Brighton Council

Planning Authority Agenda

14 December 2021

Name: .....

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Planning Authority: 14 December 2021

Brighton Council

Council Representatives: **Mayor Gray (Chair)**, Cr Curran; Cr De La Torre; Cr Geard; Cr Jeffries; Cr Murtagh; Cr Owen and Cr Whelan.

NOTICE OF MEETING

Dear Councillor,

Notice is hereby given that the next **Planning Authority Meeting** will be held in the Council Chambers, Council Offices, Old Beach at **5.30 p.m. on Tuesday, 14 December 2021**, to discuss business as printed below.

QUALIFIED PERSON CERTIFICATION

I HEREBY CERTIFY that in accordance with Section 65 of the Local Government Act 1993, any advice, information and recommendation contained in the reports related to the Agenda have been prepared by persons who have the qualifications or experience necessary to give such advice, information and recommendations.

Dated at Old Beach this ***9th*** day of ***December 2021***.

James Dryburgh

GENERAL MANAGER

A G E N D A

Please note: It is now Council Policy to record proceedings of Ordinary Council Meetings, Special Meetings and Planning Authority meetings from July 2021. Other than official Council audio recordings, no unauthorised video or audio recording of proceedings of Council meetings shall be permitted without specific approval by resolution of Council. An audio recording of the meeting will be available via a link on the Brighton Council website within 7 business days of the meeting.

1. Acknowledgement of Country

Brighton Council acknowledges the palawa/pakana (Tasmanian Aboriginal) community as the traditional and original owners of the skies, land and water of lutruwita (Tasmania) and forward our respect to their elders both past and present.

Brighton Council acknowledges the continued connection the Tasmanian Aboriginal people still have to the skies, land and water of lutruwita that provides them with the food, medicine and craft celebrated through ceremony today.

2. Apologies

3. Public Question Time and Deputations

4. Declaration of Interest

In accordance with Part 5, Section 48 of the Local Government Act 1993, the Chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have an interest in any item on the agenda; and

Part 2 Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest in any item on the agenda.

Accordingly, Councillors are requested to advise of any interest they may have in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Council has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015.

5. Council Acting as Planning Authority

In accordance with the provisions of Part 2 Regulations 25 of the Local Government (Meeting Procedures) Regulations 2015, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted. In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 5 on this agenda, inclusive of any supplementary items.

5.1 Development Application DA 2021 / 00199 for Multiple Dwellings (14) at 15 Morrison Street, Brighton:

Author: Brian White (Planning Officer)

Applicant:	David Wai Ho Au (MinD Architects)
Subject Site:	15 Morrison Street, Brighton
Proposal:	Multiple Dwellings (14) (See pages 26-83)
Planning Scheme:	Tasmanian Planning Scheme - Brighton
Zoning:	General Residential
Codes:	C2.0 Parking and Sustainable Transport Code C3.0 Road and Railway Assets Code
Local Provisions:	Brighton Local Provisions Schedule
Use Class:	Residential (Multiple Dwellings)
Discretions:	C2.5.3 Motorcycle parking numbers C2.6.2 Design and layout of parking areas. C2.6.5 Pedestrian access.
Representations:	1 representation was received. The representor raised the following issues • Density of development. • Safety of additional vehicle movements onto road network. • Issues with the safety and appearance of Elderslie Road.
Recommendation:	Approval with conditions

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2021 / 00199.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies, and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations* 2015.

2. SITE ASSESSMENT

The site is zoned General Residential under the *Tasmanian Planning Scheme – Brighton* ('the Scheme'). It is located on the corner of Burrows Avenue and Morrison Street, Brighton with an area of 4973m^2. The site is rectangular shaped, and currently contains a single dwelling and outbuildings. It is relatively flat and is connected to reticulated sewer and stormwater services.

The site is within an existing residential area and is located approximately 400m to the west of the Brighton activity centre. There is a Metro bus stop located approximately 100m to the north.

The surrounding properties are used and developed with a combination of single and multiple dwellings. There is a 10-unit development located nearby to the site at 13 Burrows Avenue.

The site location is shown in Figure 1 below.

Figure 1 Subject site (Source: TheList)

3. PROPOSAL

Planning approval is sought for the development of fourteen (14) multiple dwellings, the demolition of existing outbuildings, and the construction of a crossover on Burrows Road. The existing dwelling is to remain meaning the proposal will result in a total of fifteen (15) multiple dwellings on site.

There are three (3) different designs for the dwellings: ten (10) 'Type A' dwellings, which have two (2) bedrooms, a maximum height of approximately 4.3m, and a floor area of 109.59m2; one (1) 'Type B' dwelling, with three (3) bedrooms, a maximum height of 5m and a floor area of 133.58m2; and three (3) 'Type C' dwellings, with three (3) bedrooms, a maximum height of approximately 4.7m and a floor area of 127.27m2.

The proposed dwellings are located at least 1.58m from all boundaries. Dwellings 11 – 15 are accessed via Morrison Street and the remainder are accessed via Burrows Avenue. Each of the dwellings has access to two (2) parking spaces, with all dwellings, except for the existing dwelling, having a single garage and an uncovered parking space. There are four (4) visitor spaces proposed on site.

The proposed site plan is shown in Figure 2.

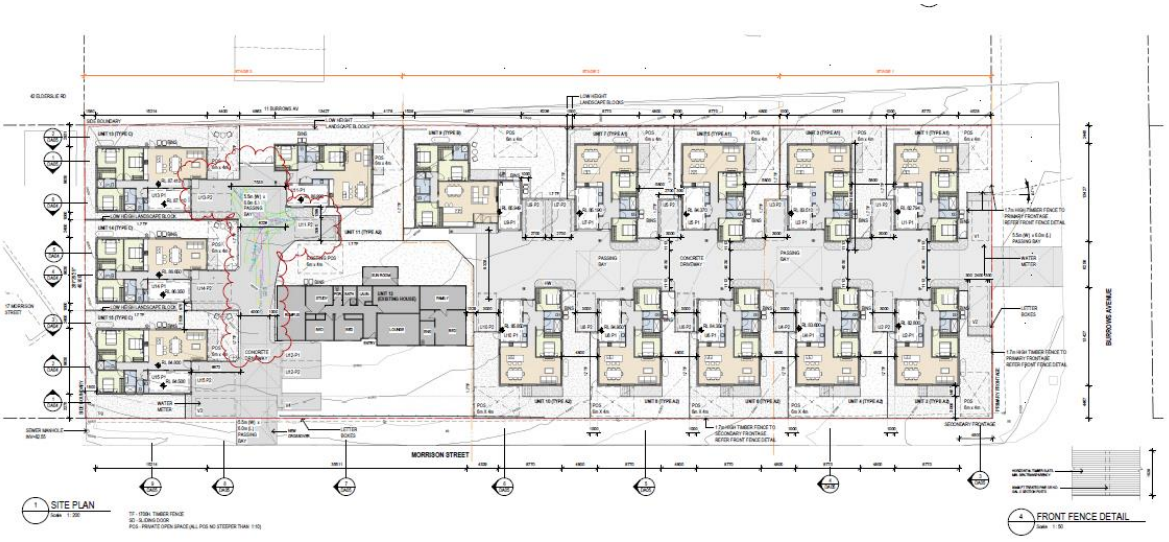


Figure 2 Site Plan (Source: MinD)

The proposal was supported by a traffic impact assessment (TIA) which opines that the parking layout, new access, increase in traffic onto the road network, and pedestrian movements within the site are safe and efficient and will not cause a detrimental impact on the efficiency of the surrounding road network.

Road owner's consent has been granted for the new access off Burrows Avenue.

4. PLANNING SCHEME ASSESSMENT

- Compliance with Applicable Standards:

5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.

5.6.2 A standard is an applicable standard if:

(a) the proposed use or development will be on a site within:

(i) a zone;

(ii) an area to which a specific area plan relates; or

(iii) an area to which a site-specific qualification applies; or

(b) the proposed use or development is a use or development to which a relevant applies; and

(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.

5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.

- Determining applications (clause 6.10.1):

6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

- Use Class

The Use Class is categorised as Residential (Multiple Dwellings) under the Scheme which a 'Permitted' use status in the General Residential zone.

- Compliance with Performance Criteria

  The proposal meets the Scheme's relevant Acceptable Solutions except for the following:

  C2.5.3 Motorcycle parking numbers A1/P1

Objective:	
That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solution	Performance Criteria
A1 The number of on-site motorcycle parking spaces for all uses must: (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.	P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (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.

Table C2.4 requires one (1) motorcycle space to be provided on site for a use that requires 21 – 40 parking spaces. Therefore, one (1) space is required but is not provided on site. The performance criteria must be relied upon to satisfy the standard.

The proposal was referred to Council's Senior Technical Officer, who considered that given the residential use proposed for the site, that motorcycle parking can be accommodated in car parking spaces when required.

Accordingly, the PC is satisfied.

Clause C2.6.2 - Design and layout of parking areas A1.1, A1.2/ P1

Objective:	
That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solution	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities. [S35]	facilities, Part 2: Off-street commercial vehicle facilities.

An assessment of the parking layout against Acceptable Solution A1.1 (a) is provided below:

i. The gradients comply with the relevant requirements of AS2890 (i.e. less than 15-20%).

ii. The swept path demonstrates that cars can enter and leave the site in a forward direction.

iii. Table C2.2 requires an internal access width not less than 5.5m. The access widths are 5.5m at the two main access aisles that connect to Morrison Street and Burrows Avenue.

iv. Table C2.3 requires parking dimensions of 5.4m length x 2.6m width with combined access and manoeuvring width of 6.4m for 90-degree parking. Some of the parking parking spaces do not comply with the aisle width requirements. **Therefore, the performance criteria must be relied upon to satisfy the standard.**

v. Some of the combined access and manoeuvring widths do not comply. **Therefore, the performance criteria must be relied upon to satisfy the standard.**

vi. The vertical clearance exceeds 2.1m above the parking surface level.

vii. Line marking is to be provided on all on-site car parking spaces. Garage and carport car parking spaces do not require line marking. Conditions apply.

Regarding the Australian Standard, AS2890.1, the TIA states that:

> *Australian Standards, AS2890.1, requires minimum dimensions of 2.4m x 5.4m with an aisle width of 5.8m for residential parking spaces. All parking spaces exceed the width requirements, meet the length requirements, and some spaces have less than 5.8m aisle width (minimum 5.6m). Technically the parking spaces do not comply with the requirements of AS2890.1 in terms of dimensions.* **Therefore, the performance criteria must be relied upon to satisfy the standard.**

The proposal does not meet A1.1 (a) or (b) so must be assessed against P1.

Parking for use by persons with a disability is not relevant to a residential use so A1.2 is not relevant to the proposal.

Performance Criteria P1 is addressed below:

a) the characteristics of the site;

The site is a residential zoned lot which is to be used for a residential (multiple dwelling) use. The characteristics of the site make it ideal for a unit development such as what is proposed.

(b) the proposed slope, dimensions and layout;

The site is relatively flat. Its dimensions and layout allow vehicles to enter and leave the site in a forward direction.

(c) useability in all weather conditions;

The site is to be sealed.

(d) Vehicle and pedestrian safety.

The proposal is for a residential development which will be a low-speed environment mostly used by tenants familiar with the layout. The visitor spaces are also located closest to each of the frontages so will be visible for visitors unfamiliar with the site, Therefore, vehicle and pedestrian safety will be reasonable for residents and any visitors. The submitted TIA has not raised any significant safety issues with the proposed parking layout.

(e) the nature and use of the development;

The proposal is for a multiple dwelling residential use and development which provides for a parking layout which allows cars to enter and leave the site in a forward direction and which provides the necessary number of parking spaces to service the use. Apart from the visitor spaces nearby to the frontages, the parking spaces are to be used by residents familiar with the layout so are considered appropriate.

(f) the expected number and type of vehicles;

The traffic generated by the proposal is estimated in the TIA as being 90 residential vehicles per day split across two accesses (Morrison Street will have 30 vehicle movements per day and Burrows Avenue will have 60 vehicle movements per day). Given the low-speed environment within the site and the fact that residents will be familiar with the parking layout, this number of vehicle movements is considered reasonable.

(g) the likely use of the parking areas by persons with a disability;

Not applicable to a residential use.

(h) the nature of traffic in the surrounding area;

The TIA has indicated that traffic volumes in the surrounding road network are low and that there is a large pool of available on-street car parking available for vehicles that do not wish to access the car park.

(i) the proposed means of parking delineation; and

The parking spaces will be clearly defined by kerbing, line marking and garages.

(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

Regarding AS 2890/, the TIA states that, apart from some of the isle widths (manoeuvring areas adjacent to parking spaces) being slightly less than 5.6m, the parking layout generally complies with the Australian Standard. Engineering plans and swept paths have been provided which demonstrate that the manoeuvring areas are sufficient to facilitate a B85 vehicle into and out of the spaces without conflicts. According to the TIA, this ability is due to the additional space width and the low-speed operating environment.

Therefore, having regard to the purpose of the provision which is: “That parking areas are designed and laid out to provide convenient, safe and efficient parking,” and the fact that manoeuvring in and out of all parking spaces is possible as shown in the swept path analysis, the proposal is considered to

comply with (j) in that the parking layout is designed and laid out to provide convenient, safe and efficient parking.

Accordingly, the PC is satisfied. Conditions apply.

Clause C2.6.5 Pedestrian Access

Objective:	
That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solution	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (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: (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; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 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.	P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (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.

The proposal provides does not provide a 1m wide footpath in accordance with A1.1 (a). Therefore, assessment against the performance criteria is relied upon to satisfy the standard. This assessment is provided below.

P1

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site;

The site is to be used for a multiple dwelling residential development which would only be used by residents whom would be familiar with the site's conditions. The site is large enough to accommodate the density of development that complies with the zone standards and relevant codes.

(b) the nature of the use;

The site is to be used for a multiple dwelling residential development which would only be used by residents whom would be familiar with the site's conditions. The visitor parking spaces are located nearby to each of the frontages so visitors will not have to navigate far into the site.

(c) the number of parking spaces;

The number of parking spaces have been provided to meet the minimum requirements of the code.

(d) the frequency of vehicle movements;

The TIA states that: "The peak traffic generation will be 3 and 6 vehicles per hour at the Morrison Street and Burrows Avenue accesses respectively. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars". It is agreed that the modest amount of vehicle movements and the low speed environment means that pedestrian safety will not be compromised.

(e) the needs of persons with a disability;

Not applicable for a residential use.

(f) the location and number of footpath crossings;

Not applicable.

(g) vehicle and pedestrian traffic safety;

The TIA states that the driveways will be 'shared zones' where vehicles and pedestrians share the space with pedestrians having priority.

As has been discussed, given the low the low traffic generation coupled with the low vehicle speeds, it is considered there will be an acceptable safety environment for shared use between pedestrians and cars.

(h) the location of any access ways or parking aisles; and

The dwellings are to be accessed via two separate crossovers. The design of the dwellings consists of a linear layout with two main 'spines' with parking aisles located on either side. The allows for good site distance for pedestrians looking down the driveway to both accesses, which is also assisted by the site being flat and the low speed environment. Therefore, the safety of pedestrians is considered satisfactory.

(i) any protective devices proposed for pedestrian safety.

No protective devices are proposed, nor are they considered necessary for the reasons outlined above.

Accordingly, the PC is satisfied.

5. Referrals

Senior Technical Officer

Council's Senior Technical Officer is satisfied with the proposal on traffic and infrastructure grounds and has provided conditions of approval.

TasWater

TasWater provided a Submission to Planning Authority Notice (SPAN) (TasWater reference no. TWDA 2021/ 01295 – BTN) on the 15th October, 2021.

6. Representations

One (1) representation was received during the statutory public exhibition period between 17th November and the 1st December, 2021.

The concerns of the representors are summarised below:

Representor's concerns	Planning Response
Density of development too high.	The proposal meets the acceptable solution of the development standard in the zone that deals with residential density for multiple dwellings. Clause 8.4.1 A1 requires that: "Multiple dwellings must have a site area per dwelling of not less than 325m². The site has an area of 4973m^{2,} and fifteen (15) dwellings are proposed. Therefore, the density is

	331.53m^2 per dwelling, so is compliant with A1. Whilst it is acknowledged that the manoeuvring area of some of the parking spaces on site do not meet the relevant acceptable solution of Clause C2.6.2 Design and layout of parking areas, the submitted TIA and accompanying swept path analysis show that the parking spaces are useable and are appropriate for a residential use where residents are familiar with the layout. Visitor spaces are provided nearby to both accesses so will be visible for visitors coming to the site. Council's engineers have raised no issues with the parking layout.
Increased vehicle movements onto road network will exacerbate traffic issues on nearby streets – particularly on Elderslie Road.	In regard to increased traffic movements due to the proposal and the capacity of the road network to accommodate the increase, the TIA states that: "The proposed development generates a relatively small amount of additional traffic on the surrounding road network (in the order of 9 vehicles per hour during peak times)". The TIA continues by stating that due to the only modest increase in traffic movements that no significant road safety impacts are likely to result without a corresponding deterioration in the network's level of service. Therefore, it is considered that the proposal is unlikely to result in an unreasonable impact on the surrounding road network.
Maintenance and appearance of Elderslie Road.	The current physical condition of Elderslie Road is not a matter to be considered via this current development application.

7. Conclusion

The proposal for 15 Multiple Dwellings (14 new and 1 existing) at 15 Morrison Street, Brighton, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

8. Recommendations

That: A. Pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approves application DA 2021/ 00199 for Multiple Dwellings (14) for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

General

1. The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.

2. This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act* 1993.

Landscaping

3. Prior to commencement of use, all trees and landscaping must be planted and installed in accordance with the approved Landscaping Plan to the satisfaction of the Council's Manager Development Services. Evidence showing compliance with this condition must be submitted to and approved by the Manager Development Services within 30 days of planting.

4. Replacement trees and landscaping in accordance with the approved Landscaping Plan must be planted if any is lost. All landscaping must continue to be maintained to the satisfaction of Council.

Amenity

5. Any front fence must have a height above natural ground level of not more than:

    - 1.2m, if the fence is solid; or

    - 1.8m, if the fence has openings above a height of 1.2m which provide a uniform transparency of not less than 30%.

Staged development

6. The development must not be carried out in stages except in accordance with a staged development plan submitted to and approved by Council's Manager Development Services.

TasWater

7. The use and/ordevelopment must comply with the requirements of TasWater, as detailed in the form Submission to Planning Authority Notice, Reference No TWDA 2021/ 01295-BTN, dated 15/10/2021, as attached to this permit.

Services

8. The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

9. Services located under the proposed driveways are to be provided with trafficable covers to the requirements of the relevant authority and to the satisfaction of Council's Municipal Engineer.

Roadworks

10. The developer must upgrade the road frontage across both Morrison Street and Burrows Avenue frontages to include:

    a) new kerb and channel

    b) road widening (where required to match the alignment of existing kerb)

    c) subsoil drains behind new kerb and channel

    d) 1.5m minimum width concrete footpath

    e) Piped stormwater drainage

    f) Indented parking bay (Burrows Avenue frontage)

Parking and Access

11. The existing southern vehicular access to Morrison Street must be upgraded within the road reservation with a concrete driveway apron. The apron must have a minimum width of 5.5 metres.
12. The existing northern vehicular access in Morrison Street must be removed and the nature strip reinstated.

13. A new concrete vehicular access must be provided in Burrows Avenue. The concrete driveway apron must have a minimum width of 5.5 metres.

14. At least thirty-four (34) parking spaces must be provided on the land at all times for the use of the development, including at least two (2) car parking spaces per dwelling and at least four (4) designated for visitor parking.

15. All parking, access ways, manoeuvring and circulation spaces must be provided in accordance the endorsed drawings, Australian Standard AS 2890 - Parking facilities, Parts 1-6, or as otherwise required by this permit, and include all of the following;

    (a) be constructed with a durable all weather pavement;

    (b) be drained to the public stormwater system; and

    (c) be surfaced by concrete or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

    (d) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

    (e) provide for vehicles to enter and exit the site in a forward direction;

    (f) have an internal access width not less than 3m, with adequate manoeuvring areas to accommodate turning paths of vehicles entering and exiting parking spaces (including 0.3m clearance to any fixed object greater than 150mm in height including fences and walls);

    (g) have width not less than 5.5m at the road carriageway with provision for two way traffic;

    (h) have a vertical clearance of not less than 2.1m above the parking surface level;

    Advice: Parking aisle widths less than those stipulated in AS2890.1 may be accepted where turning paths demonstrate vehicles can enter and exit parking spaces.

16. Prior to the development commencing, or application for building or plumbing permits, the developer must submit to Council a parking plan including:

    (a) pavement details,

    (b) design surface levels and gradients,

    (c) drainage,

(d) turning and travel paths (where required to demonstrate compliance with AS 2890.1),

(e) dimensions (including clearances),

(f) line marking,

The parking plan is to be certified by an engineer and shall form part of the permit once accepted.

17. The completed parking and associated turning areas and access must be certified by a practicing civil engineer to the effect that they have been constructed in accordance with the endorsed drawings and specifications approved by Council before the use commences.

18. All areas set-aside for parking and associated turning, and access must be completed before the use commences and must continue to be maintained to the satisfaction of the Council's Municipal Engineer.

Access to Public Road

ADVICE: No works on or affecting any Council road reservation is to be commenced until the Brighton Council has issued a WORKS IN ROAD RESERVATION PERMIT. Application for the issue of the necessary works permit is to be made to the Brighton Council's Asset Services Department prior to the proposed date of commencement of any works.

Stormwater

19. The stormwater system for the development must, unless required otherwise by this permit, be substantially in accordance with the *Stormwater Management Memo,* prepared by AD Design & Consulting, dated 213/09/21

20. Stormwater from the proposed development must drain to the piped public stormwater system to the satisfaction of Council's Municipal Engineer and in accordance with the *Building Act 2016*.

21. The piped public stormwater system in Morrison Street must be extended to the southern boundary of the subject land to provide a stormwater property connection.

22. The developer must provide on-site detention to offset the increase in stormwater runoff caused by the development to the satisfaction of Council's Municipal Engineer.

ADVICE: Council modelling indicates that the existing piped stormwater system downstream of the development has insufficient capacity for a 5% AEP event. Calculations for the sizing of the detention system must be included in the application for a Plumbing Permit.

23. Stormwater from the proposed development must be treated prior to entering the public stormwater system to achieve that the quality targets in accordance with the State Stormwater Strategy 2010. Water Sensitive Urban Design Principles will be in accordance with the *Water Sensitive Urban Design Procedures for Stormwater Management in Southern Tasmania*, *Council Policy 6.1 Stormwater Quality Control Contributions* and to the satisfaction of the Council's Municipal Engineer.

    Alternatively:

    The developer may make a financial contribution to Brighton Council for the provision of stormwater treatment in accordance with *Council Policy 6.1 Stormwater Quality Control Contributions.*

    Advice: A copy of *Council Policy 6.1 Stormwater Quality Control Contributions* is available from the Brighton Council Website https://www.brighton.tas.gov.au/council/policies/

24. Where stormwater detention or treatment is provided, the stormwater system must continue to be maintained to ensure the quality targets in accordance with the State Stormwater Strategy 2010 are maintained and water is conveyed so as not to create any nuisance to adjacent properties.

