

PLAN 2

PLANNING APPLICATION PLN-20-0091

SECCOMBE ST ROAD RESERVE, PERTH

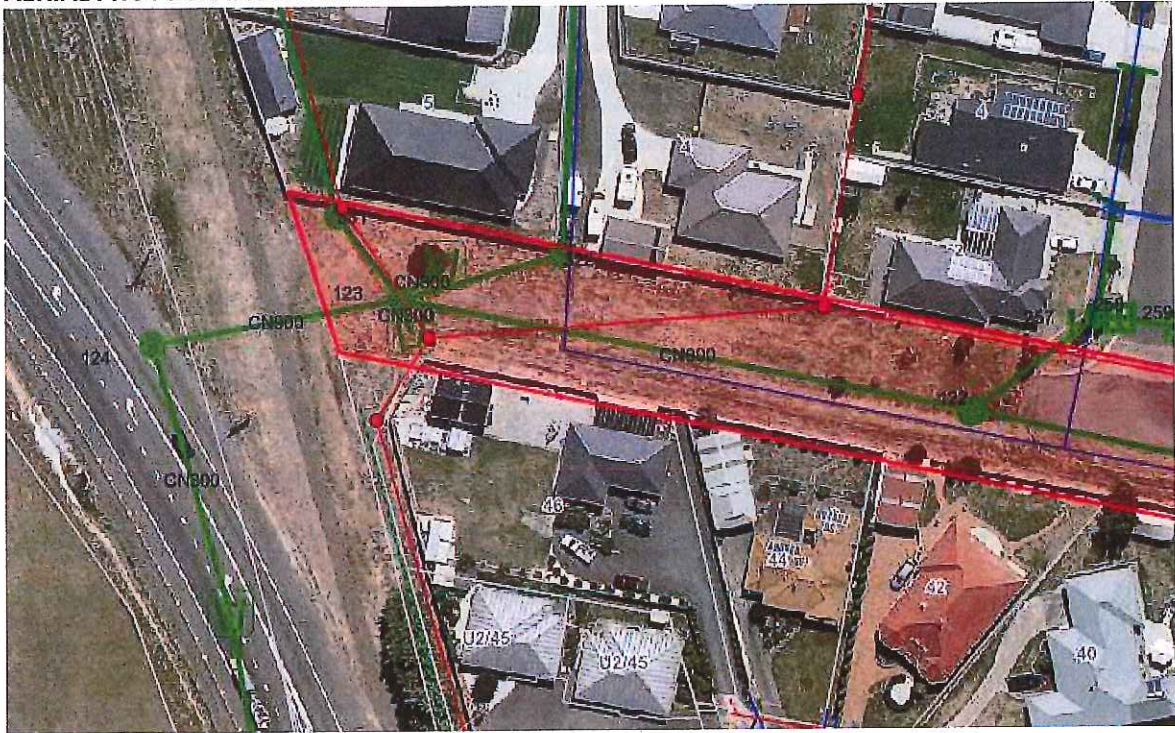
ATTACHMENTS

- A Application & plans
- B Responses from referral agencies
- C Representation

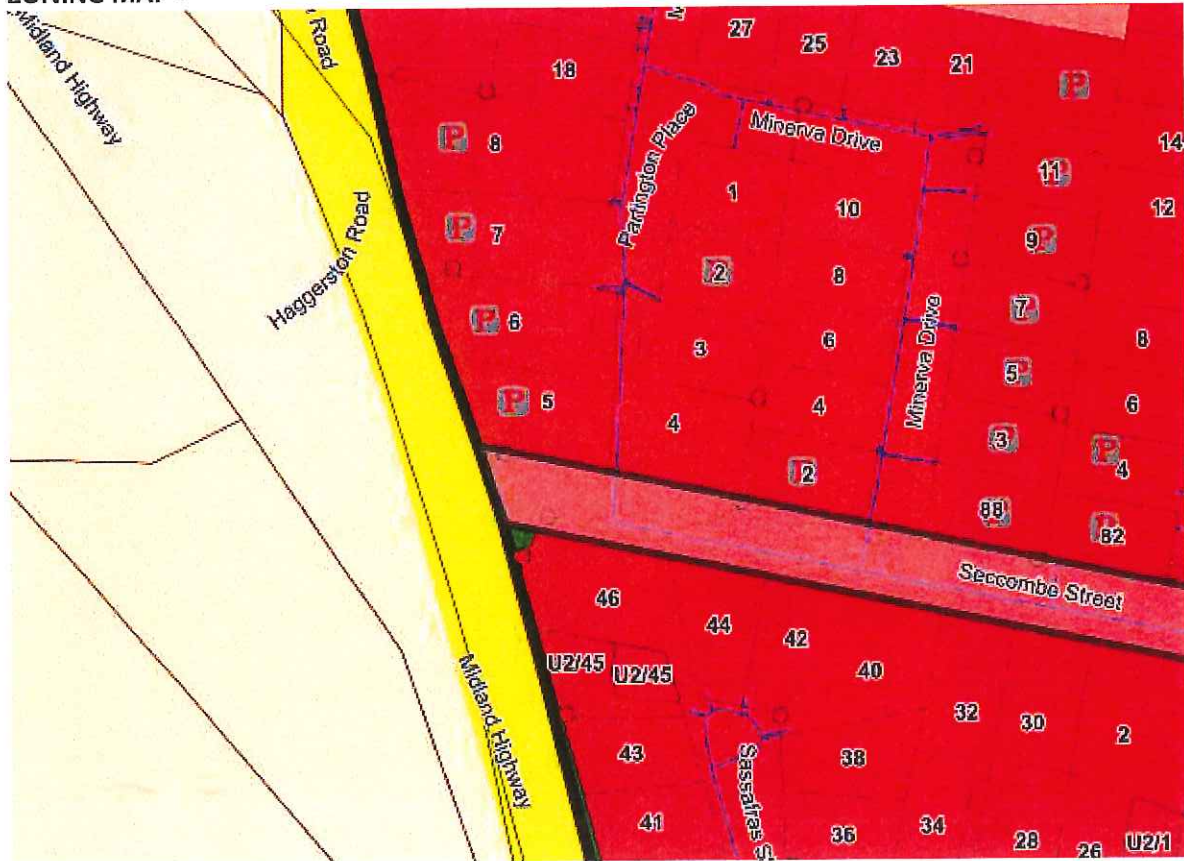
ATTACHMENT A

PLN-20-0091

AERIAL PHOTOGRAPH & SERVICES MAP for SECCOMBE ST ROAD RESERVE, PERTH



ZONING MAP -



EXHIBITED

PLANNING APPLICATION
Proposal

Description of proposal: SECCOMBE STREET EXTENSION AND
RAISED SAFETY PLATFORM

(attach additional sheets if necessary)

Site address: UNMADE SECTION OF SECCOMBE STREET, PERTH
AND JUNCTION SECCOMBE ST/MINERVA DV

CT no: N/A

Estimated cost of project \$ 200,000 (include cost of landscaping,
car parks etc for commercial/industrial uses)

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

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

SEE ATTACHED PLANNING SUBMISSION

(attach additional sheets if necessary)

Is any signage required? REGULATORY SIGNS EXEMPT UNDER IS.4.1
(if yes, provide details)

EXHIBITED



Department of Primary Industries,
Parks, Water and Environment

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15 June 2020

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Dear Ms Green,

**LODGEMENT OF PLANNING APPLICATION
REBECCA GREEN & ASSOCIATES PTY LTD OBO NORTHERN MIDLANDS COUNCIL
ROAD EXTENSION AND SAFETY PLATFORM
SECCOMBE STREET, PERTH**

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department of Primary Industries, Parks, Water and Environment.

Crown consent is only given to the lodgement of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply, any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

If you need more information regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jesse Walker".

Jesse Walker
Team Leader (Unit Manager, Policy & Projects)

Planning Submission

Seccombe Street Extension to
Northern Roundabout No.1, Perth
& Raised Safety Platform

Northern Midlands Council

01

EXHIBITED

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Appendix B: Traffic Impact Assessment

Appendix C: Landscaping Plan

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1. Executive Summary

1.1 Proposal Overview

This submission is prepared on behalf of Northern Midlands Council in support of a proposal for construction of Seccombe Street extension from the western formed edge of Seccombe Street/Minerva Drive through to the recently approved and constructed eastern branch of the Northern Roundabout No. 1, Perth. This roundabout has recently completed construction including a fifth branch to the unmade section of Seccombe Street, the roundabout formed part of approval of the upgrade of the Midland Highway at Perth.

The proposed development will link the existing constructed section of Seccombe Street to this roundabout, whereby the unmade of Seccombe Street will be constructed as well as a raised safety platform at the junction of Seccombe Street and Minerva Drive.

The owner/manager of the subject land is Crown Land Services and Northern Midlands Council. This application is made with the consent of the owners/managers.

This application is made under Section 57 of the *Land Use Planning and Approvals Act 1993*, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the provisions of the *Northern Midlands Interim Planning Scheme 2013* and the objectives of the *Land Use Planning and Approvals Act 1993*.

The proposal is summarised as:

- Seccombe Street Extension and Seccombe/Minerva Raised Safety Platform from northern roundabout Perth eastern branch, and is illustrated in Plans, provided at Appendix A.

2. Subject Land and Locality

2.1 Subject Land Description

The subject site is located adjacent to the roundabout on the eastern side of the interchange (Northern Roundabout No.1). This is located along the existing Midland Highway, approximately 500 metres north of the Perth Town Centre. The unformed section of Seccombe Street forms part of this application and provides for linkage of the existing constructed section of Seccombe Street to the roundabout. A new raised safety platform at the junction of Seccombe Street and Minerva Drive also forms part of this application. The registered owners/managers of the site is Crown Land Services (unmade section of Seccombe Street) and Northern Midlands Council (existing made junction of Seccombe Street and Minerva Drive).

The Perth Links Road project is being undertaken by the Department of State Growth. The western link of the project includes a grade separated interchange on the northern outskirts of Perth with the ramp terminals managed by roundabouts on either side of the new highway.

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2.2 Locality Description

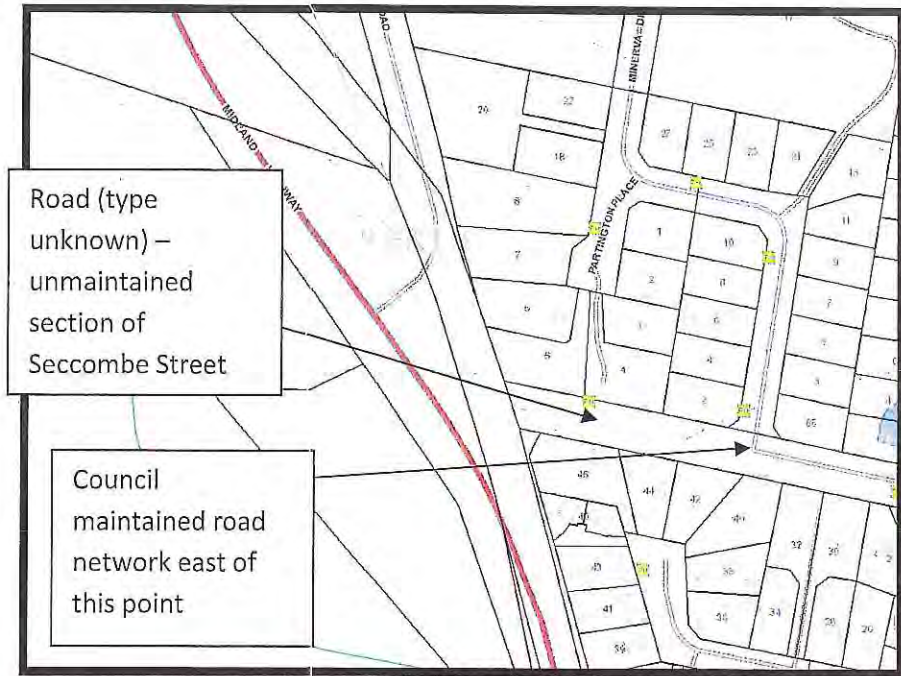


Figure 1: Locality Map

2.3 Access and Movement

Seccombe Street is a Council owned dead-end street that travels in an east-west direction providing access to residential properties. Seccombe Street has a single lane in each direction and has a speed limit of 50km/h.

There are currently no intersections between Seccombe Street and Main Road. Vehicles from Main Road travel to Seccombe Street via Arthur Street and Mulgrave Street.

2.4 Services

The subject site is located within the urban area of Perth. Any relocation of services will be provided in consultation with the relevant authorities in relation to these service utility assets.

2.5 Heritage

The subject site is not identified to be of heritage significance.

2.6 Flora and Fauna

The site is located within the urban area of Perth and does not support any remnant native vegetation and hence, any habitat of threatened species. A search of the Natural Values Atlas has revealed no recorded species on the subject site. A concept landscaping plan was developed as part of the Perth

Link Roads project and is attached, although it is predominantly in relation to the Perth Links Road project. Its key objectives are to highlight the entrances to Perth and provide visual screening of the highway; be simple to maintain and have tidy appearance; be safe for both road users and maintenance crews; and be cost effective to establish. The broad elements of the plan include road landscaping at the northern roundabout (No.1) (dependent on safety and maintenance requirements).

A project-level weed, and hygiene management plan will be developed/maintained, as part of the Construction Management Plan, to ensure that appropriate weed management actions are undertaken during construction of the Seccombe Street extension.

3. Proposal

3.1 Development Proposal

The Seccombe Street extension will connection to the fifth leg on Northern Roundabout No.1 and will have a single 3.5m traffic lane in each direction. The proposed layout for the extension is attached in Appendix A. The Seccombe Street extension will create an additional link between Main Road and the residential area located to the east of Main Road. A new raised safety platform at the junction of Seccombe Street and Minerva Drive also forms part of this application.

As the construction of the roundabout fifth leg has completed it is imperative to gain approval of the extension as soon as possible to ensure efficiency and timing of construction to coincide with the Perth Links Roads project.

4. Planning Assessment

4.1 Northern Midlands Interim Planning Scheme 2013

The subject sites are both zoned General Residential within the *Northern Midlands Interim Planning Scheme 2013*. The proposed use requires exercise of discretion within the General Residential Zone in relation to use and development.

