application
<b>Existing Access</b>	Single access from Marlborough Street
<b>Existing development</b>	Existing dwelling and outbuildings
<b>Proposed development</b>	Subdivision of the land – 9 lots
<b>Zone</b>	Low Density Residential
<b>Overlay/s</b>	Urban Growth Boundary Bushfire Prone Areas
<b>Existing services and infrastructure</b>	
<b>Water</b>	Existing reticulated main



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<b>Sewer</b>	Reticulated main under proposal – PLN-21-0062
<b>Stormwater</b>	Reticulated main under proposal – PLN-21-0062
<b>Electricity</b>	Existing overhead

## 2.2 Proposal

The proposal is for a subdivision to create residential lots from one existing lot.

The proposal consists of the following:

<b>Lots #</b>	<b>Area m<sup>2</sup></b>	<b>Frontage m</b>
1	1563	6.01
2	1206	6.01
3	1196	28.69
4	1392	6.02
5	1208	6.02
6	1057	23.38
7	1439	32.50
8	1158	6.01
9	1060	6.01

Infrastructure for the provision of reticulated services (water and sewer) will be constructed as a part of the development; this is detailed on the proposal plan supplied at Annexure 2.

Water connection will be provided at the frontage of each lot as TasWater requirements.

Sewer and stormwater connections will be provided via new mains approved as a part of PLN-21-0062. This proposal will connect to those mains, with proposed extensions to service all lots. See plans at Annexure 2 for detail. See also, the submitted, extracted plans detailing the works (as approved for PLN-21-0062), provided with permission.

These mains are as yet unconstructed and cannot yet be considered as a public asset, therefore they form a part of this proposal.

The area affecting the direct connection on the unmade road known as Queen Street is circled for clarity on the plans. The full extent of the works is shown within the enclosed pages.

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2.3 Images



Figure 1 – Aerial view of the subject site (Source: LISTMap)



Figure 2 - Proposed subdivision (full detail provided at Annexure 2) (extracted).

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### 3. Planning Assessment

#### 3.1 Zoning

The site is zoned Low Density Residential under the scheme.

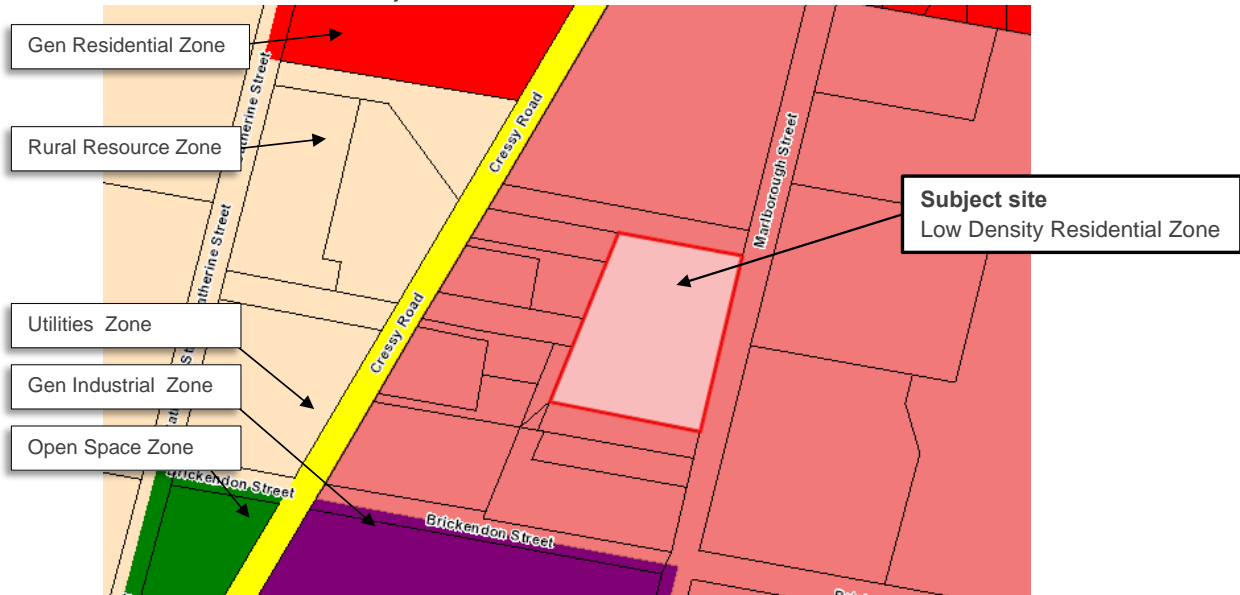


Figure 3 - Zoning of the subject site and surrounding area (Source: LISTMap)

#### 3.2 Overlays

The subject site is affected by the Urban Growth Area Overlay (yellow shade), the Bushfire Prone Area (pink hatched area).

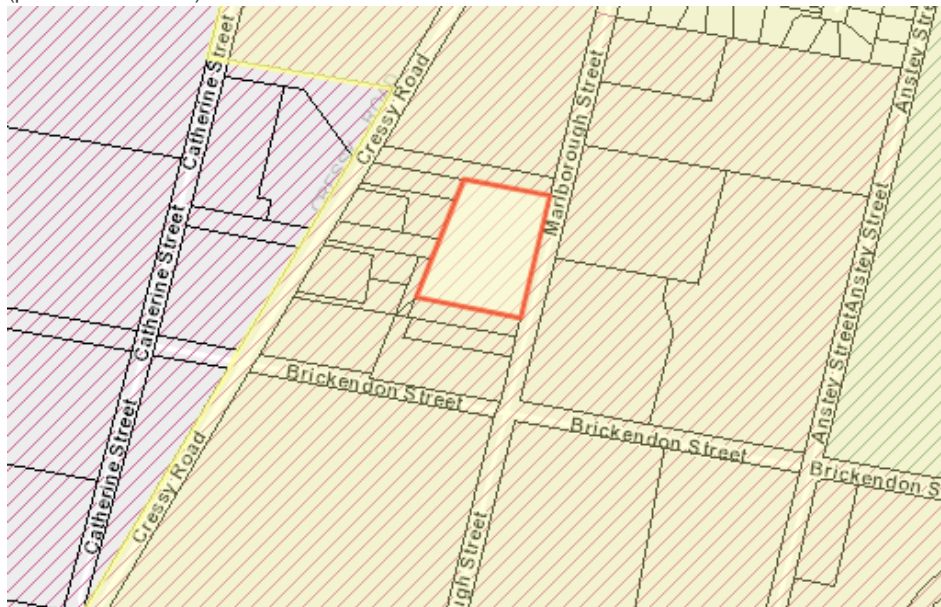


Figure 4 - Overlays affecting the subject site (Source: LISTMap)

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## 4. Planning Scheme Zone Assessment

### 4.1 Zone assessment

#### 12 Low Density Residential Zone

##### 12.1 Zone Purpose

##### 12.1.1 Zone Purpose Statements

- 12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.
- 12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.
- 12.1.1.3 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.

##### 12.1.2 Local Area Objectives

To make provision for any additional future needs in low-density residential development at Avoca, Campbell Town, Cressy, Devon Hills and Longford by the incremental expansion of those areas already established for the purpose.

##### 10.1.3 Desired Future Character Statements

There are no desired future character statements

#### **Response:**

The proposed does not present a conflict to the purpose of the zone.

##### 12.4.3 Subdivision

##### 12.4.3.1 Lot Area, Building Envelopes and Frontage

Objective	
<p>To ensure:</p> <ul style="list-style-type: none"> <li>a. the area and dimensions of lots are appropriate for the zone; and</li> <li>b. the conservation of natural values, vegetation and faunal habitats; and</li> <li>c. the design of subdivision protects adjoining subdivision from adverse impacts; and</li> <li>d. each lot has road, access, and utility services appropriate for the zone.</li> </ul>	
Acceptable Solutions	Performance Criteria
<p>A1.1 Lots must:</p> <ul style="list-style-type: none"> <li>a) have a minimum area of 1ha; and</li> <li>b) have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or</li> <li>c) be required for public use by the Crown, a an agency, or a corporation all the shares of which are held by Councils or a municipality; or</li> <li>d) be for the provision of public utilities; or</li> <li>e) for the consolidation of a lot with another lot with no additional titles created; or</li> </ul>	<p>P1.1</p> <p>Each lot for residential use must provide</p>

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	f) to align existing titles with zone boundaries and no additional lots are created.		sufficient useable area and dimensions to allow for: <ul style="list-style-type: none"> <li>a) a dwelling to be erected in a convenient and hazard free location; and</li> <li>b) on-site parking and manoeuvrability; and</li> <li>c) adequate private open space; and</li> <li>d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and</li> <li>e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape.</li> </ul>
A2	Each lot must have a frontage of at least 6m.	P2	No performance criteria.
A3	Each lot must be connected to a reticulated: <ul style="list-style-type: none"> <li>a. water supply; and</li> <li>b. sewerage system.</li> </ul>	P3	Lots that are not provided with reticulated water and sewerage services must be: <ul style="list-style-type: none"> <li>a) in a locality for which reticulated services are not available or capable of being connected; and</li> <li>b) capable of accommodating an on-site wastewater management system.</li> </ul>
A4	Each lot must be connected to a reticulated stormwater system.	P4	Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to: <ul style="list-style-type: none"> <li>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</li> <li>b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</li> <li>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</li> <li>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</li> </ul>

**Response:**

P1.1 The performance criteria are addressed.

- a. Each lot is sufficiently sized and dimensioned to allow for a dwelling, as demonstrated by the existing dwelling on proposed Lot 3 which has adequate boundary setbacks and area for outbuildings and private open space.



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- b. Also demonstrated by proposed Lot 3 is each lot being sufficiently sized to allow parking and manoeuvrability. There are no topographical constraints to park and access.
- c. Dependent on future building design private open space can be accommodated within the 1000m<sup>2</sup>+ sized lots.
- d. Each lot has direct and unencumbered access with no topographical challenges, the land being flat and even land with no land form hazards.
- e. The development reflects the subdivision pattern at Cressy Road to an extent with similar sized lots and internal lot pattern of development. While there will be changes to the immediate streetscape as a result of the proposal, it would be in character, with dwellings fronting the street having distance between them. The area is residential and demonstrates the transition from the general residential area to the larger farming lots in the surrounding area.

(A1.2 not applicable)

A2 The Acceptable Solution is achieved. Each lot has frontage that is at least 6m.

A3 The acceptable solution is achieved. Each lot will have reticulated water and sewer connection – see plans at Annexure 2 for detail.

A4 The acceptable solution is achieved. Each lot will have connection to a reticulated stormwater system – see plans at Annexure 2 for detail.

## 4.2 Code Assessment

### E1.0 Bushfire-Prone Areas Code

Please refer to Annexure 5 for a response to this code.

### E4 Road and Railway Assets Code

This code applies to use or development of land that: a) requires a new access, junction or level crossing.

#### E4.6 Use standards

##### E4.6.1 Use and road or rail infrastructure

Objective	
To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

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A3	For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3	For limited access roads and roads with a speed limit of more than 60km/h: <ul style="list-style-type: none"> <li>a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and</li> <li>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</li> <li>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</li> </ul>
----	---	----	--

**Response**

A1 Not applicable

A2 Not applicable.