25. The driveway must be drained to minimise surface runoff over adjoining land in accordance with the requirements of the Municipal Engineer and in accordance with the Building Act 2016.

Soil and Water Management

26. A soil and water management plan (here referred to as a 'SWMP') prepared in accordance with the guidelines *Soil and Water Management on Building and Construction Sites*, by the Derwent Estuary Programme and NRM South, must be approved by Council's Municipal Engineer before development of the land commences.

27. Temporary run-off, erosion and sediment controls must be installed in accordance with the approved SWMP and must be maintained at full operational capacity to the satisfaction of Council's Municipal Engineer until the land is effectively rehabilitated and stabilised after completion of the development.

Construction amenity

28. The road frontage of the development site including road, kerb and channel, footpath and nature strip, must be:

    1. Surveyed prior to construction, photographed, documented and any damage or defects be noted in a dilapidation report to be provided to Council's Asset Services Department prior to construction.

    2. Be protected from damage, heavy equipment impact, surface scratching or scraping and be cleaned on completion.

    In the event a dilapidation report is not provided to Council prior to commencement, any damage on completion will be deemed a result of construction activity requiring replacement prior to approval.

29. The development must only be carried out between the following hours unless otherwise approved by the Council's General Manager

    - Monday to Friday 7:00 am to 6:00 pm
    - Saturday 8:00 am to 6:00 pm
    - Sunday and State-wide public holidays 10:00 am to 6:00 pm

30. All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:

    (a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.

    (b) The transportation of materials, goods and commodities to and from the land.

    (c) Obstruction of any public footway or highway.

    (d) Appearance of any building, works or materials.

31. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager Strategic Planning.

32. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.

33. The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Municipal Engineer.

Engineering

34. Public works must be carried out and constructed in accordance with the:

    a. *Tasmanian Subdivision Guidelines*

    b. *Tasmanian Municipal Standard – Specifications*

    c. *Tasmanian Municipal Standard – Drawings*

    as published by the Local Government Association of Tasmania and to the satisfaction of Council's Municipal Engineer.

35. Engineering design drawings for all public works within the road reservation must be submitted to and approved by Council before any works associated with development of the land commence.

    Advice: Public works include all works within the road reservation including, but not limited to, kerb and channel, footpath, stormwater mains, sewer mains. The engineering drawings submitted with the application are considered to be concept plans and may require alterations prior to consideration for approval.

36. Engineering design drawings are to be prepared by a qualified and experienced civil engineer, or other person approved by Council's Municipal Engineer, and must show –

    a) all existing and proposed services required by this permit;

    b) all existing and proposed roadwork required by this permit;

    c) measures to be taken to provide sight distance in accordance with the relevant standards of the planning scheme;

    d) measures to be taken to limit or control erosion and sedimentation;

    e) any other work required by this permit.

37. Approved engineering design drawings will remain valid for a period of 2 years from the date of approval of the engineering drawings.

38. The developer shall appoint a qualified and experienced Supervising Engineer (or company registered to provide civil engineering consultancy services) who will be required to certify completion of public works.

Maintenance and Defects Liability Period

39. Public works provided as part of the development must be placed onto a twelve (12) month maintenance and defects liability period in accordance with Council Policy following the completion of the works in accordance with the approved engineering plans and permit conditions.

    Advice: A bond is to be lodged with Council during the maintenance and defects liability period equal to 10% of the value of public works in accordance with Council Policy 6.3

40. Prior to placing works onto the maintenance and defects liability period the Supervising Engineer must provide certification that the works comply with the Council's Standard Drawings, specification and the approved plans.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

A. Please contact your private building surveyor to ascertain what approvals (if any) are required under the Building Act 2016.

B. This permit does not imply that any other approval required under any other legislation or by-law has been granted.

C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

DECISION:

PROPOSED 15 UNITS DEVELOPMENT
15 MORRISON STREET, BRIGHTON, TAS

ARCHITECTURAL DRAWING

DRAWINGS NO.	DRAWING NAME
DA00	COVER & SITE PLAN_LEVEL GROUND
DA01	EXISTING & DEMOLITION PLAN
DA02	SITE PLAN_LEVEL ROOF
DA03	LANDSCAPE PLAN
DA04	SITE SECTIONS
DA05	SITE SECTIONS
DA06	SUN SHADOW DIAGRAMS
DA10	UNIT_TYPE A_PLAN
DA11	UNIT_TYPE A_ELEVATIONS
DA20	UNIT_TYPE B_PLANS
DA21	UNIT_TYPE B_ELEVATIONS
DA30	UNIT_TYPE C_PLANS
DA31	UNIT_TYPE C_ELEVATIONS

SITE INFORMATION

TITLE REF	130608/16
PROPERTY ID	5022786
SITE AREA	4973 sq.m
DENSITY	15/4973 sq.m = 331.53 sq.m
SITE COVERAGE	1829.01 sq.m / 4973 sq.m = 36.78% <50%
PERVIOUS SURFACES	2149.30 sq.m / 4973 sq.m = 43.22%>25%

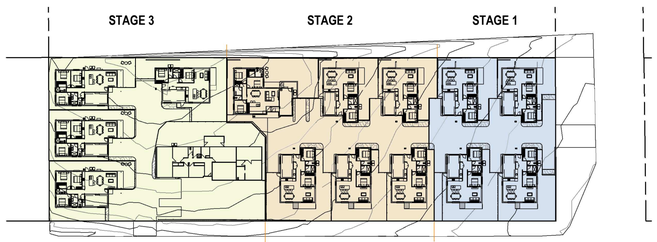
UNIT 1-8 & 10-11 (TYPE A)
LEVEL GR 109.59 SQ.M.(INCLUDING EXTERNAL WALL)

UNIT 9 (TYPE B)
LEVEL GR 133.58 SQ.M. (INCLUDING EXTERNAL WALL)

UNIT 12 (EXISTING HOUSE)
LEVEL GR REMAIN UNCHANGED

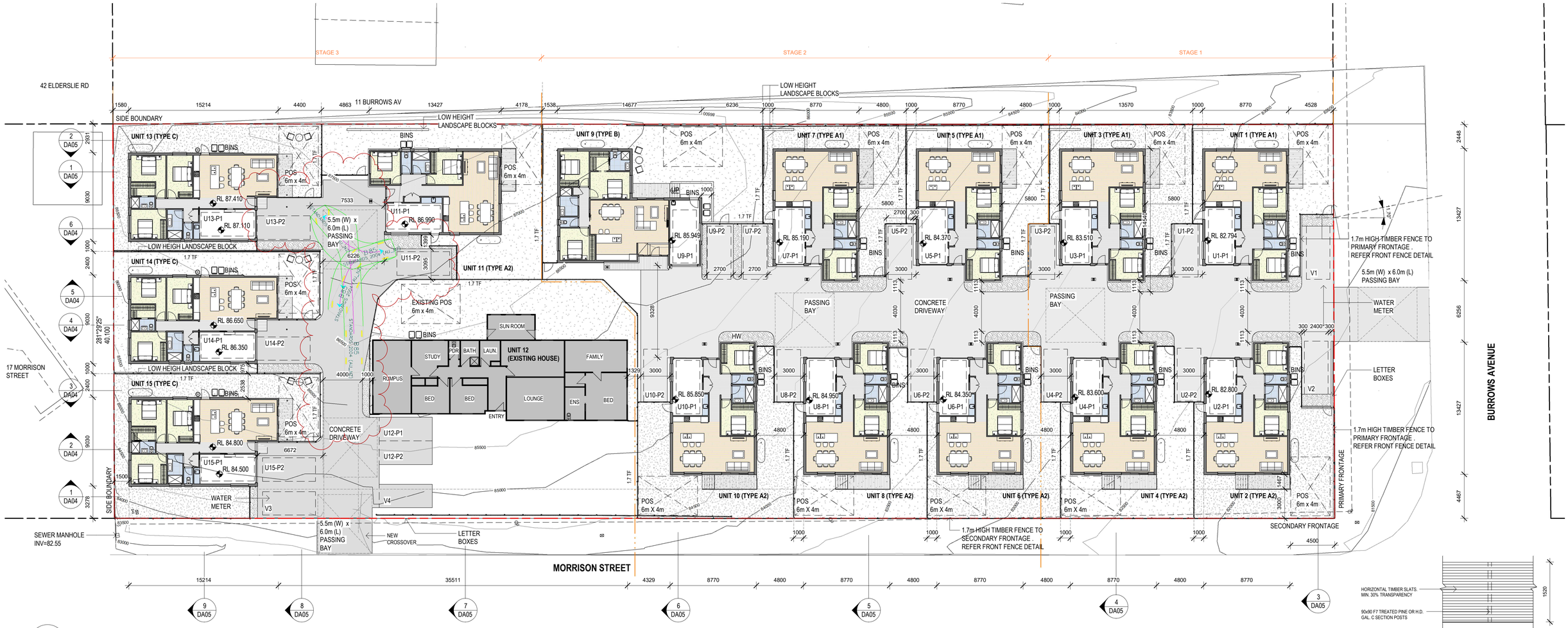
UNIT 13-15 (TYPE C)
LEVEL GR 127.27 SQ.M. (INCLUDING EXTERNAL WALL)

PRIVATE GARDEN SPACE
REFER LANDSCAPE PLAN (DA03)



3 STAGING PLAN
Scale 1 : 750

2 SITE LOCATION PLAN
Scale 1 : 50



1 SITE PLAN
Scale 1 : 200

TF - 1700H. TIMBER FENCE
SD - SLIDING DOOR
POS - PRIVATE OPEN SPACE (ALL POS NO STEEPER THAN 1:10)

4 FRONT FENCE DETAIL
Scale 1 : 50

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021
3	RESPONSE TO COUNCIL RFI	DA	DA	05/11/2021

MinD. ARCHITECTS
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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

NORTH:

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

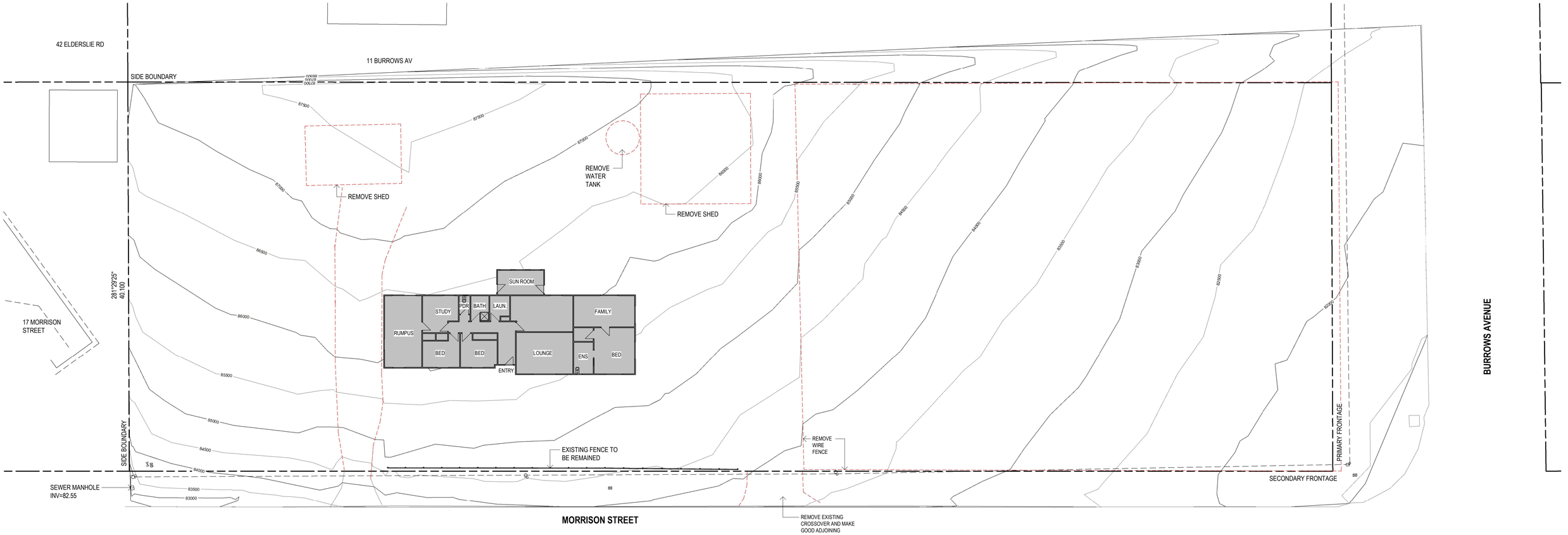
DRAWING TITLE: COVER & SITE PLAN_LEVEL GROUND

SCALE: As indicated @ A1

PROJECT DATE: 2021

DRAWING No.: DA00

REVISION: 3



1 EXISTING & DEMOLITION PLAN

Scale 1 : 200

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021
3	RESPONSE TO COUNCIL RFI	DA	DA	05/11/2021

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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

NORTH:

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

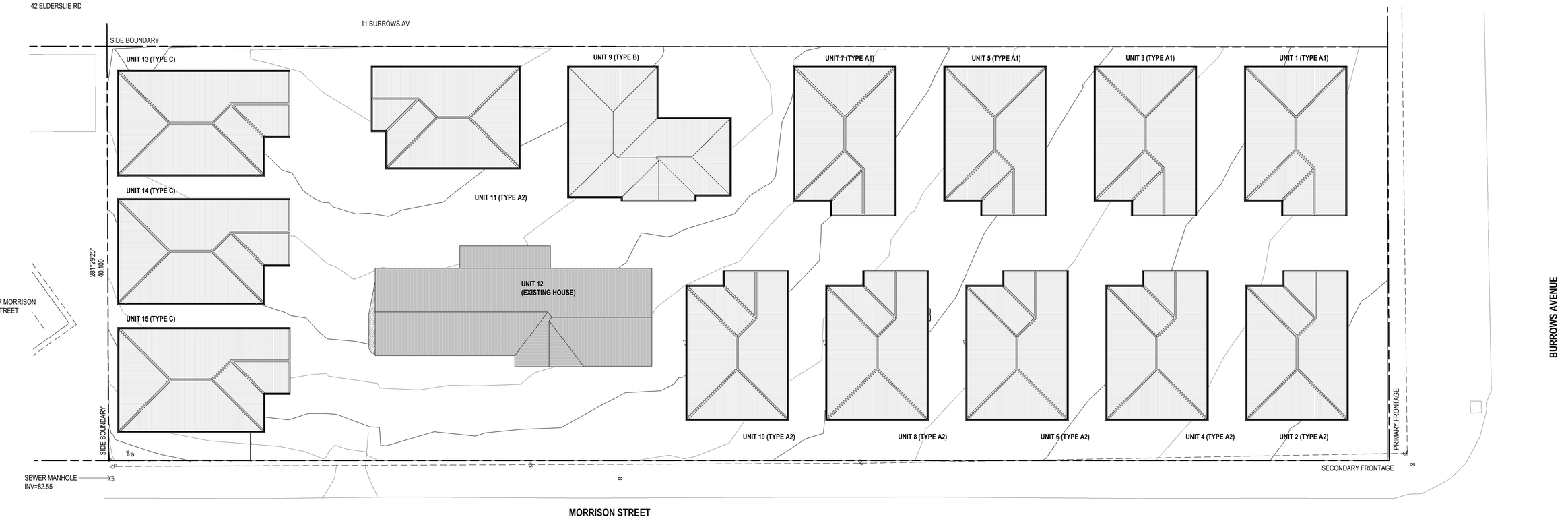
DRAWING TITLE: EXISTING & DEMOLITION PLAN

SCALE: 1 : 200 @ A1

PROJECT DATE: 2021

DRAWING No.: DA01

REVISION: 3



1 ROOF PLAN
Scale 1 : 200

ISSUE	REVISION	DRN	CHK / APP	DATE
1	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	05/11/2021

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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

NORTH:

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

DRAWING TITLE: SITE PLAN_LEVEL ROOF

SCALE: 1 : 200 @ A1

PROJECT DATE: 2021

DRAWING No.: DA02

REVISION: 2

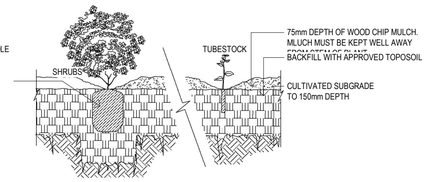
1 LANDSCAPE PLAN
Scale 1 : 200

MULCHED AND PLANTED GARDEN BED

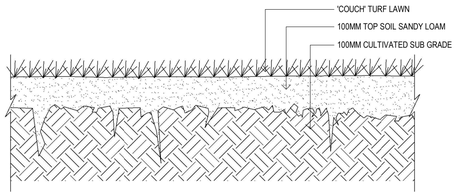
WALL MOUNT LIGHT **WL** (WIRE BACK TO THE UNIT)

BOLLARD LIGHT **BL** (SOLAR POWERED)

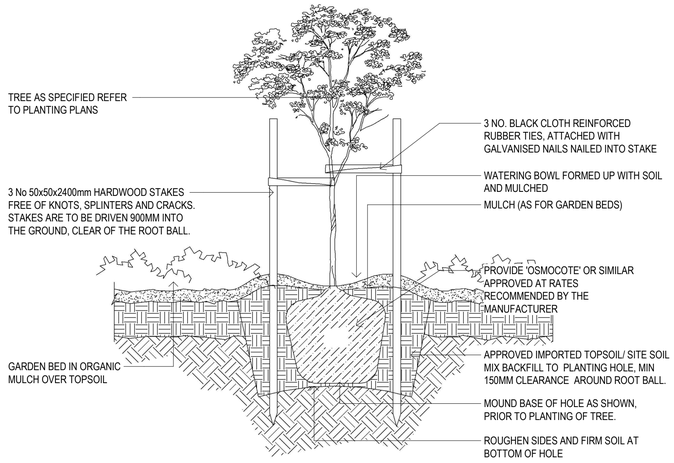
		NAME	EXPECTED MATURE HEIGHT	PLANT SIZE	QUANTITY
	CR	GENUS: DORYANTHES SPECIES: D. EXCELSA COMMON NAME: GYMEA LILY	MEDIUM SIZED SHRUB 1.5M	1.5M WIDE	8 NO.
	AC	GENUS: ACACIA SPECIES: COGNATA COMMON NAME: ACACIA COGNATA 'FETTUCINI'	SMALL SIZED SHRUB 0.75M	1.0M WIDE	19 NO.
	TD	GENUS: HEBE SPECIES:TURKISH DELIGHT COMMON NAME: TURKISH DELIGHT	SMALL SIZED SHRUB 0.80M	0.8M WIDE	23 NO.



2 SHRUB PLANTATION DETAIL
Scale 1 : 20



3 GRASS DETAIL
Scale 1 : 10



4 TREE PLANTING DETAIL
Scale 1 : 20

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
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CONSULTANTS:

REASON FOR ISSUE
CONSTRUCTION

PROJECT No.: 2126

NORTH:

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

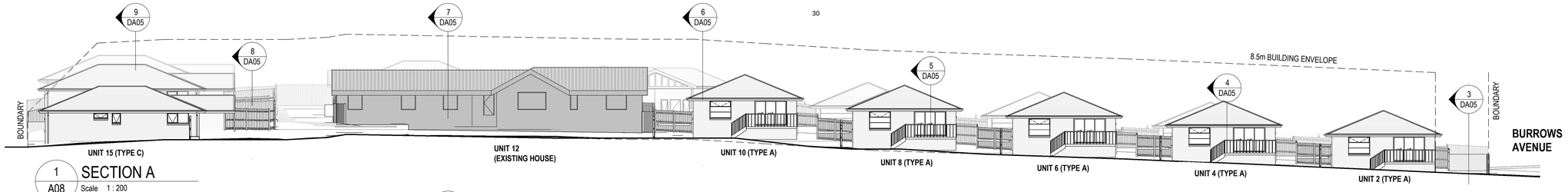
DRAWING TITLE:
LANDSCAPE PLAN

SCALE: As indicated @ A1

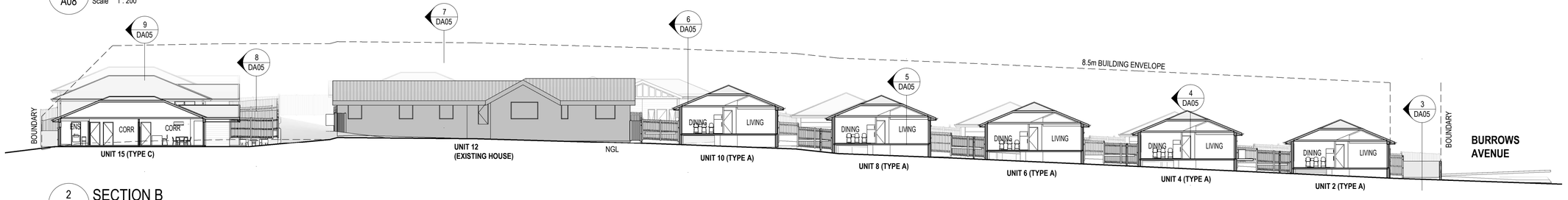
PROJECT DATE: 2021

DRAWING No.: DA03

REVISION: 3



1 A08 SECTION A
Scale 1 : 200



2 A08 SECTION B
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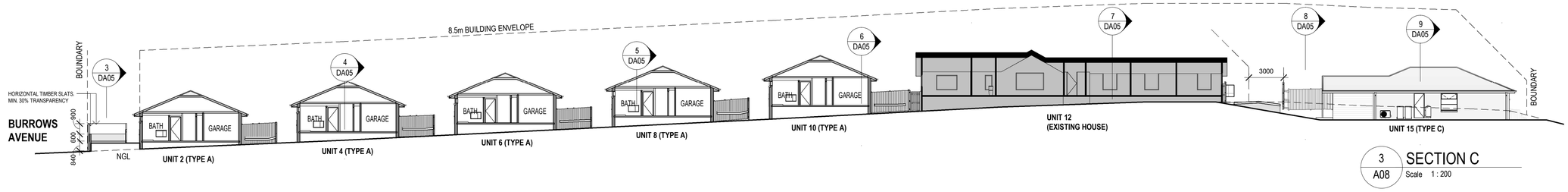

3 A08 SECTION C
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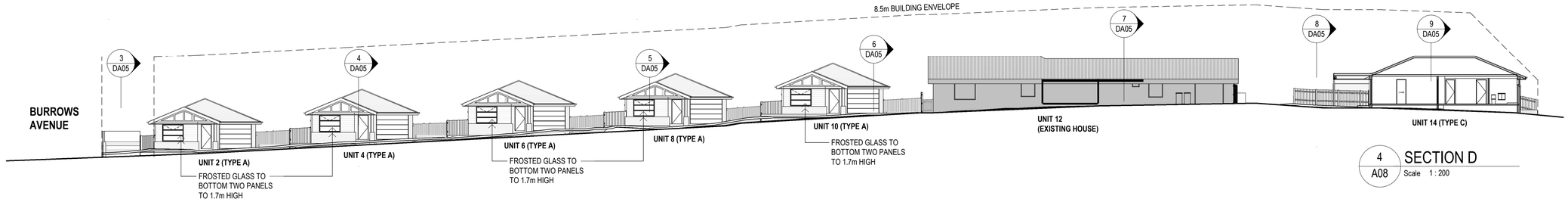

4 A08 SECTION D
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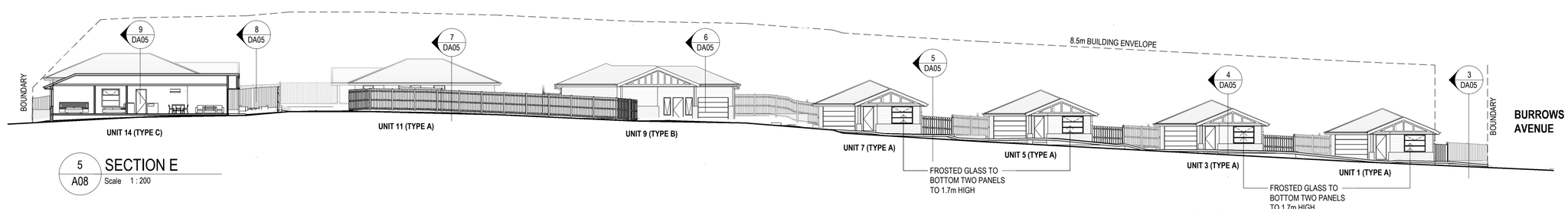

5 A08 SECTION E
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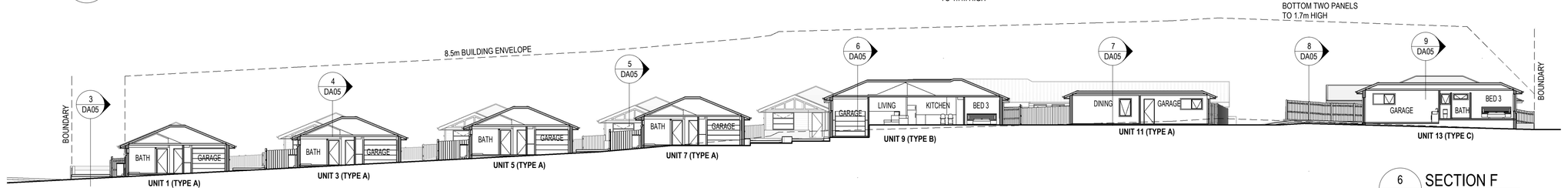

6 A08 SECTION F
Scale 1 : 200

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021
3	RESPONSE TO COUNCIL RFI	DA	DA	05/11/2021