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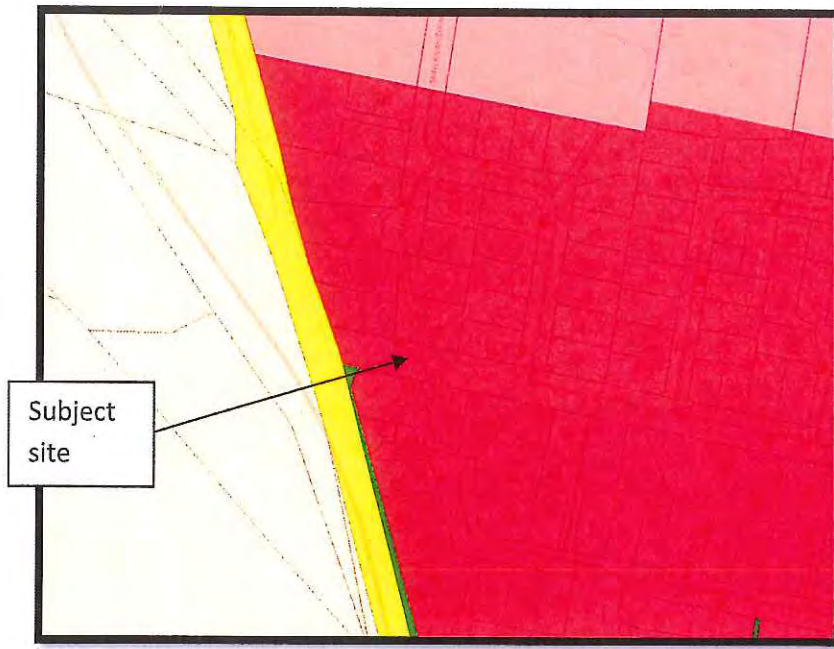


Figure 2: Zoning Map

(Red = General Residential zone, Yellow = Utilities zone, Cream = Rural Resource zone)

EXHIBITED

3.2 Northern Midlands Interim Planning Scheme 2013

Use Categorisation

The use classification for the proposed use and development is "Utilities", which is defined in Table 8.2 of the Scheme as follows:

"Use of land for utilities and infrastructure including:

- a) Telecommunications;*
- b) Electricity generation;*
- c) Transmitting or distributing gas, oil or power;*
- d) Transport networks;*
- e) Collecting, treating, transmitting, storing or distributing water; or*
- f) Collecting, treating, or disposing of storm or floodwater, sewage or sullage.*

Examples include an electrical sub-station or power line, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir."

GENERAL RESIDENTIAL ZONE
ZONE PURPOSE
<p><i>To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</i></p> <p><i>To provide for compatible non-residential uses that primarily serve the local community.</i></p> <p><i>Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.</i></p> <p><i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i></p>
<p>Assessment: The proposal is consistent with the zone purpose.</p>
LOCAL AREA OBJECTIVES
<p><i>To consolidate growth within the existing urban land use framework of the towns and villages.</i></p> <p><i>To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.</i></p> <p><i>To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.</i></p>
<p>Assessment: The proposal is does not conflict with the local area objectives.</p>
DESIRED FUTURE CHARACTER STATEMENTS
<p><i>There are no desired future character statements.</i></p>
<p>Assessment: Not applicable.</p>

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10.3 Use Standards

10.3.1 Amenity

Objective	
To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.	
Acceptable Solutions	Performance Criteria
A1 If for permitted or no permit required uses.	P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke odour, dust and illumination.
Not applicable.	The proposal satisfies the performance criteria P1. The proposal is a road project and is designed to improve the existing and approved road safety and efficiency outcomes at the existing road junctions.
A2 Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.
Not applicable.	Not applicable.
A3 If for permitted or no permit required uses.	P3 External lighting must demonstrate that: <ul style="list-style-type: none"> a) Floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) All direct light will be contained within the boundaries of the site.
Not applicable.	The proposal satisfies the performance criteria. Lighting is located at the existing approved roundabout and on and off ramps of the Perth Link Road project. The lighting design of the Seccombe Street extension is to be developed in a manner that ensures that light spill is minimised and will not cause an environmental nuisance.

10.3.2 Residential Character – Discretionary Uses

Objective	
To ensure that discretionary uses support: <ul style="list-style-type: none"> a) The visual character of the area; and b) The local area objectives, if any. 	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	P1 No performance criteria.
Not applicable.	Not applicable.
A2 Goods or material storage for discretionary uses must not	P2 No performance criteria.

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be stored outside in locations visible from adjacent properties, the road or public land.	
Not applicable.	Not applicable.
A3 Waste material storage for discretionary uses must: a) Not be visible from the road to which the lot has frontage; and b) Use self-contained receptacles designed to ensure waste does not escape to the environment.	P3 No performance criteria.
Not applicable.	Not applicable.

10.4 Development Standards

10.4.1 – 10.4.13.9 – Not applicable.

10.4.14 Non Residential Development

Objective	
To ensure that all non-residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.	
Acceptable Solutions	Performance Criteria
A1 If for permitted or no permit required uses.	P1 Development must be designed to protect the amenity of surrounding residential uses and must have regard to: a) The setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoining dwellings; and b) The setback of the building to a road frontage and if the distance is appropriate to the location and the character of the area, the efficient use of the site, the safe and efficient use of the road and the amenity of residents; and c) The height of development having regard to: i) The effect of the slope of the site on the height of the building; and ii) The relationship between the proposed building height and

	<p>the height of existing adjacent and buildings; and</p> <ul style="list-style-type: none"> iii) The visual impact of the building when viewed from the road and from adjoining properties; and iv) The degree of overshadowing and overlooking of adjoining properties; and d) The level and effectiveness of physical screening by fences or vegetation; and e) The location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and f) The location and impacts of illumination of the site; and g) Passive surveillance of the site; and h) Landscaping to integrate development with the streetscape.
<p>Not applicable.</p>	<p>The proposal satisfies the performance criteria.</p> <ul style="list-style-type: none"> a)-c) not applicable. d) The six adjoining residential lots all have existing fencing along their boundaries with the unmade section of Seccombe Street. e) A Traffic Impact Assessment contained at Appendix B to this submission demonstrates compliance. f) The lighting design of the Seccombe Street extension is to be developed in a manner that ensures that light spill is minimised and will not cause an environmental nuisance. g) As a through street, passive surveillance of the site will improve; and h) Landscaping of the nature strips between the road seal and the private property boundaries will be undertaken as part of this project to integrate the development with the streetscape.

10.4.15 Subdivision – Not applicable.

4.2 Other Planning Considerations

EXHIBITED

E4.0 ROAD AND RAILWAY ASSETS CODE
E4.6 Use Standards
E4.6.1 Use and road or rail infrastructure

Objective	
<p>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.</p>	
Acceptable Solutions	Performance Criteria
<p>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%.</p>	<p>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.</p>
<p>The Seccombe Street connection will provide an additional route between Main Road and Seccombe Street and as such will redirect some vehicles from the existing route to the connection. The extension is not expected to increase the annual average daily traffic movements to and from the residential properties along and in the vicinity of Seccombe Street.</p>	<p>Not applicable</p>
<p>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</p>	<p>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.</p>
<p>Not applicable</p>	<p>Not applicable</p>
<p>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%.</p>	<p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>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</p> <p>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</p>

EXHIBITED

	<p>unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>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.</p>
<p>Not applicable. Speed limit is less than 60km/h.</p>	<p>Not applicable</p>

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

- a) ensure the safe and efficient operation of roads and railways; and
- b) allow for future road and rail widening, realignment and upgrading; and

avoid undesirable interaction between roads and railways and other use or development.

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Acceptable Solutions	Performance Criteria
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</p> <p>b) building envelopes on new lots; and</p> <p>c) outdoor sitting, entertainment and children's play areas</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings 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 be sited, designed and landscaped to:</p> <p>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</p>
Not applicable	The Seccombe Street extension is located within 50m from a Category 1 road. A Traffic Impact Assessment contained at Appendix B to this submission demonstrated compliance with the performance criteria.

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
<p>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.</p>	<p>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.</p>
Not applicable.	Not applicable.

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<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> 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 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 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.
<p>Not applicable.</p>	<p>A Traffic Impact Assessment contained at Appendix B to this submission demonstrated compliance with the performance criteria.</p>

E4.7.3 Management of Rail Level Crossings

<p>Objective</p> <p>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Where land has access across a railway:</p> <ul style="list-style-type: none"> a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing. 	<p>P1 Where land has access across a railway:</p> <ul style="list-style-type: none"> a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and

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	d) an alternative access or junction is not practicable.
Not applicable	Not applicable

EXHIBITED

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
<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with AS1742.7 <i>Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>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.</p>

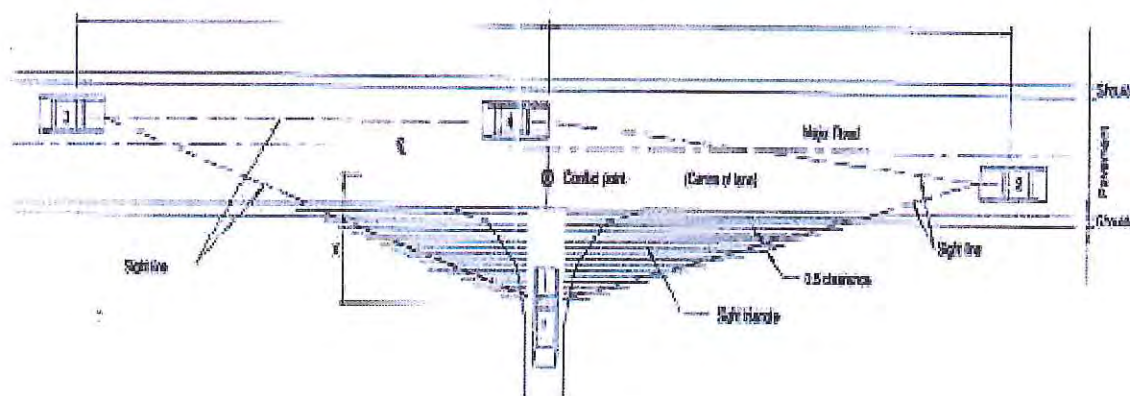


Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.

For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

EXHIBITED

Table E4.7.4 Safe Intersection Sight Distance (SISD)

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

The traffic impact assessment finds that the required sight distances can be achieved.

E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
a)	Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
b)	a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads,

EXHIBITED

	<p>traffic management and other uses in the vicinity; and</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and</p> <p>ii) the pattern of parking in the locality; and</p> <p>iii) any existing structure on the land.</p>
<p>Comment: There is no car parking requirement set for utilities. The proposal does not require parking.</p>	

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Utilities	No requirement set	No requirement set.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>

Comment: There is no bicycle parking requirement set for utilities. The proposal does not require bicycle parking.

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces</p>	<p>P1 No performance criteria.</p>

EXHIBITED

required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	
Comment: The proposal does not require taxi spaces.	

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.	
Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.
Comment: The proposal does not require motorbike parking.	

E15 Signs Code – any regulatory signs required do not require a permit under this Code under Clause 15.4.1 of the Scheme.

4.3 State Policies

4.3.1 State Coastal Policy 1996

The State Coastal Policy was created under the *State Policies and Projects Act 1993*. This Policy applies to the Coastal Zone, which is defined as the area within State waters and all areas within one kilometre of the coast.

Proposal Response

The subject site is not located within one kilometre from the coast.

4.3.2 State Policy on Water Quality Management 1997

This Policy applies to all surface waters, including coastal waters, and ground waters, other than:

- i. Privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or
- ii. Waters in any tank, pipe or cistern.

The purpose of the Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System (Schedule 1 of the *State Policies and Projects Act 1993*).

The objectives of this Policy are to:

EXHIBITED

1. *Focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*
2. *Ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
3. *Ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
4. *Facilitate and promote integrated catchment management through the achievement of objectives (1) to (3) above; and*
5. *Apply the precautionary principle to Part 4 of this Policy.*

Proposal Response

The proposal is consistent with the policy.

4.3.3 State Policy on Protection of Agricultural Land 2009

The proposal is assessed to be consistent with the objectives of this Policy in that the proposed works are designed to minimise the amount of the land required to accommodate the necessary works designed.

4.4 Land Use Planning and Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* provides objectives for all development considered under this Act. The proposal has been considered against the objectives of this Act. The proposal has been prepared to be consistent with the provisions of the *Northern Midlands Interim Planning Scheme 2013*. The proposal is therefore considered to be consistent with the objectives of the Act.

4.5 National Environment Protection Measures

A series of National Environment Protection Measures (NEPMs) have been established by the National Environment Protection Council. These measures are:

- Ambient air quality;
- National pollutant inventory;
- Movement of controlled waste;

EXHIBITED

- Use packaging materials;
- Assessment of site contamination; and
- Diesel vehicle emissions.

Proposal Response

It is considered that the NEPMs are not relevant to the proposed development.

5. Conclusion

The proposal is for the construction of Seccombe Street Extension and Seccombe/Minerva Raised Safety Platform from northern roundabout Perth eastern branch., and is illustrated in plans, provided at Appendix A.

The proposal complies with the development standards prescribed by the Scheme and can be approved under the *Northern Midlands Interim Planning Scheme 2013*. This application is therefore made due to the use and development pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993*. It is therefore recommended that the proposal be considered for planning approval.