A3 The acceptable solution is achieved. The existing access will not have use increased as the new lots will have separate access points.

**E4.7 Development Standards****E4.7.2 Management of Road Accesses and Junctions**

Objective			
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.			
Acceptable Solutions		Performance Criteria	
A1	For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1	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.
A2	For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2	For limited access roads and roads with a speed limit of more than 60km/h: <ul style="list-style-type: none"> <li>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</li> <li>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access</li> </ul>

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	to a category 4 or 5 road is not practicable; and
	c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

**Response**

A1 Not applicable.

P2 The performance criteria are addressed.

The road is not a limited access road.

The new access points are located on Marlborough Street. This is a straight road and each access has in excess of 175m sight distance each way without any significant encumbrance.

**E4.7.4 Sight distance at accesses, junctions and level crossings**

Objective	
To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria
A1 Sight distances at <ul style="list-style-type: none"> <li>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</li> <li>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</li> <li>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</li> </ul>	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.

**Response**

A1 The acceptable solution is achieved. The recommended sight distance is 175m. There is clear vision each way, for each access point, made possible by the straight roads and flat terrain.

**E6 Parking and Sustainable Transport Code**

This Code applies to all use and development.

**E6.6 Use standards****E6.6.1 Car parking numbers***Table E6.1 Parking Space Requirements (extract)*

Use: Residential	Parking Requirements
If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling.
If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling
Objective	



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To ensure that an appropriate level of car parking is provided to service use.	
Acceptable Solutions	Performance Criteria
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> <li>a) Table E6.1; or</li> <li>b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</li> </ul>	<p>P1 The number of car parking spaces provided must have regard to: (a-k)</p>

**Response:**

- A1 The Acceptable Solution is achieved. All proposed lots will have adequate car parking space for 2+ vehicles with manoeuvring room. All lots will have room to manage other vehicle types (bicycles, motorbikes) upon development of each lot and according to the users' needs. The existing dwelling will use the existing crossover and parking area at the rear of the house.

**E6.7 Development Standards****E6.7.2 Design and Layout of Car Parking**

Objective	
To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solutions	Performance Criteria
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) have a gradient of 10% or less; and</li> <li>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</li> <li>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</li> </ul>	<p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>
<p>A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking.</p>	

**Response**

- P2 The access to Lots 1; 2; 4; 5; 8; and 9 extend more than 30m (item c); the performance criteria is addressed.
- a) Each access is designed in an orderly way and free from land form hazards. As the lots are anticipated to be used for residential purposes with daily generated trips estimated at 7.4 according to the RMS Guide. Each access strip is 6m wide in line with the access point and will allow clear and direct access to Marlborough Street.
  - b) The lots are suitably sized for residential use. There is ample room for the allowance of car manoeuvring upon development.

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**E10 Recreation and Open Space Code**

This code applies to development of land for subdivision in the general residential, general industrial, light industrial, commercial, local business, general business, low density residential, rural living and village zones.

**E10.6 Development standards****E10.6.1 Provision of Public Open Space**

Objective	
<ul style="list-style-type: none"> <li>a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and</li> <li>b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.</li> </ul>	
Acceptable Solutions	Performance Criteria
<p>A1 The application must:</p> <ul style="list-style-type: none"> <li>a) include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.</li> </ul>	<p>P1 Provision of public open space, unless in accordance with Table E10.1, must:</p> <ul style="list-style-type: none"> <li>a) not pose a risk to health due to contamination; and</li> <li>b) not unreasonably restrict public use of the land as a result of: <ul style="list-style-type: none"> <li>i. services, easements or utilities; and</li> <li>ii. ii) stormwater detention basins; and</li> <li>iii. iii) drainage or wetland areas; and</li> <li>iv. iv) vehicular access; and</li> </ul> </li> <li>c) be designed to: <ul style="list-style-type: none"> <li>i. provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and</li> <li>ii. reasonably contribute to the pedestrian connectivity of the broader area; and</li> <li>iii. be cost effective to maintain; and</li> <li>iv. respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and</li> <li>v. provide for public safety through Crime Prevention Through Environmental Design principles; and</li> <li>vi. provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and</li> <li>vii. have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and</li> <li>viii. create attractive environments and focal points that contribute to the existing or desired future character</li> </ul> </li> </ul>

EXHIBITED



	statements, if any.
--	---------------------

**Response:**  
Please see the attachment provided at Annexure 4 addressing this clause.

E11 Environmental Impacts and Attenuation Code  
Please refer to the report provided at Annexure 3 of this application.

**5. Conclusion**

The proposed development is for a 9 lot residential subdivision.

The subdivision includes the development of reticulated services (water, sewer and stormwater) to the residential lots as well as access. The existing dwelling will be included in the new reticulated services connections and will retain the existing access.

The proposal is appropriate to the zone and meets the provisions of the Scheme. Approval for the subdivision is sought from Council.

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**Annexure 1 – Certificate of Title Plan and Folio Text**  
**Annexure 2 – Subdivision proposal plan**  
**Annexure 3 – Noise and Dust Assessment**  
**Annexure 4 – Letter regarding Cash in Lieu of POS**  
**Annexure 5 – Bushfire Hazard Assessment**

**Supplementary - extracted infrastructure plans  
(preliminary engineering design) from PLN-21-0062**

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# BUSHFIRE HAZARD REPORT



9 Lot Subdivision  
144 Marlborough Street, Longford

June 2022

**EXHIBITED**

LAND SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

Job number: L220612  
WS79

Prepared by: James Stewart ([james@woolcottsurveys.com.au](mailto:james@woolcottsurveys.com.au))  
Town Planner & Bushfire Hazard Practitioner 157

Rev. no	Description	Date
1	FINAL	28/06/2022
2	UPDATE	25/07/2022

**Disclaimer**

This report deals with the potential bushfire risk only, all other statutory assessments sit outside of this report. This report is not to be used for future or further development on the site, other than what has been specifically provided for in the certified plans attached. Woolcott Surveys Pty Ltd accepts no responsibility to any purchaser, prospective purchaser or mortgagee of the property who in any way rely on this report. This report sets out the owner's requirements and responsibilities and does not guarantee that buildings will survive in the event of a bushfire event. If characteristics of the property change or are altered from those which have been identified, the BAL classification may be different to that which has been identified as part of this report. In this event the report is considered to be void.

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## Executive Summary

Development of a 9-lot subdivision is proposed for 144 Marlborough Street, Longford. The subdivision consists of subdividing one title into nine lots. The development will be completed over one stage. Access to lots will be via Marlborough Street, which adjoins the site to the east.

The site is entirely within the boundary of a bushfire prone area shown on an overlay of a planning scheme map for the *Northern Midlands Interim Planning Scheme 2013*. A bushfire event at this site or within the immediate area is likely to impact on future buildings at this location and subject development to considerable radiant heat and ember attack.

A bushfire hazard management plan has been prepared and is provided as an appendix to this report. The plan sets out the owner's responsibilities to maintain a managed area for each lot, taking into consideration the relevant requirements under Australian Standard *AS3959-2018 Construction of buildings in bushfire-prone areas*.

### Conclusions and recommendations

- a) Hazard management areas meeting the requirements of BAL 19 can be achieved for lots 1, 2, 3, 4, 5, 6, 7, 8 and 9.
- b) Future dwellings on lots 1-9 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.

Signed:



**Author:** James Stewart

**Accreditation No:** BFP-157



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## 1. Introduction

This Bushfire Hazard Report and Bushfire Hazard Management Plan (BHMP) has been prepared in support of a proposed 9 lot subdivision at 144 Marlborough Street, Longford

### 1.1 The subject site

The following is a summary of the application information:

<b>Property address</b>	144 Marlborough Street, Longford
<b>Certificate of title</b>	CT167605/1
<b>Property ID (PID)</b>	6734785
<b>Property Owners</b>	Stagar Pty Ltd
<b>Existing Use and Development</b>	Single Dwelling
<b>Existing Zoning</b>	Low Density Residential
<b>Planning Scheme</b>	Northern Midlands Interim Planning Scheme 2013
<b>Identified on a Bushfire Overlay Map</b>	Yes
<b>Priority Habitat identified</b>	No
<b>Proposed Works</b>	9 Lot Subdivision.
<b>Water Supply</b>	Reticulated water supply
<b>Vehicular Access</b>	Marlborough Street

### 1.2 Bushfire Assessment

A bushfire assessment is a process of analysing information about the potential impacts on a proposed development that is likely to occur in a bushfire hazard scenario. A 'bushfire-prone area' is an area where a bushfire event is potentially likely to occur, and that may result in significant adverse impact on buildings and/or lives.

In Tasmania, most local Councils have a planning scheme overlay map that identifies bushfire-prone areas. Subdivision within a bushfire-prone area triggers the assessment of the Bushfire-Prone Areas Code under the planning schemes and subsequently requires assessment against the provisions of the Code. The assessment generally requires a BHMP to be provided as part of the application.

The bushfire assessment will determine the Bushfire Attack Level (BAL) for the future lots, which measures the possible exposure of a building to bushfire hazard. The BAL is assessed in accordance with Australian Standard *AS 3959-2018 construction of buildings in bushfire-prone areas*.

The subject site falls within the municipal area of Northern Midlands. The assessment has been undertaken in accordance with E1.0 Bushfire-Prone Areas Code and to accompany a subdivision application under the *Northern Midlands Interim Planning Scheme 2013*. Please refer to Section 6 of the report for detail.

144 Marlborough Street, Longford.

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A BAL assessment is required to understand the fuel management requirements for the subject site and to demonstrate that future new buildings within each proposed new lots can be constructed to a BAL19 level under the *Building Act 2016*.

### 1.3 References

The following documents were referred in the preparation of, and should be read in connection with, this bushfire assessment report:

- Tasmanian Government, E1.0 – Bushfire-Prone Areas Code
- Tasmanian Government, Director's Determination – Requirements for Building in Bushfire Prone Areas (transitional) Version 2.2.
- Tasmanian Government, Director's Determination – Application of Requirements for Building in Bushfire Prone Areas (transitional) Version 1.4.
- Northern Midlands Interim Planning Scheme 2013
- Australian Standard, AS3959-2018 construction of buildings in bushfire-prone areas.
- Building Act 2016
- Tasmanian Fire Service, Bushfire Hazard Advisory Notes

144 Marlborough Street, Longford.

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## 2. Site Description

### 2.1 Site context

A 9 lot subdivision is being undertaken at 144 Marlborough Street, Longford. The subdivision will be undertaken in one stage. The site consists of one regular shaped title, which has a total area of 1.14ha. The land is located on the outskirts of the town, within the rural residential area of Longford. There are similar lots in the surrounding area with recent similar subdivision approved or being developed.

The site currently contains a single dwelling and associated outbuildings. There is a managed section around the existing dwelling, while the balance of the land contains unmanaged grassland. Access to the site is via existing crossovers onto Marlborough Street.