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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

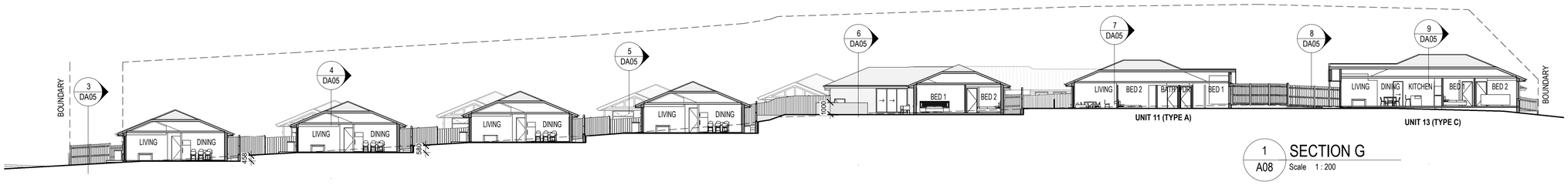
DRAWING TITLE: SITE SECTIONS

SCALE: 1 : 200 @ A1

PROJECT DATE: 2021

DRAWING No.: DA04

REVISION: 3



1 A08 SECTION G
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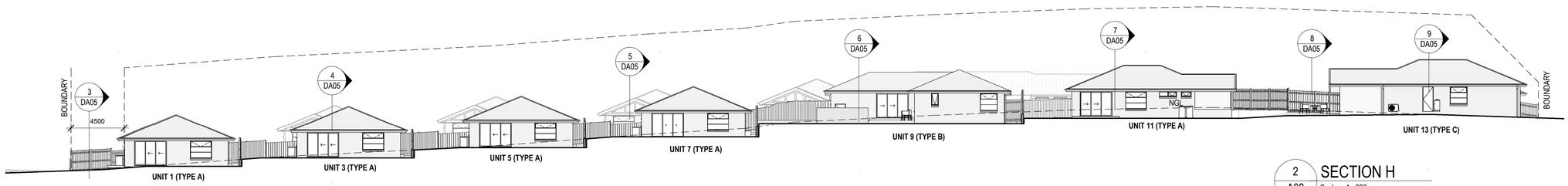
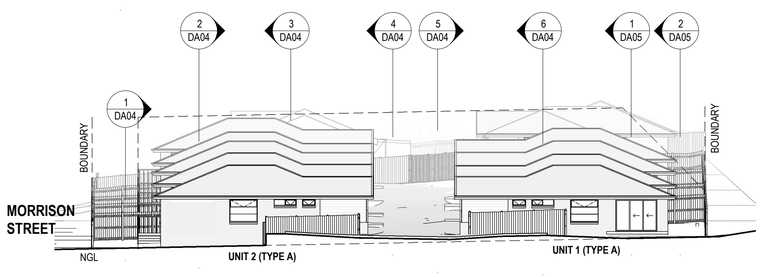
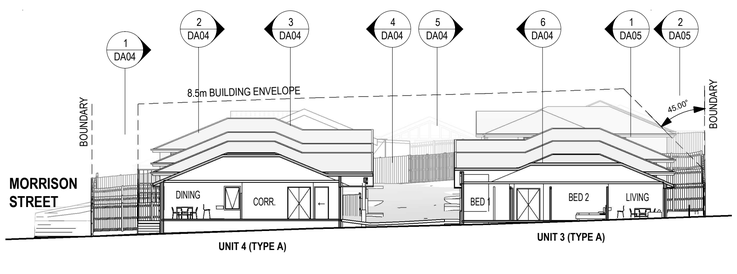
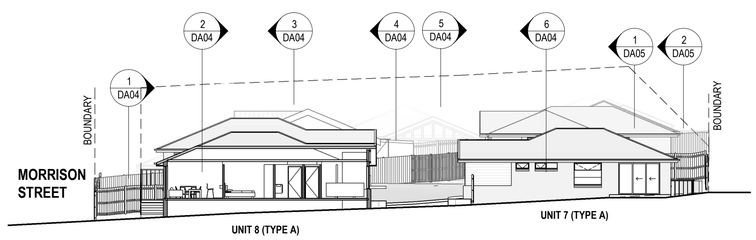


2 A08 SECTION H
Scale 1 : 200







3 A08 SECTION I
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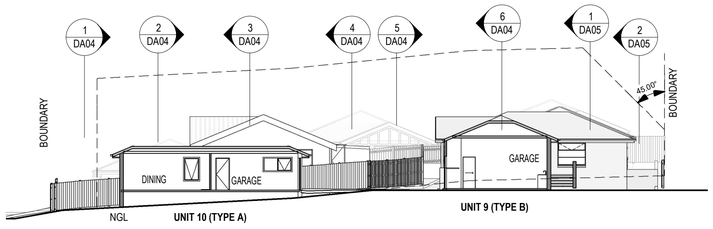

4 A08 SECTION J
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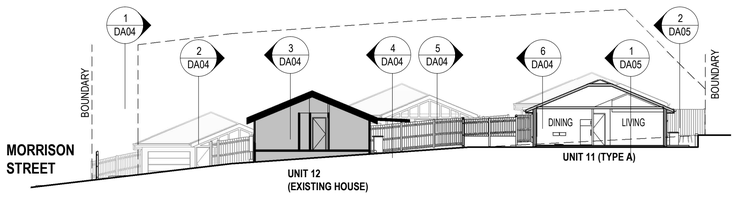

5 A08 SECTION K
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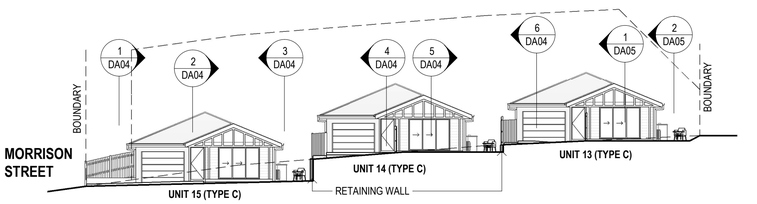

6 A08 SECTION M
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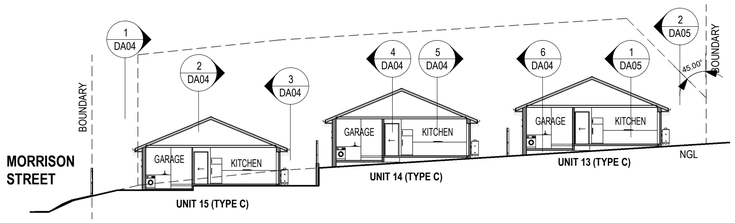

7 A08 SECTION N
Scale 1 : 200

8 A08 SECTION O
Scale 1 : 200

9 A08 SECTION P
Scale 1 : 200

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
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3	RESPONSE TO COUNCIL RFI	DA	DA	05/11/2021

MinD. ARCHITECTS
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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

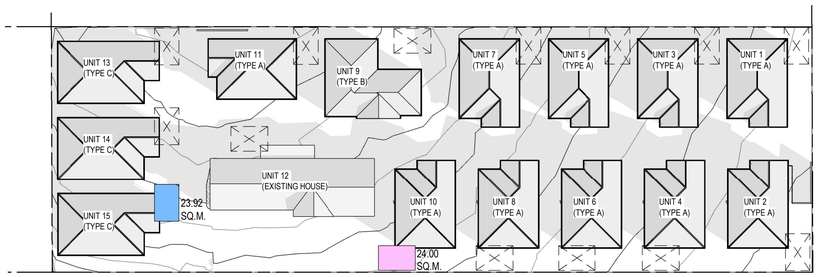
DRAWING TITLE: SITE SECTIONS

SCALE: 1 : 200 @ A1

PROJECT DATE: 2021

DRAWING No.: DA05

REVISION: 3



1 21 JUNE_0900am
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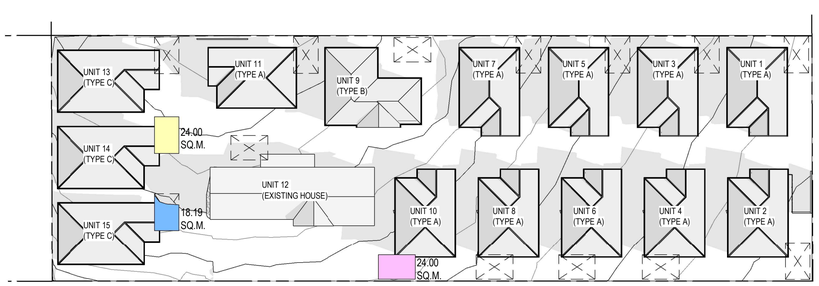

2 21 JUNE_1000am
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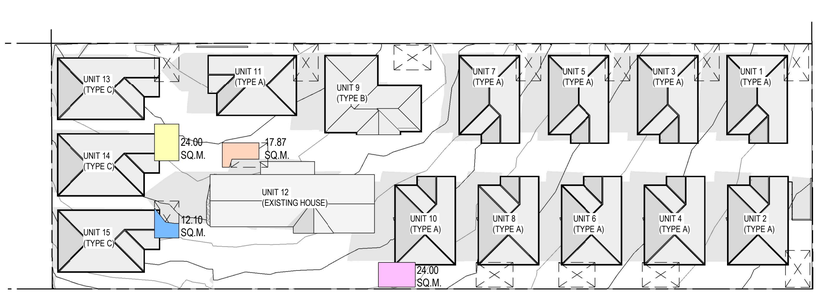

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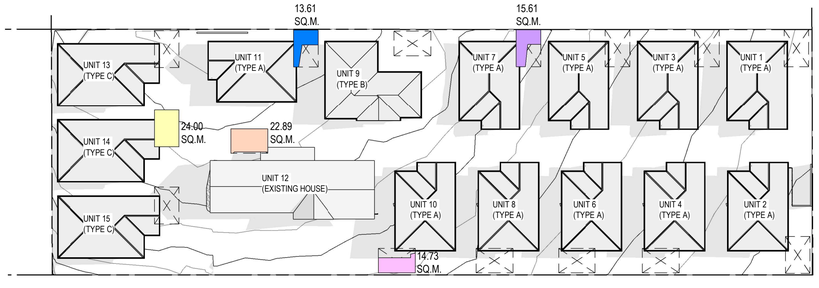

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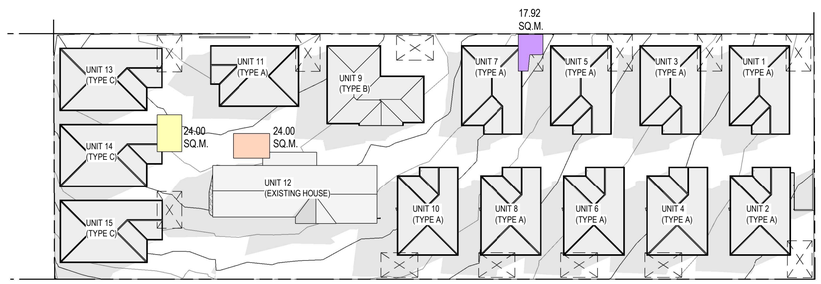

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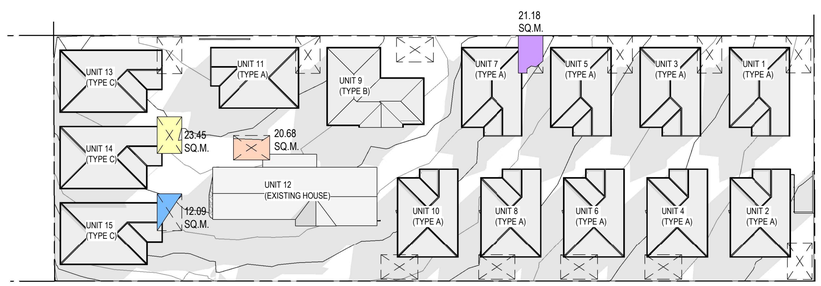

6 21 JUNE_1400pm
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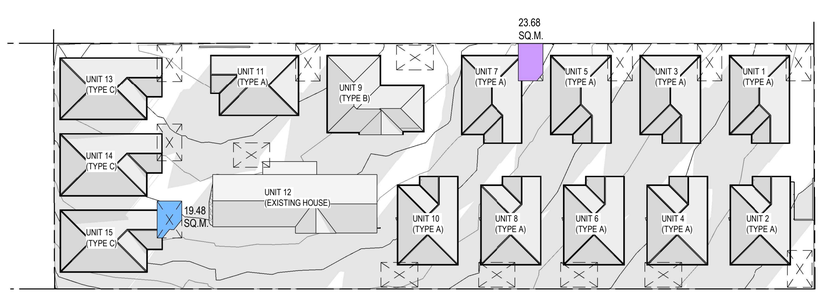

7 21 JUNE_1500pm
Scale 1 : 500

NOTE: SHADOW ONLY SHOWN WITHIN PROPERTY BOUNDARY

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CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPLICATION

PROJECT No.: 2126

NORTH:

PROJECT: PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS: 15 MORRISON STREET, BRIGHTON

CLIENT: FULTON TASMANIA

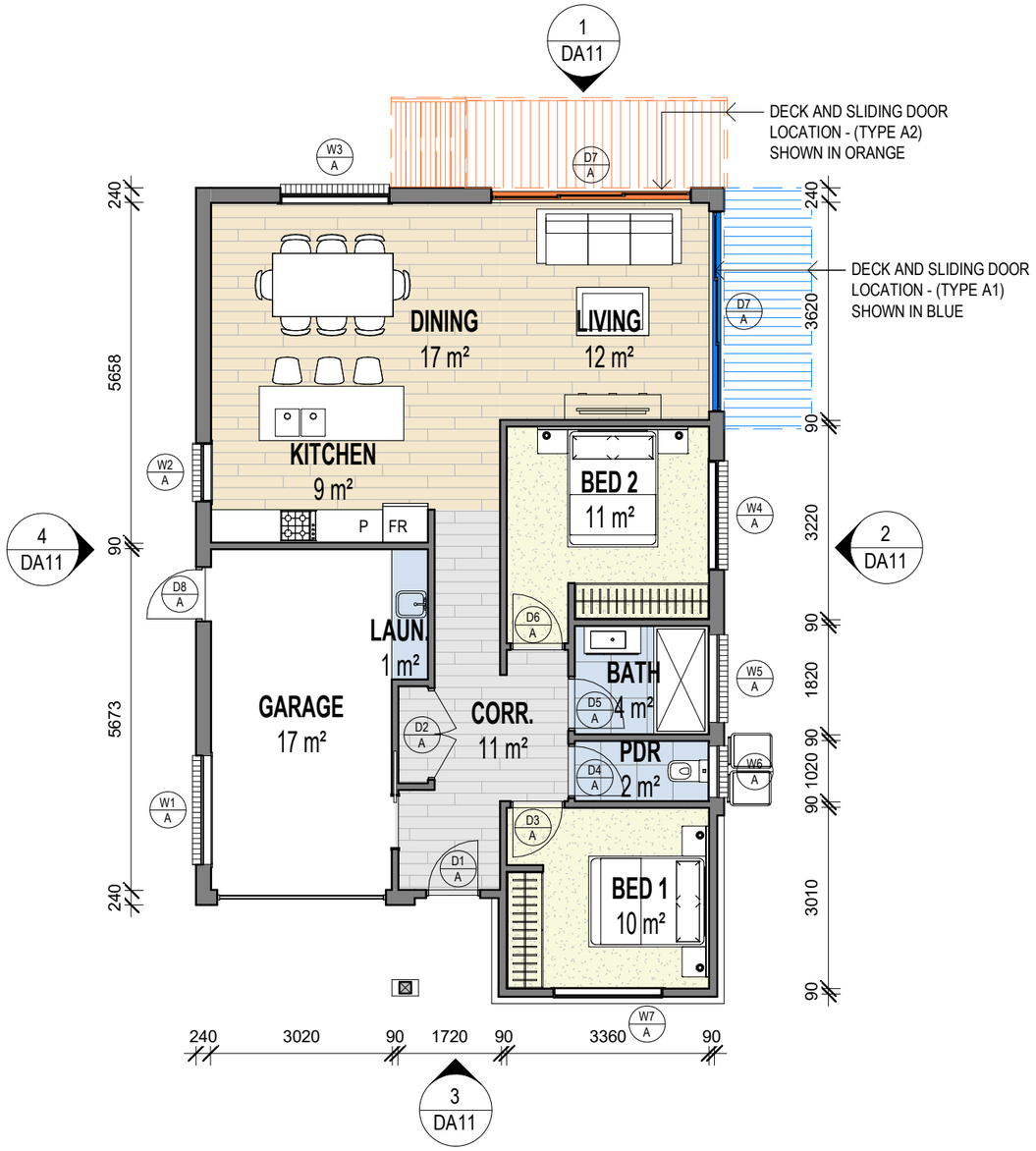
DRAWING TITLE: SUN SHADOW DIAGRAMS

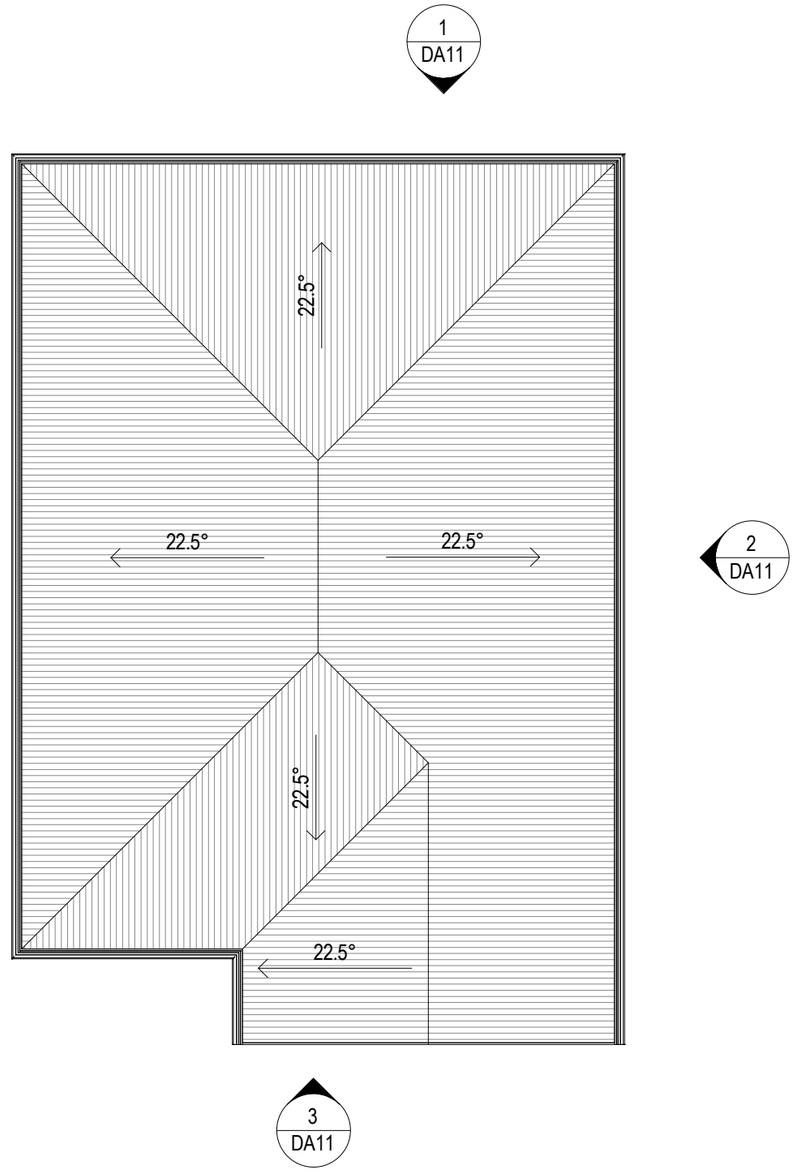
SCALE: 1 : 500 @ A1

PROJECT DATE: 2021

DRAWING No.: DA06

REVISION: 3





1 DA11 **LEVEL GROUND**
Scale 1 : 100

2 DA11 **LEVEL ROOF**
Scale 1 : 100

Room Schedule	
Name	**Area**
PDR	2 m²
BED 2	11 m²
BATH	4 m²
BED 1	10 m²
GARAGE	17 m²

Room Schedule	
Name	**Area**
LIVING	12 m²
DINING	17 m²
KITCHEN	9 m²
CORR.	11 m²
Room	1 m²
LAUN.	1 m²

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021

MinD. ARCHITECTS
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WEBSITE 網站 MINDARCHITECTS.COM.AU

REASON FOR ISSUE
DEVELOPMENT APPROVAL

NORTH:

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

DRAWING TITLE:
UNIT_TYPE A_PLANS

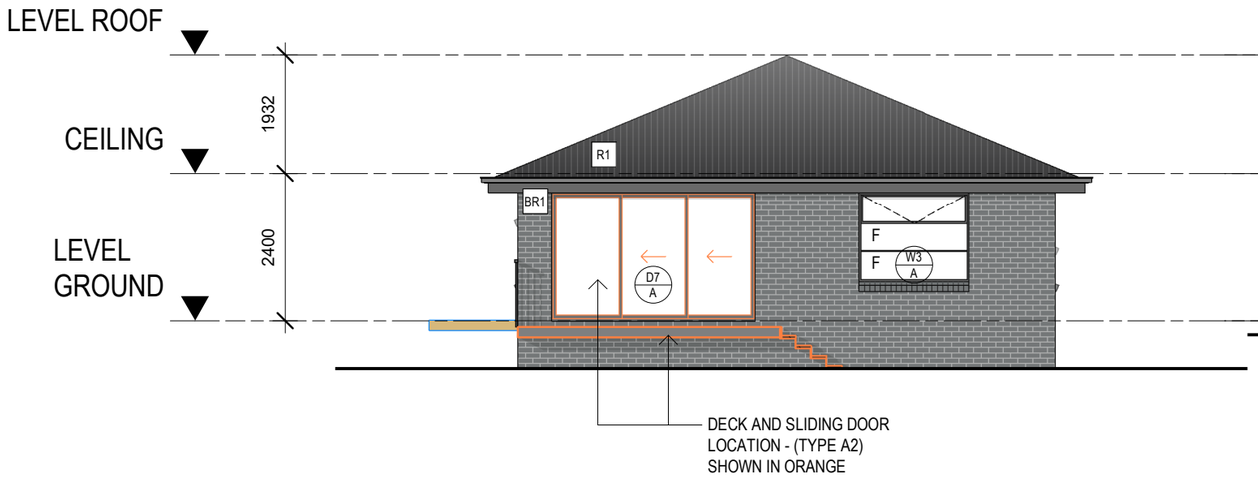
PROJECT NO.:
2126

SCALE:
1 : 100 @ A3

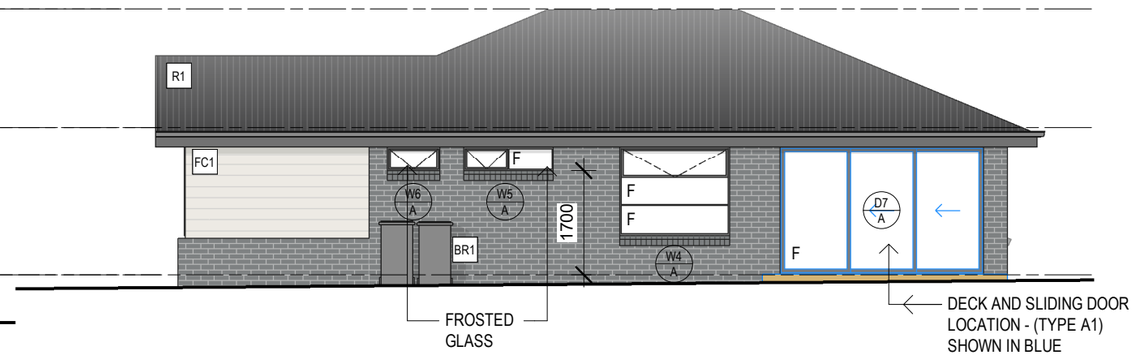
DRAWING No.:
DA10

REVISION:
2

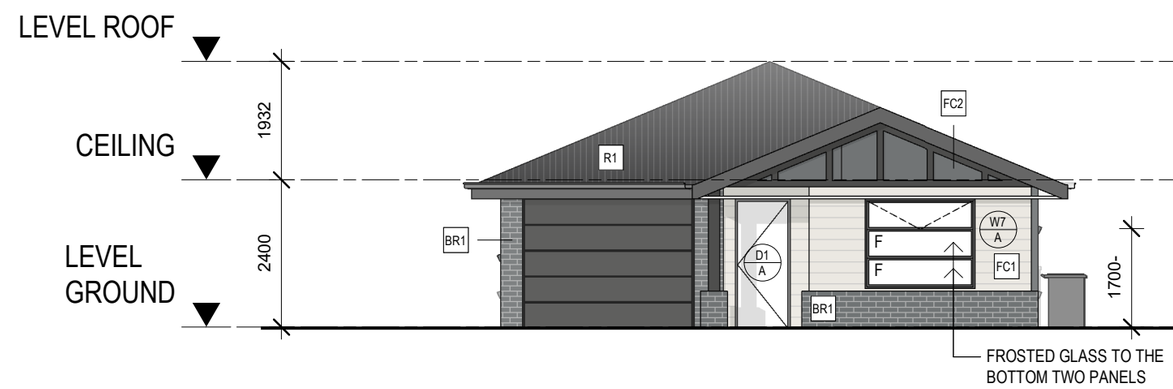
R1 - CUSTOM ORB
BR1 - BRICK VENEER
FC1 - WEATHERBOARD
FC2 - FIBER CEMENT CLADDING



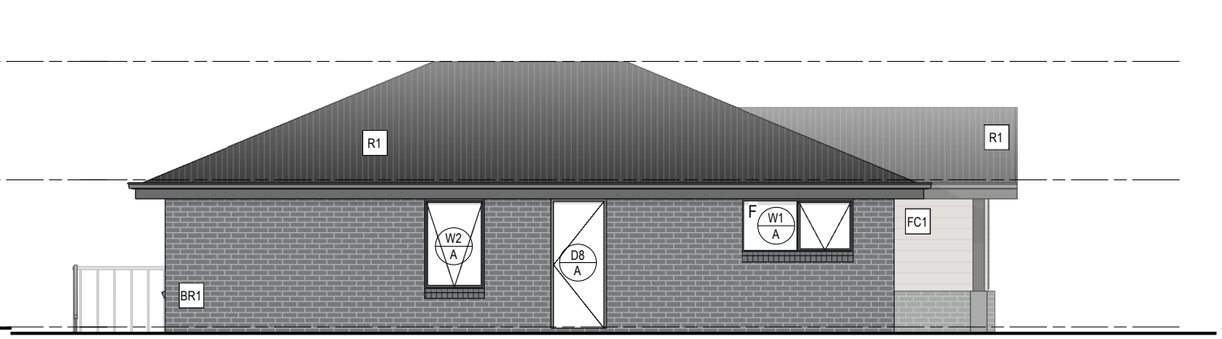
1 / DA10 **EAST ELEVATION**
Scale 1 : 100



2 / DA10 **SOUTH ELEVATION**
Scale 1 : 100



3 / DA10 **WEST ELEVATION**
Scale 1 : 100



4 / DA10 **NORTH ELEVATION**
Scale 1 : 100

ISSUE	REVISION	DRN	CHK / APP	DATE
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REASON FOR ISSUE
DEVELOPMENT APPROVAL

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET,
BRIGHTON

CLIENT:
FULTON TASMANIA

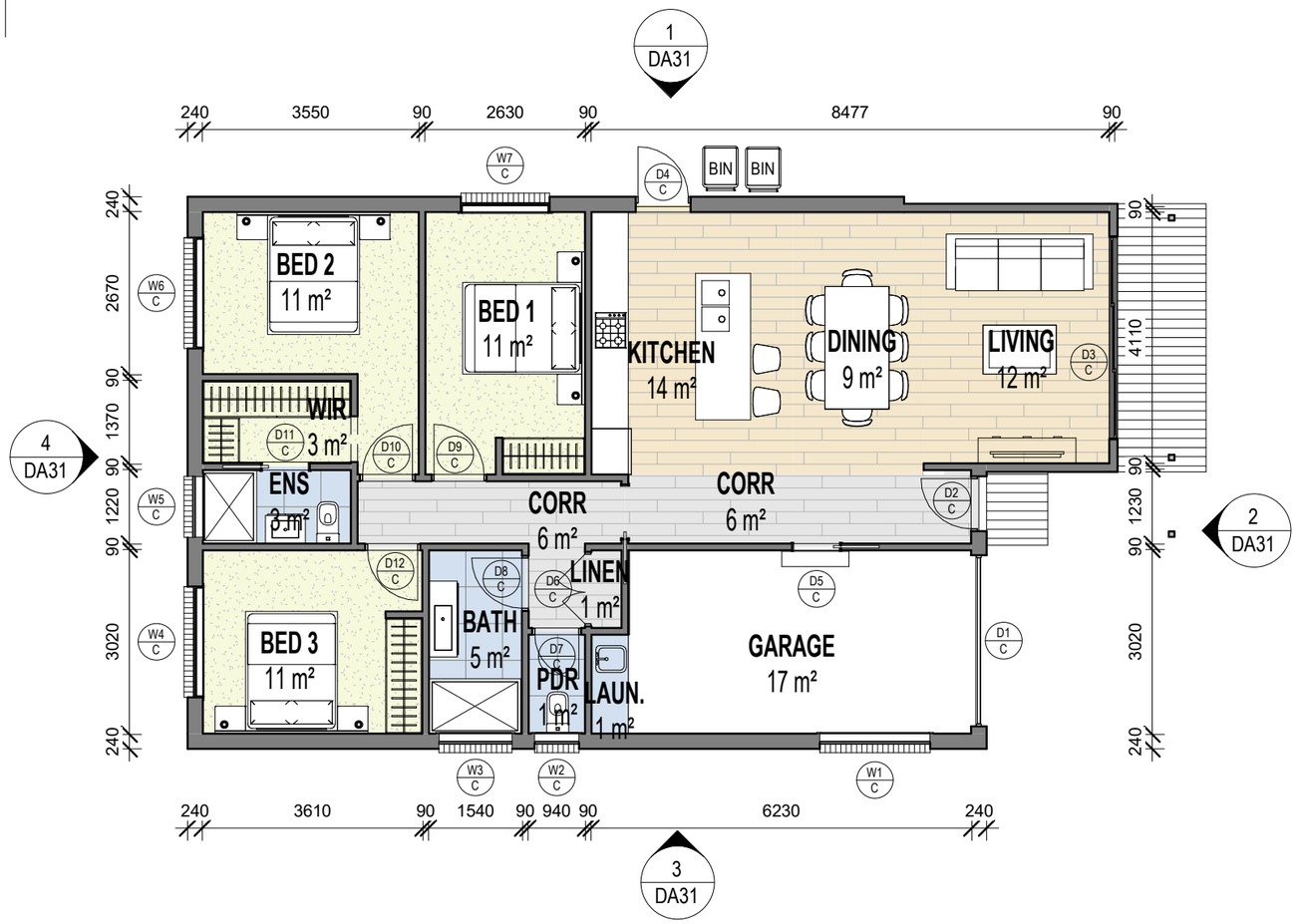
DRAWING TITLE:
UNIT_TYPE A_ELEVATIONS

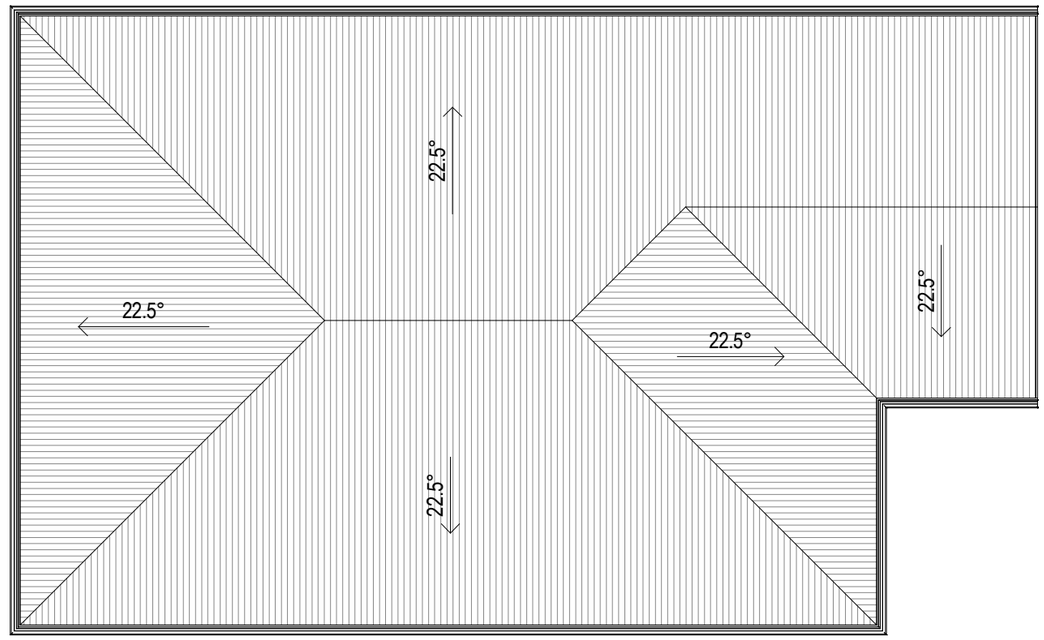
PROJECT NO.:
2126

SCALE:
1 : 100 @ A3

DRAWING No.:
DA11

REVISION:
2





1 DA31 LEVEL GROUND

Scale 1 : 100

2 DA31 LEVEL ROOF

Scale 1 : 100

Room Schedule	
Name	**Area**
LIVING	12 m²
BED 1	11 m²
BED 2	11 m²
WIR	3 m²
ENS	3 m²
BED 3	11 m²

Room Schedule	
Name	**Area**
BATH	5 m²
PDR	1 m²
LINEN	1 m²
CORR	6 m²
GARAGE	17 m²
LAUN.	1 m²

Room Schedule	
Name	**Area**
KITCHEN	14 m²
DINING	9 m²
CORR	6 m²

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
2	RESPONSE TO COUNCIL RFI	DA	DA	15/09/2021

MinD. ARCHITECTS

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REASON FOR ISSUE
DEVELOPMENT APPROVAL

NORTH:

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

DRAWING TITLE:
UNIT_TYPE C_PLANS

PROJECT NO.:
2126

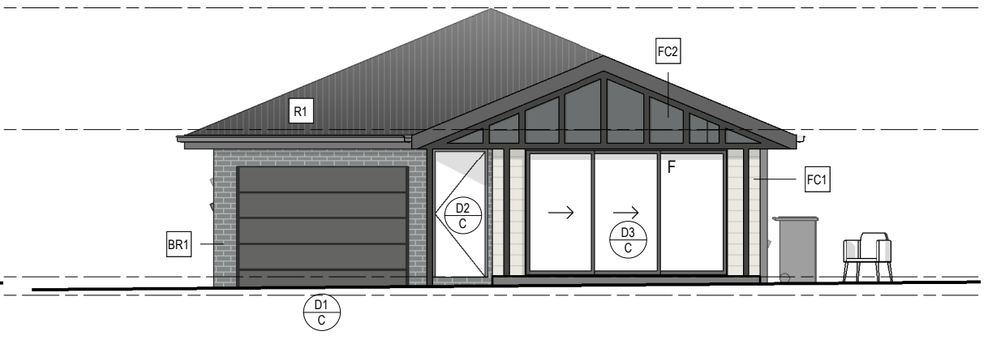
SCALE:
1 : 100 @ A3

DRAWING No.:
DA30

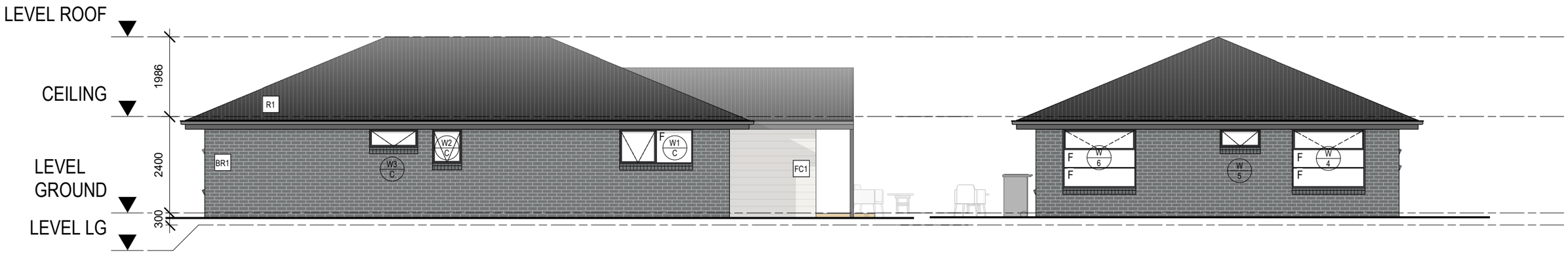
REVISION:
2

R1 - CUSTOM ORB
BR1 - BRICK VENEER
FC1 - WEATHERBOARD
FC2 - FIBER CEMENT CLADDING

1 DA30 EAST ELEVATION
Scale 1 : 100



2 DA30 SOUTH ELEVATION
Scale 1 : 100



3 DA30 WEST ELEVATION
Scale 1 : 100

4 DA30 NORTH ELEVATION
Scale 1 : 100

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	27/07/2021
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REASON FOR ISSUE
DEVELOPMENT APPROVAL

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

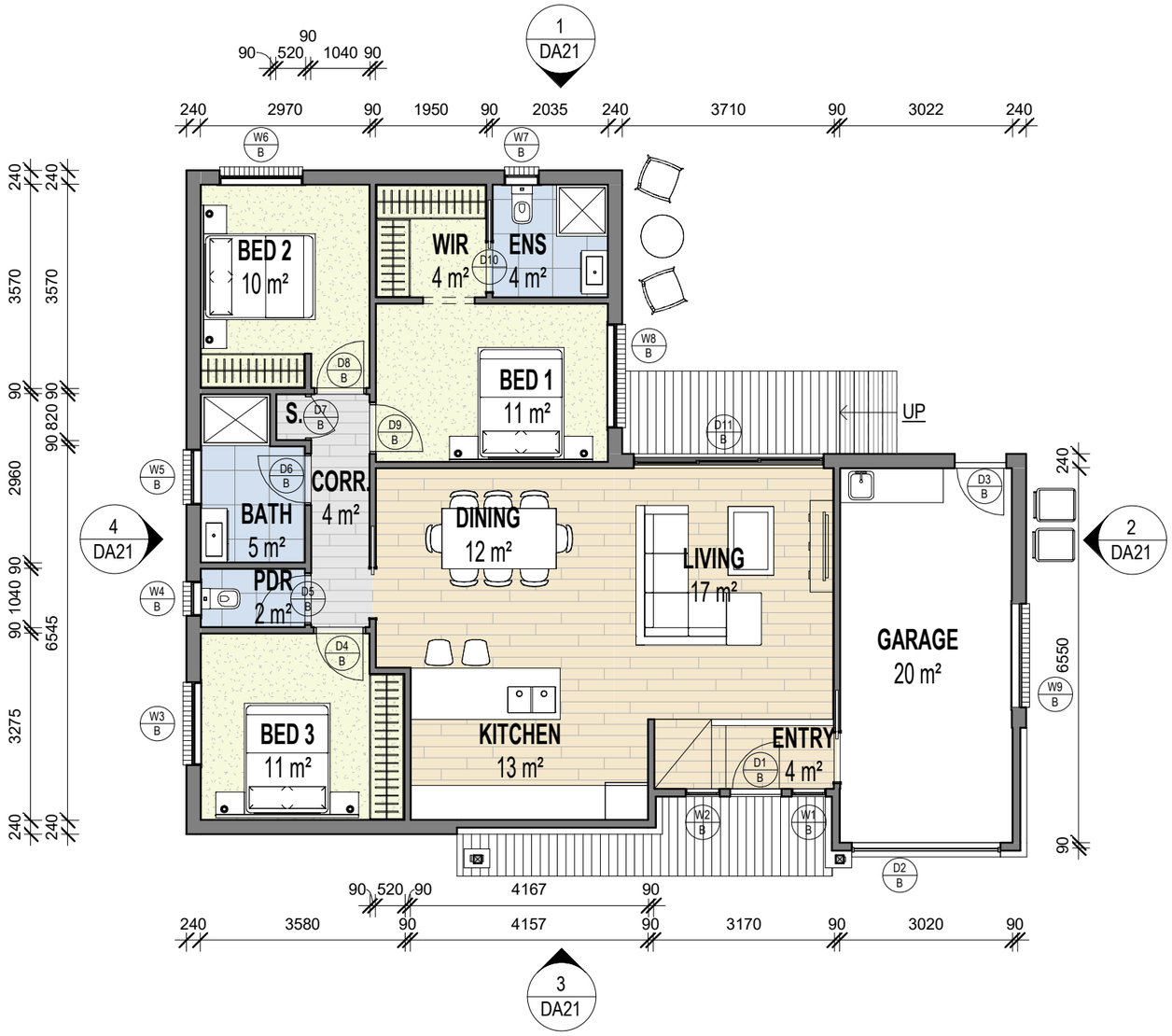
DRAWING TITLE:
UNIT_TYPE C_ELEVATIONS

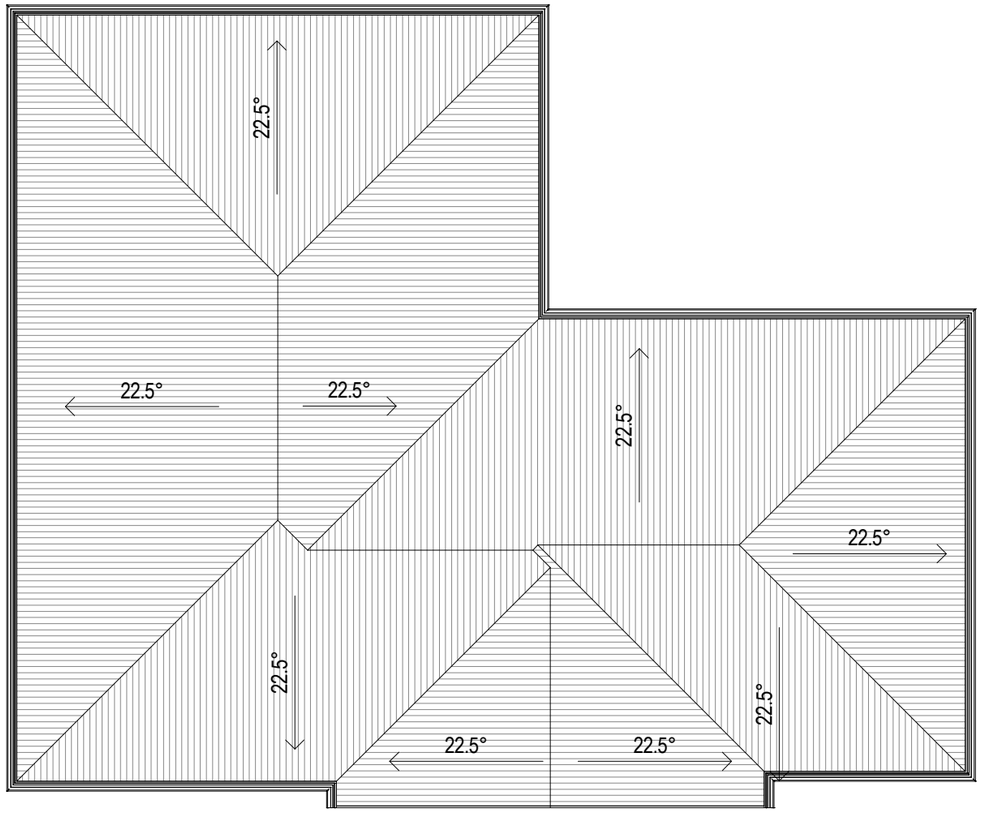
PROJECT NO.:
2126

SCALE:
1 : 100 @ A3

DRAWING No.:
DA31

REVISION:
2





1 / DA21 LEVEL GROUND
Scale 1 : 100

3 / DA21 LEVEL RF
Scale 1 : 100

Room Schedule	
Name	**Area**
GARAGE	20 m²
BED 1	11 m²
ENS	4 m²
WIR	4 m²
BED 2	10 m²
BATH	5 m²
PDR	2 m²
BED 3	11 m²

