2-4 Eden Street

Riverside, Tasmania 7250 Telephone: (03) 6323 9300 Facsimile: (03) 6323 9349



PLANNING APPLICATION FORM

Section 57 & 58

V

1

OFFICE USE ONLY Assess No: PA2024357
Assess No: A13768

PID No: 9763164

Applicant Name: WILKIN DESIGN

Postal Address:

Contact Phone: Home Work Mobile

Email Address:

Planning Application Lodgement Checklist

he following documents hav	been submitted to support	the consideration of this application:
----------------------------	---------------------------	--

- 1. A current copy of the property title text, folio plan and schedule of easements
- 2. A completed application form including a detailed description of the proposal
- 3. A complete plan set:
 - a) Floor plans
 - Elevations (from all orientations/sides and showing natural ground level and finished surface level)
 - c) Site Plan showing:
 - Orientation
 - All title boundaries
 - Location of buildings and structure (both existing and proposed)
 - · Setbacks from all boundaries
 - · Native vegetation to be removed
 - Onsite services, connections and drainage details (including sewer, water and stormwater)
 - Cut and/or Fill
 - Car parking and access details (including construction material of all trafficable areas)
 - Fence details
 - Contours
- 4. Other:

WEST TAMAR COUNCIL



Application Number: «Application_Number»

APPLICANT DETAILS						
Applicant Name:						
Note: Full name(s) of person(s) or company making the application and postal address for correspondence.						
	LAND DETAILS					
Owner/Authority Name: (as per certificate of title)						
Location / Address:						
Title Reference:						
Zone(s):						
Existing Development/Use:						
Existing Developed Area:						
DEVELOPMENT APPLICATION DETAILS						
DEVELOPINIENT APPLICATION DETAILS						
Proposed Use:	Residential: Visitor Accommodation: Commercial: Other: Description of Use:					
Development Type:	Building work: Demolition: Subdivision: Other: Description of development:					
New or Additional Area:	New or Additional Area: Area					
Estimated construction cost proposed development:	of the					
Duthing a second		Wall Ty	pe:		Colour:	
Building Materials:		Roof Type:			Colour:	

WEST TAMAR COUNCIL



Application Number: «Application_Number»

	SUBDIVI	SION	□n/A				
	Bound	Subdivision creati dary adjustment with no additi	_				
Number of Lots (existing):		Number of Lots (proposed):					
Description:							
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:							
1.	p .c.c.	<u> </u>					
2.							
3.							
COMMERCIAL, I	NDUSTRIAL OR OTHEI	R NON-RESIDENTIAL DEVEL	OPMENT/USE □N/A				
	Monday / Friday:		То				
Hours of Operation:	Saturday:		То				
	Sunday:		То				
Existing Car Parking: Proposed Car Parking:							
Number of Employees: (Existing)							
Number of Employees: (Proposed)			_				
Type of Machinery installed:							
Details of trade waste and method of disposal:							

WEST TAMAR COUNCIL



Application Number: «Application_Number»

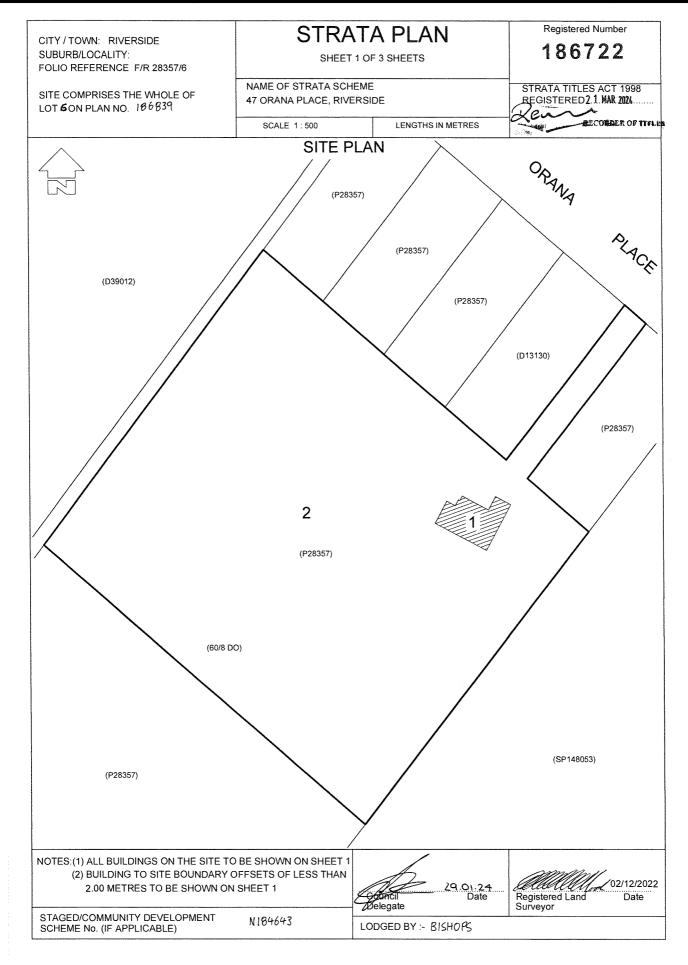
	APPLICANT DE	CLARATION	
Owner:	As the owner of the land, I declare that the in accurate representation of the proposal and Officers to conduct inspections as required fo	I consent to this application being submitted	
	Name (print)	Signed	Date
Applicant: (if not the owner)	As the applicant, I declare that I have notified the information contained in this application		
		Laura Walduck	
	Name (print)	Signed	Date
Please Note: If th	he application involves Crown Land you will nee Minister, or a delegated officer of the Cl		m signed by the
Crown			
Consent (if required)	Name (print)	Signed	Date
Chief			
Executive Officer			
(if required)	Name (print)	Signed	Date
If the subje	ect site is accessed via a right of way, the owner	r of the ROW must also be notified of the ap	pplication.
Right of \	Way Owner:		
As the applicant,	I declare that I have notified the owner of the l this application that wi		y intent to lodge
	Name (print)	Signed	Date



RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 19 Dec 2024

Search Time: 02:30 PM

Volume Number: 186722

Revision Number: 01

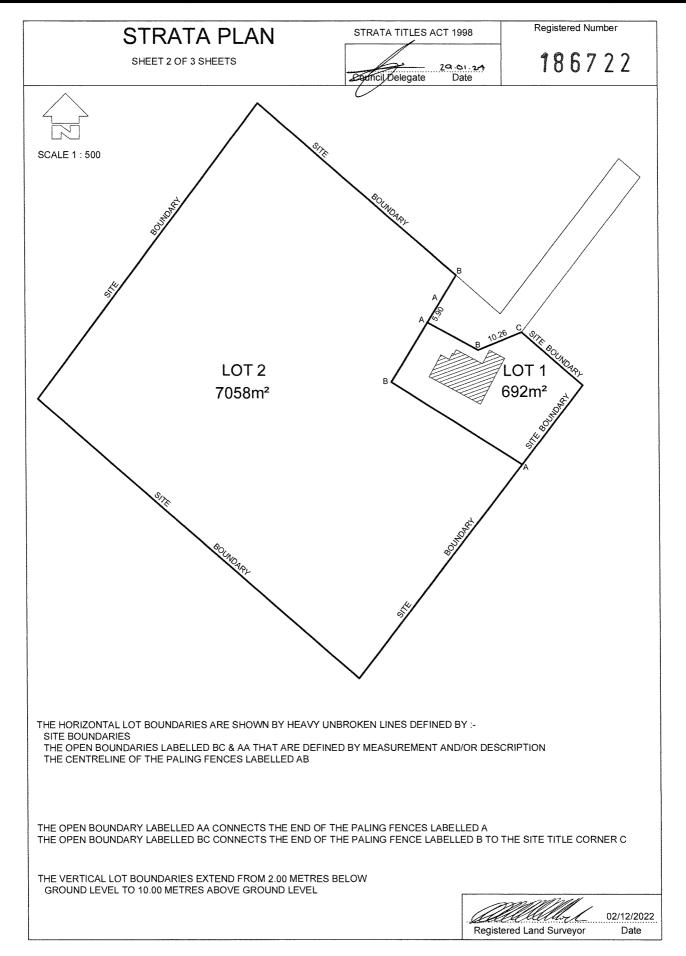
Page 1 of 3



RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 19 Dec 2024 Search Time: 02:30 PM Volume Number: 186722 Revision Number: 01 Page 2 of 3



RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



STRATA PLAN

SHEET 3 OF 3 SHEETS

STRATA TITLES ACT 1998

Registered Number

186722

NAME OF BODY CORPORATE:

STRATA CORPORATION No. 186722

47 ORANA PLACE, RIVERSIDE

ADDRESS FOR SERVICE OF NOTICES: 47 ORANA PLACE, RIVERSIDE, TAS 7250

SURVEYORS CERTIFICATE

I, Dallas John McCulloch

of Trevallyn

a surveyor registered under the Surveyors Act 2002 certify that the building or buildings erected on the site and drawn on sheet 1 of this plan are within the site boundaries of the folio stated on sheet 1 and any encroachment beyond those boundaries is properly authorised according to law

Registered Surveyor

02/12/2022

1721

Date

Ref. No.

COUNCIL CERTIFICATE

I certify that the WEST TAMAR COUNCIL has:-(a) approved the lots shown in this plan and (b) issues this certificate of approval in accordance with section 31 of the Strata Titles Act 1998

Council Delegate

29.01.24 mI2021235 Date

Ref. No.

GENERAL UNIT ENTITLEMENTS

2	10
2	10
TOTAL	20

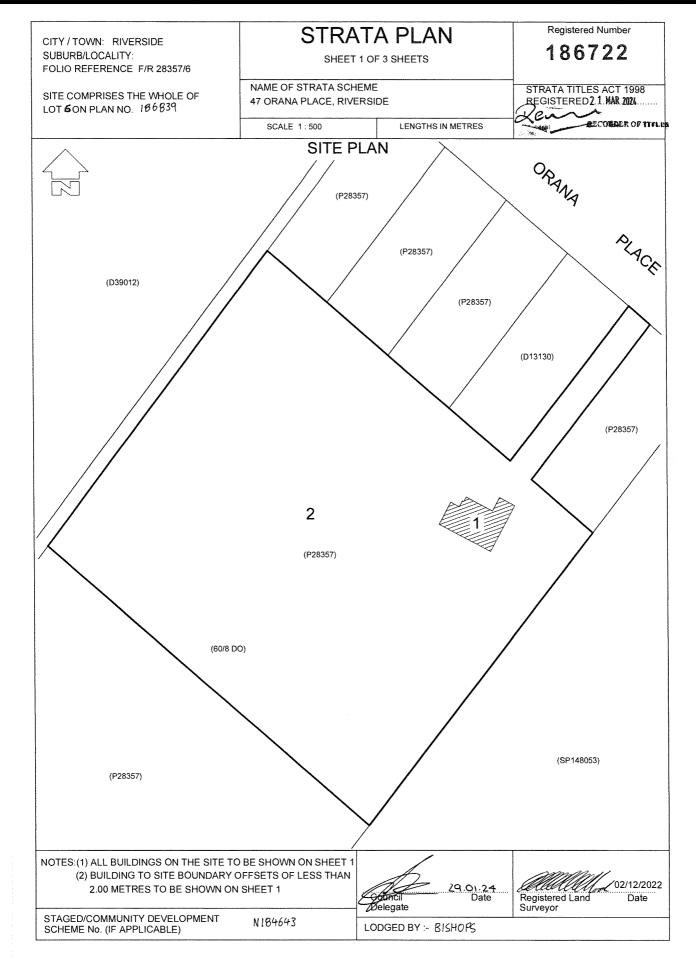
Page 3 of 3 Search Date: 19 Dec 2024 Search Time: 02:30 PM Volume Number: 186722 Revision Number: 01



RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 08 Apr 2024

Search Time: 02:05 PM

Volume Number: 186722

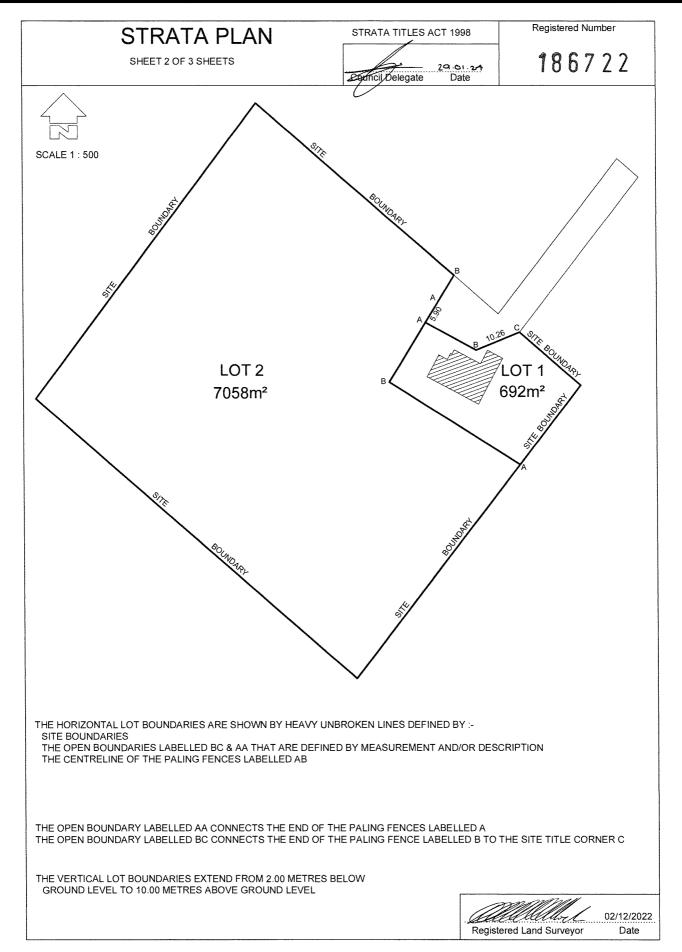
Revision Number: 01



RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 08 Apr 2024 Search Time: 02:05 PM Volume Number: 186722 Revision Number: 01 Page 2 of 3



RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980

STRATA PLAN

STRATA TITLES ACT 1998

Registered Number

186722

SHEET 3 OF 3 SHEETS

NAME OF BODY CORPORATE:

STRATA CORPORATION No. 186722

47 ORANA PLACE, RIVERSIDE

ADDRESS FOR SERVICE OF NOTICES: 47 ORANA PLACE, RIVERSIDE, TAS 7250

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Registered Surveyor

02/12/2022

1721 Ref. No.

Date

COUNCIL CERTIFICATE

I certify that the WEST TAMAR COUNCIL has:-(a) approved the lots shown in this plan and (b) issues this certificate of approval in accordance with section 31 of the Strata Titles Act 1998

Council Delegate

29.01.24 mIZ021235 Date

Ref. No.

