

Exhibited

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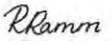
Appendices

Appendix A — Site Plans

Appendix B — SIDRA – Existing

Appendix C — SIDRA – Post Development

Appendix D — SIDRA – 10-years Post Development

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A	Traffic Impact Assessment	EGC	RLR	RLR	22/12/2022
00	Traffic Impact Assessment	EGC	RLR	RLR	13/01/2023
01	Traffic Impact Assessment – Updated site plan	EGC	RLR	RLR	03/03/2023
02	Traffic Impact Assessment – Updated site plan	EGC	RLR	RLR	03/03/2023
03	Traffic Impact Assessment – Updated site plan	EGC	RLR	RLR	31/03/2023

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1. Introduction

It is proposed to upgrade the Man O Ross hotel located at 35 Church Street in Ross. These upgrades include modifying the existing floor area uses and adding a covered outdoor eating area as well as a separate dining pavilion in the garden.

'Four Corners Land Group Pty Limited ATF Tasmanian Pub Fund has engaged pitt&sherry to complete a Traffic Impact Assessment (TIA) for the proposed development.

This assessment has been undertaken in accordance with the Department of State Growth's (State Growth's) *Framework for Undertaking Traffic Impact Assessment* and the *Northern Midlands Interim Planning Scheme* (the Planning Scheme).

2. Existing conditions

2.1 Site location

The site is located at 35 Church Street in Ross and has frontages to Church Street and Bridge Street. The site has a land classification of 14.0 Local Business under the Planning Scheme. Surrounding land uses include 29.0 Open Space to the North, 8.0 General Residential to the East and 27.0 Community Purpose to the south and west.

Figure 1 shows the location of the site in the local context.



Figure 1: Site Location (Aerial Image Source: <https://maps.thelist.tas.gov.au>)

A red stamp with the word "Exhibited" in a bold, sans-serif font. The stamp is partially overlaid by several overlapping, curved lines in shades of blue, green, and yellow, suggesting a circular or spiral design.

2.2 Site access

As discussed, the site has a frontage to Church Street. An additional site access is located on Bridge Street. There is no public vehicular access to the site, however 90-degree on-street parking is located on both Church Street and Bridge Street directly outside the hotel.

2.3 Surrounding road network

2.3.1 Church Street

Church Street is a Northern Midland Council (Council) owned sub-arterial road north of the intersection with Bridge Street and a local road south of the intersection¹ and runs in a north south direction. To the north of the site Church Street contains the main business district of Ross. To the south of the site Church Street intersects with Bridge Street. In the vicinity of the site, Church Street is a two-way street with a single lane in each direction.

There is a large availability of on-street parking on Church Street surrounding the site. Church Street is subject to the Tasmanian Urban Default speed limit of 50km/h.

2.3.2 Bridge Street

Bridge Street is a Council owned sub-arterial road west of the intersection and collector road east of the intersection that provides a single lane in each direction. Bridge Street operates in an east west direction.

Bridge Street is subject to the Tasmanian Urban Default Speed limit of 50km/h.

2.4 Surrounding intersections

The Church Street/ Bridge Street intersection is a 4-way give-way controlled intersection located adjacent to the site. Bridge Street has priority at the intersection. A wide cross section on Bridge Street provides sufficient space such vehicles can stop in the middle of the road when turning right into Church Street.

2.5 Existing traffic volumes

Traffic surveys were undertaken by pitt&sherry staff on Friday 9 December 2022, during the PM peak period (6:00pm – 8:00pm) at the Church Street/ Bridge Street intersection.

The existing traffic volumes at the Church Street/ Bridge Street intersection are shown below in Figure 2.

¹ Per theLIST Road Centrelines layer

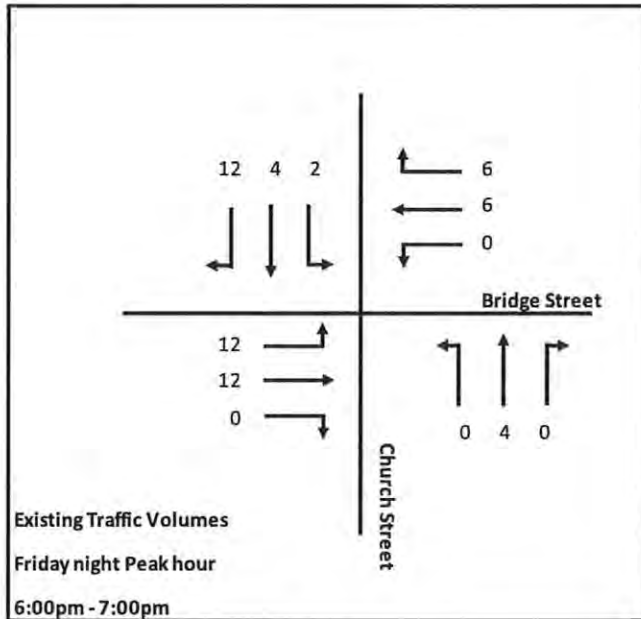


Figure 2: Existing Traffic Volumes

2.6 Existing intersection operations

2.6.1 Traffic modelling software

The traffic operation at the Church Street/ Bridge Street intersection has been assessed using SIDRA Intersection 9.0 modelling software. SIDRA bases the intersection performance on the vehicle delays and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of intersection operation. Table 1 shows the criteria that SIDRA INTERSECTION adopts in assessing the LOS.

Table 1: SIDRA INTERSECTION 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

2.6.2 Traffic modelling intersection layout

The geometry of the Church Street/ Bridge Street intersection use in the SIDRA traffic model was developed with reference to aerial photography obtained from the LISTmap and a site visit. This informed the number, width and length of trafficable lanes, speed limits and pedestrian crossing locations.

The layout used in the existing traffic model is shown in Figure 3.

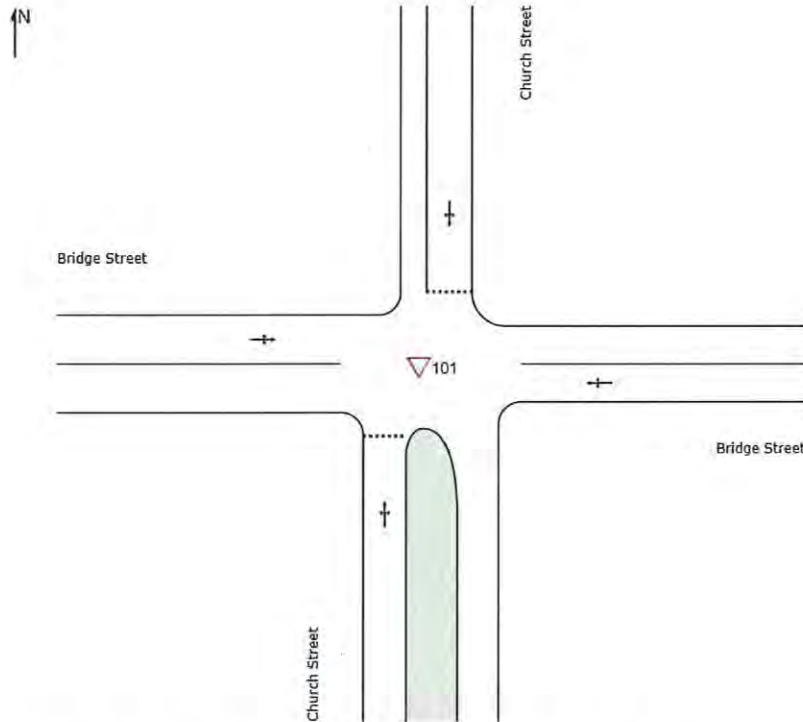


Figure 3: Bridge Street/ Church Street SIDRA INTERSECTION geometric layout

2.6.3 Traffic Modelling Results

A summary of the SIDRA Intersection results at the Church Street/ Bridge Street intersection for degree of saturation, average delay and 95th percentile queue is provided in Table 2. Full results are presented in Appendix B.

Table 2: SIDRA Intersection traffic modelling results - Existing

Peak Hour	Leg	Degree of Saturation	Average delay (sec)	95% Back of Queue (m)	Level of Service
PM	South – Church Street	0.00	4	0	A
	East – Bridge Street	0.01	3	0	A
	North – Church Street	0.01	5	0	A
	East – Roseneath Street	0.01	2	0	A
	All Vehicles	0.01	3	0	A

Based on the above, all approaches of the modelled intersection operate well with minimal queues and delays experienced by road users. This aligns with observations made on site regarding the existing operation of the intersections.

2.7 Parking surrounding site

Nearby on-street parking is located along Church Street and Bridge Street. Currently there is 90 degree car parking located on both Church Street and Bridge Street immediately outside the site. Most of the other spaces located along Church Street and Bridge Street that are utilised by the hotel are parallel parking spaces.

2.7.1 Parking surveys

A convenient distance a person will walk to shops², which is expected to be similar to the distance a person will walk to a restaurant/ hotel, is 200m.

Car parking surveys along these streets were undertaken by pitt&sherry staff on 9 December 2022. The car parking surveys were undertaken to determine the existing occupancy of on-street parking in the vicinity of the site.

When on-street car parking was not delineated and at capacity, the number of cars parked in that section was determined as the capacity. Where on-street parking was not at capacity, a car parking space width of 2.5m for 90 degree parking spaces and 6.7m for parallel parking spaces was assumed. The on-street parking inventory also took into account driveways and no parking zones in which cars cannot park.

Car parking surveys were undertaken at 6:30pm to align with the expected peak time for the development.

The survey covered car parking spaces located as highlighted in Figure 4 below.



Figure 4: Location of Parking Surveys

² Per Traffic Engineering and Management (Delbosc and Young)


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2.7.2 Parking occupancy

The results of the car parking survey, as well as the car parking restrictions, are shown below in Table 3. Note that the maximum occupancy relates to the maximum occupancy at a single time across all parking spaces.

Table 3: Parking occupancy surrounding site

Number (on map)	Location	Side of Street	Restrictions	Maximum Occupancy/ Supply	Percentage Occupancy
1	Bridge Street East of Intersection	South	No restrictions	1/10	10%
2	Bridge Street East of Intersection	North	No restrictions	6/24	25%
3	Church Street North of Intersection	East	No restrictions	12/41	29%
4	Church Street North of Intersection	West	No restrictions	5/32	16%
5	Church Street South of Intersection	Middle	No restrictions	9/26	35%
6	Bridge Street West of Intersection	South	No restrictions	0/5	0%
Total				33/139	24%

Based on the above, the car parking occupancy within 200m walking distance of the site is only 23% occupied during the Friday night peak hour resulting in 111 available spaces.

2.8 Crash history

State Growth has provided crash data in the vicinity of the site. The data provided was for a 10-year period. A summary of the crash data is included in Table 4.

Table 4: Crash Data Summary

Location	Crash Type	Crash Severity	Count
Church Street	145 – Reversing	Minor	1
Bridge Street	170 – Off carriageway to left	First Aid	1

The crash data above shows that 2 crashes have been recorded along Church Street and Bridge Street in the vicinity of the site. Of the 2 crashes, 1 resulted in minor injuries and one required the provision of first aid on site.

Overall, the crashes appear to be isolated incidents and are generally of a low consequence. The crash history does not indicate any existing road safety issues.



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2.9 Public transport

Redline buses provide the main mode of transport to and from Ross. Two Redline bus stops are currently located within a 5-minute walking distance of the site. Redline operates a number of bus services from these bus stops.

2.10 Pedestrian and cycling facilities

Pedestrian paths are located on all major roads within the immediate road network. No signalised or unsignalised pedestrian crossing are located within the vicinity of the site. No on-road or off-road cycling facilities are located near the site.

2.11 Deliveries and rubbish collection

Currently the following rubbish and deliveries operations are being used:

- Recycling is collected kerbside in 240L Council bins
- General waste is collected from the driveway by front loading garbage trucks
- The alcohol delivery truck reverses into the driveway closest to the hotel to the property boundary and unloads through the back door
- The LPG cooking gas truck reverses into the driveway and uses a long hose that to fill the gas bottles (outside the laundry); and
- The used cooking oil is removed from the drum near the current woodshed by a small 3 tonne truck using a hose. This is the only truck that crosses the property boundary and travels into the site.


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3. Development proposal

3.1 Overview

It is proposed to upgrade the current Man O Ross Hotel. This will include modifying the existing floor area uses and adding a covered outdoor eating area as well as a separate dining pavilion in the garden. There are currently 12 hotel suites on site and this is proposed to be reduced to 8 suites. No on-site parking is proposed but the plans include an upgrade to the surrounding on-street parking, including realigning the on-street parking spaces on Church Street along the western boundary of the site outside of the property boundary and DDA compliant parking bays on Bridge Street.

The proposed change in floor areas and seat numbers, by use, are shown below in Table 5:

Table 5: Proposed change in use of the Man O Ross Hotel

Use	Existing Floor Area	Existing Total Seats	Proposed Floor Area	Proposed Total Seats
Pub in Heritage Building	69m ²	14	69m ²	38
Bistro in Heritage Building	93m ²	45-50	123m ²	76
Private Meeting Rooms	63m ²	24	63m ²	24
Pavilion Space	0m ²	0	132m ²	74
Under Shelter Outdoor Dining	0m ²	0	80m ²	50
Beer Garden	200m ²	200 (approx)	200m ²	200 (approx)
Wine Store	39m ²	0	31m ²	12
Pool Room	27m ²	8	26m ²	6
Hotel Suites	12 suites		8 suites	

The proposed site plan is shown below in Figure 5.

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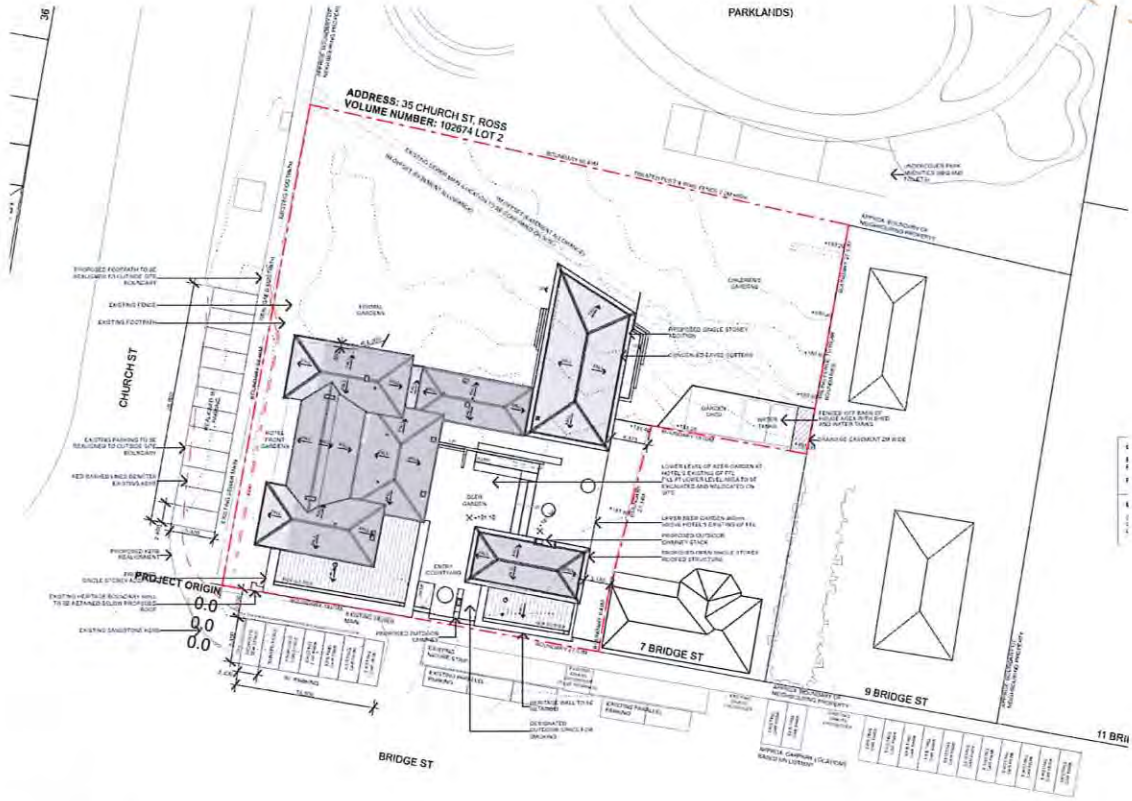


Figure 5: Site plan

3.2 Site access

The only vehicle site access will be for the existing loading manoeuvres up to the site boundary. This is aligned with the existing layout and operation of the site.

3.3 Car parking

There is no proposed off-street car parking but there has been proposed changes to the on-street parking surrounding the site. The changes to the car parking at the frontage of the site is shown in Table 6 below.

Table 6: Proposed Car Parks Surrounding Site

Location	Type	Dimensions
Western Boundary	Realigned parking	Not provided
Southern Boundary	DDA Spaces	2.4m x 5.4m with a 2.4m shared space

3.4 Deliveries and rubbish collection

It is understood that the deliveries and rubbish collection operations will remain the same as the current operations listed in Section 2.11. As there will be more development in the site, the used cooking oil truck will enter the site for a shorter distance.


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4. Traffic impact assessment

4.1 Traffic generation

The traffic generation has been assessed against the traffic generating floor areas as discussed in section 3.1 and split into relevant categories discussed below.

4.1.1 Restaurant

Traffic generation rates for the Pub, Bistro in heritage building, under shelter outdoor dining, private meeting rooms, pool room and beer garden have been assessed against the RMS Guide to Traffic Generating Developments (RMS Guide). Estimates for the PM peak hourly traffic volumes are shown in Table 7.

Table 7: Restaurant Traffic Generation

Use	Additional floor area	PM Generation Rates	Additional Traffic Generation
Pub	0m ²	5 vehicles per 100m ² gross floor area	0 vehicle movements
Bistro in Heritage Building	30m ²		2 vehicle movements
Private Meeting Rooms	0m ²		0 vehicle movements
Under shelter outdoor dining	80m ²		4 vehicle movements
Beer garden	0m ²		0 vehicle movements
Pool Room	0m ²		0 vehicle movements
Total			

Table 7 indicates that the restaurant areas could be expected to generate approximately 6 additional vehicle movements in the PM peak hour.