Author	Version	Date
Rebecca Green	1	28 April 2020

EXHIBITED

1-365

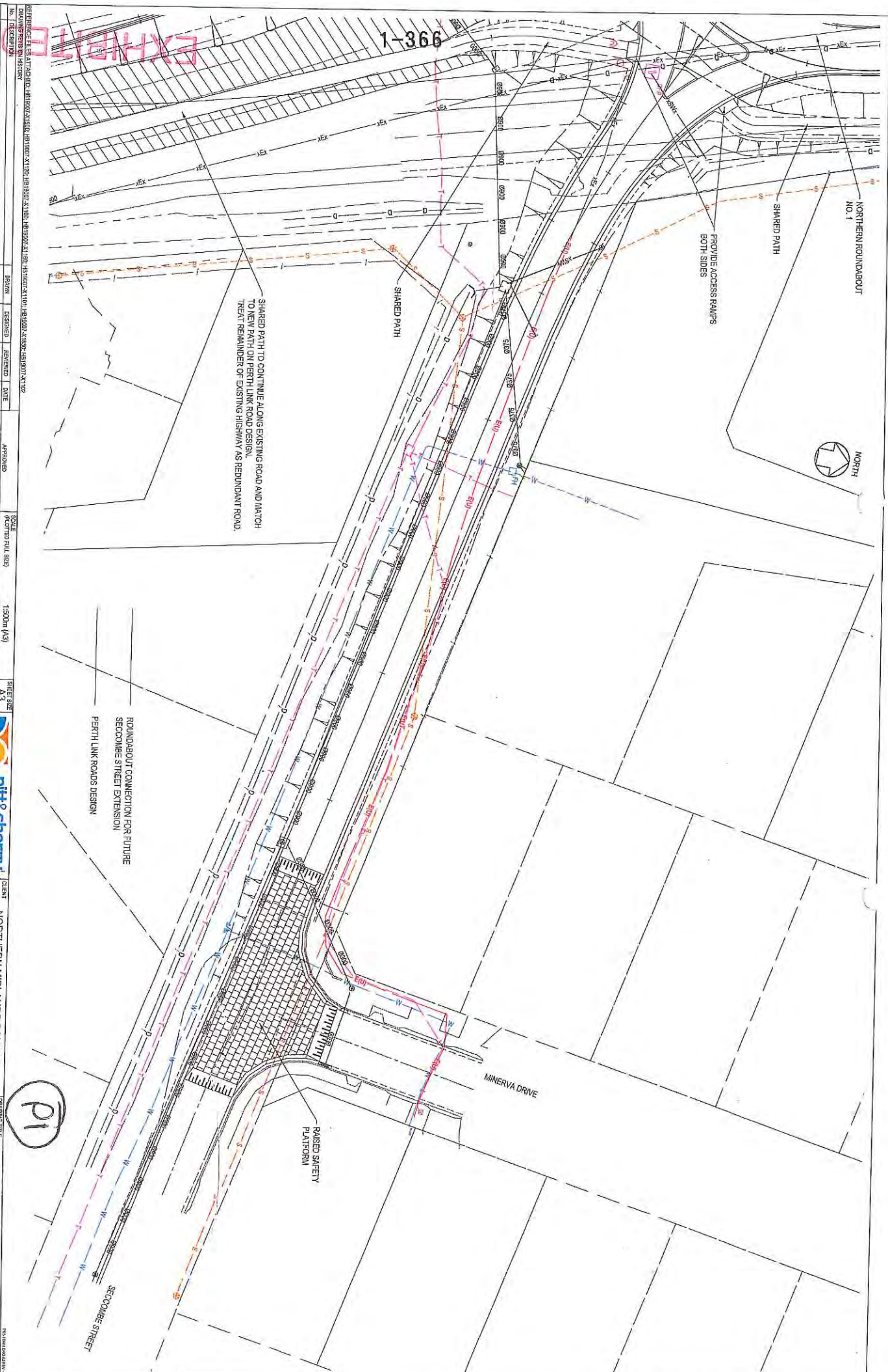


Rebecca Green
& Associates

Appendix A: Plans

pitt&sherry

EXHIBITED



DRAWING TITLE		SEACOMBE / MINERVA RAISED SAFETY PLATFORM	
PROJECT		NORTHERN MIDLANDS COUNCIL SEACOMBE STREET ROUNDABOUT CONNECTION DESIGN	
DESIGN		PRELIMINARY	
DRAWING NO.		HB19007-P13	
DRAWING BY		AHD / MGA	
CHECKED BY			
DATE		1	
DESIGNED BY		FS	
CHECKED BY		FS	
DATE			
APPROVED		ORIGINAL COPY ON FILE	
DATE		SIGNED BY	
SCALE		1:500m (A3)	
SCALE IN METRES		1:500	
SHEET SIZE		A3	
DRAWING DATE			
PROJECT NO.			
CLIENT		NORTHERN MIDLANDS COUNCIL	
DRAWING NO.		HB19007-P13	
DRAWING BY		AHD / MGA	
CHECKED BY			
DATE		1	
DESIGNED BY		FS	
CHECKED BY		FS	
DATE			
APPROVED		ORIGINAL COPY ON FILE	
DATE		SIGNED BY	

SCALE (PLotted FULL SIZE)

SCALE IN METRES - 1:500

1 5 10 15 20

NORTH

1-366

EXHIBIT B

SHARED PATH TO CONTINUE ALONG EXISTING ROAD AND MATCH TO NEW PATH ON PERTH LINK ROAD DESIGN. TREAT REMAINDER OF EXISTING HIGHWAY AS REDUNDANT ROAD.

SHARED PATH

SHARED PATH

SHARED PATH

PROVIDE ACCESS RAIPS BOTH SIDES

ROUNDABOUT CONNECTION FOR FUTURE SEACOMBE STREET EXTENSION

PERTH LINK ROADS DESIGN

RAISED SAFETY PLATFORM

SEACOMBE STREET

MINERVA DRIVE

1:500m (A3)

SCALE IN METRES - 1:500

NORTH

Appendix B: Traffic Impact Assessment

pitt&sherry

EXHIBITED

pitt&sherry

**Seccombe Street Roundabout
Connection**

Traffic Impact Assessment

Prepared for
Northern Midlands Council

Client representative
Jonathan Galbraith

Date
23 October 2019

Rev 00



EXHIBITED

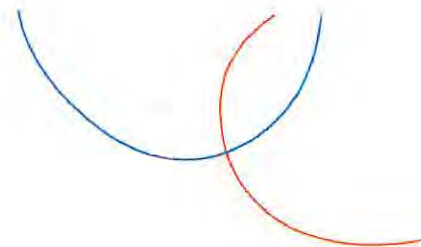


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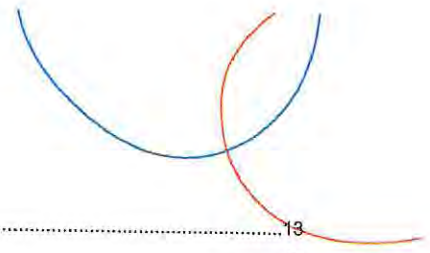


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- Appendix B — SIDRA Results – Existing Northern Roundabout No.1
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- Appendix D — SIDRA Results – Post Development 2030

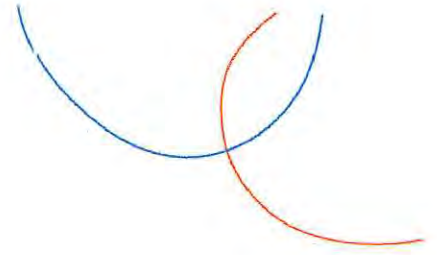
Prepared by — Leenah Ali	<i>Leenah Ali</i>	Date — 23/10/2019
Reviewed by — Ross Mannering	<i>R. Mannering</i>	Date — 23/10/2019
Authorised by — Ross Mannering	<i>R. Mannering</i>	Date — 23/10/2019

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft Traffic Impact Assessment	L. Ali	R. Mannering	R. Mannering	23/10/2019
00	Traffic Impact Assessment	L. Ali	R. Mannering	R. Mannering	23/10/2019

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1. Introduction

The Perth Link Roads project is being undertaken by the Department of State Growth (DSG) and constructed by the VEC Shaw Joint Venture. The project consists of a southern and eastern bypass of the Perth Township. The western link of the project includes a grade separated interchange on the northern outskirts of Perth with the ramp terminals managed by roundabouts on either side of the new highway.

pitt&sherry were engaged by Northern Midlands Council (Council) to develop the detailed road design for the connection of Seccombe Street to the roundabout on the eastern side of the interchange (Northern Roundabout No.1). Following the development of the detailed designs, Council have engaged pitt&sherry to prepare a Traffic Impact Assessment (TIA) to accompany the Development Application (DA) that needs to be submitted to enable construction of the connection.

This report has been prepared in accordance with DSG's Publication *Traffic Impact Assessments (TIA) Guidelines* and the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme).

2. Existing Conditions

2.1 Site Location

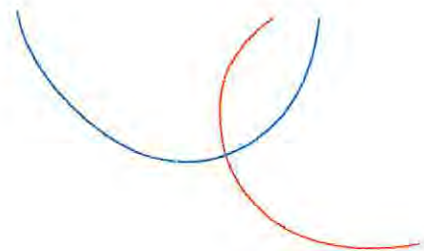
The proposed Seccombe Street connection is along the eastern side of Northern Roundabout No.1 of the Perth Link Roads project, which is located along the existing Midland Highway, approximately 500m north of the Perth Town Centre.

Under the Planning Scheme, the site has as land use classification as 28.0 Utilities. Surrounding land uses include 10.0 General Residential to the east, 12.0 Low Density Residential to the north-east and 26.0 Rural Resource to the north-west, west and south.

Figure 1 shows the location of the proposed Seccombe Street connection in the local context.



Figure 1: Site Locality Aerial Including Zoning Overlay (Aerial Source: Google Earth, October 2018 Imagery)



2.2 Surrounding Road Network

2.2.1 Midland Highway/ Main Road

The Midland Highway is classified as a Category 1 State Road in the DSG Road Hierarchy and is a key link in Tasmania's road network. The highway facilitates freight movement from the southern region to the State's northern ports and is also the major transport link for passengers travelling between the northern and southern regions.

The Midland Highway is also known as Main Road through Perth. Main Road is a two-way road configured with a single carriageway. The road operates in a north-west south-east direction and has a posted speed limit of 60km/h.

Upon completion of the Perth Link Roads project, vehicles travelling between the northern and southern regions of Tasmania on the Midland Highway will be diverted onto the new highway and the Main Road approach to Northern Roundabout No.1 will predominantly be used by local traffic in Perth.

2.2.2 Seccombe Street

Seccombe Street is a Council owned dead-end street that travels in an east-west direction providing access to residential properties. Seccombe Street has a single lane in each direction and has a speed limit of 50km/h.

2.2.3 Mulgrave Street

Mulgrave Road is a Council owned local road that travels in a north-south direction, providing access to residential properties. Mulgrave Street has a single lane in each direction and connects Seccombe Street to Arthur Street. The street is subject to a speed limit of 50km/h.

2.2.4 Arthur Street

Arthur Street is a Council owned road that links numerous residential streets including Seccombe Street to Main Road. Arthur Street runs in an east-west direction and has a speed limit of 50km/h.

2.3 Surrounding Intersections

There are currently no intersections between Seccombe Street and Main Road. Vehicles from Main Road travel to Seccombe Street via Arthur Street and Mulgrave Street.

2.4 Existing Traffic Volumes

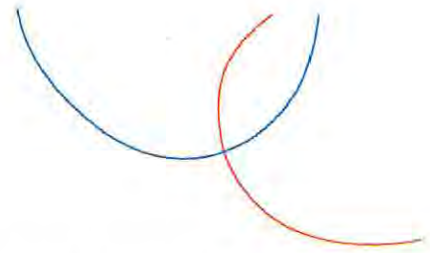
2.4.1 DSG Perth Link Roads Principal's Project Requirements

Traffic data for Main Road and the New Highway Ramp approaches to Northern Roundabout No.1 has been sourced from Table 3010.021 of the DSG Principal's Project Requirements (PPR) for the Perth Link Roads project.

It is noted that the traffic volumes provided within the PPR are the daily traffic volumes for 2019.

In order to calculate the peak hour traffic volumes, a peak to daily ratio of 10% has been assumed.

As the Northern Roundabout No.1 is expected to be completed in 2020, traffic volumes for 2020 has been calculated. In order to calculate 2020 traffic volumes, a growth rate of 1.5% per year has been applied to the 2019 traffic volumes. The growth rate has been determined from DSG traffic data available in the vicinity of the Perth township.



2.4.2 DSG Traffic Data

Traffic data for the southbound off-ramp approach to Northern Roundabout No.1 has been calculated using available DSG traffic data. The traffic data was collected in May 2019 in the vicinity of the Perth Township.

In order to calculate the 2020 traffic volumes, a growth rate of 1.5% per year has been applied to the 2019 traffic volumes. The growth rate has been determined from DSG traffic data available in the vicinity of the Perth township.

2.4.3 Calculated Traffic Volumes

There are currently no traffic volumes available for the Eastern Service Road (Old Midland Highway, now Devon Hills) approach to Northern Roundabout No.1. Due to the catchment using the Eastern Service Road approach being predominantly low-density residential dwellings, the anticipated traffic volumes have been calculated using traffic generation rates sourced from the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments Technical Direction TDT2013/04a (RMS Technical Direction).

It has been assumed, for the purpose of completing a conservative assessment for the traffic analysis, that the Eastern Service Road approach could potentially service up to 15 dwellings. The RMS Technical Direction specifies the following traffic generation rates for low density residential dwellings:

- Weekday AM Peak Hour 0.99 trips per dwelling
- Weekday PM Peak Hour 0.95 trips per dwelling.

The directional split of traffic (i.e. the ratio between inbound and outbound traffic movements) that has been adopted for the Eastern Service Road approach is as follows:

- AM Peak Hour 20% in/ 80% out
- PM Peak Hour 70% in/ 30% out.

The distribution of the traffic that has been adopted for the Eastern Service Road approach is as follows:

- 65% to north
- 35% to south

Based on the above, a summary of the 2020 AM and PM peak hour traffic volumes are shown in Figure 2 and Figure 3.

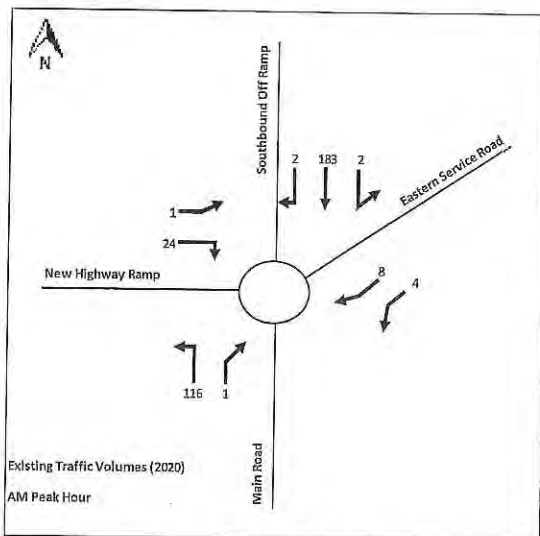


Figure 2: Existing Traffic Volumes (2020) - AM Peak Hour

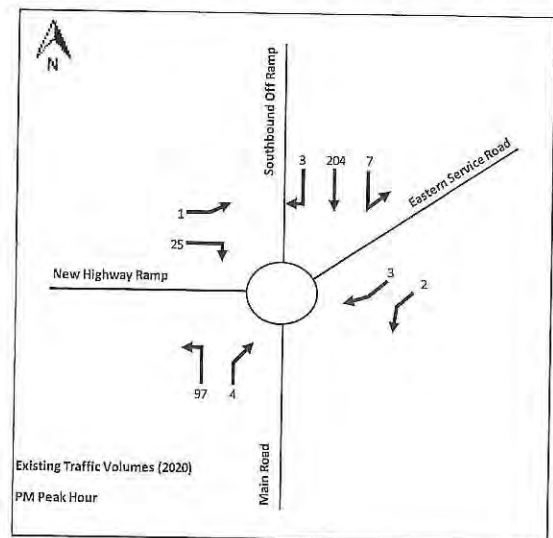
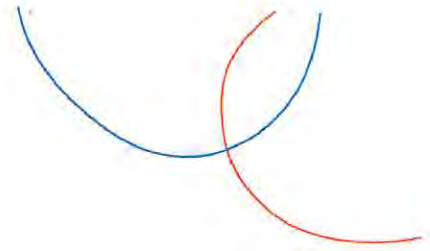


Figure 3: Existing Traffic Volumes (2020) - PM Peak Hour



2.5 Existing Roundabout Performance

2.5.1 Traffic Modelling Software

The traffic operation of Northern Roundabout No.1 has been assessed using SIDRA Intersection 8.0 modeling software. SIDRA Intersection rates the performance of the intersections based on the vehicle delay and the corresponding LOS. It is generally accepted that an intersection operates well if it is at LOS D or higher. Table 1 shows the criteria that SIDRA adopts in assessing the LOS.

Table 1: SIDRA Level of Service

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

2.5.2 Traffic Modelling Layout

The geometry of Northern Roundabout No.1 used for the SIDRA traffic model was developed with reference to the Detailed Design Plans for the Perth Link Roads project prepared for DSG and VEC Shaw Joint Venture by pitt&sherry. The Detailed Design Plans informed the number, width and length of trafficable lanes.

The layout used within the SIDRA model for Northern Roundabout No.1 is shown in Figure 4.