GENERAL UNIT ENTITLEMENTS

LOT	UNIT ENTITLEMENT
1	10
2	10
TOTAL	20

Page 3 of 3 Search Date: 08 Apr 2024 Search Time: 02:05 PM Volume Number: 186722 Revision Number: 01

Planning Department West Tamar Council 2-4 Eden St, RIVERSIDE, TAS 7250

Dear Planner,

<u>Development Application – A multi-unit development for Three Amigo's Developments Pty Ltd – Lot 2, 47 Orana Place, Riverside, TAS. 7250.</u>

The Proposal

The proposed development is for a multi-unit development consisting of 11 units across the $7,058m^2$ lot. Lot sizes for individual units vary in area; Unit $01 - 764.63m^2$, Unit $02 - 408.82m^2$, Unit $03 - 486.72m^2$, Unit $04 - 374.17m^2$, Unit $05 - 429.13m^2$, Unit $06 + 421.72m^2$, Unit $07 - 396.71m^2$, Unit $08 - 407.33m^2$, Unit $09 - 397.53m^2$, Unit $10 - 397.54m^2$, and Unit $11 - 422.45m^2$. With all units exceeding the minimum requirement for site area per dwelling.

The proposal incorporates various unit types across the site. All units include 3 bedrooms, 2 bathrooms, a laundry and open plan kitchen, dining and living areas and a double car garage. Due to the sloping nature of the site, decks will provide private open space accessed directly from the living spaces. All units have been located on site and designed to maximise views and optimise solar access during winter. Floor areas vary between the units; units 01-03, 06-11 have a total floor area of 192.76m² and units 04-05 have a floor area of 180.19m². The total area of all units is 1408.31m², which equates to a site coverage of 19.95%. Each dwelling has access to a deck positioned to the North and off living areas with a minimum floor area of 26m². Due to the sloping nature of the site together with the scale and bulk of each unit, overshadowing of private open space will be minimal.

Setbacks from the side and rear boundaries vary, refer to plans for setbacks of units from boundaries. A designated waste area is located off the sealed accessway, that will have a impervious surface and screened from the street with min. 1.2m high screen. Access to the site will be via the existing crossover and the proposed development will utilise a sealed surface to min. 5.5m wide.

The proposed plans will enable 4 cars to be parked on each lot (excluding Lot 04, Lot 05 & Lot 06 which will accommodate 3 cars) with additional visitor bays located across the site (11 in total).

Where the proposal doesn't meet the Acceptable Solutions set out in the Tasmanian Planning Scheme, a response can be found below addressing the Performance Criteria.

8.4.2 Setbacks and building envelope for all dwellings

P3 The siting and scale of a dwelling must:

- (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:
- (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

A reduction in sunlight to a habitable rooms of the adjoining property will be minimal as the existing locations of neighbouring dwellings are setback some distance from the site. Over-shadowing of

habitable rooms within the development/ between the units are minimal due to the distribution and the sloping nature of the site.

(ii) overshadowing the private open space of a dwelling on an adjoining property;

Overshadowing of private open space of the neighbouring dwellings surrounding the site is minimal due to the natural topography of the land and the bulk and scale of the individual units.

(iii) overshadowing of an adjoining vacant property; and

Overshadowing of the vacant land adjacent to the property along the North-West boundary is minimal due to the proposed development is South of these lots.

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;

The character, scale and bulk of the development will not cause unreasonable loss of amenity when viewed from adjoining properties. Colours and materials are consistent with properties in the area. The design and materiality of the units has been considered with the variation in selected materials, colours and finishes lessening the visual impact when the development is viewed from adjoining properties. Landscaping will further assist with the planting of small to medium trees proposed across the site.

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and

The separation is consistent with established properties in the area, notably the unit development 447 W Tamar Rd downslope of 46 Orana Place.

- (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:
- (i) an adjoining property;

No existing solar energy installations on neighbouring properties and for any future installations the proposed development will have minimal impact due to the distribution and the sloping nature of the site and the existing setbacks of the existing dwellings from the boundaries of the properties.

or (ii) another dwelling on the same site.

No existing solar energy installations on the existing dwelling located on the lot.

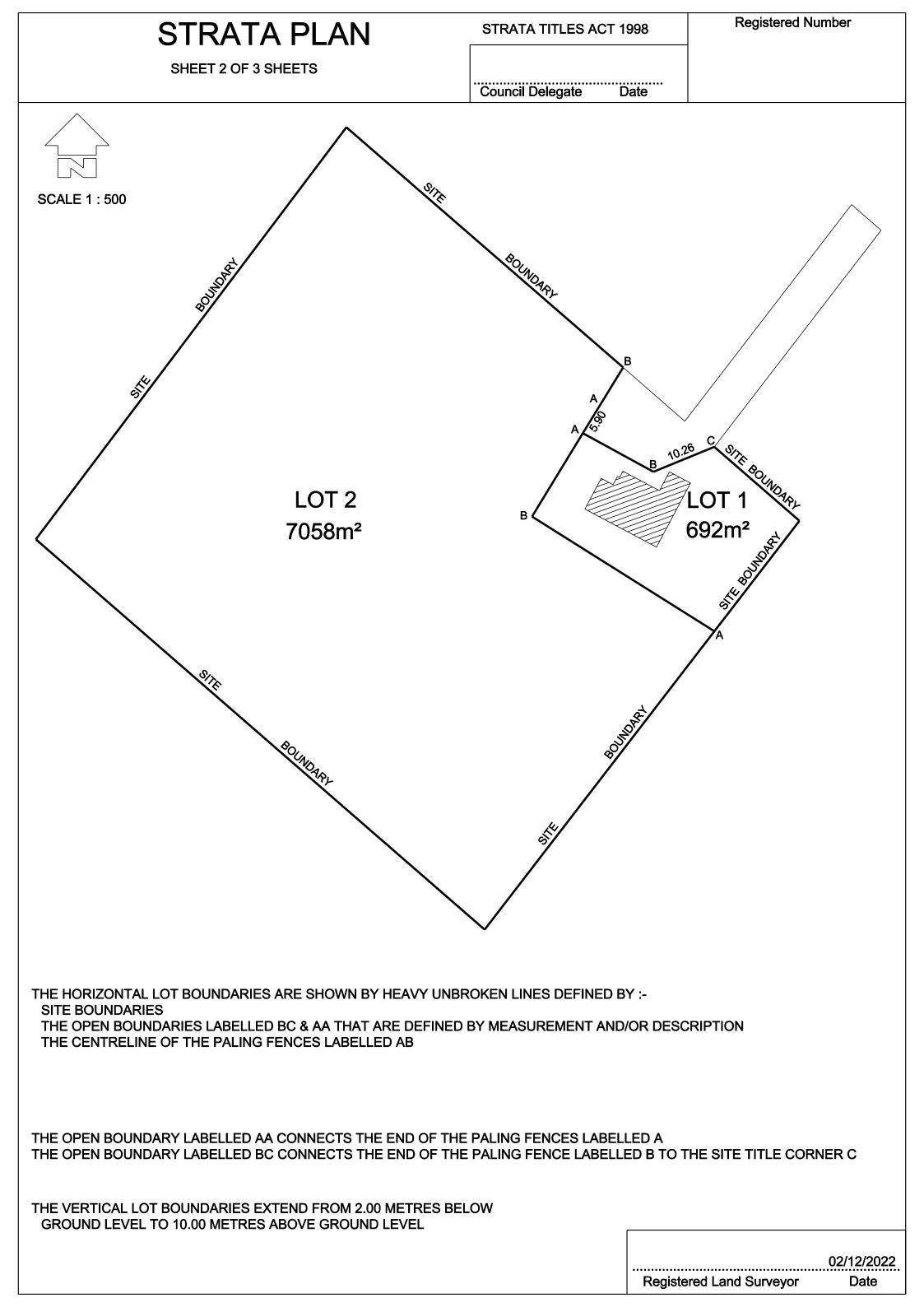
Please advise of any additional information that will be required to assist Council with the assessment of this application to achieve a positive outcome.

If you have any queries, please do not hesitate to contact me	If you	have	any	queries,	please	do not	hesitate	to c	contact i	me,
---	--------	------	-----	----------	--------	--------	----------	------	-----------	-----

Yours sincerely,

Laura Walduck

Registered Number STRATA PLAN CITY / TOWN: RIVERSIDE SUBURB/LOCALITY: SHEET 1 OF 3 SHEETS FOLIO REFERENCE F/R 28357/6 NAME OF STRATA SCHEME STRATA TITLES ACT 1998 SITE COMPRISES THE WHOLE OF REGISTERED 47 ORANA PLACE, RIVERSIDE LOT 1 ON PLAN NO. **LENGTHS IN METRES** SCALE 1:500 SITE PLAN (P28357) (P28357) (D39012) (P28357) (D13130) (P28357) 2 (P28357) (60/8 DO) (SP148053) (P28357) NOTES:(1) ALL BUILDINGS ON THE SITE TO BE SHOWN ON SHEET 1 (2) BUILDING TO SITE BOUNDARY OFFSETS OF LESS THAN 02/12/2022 2.00 METRES TO BE SHOWN ON SHEET 1 Registered Land Surveyor Council Date Date Delegate STAGED/COMMUNITY DEVELOPMENT N/A **LODGED BY:-**SCHEME No. (IF APPLICABLE)



STRATA TITLES ACT 1998

SHEET 3 OF 3 SHEETS

NAME OF BODY CORPORATE:

STRATA CORPORATION No. 47 ORANA PLACE. RIVERSIDE

ADDRESS FOR SERVICE OF NOTICES: 47 ORANA PLACE, RIVERSIDE, TAS 7250

SURVEYORS CERTIFICATE

Dallas John McCulloch of Trevallyn

a surveyor registered under the Surveyors Act 2002 certify that the building or buildings erected on the site and drawn on sheet 1 of this plan are within the site boundaries of the folio stated on sheet 1 and any encroachment beyond those boundaries is properly authorised according to law

02/12/2022 1721
Registered Surveyor Date Ref. No.

COUNCIL CERTIFICATE

I certify that the WEST TAMAR COUNCIL has:(a) approved the lots shown in this plan and
(b) issues this certificate of approval in accordance with section 31 of the Strata Titles Act 1998

Council Delegate Date Ref. No.

GENERAL UNIT ENTITLEMENTS

LOT	UNIT ENTITLEMENT
1	10
2	10
TOTAL	20
<u> </u>	

Registered Number PLAN OF SURVEY OWNER: BY SURVEYOR DALLAS McCULLOCH D.J.McCULLOCH SURVEYING FOLIO REFERENCE: F/R 28357/6 **RIVERSIDE, TASMANIA 7250** LOCATION **APPROVED** TOWN OF RIVERSIDE GRANTEE: PART OF 200A-0R-0P LOCATED TO EFFECTIVE FROM **JAMES LUCAS SCALE 1:500 LENGTHS IN METRES Recorder of Titles** LOT 1 IS COMPILED FROM 68/8 DO ALL EXISTING SURVEY NUMBERS TO BE **CROSS REFERENCED ON THIS PLAN** (P28357) (P28357) (D39012) (P28357) 7370 (D13130) 30, (P28357) (P28357) 7750m² (60/8 DO) (SP148053) (P28357) 03/12/2022 REGISTERED LAND SURVEYOR DATE (P148054) **COUNCIL DELEGATE** DATE

STAGED DEVELOPMENT SCHEME

SHEET 1 OF 1 SHEETS SCALE 1:500 (A3)

NAME OF STAGED STRATA SCHEME: 47 ORANA PLACE, RIVERSIDE

STAGE 1 IS THE CONSTRUCTION & COMPLETION OF THE LOT 1 DEVELOPMENT STAGE 2 IS THE CONSTRUCTION & COMPLETION OF THE LOT 2 DEVELOPMENT

THE STAGE 1 CONSTRUCTION ZONE IS THE WHOLE OF THE LOT 1 AREA THE STAGE 2 CONSTRUCTION ZONE IS THE WHOLE OF THE LOT 2 AREA

THE ACCESS ZONE FOR STAGE 1 IS THE WHOLE OF THE HATCHED AREA

THE ACCESS ZONE FOR STAGE 2 IS THE WHOLE OF THE HATCHED AREA

THE WHOLE OF THE HATCHED AREA IS THE COMMON PROPERTY LAND

LOT 1 AREA = \pm 4-692m² & UNIT ENTITLEMENT = 10 (1/2th OF 20 TOTAL) LOT 2 AREA = \pm 7058m² & UNIT ENTITLEMENT = 10 (1/2th OF 20 TOTAL)