4.1.2 Pavilion space in new building

The pavilion space in the new building will be used as an event space as well as a restaurant space. We expect there will be approximately 1 car per every 1.5 people as a worst-case scenario under the event space. The restaurant space has been assessed against the RMS guide as above. Traffic Generation for the proposed event space is outlined in Table 8.

Table 8: Pavilion Space in New Building Traffic Generation

Use	Event space seats	Generation rates	Traffic Generation
Event Space	74 seats	1 vehicle per 1.5 seats	50 vehicle movements
Pavilion Space (when not being used for events)	132m ²	5 vehicles per 100m ² gross floor area	7 vehicle movements

Based on a worst-case scenario, up to 50 vehicles could be generated by this event space in a peak hour.


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4.1.3 Hotel Suites

Traffic generation rates for the hotel suites have been assessed against the RMS Guide to Traffic Generating Developments (RMS Guide). Due to the location and use of the Hotel suites it is expected that there will be a generation rate of 1 vehicle per suite. Traffic generation for the proposed hotel suites is outlined in Table 9.

Table 9: Hotel Suite Traffic Generation

Use	Number of Suites	Generation rates	Traffic Generation
Hotel Suite	-4	1 vehicle per suite	-4 vehicle movements

As it has been proposed to reduce the number of hotel suites from 12 suites to 8 suites, there is expected to be 4 less vehicles movements generated in the peak hour.

4.1.4 Wine store

The RMS Guide to Traffic Generating Developments does not state traffic generation rates for liquor stores. Therefore, the traffic generation of the hotel has been sourced from the *ITE Trip Generation Manual*. Estimates of peak hourly traffic volumes resulting from the proposed liquor store are presented in Table 10.

Table 10: Liquor Store Traffic Generation

Use	Floor Area	Generation Rates	Traffic Generation
Wine Store	0m ²	17.12 vehicles per 1000 sq ft (93m ²)	0 vehicle movements

As the floor area for the wine store is not increasing, there will be no additional vehicle movements generated.

4.1.5 Total traffic generation

Following on from the previous sections the worst-case scenario total traffic generation is as follows:

Table 11: Total Traffic Generation for all uses

Use	Traffic Generation
Restaurant	6 vehicle movements
Event Space	50 vehicle movements
Hotel Suites	-4 vehicle movements
Wine Store	0 vehicle movements
Total	52 vehicle movements



4.2 Directional split of traffic

The following directional split of traffic (i.e. the ratio between inbound and outbound traffic movements) has been adopted based on directional splits recorded in the ITE manual:

- PM Peak hour 50%in/ 50% out.

4.3 Traffic distribution and assignment

The distribution of the traffic generated by the site is based on several 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 traffic distribution and assignment of movements to and from the proposed development is shown in Figure 6.

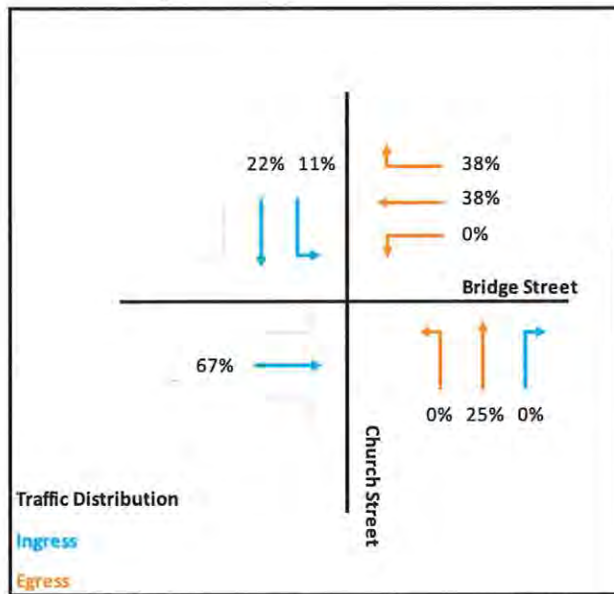


Figure 6: Expected Traffic Distribution

4.4 Traffic impacts – post development

The traffic impacts for the development have been estimated for 2022. The expected post development traffic volumes for the Friday PM peak hour at the Church Street/ Bridge Street intersection is shown below in Figure 7.

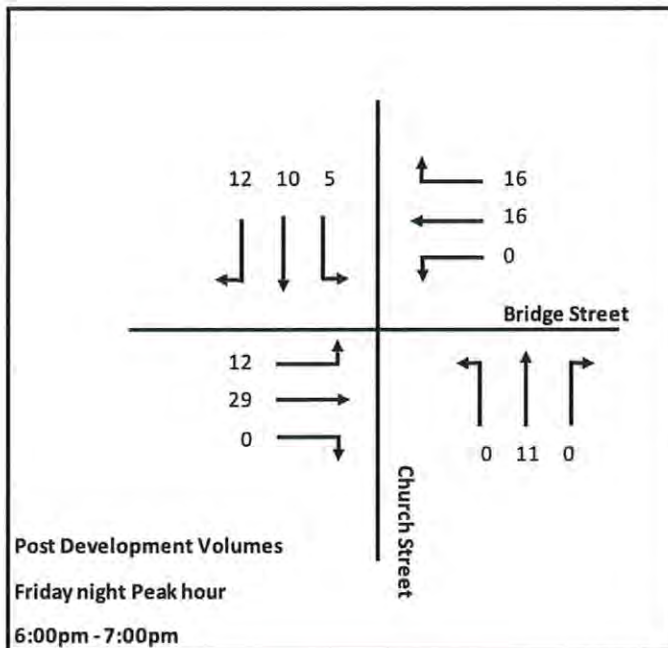


Figure 7: Post Development Traffic Volumes

A summary of the traffic modelling results post development of the CFLC is shown below in Table 12. Full results are included in Appendix 3.

Table 12: SIDRA Intersection traffic modelling results – Post development

Peak Hour	Leg	Degree of Saturation	Average delay (sec)	95% Back of Queue (m)	Level of Service
PM	South – Church Street	0.00	4	0	A
	East – Bridge Street	0.02	3	1	A
	North – Church Street	0.02	5	0	A
	East – Roseneath Street	0.02	1	0	A
	All Vehicles	0.02	3	1	A

Based on the results shown above, all approaches of the two modelled intersections will operate well with minimal queues and delays experienced by road users post the development.

4.5 Traffic impacts – 10-years post development

The impact of the development has been estimated for the year 2032. In order to represent future growth on the road network, a compounding growth rate of 2% per year has been applied to the existing traffic volumes on Church Street and Bridge Street as previously outlined.

The expected 10-year post development traffic volumes at the Church Street/ Bridge Street intersection during the Friday PM peak hour is shown below in figure 8.

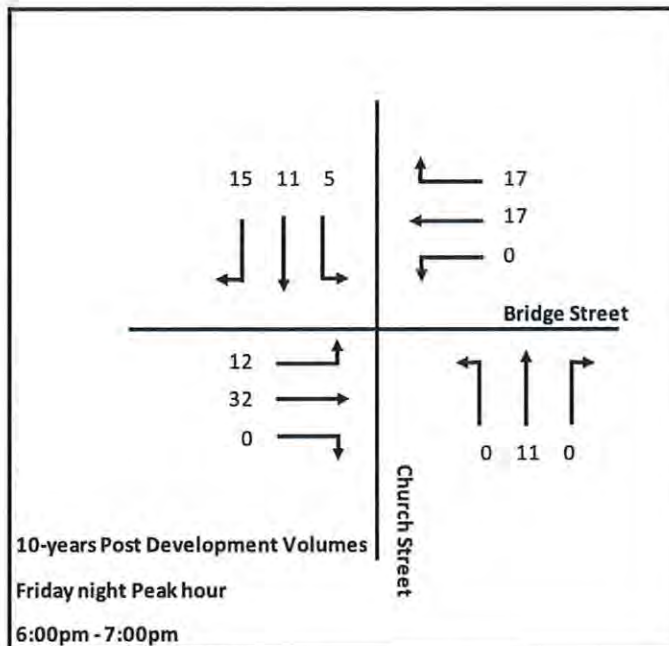


Figure 8: 10-years Post Development Traffic Volumes

A summary of the traffic modelling results 10-years post development of the Church Street/ Bridge Street intersection is shown in Table 13. Full results are included in Appendix D.

Table 13: SIDRA Intersection traffic modelling results – 10-years post development

Peak Hour	Leg	Degree of Saturation	Average delay (sec)	95% Back of Queue (m)	Level of Service
PM	South – Church Street	0.01	4	0	A
	East – Bridge Street	0.02	2	1	A
	North – Church Street	0.02	5	1	A
	East – Roseneath Street	0.02	1	0	A
	All Vehicles	0.02	3	1	A

Based on the results shown above, all approaches of the two modelled intersections will operate well with minimal queues and delays experienced by road users 10-years post the development.

4.6 Road safety impacts

As discussed within this report, the crashes that occurred in the vicinity of the site are typical for the location.

An increase in vehicular traffic generated by the proposed development is not expected to disproportionately increase the number or severity of crashes in the vicinity.


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5. Transport assessment

5.1 Parking assessment

5.1.1 Parking requirements and provision

Parking rates for the development are set out in the Planning Scheme. The Planning Scheme – Table C2.1 parking rates for the proposed development are summarised in Table 14.

Table 14: Parking Requirements

Land Use	Planning Scheme Parking Rates	Bedrooms/ Floor area	Parking Requirement
Restaurant	1 space per 15m ² of floor area (including any outdoor dining areas)	561m ²	38 spaces
Visitor Accommodation	1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	8 rooms	8 spaces
Function Centre	1 space per 15m ² of floor area, or 1 space per 3 seats, whichever is greater	132m ²	25 spaces
General Retail and Hire	1 space per 30m ² of floor area	31m ²	1 spaces
Total			72 spaces

Based on the planning scheme requirements, the proposed development is required to provide a minimum of 72 car parking spaces. As there have been no on-site parking spaces provided, it does not meet the requirements of the planning scheme.

5.1.2 Car parking

As the proposed site does not supply any on-site car parking, on-street parking will be utilised for all car parking which is the same as the existing arrangement. During a site visit undertaken by pitt&sherry on 9 December 2022, it was found that only 24% of the current on-street car parking spaces within a reasonable walking distance were occupied and there was an availability of 106 spaces. This would result in a remaining availability of 31 spaces under a worst-case scenario when the pavilion space is hosting an event at maximum capacity.

5.1.3 Bicycle Parking

Bicycle Parking rates for the development are set out in the Planning Scheme. The Planning Scheme – Table C2.1 bicycle parking rates for the proposed development are summarised in Table 15.


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Table 15: Bicycle Parking Requirements

Land Use	Planning Scheme Parking Rates	Bedrooms/ Parking Spaces	Parking Requirements
Restaurant	1 space per 75m ² floor area	561m ²	7 spaces
Visitor Accommodation	No Requirement	8 rooms	0 spaces
Function Centre	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater	132m ²	2 spaces
General Retail and Hire	1 space per 100m ² of floor area	31m ²	0 spaces
Total			9 spaces

Based on the planning scheme requirements, the proposed development is required to provide a minimum of 9 bicycle parking spaces. As there have been no on-site bicycle parking spaces provided, it does not meet the requirements of the planning scheme.

Due to the location and use of the proposed site it is expected that travel by bicycle to the site would be minimal. If bicycle spaces are required, there is sufficient space on site to supply bike racks.

5.1.4 Motorcycle Parking

Motorcycle Parking rates for the development are set out in the Planning Scheme. The Planning Scheme – Table C2.4 motorcycle parking rates for the proposed development are summarised in Table 16.

Table 16: Motorcycle Parking Requirements

Number of car parking spaces required	Planning Scheme Parking Rates	Parking Requirements
72 spaces	For 41 or more car parking spaces, 1 space for every additional 20 car parking spaces required	2 spaces

Based on the planning scheme requirements, the proposed development is required to provide a minimum of 2 motorcycle parking spaces. As there have been no on-site motorcycle parking spaces provided, it does not meet the requirements of the planning scheme.

As the current on-street car parking only has an occupancy of 23% it is expected that there will be adequate on-street parking for all motorcycle users.



6. Planning scheme assessment

6.1 C2.0 Parking and Sustainable Transport Code

6.1.1 Use standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> a) The site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan b) The site is contained within a parking precinct plan and subject to clause c2.7 c) The site is subject to clause c2.5.5 d) It relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. The number of on-site car parking spaces for the existing use or development specified in table c2.1 is greater than the number of car parking spaces specified in table c2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. The number of on-site car parking spaces for the existing use or development specified in table c2.1 is less than the number of car parking spaces specified in table c2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> 	<p>Satisfies Performance Criteria P1.1</p> <p>As the Planning Scheme requires 72 car parking spaces and there is no on-site car park on the site, it cannot comply with Acceptable Solution A1. It does however Satisfy Performance Criteria P1.1 as follows:</p> <ul style="list-style-type: none"> a) There is currently no off-street public parking spaces within a reasonable walking distance of the site b) It is expected that there will be a large variation in car parking demand over the day and when the proposed site is expected to be at its peak, most other surrounding businesses will not be at their peaks c) Bus stops are located within 50m of the site that travel both to the north and south of the state d) As discussed, there are bus stops located within 50m of the site e) The existing Man O Ross Hotel site is a heritage listed site. Provision of car parking on site would impact the heritage frontage and grounds which have been established in the town for many years f) The current occupancy of the on-street parking is 23%. Thus, there is a large availability of on-street parking within a reasonable walking distance of the site g) There is no effect on streetscape; and h) During the site visit it was noted that there were a small amount of vehicle movements and a minimal amount of cars parked surrounding the site during the expected peak hour for the development.

Exhibited

<p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> <p>Performance Criteria P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> a) The availability of off-street public car parking spaces within reasonable walking distance of the site b) The ability of multiple users to share spaces because of: <ul style="list-style-type: none"> i. Variations in car parking demand over time; or ii. Efficiencies gained by consolidation of car parking spaces c) The availability and frequency of public transport within reasonable walking distance of the site d) The availability and frequency of other transport alternatives e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity g) The effect on streetscape; and h) Any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. 	
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C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> a) Be provided on the site or within 50m of the site; and b) Be no less than the number specified in table c2.1. <p>Performance Criteria P1</p>	<p>Can Comply with Acceptable Solution A1</p> <p>There is no bicycle parking currently proposed on the site but there is more than enough room on-site to provide bicycle racks. Thus, the site can comply with Acceptable Solution A1 if necessary.</p>

Exhibited

<p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> a) The likely number of users of the site and their opportunities and likely need to travel by bicycle; and b) The availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area. 	
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C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> a) Be no less than the number specified in Table C2.4; and b) If an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. <p>Performance Criteria P1</p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> a) The nature of the proposed use and development; b) The topography of the site c) The location of existing buildings on the site d) Any constraints imposed by existing development; and e) The availability and accessibility of motorcycle parking spaces on the street or in the surrounding area. 	<p>Satisfies Performance Criteria P1</p> <p>As there is no on-site motorcycle parking the development is unable to comply with Acceptable Solution A1. It does however satisfy Performance Criteria P1 as follows:</p> <ul style="list-style-type: none"> a) Due to the nature and the use of the proposed site it is not expected that there will be a large amount of motorcycle traffic. It is expected most customers will travel to site via car b) There are no issues with the topography of the site. c) The existing building on the site are located around the perimeter of the site. There is no viable space on the site for the addition of motorcycle parks d) The existing Man O Ross Hotel site is a heritage listed site. Provision of car parking on site would impact the heritage frontage and grounds which have been established in the town for many years; and e) The current occupancy of the on-street parking is 23%. Thus, there is a large availability of on-street parking within a reasonable walking distance of the site for motorcycles to use.

C2.5.4 Loading bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p> <p>Performance Criteria P1</p>	<p>Complies with Acceptable Solution A1</p> <p>There is an existing loading arrangement at the site which will remain unchanged.</p>

Exhibited

<p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> a) The type of vehicles associated with the use b) The nature of the use c) The frequency of loading and unloading d) The location of the site e) The nature of traffic in the surrounding area f) The area and dimensions of the site g) The topography of the site h) The location of existing buildings on the site; and i) Any constraints imposed by existing development. 	
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6.1.2 Development Standards

C2.6.3 Number of accesses for vehicles

Objective:

That:

- a) Access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses
- b) Accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- c) The number of accesses minimise impacts on the streetscape.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> a) Be no more than 1; or b) No more than the existing number of accesses, Whichever is the greater. <p>Performance Criteria P1 The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> a) Any loss of on-street parking b) Pedestrian safety and amenity c) Traffic safety d) Residential amenity on adjoining land; and e) The impact on the streetscape. 	<p>Complies with Acceptable Solution A1 As there is no vehicular access to the site it complies with Acceptable Solution A1.</p>

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment
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Exhibited

<p>Acceptable Solution A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> a) Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> i. A horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. Protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle b) Be signed and line marked at points where pedestrians cross access ways or parking aisles. <p>Acceptable Solution A1.2</p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p> <p>Performance Criteria P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> a) The characteristics of the site b) The nature of the use c) The number of parking spaces d) The frequency of vehicle movements e) The needs of persons with a disability f) The location and number of footpath crossings g) Vehicle and pedestrian traffic safety h) The location of any access ways or parking aisles; and i) Any protective devices proposed for pedestrian safety. 	<p>Complies with Acceptable Solution A1.1 and Acceptable Solution A1.2</p> <p>Footpaths are provided between the on-street parking at the site frontage and the hotel building.</p>
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Exhibited

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> a) Be accessible from a road, cycle path, bicycle lane, shared path or access way; b) Be located within 50m from an entrance; c) Be visible from the main entrance or otherwise signed; and d) Be available and adequately lit during the times they will be used, in accordance with table 2.3 of <i>australian/new zealand standard as/nzs 1158.3.1: 2005 lighting for roads and public spaces - pedestrian area (category p) lighting - performance and design requirements.</i> <p>Performance Criteria P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> a) The accessibility to the site b) The characteristics of the site c) The nature of the proposed use d) The number of employees e) The users of the site and the likelihood of travel by bicycle f) The location and visibility of proposed parking for bicycles g) Whether there are other parking areas on the site; and h) The opportunity for sharing bicycle parking on nearby sites. 	<p>Can Comply with Acceptable Solution A1 If a bike rack is implemented on-site it is likely that it will be able to satisfy all parts of Acceptable Solution A1.</p>
<p>Acceptable Solution A2 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> a) Have dimensions not less than: <ul style="list-style-type: none"> i. 1.7m in length; ii. 1.2m in height; and iii. 0.7m in width at the handlebars; b) Have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and 	<p>Acceptable Solution A2 Not Applicable</p>

Exhibited

<p>c) Include a rail or hoop to lock a bicycle that satisfies <i>Australian standard as 2890.3-2015 parking facilities -- part 3: bicycle parking.</i></p> <p>Performance Criteria P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <p>a) The characteristics of the site; b) The space available; c) The safety of cyclists; and d) The provisions of <i>Australian standard as 2890.3-2015 parking facilities -- part 3: bicycle parking.</i></p>	
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C2.6.8 Siting of parking and turning areas

Objective:

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p> <p>Performance Criteria P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>a) Topographical or other site constraints b) Availability of space behind the building line c) Availability of space for vehicle access to the side or rear of the property d) The gradient between the front and the rear of existing or proposed buildings e) The length of access or shared access required to service the car parking f) The location of the access driveway at least 2.5m from a window of a habitable room of a dwelling</p>	<p>Complies with Acceptable Solution A1 As there is no parking spaces or vehicle turning areas, the site complies with Acceptable Solution A1.</p>

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<ul style="list-style-type: none"> g) The visual impact of the vehicle parking and access on the site h) The streetscape character and amenity i) The nature of the zone in which the site is located and its preferred uses; and j) Opportunities for passive surveillance of the road. 	
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6.2 C3.0 Road and Railway Assets Code

6.2.1 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> a) A new junction b) A new vehicle crossing; or c) A new level crossing. <p>Acceptable Solution A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>Acceptable Solution A1.3</p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>Acceptable Solution A1.4</p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> a) The amounts in Table C3.1; or b) Allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>Acceptable Solution A1.5</p>	<p>Acceptable Solution A1.1, A1.2, A1.3, A1.4 and A1.5 Not Applicable</p>

Exhibited

Vehicular traffic must be able to enter and leave a major road in a forward direction.