Room Schedule	
Name	**Area**
CORR.	4 m²
S.	0 m²
DINING	12 m²
KITCHEN	13 m²
LIVING	17 m²
ENTRY	4 m²

ISSUE	REVISION	DRN	CHK / APP	DATE
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MinD. ARCHITECTS
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REASON FOR ISSUE
DEVELOPMENT APPROVAL

NORTH:

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

DRAWING TITLE:
UNIT_TYPE B_PLANS

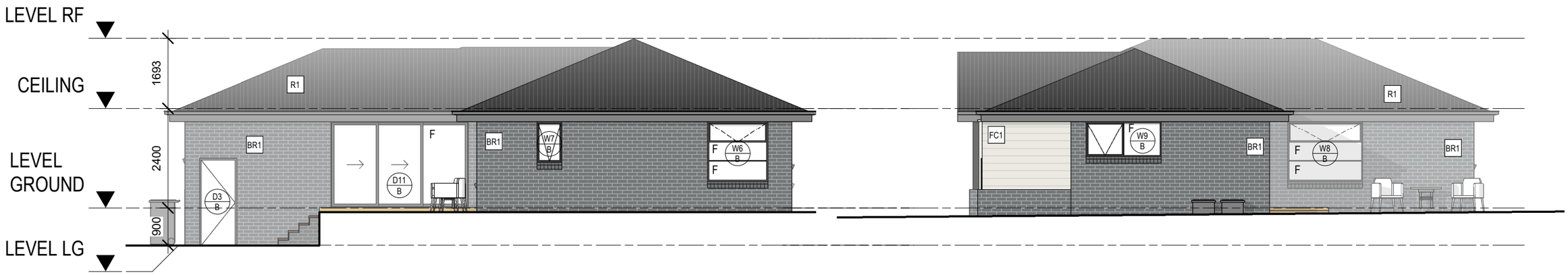
PROJECT NO.:
2126

SCALE:
1 : 100 @ A3

DRAWING No.:
DA20

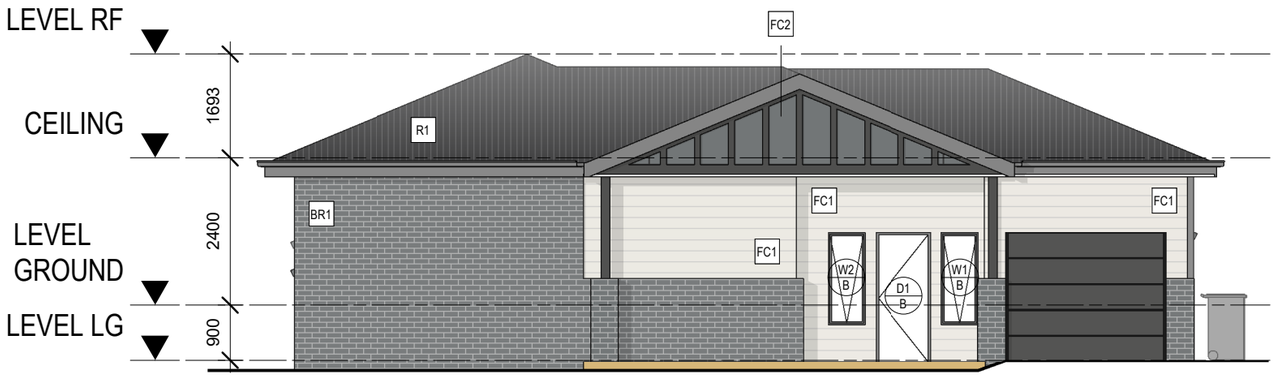
REVISION:
2

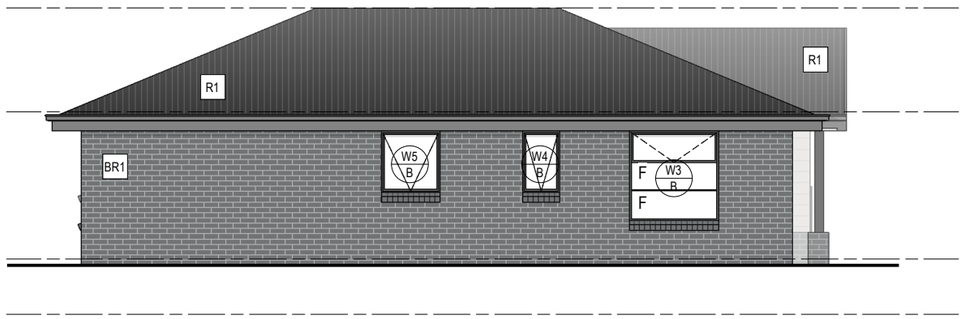
R1 - CUSTOM ORB
BR1 - BRICK VENEER
FC1 - WEATHERBOARD
FC2 - FIBER CEMENT CLADDING



1 / DA20 **EAST ELEVATION**
Scale 1 : 100

2 / DA20 **SOUTH ELEVATION**
Scale 1 : 100





3 / DA20 **WEST ELEVATION**
Scale 1 : 100

4 / DA20 **NORTH ELEVATION**
Scale 1 : 100

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REASON FOR ISSUE
DEVELOPMENT APPROVAL

PROJECT:
PROPOSED 15 UNITS DEVELOPMENT

PROJECT ADDRESS:
15 MORRISON STREET, BRIGHTON

CLIENT:
FULTON TASMANIA

DRAWING TITLE:
UNIT_TYPE C_ELEVATIONS

PROJECT NO.:
2126

SCALE:
1 : 100 @ A3

DRAWING No.:
DA21

REVISION:
2

MIDSON traffic pty ltd

MinD Architects

15 Morrison Street, Brighton
Traffic Impact Assessment

November 2021

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by MinD Architects to prepare a traffic impact assessment for a proposed residential unit development at 15 Morrison Street. Brighton.

1.2 Traffic Impact Assessment (TIA)

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

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

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

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

This TIA also addresses the relevant clauses in C2.0, *Parking and Sustainable Transport Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Brighton, 2021.

1.3 Statement of Qualification and Experience

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

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

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 15 Morrison Street, Brighton. The site area is approximately 4,973m^2. The site currently contains a residential dwelling with two accesses on Morrison Street.

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

Figure 1 Subject Site & Surrounding Road Network

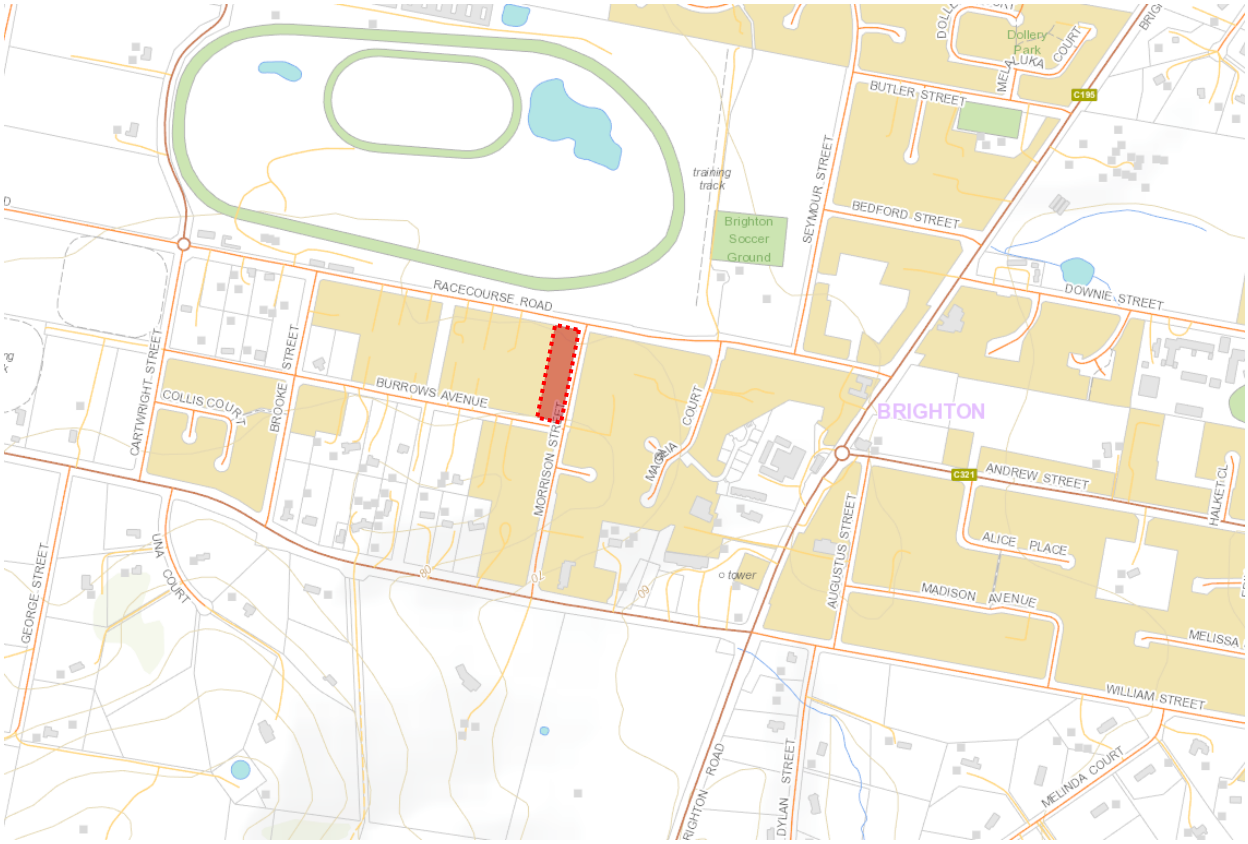


Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Tasmanian Planning Scheme - Brighton, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Morrison Street, Elderslie Road, Burrows Avenue and Racecourse Road.

Morrison Street is a local residential street that connects between Racecourse Road and Elderslie Road. Morrison Street provides access to residential properties along its length and has an estimated traffic volume of 300 vehicles per day. The General Urban Speed Limit of 50-km/h applies to Morrison Street. Morrison Street near the subject site is shown in Figure 2.

Figure 2 Morrison Street

Elderslie Road is a collector road that connects to Brighton Road at its eastern end and Pelham Road/ Clifton Vale Road at its north-western end. It is approximately 20 kilometres long and provides connectivity between Brighton, Broadmarsh and Elderslie. Near the subject site Elderslie Road provides access to predominantly residential property.

Burrows Avenue is a local residential street that connects between Morrison Street and Cartwright Street. Burrows Street adjacent to the site is shown in Figure 3.

Figure 3 Burrows Street

Racecourse Road connects between Brighton Road and Ferguson Road, a distance of approximately 1.9-kilometres. Racecourse Road is sealed between Brighton Road and Cartwright Street and unsealed between Cartwright Street to Ferguson Road. Traffic volumes on Racecourse Road are less than 1,000 vehicles per day.

The General Urban Speed Limit of 50-km/h applies to Racecourse Road. It predominantly provides access to residential frontages along its length, noting that the majority of residential properties are located along the southern side of the road. A horse racing track is located on the northern side of the road for the majority of the road's length.

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2016 and 30th August 2021 for the full length of Morrison Street. No crashes were reported during this time.

3. Proposed Development

3.1 Development Proposal

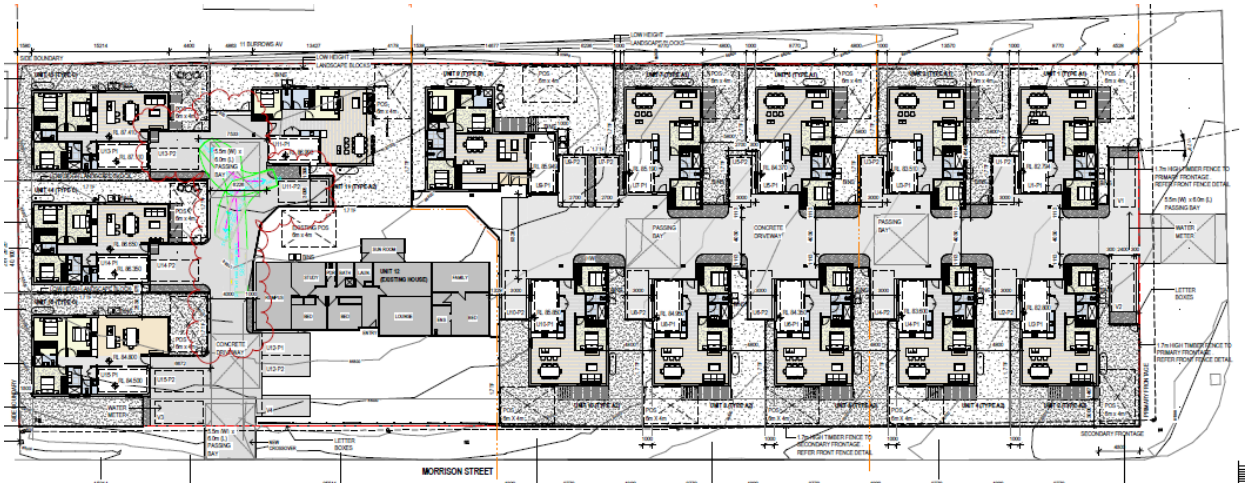
The proposed development involves the construction of 14 units on the subject site. The existing dwelling is to be maintained.

The development provides a total of 34 on-site car parking spaces. This consists of 30 spaces for the units (2 spaces for each unit, including the existing dwelling) and 4 visitor parking spaces.

Access is proposed via driveways connecting to Morrison Street and Burrows Avenue.

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

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

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

Based on these trip generation rates, the new traffic generation from the proposed new units is 90 vehicles per day with a peak of 9 vehicles per hour.

4.2 Trip Assignment

Traffic generation will be split between the two accesses as follows:

- Morrison Street — 30 vehicles per day, peak of 3 vehicles per hour
- Burrows Avenue — 60 vehicles per day, peak of 6 vehicles per hour

4.3 Access Impacts

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*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*".

In this case road authority written consent has not been provided. The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*
>
> *(h) any advice received from the rail or road authority".*

The following is relevant with respect to the development proposal:

a. Increase in traffic. The site is currently a residential dwelling with traffic generation of approximately 7 vehicles per day. The development will generate 90 vehicles per day across 2 accesses. The peak generation will be 9 vehicles per hour across two accesses. The traffic generation will not have any significant adverse impacts in terms of traffic efficiency or safety.

b. Nature of traffic. The traffic generation will be residential in nature, which is consistent with traffic generation from the surrounding area.

c. Nature of road. Morrison Street is a local residential road that carries predominantly residential traffic.

d. Speed limit and traffic flow of road. Morrison Street and Burrows Avenue have a posted speed limit of 50-km/h and carry less than 300 vehicles per hour. The speed limit and traffic flow of these road is compatible with the traffic generation associated with the proposed development.

e. Alternative access. No alternative access is considered necessary.

f. Need for use. The accesses are required to provide vehicular access to the residential units associated with the development.

g. Traffic impact assessment. This report details the findings of a traffic impact assessment.

h. Road authority advice. Council (as road authority) have states that a TIA is required to be submitted with the development application.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for residential driveways. Sight distance requirements are lower for residential driveways compared to road junctions.

Morrison Street has a vertical crest that restricts available sight distance; this is shown in Figure 2. The available sight distance at the Morrison Street access is approximately 80 metres to the north and approximately 70 metres to the south.

Burrows Avenue has relatively straight vertical and horizontal alignment and has unrestricted sight distance at the site's proposed access as a result.

The minimum sight distance requirements for a residential driveway in a 50-km/h frontage road is 45 metres (the desirable sight distance is 69 metres). The available sight distance exceeds this requirement in both directions along Morrison Street and Burrows Avenue (noting that full sight distance is available to the termination of Burrows Avenue into Morrison Street).

4.5 Pedestrian Impacts

The proposed development is likely to attract a relatively small amount of pedestrian movements in the surrounding network. It is noted that there are several pedestrian generating land uses in the nearby surrounding network, including Brighton town centre.

Pedestrian infrastructure in the surrounding road network is generally of a high standard with footpaths provided on the eastern side of Morrison Street near the subject site.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

> *"Uses that require 10 or more car parking spaces must:*
>
> *(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:*
>
> *(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; and*
>
> *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles".*

The proposed development does not provide a separate pedestrian path to the driveways. The driveway accesses are considered 'shared zones' where vehicles must give way to pedestrians. This is a relatively commonplace treatment in medium density residential developments.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

> *"Safe and convenient pedestrian access must be provided within parking areas, having regard to:*
>
> *(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".*

The following is relevant with respect to the development:

a. Characteristics of site. The site is a medium density residential development. The movement of cars and pedestrians only relates to activity associated with the residential units and would be expected by all road users.

b. Nature of the use. The use is medium density residential.

c. Number of parking spaces. A total of 34 on-site parking spaces are proposed, accessed via two driveways (Morrison Street accesses 12 spaces and Burrows Avenue accesses 22 spaces).

d. Frequency of vehicle movements. The peak traffic generation will be 3 and 6 vehicles per hour at the Morrison Street and Burrows Avenue accesses respectively. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

e. Needs of persons with a disability. Not applicable.

f. Location and number of footpath crossings. Not applicable.

g. Vehicle and pedestrian safety. The driveways will be 'shared zones' where vehicles and pedestrians share the space with pedestrians having priority. As noted in d above, the low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

h. Location of access ways or parking aisles. The development has a relatively simple layout consisting of two linear accesses. Parking is accessed at 90-degrees to the driveways. There are no internal junctions within the accesses.

i. Protective devices. No pedestrian protective devices are included in the design.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

The proposed development generates a relatively small amount of additional traffic on the surrounding road network (in the order of 9 vehicles per hour during peak times).

No significant adverse road safety impacts are therefore foreseen for the following reasons:

- The existing crash history of Morrison Street near the subject site network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development (specifically noting that there have not been any crashes near the subject site in the past five years).
- The traffic generation of the proposed development is considered to be very low (in the order of 9 vehicles per hour during peak periods, spread across 2 accesses), and therefore will not alter the level of service of any part of the transport network. No significant road safety impacts are likely to result without a corresponding deterioration in the network's level of service.

- The site access is located in a residential low speed environment. All traffic movements into and out of the site are clear and obvious for other road users.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 34 on-site car parking spaces. This consists of 30 spaces for the units (2 spaces for each unit, including the existing dwelling) and 4 visitor parking spaces.

5.2 Car Parking Demand

The RMS Guide provides guidance on parking demands associated with medium density residential developments. The RMS Guide recommends the following parking provision for the 15 proposed units:

- 1 space per unit — 15 spaces
- + 1 space for every 5 x 2 bedroom unit — 2.8 spaces
- + 1 space for every 2 x 3 bedroom unit — 0.5 spaces
- + 1 space for 5 units (visitor parking) — 2.8 spaces
- TOTAL — 22 spaces

The minimum parking provision of 22 spaces is therefore recommended for the development. The provision of 34 spaces exceeds the RMS parking recommendation by 12 spaces.

5.3 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*
>
> *(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; or*
>
> *(d) it relates to an intensification of an existing use or development or a change of use where:*
>
> *(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)

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

In this case, sub-points (a), (b), (c), and (d) are not applicable. The car parking requirements in Table C2.1 for residential land use is:

- 2 spaces for dwelling; plus
- 1 dedicated space per 4 dwellings for visitor parking.

This equates to a parking requirement for 34 spaces. The provision of 34 spaces meets the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.4 Car Parking Layout

The car parking layout was assessed using B85 Vehicle swept paths for all parking spaces. This analysis is provided in Appendix A.

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The following is relevant with respect to the development proposal:

a. Layout

   i. The gradients comply with the relevant requirements of AS2890.

   ii. All vehicles can enter and exit the site at Morrison Street and Burrows Avenue in a forward direction. Refer to Section 5.5 for analysis.

   iii. Table C2.2 requires a internal access width not less than 5.5m. In this case the access widths are 5.5m at the two main access aisles that connect to Morrison Street and Burrows Avenue.

   iv. Table C2.3 requires parking dimensions of 5.4m length x 2.6m width with combined access and manoeuvring width of 6.4m for 90-degree parking. In this case some parking spaces do not comply with the aisle width requirements.

   v. Refer to iv above.

   vi. The vertical clearance exceeds 2.1m above the parking surface level.

   vii. Line marking is provided on all on-site visitor car parking spaces. Garage and car port car parking spaces do not require line marking.

b. Australian Standards Assessment. Australian Standards, AS2890.1, requires minimum dimensions of 2.4m x 5.4m with an aisle width of 5.8m for residential parking spaces. All parking spaces exceed the width requirements, meet the length requirements, and some spaces have less than 5.8m aisle width (minimum 5.6m). Technically the parking spaces do not comply with the requirements of AS2890.1 in terms of dimensions.

Based on the above assessment the development does not meet the requirements of Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme.

The Performance Criteria P1 of Clause C2.6.2 of the Planning Scheme states:

"All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

(a) the characteristics of the site;

(b) the proposed slope, dimensions and layout;

(c) useability in all weather conditions;

(d) vehicle and pedestrian traffic safety;

(e) the nature and use of the development;

(f) the expected number and type of vehicles;

(g) the likely use of the parking areas by persons with a disability;

(h) the nature of traffic in the surrounding area;

(i) the proposed means of parking delineation; and

(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities".

The following is relevant with respect to the development proposal:

a. Characteristics of the site. The development will be a residential development, with homogenous user class (ie. the parking will not provide public car parking, but only for residences and their visitors).

b. Slope, dimension and layout. The site is located on relatively flat topography. The dimensions facilitate the manoeuvring of B85 vehicles into and out of all car parking as demonstrated in Appendix A.

c. Useability in all weather conditions. The car parking will have an all weather surface seal.

d. Vehicle and pedestrian safety. The car parking will be in a residential unit development which will provide a low speed shared vehicular/ pedestrian environment.

e. Nature and use of development. The use of the development will be residential.

f. Expected number and type of vehicles. The traffic generation of the development will be 90 vehicles per day split across two accesses (Morrison Street will have 30 vpd and Burrows Avenue will have 60 vpd). All vehicles will be cars associated with the residential development.

g. Likely use of parking areas by persons with a disability. The development is residential in nature and is not required to provide on-site disabled car parking.

h. Nature of traffic in surrounding area. Traffic volumes in the surrounding road network are very low. There is a large pool of available on-street car parking available for vehicles that do not wish to access the car park.

i. Proposed means of parking delineation. Spaces will be clearly defined by kerbing, line marking and garages.

j. Provisions of AS2890.1. The car parking layout generally complies with the requirements of AS2890.1. Whilst the aisle width is deficient in some areas (minimum 5.6m), there is sufficient manoeuvring area to facilitate a B85 vehicle into and out of the spaces. This is due to the additional space width and the low speed operating environment. Engineering plans demonstrate the accessibility of all parking spaces by a B85 vehicle, as shown in Appendix A.