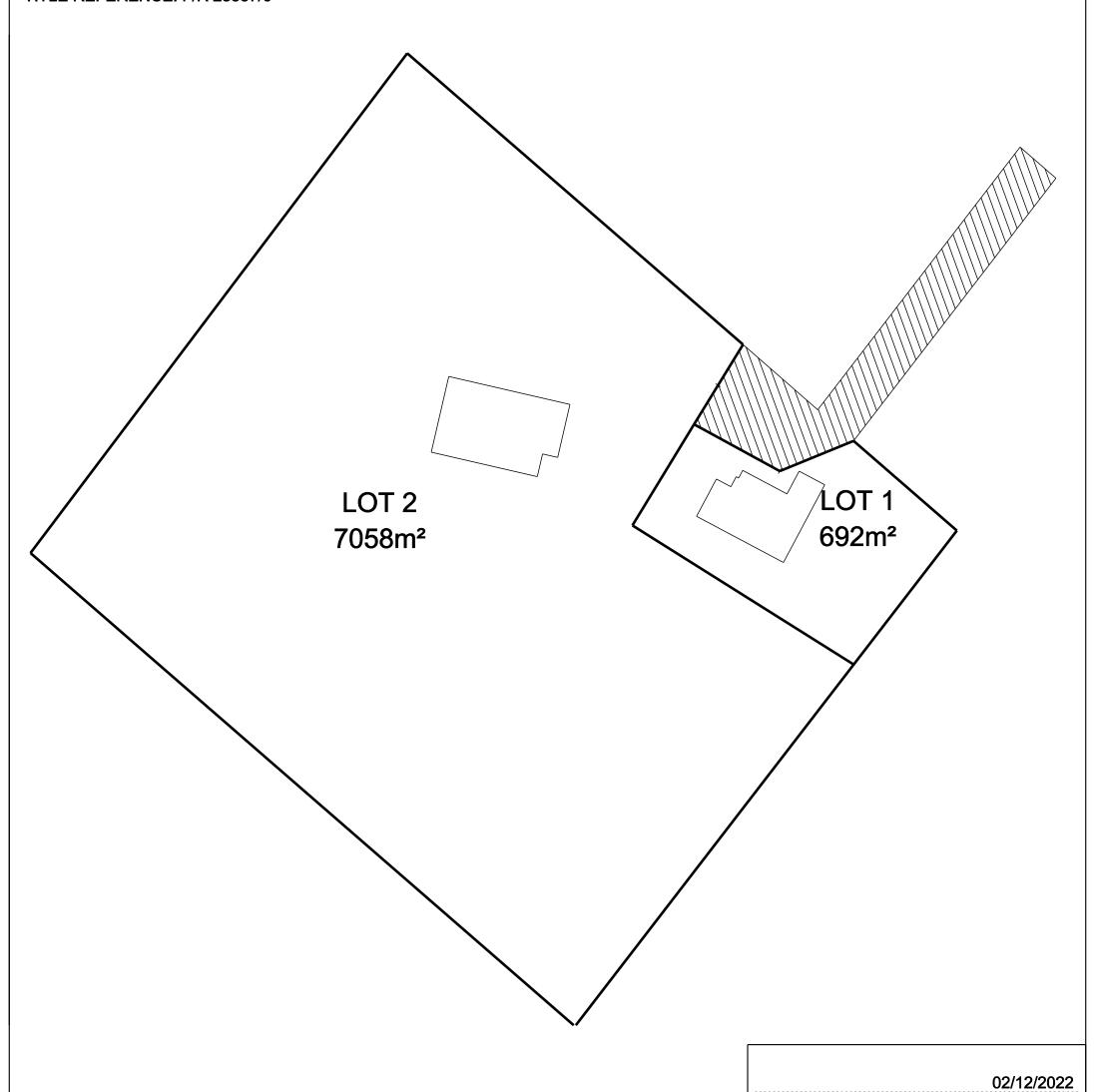
TITLE REFERENCE: F/R 28357/6



SCALE 1:500

Date

Registered Land Surveyor



MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS 7250

CONTACT

laura@wilkindesign.com.au

DESIGNER

DATE

25/03/2025

T. WILKIN

Acc: CC678 X

INFORMATION

PID 9763164

TITLE REFERENCE 186722/2

SOIL CLASS TBC

WIND CLASSIFICATION TBC

BAL TBC

SITE INFORMATION

COUNCIL WEST TAMAR COUNCIL
ZONE GENERAL RESIDENTIAL

ZONE GE KNOWN SITE HAZARDS LO

CORROSION ENVIRONMENT N/A

LOW LANDSLIP HAZARD BAND MEDIUM LANDSLIP HAZARD BAND

ALPINE AREA N/A
CLIMATE ZONE 7
TOTAL SITE AREA: 7,058m2



MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS 7250

AREA SCHEDULE (TOTAL)

 SITE AREA
 7,058m2

 LOT 01 AREA (PROPOSED)
 434.10m²

 LOT 02 AREA (PROPOSED)
 408.82m²

 LOT 03 AREA (PROPOSED)
 486.72m²

 LOT 04 AREA (PROPOSED)
 375.78m²

 LOT 05 AREA (PROPOSED)
 429.13m²

 LOT 06 AREA (PROPOSED)
 420.29m²

 LOT 07 AREA (PROPOSED)
 399.39m²

 LOT 08 AREA (PROPOSED)
 407.33m²

 LOT 09 AREA (PROPOSED)
 397.53m²

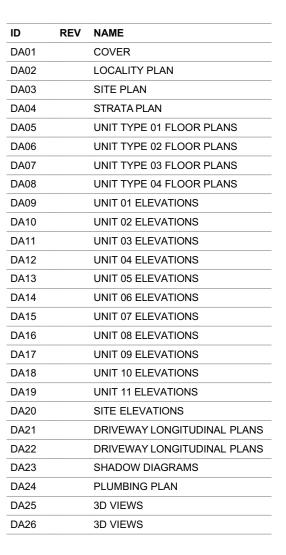
 LOT 10 AREA (PROPOSED)
 397.54m²

 LOT 11 AREA (PROPOSED)
 427.23m²

 LOT 12 AREA (EXISTING)
 690.00m²

 VISITOR PARKING
 08





CHECK CAREFULLY ALL ASPECTS OF THESE DOCUMENTS BEFORE COMMENCING ASSESSMENT.