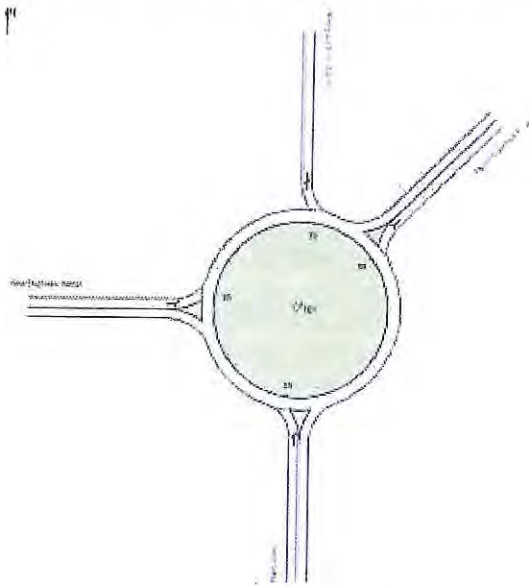
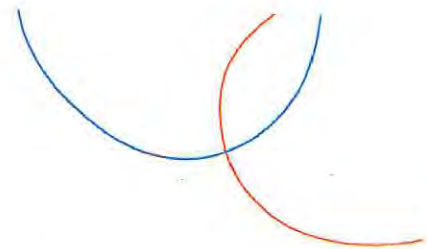


Figure 4: Northern Roundabout No.1 - SIDRA Layout



2.5.3 Traffic Modelling Results

The LOS for each approach at Northern Roundabout No.1 is shown in Figure 5 and Figure 6. A summary of the SIDRA Intersection results is provided in Table 2. Full results are presented in Appendix B.

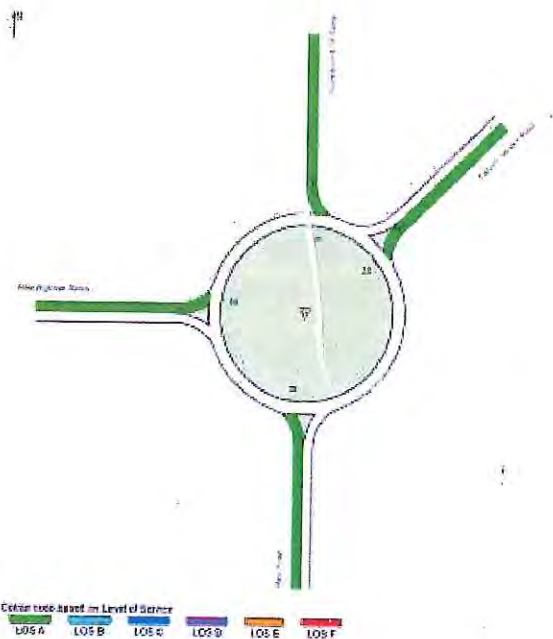


Figure 5: Northern Roundabout No.1 Design LOS – AM Peak Hour

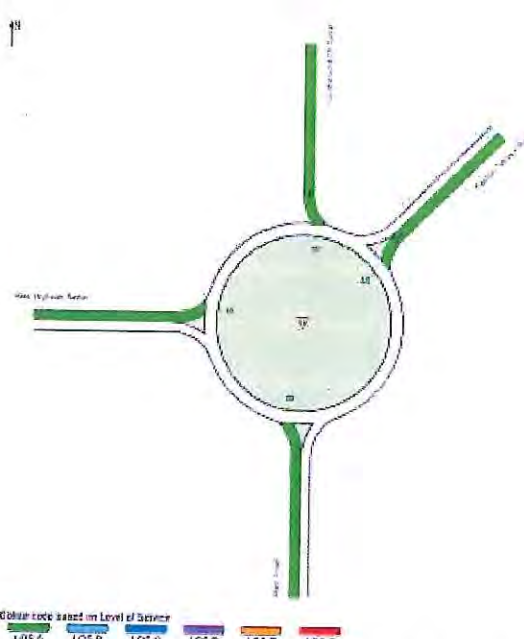
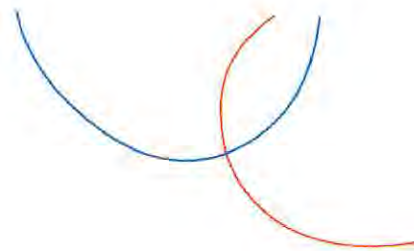


Figure 6: Northern Roundabout No.1 Design LOS – PM Peak Hour

Table 2: Northern Roundabout No.1 SIDRA Modelling Results

Approach	Peak Hour	Degree of Saturation	Average Delay (secs)	95 th Percentile Queue (m)	LOS
South: Main Road	AM	0.08	3	3	A
North East: Eastern Service Road		0.01	7	0	A
North: Southbound Off Ramp		0.13	3	5	A
West: New Highway Ramp		0.02	9	1	A
All Vehicles		0.13	4	5	A
South: Main Road	PM	0.06	3	3	A
North East: Eastern Service Road		0.00	7	0	A
North: Southbound Off Ramp		0.14	3	6	A
West: New Highway Ramp		0.02	9	1	A
All Vehicles		0.14	4	6	A

Based on the results above, Northern Roundabout No.1 is expected to operate well in 2020 with minimal queues and delays experienced on all legs of the roundabout. The roundabout operates with LOS A in both the AM and PM peak hours.



3. Development Proposal

3.1 Overview

Council is proposing a connection of Seccombe Street to Northern Roundabout No.1. The Seccombe Street connection will create a fifth leg on Northern Roundabout No.1 and will have a single 3.5m traffic lane in each direction. The proposed layout for the connection is attached in Appendix A.

The Seccombe Street connection is expected to be constructed in 2020 and will create an additional link between Main Road and the residential area located to the east of Main Road.

4. Traffic Impact Assessment

4.1 Traffic Generation

Currently, access to the residential properties along Seccombe Street from Main Road is via Arthur Street and Mulgrave Street. The construction of the Seccombe Street connection will result in vehicles directly accessing Seccombe Street from Main Road. Residential properties in the vicinity of Seccombe Street are also expected to use the Seccombe Street connection.

For the purpose of this assessment, due to the catchment accessing Seccombe Street being predominantly low-density residential dwellings, the anticipated traffic volume has been calculated using traffic generation rates sourced from RMS TDT2013/04a. It has been assumed, for the purpose of completing a conservative assessment for the traffic analysis, that Seccombe Street could potentially service up to 200 dwellings.

Based on the above, the traffic volumes expected along the Seccombe Street connection in each of the weekday peak hours is as follows:

- AM Peak Hour 198 trips
- PM Peak Hour 190 trips

4.2 Directional Split of Traffic

The directional split of traffic (i.e. the ratio between inbound and outbound traffic movements) that has been adopted for the vehicles on the Seccombe Street connection are as follows:

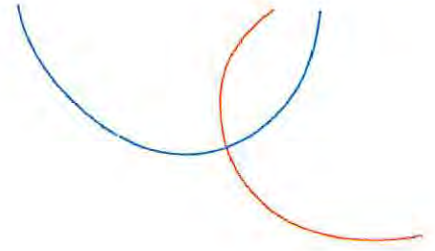
- AM Peak Hour 20% in/ 80% out
- PM Peak Hour 70% in/ 30% out.

4.3 Traffic Distribution and Assignment

The distribution of the traffic generated along the Seccombe Street connection is based on a number of factors including:

- The location of major traffic distribution roads around the site
- The location of traffic generating developments; and
- Existing traffic patterns

Based on the above, the expected distribution of movements that has been adopted for the vehicles on the Seccombe



Street connection are as follows:

- 70% to north
- 30% to south

4.4 Traffic Impacts

4.4.1 Traffic Modelling Layout

The geometry of Northern Roundabout No.1 post development of the Seccombe Street connection used for the SIDRA traffic model was developed with reference to the Preliminary Design Plans for the Seccombe Street connection prepared for Northern Midlands Council by pitt&sherry. The Preliminary Design Plans informed the number, width and length of trafficable lanes.

The layout used within the SIDRA model for Northern Roundabout No.1 is shown in Figure 12.

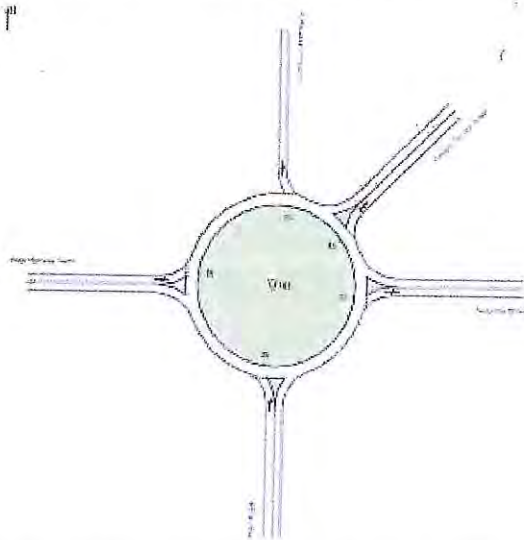


Figure 7: Northern Roundabout No.1 Post Development - SIDRA Layout

4.4.2 Post Development (2020) Traffic Volumes

The traffic impact of the Seccombe Street connection has been estimated for immediately post development.

The expected post development traffic volumes for the weekday AM and PM peak hours are shown in Figure 2 and Figure 3.

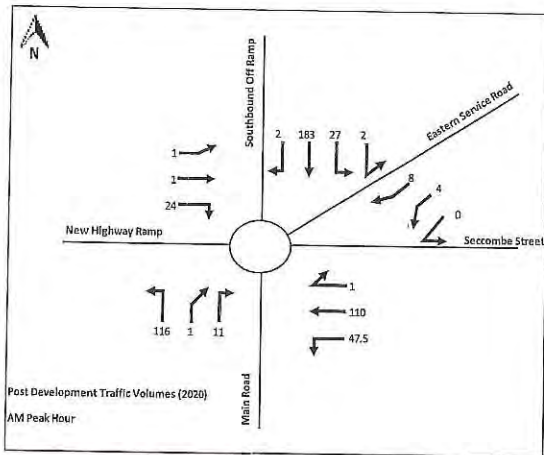


Figure 8: Post Development Traffic Volumes (2020) - AM Peak Hour

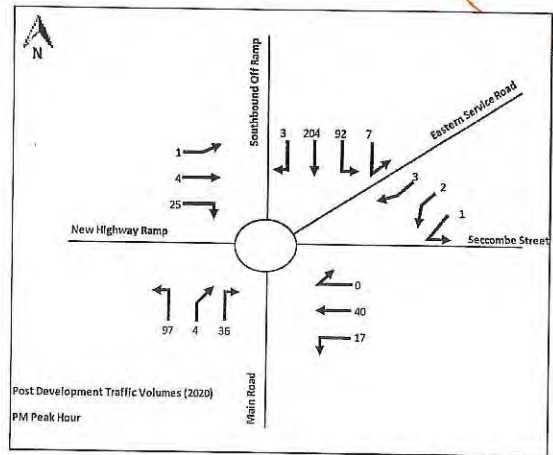


Figure 9: Post Development Traffic Volumes (2020) - PM Peak Hour

4.4.3 Post Development (2020) Traffic Impacts

The impact of the Secombe Street connection on the lane LOS for each approach at Northern Roundabout No.1 immediately post development is shown in Figure 10 and Figure 11. A summary of the SIDRA Intersection results is provided in Table 2. Full results are presented in Appendix C.

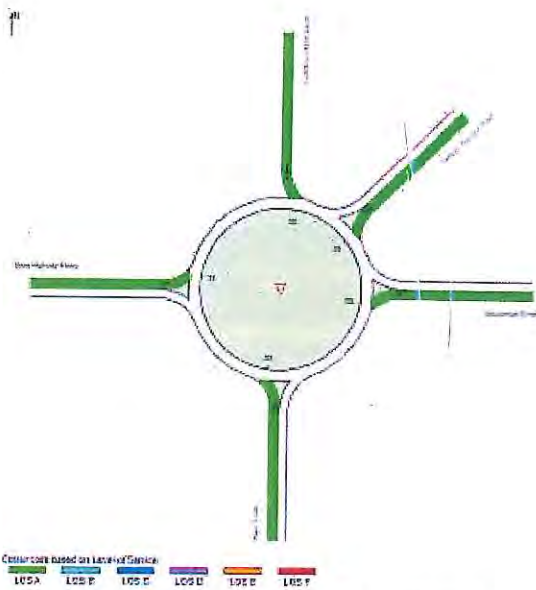


Figure 10: Northern Roundabout No.1 Post Development (2020) LOS - AM Peak Hour

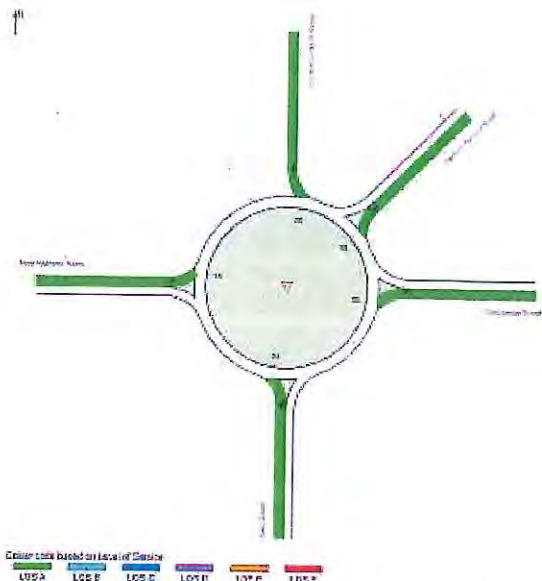


Figure 11: Northern Roundabout No.1 Post Development (2020) LOS - PM Peak Hour

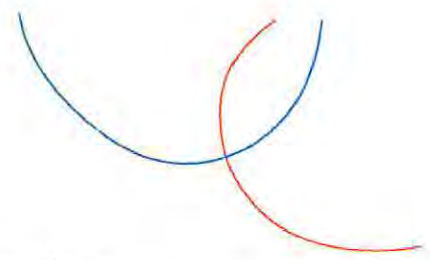


Table 3: Northern Roundabout No.1 SIDRA Modelling Results – Post Development (2020)

Approach	Peak Hour	Degree of Saturation	Average Delay (secs)	95 th Percentile Queue (m)	LOS
South: Main Road	AM	0.10	5	4	A
East: Seccombe Street		0.15	5	6	A
North East: Eastern Service Road		0.01	7	0	A
North: Southbound Off Ramp		0.15	4	6	A
West: New Highway Ramp		0.02	9	1	A
All Vehicles		0.15	5	6	A
South: Main Road	PM	0.10	6	4	A
East: Seccombe Street		0.06	5	2	A
North East: Eastern Service Road		0.01	7	0	A
North: Southbound Off Ramp		0.22	4	10	A
West: New Highway Ramp		0.02	8	1	A
All Vehicles		0.22	5	10	A

Based on the results above, with the construction of the Seccombe Street connection, Northern Roundabout No.1 is expected to continue to operate well with minimal queues and delays experienced on all approaches. The roundabout continues to operate with a LOS A in both the AM and PM peak hours.

4.4.4 10-Years Post Development (2030) Traffic Volumes

The traffic impact of the Seccombe Street connection has been estimated for 10-years post development (2030).