Based on the above assessment, the development complies with the requirements of Performance Criteria P1 of Clause C2.6.2 of the Planning Scheme.

5.5 On-Site Turning

The B85 vehicle swept paths provided in Appendix A demonstrate that all vehicles can enter the site in a forward direction, access a designated parking space, and exit the site in a forward direction.

In circumstances where all parking spaces are fully occupied, on-site turning should be provided to facilitate forward entry and forward exit for the site.

On-site turning at the termination of the Morrison Street and Burrows Avenue access driveways is shown in Figure 5 and Figure 6 respectively. It can be seen that Burrows Avenue facilitates a relatively straight-forward three-point turn manoeuvre, whereas the Morrison Street access requires a multiple-point turn which is not considered ideal. The Morrison Street access services fewer parking spaces than the Burrows Avenue access.

It is likely that residents would be aware of the parking associated with the units (ie. two parking spaces that are dedicated to each unit). Visitor parking spaces are located at the front of the driveway in clear view for approaching motorists. If all visitor parking spaces are fully occupied then it is likely that a visitor car will chose not to enter the site (and park elsewhere such as on-street).

Figure 5 Morrison Street On-Site Turning

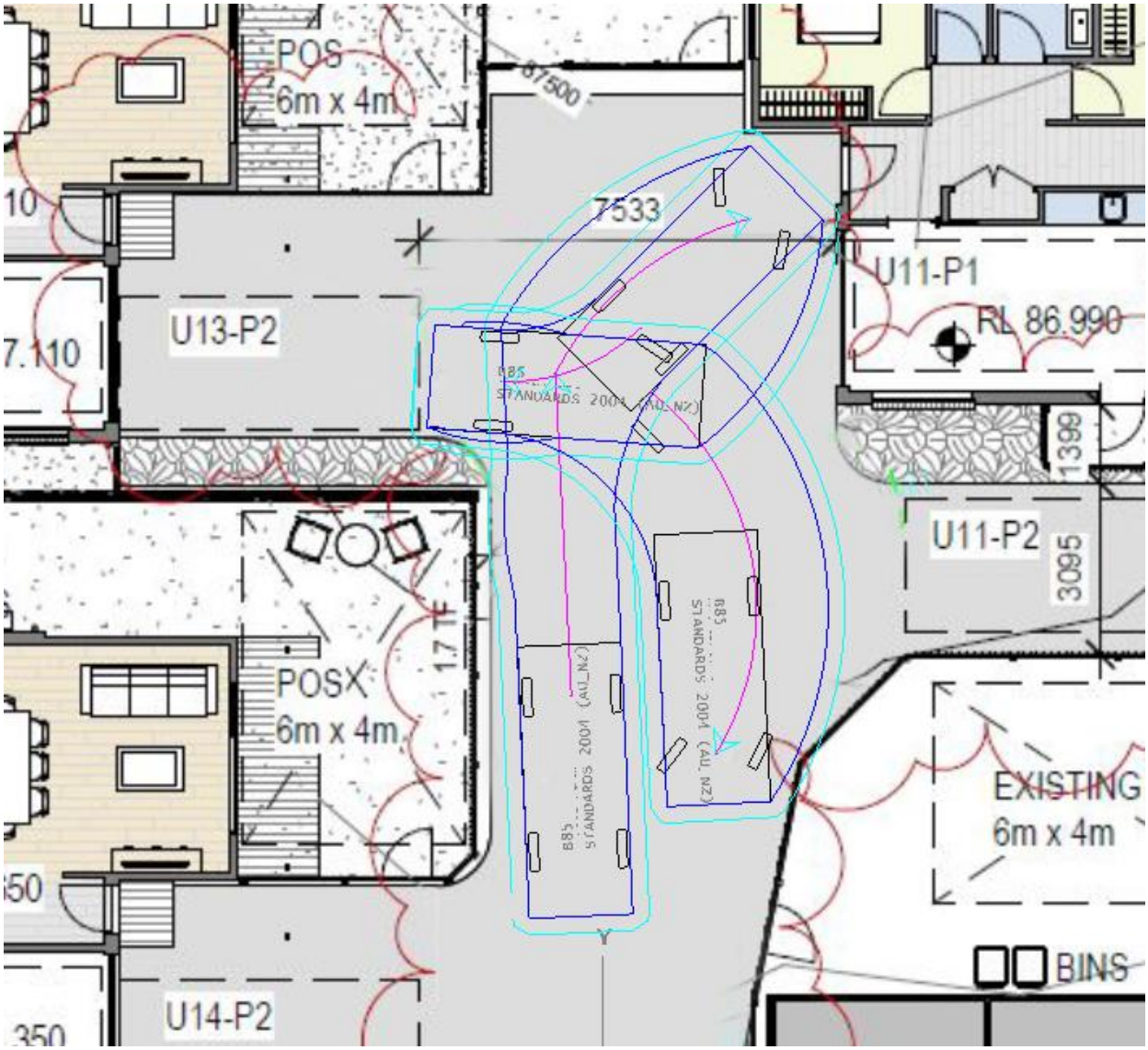
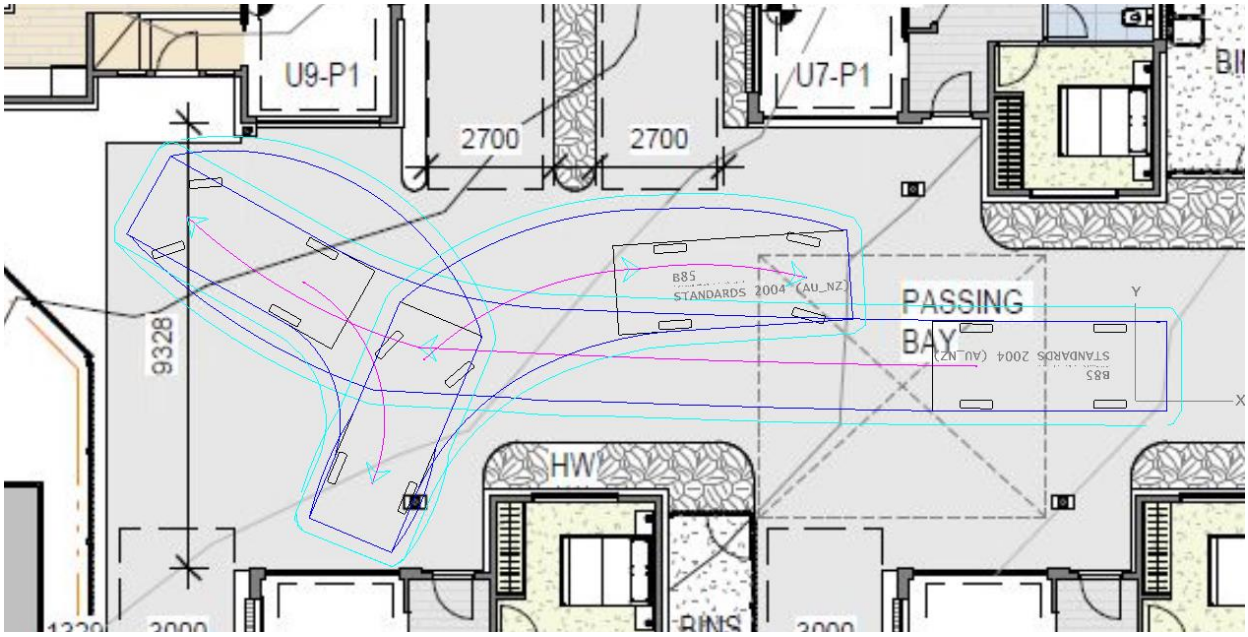


Figure 6 Burrows Avenue On-Site Turning



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit development at 15 Morrison Street, Brighton.

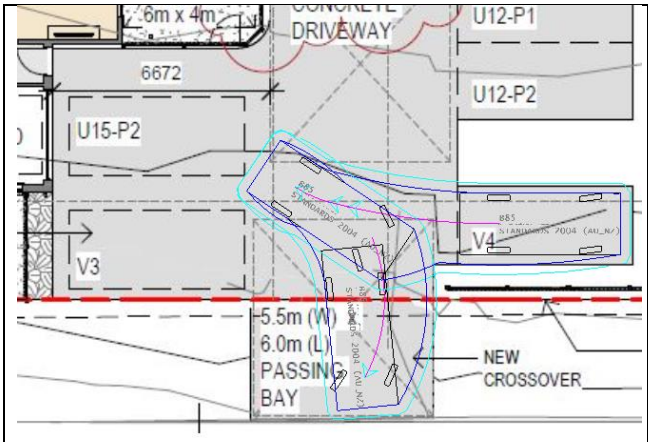
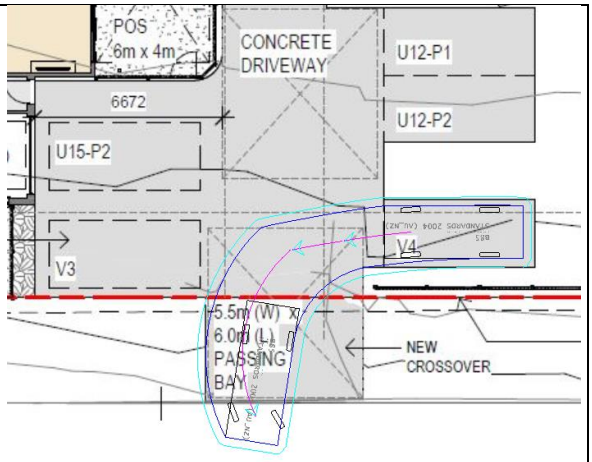
The key findings of the TIA are summarised as follows:

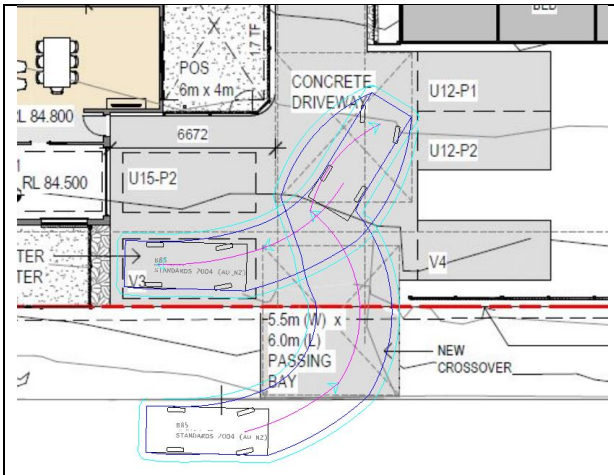
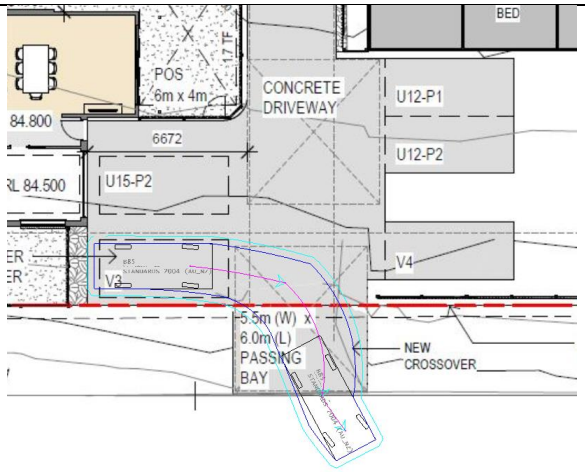
- The traffic generation of the development is likely to be 90 vehicles per day with a peak generation of 9 vehicles per hour.
- Traffic generation is split between 2 main accesses at Morrison Street and Burrows Avenue. The traffic generation at the accesses will not have any significant adverse impacts on traffic efficiency or road safety. The development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The car parking provision of 34 on-site parking spaces meets the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme. It is also noted that the parking demands of the development will be lower than the Acceptable Solution parking requirements, and there is a large pool of on-street car parking available immediately adjacent to the site.
- The car parking layout of the development meets the requirements of Performance Criteria P1 of Clause C2.6.2 of the Planning Scheme.

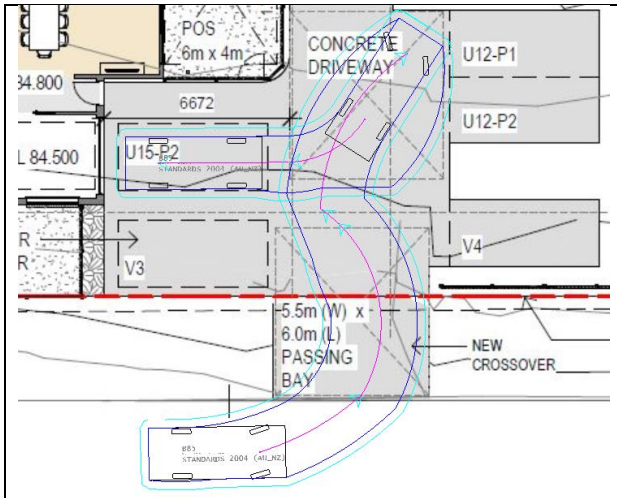
Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

Appendix A

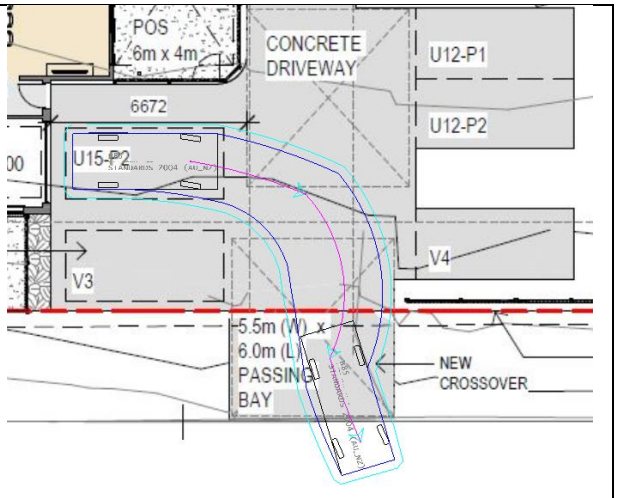
B85 Vehicle Swept Paths

	
Visitor parking space 4 entry	Visitor parking space 4 exit

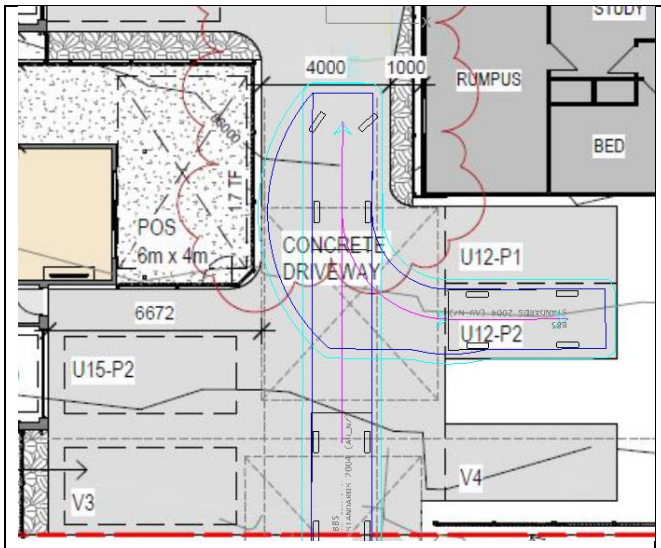
	
Visitor parking space 3 entry	Visitor parking space 3 exit



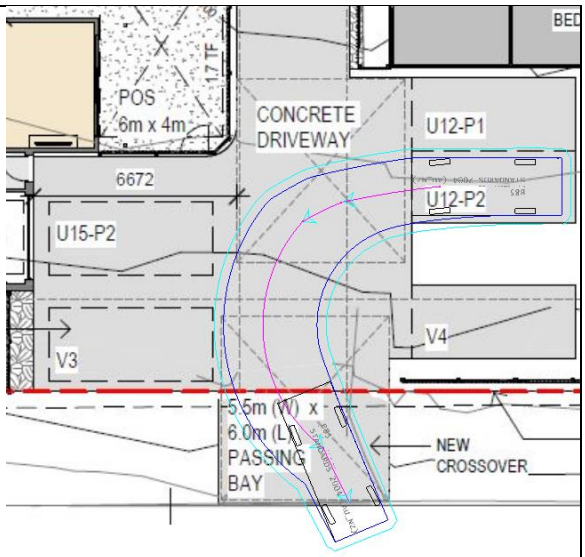
U15 Parking space 2 entry



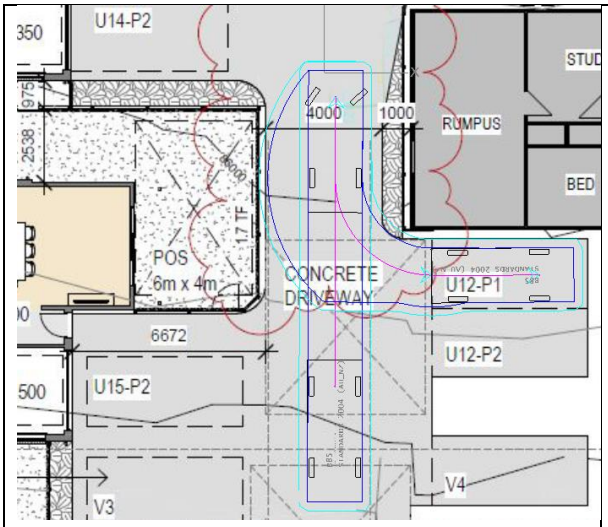
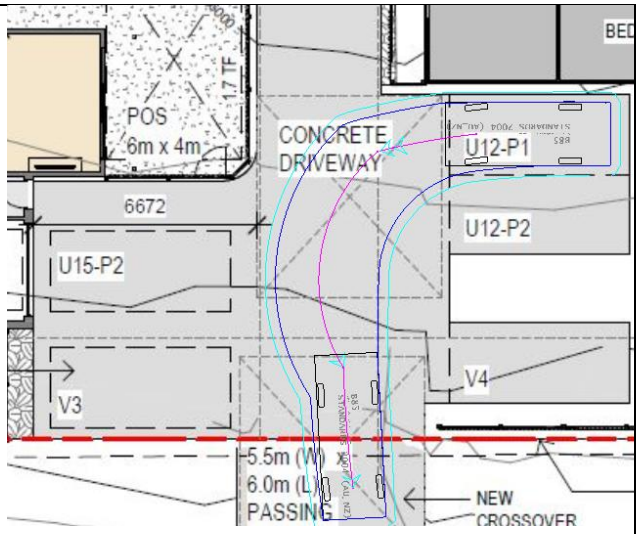
U15 parking space 2 exit

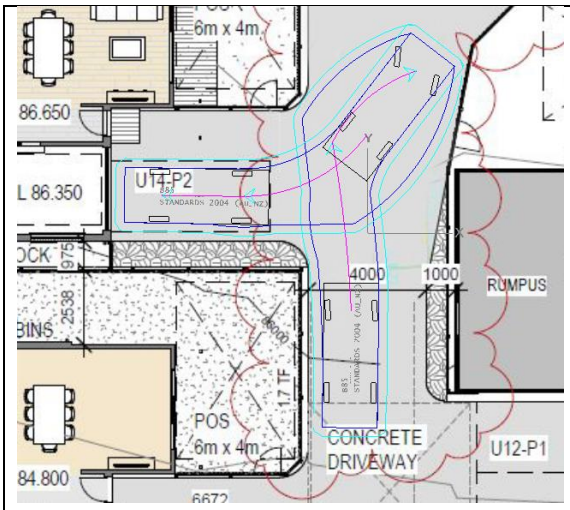
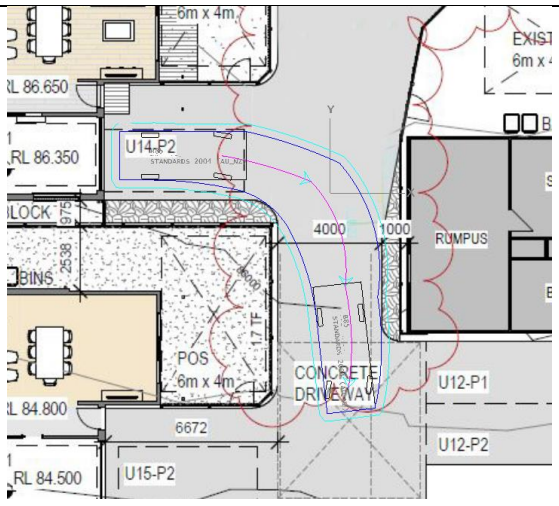


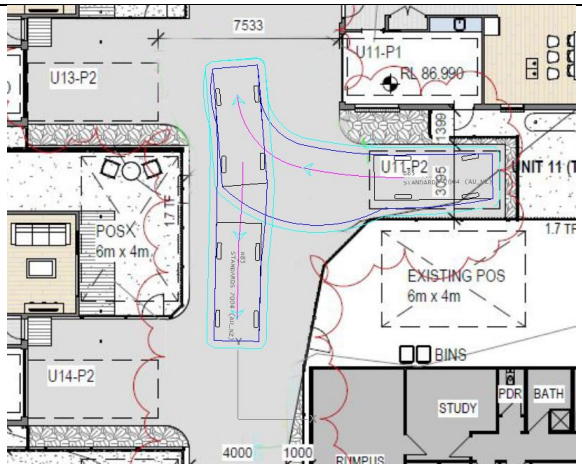
U12 parking space 2 entry

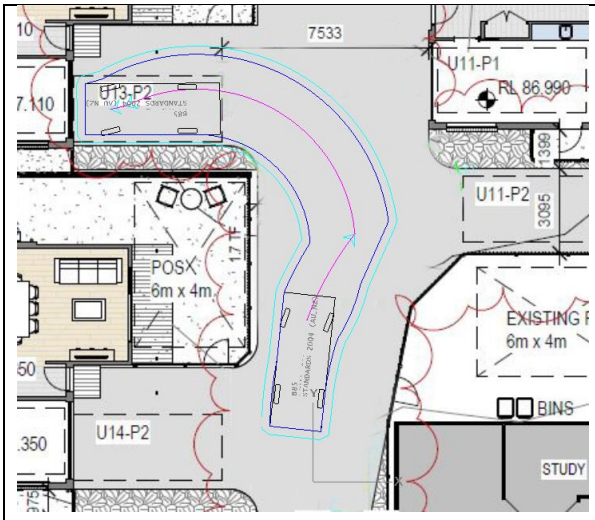
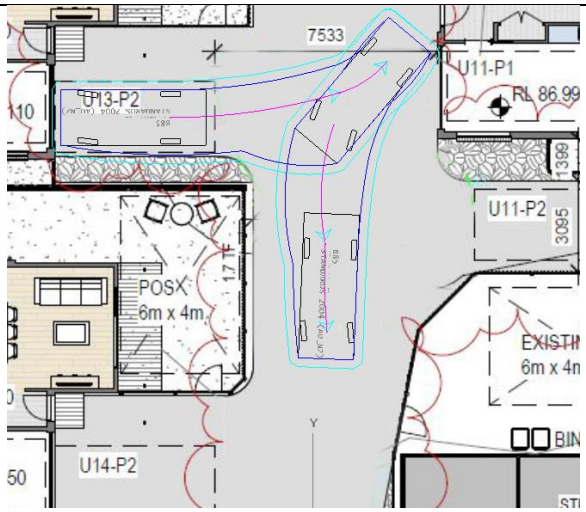