ANY ERRORS OR ANOMALIES TO BE REPORTED TO THE DRAWER BEFORE ASSESSMENT IS CONTINUED

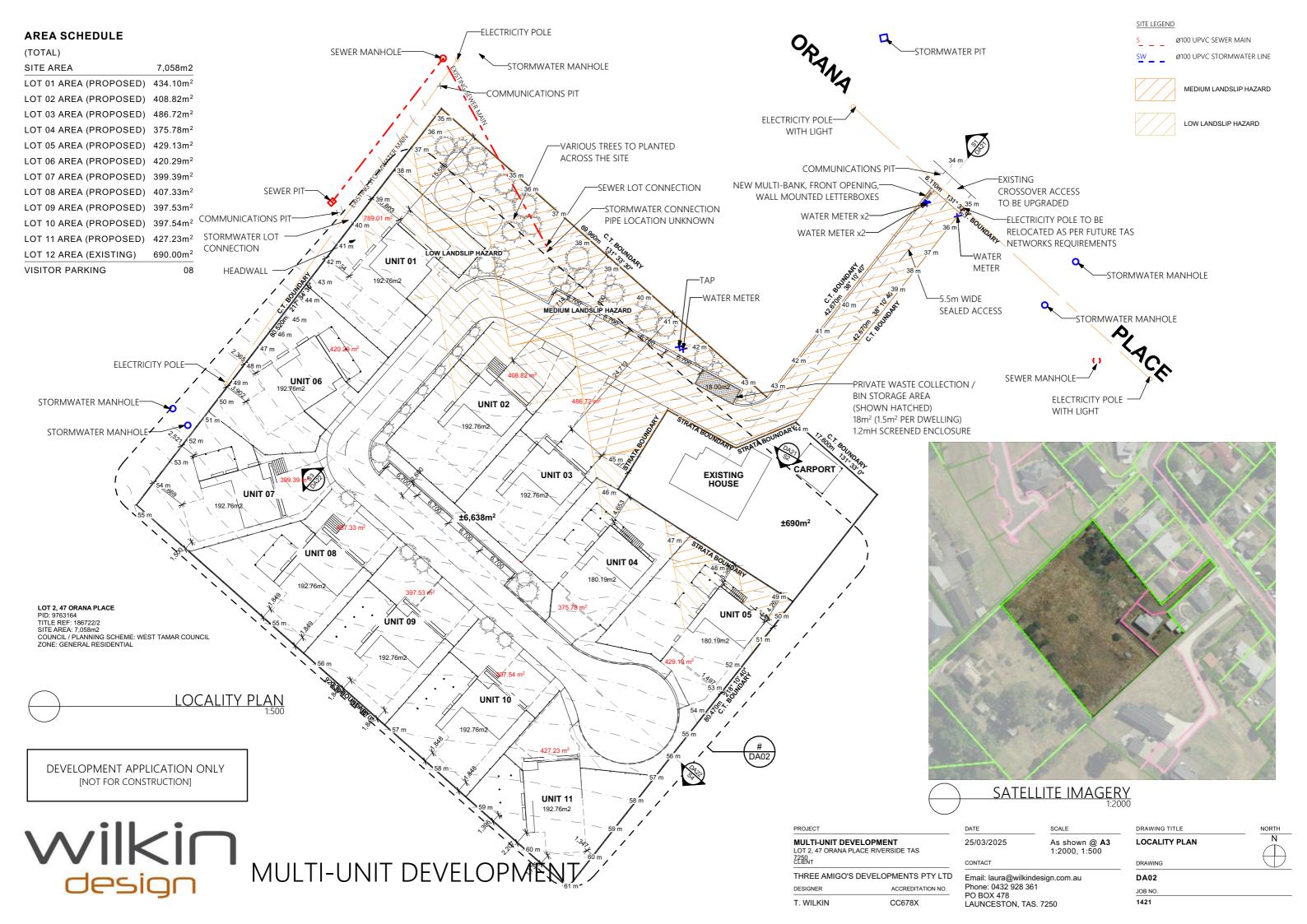
CONFIRM ALL SIZES AND HEIGHTS ON SITE

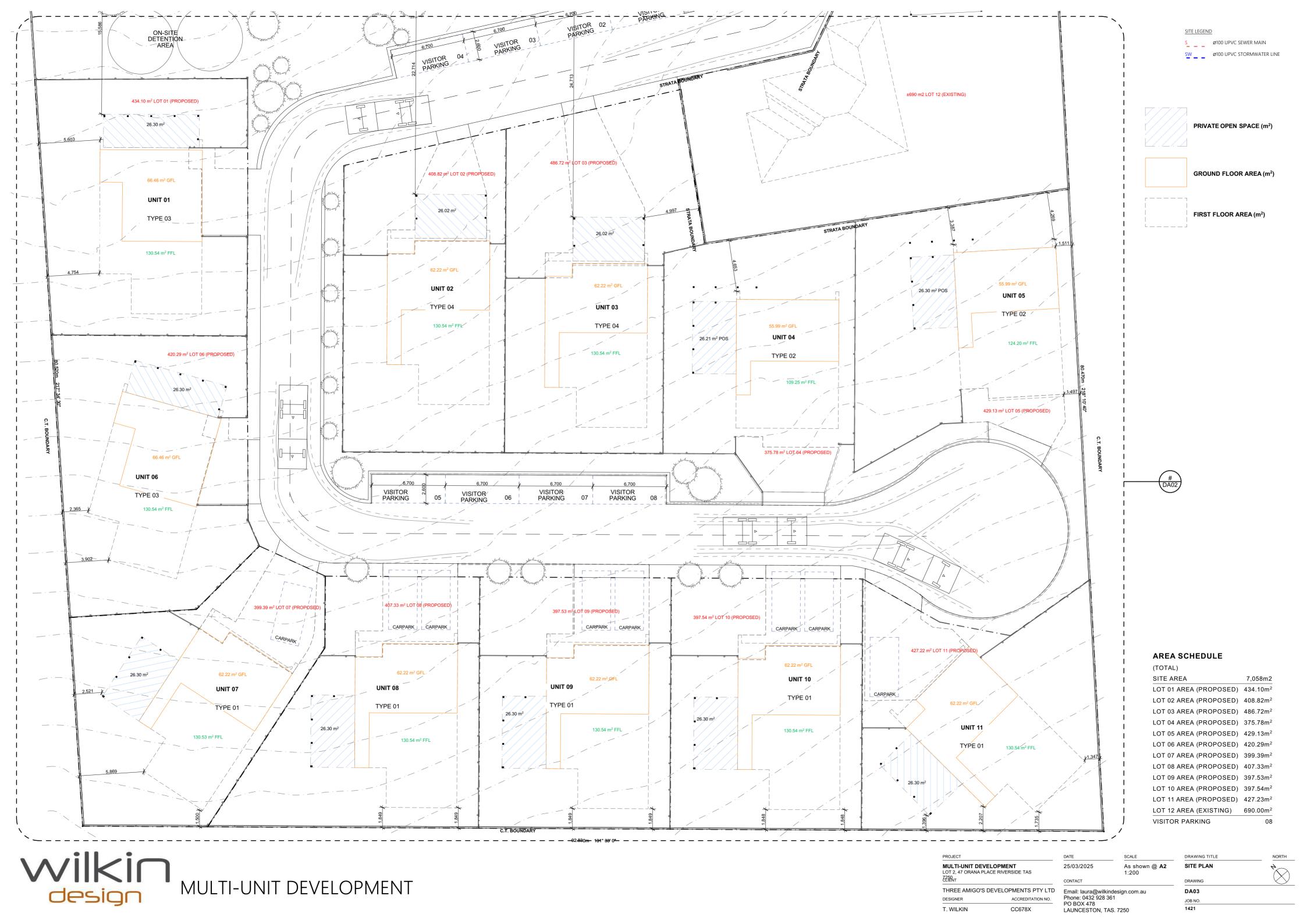
DO NOT SCALE OFF PLAN

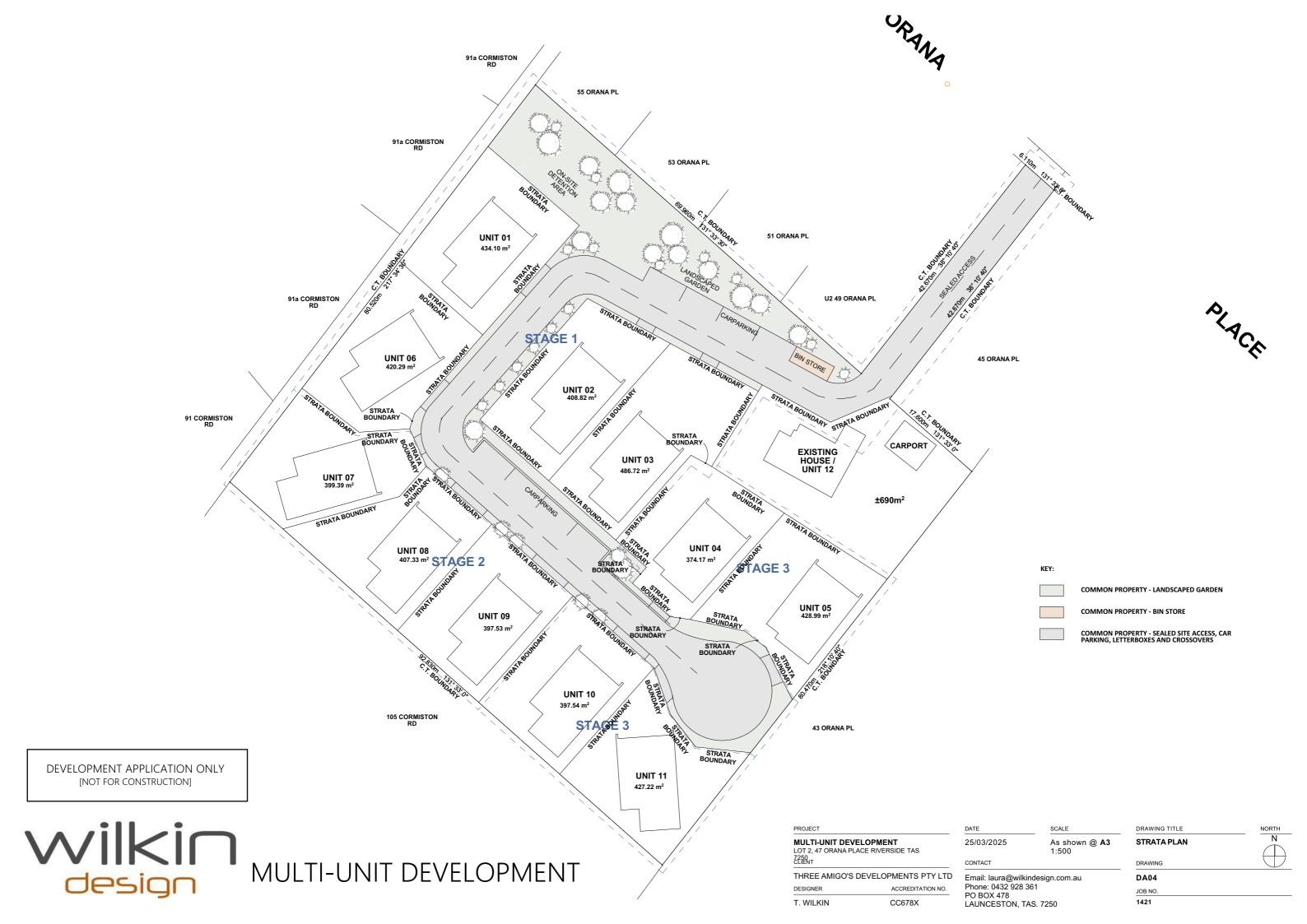
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DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]







AREA SCHEDULE

UNIT TYPE 01 FLOOR AREA **GROUND FLOOR** 55.99m²

FIRST FLOOR 124.20m²

180.19m²

UNIT TYPE 02 FLOOR AREA

GROUND FLOOR 62.22m² FIRST FLOOR 130.54m²

192.76m²

UNIT TYPE 03 FLOOR AREA **GROUND FLOOR** 66.41m²

FIRST FLOOR

190.61m²

124.20m²

UNIT TYPE 04 FLOOR AREA

55.99m² 124.20m²

180.19m²

1,800 x 600

W01

1,800 x 600

W02

90 // 1,220 //90

FIRST FLOOR

GROUND FLOOR

W12 W03 -2,000 x 1,500

EXTENT OF DECK AND IT'S LOCATION WILL VARY

2,000 x 1,500

DEPENDING ON EACH INDIVIDUAL LOT'S

ORIENTATION AND

TOPOGRAPHY

LIVING FF: TIM WF: PB CF: PB

MASTER BED

11,210

_1,800 x 2,100

KITCHEN/DINING WF:PB CF:PB CH:2.700 r

BED 02 FF:TIM WF: PB CF: PB CH: 2.700 m **8** VE W07 800 x 600 800 x 600 800 x 600

2,000 x 1,500

W11

ACCREDITATION NO.

CC678X

GROUND FLOOR PLAN - UNIT TYPE 01

Wilkin design

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]

MULTI-UNIT DEVELOPMENT

FIRST FLOOR PLAN - UNIT TYPE 01

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

DESIGNER

T. WILKIN

As shown @ **A3** 1:100 25/03/2025 THREE AMIGO'S DEVELOPMENTS PTY LTD Email: laura@wilkindesign.com.au

Phone: 0432 928 361

LAUNCESTON, TAS. 7250

PO BOX 478

UNIT TYPE 01 FLOOR PLANS DA05 JOB NO. 1421

W05 2,000 × 1,500

AREA SCHEDULE

UNIT TYPE 01 FLOOR AREA **GROUND FLOOR** 55.99m² FIRST FLOOR 124.20m² 180.19m²

UNIT TYPE 02 FLOOR AREA **GROUND FLOOR** 62.22m²

FIRST FLOOR 130.54m² 192.76m²

UNIT TYPE 03 FLOOR AREA

GROUND FLOOR FIRST FLOOR 124.20m²

190.61m²

UNIT TYPE 04 FLOOR AREA

GROUND FLOOR 55.99m²

FIRST FLOOR

124.20m²

180.19m²

BED 04 FF: TIM WF: PB GF: PB CH: 2.400 r

BED 03

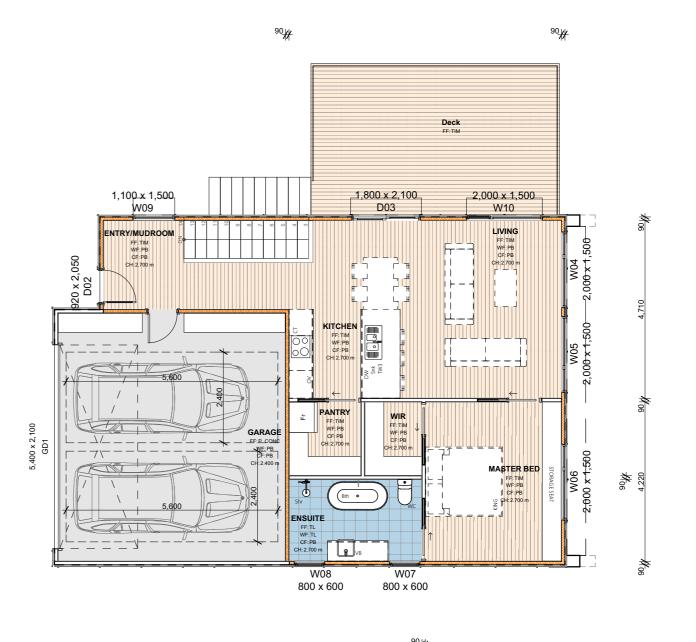
800 x 600 90 уу 1,690 90 уу 3,520

GROUND FLOOR PLAN - UNIT TYPE 02

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]



MULTI-UNIT DEVELOPMENT



FIRST FLOOR PLAN - UNIT TYPE 02

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

T. WILKIN

THREE AMIGO'S DEVELOPMENTS PTY LTD ACCREDITATION NO. DESIGNER

CC678X

As shown @ **A3** 1:100 25/03/2025

Email: laura@wilkindesign.com.au Phone: 0432 928 361 PO BOX 478 LAUNCESTON, TAS. 7250

UNIT TYPE 02 FLOOR PLANS DA06 JOB NO. 1421

AREA SCHEDULE UNIT TYPE 01 FLOOR AREA

GROUND FLOOR 55.99m² FIRST FLOOR 124.20m²

180.19m²

UNIT TYPE 02 FLOOR AREA

GROUND FLOOR 62.22m²

> 130.54m² 192.76m²

UNIT TYPE 03 FLOOR AREA

GROUND FLOOR 66.41m²

FIRST FLOOR 124.20m²

190.61m²

55.99m²

UNIT TYPE 04 FLOOR AREA

GROUND FLOOR

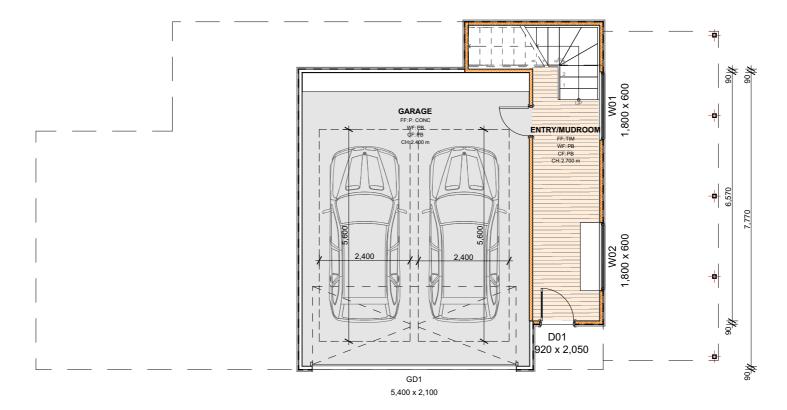
FIRST FLOOR

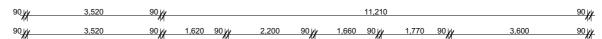
FIRST FLOOR

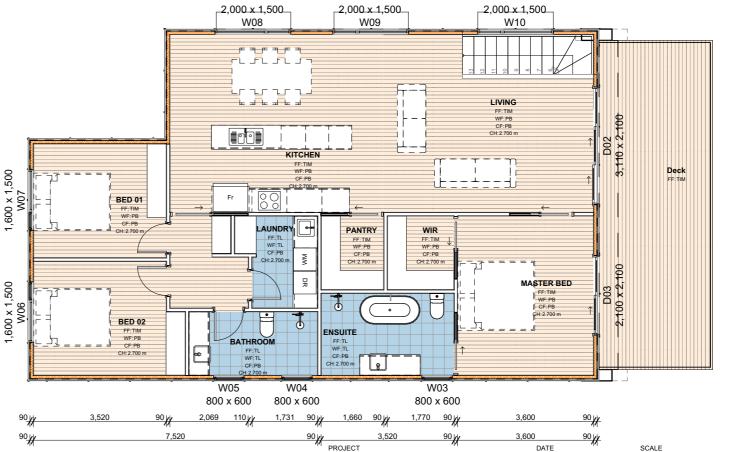
124.20m²

180.19m²

GROUND FLOOR PLAN - UNIT TYPE 03







FIRST FLOOR PLAN - UNIT TYPE 03

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]



MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

THREE AMIGO'S DEVELOPMENTS PTY LTD ACCREDITATION NO.

Email: laura@wilkindesign.com.au Phone: 0432 928 361

As shown @ **A3** 1:100

UNIT TYPE 03 FLOOR PLANS

DA07 JOB NO.