The site adjoins residential land on all sides. The land to the north is currently vacant residential land, while land to the east is vacant but approved for subdivision. Land to the south and west is currently developed for residential purposes.

The site has a very gradual fall to the east, with the site sitting at the 150m AHD contour.



Figure 1 – Aerial view of the subject site and its surrounding area (source: The LISTMap)

The subject site will be serviced by a reticulated water supply maintained by TasWater which runs within the Marlborough street, road reservation.

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## 2.2 Planning controls

The site is within the municipal area of the Northern Midlands Council. Therefore, the planning instrument is the *Northern Midlands Interim Planning Scheme 2013* (The Scheme).

The subject site is currently within the Low-Density Residential Zone. The subject site adjoins the Low Density Residential zone on all sides.

The subject site entirely falls within the Bushfire-Prone Areas Overlay, and is shown as being within a urban growth boundary.



Figure 2 – Zoning Map (source: The LIST Map)

144 Marlborough Street, Longford.

[illegible]

144 Marlborough Street, Longford.

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## 4. Bushfire Site Assessment

### 4.1 Vegetation Analysis

#### 4.1.1 TasVeg Mapping

The TasVeg map 4.0 provides general information indicating potential bushfire prone vegetation in the area.

The mapping shows the vegetation community across the subject site as FAG. Land to the north and east is also classified as FAG. It is noted that many of the new lots to the west would now be classified as Urban land, however still remain as agricultural land on the TasVeg mapping.

No other vegetation classifications other than Agricultural land has been identified within 120m of the subject site.

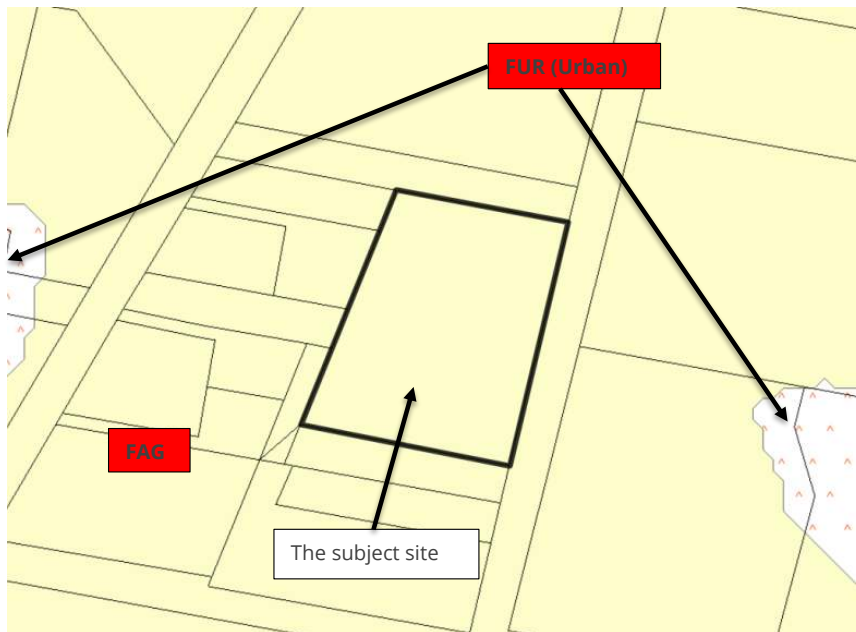


Figure 4 – TasVeg 4.0 map (source: The LISTMap)

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#### 4.1.2 Vegetation Type and Separation

A site visit was conducted on the 20<sup>th</sup> of June 2022. An analysis of the land and bushfire prone vegetation within 120m from the subject site is provided below.

Direction	Analysis
North	Land to the north is zoned Low Density Residential. The land directly to the north is an unmade Crown Road Reserve, with land beyond being privately owned vacant land. Both these areas were classified as grassland.
South	Land to the south is generally managed. This includes a section of Crown land which appear to be used in conjunction with the adjoining residential property. It was mown at the time of inspection and appeared to be managed via aerial imagery. Land beyond this was also classified as managed, with a small section deemed grassland.
East	Land to the east is classified as grassland. This land recently had approval for a Multilot subdivision, however for the purposes of this assessment has been classified as grassland. Timing of the subdivision is not known.
West	Land to the west is classified as managed. This land contains new or soon to be developed residential lots. The lots are considered entirely managed, with no bushfire prone vegetation classified within to the west.

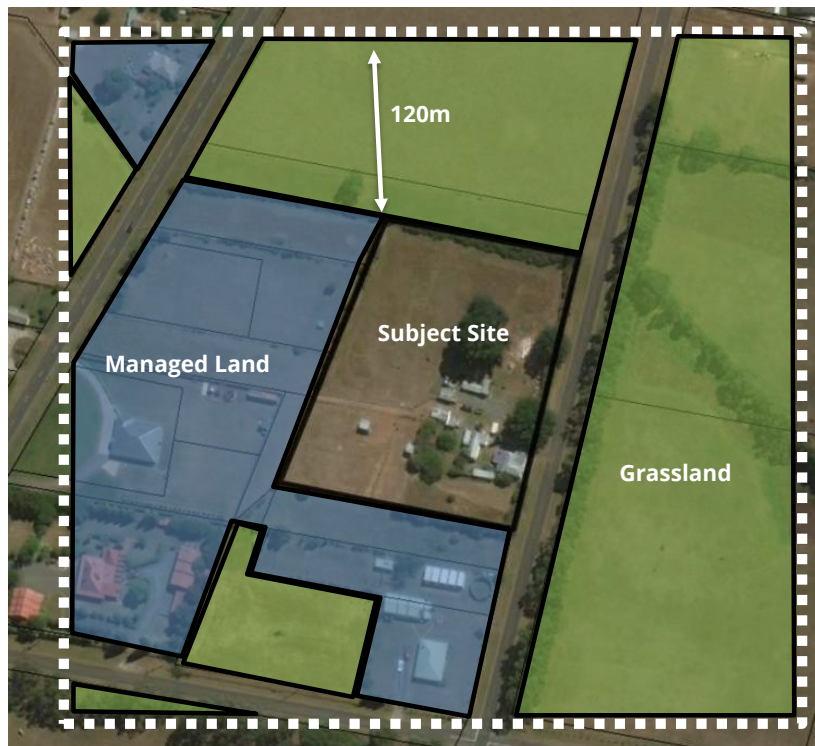


Figure 5 – Vegetation analysis within 100m – 120m of site.

144 Marlborough Street, Longford.



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#### 4.2 Effective slope Analysis

Figure 6 below shows the effective slope which is the slope of land under the classified vegetation **in relation to** the subject site. The identified bushfire prone vegetation occurs on land that is generally flat. There is no obvious slope within the surrounding area.

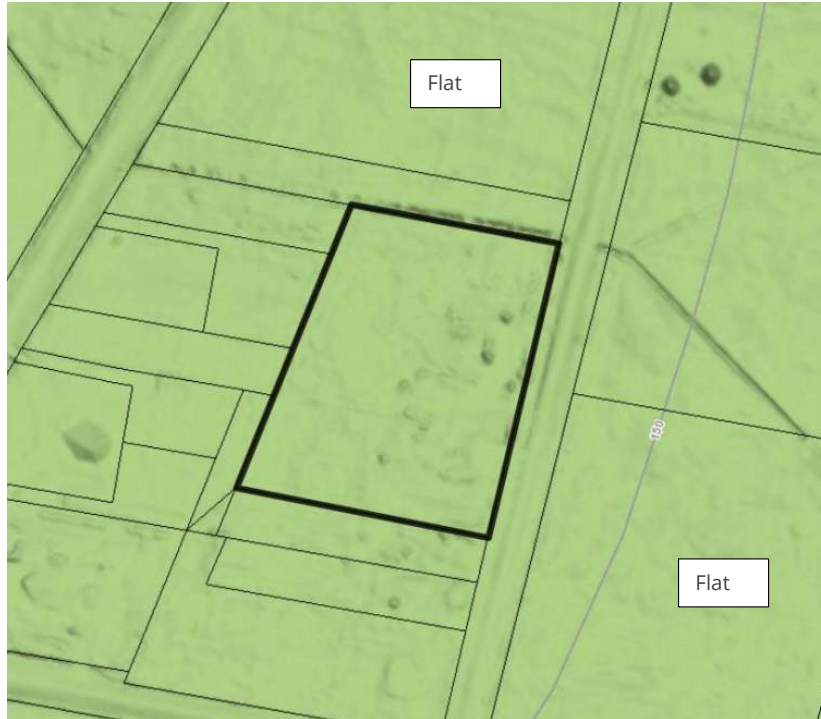


Figure 6 – Effective slope of site and surrounding bushfire prone vegetation.

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#### 4.3 Photos



Figure 7 – Looking west across subject site. Managed land in background.



Figure 8 – Looking east across grassland on eastern side of Marlborough Street.



Figure 9 – Existing hydrant out the front of lot 2 on Marlborough Street.



Figure 10 – Looking at grassland north of the subject site.



Figure 11 – Adjoining crown road reserve to the north, classified as grassland.



Figure 12 – Adjoining crown road reserve to the south, classified as grassland.

144 Marlborough Street, Longford.

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## 5. Bushfire Protection Measures

### 5.1 BAL Rating and Risk Assessment

The purpose of the BAL assessment is to identify the minimum separation between the bushfire prone vegetation and a building area within each proposed lot. The assessment aims to achieve the minimum requirements of **BAL 19**.

The definition of BAL 19 is highlighted as follows:

Bushfire attack level (BAL)	Predicted bushfire attack and exposure level
<b>BAL-LOW</b>	Insufficient risk to warrant specific construction requirements
<b>BAL-12.5</b>	Ember attack, radiant heat below 12.5kW/m <sup>2</sup>
<b>BAL-19</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m <sup>2</sup>
<b>BAL-29</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m <sup>2</sup>
<b>BAL-40</b>	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m <sup>2</sup>
<b>BAL-FZ</b>	Direct exposure to flames radiant heat and embers from the fire front.

The distances from each lot to the classified vegetation is presented below, along with the slope and type of vegetation. To better demonstrate the required separation as hazard management areas, a 10m x 15m building area is shown on each lot. As per the analysis in Section 4.1, the primary vegetation around the subject site is forest, while there are some areas of grassland.

Lot 1	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-80m Managed 80m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-10m Managed 10m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	10m	NA

144 Marlborough Street, Longford.

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Lot 2	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-80m Managed 80m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-10m Managed 10m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	4m	NA

Lot 3 (existing dwelling)	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-80m Managed 80m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-12m Managed 12m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA

Lot 4	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-40m Managed 40m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-40m Managed 40m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA

Lot 5	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-40m Managed 40m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-45m Managed 40m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA

144 Marlborough Street, Longford.

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Lot 6	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-40m Managed 40m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-60m Managed 60m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA

Lot 7	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-12m Managed 12m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-75m Managed 75m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	NA	NA	NA	NA

Lot 8	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-10m Managed 10m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-75m Managed 75m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	4m	NA	NA	NA

Lot 9	North	East	South	West
<b>Vegetation within 100m of site</b>	0m-10m Managed 10m-100m+ Grassland	0m-20m Managed 20m-100m+ Grassland	0m-75m Managed 75m-100m+ Grassland	0m-100m+ Managed
<b>Slope (degrees, over 100m)</b>	Flat	Flat	Flat	Flat
<b>BAL 19 Setbacks</b>	10m	NA	NA	NA

144 Marlborough Street, Longford.



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## 5.2 Hazard Management Areas

As outlined in the *Planning Directive 5.1 – Bushfire-Prone Areas Code*, a Bushfire Hazard Management Area (BHMA) will be managed in accordance with the provided plan. Existing vegetation needs to be strategically modified and then maintained within this area in accordance with the BHMP to achieve the following outcomes:

- to reduce the quantity of windborne sparks and embers reaching buildings;
- to reduce radiant heat at the building; and
- to halt or check direct flame attack.