In order to represent future growth on the road network, a compounding growth rate of 1.5% per year has been applied to the 2020 traffic volumes for Main Road, New Highway Ramp and Southbound Off-ramp. A compounding growth rate of 2% per year has been applied to the 2020 traffic volumes for Eastern Service Road and Seccombe Street.

The expected traffic volumes for the weekday AM and PM peak hours in 2030 is shown in Figure 12 and Figure 13.

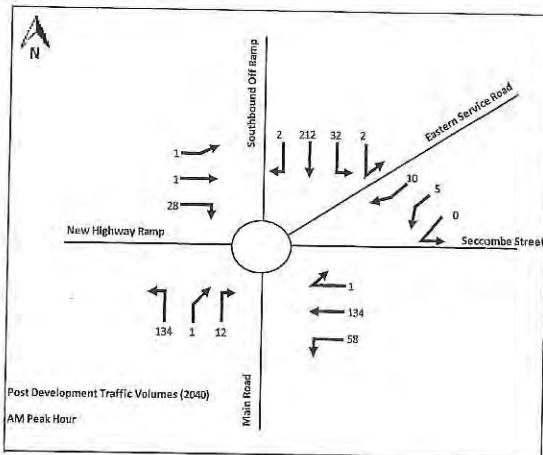


Figure 12: Post Development Traffic Volumes (2030) - AM Peak Hour

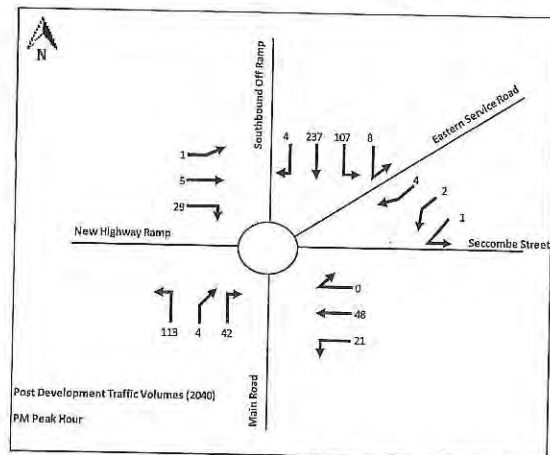
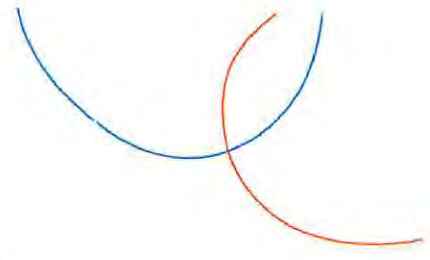


Figure 13: Post Development Traffic Volumes (2030) - PM Peak Hour



4.4.5 10-Years Post Seccombe Street Completion (2030) Traffic Impacts

The impact of the Seccombe Street connection on the lane LOS for each approach at Northern Roundabout No.1 10-years post development is shown in Figure 14 and Figure 15. A summary of the SIDRA Intersection results is provided in Table 4. Full results are presented in Appendix D.

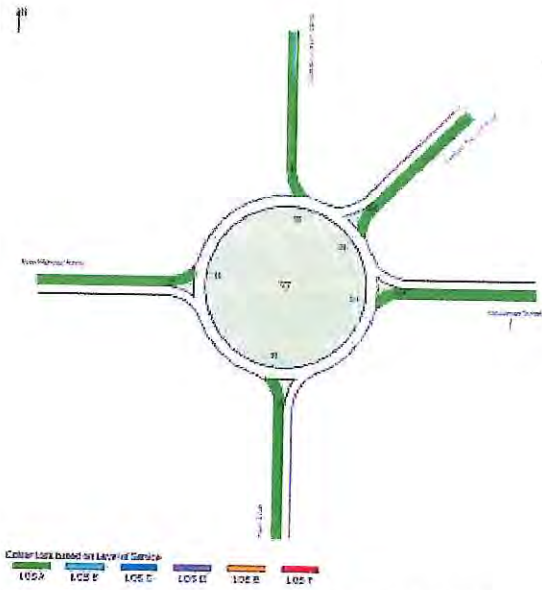


Figure 14: Northern Roundabout No.1 Post Development (2030) LOS - AM Peak Hour

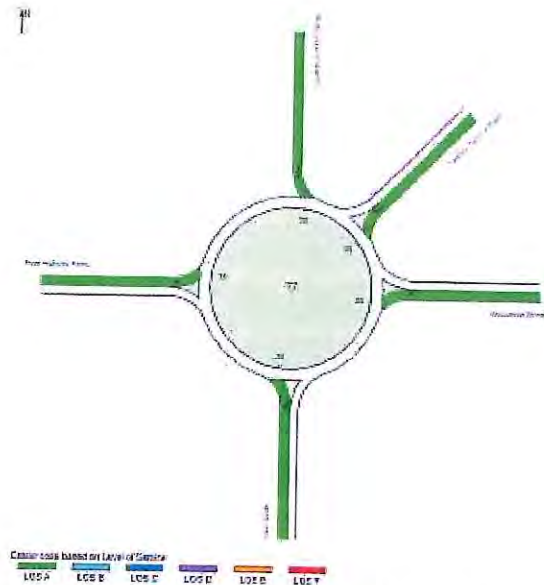
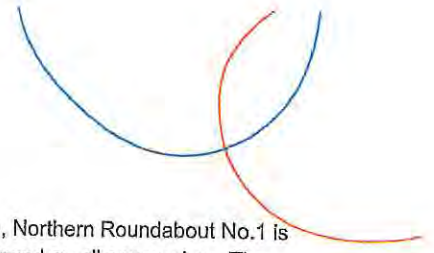


Figure 15: Northern Roundabout No.1 Post Development (2030) LOS - PM Peak Hour

Table 4: Northern Roundabout No.1 SIDRA Modelling Results - 10- Years Post Development (2030)

Approach	Peak Hour	Degree of Saturation	Average Delay (secs)	95 th Percentile Queue (m)	LOS
South: Main Road	AM	0.12	5	5	A
East: Seccombe Street		0.19	6	8	A
North East: Eastern Service Road		0.02	8	1	A
North: Southbound Off Ramp		0.17	4	7	A
West: New Highway Ramp		0.02	9	1	A
All Vehicles		0.19	5	8	A
South: Main Road	PM	0.12	5	5	A
East: Seccombe Street		0.07	5	3	A
North East: Eastern Service Road		0.01	8	0	A
North: Southbound Off Ramp		0.26	4	12	A
West: New Highway Ramp		0.03	8	1	A
All Vehicles		0.26	5	12	A



Based on the results above, with the construction of the Seccombe Street connection, Northern Roundabout No.1 is expected to continue to operate well in 2030 with minimal queues and delays experienced on all approaches. The roundabout operates at a LOS A in both the AM and PM peak hours.

5. Planning Scheme Assessment

5.1 E4.0 Roads and Railway Assets Code

The proposed development has been assessed against the E4.0 Roads and Railways Assets Code of the Planning Scheme. The use standards have been assessed in Table 5 and the development standards have been assessed in Table 6.

Table 5: 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 Solution/ Performance Criteria	Comments
<p>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 and from the site by more than 10%.</p> <p>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.</p>	<p>Complies with Acceptable Solution A1</p> <p>The Seccombe Street connection will provide an additional route between Main Street and Seccombe Street and as such will redirect some vehicles from the existing route to the connection. The connection itself is not expected to increase the annual average daily traffic movements to and from the residential properties along and in the vicinity of Seccombe Street.</p>

Table 6: E4.7 Development Standards

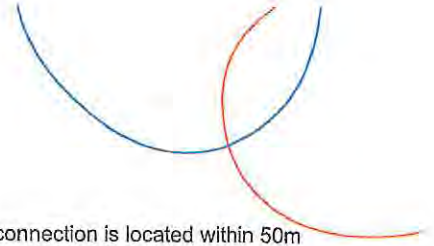
E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective:

To ensure that development on or adjacent to Category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

- Ensure the safe and efficient operation of roads and railways; and
- Allow for future road and rail widening, realignment and upgrading; and
- Avoid undesirable interaction between roads and railways and other use or development

Acceptable Solution/ Performance Criteria	Comments
A1	Satisfies Performance Criteria P1



The following must be at least 50m from a railway, a future road or railway, and a Category 1 or 2 road in an area subject to a speed limit of more than 60km/h

- a) New road works, buildings, additions and extensions, earthworks and landscaping works; and
- b) Building areas on new lots; and
- c) Outdoor sitting, entertainment and children's play areas

P1

Development including buildings, road works, earthworks, landscaping works and level crossings 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 be sited, designed and landscaped to:

- a) Maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and
- b) Mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and
- c) Ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and
- d) Ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority

The Seccombe Street connection is located within 50m from a Category 1 road and as such is unable to comply with Acceptable Solution A1.

The proposed development has been assessed against the Performance Criteria P1 as follows:

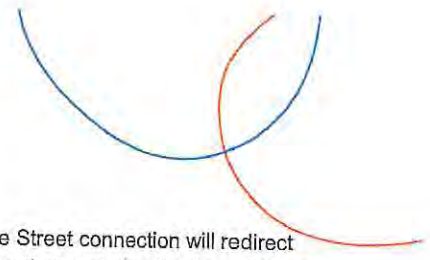
- a) Currently vehicles accessing Seccombe Street from Main Road need to travel via Arthur Street and Mulgrave Street, both of which are residential streets. The Seccombe Street connection will provide a more direct route between Main Road and Seccombe Street, resulting in less traffic travelling through the residential street network. This will improve the safety, efficiency and convenience of the road network.
- b) Provision of the Seccombe Street connection will minimise the travel distance between the residential area and the surrounding road network. The connection will therefore reduce environmental impacts.
- c) The Seccombe Street connection is being constructed within the future road corridor and as such will not reduce the existing setback of buildings to the road
- d) The Seccombe Street connection is being constructed for Northern Midlands Council. As such, the proposal will comply with subclause d) in relation to temporary structures required during the construction phase.

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 accesses and junctions

Acceptable Solution/ Performance Criteria	Comments
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p> <p>P2 For limited access roads and roads with a speed limit of more than 60km/h,</p> <ul style="list-style-type: none"> 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 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 category 1, 2 	<p>Satisfies Performance Criteria P2</p> <p>The Seccombe Street connection is new and some of the roundabout approach roads have speed limits greater than 60km/h. Therefore, the proposed development is unable to comply with Acceptable Solution A2.</p> <p>The proposed development has been assessed against the Performance Criteria P2 as follows:</p> <ul style="list-style-type: none"> a) The Seccombe Street connection will provide safe, efficient and convenient access for residential properties along and in the vicinity of Seccombe Street. This will provide a significant social and economic benefit to the Perth Township.



- | | |
|---|---|
| <p>or 3 road must be dependent on the site for its unique resources, characteristics or local attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</p> <p>c) An access or junction which is increased in use or is a new access or junction must be designed and located to maintain adequate level of safety and efficiency for all road users</p> | <p>b) The Seccombe Street connection will redirect vehicles but is not expected to itself result in an increase in the use of the existing road network.</p> <p>c) The connection has been designed in accordance with relevant standards and guidelines and is expected to maintain safety and efficiency for all road users. Throughout development of the design for the Perth Link Roads project there has been consultation with the Department of State Growth regarding the geometry of Northern Roundabout No. 1 to ensure that it will accommodate the Seccombe Street connection.</p> |
|---|---|

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

Objective:

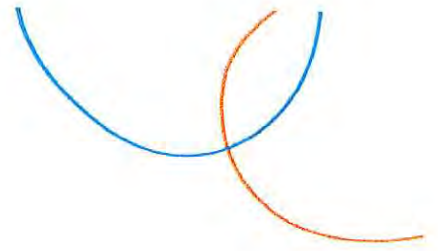
To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic

Acceptable Solution/ Performance Criteria	Comments
<p>A1</p> <p>Sight distances at</p> <p>a) An access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4</p> <p>b) Rail level crossing must comply with AS1742.7 Manual of uniform traffic control devices – Railway crossings, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>Complies with Acceptable Solutions A1</p> <p>The Safe Intersection Sight Distances shown in Table E4.7.4 are for a T-intersection. As the proposed Seccombe Street connection is to a roundabout, sight distance requirements have been sourced from the Austroads Guide to Road Design – Part 4B: Roundabouts.</p> <p>The Seccombe Street connection has been designed to comply with the Austroads sight distance requirements.</p>

6. Conclusion

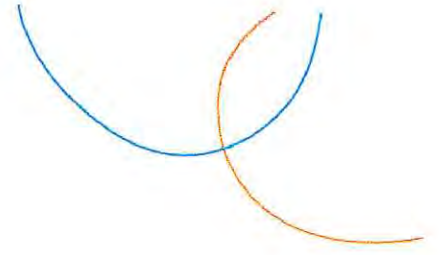
pitt&sherry were engaged by Northern Midlands Council to develop the detailed road design for the connection of Seccombe Street to Northern Roundabout No.1. The proposed Seccombe Street connection has been assessed in accordance with the Department of State Growth's Publication *Traffic Impact Assessments (TIA) Guidelines* and the *Northern Midlands Interim Planning Scheme 2013*. The analysis and discussions presented in this report are summarised as follows:

- The Seccombe Street connection will provide a direct access between Main Road and Seccombe Street
- The connection is expected to be used by residential properties along and in the vicinity of Seccombe Street
- Northern Roundabout No.1 is expected to continue to operate at LOS A immediately post development and 10-years post development
- The Seccombe Street connection has been designed in accordance with the relevant Australian Standards and Guidelines



Appendix A

Seccombe Street Connection Layout



Appendix B

SIDRA Results – Existing Northern Roundabout No.1

MOVEMENT SUMMARY

 **Site: 101 [Northern Roundabout 1 - 2020 AM Peak Hour]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Main Road												
1	L2	122	3.0	0.076	3.2	LOS A	0.4	3.1	0.07	0.39	0.07	56.7
3a	R1	1	3.0	0.076	8.1	LOS A	0.4	3.1	0.07	0.39	0.07	58.4
Approach		123	3.0	0.076	3.3	LOS A	0.4	3.1	0.07	0.39	0.07	56.7
NorthEast: Eastern Service Road												
24a	L1	4	3.0	0.010	3.7	LOS A	0.1	0.4	0.38	0.51	0.38	54.4
26a	R1	8	3.0	0.010	9.0	LOS A	0.1	0.4	0.38	0.51	0.38	54.6
Approach		13	3.0	0.010	7.3	LOS A	0.1	0.4	0.38	0.51	0.38	54.6
North: Southbound Off Ramp												
7b	L3	2	3.0	0.125	3.5	LOS A	0.7	4.9	0.12	0.31	0.12	55.6
8	T1	193	3.0	0.125	3.2	LOS A	0.7	4.9	0.12	0.31	0.12	58.4
9	R2	2	3.0	0.125	9.4	LOS A	0.7	4.9	0.12	0.31	0.12	58.9
Approach		197	3.0	0.125	3.3	LOS A	0.7	4.9	0.12	0.31	0.12	58.4
West: New Highway Ramp												
10a	L1	1	3.0	0.016	2.8	LOS A	0.1	0.6	0.02	0.63	0.02	53.7
12	R2	25	3.0	0.016	9.3	LOS A	0.1	0.6	0.02	0.63	0.02	54.7
Approach		26	3.0	0.016	9.1	LOS A	0.1	0.6	0.02	0.63	0.02	54.7
All Vehicles		359	3.0	0.125	3.8	LOS A	0.7	4.9	0.11	0.37	0.11	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.


Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Northern Roundabout 1 - 2020 PM Pek Hour]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Main Road													
1	L2	102	3.0	0.064	3.2	LOS A	0.4	2.5	0.05	0.40	0.05	56.7	
3a	R1	4	3.0	0.064	8.1	LOS A	0.4	2.5	0.05	0.40	0.05	58.3	
Approach		106	3.0	0.064	3.4	LOS A	0.4	2.5	0.05	0.40	0.05	56.7	
NorthEast: Eastern Service Road													
24a	L1	2	3.0	0.004	3.8	LOS A	0.0	0.2	0.40	0.49	0.40	54.6	
26a	R1	3	3.0	0.004	9.1	LOS A	0.0	0.2	0.40	0.49	0.40	54.8	
Approach		5	3.0	0.004	7.0	LOS A	0.0	0.2	0.40	0.49	0.40	54.7	
North: Southbound Off Ramp													
7b	L3	7	3.0	0.144	3.5	LOS A	0.8	5.8	0.14	0.32	0.14	55.5	
8	T1	215	3.0	0.144	3.2	LOS A	0.8	5.8	0.14	0.32	0.14	58.3	
9	R2	3	3.0	0.144	9.5	LOS A	0.8	5.8	0.14	0.32	0.14	58.8	
Approach		225	3.0	0.144	3.3	LOS A	0.8	5.8	0.14	0.32	0.14	58.2	
West: New Highway Ramp													
10a	L1	1	3.0	0.017	2.8	LOS A	0.1	0.6	0.04	0.62	0.04	53.6	
12	R2	26	3.0	0.017	9.3	LOS A	0.1	0.6	0.04	0.62	0.04	54.6	
Approach		27	3.0	0.017	9.1	LOS A	0.1	0.6	0.04	0.62	0.04	54.6	
All Vehicles		364	3.0	0.144	3.8	LOS A	0.8	5.8	0.11	0.37	0.11	57.4	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

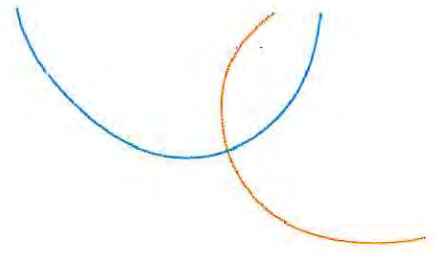
Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Appendix C

SIDRA Results – Post Development 2020

MOVEMENT SUMMARY

 **Site: 101 [Northern Roundabout 1 (Post Development) - 2020 AM Peak Hour]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Main Road												
1	L2	122	3.0	0.102	3.8	LOS A	0.6	4.3	0.32	0.45	0.32	55.3
3a	R1	1	3.0	0.102	8.7	LOS A	0.6	4.3	0.32	0.45	0.32	56.9
3	R2	12	3.0	0.102	9.9	LOS A	0.6	4.3	0.32	0.45	0.32	57.7
Approach		135	3.0	0.102	4.4	LOS A	0.6	4.3	0.32	0.45	0.32	55.5
East: Seccombe Street												
4	L2	51	2.0	0.150	5.2	LOS A	0.9	6.1	0.44	0.50	0.44	53.8
5	T1	116	2.0	0.150	5.0	LOS A	0.9	6.1	0.44	0.50	0.44	55.8
6b	R3	1	2.0	0.150	11.8	LOS B	0.9	6.1	0.44	0.50	0.44	57.2
Approach		167	2.0	0.150	5.1	LOS A	0.9	6.1	0.44	0.50	0.44	55.2
NorthEast: Eastern Service Road												
24b	L3	1	3.0	0.011	4.5	LOS A	0.1	0.4	0.41	0.53	0.41	52.5
24a	L1	4	3.0	0.011	4.4	LOS A	0.1	0.4	0.41	0.53	0.41	53.9
26a	R1	8	3.0	0.011	9.1	LOS A	0.1	0.4	0.41	0.53	0.41	54.2
Approach		14	3.0	0.011	7.3	LOS A	0.1	0.4	0.41	0.53	0.41	53.9
North: Southbound Off Ramp												
7b	L3	2	3.0	0.147	3.5	LOS A	0.8	6.1	0.16	0.35	0.16	55.2
7	L2	28	3.0	0.147	3.4	LOS A	0.8	6.1	0.16	0.35	0.16	56.0
8	T1	193	3.0	0.147	3.6	LOS A	0.8	6.1	0.16	0.35	0.16	57.5
9	R2	2	3.0	0.147	9.4	LOS A	0.8	6.1	0.16	0.35	0.16	58.0
Approach		225	3.0	0.147	3.7	LOS A	0.8	6.1	0.16	0.35	0.16	57.3
West: New Highway Ramp												
10a	L1	1	3.0	0.018	2.8	LOS A	0.1	0.7	0.08	0.60	0.08	53.7
11	T1	1	3.0	0.018	3.1	LOS A	0.1	0.7	0.08	0.60	0.08	54.2
12	R2	25	3.0	0.018	9.3	LOS A	0.1	0.7	0.08	0.60	0.08	54.2
Approach		27	3.0	0.018	8.8	LOS A	0.1	0.7	0.08	0.60	0.08	54.2
All Vehicles		568	2.7	0.150	4.6	LOS A	0.9	6.1	0.29	0.44	0.29	56.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.


Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Northern Roundabout 1 (Post Development) - 2020 PM Pek Hour]**

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Main Road												
1	L2	102	3.0	0.098	3.4	LOS A	0.6	4.2	0.19	0.47	0.19	54.9
3a	R1	4	3.0	0.098	8.3	LOS A	0.6	4.2	0.19	0.47	0.19	56.5
3	R2	38	3.0	0.098	9.5	LOS A	0.6	4.2	0.19	0.47	0.19	57.3
Approach		144	3.0	0.098	5.2	LOS A	0.6	4.2	0.19	0.47	0.19	55.6
East: Seccombe Street												
4	L2	18	2.0	0.056	5.2	LOS A	0.3	2.2	0.43	0.48	0.43	53.8
5	T1	42	2.0	0.056	4.9	LOS A	0.3	2.2	0.43	0.48	0.43	55.7
6b	R3	1	2.0	0.056	11.7	LOS B	0.3	2.2	0.43	0.48	0.43	57.2
Approach		61	2.0	0.056	5.1	LOS A	0.3	2.2	0.43	0.48	0.43	55.2
NorthEast: Eastern Service Road												
24b	L3	1	3.0	0.006	5.1	LOS A	0.0	0.2	0.50	0.52	0.50	52.6
24a	L1	2	3.0	0.006	5.0	LOS A	0.0	0.2	0.50	0.52	0.50	54.0
26a	R1	3	3.0	0.006	9.7	LOS A	0.0	0.2	0.50	0.52	0.50	54.3
Approach		6	3.0	0.006	7.3	LOS A	0.0	0.2	0.50	0.52	0.50	53.9
North: Southbound Off Ramp												
7b	L3	7	3.0	0.219	3.7	LOS A	1.3	9.7	0.25	0.38	0.25	54.9
7	L2	97	3.0	0.219	3.6	LOS A	1.3	9.7	0.25	0.38	0.25	55.7
8	T1	215	3.0	0.219	3.8	LOS A	1.3	9.7	0.25	0.38	0.25	57.1
9	R2	3	3.0	0.219	9.6	LOS A	1.3	9.7	0.25	0.38	0.25	57.6
Approach		322	3.0	0.219	3.8	LOS A	1.3	9.7	0.25	0.38	0.25	56.6
West: New Highway Ramp												
10a	L1	1	3.0	0.022	3.0	LOS A	0.1	0.8	0.16	0.57	0.16	53.8
11	T1	4	3.0	0.022	3.3	LOS A	0.1	0.8	0.16	0.57	0.16	54.4
12	R2	26	3.0	0.022	9.4	LOS A	0.1	0.8	0.16	0.57	0.16	54.4
Approach		32	3.0	0.022	8.4	LOS A	0.1	0.8	0.16	0.57	0.16	54.4
All Vehicles		565	2.9	0.219	4.6	LOS A	1.3	9.7	0.25	0.43	0.25	56.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

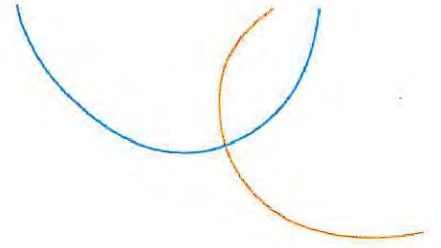
Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Appendix D

SIDRA Results – Post Development 2030

MOVEMENT SUMMARY

Site: 101 [Northern Roundabout 1 (Post Development) - 2030 AM Pek Hour]

New Site
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Main Road												
1	L2	141	3.0	0.120	4.0	LOS A	0.7	5.2	0.37	0.47	0.37	55.2
3a	R1	1	3.0	0.120	8.9	LOS A	0.7	5.2	0.37	0.47	0.37	56.7
3	R2	13	3.0	0.120	10.1	LOS B	0.7	5.2	0.37	0.47	0.37	57.6
Approach		155	3.0	0.120	4.5	LOS A	0.7	5.2	0.37	0.47	0.37	55.4
East: Seccombe Street												
4	L2	61	2.0	0.188	5.5	LOS A	1.1	7.9	0.49	0.54	0.49	53.6
5	T1	141	2.0	0.188	5.3	LOS A	1.1	7.9	0.49	0.54	0.49	55.5
6b	R3	1	2.0	0.188	12.1	LOS B	1.1	7.9	0.49	0.54	0.49	57.0
Approach		203	2.0	0.188	5.4	LOS A	1.1	7.9	0.49	0.54	0.49	54.9
NorthEast: Eastern Service Road												
24b	L3	1	3.0	0.015	4.7	LOS A	0.1	0.6	0.45	0.54	0.45	52.3
24a	L1	5	3.0	0.015	4.6	LOS A	0.1	0.6	0.45	0.54	0.45	53.7
26a	R1	11	3.0	0.015	9.4	LOS A	0.1	0.6	0.45	0.54	0.45	54.0
Approach		17	3.0	0.015	7.6	LOS A	0.1	0.6	0.45	0.54	0.45	53.8
North: Southbound Off Ramp												
7b	L3	2	3.0	0.172	3.6	LOS A	1.0	7.3	0.18	0.36	0.18	55.1
7	L2	34	3.0	0.172	3.4	LOS A	1.0	7.3	0.18	0.36	0.18	55.9
8	T1	223	3.0	0.172	3.7	LOS A	1.0	7.3	0.18	0.36	0.18	57.4
9	R2	2	3.0	0.172	9.4	LOS A	1.0	7.3	0.18	0.36	0.18	57.9
Approach		261	3.0	0.172	3.7	LOS A	1.0	7.3	0.18	0.36	0.18	57.2
West: New Highway Ramp												
10a	L1	1	3.0	0.022	2.8	LOS A	0.1	0.9	0.09	0.59	0.09	53.9
11	T1	3	3.0	0.022	3.2	LOS A	0.1	0.9	0.09	0.59	0.09	54.4
12	R2	29	3.0	0.022	9.3	LOS A	0.1	0.9	0.09	0.59	0.09	54.5
Approach		34	3.0	0.022	8.5	LOS A	0.1	0.9	0.09	0.59	0.09	54.4
All Vehicles		669	2.7	0.188	4.7	LOS A	1.1	7.9	0.32	0.45	0.32	55.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Northern Roundabout 1 (Post Development) - 2030 PM Peak Hour]

New Site

Site Category: (None)

Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Main Road												
1	L2	119	3.0	0.115	3.5	LOS A	0.7	5.0	0.22	0.47	0.22	54.8
3a	R1	4	3.0	0.115	8.4	LOS A	0.7	5.0	0.22	0.47	0.22	56.4
3	R2	44	3.0	0.115	9.6	LOS A	0.7	5.0	0.22	0.47	0.22	57.2
Approach		167	3.0	0.115	5.2	LOS A	0.7	5.0	0.22	0.47	0.22	55.5
East: Seccombe Street												
4	L2	22	2.0	0.070	5.5	LOS A	0.4	2.8	0.47	0.51	0.47	53.6
5	T1	51	2.0	0.070	5.2	LOS A	0.4	2.8	0.47	0.51	0.47	55.6
6b	R3	1	2.0	0.070	12.0	LOS B	0.4	2.8	0.47	0.51	0.47	57.0
Approach		74	2.0	0.070	5.4	LOS A	0.4	2.8	0.47	0.51	0.47	55.0
NorthEast: Eastern Service Road												
24b	L3	1	3.0	0.007	5.4	LOS A	0.0	0.3	0.55	0.55	0.55	52.2
24a	L1	2	3.0	0.007	5.3	LOS A	0.0	0.3	0.55	0.55	0.55	53.6
26a	R1	4	3.0	0.007	10.1	LOS B	0.0	0.3	0.55	0.55	0.55	53.9
Approach		7	3.0	0.007	8.0	LOS A	0.0	0.3	0.55	0.55	0.55	53.5
North: Southbound Off Ramp												
7b	L3	8	3.0	0.258	3.8	LOS A	1.7	11.9	0.28	0.39	0.28	54.7
7	L2	113	3.0	0.258	3.7	LOS A	1.7	11.9	0.28	0.39	0.28	55.5
8	T1	249	3.0	0.258	3.9	LOS A	1.7	11.9	0.28	0.39	0.28	57.0
9	R2	4	3.0	0.258	9.7	LOS A	1.7	11.9	0.28	0.39	0.28	57.4
Approach		375	3.0	0.258	3.9	LOS A	1.7	11.9	0.28	0.39	0.28	56.5
West: New Highway Ramp												
10a	L1	1	3.0	0.026	3.0	LOS A	0.1	1.0	0.18	0.56	0.18	53.8
11	T1	5	3.0	0.026	3.3	LOS A	0.1	1.0	0.18	0.56	0.18	54.3
12	R2	31	3.0	0.026	9.4	LOS A	0.1	1.0	0.18	0.56	0.18	54.4
Approach		37	3.0	0.026	8.4	LOS A	0.1	1.0	0.18	0.56	0.18	54.3
All Vehicles		660	2.9	0.258	4.7	LOS A	1.7	11.9	0.28	0.44	0.28	55.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

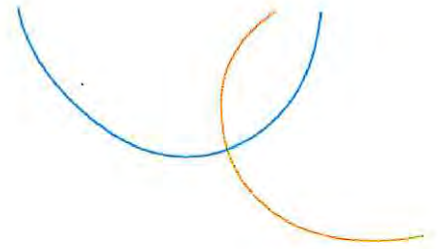
Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Seccombe Street Roundabout Connection – Traffic Impact Assessment