1421

DESIGNER

T. WILKIN

PO BOX 478 LAUNCESTON, TAS. 7250

25/03/2025

CC678X

AREA SCHEDULE

UNIT TYPE 01 FLOOR AREA **GROUND FLOOR** 55.99m²

FIRST FLOOR 124.20m²

180.19m²

UNIT TYPE 02 FLOOR AREA

GROUND FLOOR 62.22m²

> 130.54m² 192.76m²

UNIT TYPE 03 FLOOR AREA

GROUND FLOOR 66.41m²

FIRST FLOOR 124.20m²

190.61m²

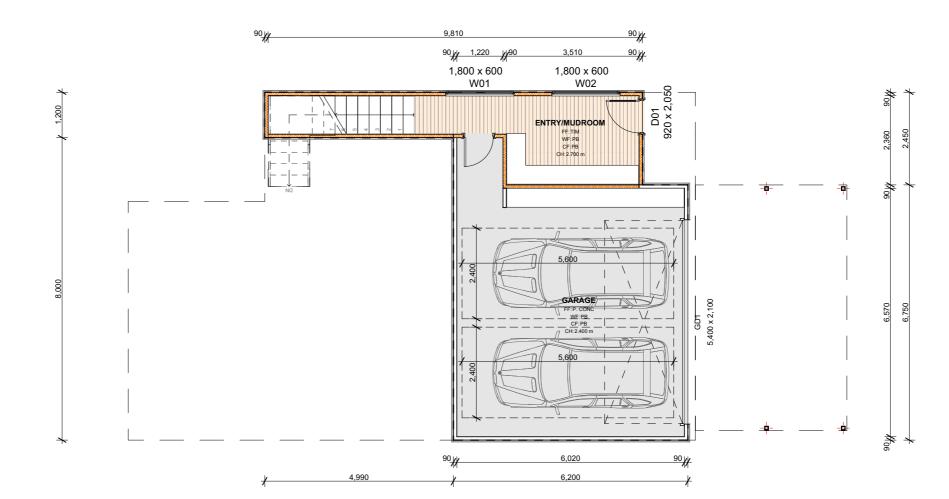
UNIT TYPE 04 FLOOR AREA

GROUND FLOOR

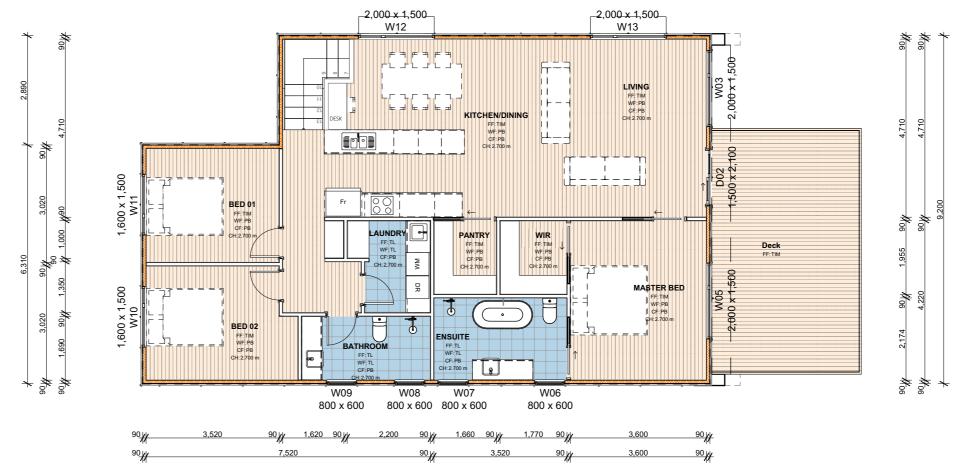
FIRST FLOOR

55.99m² FIRST FLOOR 124.20m²

180.19m²



GROUND FLOOR PLAN - UNIT TYPE 04



FIRST FLOOR PLAN - UNIT TYPE 04

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]



MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

THREE AMIGO'S DEVELOPMENTS PTY LTD ACCREDITATION NO. DESIGNER T. WILKIN CC678X

As shown @ **A3** 1:100 25/03/2025

Email: laura@wilkindesign.com.au Phone: 0432 928 361 PO BOX 478

UNIT TYPE 04 FLOOR PLANS DA08

JOB NO.

1421

LAUNCESTON, TAS. 7250

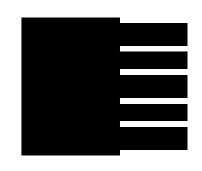




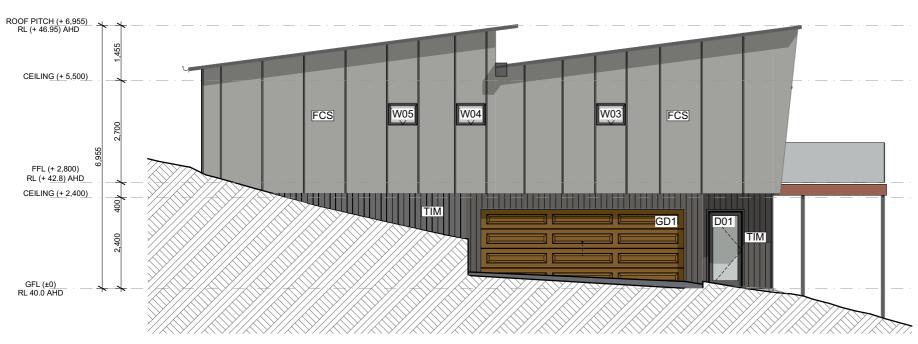
UNIT 01 South-West Elevation

HARDIE FLEX SHEET WITH **BATTENS PAINTED FINISH SHALE GREY**

MATERIALS



TRIMDEK ROOF SHEETING **COLORBOND MONUMENT**



FCS W02 W01 TIM

CIMENTEL TERRITORY
WOODLANDS EBONY

UNIT 01 South-East Elevation 1.SE

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]



MULTI-UNIT DEVELOPMENT



UNIT 01 North-East Elevation

MULTI-UNIT DEVELOPMENT

T. WILKIN

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As shown @ A3

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UNIT 01 ELEVATIONS

DA09 JOB NO. 1421

MATERIALS



FCS HARDIE FLEX SHEET WITH BATTENS PAINTED FINISH SURFMIST

2.SE UNIT 02 South-East Elevation
1:100

FCS

ROOF PITCH (+ 6,955) RL (+ 50.15) AHD

CEILING (+ 5,500)

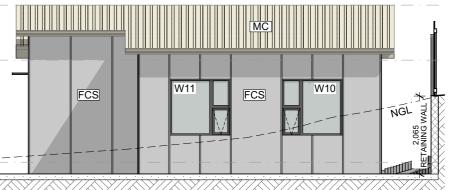
FFL (+ 2,800) ⁴ RL (+ 46.0) AHD

CEILING (+ 2,400)

GFL (±0) RL 43.2 AHD



UNIT 02 North-East Elevation



TRIMDEK ROOF SHEETING COLORBOND SURFMIST



TIM: CIMENTEL TERRITORY WOODLANDS OAKY SLATS

BW: SMOOTH FINISH BLOCKWORK ISLAND BLOCK AND PAVING

UNIT 02 North-West Elevation
1:100

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MULTI-UNIT DEVELOPMENT

2.SW

FCS

UNIT 02 South-West Elevation

PROJECT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE T

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DA10 JOB NO. 1421

ROOF PITC<u>H (+ 6,955) .</u> RL (+ 52.05) AHD CEILING (+ 5,500) W13 W12 FCS FCS FFL (+ 2,800) RL (+ 47.90) AHD CEILING (+ 2,400) W01 W02

W09⁷

FCS

W08

W06⁷

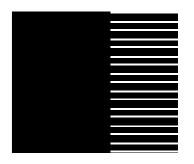
FCS

MC 2,307 RETAINING WALL FCS FCS

UNIT 03 South-West Elevation

MATERIALS

HARDIE FLEX SHEET WITH **BATTENS PAINTED FINISH TERRAIN**



TRIMDEK ROOF SHEETING **COLORBOND MONUMENT**



CIMENTEL TERRITORY
WOODLANDS OAKY SLATS

SMOOTH FINISH BLOCKWORK ISLAND BLOCK AND PAVING

3.NE

UNIT 03 North-East Elevation



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UNIT 03 North-West Elevation

UNIT 03 South-East Elevation

3.NW

ROOF PITCH (+ 6,955) RL (+ 52.05) AHD

CEILING (+ 5,500)

FFL (+ 2,800) RL (+ 4<u>7.90</u>) AHD CEILING (+ 2,400)

GFL (±0) RL 45.10 AHD

MULTI-UNIT DEVELOPMENT

T. WILKIN

MULTI-UNIT DEVELOPMENT 7250 CLIENT

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UNIT 03 ELEVATIONS

DA11 JOB NO. 1421

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UNIT 5 North-West Elevation
1:100 5.NW

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MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT

THREE AMIGO'S DEVELOPMENTS PTY LTD

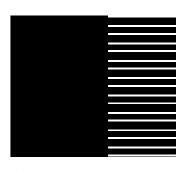
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PO BOX 478 LAUNCESTON, TAS. 7250

25/03/2025

MATERIALS

HARDIE FLEX SHEET WITH **BATTENS** PAINTED FINISH COTTAGE **GREEN**



TRIMDEK ROOF SHEETING **COLORBOND MONUMENT**



CIMENTEL TERRITORY
WOODLANDS EBONY

SMOOTH FINISH BLOCKWORK ISLAND BLOCK AND PAVING

As shown @ A3

UNIT 05 ELEVATIONS

Email: laura@wilkindesign.com.au Phone: 0432 928 361

1:100

DA13 JOB NO. 1421

ROOF PITCH (+ 6,955). RL (+ 52.95) AHD CEILING (+ 5,500) FCS W04 FCS FFL (+ 2,800) RL (+ 46.8) AHD CEILING (+ 2,400) GD1 GFL (±0) RL 46.0 AHD

FCS D03

HARDIE FLEX SHEET WITH **BATTENS**

PAINTED FINISH SURFMIST

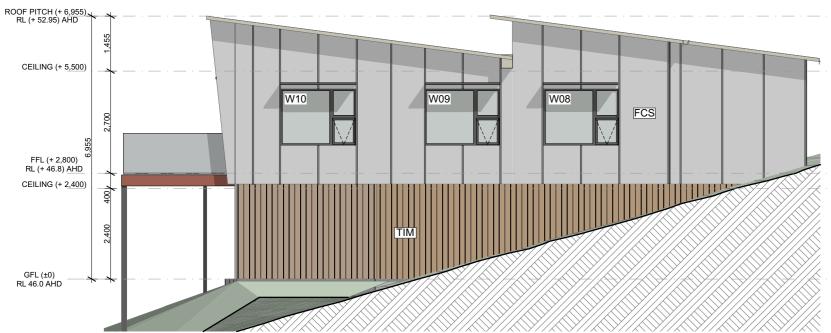
MATERIALS

UNIT 6 South-East Elevation

UNIT 6 North-West Elevation

6.SE

6.NW



W09 FCS FCS

UNIT 6 North-East Elevation

TRIMDEK ROOF SHEETING **COLORBOND SURFMIST**

UNIT 6 South-West Elevation

CIMENTEL TERRITORY
WOODLANDS OAKY SLATS

SMOOTH FINISH BLOCKWORK ISLAND BLOCK AND PAVING

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MULTI-UNIT DEVELOPMENT

6.NE

MULTI-UNIT DEVELOPMENT

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UNIT 06 ELEVATIONS

DA14

JOB NO. 1421



FCS
W04
W03
FCS
TIM
D01

FCS
HARDIE FLEX SHEET WITH
BATTENS
PAINTED FINISH TERRAIN

MATERIALS

7.NE

UNIT 7 North-East Elevation



FCS W10 FCS W09

MC:
TRIMDEK ROOF SHEETING
COLORBOND MONUMENT



TIM: CIMENTEL TERRITORY WOODLANDS OAKY SLATS

7.SW L

UNIT 7 South-West Elevation

(7.NW) UNIT 7 North-West Elevation
1:100

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]



MULTI-UNIT DEVELOPMENT

PROJECT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE

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THREE AMIGO'S DEVELOPMENTS PTY LTD DESIGNER ACCREDITATION NO.

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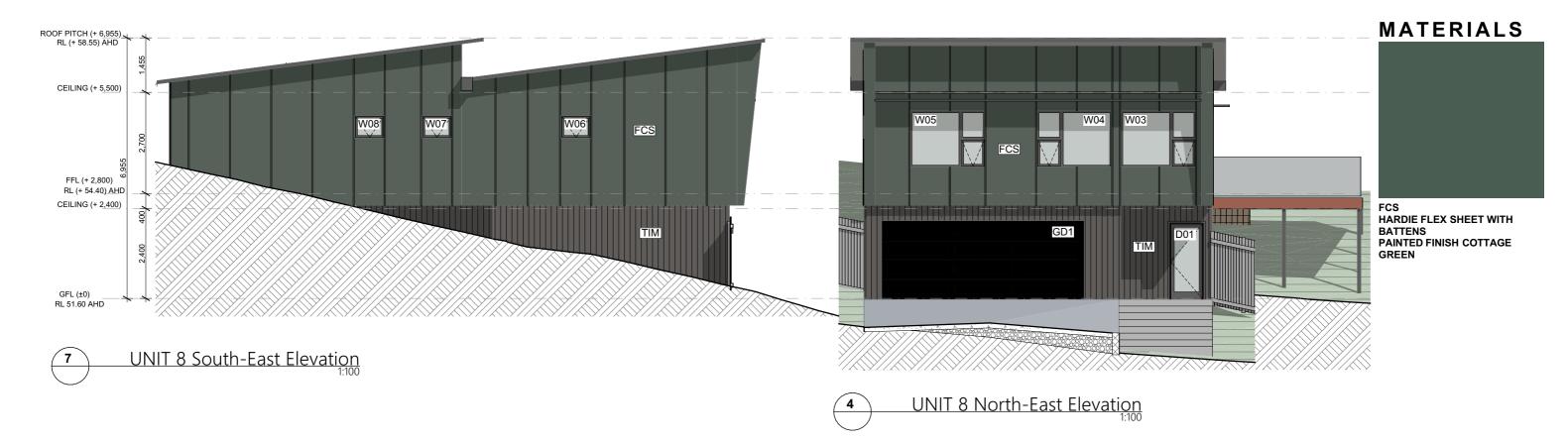
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CONTACT

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UNIT 07 ELEVATIONS

DRAWING
DA15

JOB NO.