U12 parking space 2 exit

	
U12 parking space 1 entry	U12 parking space exit

	
Unit 14 parking space 2 entry	Unit 14 parking space 2 exit

	
Unit 11 parking space 2 entry	Unit 11 parking space 2 exit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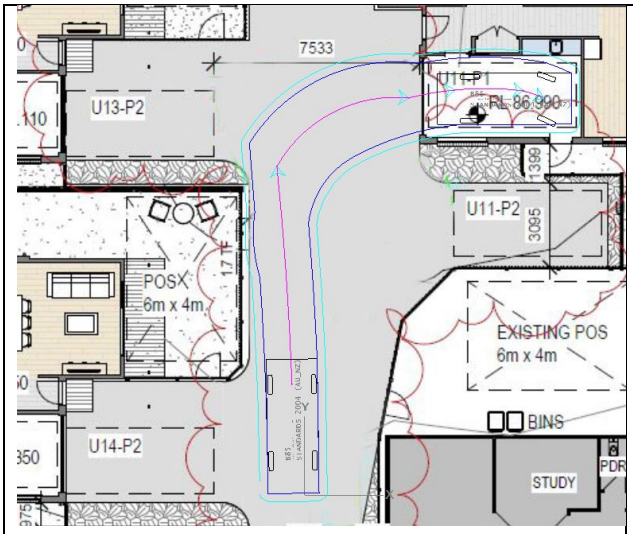
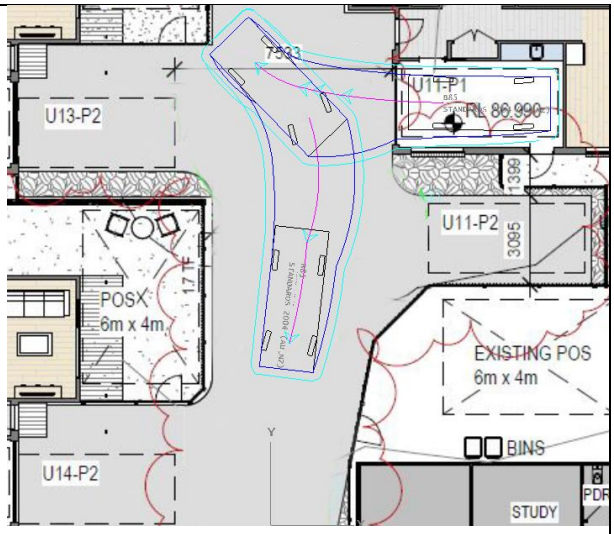
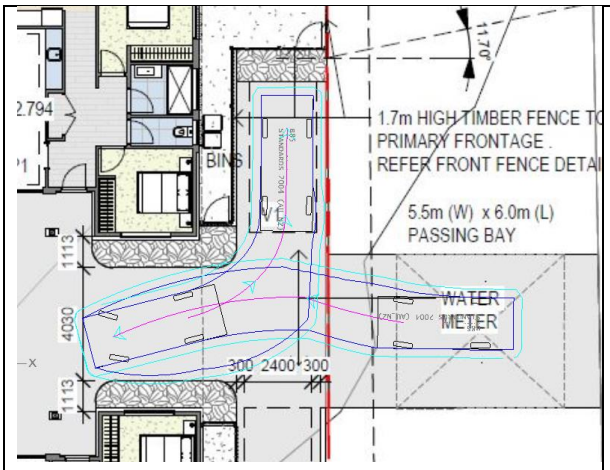
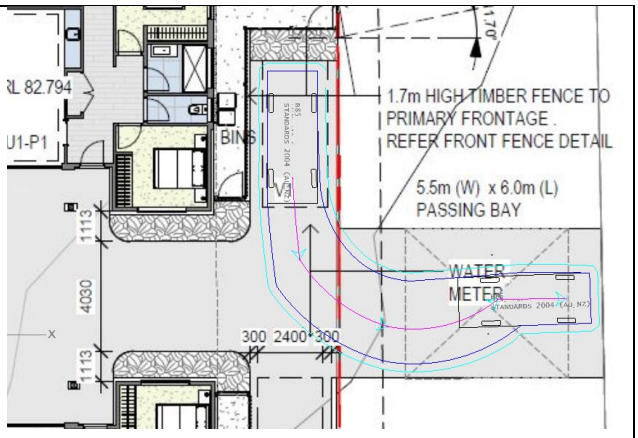
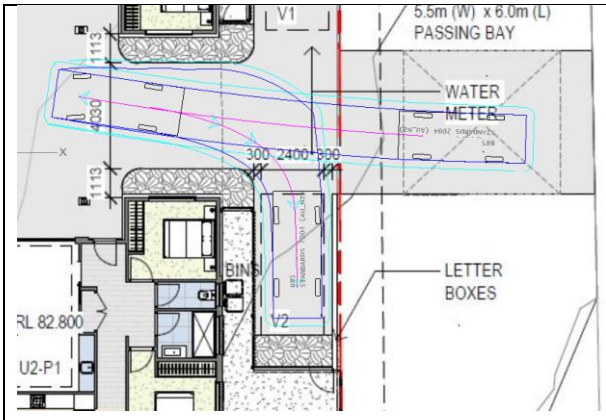
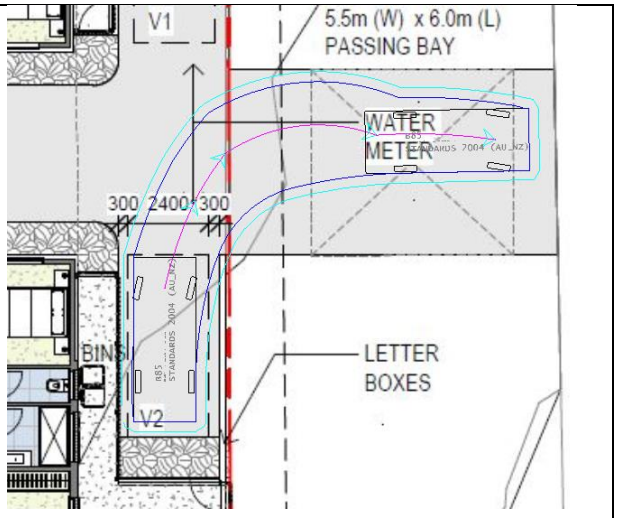
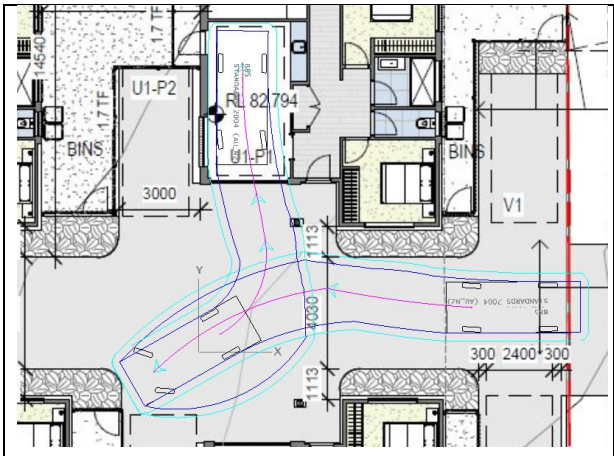
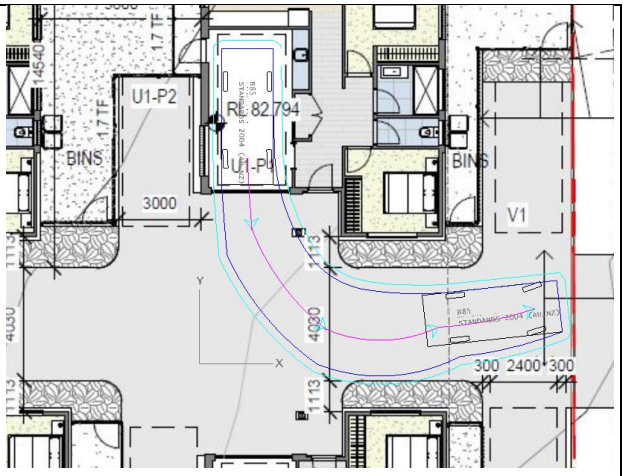
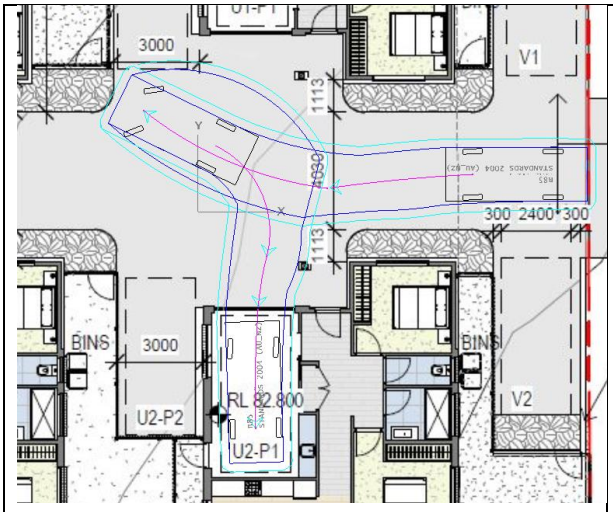
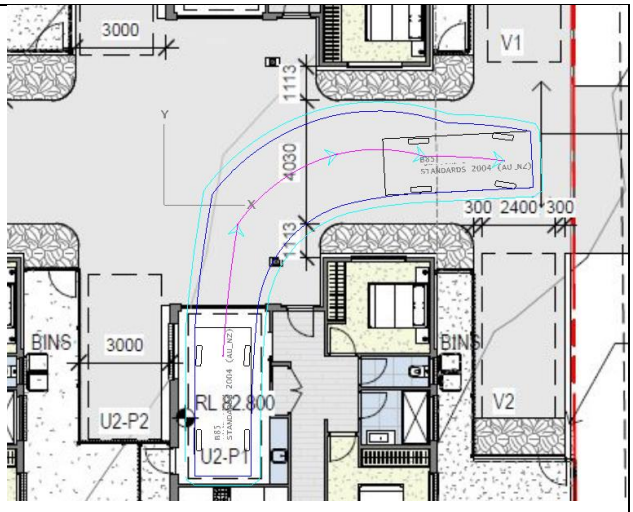
	
Unit 11 parking space 1 entry	Unit 11 parking space 1 exit

	
Visitor parking space 1 entry	Visitor parking space 1 exit

	
Visitor parking space 2 entry	Visitor parking space 2 exit

	
Unit 1 parking space 1 entry	Unit 1 parking space 1 exit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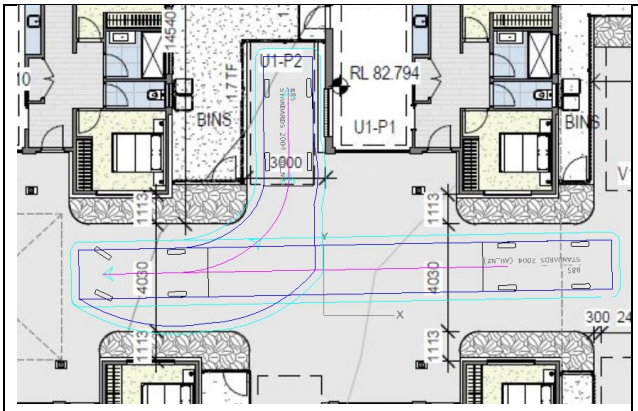	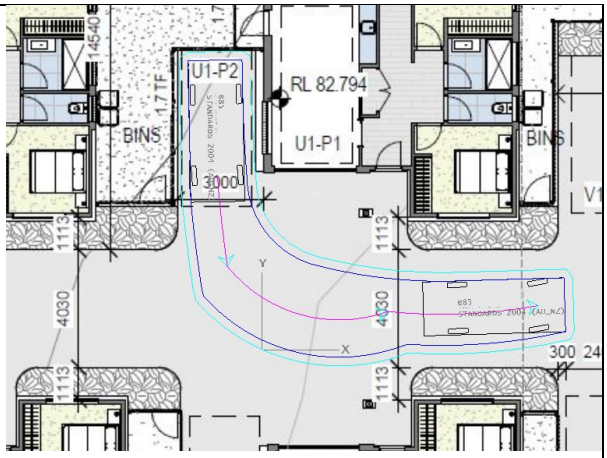
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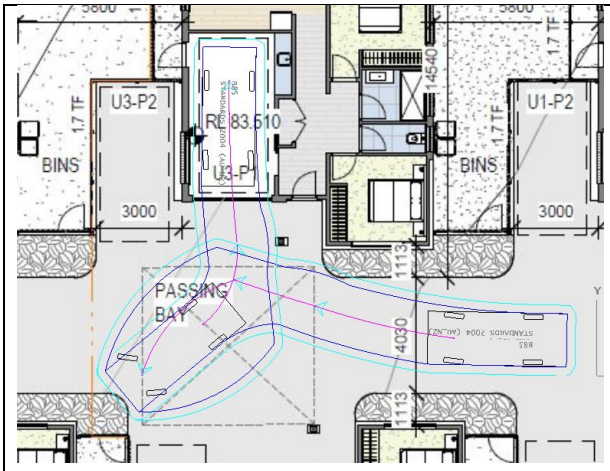	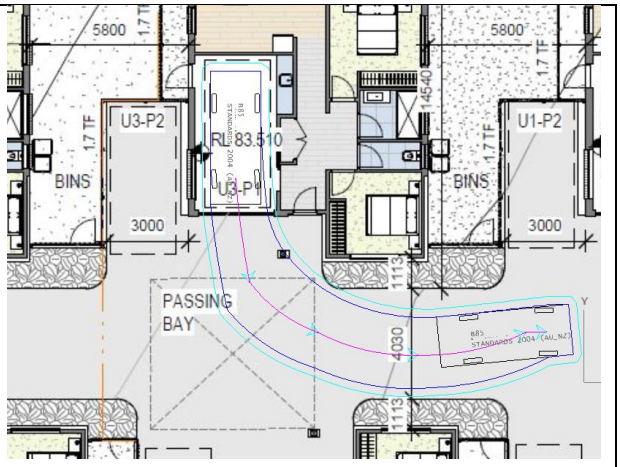
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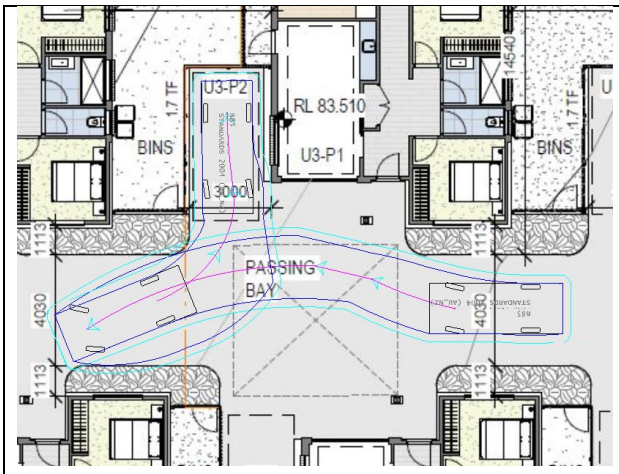	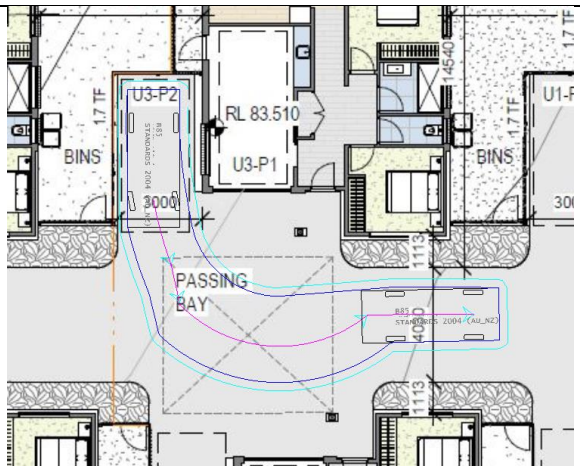
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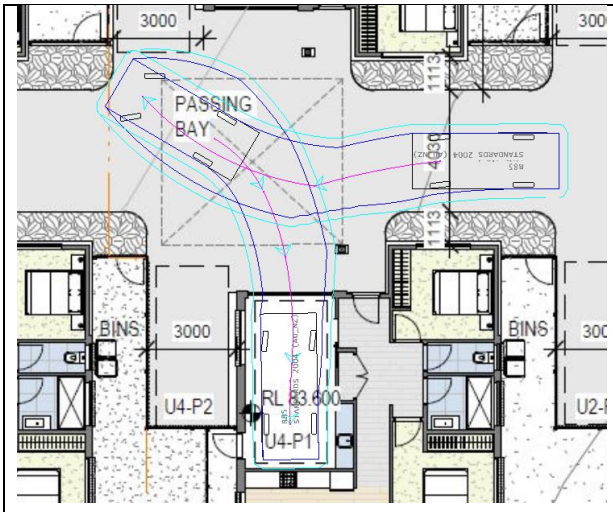	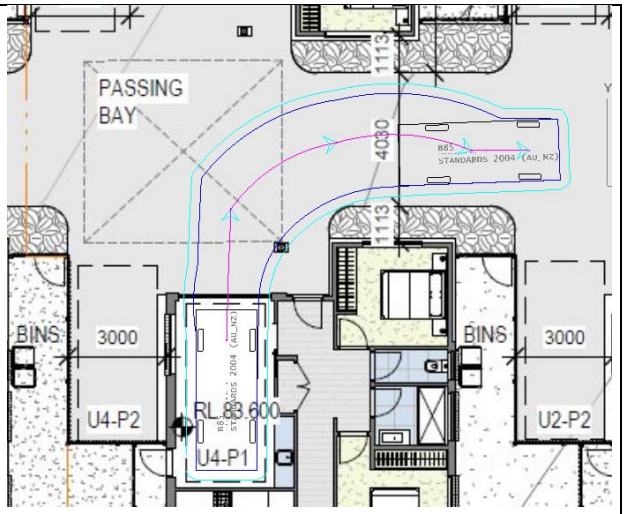
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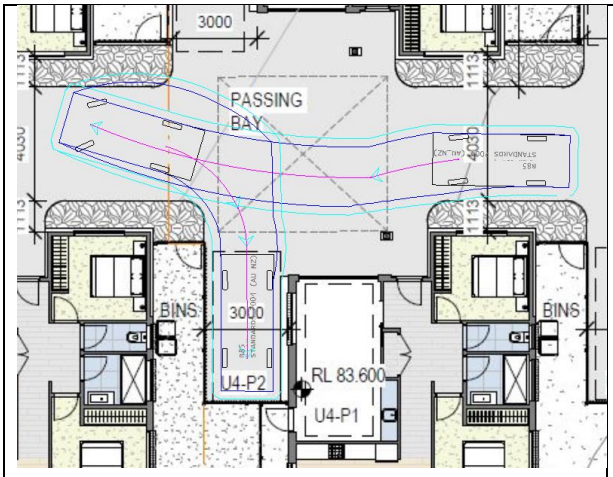
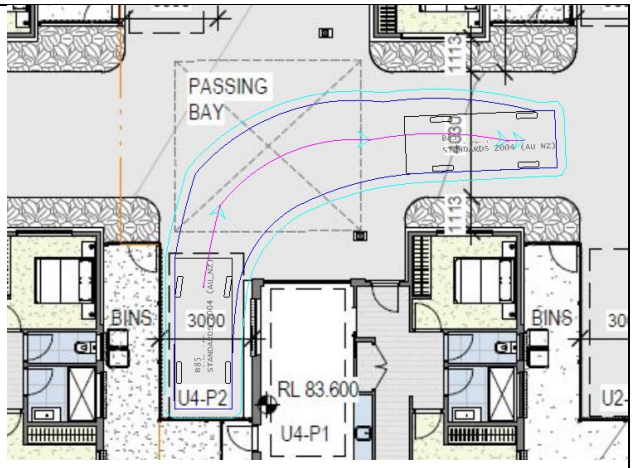
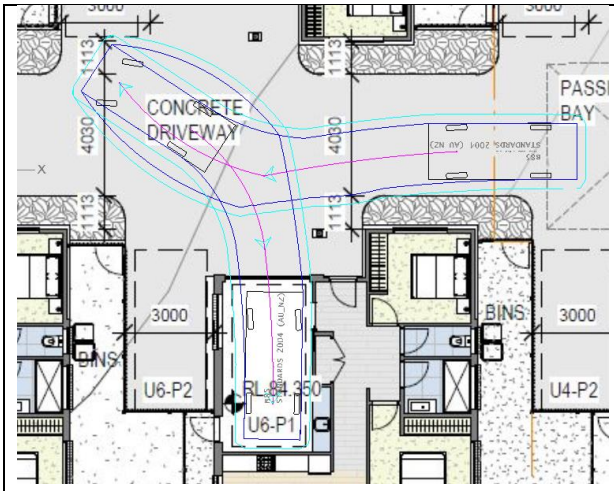
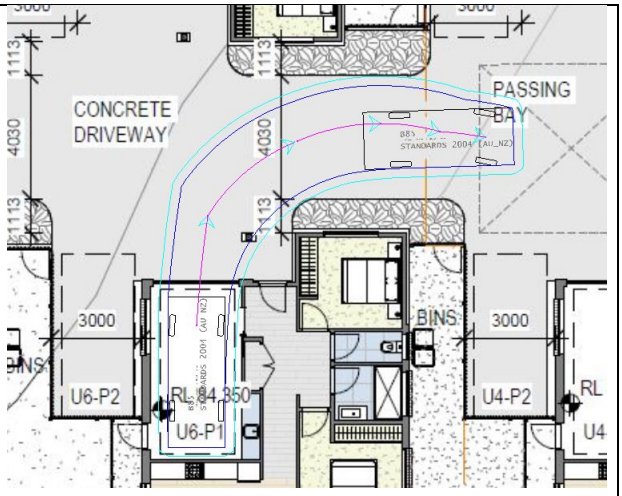
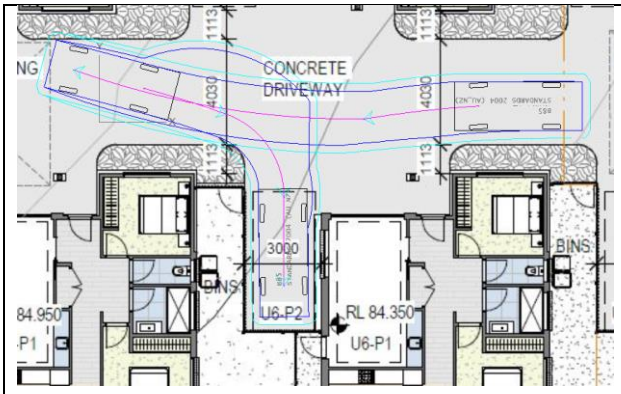
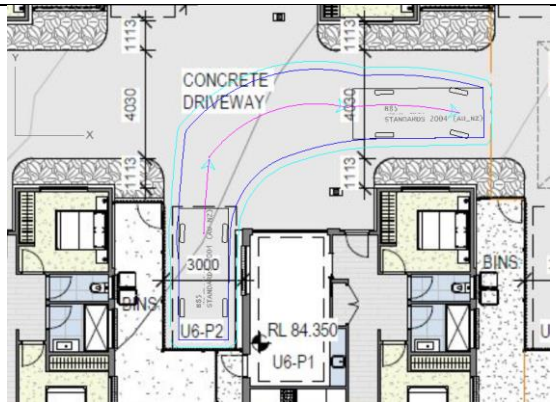
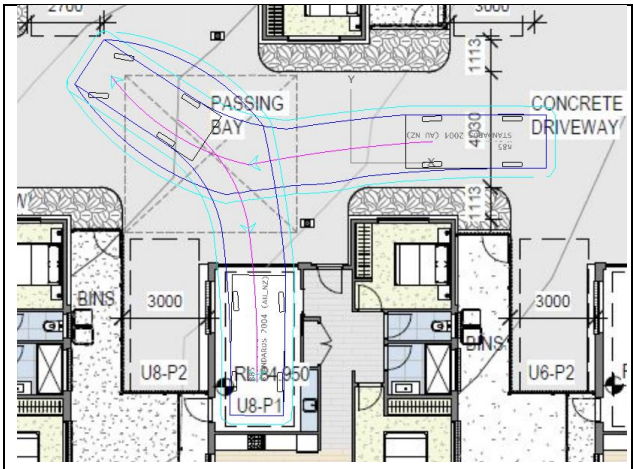
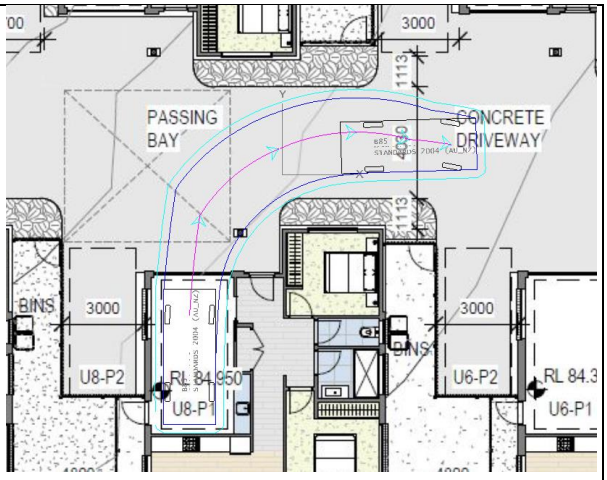
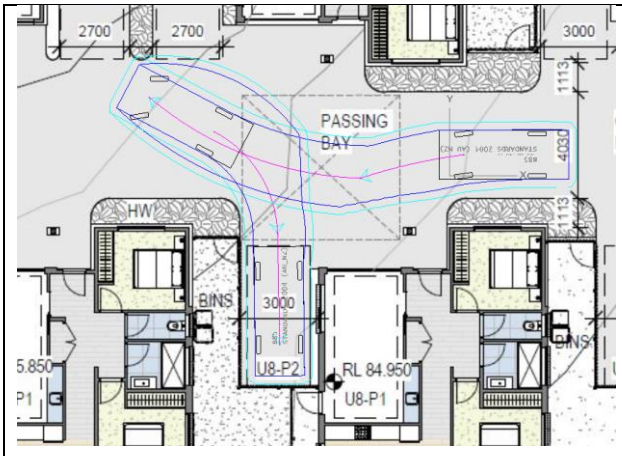
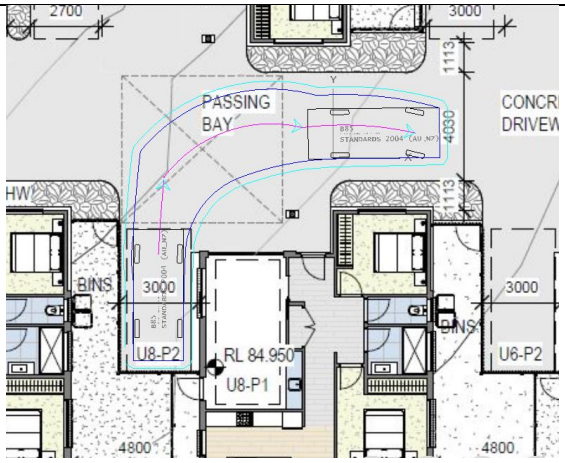
	