7. Conclusion

As assessment of the traffic impacts associated with the Man O Ross Hotel development at 35 Church Street has been undertaken in accordance with the Department of State Growth's Framework for Undertaking Traffic Impact Assessments. The analysis and discussions presented in the report can be summarised as follows:

- The additional traffic volumes generated by the development are low and expected to have minimal impact on the safety and operation of the surrounding road network
- The development will not provide any on-site car parking or motorbike parking. This is not expected to be an issue as there is a large availability of on-street car parking surrounding the site
- The development will not provide any on-site bicycle parking but if necessary, bike racks can be accommodated on-site
- The development will not provide a new vehicle access and vehicle access will be limited to the LPG cooking gas truck that currently reverses into the driveway; and
- The development is expected to use the same delivery and rubbish collection operations as the current site.



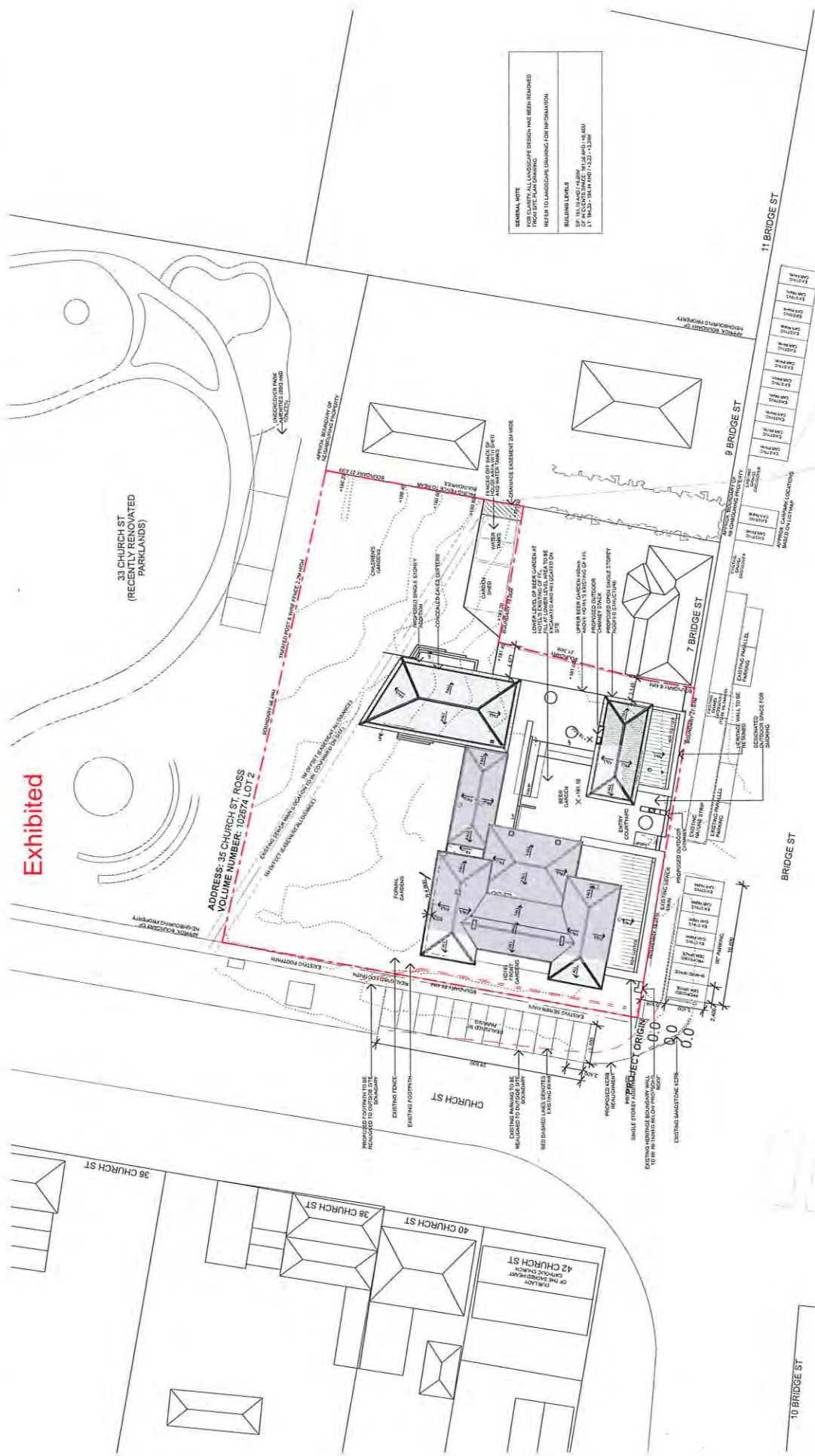
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Site Plans

Appendix A

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GENERAL NOTE
 ALL LAYOUTS, LEVELS, FINISHES AND BEING SHOWN
 PROJECT PLAN DRAWING
 REFER TO LANDSCAPE DRAWING FOR INFORMATION

BUILDING LEVELS
 OF ALL LEVELS: W.L. 6 AND 14.00
 OF ALL LEVELS: W.L. 1.33 - 1.33M
 OF ALL LEVELS: W.L. 1.33 - 1.33M



PROJECT STAGE	DA	DRAWING TITLE	PROPOSED SITE PLAN
ARCHITECT	PETER WALKER, CC2143E	DATE	31/02/23
DRAWN BY	OP	ORIGINAL SIZE	A3
CHECKED BY	LW & AG	DRAWING N°	J22106-A003
		REVISION	DA-02

PROJECT NAME
 MAN O' ROSS HOTEL
 ALTERATIONS & ADDITIONS

PROJECT ADDRESS
 35 CHURCH ST
 TAS 7209

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REV	DATE	PURPOSE
01	19/12/22	CONCEPT DESIGN
02	13/1/23	CONCEPT DESIGN
03	24/1/23	DEVELOPMENT DRAFT ISSUE
04	02/03	DEVELOPMENT APPLICATION

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SIDRA - Existing

Appendix B

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MOVEMENT SUMMARY

▽ Site: 101 [Bridge Street/ Church Street intersection - Existing
PM peak hour (Site Folder: General)]

Bridge Street/ Church Street intersection - Existing PM peak hour

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Church Street														
1	L2	1	2.0	1	2.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.46	0.04	45.4
2	T1	4	2.0	4	2.0	0.004	3.9	LOS A	0.0	0.1	0.04	0.46	0.04	46.0
3	R2	1	2.0	1	2.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.46	0.04	46.2
Approach		6	2.0	6	2.0	0.004	4.1	LOS A	0.0	0.1	0.04	0.46	0.04	45.9
East: Bridge Street														
4	L2	1	2.0	1	2.0	0.006	4.6	LOS A	0.0	0.2	0.08	0.26	0.08	46.6
5	T1	6	5.0	6	5.0	0.006	0.0	LOS A	0.0	0.2	0.08	0.26	0.08	48.2
6	R2	6	5.0	6	5.0	0.006	4.6	LOS A	0.0	0.2	0.08	0.26	0.08	48.1
Approach		13	4.8	14	4.8	0.006	2.5	NA	0.0	0.2	0.08	0.26	0.08	48.1
North: Church Street														
7	L2	2	5.0	2	5.0	0.014	4.6	LOS A	0.0	0.3	0.06	0.48	0.06	46.5
8	T1	4	5.0	4	5.0	0.014	3.9	LOS A	0.0	0.3	0.06	0.48	0.06	45.6
9	R2	12	5.0	13	5.0	0.014	4.6	LOS A	0.0	0.3	0.06	0.48	0.06	46.9
Approach		18	5.0	19	5.0	0.014	4.5	LOS A	0.0	0.3	0.06	0.48	0.06	46.7
West: Bridge Street														
10	L2	12	2.0	13	2.0	0.013	4.6	LOS A	0.0	0.1	0.01	0.28	0.01	47.9
11	T1	12	5.0	13	5.0	0.013	0.0	LOS A	0.0	0.1	0.01	0.28	0.01	48.4
12	R2	1	5.0	1	5.0	0.013	4.5	LOS A	0.0	0.1	0.01	0.28	0.01	47.9
Approach		25	3.6	26	3.6	0.013	2.4	NA	0.0	0.1	0.01	0.28	0.01	48.1
All Vehicles		62	4.1	65	4.1	0.014	3.2	NA	0.0	0.3	0.04	0.35	0.04	47.5

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

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

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

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SIDRA – Post Development

Appendix C

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MOVEMENT SUMMARY

Site: 101 [Bridge Street/ Church Street intersection - PD PM peak hour (Site Folder: General)]

Bridge Street/ Church Street intersection - PD PM peak hour
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Church Street														
1	L2	1	2.0	1	2.0	0.009	4.6	LOS A	0.0	0.2	0.09	0.44	0.09	45.3
2	T1	11	2.0	12	2.0	0.009	4.0	LOS A	0.0	0.2	0.09	0.44	0.09	45.9
3	R2	1	2.0	1	2.0	0.009	4.7	LOS A	0.0	0.2	0.09	0.44	0.09	46.1
Approach		13	2.0	14	2.0	0.009	4.1	LOS A	0.0	0.2	0.09	0.44	0.09	45.9
East: Bridge Street														
4	L2	1	2.0	1	2.0	0.017	4.7	LOS A	0.1	0.6	0.11	0.25	0.11	46.6
5	T1	17	5.0	18	5.0	0.017	0.1	LOS A	0.1	0.6	0.11	0.25	0.11	48.1
6	R2	17	5.0	18	5.0	0.017	4.7	LOS A	0.1	0.6	0.11	0.25	0.11	48.1
Approach		35	4.9	37	4.9	0.017	2.4	NA	0.1	0.6	0.11	0.25	0.11	48.1
North: Church Street														
7	L2	5	5.0	5	5.0	0.020	4.7	LOS A	0.1	0.4	0.10	0.47	0.10	46.5
8	T1	10	5.0	11	5.0	0.020	4.0	LOS A	0.1	0.4	0.10	0.47	0.10	45.6
9	R2	12	5.0	13	5.0	0.020	4.8	LOS A	0.1	0.4	0.10	0.47	0.10	46.9
Approach		27	5.0	28	5.0	0.020	4.5	LOS A	0.1	0.4	0.10	0.47	0.10	46.4
West: Bridge Street														
10	L2	12	2.0	13	2.0	0.023	4.6	LOS A	0.0	0.1	0.01	0.16	0.01	48.6
11	T1	31	5.0	33	5.0	0.023	0.0	LOS A	0.0	0.1	0.01	0.16	0.01	49.1
12	R2	1	5.0	1	5.0	0.023	4.6	LOS A	0.0	0.1	0.01	0.16	0.01	48.9
Approach		44	4.2	46	4.2	0.023	1.4	NA	0.0	0.1	0.01	0.16	0.01	48.9
All Vehicles		119	4.3	125	4.3	0.023	2.7	NA	0.1	0.6	0.07	0.29	0.07	47.9

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

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

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



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SIDRA – 10-years Post Development

Appendix D

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MOVEMENT SUMMARY

▽ Site: 101 [Bridge Street/ Church Street intersection - 10 years PD PM peak hour (Site Folder: General)]

Bridge Street/ Church Street intersection - 10 years PD PM peak hour
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Church Street														
1	L2	1	2.0	1	2.0	0.010	4.6	LOS A	0.0	0.2	0.10	0.44	0.10	45.3
2	T1	12	2.0	13	2.0	0.010	4.0	LOS A	0.0	0.2	0.10	0.44	0.10	45.9
3	R2	1	2.0	1	2.0	0.010	4.7	LOS A	0.0	0.2	0.10	0.44	0.10	46.1
Approach		14	2.0	15	2.0	0.010	4.1	LOS A	0.0	0.2	0.10	0.44	0.10	45.9
East: Bridge Street														
4	L2	1	2.0	1	2.0	0.018	4.7	LOS A	0.1	0.6	0.12	0.25	0.12	46.6
5	T1	18	5.0	19	5.0	0.018	0.1	LOS A	0.1	0.6	0.12	0.25	0.12	48.1
6	R2	18	5.0	19	5.0	0.018	4.7	LOS A	0.1	0.6	0.12	0.25	0.12	48.1
Approach		37	4.9	39	4.9	0.018	2.4	NA	0.1	0.6	0.12	0.25	0.12	48.1
North: Church Street														
7	L2	6	5.0	6	5.0	0.024	4.7	LOS A	0.1	0.5	0.11	0.47	0.11	46.4
8	T1	11	5.0	12	5.0	0.024	4.0	LOS A	0.1	0.5	0.11	0.47	0.11	45.5
9	R2	15	5.0	16	5.0	0.024	4.8	LOS A	0.1	0.5	0.11	0.47	0.11	46.8
Approach		32	5.0	34	5.0	0.024	4.5	LOS A	0.1	0.5	0.11	0.47	0.11	46.4
West: Bridge Street														
10	L2	12	2.0	13	2.0	0.024	4.6	LOS A	0.0	0.1	0.01	0.15	0.01	48.6
11	T1	33	5.0	35	5.0	0.024	0.0	LOS A	0.0	0.1	0.01	0.15	0.01	49.1
12	R2	1	5.0	1	5.0	0.024	4.6	LOS A	0.0	0.1	0.01	0.15	0.01	48.9
Approach		46	4.2	48	4.2	0.024	1.3	NA	0.0	0.1	0.01	0.15	0.01	49.0
All Vehicles		129	4.4	136	4.4	0.024	2.7	NA	0.1	0.6	0.07	0.29	0.07	47.8

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

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

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

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

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 Project: C:\Users\nashlin\Desktop\P.22.1730\Modellign_P.22.1730.sip9

pitt&sherry

Exhibited

Man O Ross Hotel
Traffic Impact Assessment

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

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

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport





Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN23-0017
THC WORKS REF: 8150
REGISTERED PLACE NO: 5296
APPLICANT: Malcolm Miller
DATE: 31 May 2023

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: Man O' Ross Hotel and Mile Posts, 35 Church St, Ross.
Proposed Works: Alterations and additions.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN23-0017, advertised on 13/05/2023, subject to the following conditions:

- 1. Surviving fabric of the original hipped roofs (including shingles) must be retained *in situ* and re-used for the reconstruction of the hipped roofs, incorporating new fabric alongside the old where needed to meet structural requirements. The removal of original fabric must only be undertaken with the written consent of Heritage Tasmania's Works Manager, where there is a demonstrable necessity to do so.**

Reason for condition

To ensure that significant original elements are preserved so as to allow for their inclusion in the approved works, in accordance with the appropriate outcomes described in Sections 6.2 and 9.4 of the *Works Guidelines*.

- 2. Prior to the commencement of works, a digital copy of all drawings and specifications for the works must be provided to Heritage Tasmania and any substantial variance from the works covered by this approval must be identified by the applicant. The documentation must include:**
 - (i) detailed specifications for conservation works; and,**
 - (ii) details of service installations (electrical, mechanical and hydraulic);****And the documentation must show:**
 - (iii) the full extent of the air drain to the rear elevation; and**
 - (iv) the provision of ventilation and drainage to the cavity behind the historic sandstone boundary wall.**

Reason for condition

To provide Heritage Tasmania with an opportunity to review the construction documentation for the work in order to ensure that there has been no increase in the impacts anticipated at the discretionary permit application stage.

3. **The new front door must be designed to be consistent with the Old Colonial Georgian characteristics of the place. Prior to the commencement of works, a detailed design for the new front door must be submitted to Heritage Tasmania and must be to the satisfaction of the Works Manager.**

Reason for condition

To provide Heritage Tasmania with an opportunity to review the construction documentation in order to ensure that the style of new door is sympathetic to the place's visual characteristics.

4. **The archaeological processes recommended in the Conservation Planning Brief and Heritage Impact Assessment (Praxis Environment, May 2022) must be implemented, including the provision of a written report to the Tasmanian Heritage Council within 6 months of the completion of monitored excavations.**

Reason for condition

To ensure that the endorsed archaeological program is delivered in accordance with the Archaeological Method Statement.

5. **The proposed new fence to the Church Street boundary must comprise vertical timber pickets of a consistent height not exceeding 1500mm from ground level, with a square-top profile.**

Reason for condition

To ensure that the new fence has visual qualities consistent with the place's townscape contributions.

6. **The proposed new free-standing awnings to the front elevation are not approved.**

Reason for condition

These works will result in an unacceptable degree of impact on the place's heritage character.