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Contact

Leenah Ali
(03) 6210 1419
lali@pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport
Wagga Wagga



pitt&sherry

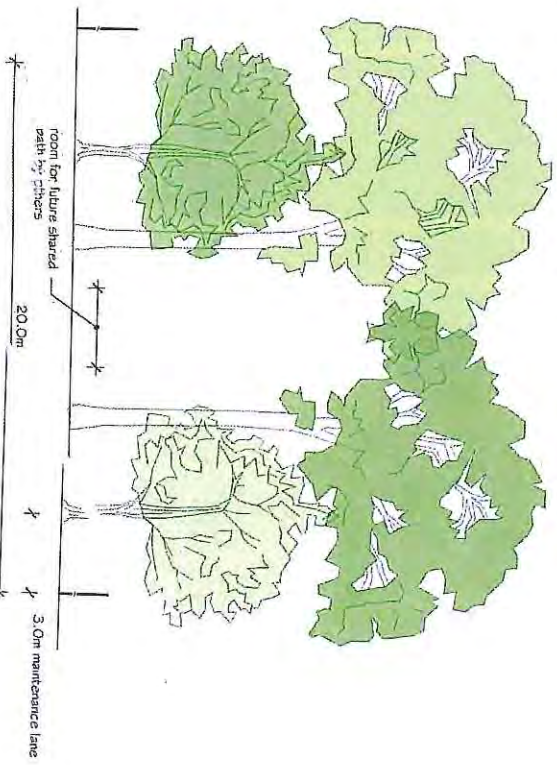
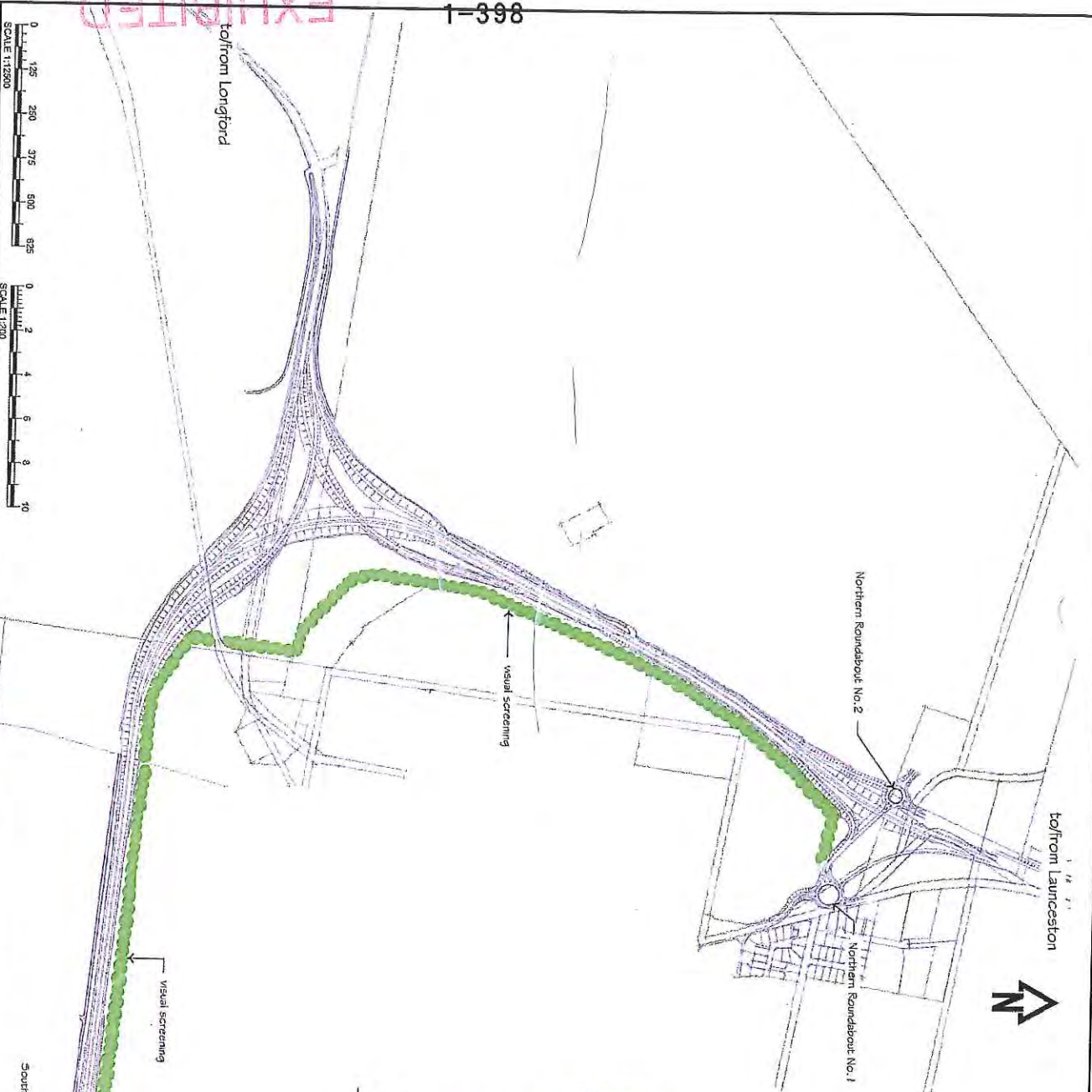
EXHIBITED

Appendix C: Landscaping Plan

Perth Link Roads

EXHIBITED

1-398



- Visual Screening Species Selection List:**
- Row 1 & 2 *Acacia melanoxylon* (Blackwood) and *Allocasuarina lateralis* (Black Sheoak)
 - Relatively short, dense, foliated trees to minimise maintenance and safety issues
 - Row 3 & 4 - Mixed Eucalypts - *Eucalyptus amygdalina* (Black Peppermint), *E. pauciflora* (Snow gum), *E. ovata* (Black gum) & *E. viminalis* (White gum).
 - Row 3 Predominantly *E. ovata* (Black gum) *Eucalyptus amygdalina* (black peppermint) & *E. viminalis* (white gum).
 - Both *E. ovata* & *E. viminalis* are prone to limb loss, were chosen as habitat trees and placed centrally for safety reasons.
 - Row 4 - *Eucalyptus amygdalina* (black peppermint), *E. pauciflora* (Snow gum) only.
 - Both are robust species and the snow gum somewhat shorter, and possibly more attractive than the other eucalypts.



No.	ISSUED FOR APPROVAL	AS SHOWN
A	Amendment Description	
	Initials	
	Date	
No. 14.12.2018		
S.L.		

DESIGNED
REVIEWED

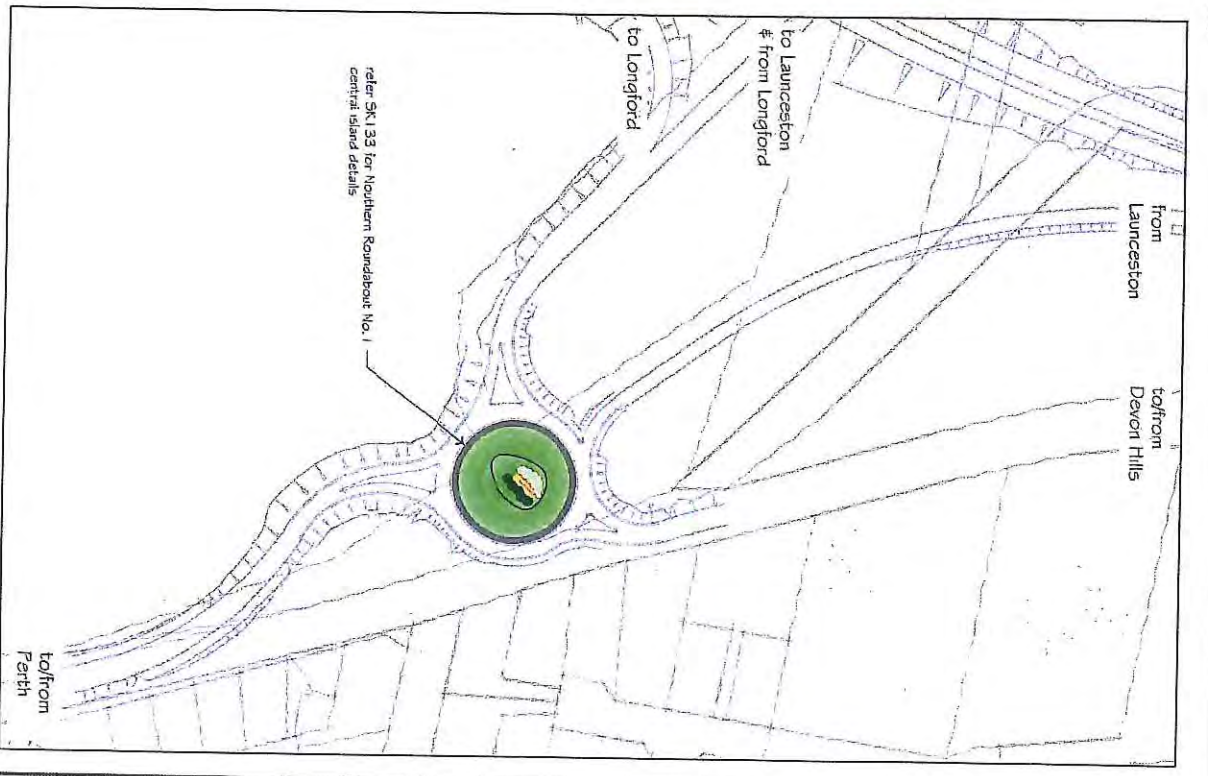
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LANDSCAPING PLAN
OVERALL PLAN & VISUAL SCREENING

CONTRACT NO.	DRAWING	PRINTED DATE	SHEET NO.
	32-14285-SK-130.dwg	14-Dec-18, 1:22 PM	SK130
REGISTRATION NUMBER	A0087.038		



PERTH ENTRANCE PLAN - SOUTHERN ROUNDABOUT
Scale 1:2500

- Entrance Species Selection List:**
- Canadian Maple (*Acer freemanii*)
 - Red Maple (*Acer rubrum*)
 - Zelkova (*Zelkova serrata* - "green vase")
 - Zelkova (*Zelkova serrata* - "vineless")
 - Black Poplar (*Populus nigra*)
 - Plane (*Platanus acerifolia*)
 - Silver Birch (*Betula pendula*)
 - Pin Oak (*Quercus palustris*)
 - English Oak (*Quercus robur*)
 - Horse Chestnut (*Aesculus hippocastanum*)
 - Sweet Chestnut (*Castanea sativa*)