ROOF PITCH (+ 6,955) RL (+ 58.55) AHD CEILING (+ 5,500) W12 FCS FCS FCS FFL (+ 2,800) RL (+ 54.40) AHD CEILING (+ 2,400) W02 TIM GFL (±0) RL 51.60 AHD UNIT 8 South-West Elevation

TRIMDEK ROOF SHEETING **COLORBOND MONUMENT**



CIMENTEL TERRITORY
WOODLANDS EBONY

SMOOTH FINISH BLOCKWORK ISLAND BLOCK AND PAVING

Wilkin design

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UNIT 8 North-West Elevation

MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT

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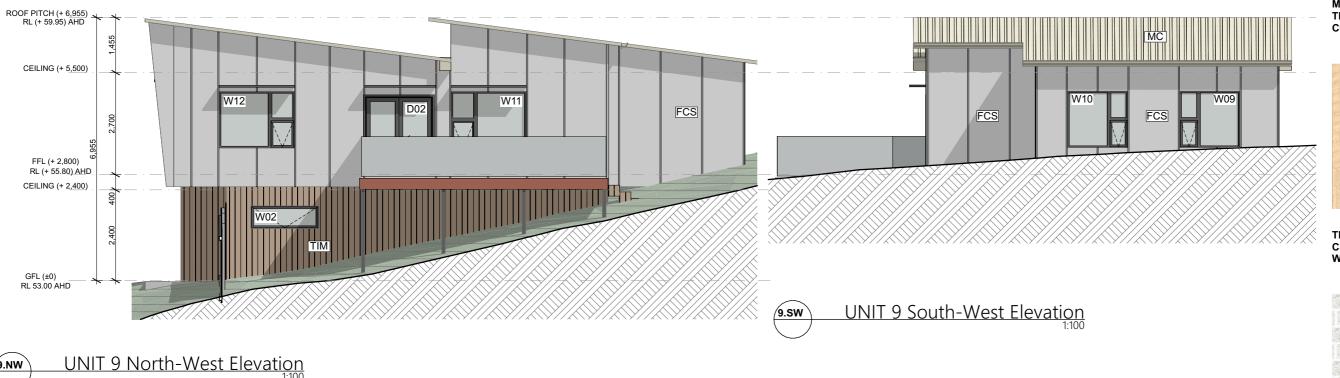
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UNIT 08 ELEVATIONS

1:100

DA16 JOB NO. 1421





TRIMDEK ROOF SHEETING **COLORBOND SURFMIST**



CIMENTEL TERRITORY
WOODLANDS OAKY SLATS

SMOOTH FINISH BLOCKWORK **ISLAND BLOCK AND PAVING**

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9.NW



MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT

T. WILKIN

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UNIT 09 ELEVATIONS

DA17

JOB NO. 1421

MATERIALS ROOF PITCH (+ 6,955) RL (+ 61.94) AHD CEILING (+ 5,500)_ W05 W04 W03 W08 FCS FCS FFL (+ 2,800) RL (+ 57.78) AHD CEILING (+ 2,400) HARDIE FLEX SHEET WITH **BATTENS PAINTED FINISH SHALE GREY** TIM TIM GFL (±0) RL 54.98 AHD UNIT 10 South-East Elevation UNIT 10 North-East Elevation 10.SE 10.NE

FCS

UNIT 10 South-West Elevation
1:100

MC: TRIMDEK ROOF SHEETING COLORBOND MONUMENT



TIM: CIMENTEL TERRITORY WOODLANDS EBONY

UNIT 10 North-West Elevation
1:100

W12

DEVELOPMENT APPLICATION ONLY [NOT FOR CONSTRUCTION]

ROOF PITCH (+ 6,955)

RL (+ 61.94) AHD

CEILING (+ 5,500)

FFL (+ 2,800)
RL (+ 57.78) AHD
CEILING (+ 2,400)

GFL (±0)

RL 54.98 AHD



MULTI-UNIT DEVELOPMENT

W11

TIM

PROJECT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSID

THREE AMIGO'S DEVELOPMENTS PTY LTD

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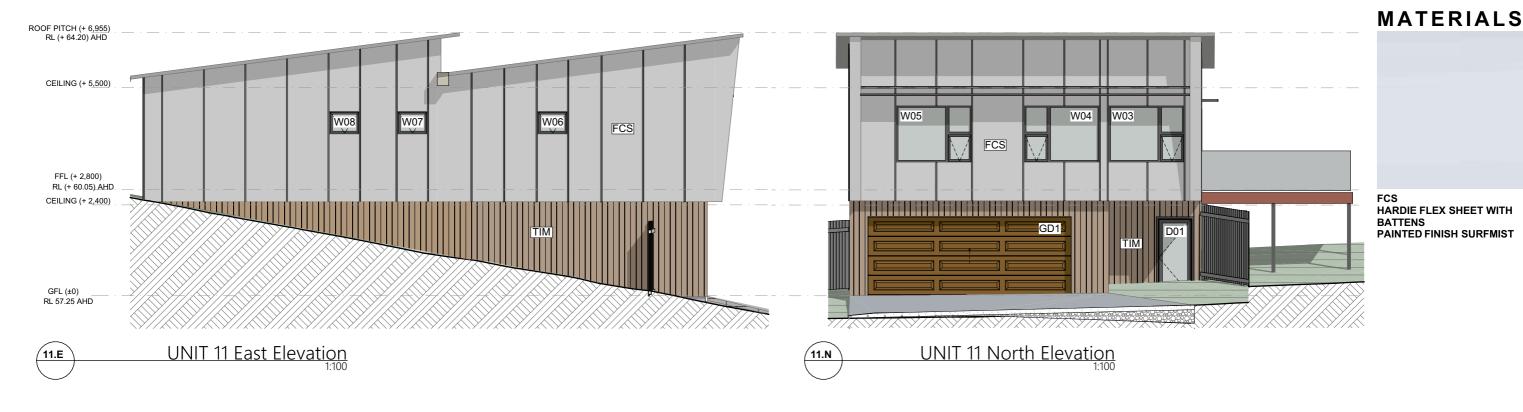
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NORTH

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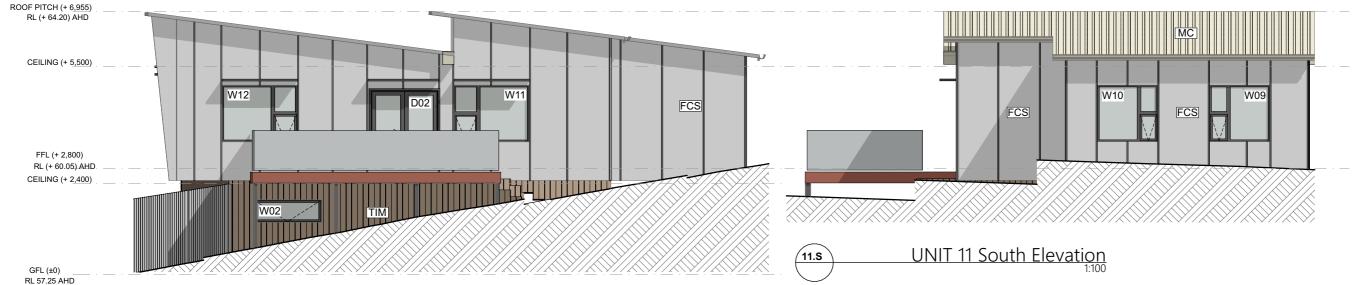




COLORBOND SURFMIST



TIM: CIMENTEL TERRITORY WOODLANDS OAKY SLATS



UNIT 11 West Elevation
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MULTI-UNIT DEVELOPMENT

PROJECT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE

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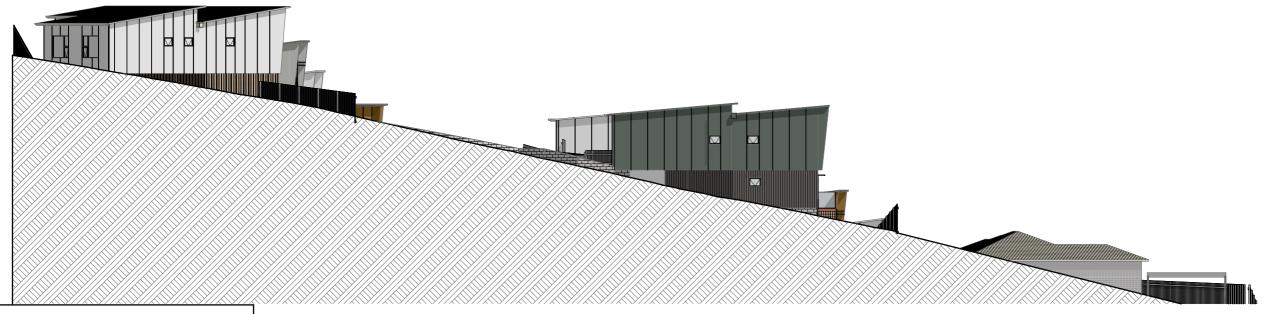
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UNIT 11 ELEVATIONS

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MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

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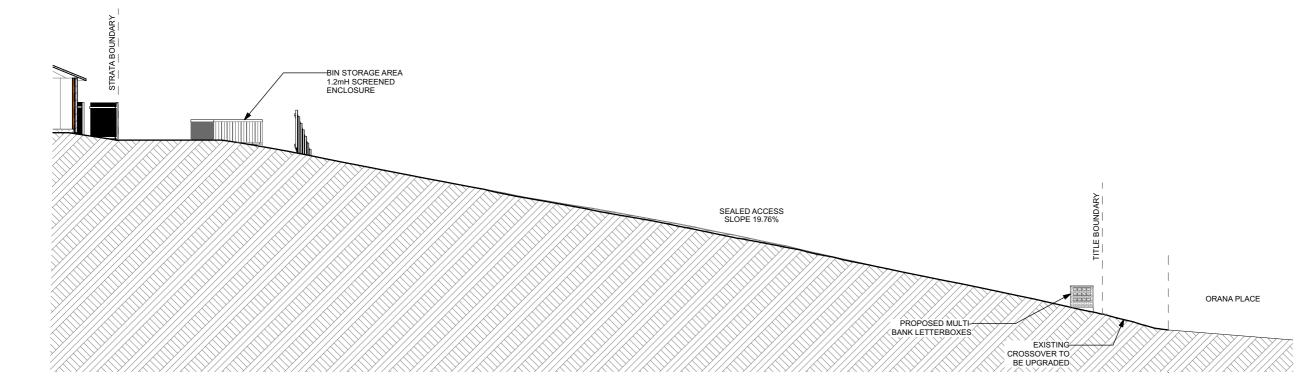
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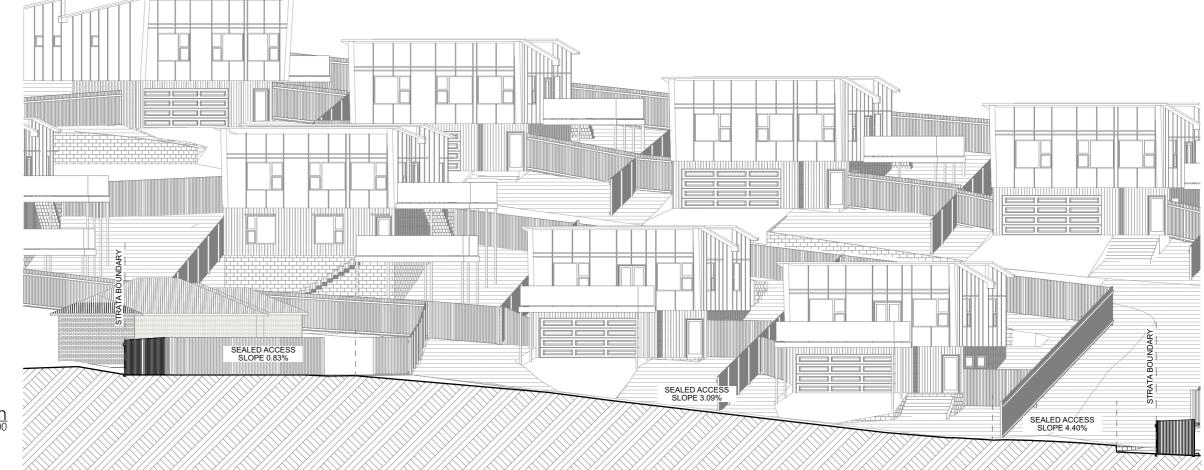
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SITE ELEVATIONS

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<u>S1</u> Section 1:200



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MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

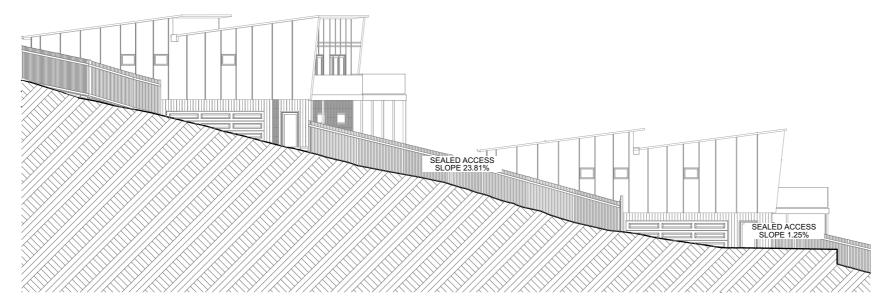
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ACCREDITATION NO. T. WILKIN CC678X