Advice

The original door joinery from the southern wing's first floor may be re-used in custom-made furniture for the hotel rooms and accompanied by an explanation of the materials' origins, as part of the heritage interpretation provided at the place.

Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 0458 326828.



Genevieve Lilley
Chair – Works Committee
Under delegation of the Tasmanian Heritage Council

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 6 April 2023
REF NO: PLN-23-0017; 400600.372
SITE: 35 Church Street, Ross
PROPOSAL: Alterations & additions to the Ross Hotel including partial demolition, ground based solar panels, gardens, realignment of parking in Church St and Bridge St, realignment of footpath in Church St
APPLICANT: Malcolm Miller
REASON FOR REFERRAL: Local Historic Heritage Code

Do you have any objections to the proposal: **No**

A comprehensive heritage impact report has been prepared that guides and supports this proposal. The proposal will improve the historic cultural heritage values of the streetscape because, the main building is to be reinstated to its original simple Georgian architectural form and style. The proposed additions are setback or screened from the street allowing the main historic building to dominate the streetscape. Earlier unsympathetic additions are to be removed or altered to be more harmonious and contextual with the existing historic buildings and streetscape.



David Denman (Heritage Adviser)

Date: 22/05/23



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-23-0017	Council notice date	6/04/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00447-NMC	Date of response	01/05/2023
TasWater Contact	Shaun Verdouw	Phone No.	0467 901 425
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	35 CHURCH ST, ROSS	Property ID (PID)	2176464
Description of development	Alterations & Additions		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
	Aldenmark Consulting Engineers	22E54-8 H1.01	B
			Date of Issue
			24/04/2023
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:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. <i>Note: Only 1 sewer connection is allowed per property.</i>			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
4. 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.			
5. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.			
56W CONSENT			
6. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.			
DEVELOPMENT ASSESSMENT FEES			
7. The applicant or landowner as the case may be, must pay a development assessment fee of \$376.68			



to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

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

Advice

General

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

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

Service Locations

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

- (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 <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

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

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.
- (d) The location of the property service connection and sewer inspection opening (IO).

Declaration

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

TasWater Contact Details

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

Perry D. J. Roberts

7 Peak View
Canning Vale
W.A. 6155

24/05/23

Ph : 0411 756773
Em : perryroberts@ozemail.com.au

The General Manager
Northern Midlands Council
13 Smith St, Longford
Tasmania 7301

Re : PLN-23-0017

Dear Madam / Sir,

I refer to the above application for the alterations & additions to the Ross Hotel at 35 Church St. Ross.

While we applaud the owners for their commitment to upgrade and modernise the hotel, being a proud fifth generation resident and owner of 38 & 38A Church St., situated opposite the Hotel it would be remiss of us to not request the owners to maintain the existing verandah and Victorian additions.

We appreciate the owners desire to restore the building to its Georgian character however this will reduce a majestic landmark of the town into a bland block of sandstone with windows resembling something of a gaol, which was located on the diagonal corner.

Therefore we would request the owners to please reconsider this demolition for the good of the town, we have no objection to any of the other improvements.

Kind Regards
Perry

Exhibited

This planning application is open for
public comment until
02 June 2023

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

Reference no	PLN-23-0076
Site	19 MARLBOROUGH STREET LONGFORD
Proposed Development	Alterations & Additions to Existing Building (Longford SAP, Local Heritage Precinct)
Zone	15.0 General Business - S6.0 Longford Specific Area Plan, C6.0 Local Historic Heritage - Local Heritage Precinct
Use class	General Retail and Hire
Development Status	Discretionary

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

(no special form required)

Exhibited APPLICATION FOR PLANNING PERMIT

under the *Land use Planning and Approvals Act 1993*



Site address: 19 Marlborough Street, Longford TAS 7301

Title Details folio of the Register: 176880/1

Description of Proposal: Alterations to an existing commercial building.

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

1: _____ 2: _____ 3: _____

Are there any existing buildings on this property? Yes No

If yes – main building is used as: Office / Retail

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

(attach additional sheets if necessary)

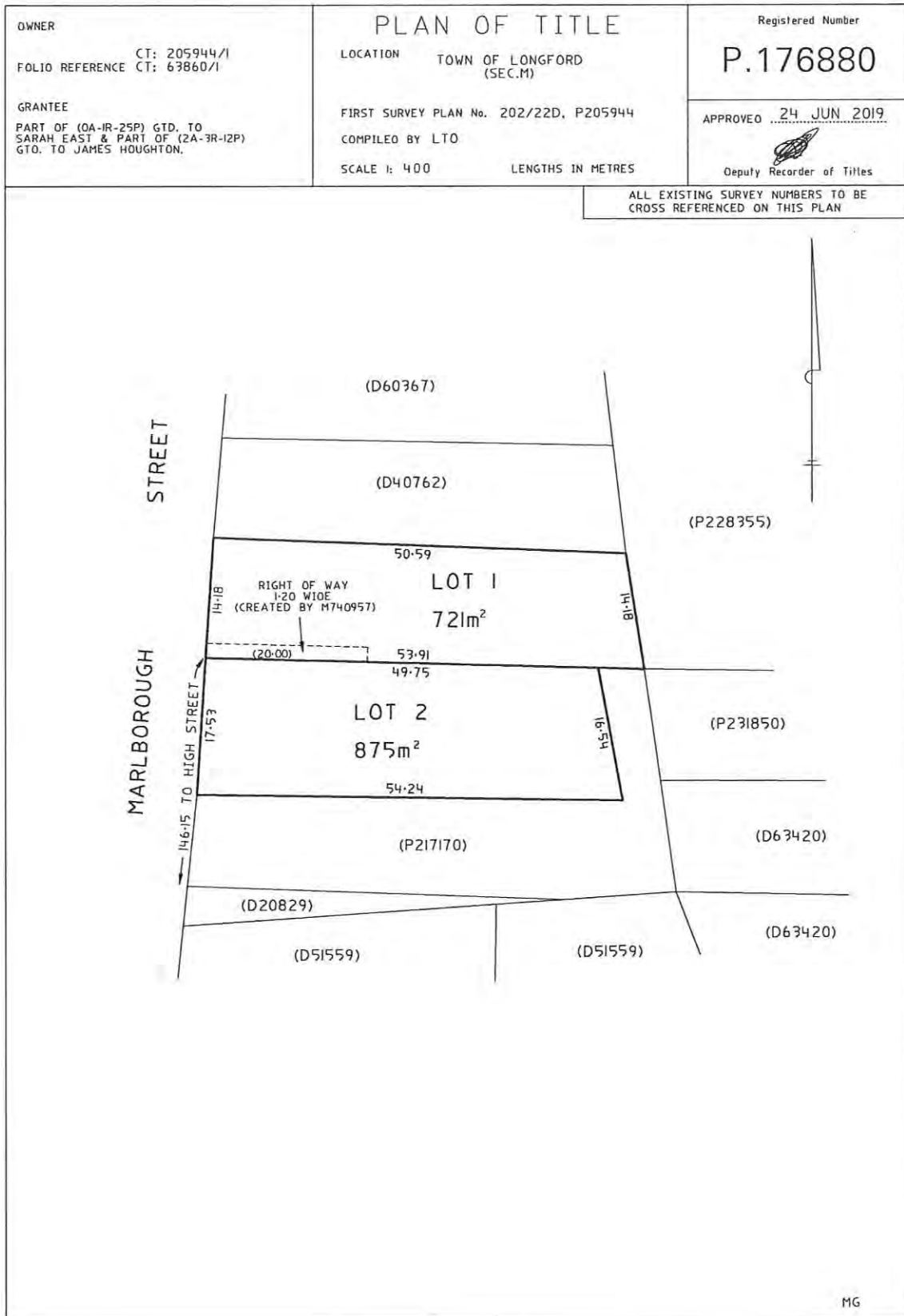
Is any signage required? Yes No

If yes, provide details: _____

Cost of development: \$ 18,000

(Includes cost of building work, landscaping, car parking, road works and infrastructure)

Phone: 6397 7303
Email: planning@nmc.tas.gov.au
Web: www.northernmidlands.tas.gov.au
Address: 13 Smith Street / PO Box 156, Longford, Tasmania, 7301





Blackman.architects

58a Elizabeth Street , Launceston 7250
architecture@blackmancreative.com.au

Project: 19 Marlborough Street, Longford **Project#:** 22010
Applicant: Felix Blackman
Distribution: City of Launceston **Transmission:** Email
Attn: NMC Planner **Date Issued:** 2 May 2023

Planning Application - 19 Marlborough Street, Longford

Alterations to existing commercial building

To whom it may concern,

Please find attached the supporting documentation for a Development Application at 19 Marlborough Street, Longford.

The proposed development includes alterations to an existing commercial building.

The subject land is zoned **15.0 General Business** under the Tasmanian Planning Scheme (TPS), and has a **Local Historic Heritage**, planning code overlay under the Northern Midlands Local Provisions Schedule (NOR-LPS).

This document outlines how the proposal complies with the development standards of both the TPS and LPS, referring to supporting plans and reports as required. Please read in conjunction with the development application document package supplied by Blackman.architects.

Kind regards,

Felix Blackman
(Director)



Exhibited

Blackman.architects

58a Elizabeth Street , Launceston 7250
architecture@blackmancreative.com.au

C6.0 Local Historic Heritage Code

PLANNING CRITERIA		DESIGN RESPONSE
C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts		
C6.7.3 Buildings and works, excluding demolition		
That development within a local heritage precinct or a local historic landscape precinct is sympathetic to the character of that particular precinct.		
A1	Not compliant	<p>P1.1 (a) The proposal includes new windows located within existing bricked up openings, which include historical bricked lintels (refer to Fig.1,2,3 below and submission). The proposal follows Heritage Tasmania's works guidelines for historic and heritage places: The new work utilises similar scale, massing, form and material in order to be sympathetic to the character of the place. (b) See above. (c) N/A - The proposal does not include any major building works. (d) N/A - The proposal does not include any major building works. (e) N/A - There is no applicable design criteria in relevant LPS.</p> <p>P1.2 N/A - The proposal does not include an extension.</p> <p>P1.3 (a) N/A - There are no landscape values identified in the relevant LPS. (b) N/A - There is no applicable design criteria in relevant LPS.</p>
A2	N/A - No new fences are proposed as a part of this application	

NOR-S6.0 Longford Specific Area Plan

PLANNING CRITERIA	DESIGN RESPONSE
NOR-S6.7 Development Standards for Buildings and Works	



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architecture@blackmancreative.com.au

PLANNING CRITERIA		DESIGN RESPONSE
NOR-S6.7.4 Windows		
This clause is in addition to General Residential Zone - clause 8.4 Development Standards for Dwellings and clause 8.5 Development Standards for Non-dwellings.		
A1	Compliant - The proposed windows match the existing window heads in the existing building.	
A2	N/A - The new windows do not face a frontage	
A3	Not compliant	<p>P3</p> <p>(a) The proposed windows match the existing period and style of the building, including the location, size and proportion of window, and are of the same type / style of the building's existing shopfront windows.</p> <p>(b) Single-pane glazing has been selected to fit the style of the existing shopfront windows and existing masonry wall and lintels.</p> <p>(c) The new windows are located within existing bricked lintels. New windows to match sills of existing building. (See Fig.1,2,3)</p> <p>(d) Clear glazing is proposed for the window additions.</p> <p>(e) The size and proportion of the new windows achieve a vertical orientation of glazing.</p>

If you require further information or clarity on any of the above, please don't hesitate to get in contact with our office —

Felix Blackman
Principal Architect

b.a

Exhibited

Blackman.architects

58a Elizabeth Street , Launceston 7250
architecture@blackmancreative.com.au



Fig.1 - Showing existing masonry wall and brick lintels.



Fig.2 - Showing existing masonry wall and brick lintels.

b.a Exhibited

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58a Elizabeth Street , Launceston 7250
architecture@blackmancreative.com.au



Fig.3 - Showing existing masonry wall and brick lintels.

19 Marlborough Street, Longford 7301

Exhibited

DA

CLIENT DETAILS

Client/S: AgLogic
Address: 19 Marlborough Street, Longford 7301 lutruwita (Tasmania)

PROJECT DETAILS

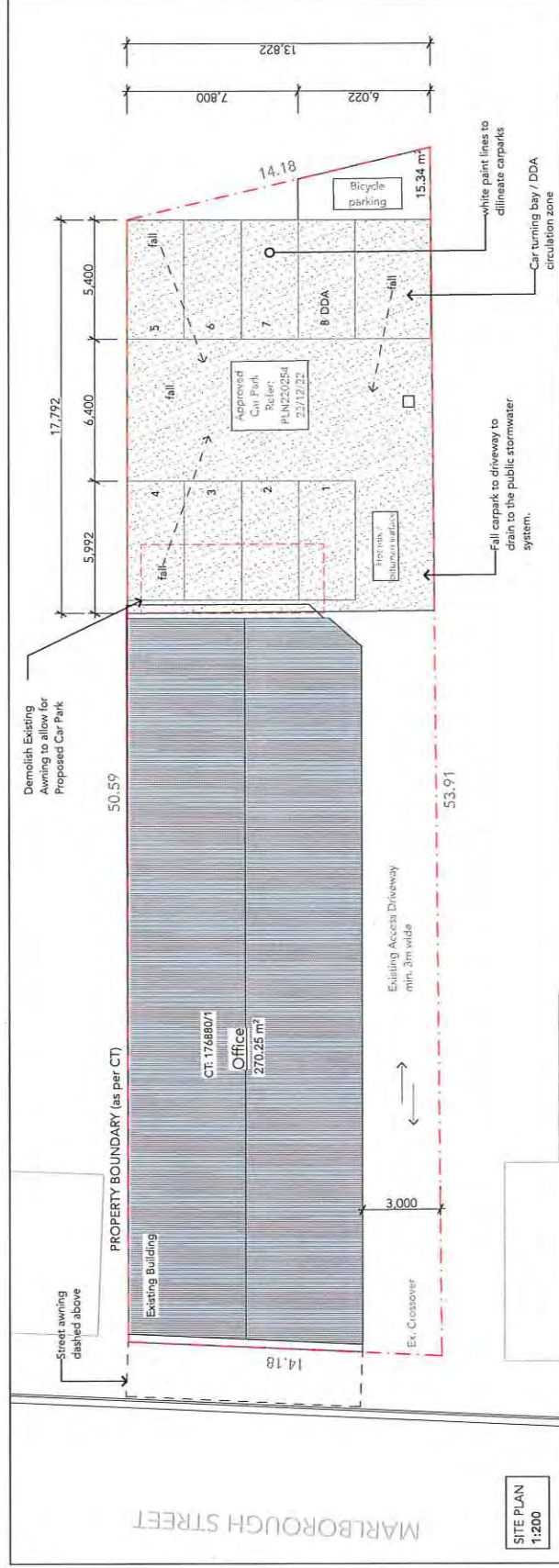
Site ID: CT: 176880/1
Address: 19 Marlborough Street, Longford 7301 TAS
LGA: Midlands Council
Zone: 15 General Business
Heritage: N/A
Flood Risk: N/A
Bushfire Risk: N/A
Landslip Risk: N/A
Soil Type: N/A
Wind Rating: N/A

ARCHITECTURAL CONSULTANT

Felix Blackman, blackman.architects
architecture@blackmancreative.com.au

DRAWING INDEX

Sheet #	Title	Scale	Set	Revision	Published
A101	Existing		DA 01		1/5/2023, 1:13 pm
A102	Proposed		DA 01		1/5/2023, 1:13 pm
A201	South Elevation		DA 01		1/5/2023, 1:13 pm
A401	Interiors: Admin / Entry		DA 01		1/5/2023, 1:13 pm

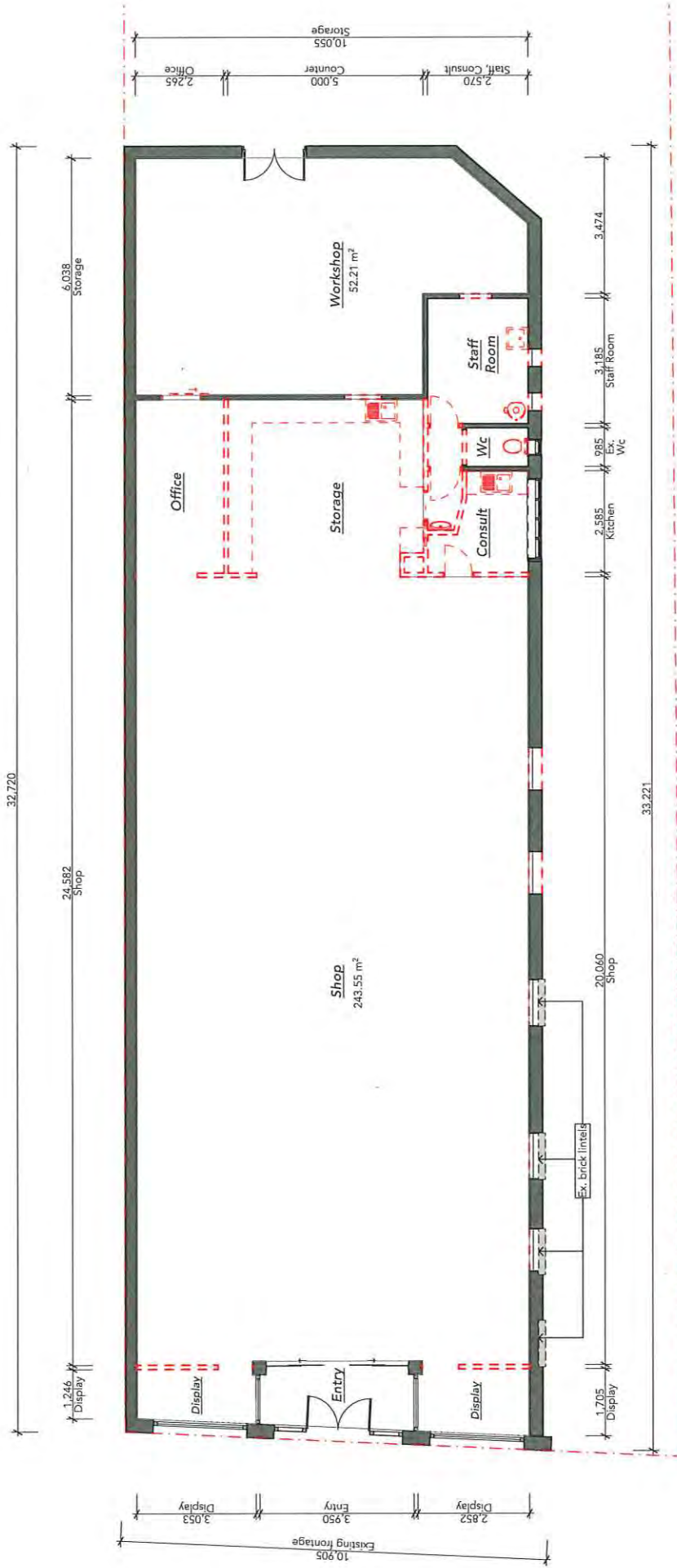


GENERAL NOTES
To be used in conjunction with design drawings (documents issued as the package and coordination with A/E, structural and landscape design packages. In the event of discrepancies, refer to the architect for clarification, otherwise, do not scale drawings when printing. This is a design intent drawing for information only and is not to be used for construction unless expressly stated otherwise. All dimensions are in millimetres unless otherwise stated. All building works to comply with National Construction Codes - Building & Plumbing Codes of Australia, Australian Standards, Building Acts and Regulations and Council Bylaws.