The BHMA will be developed within and up to the property boundaries to provide access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present that will significantly contribute to the spread of a bushfire.

The BHMA will be achieved by adoption of the following strategies:

### **Maintenance of Fuel Management Areas**

It is the responsibility of the property owner to maintain and manage the landscaping in accordance with the Bushfire Hazard Management Plan and the current Guidelines for Development in Bushfire-Prone Areas of Tasmania.

This area is to be regularly managed and maintained. Landscaping in this area will be minimised:

- Grass maintained to a maximum height of 100mm, with fuel loads kept to less than 2 tonnes per hectare which will be maintained at this level.
- Trees and any undergrowth will be clear of (BCA) class 1 – 9 buildings on all sides.
- All undergrowth and understorey of trees (up to 2m) will be removed within the bushfire hazard management area.
- Select larger trees can be retained within the BHMA, ensuring a minimum 5m canopy separation is provided between each established tree.
- Pathways to 1 metre surrounding the buildings and landscaping material, will be non-combustible (stone, pebbles etc.).
- The total shrub cover will be a maximum of 20% of the available area.
- There will be a clear space from the buildings of at least four (4) times the mature height of any shrubs planted.
- Shrubs will not be planted in clumps, this is to avoid build-up of debris and dead vegetation materials.

### **Landscaping**

- vegetation along the pathways to comprise non-flammable style succulent ground cover or plants (avoid plants that produce fine fuel which is easily ignited, plants that produce a lot of debris, trees and shrubs which retain dead material in branches or which shed long strips of bark, rough fibrous bark or drop large quantities of leaves in the spring and summer, vines on walls or tree canopies which overhang roofs)
- timber woodchip and flammable mulches cannot be used and brush and timber fencing should be avoided where possible

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### 5.3 Access

Private access roads must be constructed as per the following table:

Element		Requirement
A.	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.
B.	Property access length is 30m or greater; or access is required for a fire appliance to a fire fighting water point.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> <li>(a) all-weather construction;</li> <li>(b) load capacity of at least 20t, including for bridges and culverts;</li> <li>(c) minimum carriageway width of 4m;</li> <li>(d) minimum vertical clearance of 4m;</li> <li>(e) minimum horizontal clearance of 0.5m from the edge of the carriageway;</li> <li>(f) cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;</li> <li>(h) curves with a minimum inner radius of 10m;</li> <li>(i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and</li> <li>(j) terminate with a turning area for fire appliances provided by one of the following: <ul style="list-style-type: none"> <li>(i) a turning circle with a minimum outer radius of 10m; or</li> <li>(ii) a property access encircling the building; or a hammerhead "T" or "Y" turning head 4m wide and 8m long.</li> </ul> </li> </ul>
C.	Property access length is 200m or greater.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> <li>a) the requirements for B above; and</li> <li>b) passing bays of 2m additional carriageway width and 20m length provided every 200m.</li> </ul>
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> <li>a) complies with requirements for B above; and</li> <li>b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.</li> </ul>

144 Marlborough Street, Longford.

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#### 5.4 Fire Fighting Water Supply

Table E4 Reticulated water supply for firefighting.

Element		Requirement
A.	Distance between building area to be protected and water supply.	<p>The following requirements apply:</p> <ul style="list-style-type: none"> <li>(a) the building area to be protected must be located within 120m of a fire hydrant; and</li> <li>(b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.</li> </ul>
B.	Design criteria for fire hydrants	<p>The following requirements apply:</p> <ul style="list-style-type: none"> <li>(a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2<sup>nd</sup> Edition</i>; and</li> <li>(b) fire hydrants are not installed in parking areas.</li> </ul>
C.	Hardstand	<p>A hardstand area for fire appliances must be:</p> <ul style="list-style-type: none"> <li>(a) no more than 3m from the hydrant, measured as a hose lay;</li> <li>(b) no closer than 6m from the building area to be protected;</li> <li>(c) a minimum width of 3m constructed to the same standard as the carriageway; and</li> <li>(d) connected to the property access by a carriageway equivalent to the standard of the property access.</li> </ul>

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## 6. Bushfire-Prone Areas Code Assessment

An assessment of E1.0 Bushfire-Prone Areas Code under the Scheme is provided as follows.

### E1.6 Development Standards

#### E1.6.1 Subdivision: Provision of hazard management areas

<b>Objective</b>	
Subdivision provides for hazard management areas that:	
(a) facilitate an integrated approach between subdivision and subsequent building on a lot; (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) provide protection for lots at any stage of a staged subdivision.	
<b>Acceptable solutions</b>	<b>Proposed solutions</b>
A1	A1a) Not applicable.
(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or	A1b) The acceptable solution is achieved. The BHMP:
(b) The proposed plan of subdivision:	i) shows all lots within the bushfire prone area.  The subdivision will be done in one stage
(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;	ii) shows a 10m x 15m building area on all lots.
(ii) shows the building area for each lot;	iii) shows a HMA associated with each building area demonstrating the separation distances. All lots can achieve a minimum BAL 19 rating.
(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i> ; and	iv) The application provides a bushfire hazard management plan which is prepared by a certified bushfire hazard practitioner.
(iv) is accompanied by a bushfire hazard management plan for each individual lot, certified by the TFS or accredited person, showing hazard management areas equal to, or	A1c) Part 5 agreement is not required.

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greater than, the separation distances required for BAL 19 in Table 2.4.4 of <i>Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas</i> ; and	
(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.	

E1.6.2 Subdivision: Public and firefighting access

**Objective**

Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and
- (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.

Acceptable solutions	Proposed solutions
<p><b>A1</b></p> <ul style="list-style-type: none"> <li>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or</li> <li>(b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: <ul style="list-style-type: none"> <li>(i) demonstrates proposed roads will comply with Table E1, proposed</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a) Not applicable</li> <li>b) Proposal complies. No specific access requirements are warranted. The development can be serviced via reticulated water and is within 120m of hydrants on Marlborough Street. The distance from the hardstand to the water source is &lt;30m, as trucks can park on the road next to the hydrants.</li> </ul>

144 Marlborough Street, Longford.

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private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and is certified by the TFS or accredited person.

#### E1.6.3 Subdivision: Provision of water supply for firefighting purposes

##### Objective

Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.

Acceptable solutions	Proposed solutions
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	<p>A1</p> <p>a) Not applicable</p> <p>b) The acceptable solution is achieved, noting that the proposed plan of subdivision shows the location of the existing and proposed hydrants on Marlborough Street. Future dwellings within be within 120m of the hydrant as the hose lies. An</p>
<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of</p>	<p>A2 Not applicable. All future dwellings can be constructed within 120m of a hydrant.</p>

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subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or	
(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	

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## **7. Conclusions and Recommendations**

The proposal seeks planning approval for a 9-lot subdivision at 144 Marlborough Street, Longford.

All of the lots have demonstrated that a building area can be provided in an area meeting the requirements of BAL 19. Fire hydrants on Marlborough Street provide sufficient protection, with building envelopes being within 120m of a hydrant. No access requirements are needed due to the hydrants being located on Marlborough Street.

The following recommendations and conclusions are made:

- a) Hazard management areas meeting the requirements of BAL 19 can be achieved for lots 1, 2, 3, 4, 5, 6, 7, 8 and 9.
- b) Future dwellings on lots 1-9 must maintain Hazard Management Areas and follow recommendations as outlined in the Bushfire Hazard Management Plan and section 5.2 of this report. Maintenance of these hazard management areas is to be in perpetuity.

144 Marlborough Street, Longford.

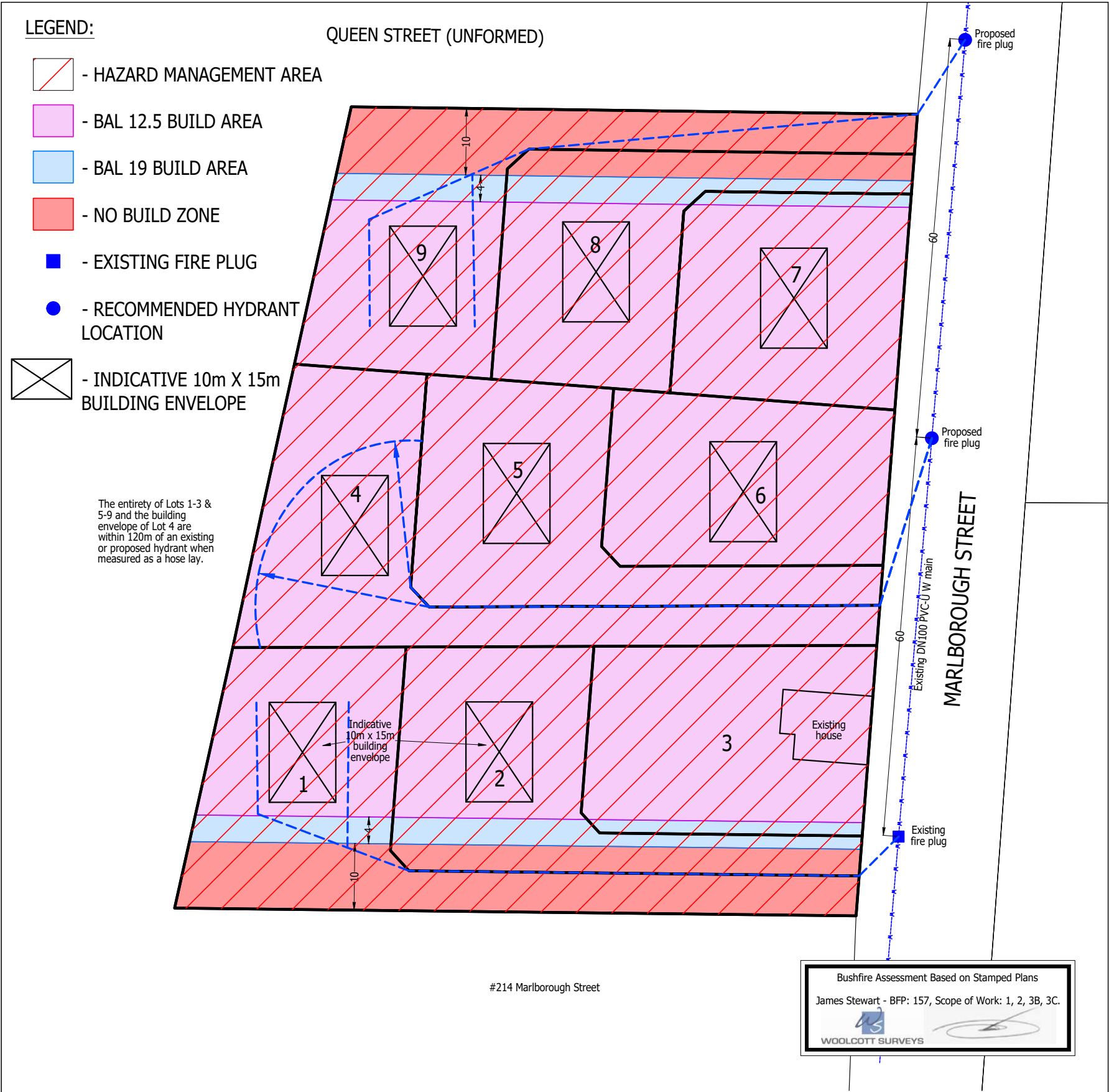
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## **Annexure 1 – Bushfire Hazard Management Plan**