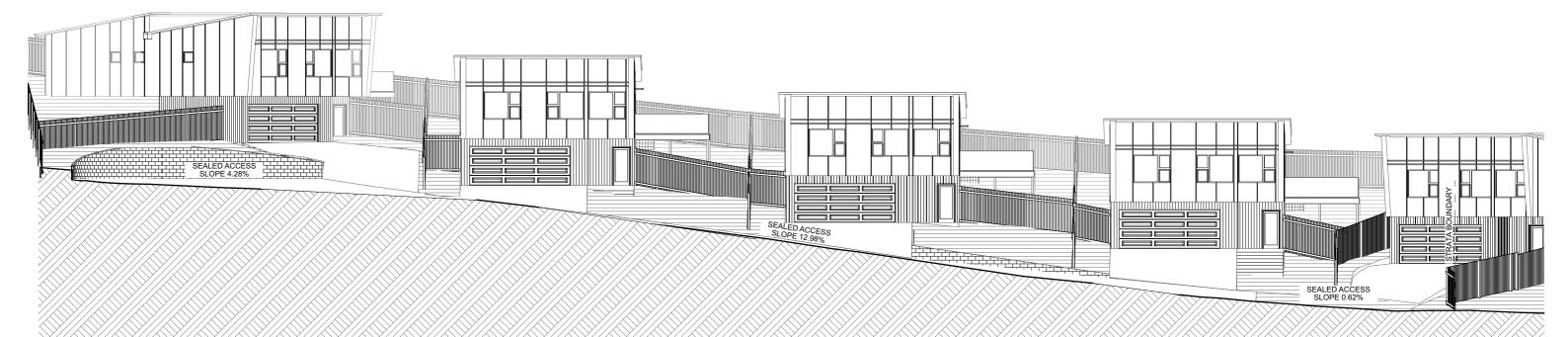
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DRIVEWAY LONGITUDINAL PLANS DRAWING DA21 JOB NO. 1421



Section 1:200



Section 1:200 **S4**

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MULTI-UNIT DEVELOPMENT

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

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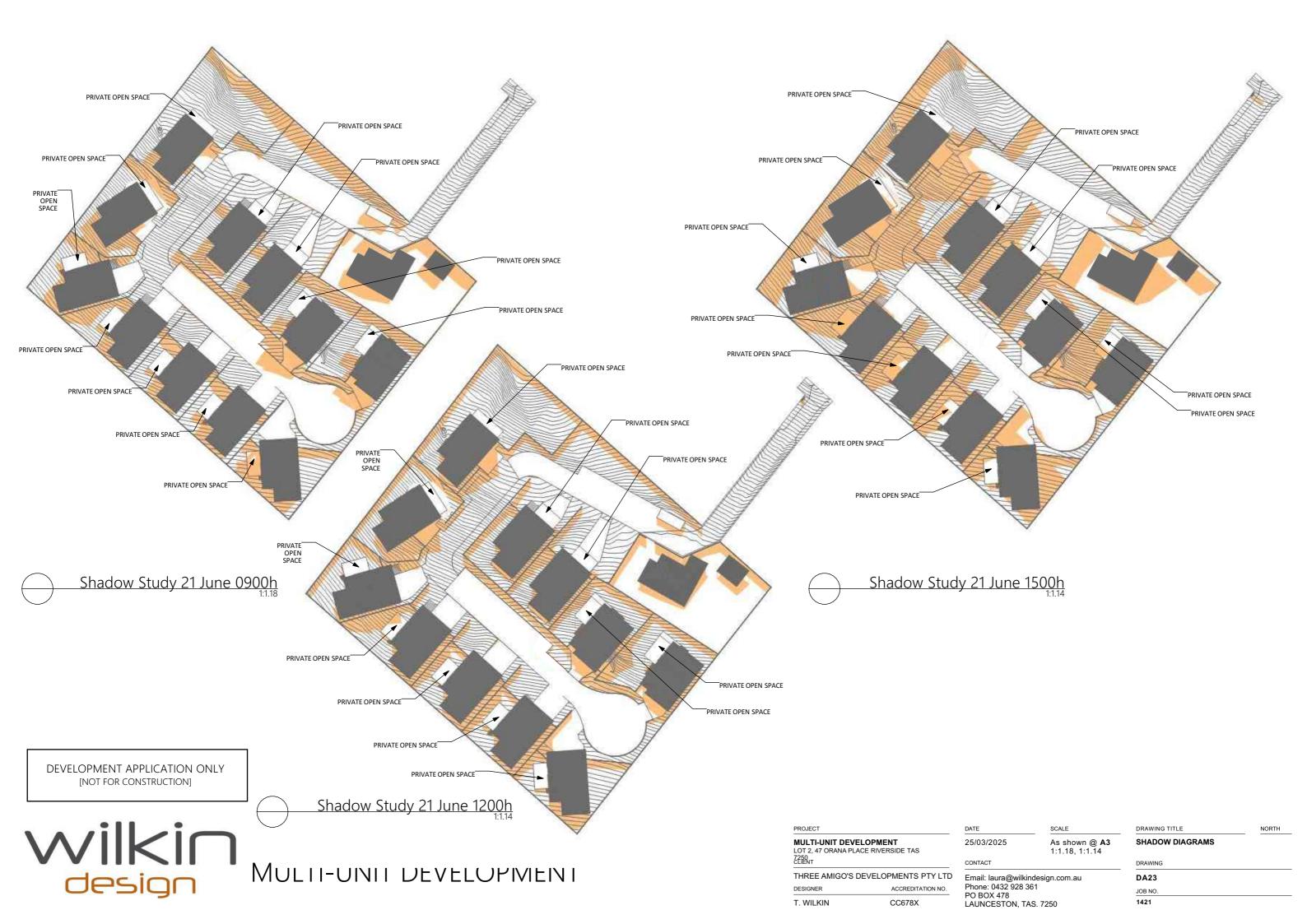
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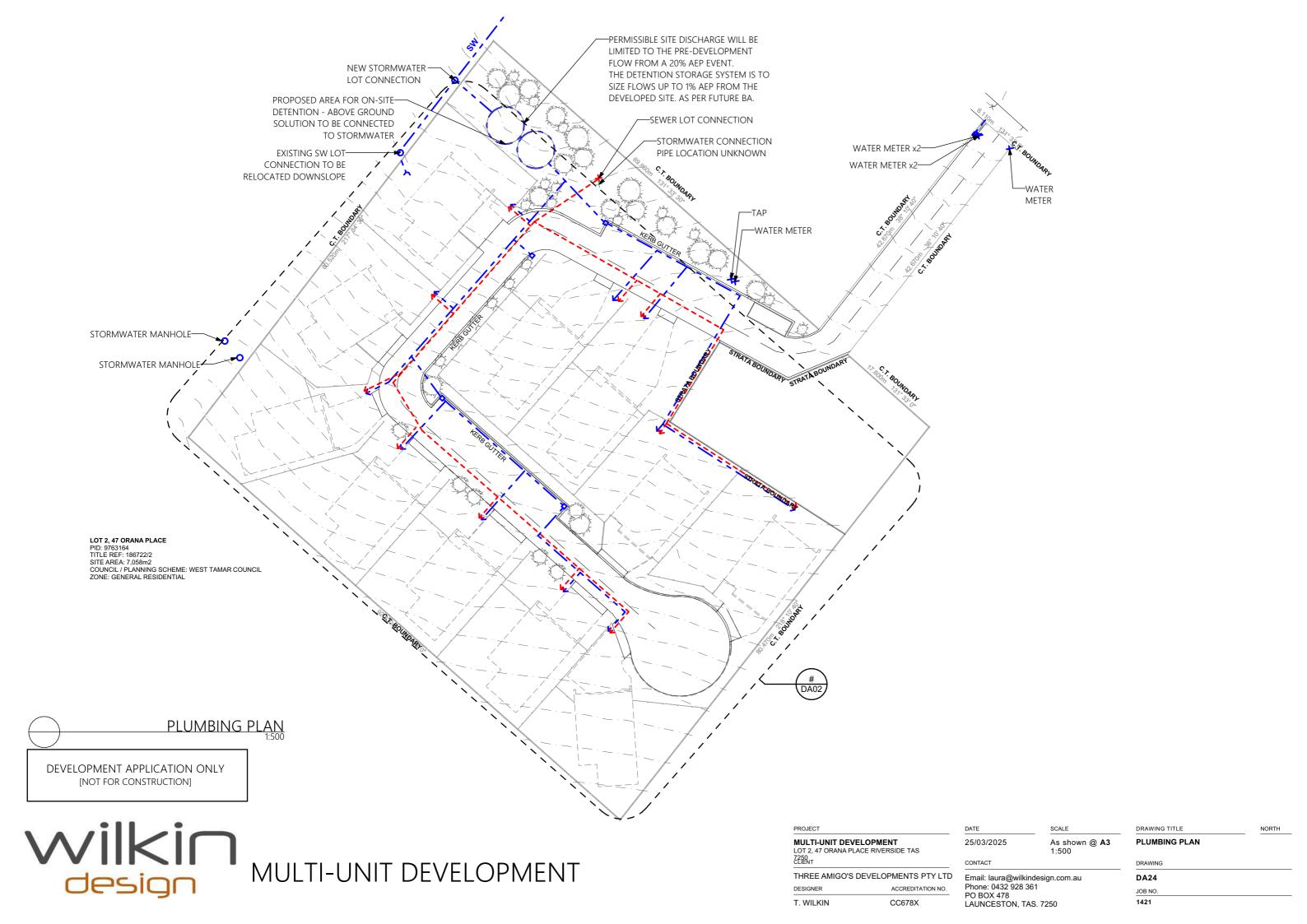
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DRIVEWAY LONGITUDINAL PLANS DRAWING DA22 JOB NO. 1421













MULTI-UNIT DEVELOPMENT

PROJEC'

MULTI-UNIT DEVELOPMENT
LOT 2, 47 ORANA PLACE RIVERSIDE TAS

THREE AMIGO'S DEVELOPMENTS PTY LTD

25/03/2025

As shown @ A3

DA25

JOB NO. 1421

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3D VIEWS

DRAWING

 DESIGNER
 ACCREDITATION NO.
 Phone: 0432 928 361

 T. WILKIN
 CC678X
 PO BOX 478

 LAUNCESTON, TAS. 7250









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MULTI-UNIT DEVELOPMENT

T. WILKIN

MULTI-UNIT DEVELOPMENT LOT 2, 47 ORANA PLACE RIVERSIDE TAS

THREE AMIGO'S DEVELOPMENTS PTY LTD DESIGNER

ACCREDITATION NO.

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3D VIEWS

DA26

JOB NO. 1421



Wilkin Design

47 Orana Place, Riverside Traffic Impact Assessment

March 2025





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1. Introduction

1.1 Background

Midson Traffic were engaged by Wilkin Design to prepare a traffic impact assessment for a proposed residential unit development at 47 Orana Place, Riverside.

Figure 1 Proposed Development



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: *Integrated Transport Assessments for Developments*, 2020.

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 of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – West Tamar, 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:

- 29 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 Lot 2, 47 Orana Place, Riverside. The site currently contains a single residential dwelling.

The subject site and surrounding road network is shown in Figure 2.



Figure 2 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 West Tamar, 2021 (Planning Scheme)
- Austroads, Guide to Traffic Management, Part 12: Integrated Transport Assessments for Developments, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, Traffic Impact Assessment Guidelines, 2020
- Transport NSW, Guide to Traffic Impact Assessment, 2024 (TIA Guide)
- Australian Standards, AS2890.1, Off-Street Parking, 2004 (AS2890.1)



2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Orana Place, West Tamar Road and Ecclestone Road.

2.1.1 Orana Place

Orana Place is a local residential road that connects between West Tamar Highway and Ecclestone Road. It provides access to a small residential catchment area along its length. It has a narrow pavement width that provides one-way flow (eastbound flow) between 45 Orana Place and 9 Orana Place.

The general urban speed limit of 50-km/h is applicable to Orana Place. It carries a traffic volume of approximately 300 vehicles per day near the subject site.

Figure 3 Orana Place





2.1.2 West Tamar Road

West Tamar Road is a four-lane divided carriageway near the subject site. It connects between York Street/ Brisbane Street at its southern end and Cormiston Road/ Walcorm Court at its northern end where it continues as the West Tamar Highway. The posted speed limit of West Tamar Highway is 70-km/h.

West Tamar Highway carries a traffic volume of approximately 22,000 vehicles per day south of Ecclestone Road. Orana Place connect to West Tamar Highway at a T-junction with left-in/ left-out manoeuvres permitted (ie. No access via West Tamar Road's southbound carriageway).



2.1.3 Ecclestone Road

Ecclestone Road connects between West Tamar Road at its northern end and extends to a rural area to the west, connecting to Bridgenorth Road. The posted speed limit of Ecclestone Road near the Orana Place intersection is 60-km/h.

Traffic volumes are estimated to be in the order of 1,500 vehicles per day near Orana Place.

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 five-year period between 1st January 2020 and 31st December 2024 for the full length of Orana Place.

One crash was reported during this time:

• 5:30am, Friday 8th October 2021 – 'other-curve' single vehicle collision at the intersection of Fort Street and Orana Place resulting in property damage only.

The crash history does not provide any indication that there are pre-existing road safety deficiencies in the road network that may be exacerbated by traffic generated by the proposed development. Importantly no crashes were reported at the Orana Place junctions with West Tamar Road and Ecclestone Road.



3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of 12 residential units (11 new units and existing dwelling). The units will have access via a single driveway connecting to Orana Place, terminating at a cul-de-sac within the subject site.

A total of 32 on-site car parking spaces are proposed. This consists of 8 visitor parking bays, 22 garage spaces (double garage for each unit), and double carport for the existing dwelling.

The proposed development is shown in Figure 4.

AREA SCHEDULE

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TOTAL ST

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

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

Daily vehicle trips
 AM peak hour vehicle trips
 PM peak hour vehicle trips
 Daily vehicle trips
 0.41 per hour/ dwelling
 0.60 per hour/ dwelling

This equates to the following total traffic generation for the proposed development:

Daily vehicle generation 60 vehicles per day
 AM peak hour vehicle trips 5 vehicles per hour
 PM peak hour vehicle trips 7 vehicles per hour

The daily traffic generation represents an increase of approximately 52 vehicles per day assuming the existing dwelling currently generates 8 vehicles per day.