blackman.architects
Felix Blackman, Registered Architect (TAS)
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PO Box 1360, Launceston 7250 Lutruwita (Tasmania)
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REVISIONS ID	Description	Date
D1	DA	1/5/2023

Ref: 2201/LP/MARL_SK_230427_DA.pdf

Client's
 Site Address
 19 Marlborough Street
 Longford 7301
 lururulla (Tasmânia)

Project Contact
 Felix Blackman
 felix@blackmancreative.com.au

Project Name
 19 Marlborough St

Drawing Title
 Existing

Stage
 DA

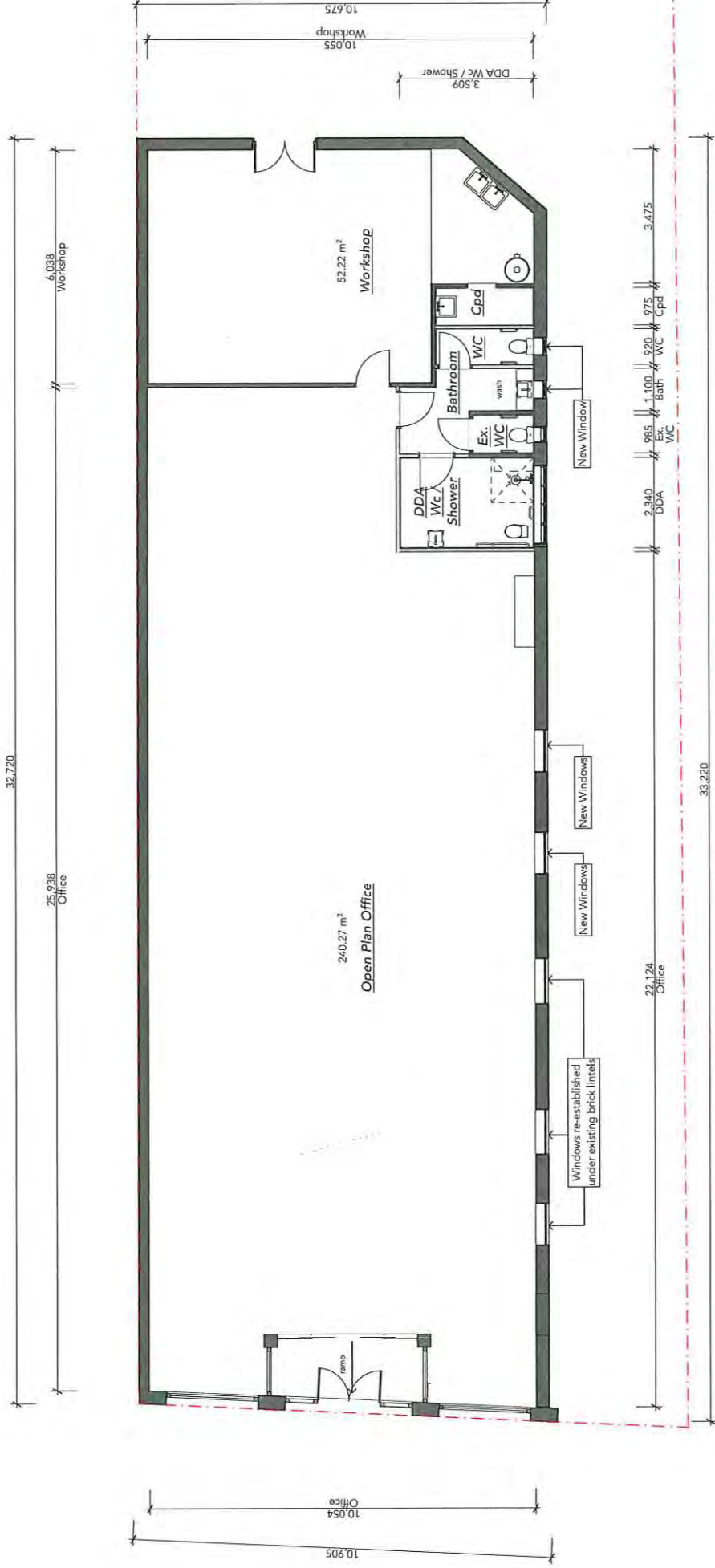
Scale
 @ A3

Project ID
 22010

Published
 2/5/2023



Exhibited



Project ID
22010

Project Name
19 Marlborough St

Drawing Title
Proposed

Published
2/5/2023

Stage
DA

Scale
@ A3

Client/s
Aglogic

Site Address
19 Marlborough Street
Longford 7301
Lurrwits (Tasmania)

Project Contact
Felix Blackman
felix@blackmancreative.com.au

REVISIONS	ID	Description	Date
	01	DA	1/9/2023

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Felix Blackman - Registered Architect (TAS)
0437 340 493 felix@blackmancreative.com.au
PO Box 1360, Launceston 7250 Lurrwits (Tasmania)

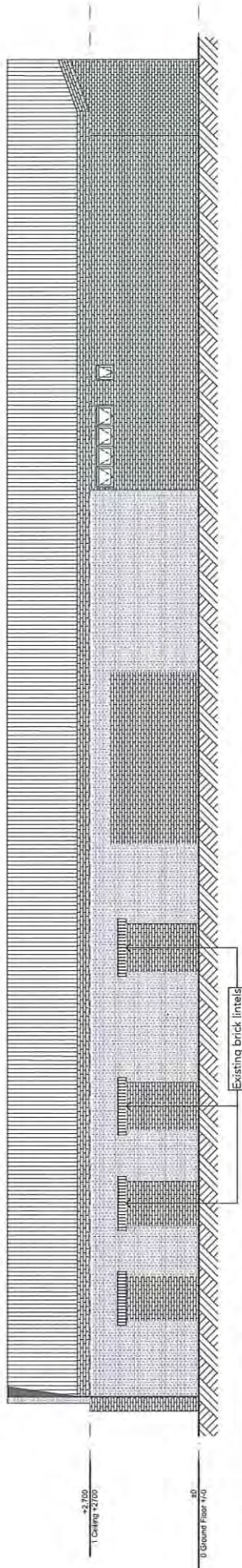
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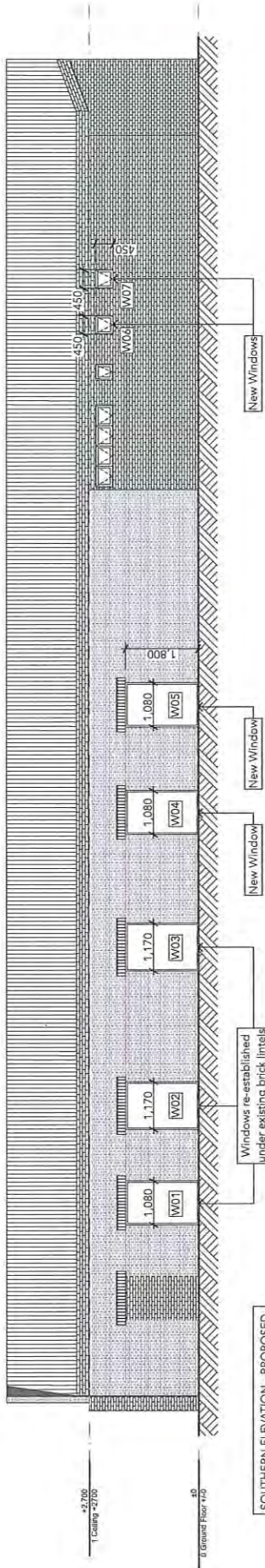
GENERAL NOTES

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Exhibited



SOUTHERN ELEVATION - EXISTING
1:100



SOUTHERN ELEVATION - PROPOSED
1:100

GENERAL NOTES
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b.a 

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REVISIONS	ID	Description	Date
01	DA		1/8/2023

Client/s
Site Address
19 Marlborough Street
Longford 7301
lutruwila (Tasmania)
Project Contact
Felix Blackman
felix@blackmancreative.com.au

Project Name
19 Marlborough St
Drawing Title
South Elevation
Stage
DA
Scale
@ A3

Project ID
22010
Published
2/5/2023

A201

Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Monday, 22 May 2023 2:33 PM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application PLN-23-0076 - 19 Marlborough Street, Longford TAS 7301

Follow Up Flag: Follow up
Flag Status: Flagged

Our Ref: D23/124552

Hello Rosemary – thank you for the referral regarding the above.

The Department have no comment to make on this application.

Thanks, Garry

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

Courage to make a difference through
TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Friday, 19 May 2023 10:41 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-23-0076 - 19 Marlborough Street, Longford TAS 7301

19/05/2023

Department of State Growth
 via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application PLN-23-0076 - 19 Marlborough Street, Longford TAS 7301

The following planning application has been received under the *Tasmanian Planning Scheme – Northern Midlands*.

NMC ref no:	PLN-23-0076
Site:	19 Marlborough Street, Longford TAS 7301
Proposal:	Alterations & Additions to Existing Building (Longford SAP, Local Heritage Precinct)
Applicant:	Blackman Creative
Use class:	General Retail and Hire
Zone:	15.0 General Business

Development status:	Discretionary
Notes:	The subject site is in a 50kph zone. No changes to access proposed.

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7303 or e-mail planning@nmc.tas.gov.au

Attachments: Application & supporting documentation as pdf

Rosemary Jones



Community & Development | Northern Midlands Council
 Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
 T: (03) 6397 7303 | F: (03) 6397 7331
 E: council@n.mc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 19 May 2023
REF NO: PLN-23-0076; 109300.1
SITE: 19 Marlborough Street, Longford
PROPOSAL: Alterations & Additions to Existing Building (Longford SAP, Local Heritage Precinct)
APPLICANT: Blackman Creative
REASON FOR REFERRAL: Local Historic Heritage Code

Do you have any objections to the proposal: No

The proposed windows in the south side wall are a vertical form that is compatible with the historic heritage precinct therefore there will be no adverse impact on the streetscape or adjoining properties.

The breaking up the brick massing on the side wall will improve the appearance of the building.



David Denman (Heritage Adviser)

Date: 23/05/23



Glen Tattersall
21 Marlborough St.
Longford, Tasmania
7301
glentattersall@gmail.com
ph. 0419 374426

29th May 2023

The General Manager
Northern Midlands Council
P.O. Box 156
Longford, Tasmania
7301

Re: Application PLN-23-0076

Dear Sir/Madam,

On behalf of myself and Greg Shea, the co-owners of 21 Marlborough Street, we welcome the development of 19 Marlborough Street and wish the new owners the very best for their business.

We strongly request however, that with the external work to be done, that the owners give attention to the drainage that comes from their roof and flows across their bitumen drive on their side, to under the concrete driveway on ours. We are concerned that this could lead to a weakening of the underlying base. This is both an issue when it rains, and in winter, when the condensation from the metal roof runs off.

There is evidence that in times past, there may have been a shallow spoon drain in the bitumen that took the run-off to the street, but this has all but disappeared over the years. We have previously raised this issue with Mr and Mrs Neil and Carolyn Whitman, the previous owners, as far back as 2019, however despite an inspection by the council to ascertain the validity of the problem, a solution was never implemented.

Please feel free to contact me with any questions, or if you would like to meet with me on site.

Yours Sincerely



Exhibited

This planning application is open for public comment until 09 June 2023

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

Reference no	PLN-23-0087
Site	2A ARCHER STREET AND LATOUR STREET ROAD RESERVATION LONGFORD
Proposed Development	Installation of lights in Road Safety Park (vary setbacks)
Zone	28.0 Recreation
Use class	Passive recreation
Development Status	Discretionary

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

(no special form required)

Exhibited

PLANNING APPLICATION Proposal

Description of proposal:

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

(attach additional sheets if necessary)

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

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

Site address:

.....

CT no:

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

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

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

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

(attach additional sheets if necessary)