144 Marlborough Street, Longford.

EXHIBITED



**Hazard Management and Protection Area Requirements:**

Hazard management and protection measures requires:

**Hazard Management – Vegetation Management**

- Lots 1-9 in their entirety are to be treated and maintained as a bushfire hazard management area. These areas are to be maintained as a HMA at all times and in perpetuity.
- Vegetation in the hazard management area (as dimensioned and shown) is to be managed and maintained in a minimum fuel condition (refer to section 5.2 of Bushfire Hazard Management Report)

**Notes:**

1. Refer plans –Woolcott Surveys, proposed 9 lot Subdivision, dated 21/06/2022, L220612, V1.
2. All future works to comply with director's determination – Requirements for building in Bushfire Prone Areas (transitional) (v2.2). Table 4.1, 4.2, 4.3 and 4.4.
3. Plan to be read in conjunction with Bushfire Hazard Management Report dated 25/07/2022.

<div><p><b>BUSHFIRE HAZARD MANAGEMENT PLAN</b> PROPOSED 9 LOT SUBDIVISION OWNER: STAGAR PTY LTD 144 MARLBOROUGH STREET, LONGFORD 7301 C.T.167605/1, PID 6734785</p></div>			10 Goodman Court Invermay TAS 7248 PO Box 593 Mowbray Heights TAS 7248 Phone (03) 6332 3760 Fax (03) 6332 3764 Email: office@woolcottsurveys.com.au				Job Number <b>L220612</b>	
			Drawn ABB	File name L220612_BHMP_280622.dwg	Date 26/07/22	Scale 1:600@A3	Edition v1.2	Sheet 1/1

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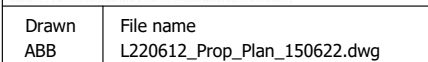
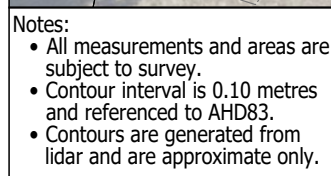
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## Annexure 2 – Subdivision Proposal Plan

144 Marlborough Street, Longford.



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



Court Invermay TAS 7248	
Mowbray Heights TAS 7248	
ne (03) 6332 3760	
k (03) 6332 3764	
@woolcottsurveys.com.au	
Date	Scale
21/06/22	1:500@A3

Edition v1.1	Sheet 1/1
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## Annexure 3 – Planning Certificate

144 Marlborough Street, Longford.

**EXHIBITED****BUSHFIRE-PRONE AREAS CODE****CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

**Street address:**

144 Marlborough Street, Longford

**Certificate of Title / PID:**

CT167605/1, PID6734785

**2. Proposed Use or Development****Description of proposed Use and Development:**

9 Lot Subdivision.

**Applicable Planning Scheme:**

Northern Midlands Interim Planning Scheme 2013

**3. Documents relied upon**

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report	Woolcott Surveys	25/07/2022	2
9 Lot Subdivision Proposal Plan	Woolcott Surveys	21/06/2022	1
Bushfire Hazard Management Plan	Woolcott Surveys	26/07/2022	1.2

<sup>1</sup> This document is the approved form of certification for this purpose and must not be altered from its original form.

**EXHIBITED****4. Nature of Certificate**

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/>	<b>E1.4 / C13.4 – Use or development exempt from this Code</b>	
	<b>Compliance test</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk.

<input type="checkbox"/>	<b>E1.5.1 / C13.5.1 – Vulnerable Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	<b>E1.5.2 / C13.5.2 – Hazardous Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	<b>E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk.
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

**EXHIBITED**

<input checked="" type="checkbox"/>	<b>E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk.
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

<input checked="" type="checkbox"/>	<b>E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk.
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk.
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

EXHIBITED

**5. Bushfire Hazard Practitioner**


<b>Name:</b>	James Stewart	<b>Phone No:</b>	0467 676 721
<b>Postal Address:</b>	PO BOX 593, Mowbray, Tas, 7248	<b>Email Address:</b>	james@woolcottsurveys.com.au
<b>Accreditation No:</b>	BFP – 157	<b>Scope:</b>	1, 2, 3B, 3C

**6. Certification**

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

**Signed:**  
certifier



**Name:**

James Stewart

**Date:**

27/07/2022

**Certificate Number:**

WS-79

(for Practitioner Use only)

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**Michelle Schleiger**

**From:** Mark Petrusma <Mark.Petrusma@ghd.com>  
**Sent:** Thursday, 28 July 2022 11:00 AM  
**To:** Michelle Schleiger  
**Subject:** FW: 144 Marlborough Street Subdivision - Transport Impact Assessment  
**Attachments:** 12589558-REP-0-144\_Marlborough\_Street\_Subdivision\_TIA.pdf

Hi Michelle

Please see below written confirmation from Council (as Road Authority) that the TIA is adequate  
 I have also attached the final version

Regards

**Mark Petrusma**  
 Senior Transport Engineer

**GHD**

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Level 9, 180 Lonsdale Street Melbourne VIC 3000 Australia

D 61 3 8687 8672 M 61 455 563 529 E [mark.petrusma@ghd.com](mailto:mark.petrusma@ghd.com)

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**From:** Jonathan Galbraith <[jonathan.galbraith@nmc.tas.gov.au](mailto:jonathan.galbraith@nmc.tas.gov.au)>  
**Sent:** Thursday, 28 July 2022 10:51 AM  
**To:** Mark Petrusma <Mark.Petrusma@ghd.com>  
**Subject:** RE: 144 Marlborough Street Subdivision - Transport Impact Assessment

You don't often get email from [jonathan.galbraith@nmc.tas.gov.au](mailto:jonathan.galbraith@nmc.tas.gov.au). [Learn why this is important](#)

Hi Mark,

I confirm that Council believes this TIA is adequate.

Regards,

*Jonathan Galbraith*



Engineering Officer | Northern Midlands Council  
 Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
 T: (03) 6397 7303 | M: 0400 935 642 | F: (03) 6397 7331  
 E: [jonathan.galbraith@nmc.tas.gov.au](mailto:jonathan.galbraith@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)



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**From:** Mark Petrusma <[Mark.Petrusma@ghd.com](mailto:Mark.Petrusma@ghd.com)>  
**Sent:** Wednesday, 27 July 2022 10:07 AM  
**To:** Jonathan Galbraith <[jonathan.galbraith@nmc.tas.gov.au](mailto:jonathan.galbraith@nmc.tas.gov.au)>  
**Subject:** 144 Marlborough Street Subdivision - Transport Impact Assessment



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Hi Jonathan

I hope you are well

Please find attached a draft Transport Impact Assessment for the proposed subdivision at 144 Marlborough Street, Longford

Could you please provide advice from the road authority that the coverage and level of detail in the report is adequate to assess the development application against E4 in accordance with E4.5.3

Thanks

Regards

**Mark Petrusma**  
Senior Transport Engineer

**GHD**

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# 144 Marlborough Street Subdivision



## Transport Impact Assessment

Woolcott Surveys  
28 July 2022

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**EXHIBITED**

<b>Project name</b>		122 Marlborough Street Subdivision TIA					
<b>Document title</b>		144 Marlborough Street Subdivision   Transport Impact Assessment					
<b>Project number</b>		12589558					
<b>File name</b>		12589558-REP-144_Marlborough_Street_Subdivision_TIA.docx					
<b>Status Code</b>	<b>Revision</b>	<b>Author</b>	<b>Reviewer</b>		<b>Approved for issue</b>		
			<b>Name</b>	<b>Signature</b>	<b>Name</b>	<b>Signature</b>	<b>Date</b>
S4	0	Y.Chen	M. Petrusma		M. Petrusma		28.7.22


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# 1. Introduction

## 1.1 Background

GHD was engaged by Woolcott Surveys to prepare a Transport Impact Assessment (TIA) for a proposed nine-lot subdivision at 144 Marlborough Street, Longford.

The TIA has been undertaken against Part E4 – Road and Railway Assets Code of the *Northern Midlands Interim Planning Scheme 2013*.

## 1.2 Purpose of this report

The purpose of this report is to document the transport impacts of the development, to assess the impacts against the relevant sections of the *Northern Midlands Interim Planning Scheme 2013* and to identify any impact mitigation treatments that may be required.

## 1.3 Scope and limitations

*This report: has been prepared by GHD for Woolcott Surveys and may only be used and relied on by Woolcott Surveys for the purpose agreed between GHD and Woolcott Surveys as set out in this report.*

*GHD otherwise disclaims responsibility to any person other than Woolcott Surveys arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

### Accessibility of documents

*If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.*

*GHD has prepared this report on the basis of information provided by Woolcott Surveys and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

## 1.4 Assumptions

This Transport Impact Assessment was developed based on the following assumptions as well as other assumptions documented in this report:

- The proposed development consists of nine, single dwelling residential lots.
- Advice from Northern Midlands Council that there are no current plans to develop the cadastre parcel immediately north of 144 Marlborough Street. This parcel is listed on the LISTmap as “Road (type unknown)”.
- The speed limit on Marlborough Street is 50 km/h past the proposed development site.

## 1.5 References

The following documents and materials have been referred to during the preparation of this Transport Impact Assessment:

- Dwg. L220612 *Proposed 9 Lot Subdivision*, Sheet 1, v1.1, 21<sup>st</sup> June 2022.
- Crash history sourced from Department of State Growth Open Data, accessed July 2022.

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- AADT on Cressy Road sourced from Department of State Growth Open Data, 2021
- Tasmanian PBS Level 2a network map, accessed July 2022
- theLISTmap © State of Tasmania, accessed July 2022
- GHD, *145-173 Marlborough Street, Longford Transport Impact Assessment*, February 2021
- *Local Government Association Tasmania (LGAT) Standard Drawings*
- *RTA Guide to Traffic Generating Developments* (October 2002)
- *RMS Guide to Traffic Generating Developments* (August 2013)
- *Northern Midlands Interim Planning Scheme 2013*
- *State Road Hierarchy*



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## 2. Existing conditions

### 2.1 Subject site

The subject site at 144 Marlborough Street, shown in Figure 1, is an existing residential lot with existing access points on Marlborough Street. It is located approximately 2.1 kilometres south of Longford Town Hall in the heart of Longford town centre.