4.2 Trip Assignment

At the subject site's access, Orana Place is a single lane one-way carriageway. All traffic entering and exiting the site will therefore be via right-in/ right-out manoeuvres.

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1".

Table C3.1 states a maximum increase of 20% or 40 vehicles per day, whichever is greater. In this case the increase in traffic at the upgraded access will exceed 40 vehicles per day (estimated to be ~52 vehicles per day increase when considering the existing traffic generation associated with the existing dwelling). The access therefore does not comply with the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme is applicable to both accesses, which 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 to the proposed development:

- a. <u>Increase in traffic</u>. The increase in traffic at the access will be in the order of 52 vehicles per day, with a peak increase of 6 vehicles per hour (assuming the existing dwelling currently generates 1 vehicle per hour). The turning movements during peak periods are summarised in Section 4.2. The relatively low traffic generation at each access will result in a high level of efficiency and safety.
- b. <u>Nature of traffic</u>. The traffic will be residential in nature, which is consistent with the traffic currently utilising the surrounding road network.
- Nature of road. Orana Place is a local access road that carries a predominantly residential traffic.
 The nature of the road is compatible with the nature and type of traffic generated by the proposed development.
- d. Speed limit and traffic flow of road. Orana Place has a speed limit of 50-km/h and a volume of approximately 300 vehicles per day.
- e. <u>Alternative access</u>. No alternative access is possible or considered necessary.
- f. <u>Need for use</u>. The accesses are required to service the parking areas associated with the residential development.
- g. <u>Traffic impact assessment</u>. This report documents the findings of a traffic impact assessment.
- h. <u>Road authority advice</u>. Council (as road authority) have requested that a TIA be prepared in support of the proposed development.

Based on the above assessment, the proposed access arrangements comply with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. Importantly, the peak generation of 7 vehicles per hour can be readily absorbed at its access with Orana Place at a high level of efficiency and safety.



4.4 Sight Distance

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

The sight distance requirements are determined by the frontage road speed limit. The AS2890.1 sight distance requirements for a 50-km/h frontage road is 40 metres.

The available sight distance exceeds 40 metres to the north of the access, noting that Orana Place is one-way at the site's access (therefore no traffic will be approaching from the south towards the access on Orana Place).

4.5 Pedestrian Impacts

The proposed development will generate a small amount of pedestrian activity. Much of this pedestrian activity is likely to be between the subject site and nearby shops/ services, bus stops, etc. The existing footpath infrastructure is considered to be adequate within the existing road network to cater for these pedestrian movements.

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 single accessway through the proposed development does not have any intersections within the site. The proposed development provides short sections of pedestrian footpaths in key locations within the site (such as adjacent to visitor parking towards the end of the internal accessway). No marked pedestrian crossing locations are provided along the accessway. On this basis, the layout does not strictly comply with the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme.

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. <u>Characteristics of site</u>. The site is a residential unit development with a single private internal accessway. Pedestrian paths are provided at key points the site and the traffic generation associated with the development is very low. Vehicle speeds will be very low by virtue of the layout and geometry of the internal road network associated with the development. The layout of the development is consistent with contemporary residential unit design.
- b. <u>Nature of the use</u>. The use is residential, which is consistent with land use in the surrounding area.
- c. <u>Number of parking spaces</u>. A total of 34 on-site parking spaces are proposed within the site. Parking spaces are accessed via a single internal accessway. Parking is well defined within the site by garages and clearly defined indented parking bays.
- d. <u>Frequency of vehicle movements</u>. The peak traffic generation will be 7 vehicles per hour. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and vehicles.
- e. Needs of persons with a disability. Not applicable.
- f. Location and number of footpath crossings. Not applicable.
- g. <u>Vehicle and pedestrian safety</u>. A 1-metre footpath is provided at key locations within the site. 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. <u>Location of access ways or parking aisles</u>. The development has a relatively simple layout with a single accessway running through the site. Parking is accessed at 90-degrees as internal driveways associated with garages and indented visitor parking bays.
- i. <u>Protective devices</u>. No pedestrian protective devices are included in the design. The low-speed and low volume environment associated with the site does not warrant the use of protective devices.

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 Waste Collection

Waste Collection Area

UNIT 04

Figure 5

Waste collection will be undertaken using a private service. Garbage bins will be stored and collected from a designated area located opposite the existing dwelling as shown in Figure 5.

Waste collection vehicles will be required to enter the site and turn in the cul-de-sac turning head. The swept path of the waste collection vehicle is shown in Figure 6.

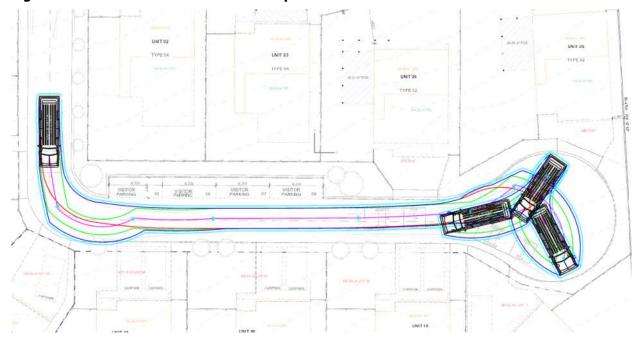
It is noted that the full length of the internal roadway will be constructed during the first stage of the development to facilitate vehicle turning on-site.

WAT METE WATER METER 5.5m WIDE MEDIUM LANDSLIP HAZARD SEALED ACCE PRIVATE WASTE COLLECTION / **BIN STORAGE AREA** T 02 (SHOWN HATCHED) STRATA BOUNDARY 18m² (1.5m² PER DWELLING) 1.2mH SCREENED ENCLOSURE 45 m EXISTING HOUSE UNIT 03 192.76m

±690m²



Figure 6 Waste Collection Vehicle Swept Path



4.7 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed residential development. This is based on the following:

- The surrounding road network can adequately absorb the relatively low amount of traffic generated by the proposed development. Noting particularly that the peak hour flow increase in Orana Place is likely to be in the order of 7 vehicles per hour.
- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development.
- Adequate sight distance is available at the proposed site access at Orana Place in relation to the speed limit of 50-km/h.
- The proposed development is located in a predominantly residential area, and as such movements into and out of the subject site will not be seen as an uncommon event by other motorists.



5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 34 on-site car parking spaces. This comprises of 10 visitor parking bays and 22 garage spaces (double garage for each unit), and double carport for the existing dwelling.

5.2 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".

The proposed development is an intensification of an existing residential property. Clause (d)(ii) is therefore applicable as follows:



- B, existing parking = 2 spaces
- A, existing parking = 2 spaces
- C, overall parking requirement = 24 spaces (12 units total) + 3 visitor parking spaces = 27 spaces.
- N, required parking = A + (C B) = 27 spaces.

The proposed on-site parking provision of 32 spaces therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

The car parking layout consists of a double garage for each unit, double carport for the existing dwelling and 10 visitor parking spaces located at various points within the internal accessway of the development.

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 development was assessed against A1.1(b). The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.



5.3.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

- i. Longer than 20 metres 1 in 5 (20%) maximum.
- ii. Up to 20 metres long -1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The access to the site has a grade of approximately 19.9% along a distance of approximately 43 metres. The grade therefore complies with AS2890.1 requirements.

5.3.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

Measured parallel to the angle of parking
 1 in 20 (5%)

Measured in any other direction
 1 in 16 (6.25%)

All garage spaces are effectively level, thus complying with AS2890.1 requirements.

The visitor parking spaces are located in parallel to the internal accessway. The maximum grade measured in parallel to the parking spaces is 13%. The grades measured perpendicular to the parking spaces is less than 6.25%.

The parking grade therefore exceeds the maximum permitted grade by 5% measured in parallel to the parking space. The visitor parking spaces therefore do not comply with the requirements of AS2890.1.

5.3.3 Parking Dimensions

AS2890.1 defines the parking as User Class 1A, <u>Residential</u>, <u>Domestic and Employee Parking</u>. For the proposed garage spaces, the parking dimension requirements for 90-degree parking for User Class 1A are:

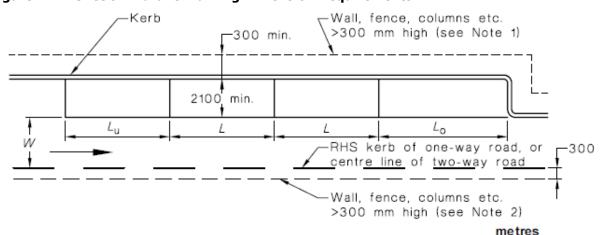
Space length 5.4 metres
Space width 2.4 metres
Aisle width 5.8 metres

All garage spaces comply with AS2890.1 dimensional requirements.

The visitor parking spaces are parallel parking. AS2890.1 parallel parking requirements User Class 1A are reproduced in Figure 2.



Figure 7 AS2890.1 Parallel Parking Dimension Requirements



Aisle width (one-way), <i>W</i>	Space length, L	Space length obstructed end spaces, <i>L</i> _o	Space length unobstructed end spaces, L _u (Note 4)
3.0	6.3	6.6	5.4
3.3	6.1	6.4	5.4
3.6	5.9	6.2	5.4

The parking dimensions are typically as follows:

Space widthSpace length2.6 metres6.7 metres

Adjacent aisle width exceeds 3.6 metres

The spaces therefore comply with AS2890.1 requirements.

5.3.4 Driveway Width

AS2890.1 defines both accesses servicing the proposed development as 'Category 1' access facility (Class 1A parking with 25 to 100 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres.

The available width at both access driveways complies with this requirement. The access width complies with the requirements of AS2890.1.



5.3.5 AS2890.1 Summary

The parking space dimensions comply with the requirements of AS2890.1. The grade of the parking spaces, as measured in parallel with the parking spaces exceeds the maximum grade permitted by 5%.

Technically the parking spaces do not comply with the requirements of Acceptable Solution A1 of Clause C2.6.2 of the Planning Scheme.

5.3.6 Performance Criteria Assessment

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. <u>Characteristics of site</u>. The car parking spaces are located parallel to the constructed accessway. The slope of the parking spaces is 'locked in' to the slope of the accessway. Modifying the parking space slope would require modifying the driveway slope, which is not considered possible.
 - The parking spaces will be used by residents of the dwellings who will have a degree of familiarity with the use of the spaces. The use of these spaces is similar to public on-street parking in roads that have similar grades. There are many examples of similar grade roads in the surrounding Riverside road network.
- b. Proposed slope dimensions and layout. The maximum grade of the parking spaces is 13%.
- c. <u>Useability in all weather conditions</u>. The car parking spaces and driveway are constructed in a sealed pavement surface, providing an all-weather surface.



- d. <u>Vehicle and pedestrian traffic safety</u>. The parking area provides access to 12 residential dwelling units. The traffic generation associated with the dwellings will be 60 vehicles per day, with a peak of 7 vehicles per hour. All vehicle movements will be at very low speed due to the layout of the site. The movement of pedestrians within the driveway access will be minimal. On this basis the conflict risk between vehicles and pedestrians will be minimal.
- e. <u>Nature and use of the development</u>. The development is residential in nature. The access and parking areas will only service two residential units.
- f. Expected number and type of vehicles. All vehicles will be cars. The traffic generation associated with the dwellings will be 60 vehicles per day, with a peak of 7 vehicles per hour (slightly greater than 1 vehicle movement per 10 minutes on average).
- g. <u>Likely use of parking by persons with a disability</u>. The site is residential and not designed for accessibility for persons with a disability. Residents of the residential units will be aware of the on-site car parking arrangements and layout.
- h. <u>Nature of traffic in surrounding area</u>. The site fronts onto a local residential street with low traffic volumes.
- i. <u>Parking delineation</u>. The parking spaces are clearly delineated by line marking.
- j. <u>AS2890.1</u>. The car parking complies with the dimensional requirements of AS2890.1. The slope of the parking spaces exceeds the minimum grade requirements.

In addition to the above assessment, the following is noted:

- It would not be possible to modify the parking spaces to comply with the AS2890.1 grade requirements without modifications to the adjacent accessway. This would have implications for the vertical geometry of the driveway through the site and is not considered practical. Across the full length of the visitor parking spaces, the level difference between the existing layout and 5% grade would be approximately 2.5 metres.
- The parking spaces are aligned in parallel with the access driveway. This is effectively the same arrangement as public parallel on-street car parking. It is relatively commonplace for public roads to permit on-street car parking that have slopes in excess of 10% gradient. There are numerous examples within the surrounding Riverside road network (and nearby areas).
- The parking spaces are associated with a small private residential unit development and therefore
 will have a relatively low turnover, and will be used by residents who will have a high degree of
 familiarity with the use of the spaces.

Based on the above assessment, the as-constructed parking spaces comply with the requirements of Performance Criteria P1 of Clause C2.6.2 of the Planning Scheme.



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit development at 47 Orana Place, Riverside.

The key findings of the TIA are summarised as follows:

- The proposed development consists of 11 new residential units and the existing residential dwelling on the site.
- The traffic generation of the proposed development is likely to be 60 vehicles per day with a peak of 7 vehicles per hour.
- The development's accesses on Orana Place satisfies the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The pedestrian infrastructure within the site meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- The car parking provision of 32 on-site parking spaces (22 garage spaces, 2 carport spaces and 8 visitor parking spaces) meets the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The car parking layout of the development meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme. It is noted that the grade of the visitor parking spaces within the internal accessway exceeds the grade requirements for off-street parking. The layout of the parking is consistent with typical on-street parking that is provided on similarly graded roads.

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



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