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

Exhibited

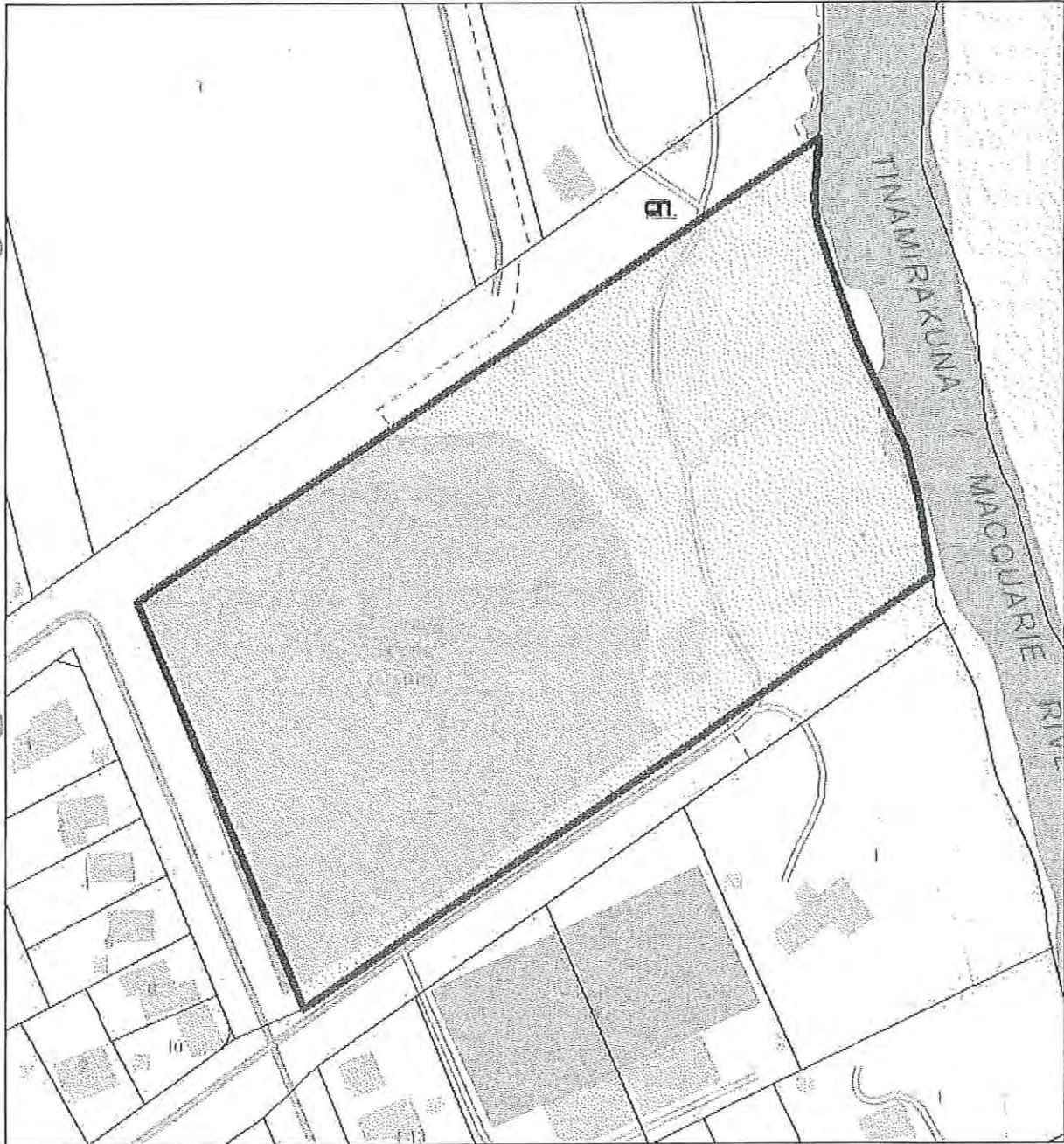


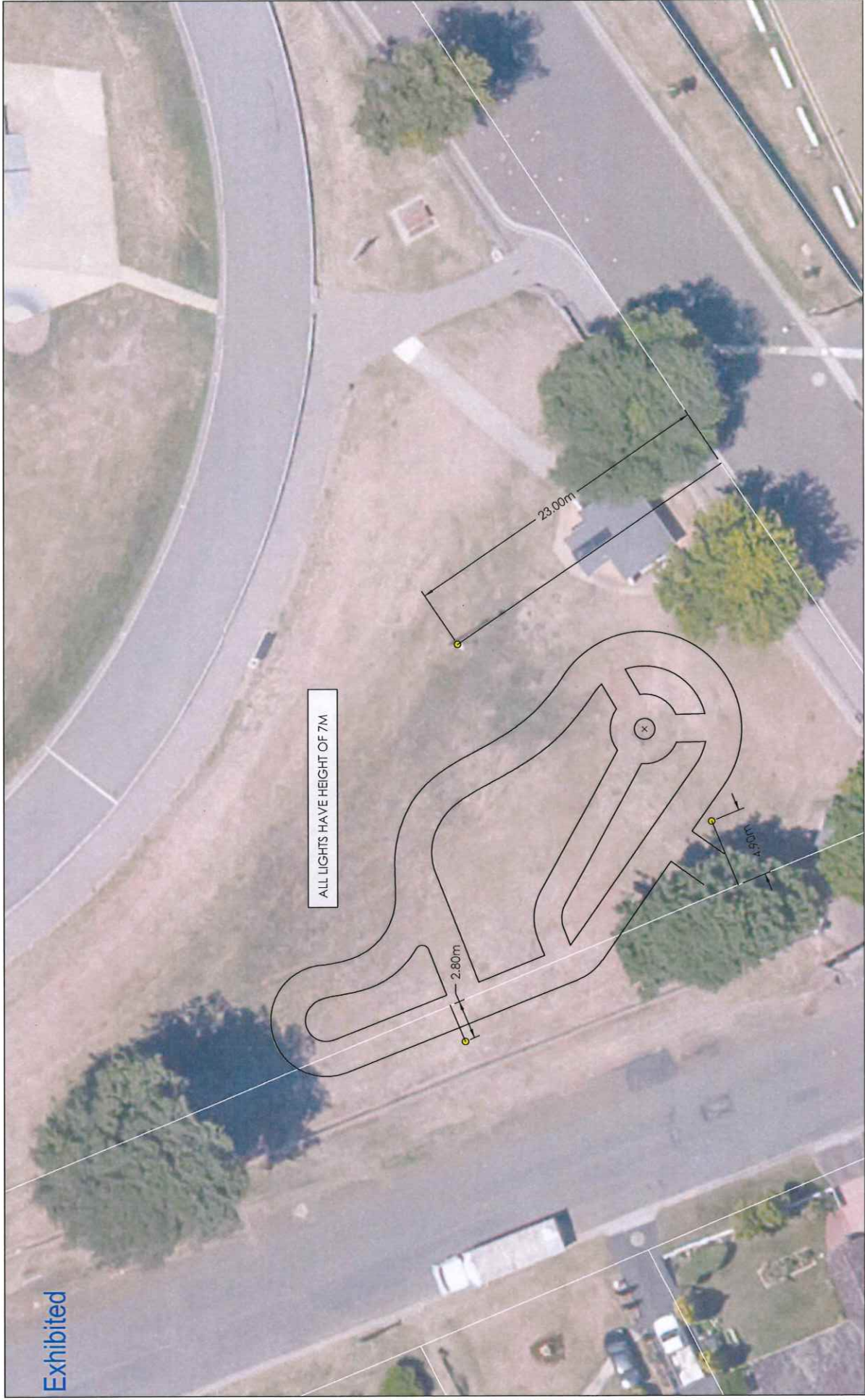
PREMIUM PROPERTY Information Report

Land Tasmania



PROPERTY ID: 6736852
PROPERTY ADDRESS: CARINS PARK
2A ARCHER STREET
LONGFORD TAS 7301
CONSTRUCTION YEAR: 1970





Exhibited

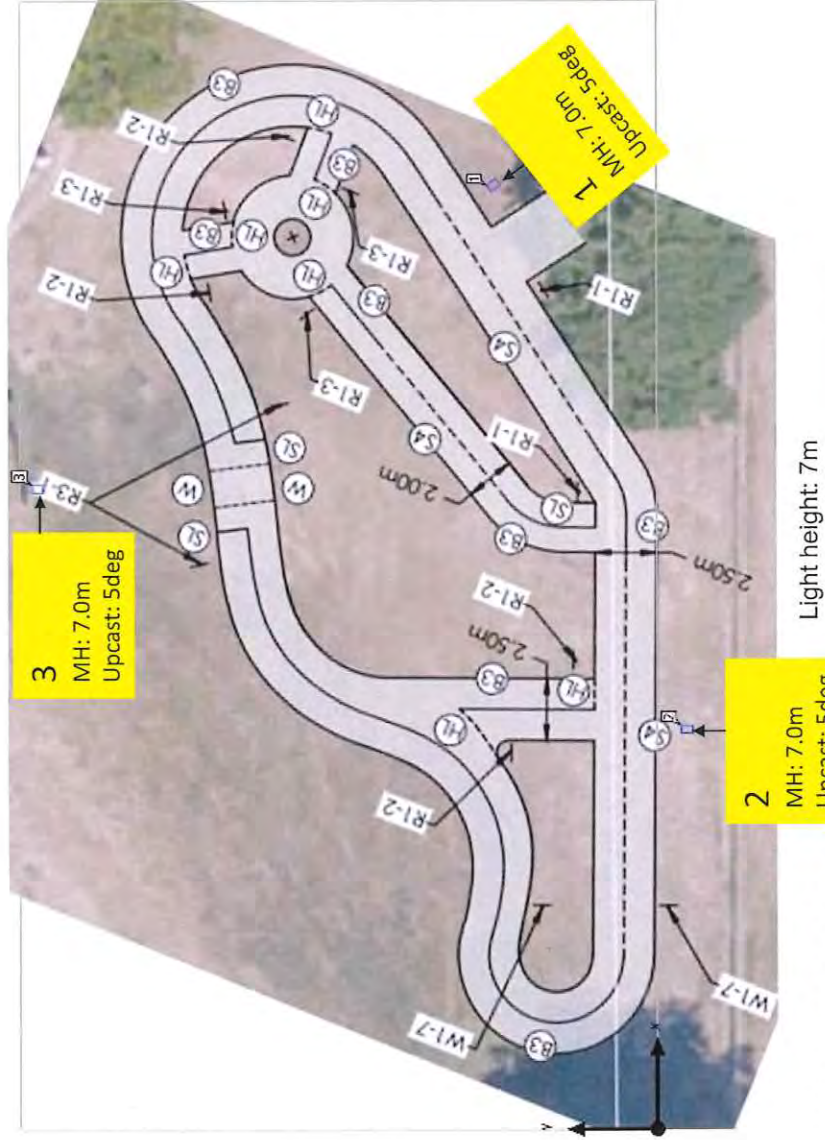
Road Safety Park -Lighting Proposal

Rev. 1 : Amended to 3 poles

Exhibited

Luminaire layout plan

Amended : 3 units 75W Luminaires at 7m pole height



Luminaire list

pcs.	Manufacturer	Article No.	Article name	Φ_{total}	P_{total}	Luminous efficacy
3	Aldridge Traffic Systems	V75WT5FT N7P9P	75W LED Streetlight	32343 lm	229.8 W	140.7 lm/W

Note:

1. Luminaire 1 and 2 are located 1m away from the path way
2. Luminaire 3 are located at original pole location

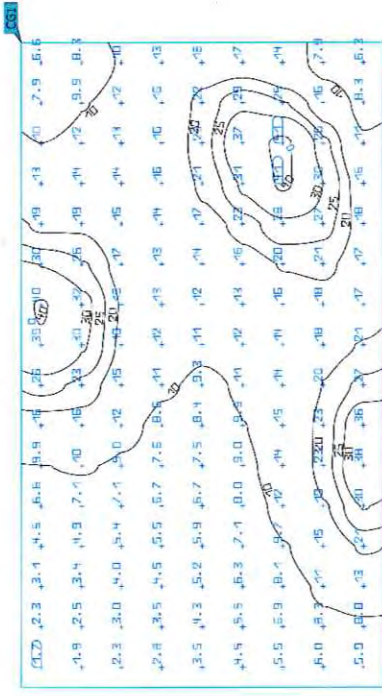
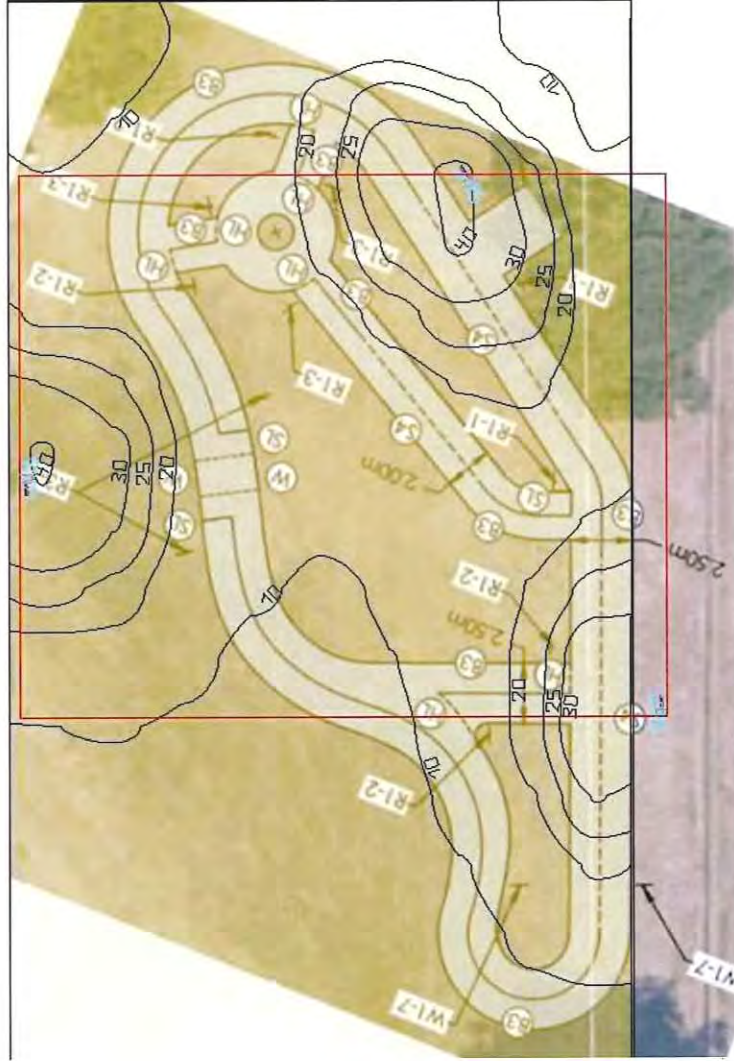
Light height: 7m

MH: 7.0m
Upcast: 5deg

Attachment 11.9.1 PL N-23-0087 public exhibition documents

Exhibited

Lux level calculation on ground surface of 3 units 75W Luminaire



Properties	E	E _{min}	E _{max}	g1	g2	Index
Calculation surface 1	14.5 lx	1.67 lx	41.2 lx	0.12	0.041	CG1
Perpendicular Illuminance						
Height: 0.000 m						

Summary:

- Most of the areas on the path way having 10lux or above light level.
- Some of the path way did not cover well by the existing pole. However, the light level is still at above 5lux
- Average Lux level is 14.5lux.

Exhibited

ALDRIDGE



V-LED II



LED Lighting for Major Roads and Tunnels



Exhibited



Aldridge Roadway Lighting Solutions

LED street lights improve energy efficiency and energy affordability for local government, improve road safety and support the Government's smart cities agenda.

Aldridge Traffic Systems design, manufacture and supply state-of-the-art vehicle and pedestrian LED lighting for major arterial roads, tunnels, underpasses, major intersections, low-traffic urban roads, public spaces, sports grounds and car parks. With over 30 years experience, Aldridge has the technology and experience required to obtain the best illumination results for safe night time motoring – in all road conditions. Together with energy cost savings which far exceed expectations, Aldridge provide a total lighting solution for the safety of motorists and pedestrians.

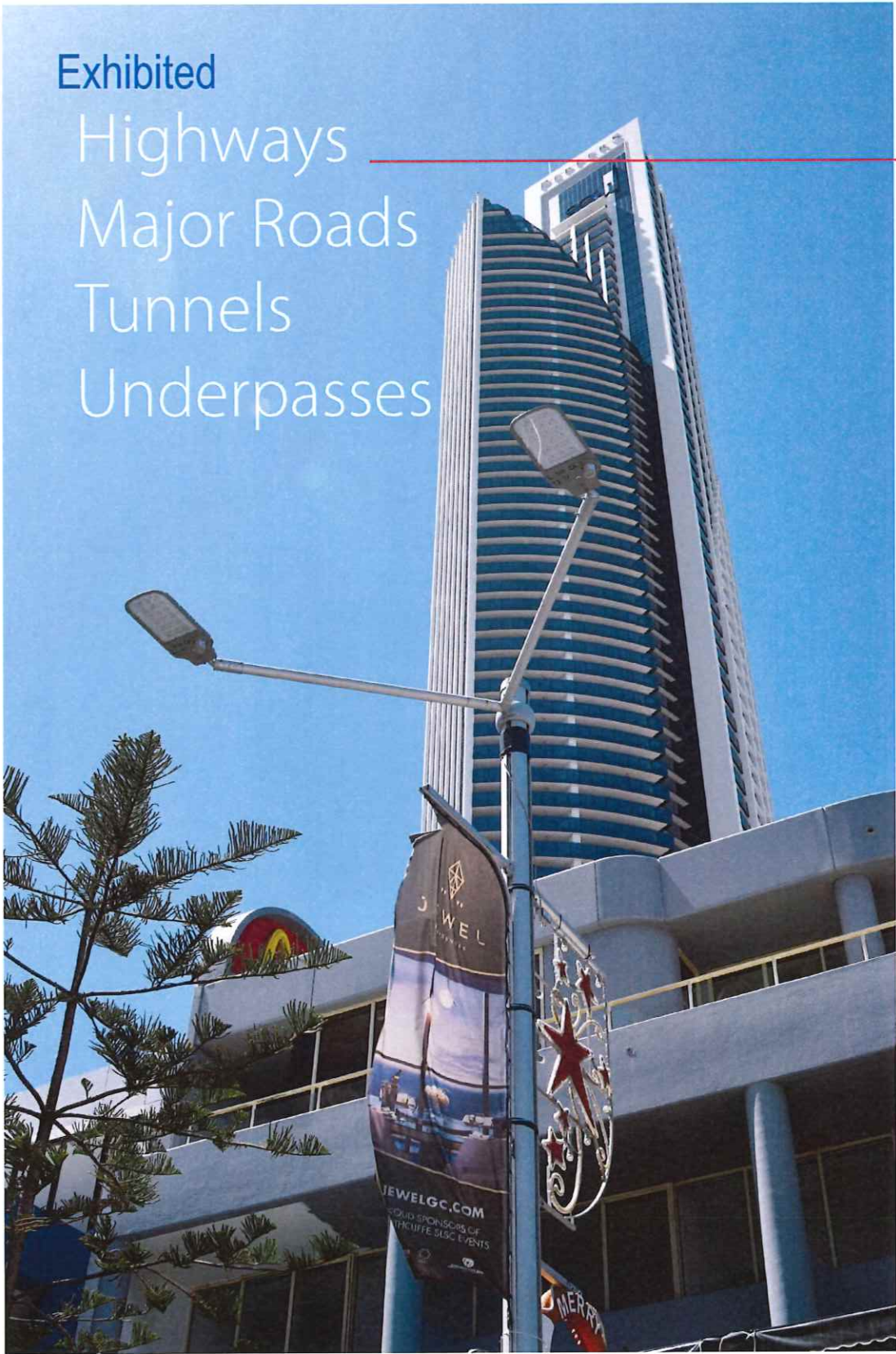
Aldridge have been supplying prominent roadway and pedestrian lighting projects throughout Australia and worldwide. Aldridge LED lighting systems use the latest technology through our smart city technology platform – TST, which can be customised to provide the most effective and efficient lighting schemes which comply with the requirements of Australian Standard AS/NZS1158 for both vehicle and pedestrian (V and P Categories).

Our design service utilises cutting edge technology along with NATA photometric data in order to provide the best solutions to meet the most stringent industry requirements.

Our experienced delivery team design, audit, deliver, install and maintain all facets of this exciting industry.

For a comprehensive guide to our lighting products please contact us for our latest catalogue.

Exhibited
Highways
Major Roads
Tunnels
Underpasses



V-LED

'V-LED' - Gold Coast

V-LED II

The V-LED MKII is a High Performance, Energy Efficient, Tunnel and Underpass Lighting Luminaire. Designed with an advanced LED Optical System, that sets new standards for 'V' Category Roadway Lighting. Proudly Designed in Australia by ATS.

APPLICATIONS

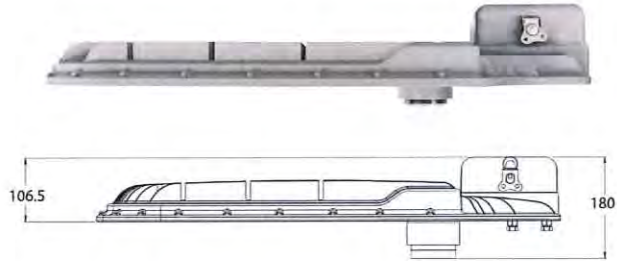
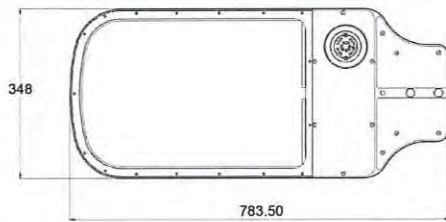
- Tunnels
- Underpasses
- Freeways
- Expressways
- Highways
- Motorways

'V-LED' Installation - Tasman Bridge, Tasmania

Exhibited

Exhibited

Dimensions



V-LED II



Features

- Smart City Ready - TST compatibility Zigbee, LoRa, NBloT
- High Performance roadway luminaire designed to meet stringent Australian/New Zealand road lighting standard, AS/NZS 60698.2.3 & AS/NZS TS 1158.6
- High Performance Optics designed to comply and meet Australian standards AS1158-1.1 Cat V
- Direct replacement of conventional V - category High Pressure Sodium and Metal Halide luminaires
- Semi-cutoff and Aero screen (std) diffuser
- Integrated thermal management
- Segregated termination chamber c/w quick access
- 20 year Design Life
- 10 year warranty

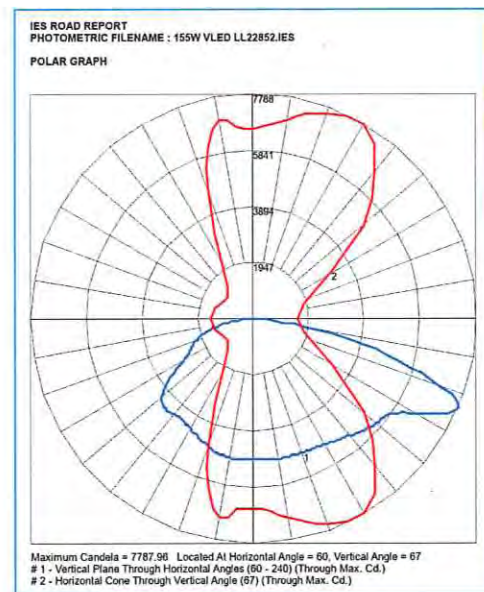
Options

- Photocell: 7-pin Nema receptacle (7PN)
- Fuse Terminal Block: (FTB)
- Surge Protection Device: (SPD - 10KVA, 20KVA)
- Class II: (DB - Double Insulated)
- Colour: Black (BL), White (WH) Grey (GR - Standard)
- CCT: 3000K, 4000K (Standard), 5000K
- Visor: Glare shield/spill light kit (GV)
- Remote Gear: (GV)
- 5° Tilt Adjustment Adapter: (STA)