The site has eastern frontage to Marlborough Street of approximately 122 metres..



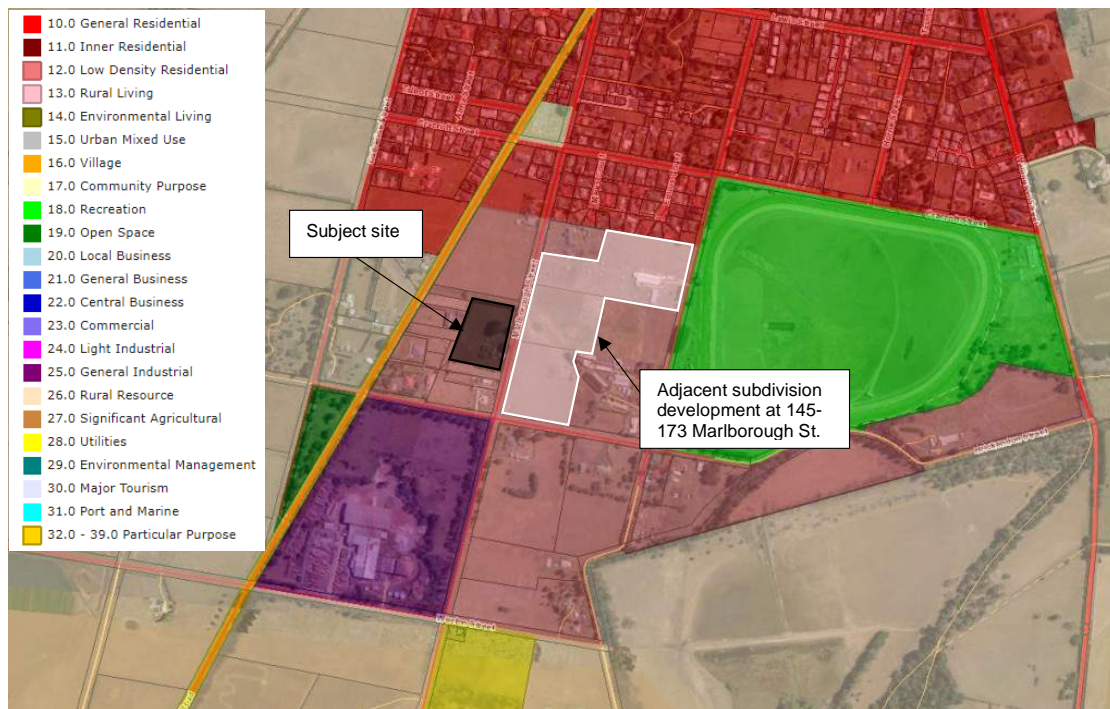
Figure 1 Subject site

Source: theLISTmap © State of Tasmania, accessed 18th July 2022.

### 2.2 Land use and planning

The subject site falls within a Low-Density Residential Zone (LDRZ) and the Urban Growth Boundary as defined by *Northern Midlands Interim Planning Scheme 2013*. General Residential Zones lie to the north of this LDRZ whilst a Recreation Zone (housing the Longford Racecourse) lies to the east and a General Industrial Zone lies to the south/south-west. The wider area consists of several Rural Resource Zones.

EXHIBITED



**Figure 2** Planning zones surrounding the subject site

Source: theLISTmap © State of Tasmania, accessed 18th July 2022

There are several vacant lots within the LDRZ which provide development opportunities in the immediate area surrounding the subject site. A 44-lot residential subdivision is already proposed directly opposing the subject site at 145-173 Marlborough Street and was recently approved by Council.

An undeveloped road reserve abuts the northside of the subject site. Council have advised that there are no current plans to develop this parcel to a future road connection.

## 2.3 Transport network

### 2.3.1 Road network

The road network for the purposes of this assessment is consist of:

- Marlborough Street
- Cracroft Street
- Cressy Road, and
- Brickendon Street.

A map of this road network is presented in Figure 3.



EXHIBITED



Figure 3 Road network

Base map: theLISTmap © State of Tasmania, accessed 18th July 2022.

### 2.3.1.1 Marlborough Street (south of Lewis Street)

Marlborough Street is a local council road managed by the Northern Midlands Council that provides access to the subject site. It travels in north and south directions connecting Cressy Road, Longford to the north and Chatsworth Lane, Longford to the south. Marlborough Street intersects Cressy Road at an unsignalised intersection (give-way controlled) which provides an exit-only access arrangement from Marlborough Street.

Marlborough Street is configured as a two-way, two-lane, undivided road. Past the subject site, Marlborough Street has a sealed road width of approximately 6 metres with unsealed shoulders. Footpaths are not provided along Marlborough Street in the vicinity of the subject site.

The speed limit on Marlborough Street is 50 km/h past the subject site.

#### Traffic Volume Estimation

Traffic data was not available for Marlborough Street near the subject site, however existing traffic volumes have been estimated to be no more than 15 vehicle trips per hour and 100 vehicle trips per day past the subject site. This is based on:

- There are few land uses with active accesses along this section of Marlborough Street near the subject site.
- A more attractive north-south route to/from Longford town centre is provided along a nearby parallel road, Cressy Road.
- No entry access arrangement from Cressy Road into Marlborough Street at their intersection which limits southbound traffic movements on Marlborough Street.

It is noted that a 44-lot residential subdivision is proposed opposite the subject site at 145-173 Marlborough Street which will increase existing traffic volumes on Marlborough Street in the medium-term. From the Transport Impact

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Assessment for that subdivision, traffic volumes are anticipated to increase on Marlborough Street by approximately up to 21 vehicles per hour and 189 vehicle movements per day.

Incorporating the trip generating potential of the adjacent subdivision development, the estimated baseline traffic volumes on Marlborough Street are estimated to be approximately 35-40 vehicles per hour and 250-300 vehicles per day. This level of traffic on Marlborough Street is consistent with its function as a low volume, local street.

### **2.3.1.2 Cracroft Street**

Cracroft Street is a local council road managed by Northern Midlands Council which provides access to residential properties. It travels in east-west directions, connecting Wellington Street, Longford to the east and Catherine Street, Longford to the west. Marlborough Street (minor road) intersects Cracroft Street (major road) at a give-way controlled intersection, and Cracroft Street (minor road) intersects Cressy Road (major road) at a give-way controlled intersection.

Cracroft Street is configured as a two-way, two-lane, undivided road. There are no footpaths provided along either side of the road except for a section immediately east of Anstey Road.

The posted speed limit on Cracroft Street is 60 km/h through Marlborough Street intersection.

#### **Traffic Volume Estimation**

Traffic data was not available for Cracroft Street near the subject site, however existing traffic volumes have been estimated to be no more than 80 vehicle trips per hour and 750 vehicle trips per day. This is based on:

- Cracroft Street providing access to primarily residential land uses with accesses either direct on Cracroft Street or on connecting side streets such as Anstey Street, Marlborough Street, Mews Court, Equis Court and Horne Street. Using theLISTmap's "Cadastre Parcel" layer as a reference, it is estimated that Cracroft Street provides regular access to up to 100 residential lots.
- Exclusion of event-based traffic generated by the Longford Racecourse which peaks only on select days in a given year. Vehicle movements associated with regular training and operational activities at Longford Racecourse are considered to be low volume and absorbed within the estimated residential trip generation.

### **2.3.1.3 Cressy Road**

Cressy Road is a Category Four Road managed by the Department of State Growth. With reference to the Department of State Growth's *State Road Hierarchy*, Category Four State Roads "*provide safe passenger vehicle and tourist movement within the regions of Tasmania*". Cressy Road is the main north-south road that connects the subject site to Longford town centre. It is a Performance Based Standard (PBS) Network Level 2a network road.

In the vicinity of the subject site, Cressy Road travels in north-south directions between Lewis Street, Longford to the north and Brickendon Street, Longford to the south. Cressy Road is configured as a two-way, two-lane undivided road in the vicinity of the subject site. There are no footpaths provided alongside the road.

Tassielink buses operate on Cressy Road though no bus stops are located on Cressy Road in close proximity to the subject site.

The speed limit on Cressy Road between Brickendon Street and Lewis Street is 60-80 km/h whereby the speed limit drops from 80 km/h to 60 km/h in the northbound direction approximately past the mid-way point of 132 Marlborough Street, Longford.

According to traffic data collected by the Department of State Growth at Site A1604120 on Cressy Road in April/May 2021, the average weekday daily traffic volume on Cressy Road is approximately 3500 vehicles per day (two-way). The average daily traffic profile on Cressy Road is presented in Figure 4.

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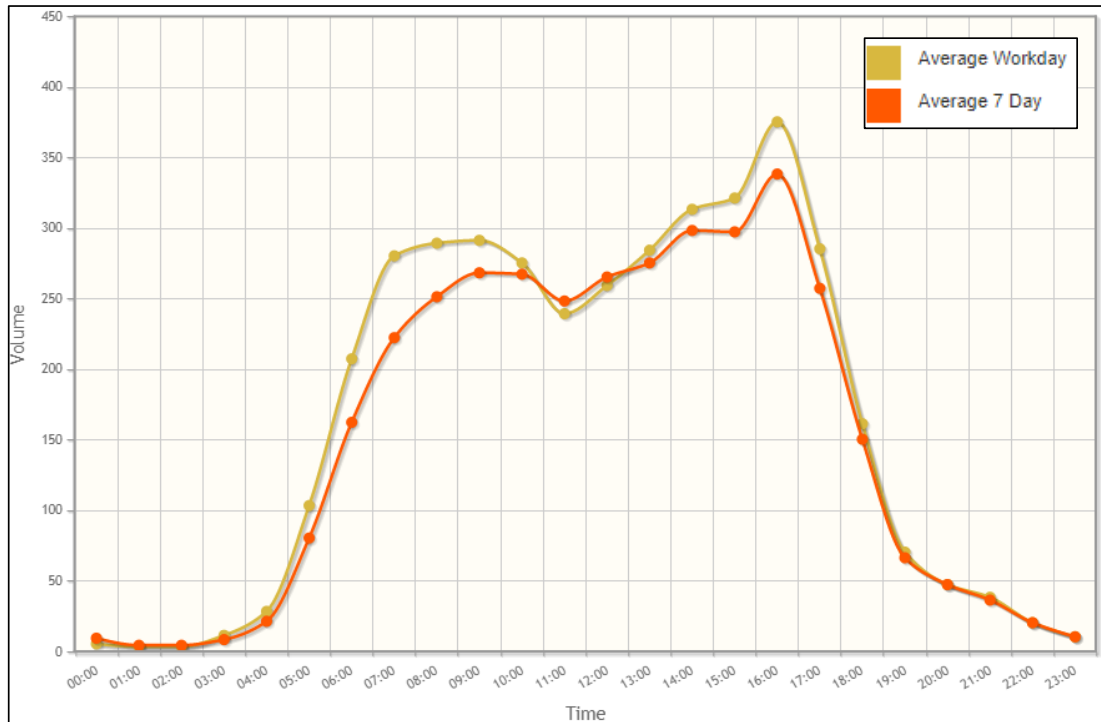


Figure 4 Two-way daily traffic profile on Cressy Road (average weekday, average 7 day)

Source: Department of State Growth Open Data, Site A1604120, April-May 2021

Based on the same dataset from the Department of State Growth, weekday AM peak hour occurs between 9:00 AM – 10:00 AM and weekday PM peak hour occurs between 4:00PM – 5:00PM. Two-way weekday peak hour volumes are as follows:

- AM peak hour 300 vehicles per hour (two-way)
- PM peak hour 380 vehicles per hour (two-way)

The directional split of northbound and southbound traffic on Cressy Road is approximately balanced (50/50) during peak hours.