Unit 4 parking space 2 entry	Unit 4 parking space 2 exit

	
Unit 6 parking space 1 entry	Unit 6 parking space 1 exit

	
Unit 6 parking space 2 entry	Unit 6 parking space 2 exit

	
Unit 8 parking space 1 entry	Unit 8 parking space 1 exit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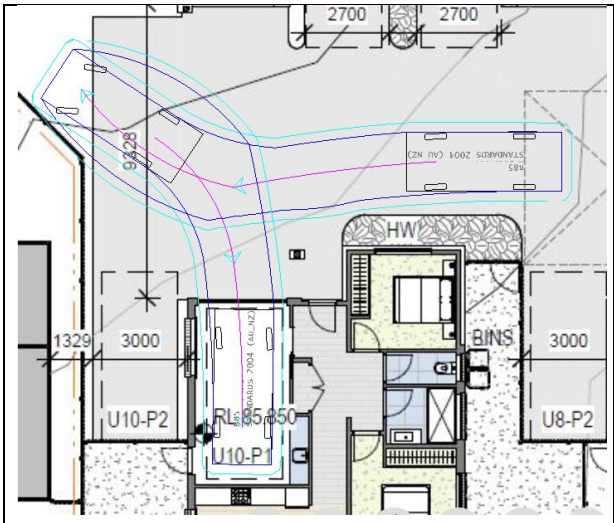	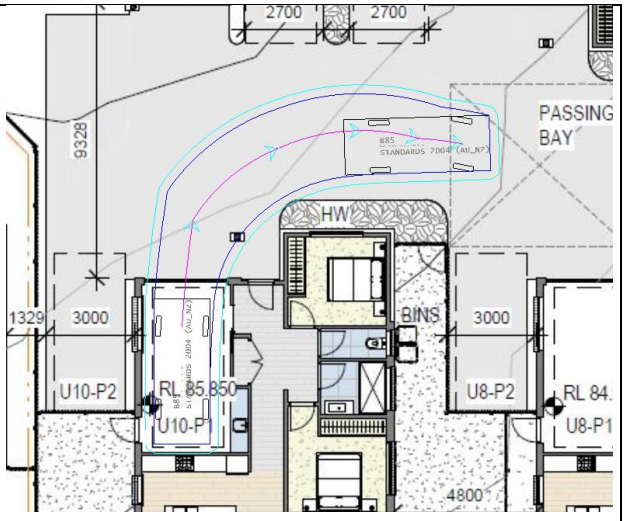
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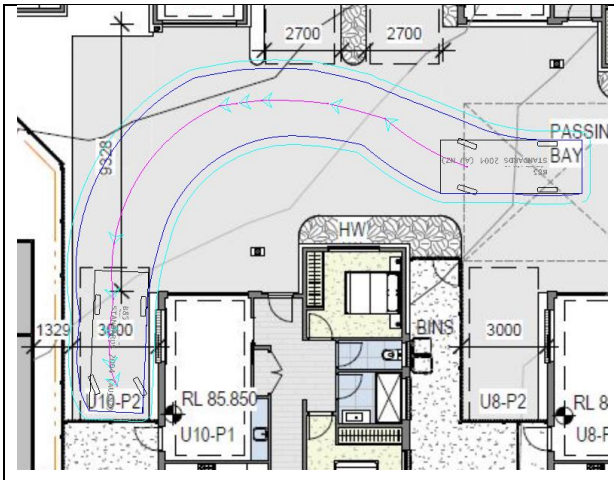
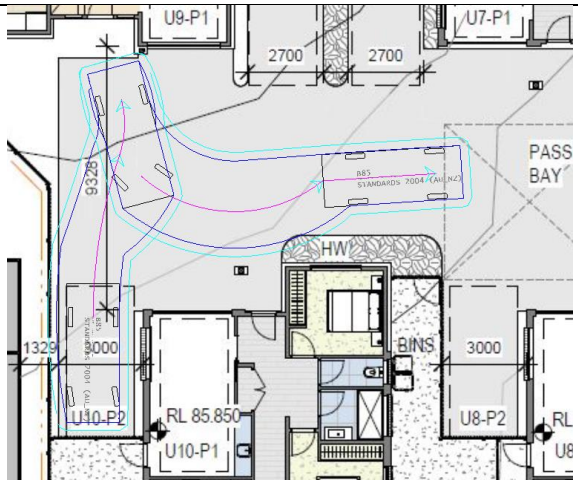
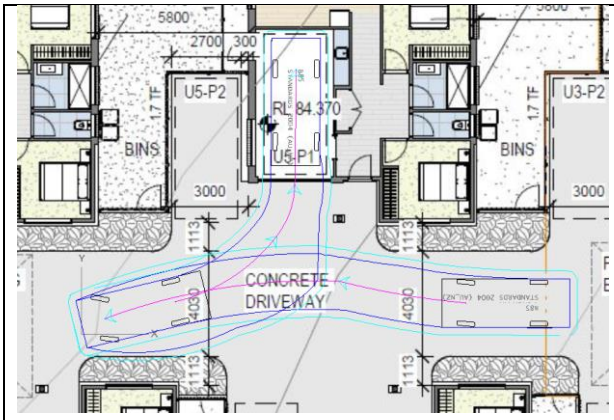
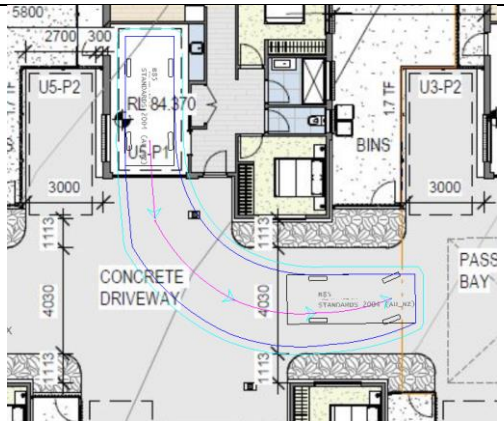
	
Unit 10 parking space 2 entry	Unit 10 parking space 2 exit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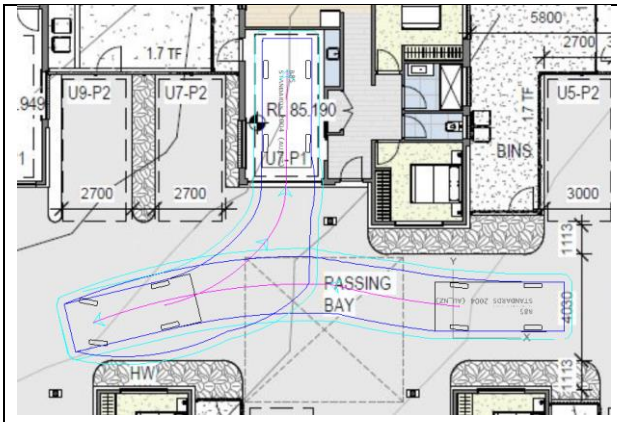
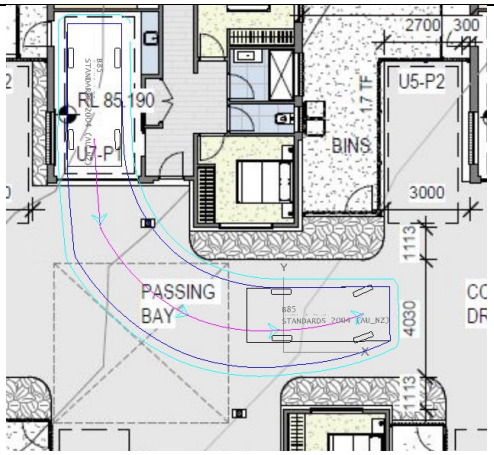
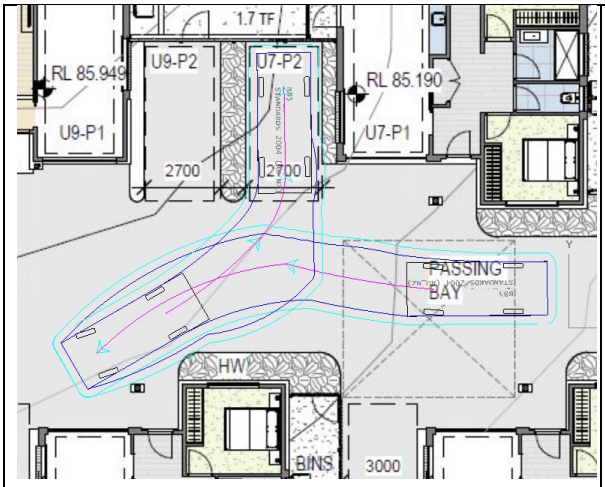
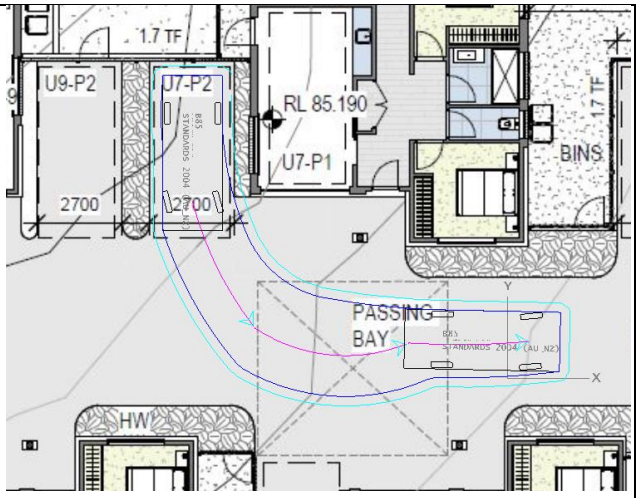
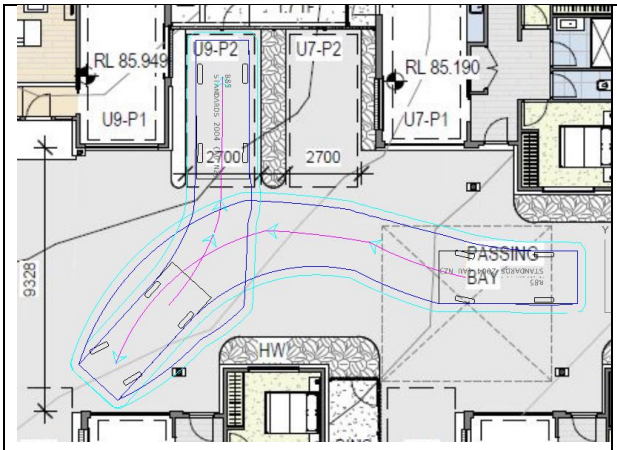
	
Unit 7 parking space 1 entry	Unit 7 parking space 1 exit



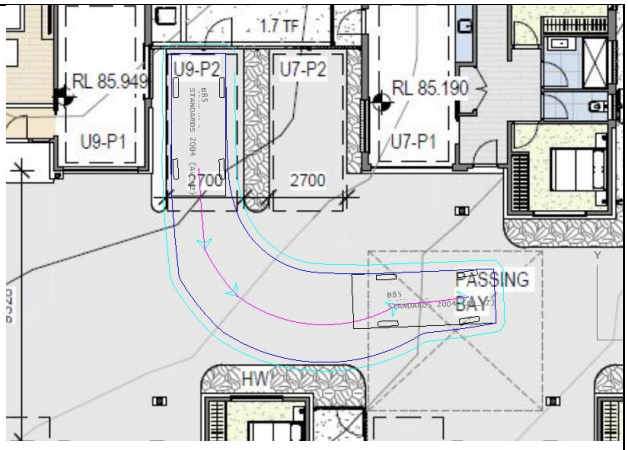
Unit 7 parking space 2 entry



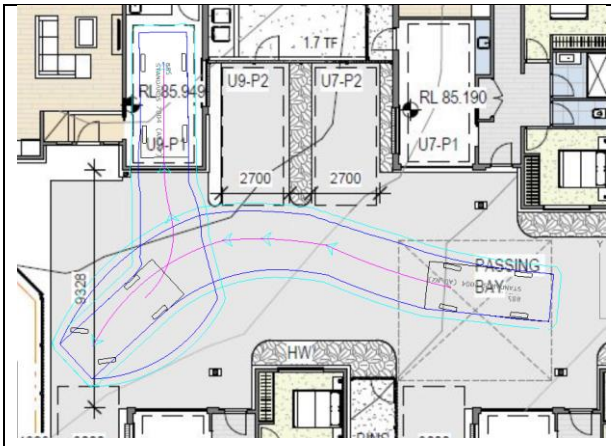
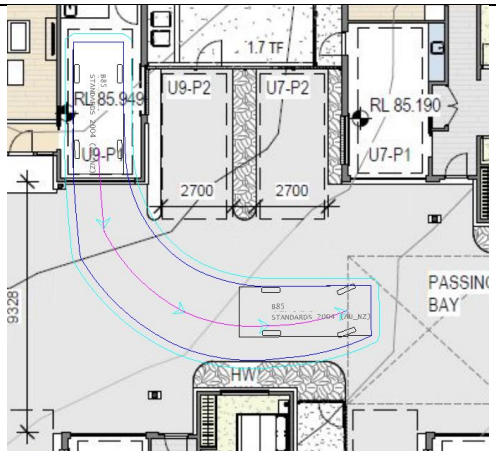
Unit 7 parking space 2 exit



Unit 9 parking space 2 entry



Unit 9 parking space 2 exit

	
Unit 9 parking space 1 entry	Unit 9 parking space 1 exit

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue
Taroona TAS 7053
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	22 September 2021
1	Keith Midson	Zara Kacic-Midson	8 October 2021
2	Keith Midson	Zara Kacic-Midson	5 November 2021

Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

5 November 2021

David Wai Ho Au
3 Adele Court
Hoppers Crossing VIC 3029

Dear David,

15 MORRISON ST – RESPONSE TO COUNCIL RFI

This letter provides a response to Council's 2nd request for further information regarding the abovementioned development.

1. Design and Layout of Parking Areas

Council stated:

> *Morrison St on site turning involves excessive turning to complete coming into conflict with other parking spaces, concrete edging, garden spaces and domestic walling.*

The design of the car parking and southern driveway have been modified to provide increase manoeuvring space. Revised swept paths now demonstrate improved manoeuvring.

2. Passing Bays

Council stated:

> *Passing bays are positioned in some instances without vehicle tapers for entry and exit without reversing.*

The revised plans now have passing bays with increased space on at least one approach, thus facilitating passing of two vehicles in opposing directions unimpeded.

3. Swept Paths

Council stated:

> *In numerous circumstances the concrete driveway is insufficient in width to support the depicted sweep path demonstrated .*

All swept paths include a 300mm buffer zone around the vehicle. In all cases the wheel path is contained within the kerbing of the driveways.

4. Impingement on Adjacent Spaces

Council stated:

> *On occasion turning vehicles encroach on the assigned space of other vehicles.*

All swept paths include a 300mm buffer zone around the vehicle. In all cases the wheel path is contained within the parking space under assessment. It is also noted that in practice, some encroachment would be normal as a car parked in an adjacent space does not take up the entirety of a parking space.

5. Garage Space Manoeuvring

Council stated:

> *Several sweeps proposed require the nominated vehicle to turn whilst enclosed in a garage encroaching on limited opening space.*

The increased driveway width for the southern driveway greatly improves manoeuvring for garage spaces, so that only a three-point turn is necessary.

6. Dimensions

Council stated:

> *Requested is more dimensioning of isle widths at pinch points to better understand compliance or deviation from the standard.*

Revised plans show dimensions of key areas.

7. B85 & B99 Vehicles

Council stated:

> *Further information is required to understand the justification for defaulting to a B85 in lieu of the B99 requested in the RFI.*

As stated in the previous RFI response, Australian Standards, AS2890.1, provides the requirements of the type of vehicles used in parking areas. There are two 'car' vehicle types contained in AS2890.1: B85 and B99 vehicles. These vehicles represent the 85th and 99th percentile cars in the Australian fleet respectively.

AS2890.1 states the following with respect to B99 vehicles:

> *"Design dimensions based on the B99 vehicle are required at all locations where failure of a vehicle to be able to physically fit into the facility would occasion intolerable congestion and possible hazard. Such locations shall include all access driveways, ramps and circulation roadways, unless there are special circumstances of severe space limitation coupled with relatively low traffic volumes in which case the B85 vehicle dimensions may be used".*

In this case the development proposal is domestic and will not provide public car parking. With a peak generation of 5 vehicles per hour it would not be possible to create 'intolerable' congestion if a vehicle did not physically fit within the development site. It is therefore not agreed that a B99 vehicle is appropriate to model for the proposed development. B99 vehicles are often used to test turning paths on critical components of a public car park (such as ramps, etc), where failure for the vehicle to complete the turn may result in congestion or safety issues.

The design of a domestic or residential property need only take into account the swept paths of a B85 vehicle. This philosophy is no different to a public car park design.

AS2890.1 also states "*Except as permitted in Clause 2.5.2(c) and Paragraph B2.2, design dimensions based on the B85 vehicle shall be limited to parking spaces and parking aisles. NOTE: This is based on the philosophy that the statistical chance of two or more longer vehicles seeking to occupy adjacent spaces at the one time is relatively low, and where this does occur, a driver can divert to an alternative space with only minor disruption to other users*".

The assessment of the car parking requirements of a residential unit development was recently tested in an RMPAT appeal (53-21P, Costmac Investments Pty Ltd vs Sorell Council). It was agreed in evidence (and agreed by traffic experts) that the B85 vehicle was the appropriate design vehicle for residential development, not the B99 vehicle.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

Submission to Planning Authority Notice

Council Planning Permit No.	DA 2021 / 00199	**Council notice date**	3/08/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01295-BTN	**Date of response**	15/10/2021
TasWater Contact	Phil Papps **Phone No.**	0474 931 272	
Response issued to			
Council name	BRIGHTON COUNCIL		
Contact details	development@brighton.tas.gov.au		
Development details			
Address	15 MORRISON ST, BRIGHTON	**Property ID (PID)**	5022786
Description of development	Multiple dwellings x 15 (Staged)		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
MinD Architects	Site/Staging Plan / DA00	2	15/09/2021
AD Design	Water & Sewerage Servicing / D-1-10-00,01,02 & 03	A	20/08/2021

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to 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.

ASSET CREATION & INFRASTRUCTURE WORKS (Sewer main extension)

4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. Prior to applying for a Permit to Construct the new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all

additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

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

10. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

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

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

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

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

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

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

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

56W CONSENT

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

DEVELOPMENT ASSESSMENT FEES

15. The applicant or landowner as the case may be, must pay a development assessment fee of $699.36 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

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

Advice

General

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

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

Service Locations

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

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

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

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

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