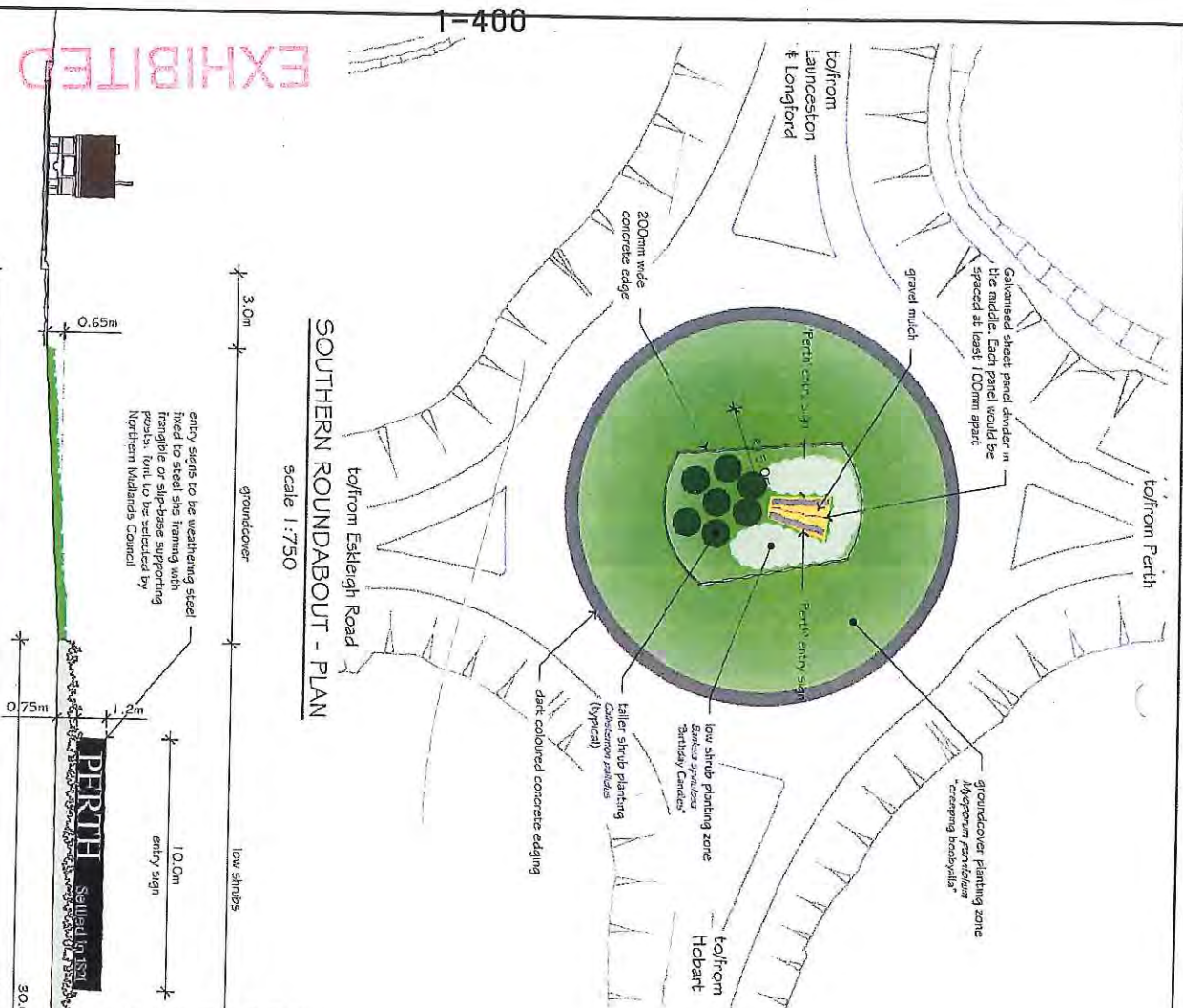


PERTH ENTRANCE PLAN - NORTHERN ROUNDABOUT
Scale 1:2500

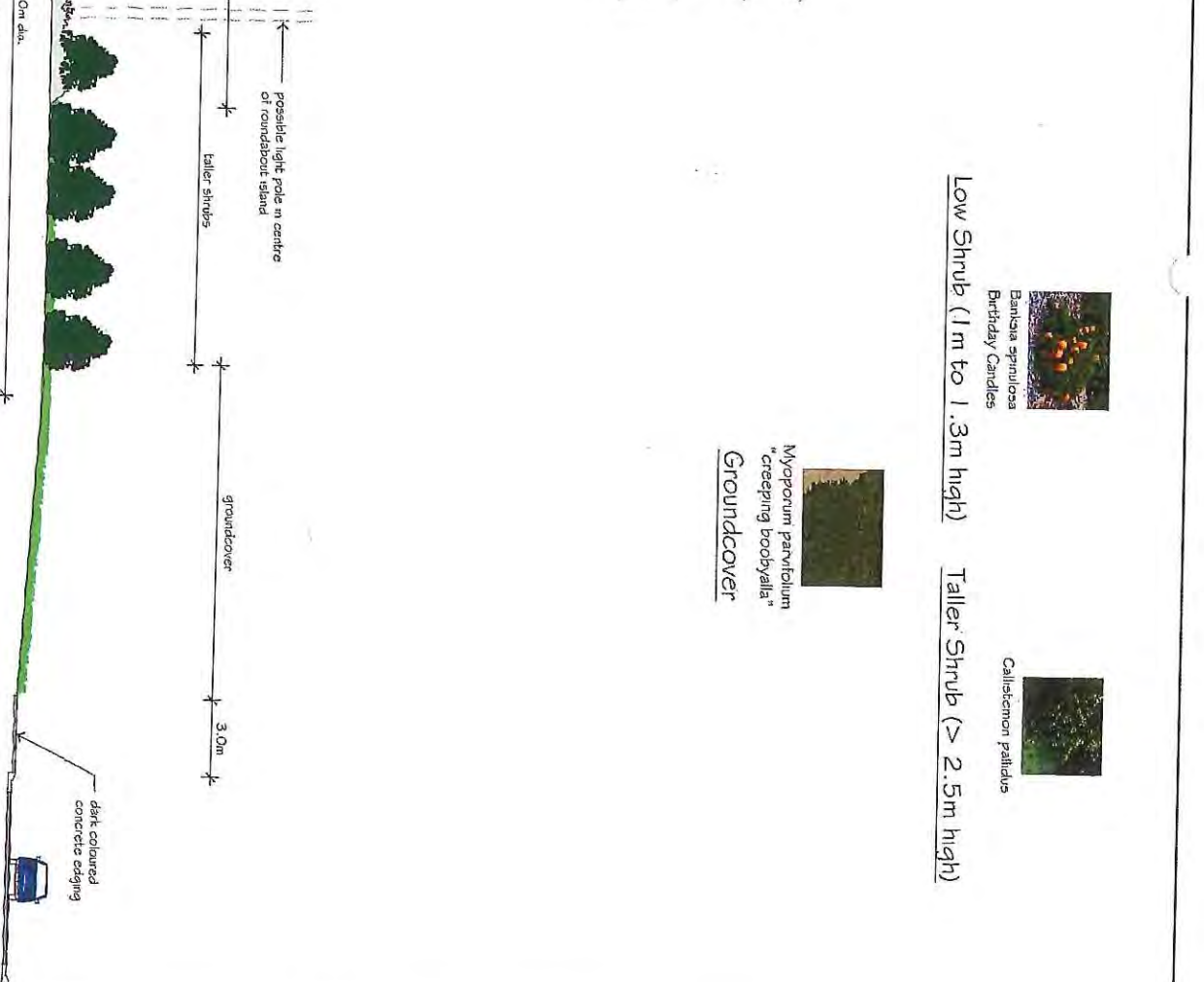
ISSUED FOR APPROVAL		SCALES	
No.	14.12.2018	0 10 20 30 40 50 60 70 80 90 100 110 120	SCALE 1:2500
Amendment Description	Initials	Horizontal Datum: AALD	
This sheet must be prepared using colour and may be incomplete if copied		Geographical System: GDA Zone 55	

DESIGNED: GHD
 REVIEWED: Tasmanian Government
 Department of State Growth
 MIDLAND HIGHWAY (A0087)
 PERTH LINK ROADS
 ROADWORKS
 LANDSCAPING PLAN
 PERTH ENTRANCE PLAN - SOUTHERN & NORTHERN ROUNDABOUTS



CONTRACT NO.	DRAWING	PRINTED DATE	SHEET NO.
32-4285-SK131.dwg	REGISTRATION NUMBER	14-Dec-18, 1:23 PM	SK131
A0087.038			REVISION A



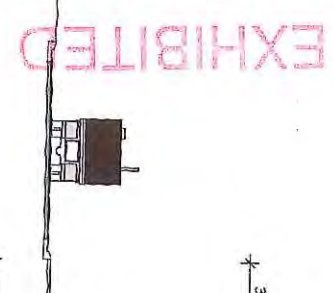
SOUTHERN ROUNDABOUT - PLAN
Scale 1:750



SOUTHERN ROUNDABOUT - TYPICAL SECTION
Scale 1:200

- Low Shrub (1 m to 1.3m high)**
 *Banksia spinulosa*
 "Birtday Candles"
- Taller Shrub (> 2.5m high)**
 *Callistemon ptilifolius*



Myoporum parvifolium
"creeping boobyalia"
Groundcover



SOUTHERN ROUNDABOUT - PLAN
Scale 1:750

SOUTHERN ROUNDABOUT - TYPICAL SECTION
Scale 1:200

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LANDSCAPING PLAN
SOUTHERN ROUNDABOUT - CENTRAL ISLAND

AS SHOWN SCALES AS SHOWN DESIGNED  GHD  Township of Perth REVIEWED		No. A Issued for Approval Amendment Description Initials Date Co-ordina system: K&A Zone 55 North Datum: AHD	No. 14.12.2018 S.L. 14.12.2018 Date	CONTRACT No. 32-1828-SK132.dwg DRAWING REGISTRATION NUMBER A0087.038 SHEET No. SK132 REVISION A	PRINTED DATE 14 Dec 18, 12:31 PM Department of State Growth MIDLAND HIGHWAY (A0087) PERTH LINK ROADS ROADWORKS LANDSCAPING PLAN SOUTHERN ROUNDABOUT - CENTRAL ISLAND
--	--	--	--	--	---

EXHIBITED



NORTHERN ROUNDABOUT No. 1 - PLAN
Scale 1:750

NORTHERN ROUNDABOUT No. 1 - TYPICAL SECTION
Scale 1:200

Low Shrub (1m to 1.3m high) Taller Shrub (> 2.5m high)



Myoporum parvifolium
"creeping boobyalla"
Groundcover

Galvanized sheet panel divider in the middle. Each panel would be spaced at least 1.00m apart.

taller shrub planting
Callistemon pallidus
(typical)

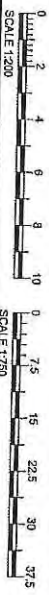
groundcover planting zone
Myoporum parvifolium
"creeping boobyalla"

200mm wide concrete edging

to/from Perth

to/from Longford

entry signs to be weathering steel fixed to steel sills framing with frangible or slip-base supporting posts. Font to be selected by Northern Midlands Council

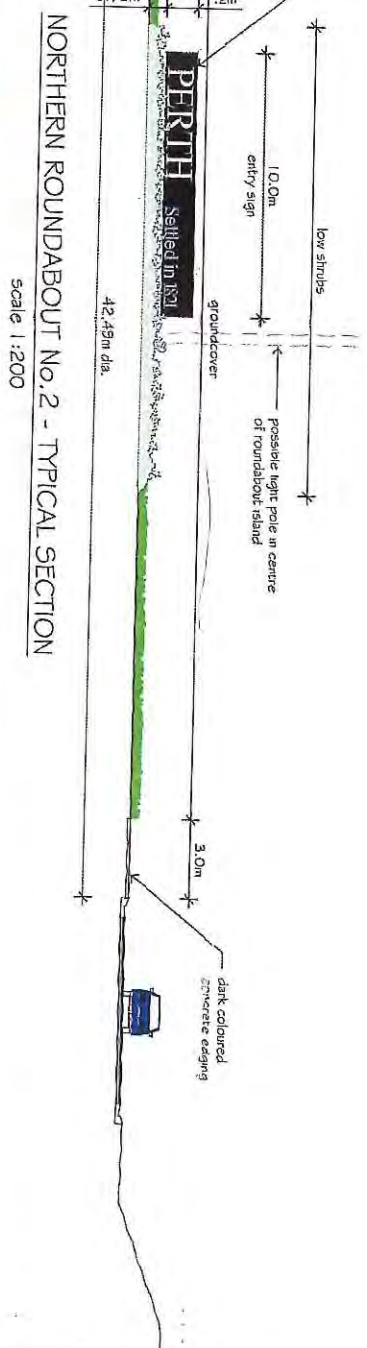


<p>ISSUED FOR APPROVAL</p> <p>Amendment Description</p> <p>No. 1</p> <p>AS SHOWN</p> <p>AS SHOWN</p>		<p>DESIGNED</p> <p>REVIEWED</p>		<p>Department of State Growth</p> <p>MIDLAND HIGHWAY (A0087)</p> <p>PERTH LINK ROADS ROADWORKS</p> <p>LANDSCAPING PLAN</p> <p>NORTHERN ROUNDABOUT No. 1 - CENTRAL ISLAND</p>		<p>CONTRACT No.</p> <p>DRAWING</p> <p>PRINTED DATE</p> <p>SHEET No.</p>	
<p>14.12.2018</p>		<p>AS SHOWN</p>		<p>32-18285-SK133.dwg</p> <p>14 Dec-18, 1:34 PM</p>		<p>REGISTRATION NUMBER</p> <p>A0087.038</p> <p>SK133</p>	
<p>14.12.2018</p>		<p>AS SHOWN</p>		<p>32-18285-SK133.dwg</p> <p>14 Dec-18, 1:34 PM</p>		<p>REGISTRATION NUMBER</p> <p>A0087.038</p> <p>SK133</p>	

EXHIBITED



NORTHERN ROUNDABOUT No. 2 - PLAN
scale 1:750



NORTHERN ROUNDABOUT No. 2 - TYPICAL SECTION
scale 1:200

Low Shrub (1 m to 1.3m high) Taller Shrub (> 2.5m high)



Banksia spinulosa
"Birthday Candles"



Callistemon pallidus



Myoporum parvifolium
"Creeping boobyalla"
Groundcover

<p>0 1 2 3 4 5 6 7 8 9 10</p> <p>SCALE 1:200</p>		<p>0 7.5 15 22.5 30 37.5</p> <p>SCALE 1:750</p>	
<p>AS SHOWN</p>		<p>AS SHOWN</p>	
<p>ISSUED FOR APPROVAL</p>		<p>ISSUED FOR APPROVAL</p>	
<p>Amendment Description</p>		<p>Amendment Description</p>	
<p>No. Initials Date</p>		<p>No. Initials Date</p>	
<p>AS checked This sheet may be prepared using colour and may be incomplete if copied</p>		<p>AS checked This sheet may be prepared using colour and may be incomplete if copied</p>	
<p>Co-ordinator: Sivantha Moka, Zone 55</p>		<p>Co-ordinator: Sivantha Moka, Zone 55</p>	
<p>Head of Design: A.H.R.</p>		<p>Head of Design: A.H.R.</p>	
<p>DESIGNED</p>		<p>DESIGNED</p>	
<p>REVIEWED</p>		<p>REVIEWED</p>	
<p>Department of State Growth</p>		<p>Department of State Growth</p>	
<p>MIDLAND HIGHWAY (A0087)</p>		<p>MIDLAND HIGHWAY (A0087)</p>	
<p>PERTH LINK ROADS</p>		<p>PERTH LINK ROADS</p>	
<p>ROADWORKS</p>		<p>ROADWORKS</p>	
<p>NORTHERN ROUNDABOUT No. 2 - CENTRAL ISLAND</p>		<p>NORTHERN ROUNDABOUT No. 2 - CENTRAL ISLAND</p>	
<p>CONTRACT No.</p>		<p>CONTRACT No.</p>	
<p>DRAWING</p>		<p>DRAWING</p>	
<p>32-18285-SK134.dwg</p>		<p>32-18285-SK134.dwg</p>	
<p>PRINTED DATE</p>		<p>PRINTED DATE</p>	
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<p>SHEET No.</p>		<p>SHEET No.</p>	
<p>SK134</p>		<p>SK134</p>	
<p>REVISION A</p>		<p>REVISION A</p>	
<p>A0087.038</p>		<p>A0087.038</p>	

REFERRAL OF DEVELOPMENT APPLICATION PLN-20-0091 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 0000

Date: 16 June 2020

Applicant: Rebecca Green & Associates

Proposal: Extension to Seccombe St (West) & raised safety platform (Road & Railway Assets Code)

Location: Seccombe St Road Reserve, PERTH

W&I referral PLN-20-0091, Seccombe St Road Reserve, PERTH

Planning admin: W&I fees paid.

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

W.3 As constructed information

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

W.4 Municipal standards & certification of works

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

W.5 Works in State road reserve

- a) The developer must obtain a permit from the Department of State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.8 Pollutants

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

Jonathan Galbraith (Engineering Officer)

Date: 16/6/20

Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Tuesday, 23 June 2020 11:47 AM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application PLN-20-0091 - Seccombe St Road Reserve, PERTH TAS 7300

Follow Up Flag: Follow up
Flag Status: Flagged

Our Ref: D20/148921

Hello Rosemary

Thank you for the abovementioned referral.

I advise the Department have no comment to make given the immediate approach / connection to the roundabout has already been completed.

Cheers, Garry

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

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-0091	Council notice date	16/06/2020
TasWater details			
TasWater Reference No.	TWDA 2020/00828-NMC	Date of response	26/06/2020
TasWater Contact	David Boyle	Phone No.	6345 6323
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	46 SASSAFRAS ST, PERTH	Property ID (PID)	7833689
Description of development	Seccombe Street Extension and Raised Safety Platform		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Pitt & Sherry	HB19007-P10 Sheet 1 & 2		15/10/2019
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
WORKING AROUND EXISTING INFRASTRUCTURE			
1. Plans need to be approved prior to works starting road works that are pertaining to TasWater infrastructure, must be to the satisfaction of TasWater showing, all existing maintenance holes (MH), existing mains (sewer and water), valves and fire plug that are affected by the new road works.			
Advice: Any affected MH, valves and fire plug that only require lifting 50mm to 100mm to the new surface level, please ring Service Delivery to organise this.			
DEVELOPMENT ASSESSMENT FEES			
2. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.			
The payment is required within 30 days of the issue of an invoice by TasWater.			
Advice			
1. Any affected infrastructure may require replacing due to the new road works, so prior to applying for a Permit to Construct to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.			
2. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.			
3. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.			

4. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
5. At practical completion of the water and sewerage works the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
6. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
7. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
8. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

General

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

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

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

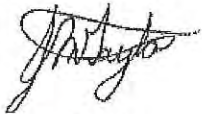
- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- (c) TasWater will locate residential water stop taps free of charge

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

Declaration

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

Authorised by



Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

ATTACHMENT 1-408

C

Riccardo & Mia Howard

46 Sassafras Street, Perth TAS 7300

Mob: Riccardo –

Mia –

Dear General Manager,

Details of Application

Ref # PLN-20-0091

Seccombe St Road Reserve, Perth

We are writing to find out if there is a privacy screen going up along our fence lines of residents houses as privacy will be lost if footpaths are going to be built alongside the road, if no privacy screen (eg trees) are put in, will you compensate residents and put up a higher fence, if none of this is able to happen I disagree with the council's decision to put in the street.

Currently pedestrians walk through the Seccombe West Street Reserve and can see in our backyard and I find that a breach of privacy.

Kind Regards

Riccardo & Mia Howard