#### 2.3.1.4 Brickendon Street

Brickendon Street is local council road managed by the Northern Midlands Council. Brickendon Street intersects Marlborough Street at an unsignalised intersection (give-way controlled) approximately 90 metres south of the subject site.

Brickendon Street travels in east-west directions connecting Wellington Street, Longford to the east and Catherine Street, Longford to the west. It is configured as a two-way, two-lane divided road with unsealed shoulders and no adjacent footpaths. Brickendon Street is unsealed along the section between Woolmers Lane and a location approximately 120 metres east of Anstey Road intersection.

The posted speed limit on Brickendon Street is 50 km/h.

#### 2.3.2 Bus network

Tassielink buses operate on Cressy Road in the vicinity of the subject site. The closest public bus stop to the subject site is located on Marlborough Street (arterial road) south of Bulwer Street intersection. Marlborough Street (arterial road) connects Cressy Road to the north of the subject site. The walking distance between the subject site and this public bus stop is approximately 750-800 metres.

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Jack's Bus Service operates several school bus services with stops located on Marlborough Street (local road and arterial road). There is a school bus stop outside 124 Marlborough Street, Longford.

### 2.3.3 Walking and cycling network

There is limited walking and cycling infrastructure in the vicinity of the subject site. In general, pedestrians must walk within the roadside verge due to the lack of footpaths. Cyclists are required to ride within traffic in the surrounding road network.

## 2.4 Safety review

The road crash history in the vicinity of the subject site has been assessed for the latest five-year period between 1<sup>st</sup> of February 2017 and 31<sup>st</sup> of January 2022. Data was extracted from Department of State Growth Open Data along the following sections of road as shown in Table 1:

- Marlborough Street, between Brickendon Street and Cressy Road,
- Cressy Road, between Brickendon Street and Lewis Street,
- Cracroft Street, between Cressy Road and Wellington Street.
- Brickendon Street, between Cressy Road and Woolmers Lane.

A total of seven (7) crashes were recorded including one serious-injury crash. All other crashes resulted in property damage only. Other recorded crashes occurred under daylight conditions.

The serious-injury crash occurred on Brickendon Street along an unsealed section adjacent to Longford Racecourse. One other crash occurred on Brickendon Street

One crash was recorded on Marlborough Street and two crashes were recorded on Cressy Road. Two intersection crashes were recorded, one at Cressy Road and Marlborough Street intersection and another at Brickendon Street and Woolmers Lane intersection.

There are no discernible trends to these crashes that may be adversely impacted by the proposed development.

*Table 1 Summarised five-year crash data*

Location	Number of crashes			Major crash type(s)
	Serious	Property damage	Total	
Mid-block				
Marlborough Street	0	1	1	Reversing (1)
Cressy Road	0	2	2	Other same direction (1), animal (1)
Cracroft Street	0	0	0	
Brickendon Street	1	1	2	Other straight (1), other carriageway to left (1)
Intersection				
Cressy Road / Marlborough Street	0	1	1	Right near (1)
Brickendon Street / Woolmers Lane	0	1	1	Right near (1)
Total	1	6	7	

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### 3. Proposed development

#### 3.1 Overview

The proposed development is a nine-lot residential subdivision at 144 Marlborough Street within a total site area of approximately 1.15 hectares. It is proposed that each lot will have a separate access driveway connecting Marlborough Street – this amounts to nine new domestic access points on Marlborough Street. Lots 1, 2, 4, 5, 8, and 9 are located behind Lot 3, 6 and 7, connecting Marlborough Street via individual, 6-metre-wide access strips.

The proposed layout of the subdivision is presented in Appendix A.

#### 3.2 Traffic generation

Based on the regional location of the site, and the road environment along Marlborough Street, is assumed that the proposed development will generate primarily vehicle traffic for the purposes of this assessment.

Some recreational walking and/or cycling movements would also be expected.

##### 3.2.1 Trip generation

The proposed development consists of low-density residential dwellings. Trip generation rates for low-density residential dwellings were sourced from the *RMS Guide to Traffic Generating Developments Updated Traffic Surveys* (August 2013). The peak hours typically assessed for residential developments are the weekday AM and PM peaks.

The adopted trip generation rates for low density residential dwellings are as follows:

- Daily vehicle trips 9 vehicle trips per day per dwelling
- Weekday AM peak hour vehicle trips 0.9 vehicle trips per hour per dwelling
- Weekday PM peak hour vehicle trips 1.0 vehicle trips per hour per dwelling

Based on a nine-lot subdivision and the above trip generation rates, the total trip generation for the proposed development is estimated as follows:

- Daily vehicle trips 81 vehicle trips per day
- Weekday AM peak hour vehicle trips 8 vehicle trips per hour
- Weekday PM peak hour vehicle trips 9 vehicle trips per hour

##### 3.2.2 Trip distribution

The following distribution of inbound and outbound vehicle trips to residential land uses have been assumed to be as follows:

- During AM peak hour, 80% of vehicle trips are inbound and 20% are outbound
- During PM peak hour, 20% of vehicle trips are inbound and 80% are outbound

Based on the above assumption, the calculated number of inbound and outbound trips to and from the proposed development are as follows:

- Weekday AM peak hour 2 inbound vehicle trip, 6 outbound vehicle trips
- Weekday PM peak hour 7 inbound vehicle trips, 2 outbound vehicle trip

Traffic generated by the proposed development will predominantly travel to and from the direction of Longford town centre. There are two routes that will be used for these trips:

1. Marlborough Street → Cressy Road (only for outbound trips)
2. Marlborough Street → Cracraft Street → Cressy Road



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Given the more attractive road conditions on Cressy Road and the restricted access to Marlborough Street, it is anticipated that the majority of generated vehicle trips will utilise the second route. The peak hourly vehicle movements along this route will therefore increase by up to 9 vehicle trips per hour.

Other than travel to and from Longford town centre, a very low number of vehicle trips generated by the proposed development may also utilise Brickendon Street to travel to and from a destination south of the site. Given the peak hourly vehicle trip generation for the proposed development, the number of vehicle trips associated with this travel will likely be no more than 1 or 2 vehicle trips per hour.

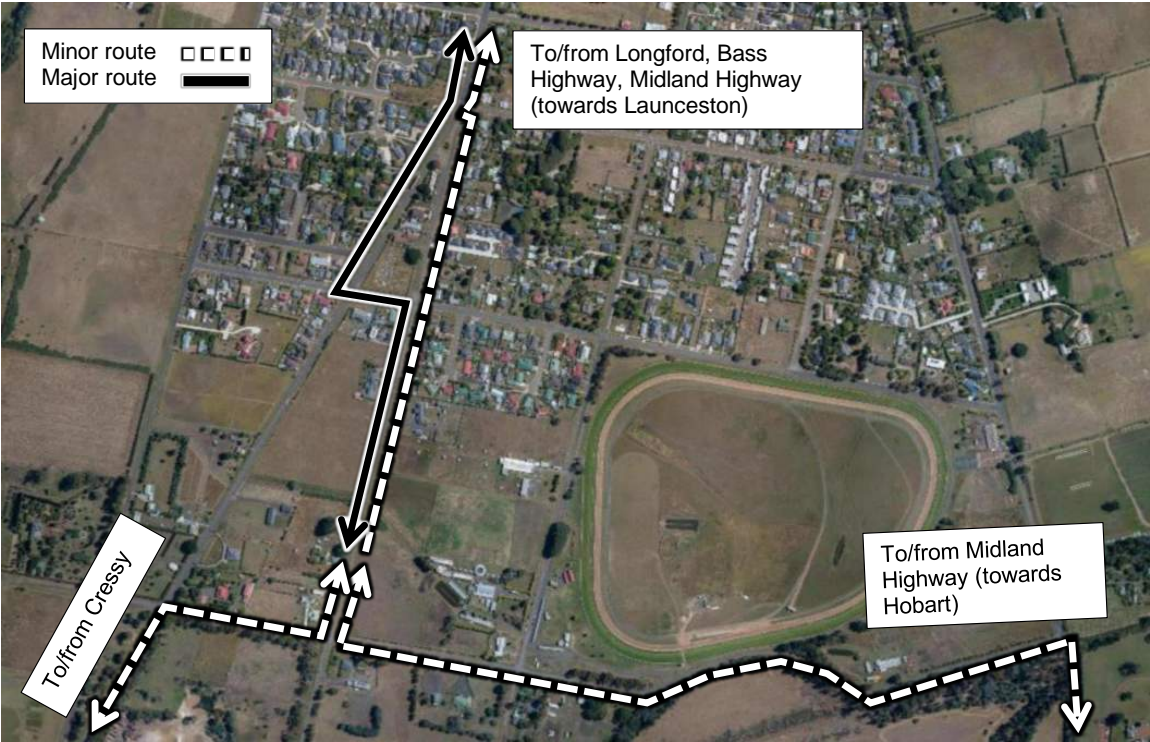


Figure 5      Inbound and outbound routes

Base map: theLISTmap © State of Tasmania, accessed 18th July 2022.