Technical Data

- Body:** High Pressure Marine Grade Die Cast Aluminum
- Optics:** Type 2 - 3 - 5 - FT (Forward Throw)
- LED:** CREE
- Wattage:** 75 - 85 - 147 - 175 - 265 - 290 Watts
- Finishing:** Powder Coat (Grey Standard)
- Mounting:** 9 - 15 Metres
- Fixing:** Side Spigot Mount (32 - 40mm OD)
- IP rating:** IP66
- IK rating:** IK06
- Voltage:** 220V - 240V 50/60Hz
- Power Factor:** >0.9

Photometric Design Data



Specification V-LED II

PRODUCT CODE	V75WT5N7P	V85WT5N7P	V147WT5N7P	V175WT5N7P	V265WT5N7P	V290WT5FTN7P8P
System Watts	75	85	147	175	265	290
Input Voltage (V)	220V - 240V 50/60Hz	220V - 240V 50/60Hz	220V - 240V 50/60Hz	220V - 240V 50/60Hz	220V - 240V 50/60Hz	220V - 240V 50/60Hz
CCT (K)	4000	4000	4000	4000	4000	4000
CRI	Ra>80	Ra>80	Ra>80	Ra>80	Ra>80	Ra>80
IP Protection	IP66	IP66	IP66	IP66	IP66	IP66
IK Protection	IK06	IK06	IK06	IK06	IK06	IK06
Weight (Kg) Remote Gear: Less 1.8Kg	<12kg	<12kg	<12kg	<13kg	<14kg	<14kg

Exhibited

Residential Roads

PLED II



BERLIN



BOSTON SE



BOSTON TE



Highways and Major Roads

V-LED MID



V-LED MKII



BOSTON V



H-LED



E-LED



Exhibited

Residential Roads

COMO C



COMO P



COMO S



COMO T



FLAT S



FLAT M



FLAT L



Tunnels and Underpasses

T-LED



V-LED MID



V-LED MKII



FLUD S



FLUD M



FLUD L



S-LED



Exhibited



Before and After Installation - Hobart Tasmania

NSW

P: +61 2 9736 3677
F: +61 2 9736 3391
e: info@trafficltd.com.au

VIC

P: +61 3 9430 0222
F: +61 3 9430 0244
e: info@trafficltd.com.au

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e: info@trafficltd.com.au

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F: +61 3 6273 1759
e: info@trafficltd.com.au

UNITED KINGDOM

P: +44 (0) 1159 223 797
F: +44 (0) 1159 223 836
e: info@aldridgetraffic.co.uk

Reference PLN-23-0087

Lights in Road Safety Park at 2A Archer Street

Dear Sir's

I walk past this park most days.

I fail to see why \$10,000 of lights are required at the Road Safety Park

The park is well utilized by pre school aged children and their parents, but I've never seen any older children there. This age group is very unlikely to use the facility after dark.

It could be argued that the lights will help to deter vandalism, but the facility is relatively vandal proof, and the offenders almost always wear hoodies, hence the lights won't make a lot of difference.

The light poles are only 1 meter from the track and could present a hazard.

Regards

Greg Green

1 Archer St, Longford.

Rosemary Jones

From: Jane Hanssen <janehanssen02@gmail.com>
Sent: Friday, 2 June 2023 8:29 AM
To: NMC Planning
Subject: PLN-23-0087 representation

Follow Up Flag: Follow up
Flag Status: Flagged

To the general manager Des Jennings,

We write to in regards to concerns we hold around Planning Application number PLN-23-0087 and kindly request that the necessity of the intended works be reconsidered.

We reside at 10 Latour Street, which is located opposite the Road Safety Park which is the subject of this application. It has come to our attention that this application has been lodged seeking to install 3 new street lights around the Safety Park. We are quite concerned by this proposal given the planned locations for the lights are in close proximity to our main bedroom and we worry that the extra light will impact on our quality of sleep.

We also note that the park is primarily intended for and used by preschool children. We question whether there is a strong need for the proposed lights given the children who use the park are mostly active during the day. There is already a light directed at the safety park and a street light nearby. While the light is currently in need of maintenance, when this was in proper working order the illumination provided would appear to be sufficient.

The village green playground, which is also intended for young children, has limited lighting and we would assume that this is due to the understanding that children will primarily attend during the day. Should the safety park be given greater lighting, we are concerned that it may attract an unsavoury element.

Kind regards
Jane and Derk Hanssen
10 Latour street
Longford 7301
janehanssen02@gmail.com
0439 615 134



Request to Amend Permit

Phone: 6397 7301 Fax: 6397 7331
E-mail: planning@nmc.tas.gov.au



**NORTHERN
MIDLANDS
COUNCIL**

13 Smith St / PO Box 156
Longford Tas 7301

Applicant: TULT P/L c/- PHILIP BOWDEN

Signature of Applicant: *[Signature]* **Date:** 5/5/23

Reason for Amendment:

Permit Condition Change endorsed plan/document Add/vary staging

Detailed description of amendment(s) requested:

(PLEASE ENSURE YOU PROVIDE UPDATED PLANS AND DOCUMENTS TO SUPPORT THIS REQUEST)

1. TO AMEND THE ROADWAY DESIGN STANDARDS AS EXPRESSED
2. IN CONDITION 3.1 PERMIT PLN 22-0013 BY DELETING THE
3. NEED FOR FOOTPATHS TO SERVE THIS INDUSTRIAL AREA.
- 4.

Site address: 47 TRANSINK AVE SOUTH & TRANSINK AVE SOUTH ROAD RESERVE

Planning Permit Number: P.L.N./ 22-0013

Area of land: 33.34 HA

WAS 143771/2 & ROAD RESERVE
CT no: NOW CT 182274/2

Are there currently any buildings on this property? Yes / No

If yes – main building is used as N/A

Applicant's Details:

Postal address:

Phone: **Fax:** **Mobile:**

E-mail:

As the owner of the land, I consent to the request being submitted

Signed: *[Signature]* **Date:** 5/5/23 **Name of Owner:** TULT P/L / WRS NOM P/L *

Owner's Postal Address: PA 145691 for WRS NOM P/L

(attach extra page if required)

Office use only:

Paid \$: **Date:**

Receipt No: (Code 01)

Ref: P... /

Discretionary / Permitted

* THE TITLE IS WITH THE TITLES OFFICE TO CHANGE THE NAME TO THE ABOVE. SETTLEMENT HAS OCCURED.

Attachments:

- Plans of requested changes (A4 or A3) showing:**
 - new buildings, works and alterations
 - north point, relative site and floor levels
 - lot boundaries, contours, road frontages, rights of way, easements and any services over the land
 - location of any existing buildings or structures on the land or adjoining lots
 - existing natural features such as trees, watercourses etc
 - items to be demolished, areas to be cut and filled
 - vehicle access points to roads and provisions for car parking & manoeuvring
 - provision of open space, including gradients, dimensions, access and adjoining open spaces
 - provisions for drainage
 - a completed environmental supplement for commercial or industrial developments
 - Reason for request to amend permit**
 - Consent of the property owner;**
 - Copy of title plan & easements**
 - N/A **Heritage works application (if a listed building)**
 - N/A **Other reports (eg engineering)**
- NOTE: Items in bold **MUST** be received to form a valid application.
- Fees**

PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your building application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2016*. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.

RECEIVED
3-5-2023



02/05/2023

Dear Paul,

RE: Submission regarding provision of footpaths – vary design considerations

Please find attached a formal request to vary road design as specified in conditions on a planning Permit - Planning Permit PLN-22-0013 - EVANDALE ROAD (CT143771/2), 47 TRANSLINK AVENUE SOUTH & TRANSLINK AVENUE SOUTH ROAD RESERVE WESTERN JUNCTION.

We look forward to a positive response in regard to this matter.

Regards,

A handwritten signature in black ink, appearing to be 'IAN ABERNETHY', written over a horizontal line.

IAN ABERNETHY

Director FJA Solutions

FOOTPATHS TRANSLINK

Background

In February we wrote:

Condition 3.1 requires plans to be submitted which shows:

Through road

- *Minimum reservation 30m,*
- *Constructed to a minimum width of 11m from face of kerb to face of kerb.*
- *Kerb alignment matched with the existing kerb in Translink Avenue South.*
- *Footpath on both sides of the road.*

Other roads

- *Minimum reservation 20m.*
- *Constructed to a minimum width of 11m from face of kerb to face of kerb.*
- *Footpath on one side of the road.*

We are requesting a design change relative to the need to provide footpaths each side of the through road and on one side in other roads. We suggest there is no need for footpaths in this area.

Firstly, there are no current footpaths in the area of Translink Ave. There are paths around Statewide Warehouse which get little use. There is a small take-away in this area which might attract some foot traffic. If one surveys the mode of traffic using this take-way facility 99% of users travel there by car/ute. Where we are proposing the subdivision there are no such attractors which could generate any foot traffic. A new footpath would not link to any other footpaths – the request is illogical given the industrial nature of the area.

In an area where airport traffic is parking on-street to avoid parking fees there are no footpaths. If there is no need for footpaths in this high volume pedestrian area it is very hard to justify footpaths in an area like ours which is outside the airport parking radius.

Request

We seek your urgent assistance in resolving this stand off with your engineering dept.

You will recall we asked that the design standard specified in the Permit be modified to remove the need for footpaths from our industrial subdivision at TRANLINK.

While there is no design proscription on providing footpaths to industrial subdivisions generally, provision should be considered based on the need and particular case.

The Applicant's Engineer (EC Comment) wrote:

The Austroads guidelines to road design Part 6A Guide to Paths for Walking & Cycling provides several criteria to be considered when providing footpaths. This document is aimed at providing appropriate levels of service in a primarily urban, residential or commercial / CBD environment. There is only a single reference to "Industrial" developments, as reference to NZ land use examples far considering footpath provision.

Planning Comment:

The TRANSLINK location can not be classed as Urban, residential or commercial/CBD. It is best described as an industrial area in a rural setting with no linkages to any related population area.

EC Comment:

From the guideline, Section 3.1:

"In order to develop appropriate and practical design solutions designers should have a sound understanding of what is required to ensure that pedestrian and cycling networks offer an environment that provides a convenient, safe and pleasant journey with direct routes that minimise the length of travel and travel time to destination. The characteristics that contribute to a path network, that serve the needs of pedestrians and cyclists, includes paths that are safe, connected, legible, comfortable, convenient, universal and pleasant."

Planning Comment:

The key point from the Guideline above is "travel to destination". It will be strongly argued that there is no destination to consider in regard to TRANSLINK. Indeed there is no footpath network that any footpaths in the subdivision to provide the linkage needed to reach a destination (should one exist).

EC Comment:

The primary aim of the footpath network is to allow people to move safely between destinations, which for a development of this nature is practically non-existent. The proposed developments will all have to provide parking for visitors, staff and deliveries. No on street parking for staff, customers or visitors should be expected for standard operating conditions. There will be no requirement for visitors to have to park and then walk the property / road frontage to go from one business to the next, as this is not a general shopping/CBD district.

In a similar vein, the precinct is not serviced with commercial premises of a general retail /food nature that would encourage staff or visitors from other businesses to travel by foot throughout the subdivision. It is noted that the area with a property providing food & drink is attached to a petrol station, which is located within the only section of roads in the Translink Industrial Precinct with footpaths provided.

Planning Comment:

At present the only vehicles parking at roadside are those persons using the airport and avoiding parking fees. To require footpaths will only encourage a greater number of persons to park in this way thus adding to the risk of accidents involving people crossing Evandale Main Road. Indeed to have footpaths in this isolated section of TRANSLINK will result in persons dragging suitcases along a path to a point where it stops and then confusion sets in – walk in the road or walk on the grass?

As far as can be ascertained Council does not have a well developed plan/strategy to connect up the various stages of the TRANSLINK area with footpaths. If one does exist please share it with us. The current request for footpaths is illogical, undefendable and if enforced will create an asset which will get very little use – and create at the best confusion for the few who may attempt to walk to – where?

EC Comment:

Should Council develop such a plan over time the roads within the Translink South development area have been provided with a road cross section that will allow the construction of footpaths in the future without the need for bulk earthworks or finished surface level & manhole adjustment.

The most common type of pedestrian path is used by pedestrians and young cyclists (depending on local road rules).

The general principles relating to provision of pedestrian paths include:

- In general, all roads should have some type of walking facility out of the vehicle path. Austroads Part 6A notes that an exception may be categories of road that have a very low volume and low operating speed such as minor access roads. This criteria is also directly applicable to the Translink development (>65% less than 50km/hr, >90% less than 60km/hr, 250vpd).*

Planning Comment:

Also, the width of the roads required in TRANSLINK allows for a good separation between traffic and those very low numbers of pedestrians who may desire to walk around an industrial area.

EC Comment:

- Pedestrian path installation warrants based solely on pedestrian volumes are not practical, except in the central business districts of cities and at event locations.*

The need for pedestrian paths should also be related to the pedestrian network functional requirements. For example, the presence of pedestrians on many rural roads is a rare event and the provision of paths is not economically justified. In this situation the provision of shoulders will provide space for a pedestrian who happens to use the road.

On all roads that have a moderate to high speed and significant pedestrian activity should be provided with pedestrian paths because of the high risk of serious injury should a pedestrian be struck by a vehicle.

The traffic count data obtained from Hudson Fysh Dve and the Traffic Impact Assessment confirms that traffic volumes and speed distribution are low. The pedestrian volume can be confidently assumed to be low to near-zero.

Planning Comment:

We want to raise an example of a new industrial area within the southern suburbs of Perth WA.

This is a mixed industrial/wholesale area located between two major roads and adjacent to residential areas. There is a major recreational area to the west of the selected site. Given the whole sale nature of the area it can be classed as a destination in its own right.

The area is outlined in red below:



Figure 1 Industrial Area - Perth South

There is a footpath on one side of Hammond Road – one of the main through routes in the area



Figure 2 Hammond Road - an arterial road

There is a footpath on one side of Tamara Drive – more to link the north and south of the recreation area than to service the industrial area.



Figure 3 Tamara St - footpath linking recreational area

There are no other footpaths in the developing industrial area.



Figure 4 Internal roads - no footpaths

This is not a one off. To reinforce the matter the area around Bibra Lake Industrial area, Canning Vale Commercial hub, Bunnings, Cockburn and Solomon Road Industrial area also do not have footpaths.



Figure 5 Bibra Lakes Industrial area - no footpaths



Figure 6 Cockburn Commercial area - no footpaths

The message is if there is no real destination or heavy traffic volumes there is no need for footpaths. This is now reflected within the roadway designs of contemporary industrial areas in and around Perth WA and other major cities.

Clearly, TRANSLINK is not a destination, there is no heavy traffic and there are no footpaths which link this development to other footpaths.

Suggestion

Should Council wish to pursue footpaths in this area we make the following suggestion as a means of achieving that goal and also bringing services needed for modern industry up to standard.

We know the precinct has issues in terms of basic infrastructure – power for modern industry (from Transend), sewer limitations and water pressure issues (from Taswater). This is despite the media profile for TRANSLINK talking about it being shovel ready for major developments.

Why not seek State/Federal Govt funding to update the above services and also to implement a comprehensive footpath plan. Argue that this is not a mistake – it is to do with changing needs of industry – new opportunities from emerging industries.



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4 Public Open Space Contribution

A contribution must be paid towards the cost of providing public open space infrastructure in accordance with Council policy:

- \$1,400 per additional lot created; or
- The applicant may obtain a valuation not less than one month old by a registered land valuer, of the subject land, less one of the proposed lots. The Public Open Space Rate shall total 5% of that value.

5 Sealing of Plans

All conditions must be complied with prior to sealing of the final plan of survey. Council may, at the developer's request, accept a bond or bank guarantee, for particular works or maintenance, to enable early seal and release of the final plan of survey.

MINUTE NO. 22/286

DECISION

Cr Goninon/Deputy Mayor Goss

- A** That Council, under section 34 (1) (former provisions) of the Land Use Planning and Approvals Act 1993, initiate Draft Planning Scheme Amendment 03-2022 to the Northern Midlands Interim Planning Scheme 2013 to:

Rezone part of CT173776/1 to General Residential (shown as rezoning sites) as follows:

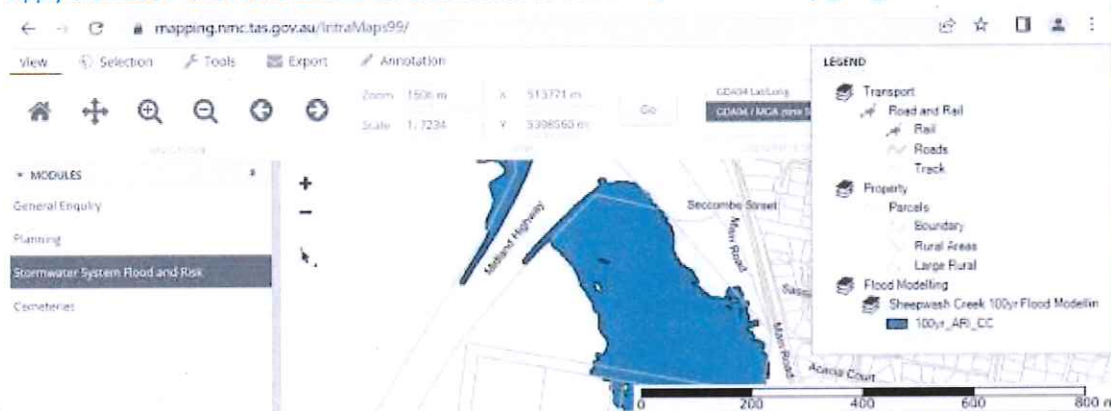




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Apply the Flood Prone Areas Code to the area of land on CT173776/1 denoted 100yr_ARI_CC shown as follows:



- B** That Council, acting as the Planning Authority, pursuant to section 35(1), former provisions, of the *Land Use Planning and Approvals Act* resolve to certify draft Planning Scheme Amendment 03/2022, to the Northern Midlands Interim Planning Scheme 2013 as meeting the requirements specified in Section 32, former provisions.
- C** That, pursuant to section 43F (1), former provisions, of the *Land Use Planning and Approvals Act 1993*, the Planning Authority, resolve to grant planning permit PLN22-0056, to develop and use the land for a 2 lot subdivision, in accordance with application PLN22-0056 and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed plans.