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## 4. Transport Impact Assessment

### 4.1 Impacts to traffic efficiency

The Acceptable Solution of Clause E4.6.1-A2 of the Planning Scheme states that:

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

The following roads in the vicinity of the proposed development have a speed limit of 60 km/h or less:

- Marlborough Street
- Cracroft Street
- Cressy Road, north of 132 Marlborough Street
- Brickendon Street

With reference to the trip distribution discussed in Section 3.2.2, the proposed development generates up to 81 vehicle trips per day on Marlborough Street, Cracroft Street and Cressy Road; and therefore, must rely on the Performance Criteria of Clause E4.6.1-P2 which states that:

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

The proposed development is considered to comply with the Performance Criteria of Clause E4.6.1-P2 based on the following points:

- New accesses are proposed only on Marlborough Street which has a speed limit of 50 km/h. Marlborough Street generally provides access (existing and future) to residential land uses in the vicinity of the proposed development.
- Given the increased densification of residential development along this section of Marlborough Street (with the recent approval of the subdivision at 145-173 Marlborough Street) the proposed density of access points is considered reasonable and consistent with the function of the street.
- Proposed driveways for each lot to be designed in accordance with *LGAT Standards*. The proposed 6-metre driveway width for the rear lots complies with the minimum width given in *TSD-R09-v3 Urban Roads Driveways*.
- Within the local road network, trip generation is consolidated along the section between the proposed development and Cracroft Street on Marlborough Street, and the section between Marlborough Street and Cressy Road on Cracroft Street.
- The trip generating potential of the proposed development is low, generating up to 9 vehicle trips per hour. This averages out to just one vehicle trip every 6-7 minutes and can be easily absorbed in the road network. In addition:
  - Existing traffic volumes on Marlborough Street are low. Incorporating both the trip generation estimates of the proposed subdivision at 144 Marlborough Street and the adjacent subdivision development at 145-173 Marlborough Street, future traffic volumes on Marlborough Street may increase to around 45-50 vehicles per hour. This is within the environmental capacity of a local residential street (300 vehicles per hour) given in the *RTA Guide to Traffic Generating Developments*.
  - Given Cressy Road has a daily traffic volume of approximately 3500 vehicles per day, an increase by 81 vehicles trips per day from the proposed development equates to a minor 2% increase in traffic. Impacts to private car, heavy vehicle and public transport travel on Cressy Road will therefore be minimal.
  - Cracroft Street already accommodates predominantly residential traffic.
- There is sufficient sight distance at access points (refer Section 4.2.2) and the crash history does not suggest any significant road safety deficiencies in the surrounding road network.
- Pedestrian and cyclist exposure is low due to limited pedestrian and cycling infrastructure (and therefore activity) in the surrounding transport network.

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The Acceptable Solution of Clause E4.6.1-A3 of the Planning Scheme states that:

*“For roads with a speed limit of more than 60 km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%”.*

Cressy Road has a speed limit of more than 60 km/h south of 132 Marlborough Street. Given Cressy Road has a daily traffic volume of approximately 3500 vehicles per day, a maximum increase by 81 vehicles trips per day from the proposed development equates to a 2% increase in traffic. The proposed development therefore complies with the Acceptable Solution of Clause E4.6.1-A3.

Based on compliance with the Acceptable Solution of Clause E4.6.1-A3 and consistency with the Performance Criteria of Clause E4.6.1-P2, the proposed development is considered to have a minor impact on traffic efficiency in the surrounding road network.

## **4.2 Impacts to access**

### **4.2.1 New accesses**

The speed limit on Marlborough Street past the proposed development is 50 km/h.

The Acceptable Solution of Clause E4.7.2-A1 of the Planning Scheme states that:

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

Nine new accesses, each providing both entry and exit, are proposed on Marlborough Street which has a speed limit of less than 60 km/h. The proposed development therefore must rely on the Performance Criteria of Clause E4.7.2-P1 which states that:

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

The proposed development is considered to comply with the Performance Criteria of Clause E4.7.2-P1 based on the following points:

- Each lot will provide a single, separated access providing both entry and exit.
- New accesses are proposed only on Marlborough Street which has a speed limit of 50 km/h. Marlborough Street generally provides access (existing and future) to residential land uses in the vicinity of the proposed development. The speed limit on Marlborough Street is reflective of a residential street with frequent domestic accesses.
- Proposed driveways for each lot to be designed in accordance with *LGAT Standards*. The proposed 6-metre driveway width for the rear lots complies with the minimum width given in TSD-R09-v3 *Urban Roads Driveways*.
- Consistency with the Performance Criteria of Clause E4.6.1-P2. Refer to Section 4.1.

### **4.2.2 Sight distance**

New accesses are proposed on Marlborough Street which has a straight alignment in north and south directions. The speed limit on Marlborough Street past the proposed development is 50 km/h.

The Acceptable Solution of Clause E4.7.4-A1 of the Planning Scheme states that:

*“Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4”.*

The Safe Intersection Sight Distance (SISD) given in Table E4.7.4 of the Planning Scheme for a road with vehicle speeds of 50 km/h is 80 metres. Given the straight alignment of Marlborough Street, the available SISD is greater than 200 metres. The proposed development is therefore considered to comply with the Acceptable Solution of Clause E4.7.4-A1 of the Planning Scheme subject to the below recommendation:

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- There is a large tree located within the site area near Marlborough Street – overhanging branches to be pruned on a regular basis to maintain sight lines.

The available sight distance is sufficient up to vehicle speeds of 80 km/h which is significantly higher than the speed limit of 50 km/h on Marlborough Street.

### **4.3 Impacts to road safety**

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

- New accesses are located only on Marlborough Street which is a low volume, low speed road.
- The environment along Marlborough Street will be generally consistent with a residential street given increased densification of residential activity associated with this development and the neighbouring subdivision at 145-174 Marlborough Street such that residential access movements into and out of driveways will be a common and expected event.
- There is sufficient sight distance at all proposed accesses on Marlborough in compliance with Planning Scheme requirements.
- There is sufficient capacity in the road network generally to accommodate the minor increase in traffic volumes from the proposed development (one vehicle every 6-7 minutes in the peak periods) with no loss of level of service expected.
- The crash history does not indicate any specific road safety deficiencies in the immediate area that might be exacerbated by the additional traffic generated by the proposed development.
- There is limited pedestrian and cyclist activity in the surrounding area which would come into conflict with additional vehicle traffic from the proposed development.

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## 5. Planning Scheme assessment

This section outlines a summary of the assessment of the proposed development against the *Northern Midlands Interim Planning Scheme 2013*. Responses have been provided against the relevant clause within Part E4 Road and Railway Assets Code of the Planning Scheme.

Responses to Planning Scheme requirements can be found below in Table 2.

**Table 2** E4 Road Railway Assets Code assessment

Clause	Heading	Response
E4.6.1	Use of road or rail infrastructure	A1 – not applicable. Proposed development is not located on or within 50 metres of a category 1 or 2 road, a railway or future road/railway. Proposed development is consistent with P2. Proposed development complies with A3.
E4.7.1	Development on and adjacent to existing and future arterial roads and railways	Not applicable. Proposed development is not located on or adjacent to existing and future arterial roads and railways.
E4.7.2	Management of road accesses and junctions	Proposed development is consistent with P1. A2 – not applicable. Proposed development does not introduce new access(es) on a road with a speed limit of more than 60 km/h.
E4.7.3	Management of rail level crossings	Not applicable. No rail level crossings located in the vicinity of the proposed development.
E4.7.4	Sight distance at accesses, junctions and level crossings	Complies with A1a. A1b and A1c are not applicable. SISD of 80 metres required for 50 km/h vehicle speed.

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## 6. Conclusion

This Transport Impact Assessment report has investigated the potential traffic and transport related impacts associated with the proposed development of 144 Marlborough Street, Longford to a nine-lot residential subdivision.

The key findings are as follows:

- The proposed development is anticipated to generate up to 81 two-way vehicle trips per day, with up to 8-9 vehicle trips per hour during peak periods;
- There is sufficient capacity in the surrounding road network to accommodate the low traffic volumes generated by the proposed development.
- Crash trends in the vicinity of development site are not expected to be exacerbated by the proposed development.
- The proposed access arrangements are considered complimentary to the prevailing road environment in the surrounding transport network. Accesses are satisfactory and generally comply with *LGAT Standards*;
- Sufficient sight distance is provided at accesses in compliance with the *Northern Midlands Interim Planning Scheme 2013*;
- The proposed development complies with the requirements set out in Part E4 Road and Railway Access Code of the *Northern Midlands Interim Planning Scheme 2013* subject to the following recommendations:
  - Driveways to each proposed lot to be designed in accordance with *LGAT Standards*.
  - Maintenance of roadside vegetation to ensure sight lines at proposed accesses are maintained.

Based on the findings of this assessment, and subject to any recommendations outlined above, the proposed development is supported on traffic and transport grounds.

EXHIBITED

# Appendices



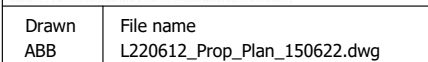
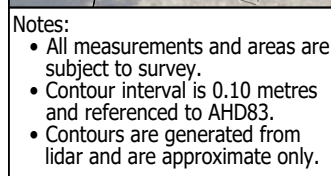
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# Appendix A

## Plan drawing



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



Date	Scale
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Edition v1.1	Sheet 1/1
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22 June 2022

Michelle Schleiger  
Town Planner  
Woolcott Surveys  
Launceston TAS 7250.

Dear Michelle,

**Re: Noise and Dust Assessment – 144 Marlborough Street Longford.**

We have completed our assessment of the potential impact of noise and dust from the Austral Bricks brickworks at 15 Weston Street, Longford, on a proposed residential subdivision at 144 Marlborough Street, Longford.

The proposed subdivision is located about 116m north of the northern boundary of the brickworks property. This puts it within the 200m attenuation distance for brickworks, specified in the attenuation code of the Northern Midlands Interim Planning Scheme 2013, triggering the requirement for a noise / dust assessment. The northern portion of the brickworks property is currently in use as pasture for horses, but the possibility exists that the brickworks operation could expand in the future, to utilise all of the block. The brickworks receives bulk clay deliveries and deliveries of bulk sawdust (which is used to fire the kilns) and dispatches palletised bricks. Heavy vehicle access is from Weston Street. The brickworks normally operates from Monday to Saturday, from 6am to 4pm, although operating hours may be extended during busy periods. Vehicle movements also vary seasonally, with more clay deliveries occurring during the summer months. Although most activities at the brickworks cease overnight and on Sundays, the ventilation and other systems associated with the brick kilns, remain operational 24 hours a day, 7 days a week.

**Noise**

The operation of the brickworks is required to comply with Environmental Protection Notice (EPN) 9568/1, issued to Austral Bricks by the Tasmanian Environmental Protection Agency, 30th May 2017. The EPN prescribes noise emissions limits for the operation. Noise emissions from the plant must not exceed 50 dB(A) between 0700 and 1800 and 45 dB(A) between 1800 and 0700, as measured at nearby noise sensitive premises. The nearest existing noise sensitive premises are residences, located at 214 and 241 Marlborough Street and 361 Cressy Road. These existing houses are all closer to the brickworks than the nearest lot in the proposed subdivision. 45 dB(A) corresponds to the guideline indicator level included in the Tasmanian Environmental Protection Policy (Noise) for avoiding sleep disturbance and 50 dB(A) to the indicator for avoiding "annoyance" for outdoor leisure activities.

A 10 minute long noise measurement was carried out, outside 241 Marlborough Street at 10:49 am on 13<sup>th</sup> September 2019, to check if the brickworks was meeting the EPN noise emissions limit. The noise measurement was made using a tripod mounted *Rion* NL-42 sound pressure meter. The weather was fine, overcast with a 7-14kmh breeze blowing from the north. Noise from the brickworks fans was audible along with reversing beepers, local and distant traffic noise, noise of the wind blowing in the trees and birds, horses and dogs. The total ambient noise level measured was 57.5 dB(A), expressed as an "Leq". An Leq can be thought of as the average noise level for a variable noise over a particular time period. This result includes a significant contribution from traffic driving past, close by on Marlborough Street. When the noise peaks corresponding to the vehicle movements were removed, the result reduced to 49.1 dB(A). It may be concluded that the brickworks was operating in compliance

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