2 Council's Works Department conditions

2.1 Stormwater

Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

2.2 Access (Urban)

- a) A concrete driveway crossover and thick apron must be constructed to each lot in accordance with Council standard drawing TSD R09.
- b) **Access works must not commence** until an application for vehicular crossing has been approved by Council.

2.3 As constructed information

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

2.4 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.

2.5 Works in Council road reserve

- a) **Works must not be undertaken within the public road reserve**, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.



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2.6 Works on Council Infrastructure

The applicant must complete a Council Road Opening Permit prior to constructing any infrastructure in the road reserve which will become Council responsibility including kerb and channel, footpaths and stormwater. Works must not commence until the permit has been approved by Council.

2.7 Separation of hydraulic services

- a) All existing stormwater pipes and connections must be located.
- b) Where required, pipes are to be rerouted to provide an independent system for each lot.
- c) Certification must be provided that services have been separated between the lots.

2.8 Nature strips

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

3 TasWater conditions

Sewer and water services shall be provided in accordance with TasWater's Planning Authority Notice (*Appendix A.*)

4 Public Open Space Contribution

A contribution must be paid towards the cost of providing public open space infrastructure in accordance with Council policy:

- \$1,400 per additional lot created; or
- The applicant may obtain a valuation not less than one month old by a registered land valuer, of the subject land, less one of the proposed lots. The Public Open Space Rate shall total 5% of that value.

5 Agreement under Part 5 of Land Use Planning Approval Act 1993

The applicant must enter into, and comply with all conditions of, an agreement under Part 5 of the Act with the Northern Midlands Council to provide for the following:

- Future subdivision of the land must not result in lots less than 600m² in area.
- The agreement shall be prepared by the applicant and forwarded to the Council (with a cheque for the Recorder of Titles for the fee for the registration of the Agreement).

6 Sealing of Plans

All conditions must be complied with prior to sealing of the final plan of survey. Council may, at the developer's request, accept a bond or bank guarantee, for particular works or maintenance, to enable early seal and release of the final plan of survey.

Carried

Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams, Cr Goninon and Cr Lambert

Voting Against the Motion:

Cr Brooks

DRAFT AMENDMENT 03/2022 TO THE NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013

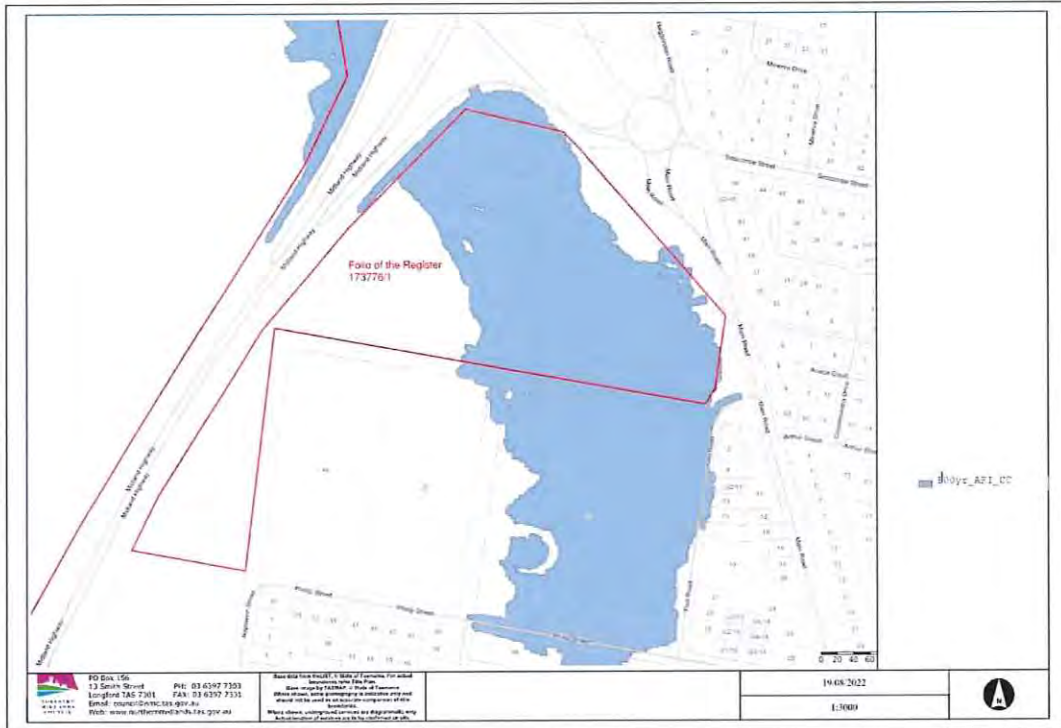
To rezone part of Folio of the Register 173776/1 Drummond Street, Perth from Rural Resource to General Residential and to apply the Flood Prone Areas Code to part of Folio of the Register 173776/1



Legend:
■ General Residential

DRAFT AMENDMENT 03/2022 TO THE NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013

To rezone part of Folio of the Register 173776/1 Drummond Street, Perth from Rural Resource to General Residential and to apply the Flood Prone Areas Code to part of Folio of the Register 173776/1 (within red outline below):



The **COMMON SEAL** of the
Northern Midlands Council is
hereunto affixed, pursuant to the
Council's resolution of
15 August 2022 in the presence of:



M Knowles

.....
Mayor

[Signature]
.....
General Manager



WEST PERTH FLOOD STUDY: SHEEPWASH CREEK



For Northern Midlands Council

June 2023

HYDRODYNAMICA

Project: West Perth Flood Study: Sheepwash Creek



Author: Steve Ratcliffe
 Consulting Engineer
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DATE	NATURE OF REVISION	REVISION NUMBER	Author	APPROVED
06/08/2021	Draft	0	SR	
14/04/2022	Final	1	SR	CO
15/06/2023	Updated	2	SR	CO

This document has been prepared in accordance with the scope of services agreed upon between Hydrodynamica (H-DNA) and the Client. To the best of H-DNA's understanding, this document represents the Client's intentions at the time of printing of the document. In preparing this document H-DNA has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, H-DNA has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

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1. Introduction

Northern Midlands Council commissioned Hydrodynamica to develop updated flood maps for Sheepwash Creek at West Perth. The maps are required to help identify flood zones for the Planning Scheme, inform development applications and enhance Northern Midlands Council's Emergency Management system regarding flood warning, response, and recovery.

It is important to note that without calibration the predicted peak flow rates are an estimate. Similarly, the modelled dams, highway, highway culverts, and the road and rail culverts all have assumptions associated with their performance during a flood. A single flood map cannot be relied upon to impart a full overview of the range of potential outcomes resulting from a flood in this catchment.

The flood maps have been generated by developing flood hydrographs and using them as inputs into a two dimensional (2D) hydrodynamic model.

Sheepwash Creek has a catchment area of 8.76 Km² to Drummond Street in West Perth, refer to Figure 1:

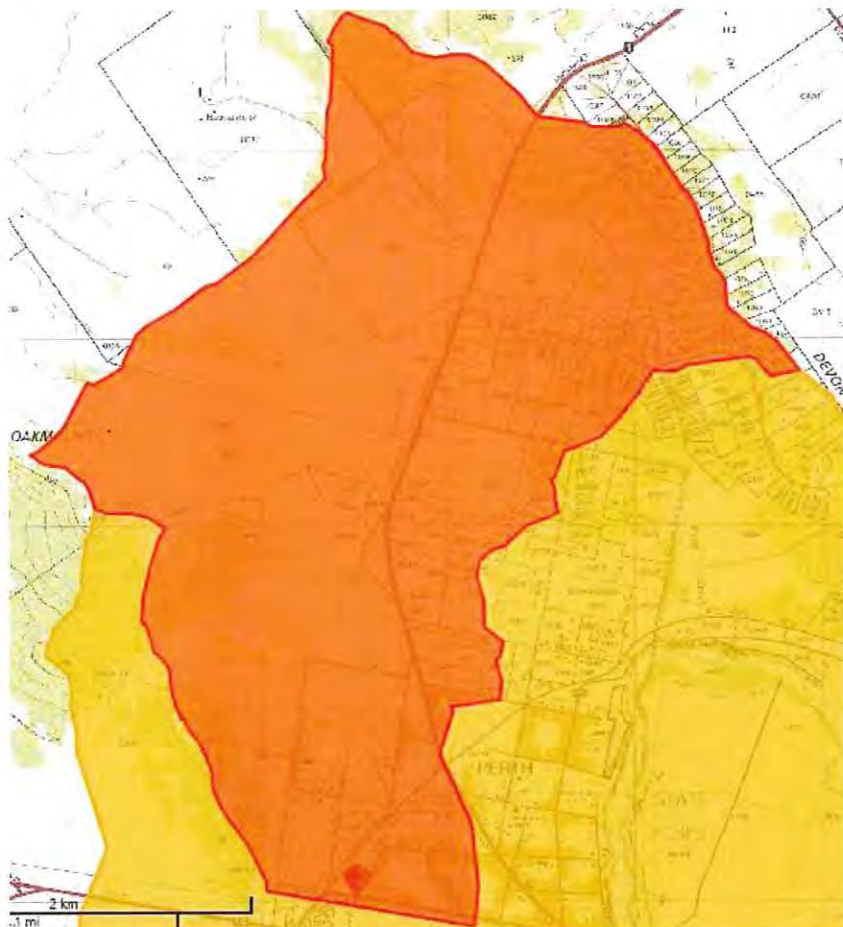


Figure 1. Sheepwash Creek Catchment

The area of catchment to the original dam spillway is 6.13 km².

The original *Flood Plain Mapping and Dam Break Assessment* (Hydrodynamica, 2016) was commissioned to identify potential problems due to inundation. Since then, West Perth has developed rapidly resulting in changes to impervious areas. There have also been significant topographical changes including the construction of the Perth bypass.

Revised rainfall estimates, made available through Australian Rainfall & Runoff 2019 (ARR2019) and the Bureau of Meteorology, have also been made available.

The new flood mapping incorporates these changes and modelling was inclusive of the following topographical changes downstream of McKinnon's dam:

- Perth bypass
- Creek (swale) widening from Phillip Street to Edward Street
- WSUD arrangements at the intersection of Youl Road and Edward Street
- Effra Court subdivision infill and swale works
- Creek (swale) widening from the rail line to Drummond Street
- Norfolk Street subdivision infill
- Old Cemetery Road culvert removal
- Tree removal above the culverts on Drummond Street

A sequence of culvert upgrades is proposed for the road and rail crossings of Sheepwash Creek, starting with the Drummond Street culverts and working upstream to Phillip Street. The anticipated reduction in flood footprints associated with these potential works is not considered in this report.

2. Hydrology

The approach adopted to determine flows and generate hydrographs for this study employed the use of flood frequency analysis (FFA) and the RORB runoff routing model.

A range of potential 1% Annual Exceedance Probability (AEP) flood frequency estimates were determined to establish a credible range of 1% AEP (100 year ARI) flood estimates. The RORB model was set up and run for the pre-development rural catchment with no dam, and calibration parameters selected so that the 1% AEP flood peaks predicted by RORB were within the envelope of potential flows determined by the FFA.

The RORB model was used to generate hydrographs for the required AEPs, i.e., the 1% AEP and the 1% AEP climate change events.

2.1 Flood Frequency Estimates

Best practice in FFA suggests that to achieve a robust estimate of the 1% AEP flood peak then 50 years of data is desirable, and that the comparative catchments should be as near as possible with similar characteristics. Flood frequency estimates have been developed through catchment scaling from the rivers listed in Table 1. Table 1 also indicates the length of record at each station, the catchment area, and the annual average rainfall over the catchment.

Source data	Catchment Area (Km ²)	Length of Record (Years)	Annual Average Rainfall (mm)
North Esk @ the Ballroom	374.5	97	1041.77
Liffey @ Carrick	214.53	39	1005.87
Pipers Underwood	51.2	68	964.37
Rubicon	264	53	907.38
Meander Strathbridge	1027.5	35	1005.12

Table 1. Rainfall record at various stations

Flood frequency estimates were derived for Sheepwash Creek using catchment scaling for the 0.5%, 1%, 2%, 5%, 10%, 20% and 50% AEP events. Table 2 summarises the results at Drummond Street culverts.

The Regional Flood Frequency Estimation Model (RFFE) was employed to provide a further estimate and check on the FFA results. The RFFE method inputs are principally the coordinates of the catchment outlet, the catchment centroid and catchment area. Refer to Table 3. The RFFE2015 output is included as Appendix A.

AEP (%)	North Esk	Liffey	Pipers	Rubicon	Strathbridge	Average
50	1.90	1.81	1.61	3.88	2.65	2.37
20	2.97	3.69	4.78	6.68	4.17	4.46
10	3.67	5.21	6.64	8.35	5.25	5.82
5	4.34	6.94	8.27	9.83	6.34	7.14
2	5.20	9.61	10.18	11.59	7.84	8.88
1	5.84	12.01	11.47	12.79	9.03	10.23
0.5	6.47	14.80	12.65	13.91	10.28	11.62

Table 2. Sheepwash Creek Flood Frequency Estimates (m³/s)

AEP (%)	Expected quantiles (m ³ /s)	5% (m ³ /s)	95% (m ³ /s)
50	1.29	0.56	3.04
20	1.99	0.86	4.69
10	2.53	0.95	6.62
5	3.09	0.99	9.30
2	3.88	1.00	14.10
1	4.53	0.99	18.8

Table 3. Estimated Flood Quantiles generated from RFFE 2015 @ Drummond Street Perth

The RFFE method, provided in Table 3, generates results from regional methods based on FFA and catchment scaling. These may be significantly influenced by data sets associated with nearby stream flow records, which might not be appropriate due to metrological factors or the length of records. The lack of transparency in the method means it should not be blindly adopted, but instead used as a guide and other approaches should also be explored.

The manually calculated 1% AEP flood frequency results produced a much tighter spread than the RFFE 2015 method i.e., 5.84 m³/s to 12.79 m³/s as opposed to 0.99 m³/s to 18.8 m³/s. The 'expected' and average 1% AEP estimates are both acceptable in theory (4.53 m³/s versus 10.23 m³/s).

A check using the beta release of the 'new' RFFE version 2021a produced an expected 1% AEP result of 10.10 m³/s, which very close to our derived value.

The average of the manual calculations has been adopted as the most likely peak flood estimate as the source catchments are generally closer to Perth. The RORB hydrographs for the 1% AEP flood event were calibrated to this estimate of 10.23 m³/sec for the undeveloped rural catchment of Sheepwash Creek. It is noted that recently a flow gauging station has been installed upstream of Phillip Street. In future the data collected from this may be used to refine flows used in the models.

2.2 RORB Model Construction

The modelled subcatchments are shown in Figure 2, the area of the catchment to the Drummond Street culvert at West Perth being 8.76 Km².

In the RORB model the rural undeveloped catchment is represented by the network shown in Figure 3. This version of the model does not include the MacKinnon's Dams or urban development.

RORB in this application is primarily being used to generate hydrographs for input into the 2D hydraulic model. However, we also want to use RORB to corroborate the flood peak estimates developed from FFA given the difference between manual flood frequency analysis and the RFFE method.



Figure 2. Subcatchment delineation

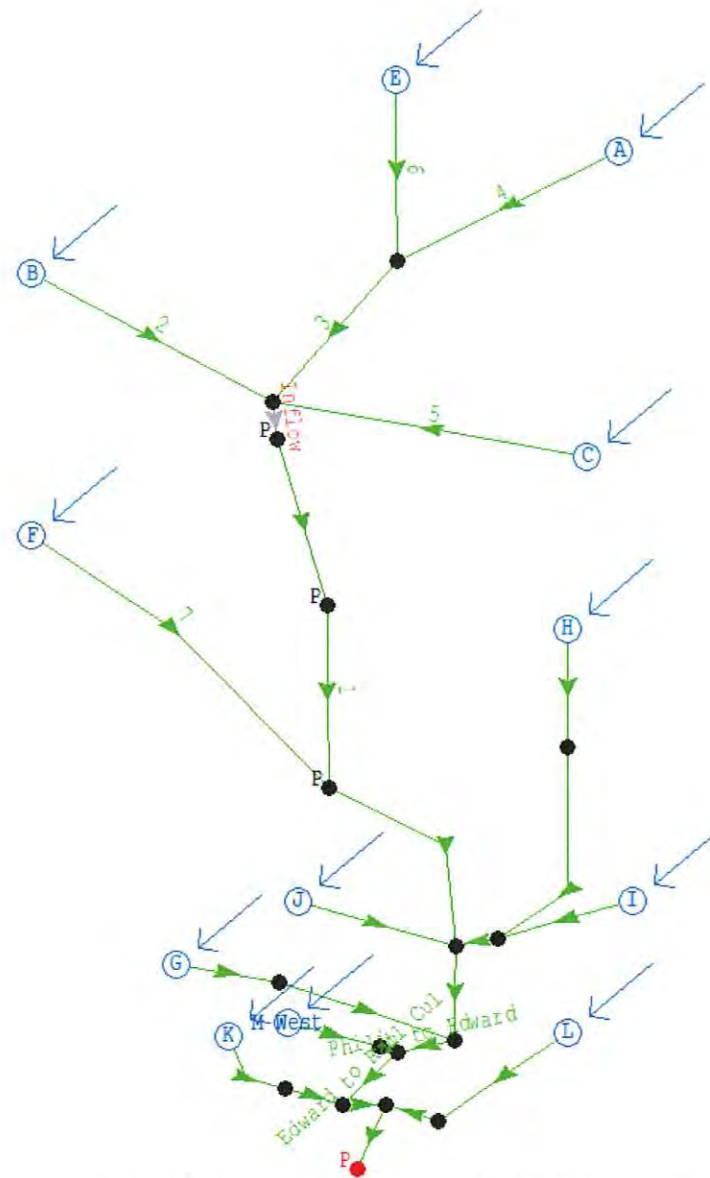


Figure 3. RORB Model Network for the Catchment

The 2016 IFD values were generated for the catchment are shown in Table 4, raw data and the various relevant parameters were downloaded from the ARR Data Hub (<https://data.arr-software.org/>) and input into RORB model.