

From: Rebecca Anning
Sent: Wed, 18 Mar 2020 13:17:09 +1000
To: City Planning
Subject: FW: Anonymous User completed Clarence Draft Local Provisions Schedule Online Submission Form
Attachments: USAGE_CHANGE___TIA.pdf

From: Clarence City Council <notifications@engagementhq.com>
Sent: Sunday, 15 March 2020 12:11 PM
To: City Planning <cityplanning@ccc.tas.gov.au>
Subject: Anonymous User completed Clarence Draft Local Provisions Schedule Online Submission Form

Anonymous User just submitted the survey 'Clarence Draft Local Provisions Schedule Online Submission Form' with the responses below on Clarence Draft Local Provisions Schedule Open for Submissions.

Full name

Mr & Mrs Pawar

Email address

pawar@radiant2000.com

Postal address

30 Hunter st, Kirrawee, NSW 2232

Submission

This property has had a mixed business shop for over 25 years. In addition it also had a florist store next to it. There was also some commercial cultivation activity carried out on the site. It has an approval for a take away as well. It is also having allowed usage for holiday cabins. There is scope for various small businesses to be on the site. The businesses can be such as take away, café, hair saloon, news agency, bottle shop, pharmacy etc. This will cater for most of the surrounding suburbs. This site is already established as a small business locale. People stop at the mixed business as store owner even serves coffee as a service. People stop to use toilet facilities. People who drop into the store ask that if suitable buildings are built with supporting facilities they would like to open a business on this location. Last year we applied to council to build few more shops and we were asked to apply for only one more shop to accommodate the take away. In order to put in even one more shop and to run the present mixed business store to run well, we need to build parking lot, additional toilet facility etc. If we are allowed to build few more shops it is viable to spend on the supporting facilities such as parking lot, extra toilets etc. Since 2017 council rates have gone up 3 fold in the last revision. Upon enquiry we were told that we are

asked to pay commercial rates in line with its usage. Land use has been changed from L252 to C16 Land tax has gone up substantially as well. Given its usage history, what it can serve for the surrounding community, now we pay commercial rates & higher land tax we request that the council consider change of zoning for the property from rural living to commercial. Thank you.

File upload

----- Forwarded message -----

From: **Richard Carhart** <richard@hmval.onmicrosoft.com>

Date: Tue, Aug 27, 2019 at 10:04 AM

Subject: RE: Zoning

To: Kris Pawar <pawar@radiant2000.com>

Hi Krishna,

Thank you for your message.

As we discussed during our telephone conversation, the land use code for your property at 1169 Acton Road (PID 1761354) was previously classified as “L252 – Greenhouse/Nursery/Flowers – Part Irrigated”.

At the time of our inspection last year as part of the statutory revaluation process, it was noted that operation of the nursery appears to have ceased and the greenhouses have been substantially demolished and removed from the site. The sole business operation that was being conducted on the property was a freestanding shop, selling groceries and other convenience items.

Accordingly, the land use code has been revised to “C16 – Nursery/Roadside outlet – Retail”, which is considered to better reflect the current use of the property.

We trust the above is of assistance in addressing your query.

Regards

Richard Carhart
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LG Valuation Services Pty Ltd
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Mr & Mrs Pawar
1169 Acton Road, Cambridge
Traffic Impact Assessment
June 2019



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1. Introduction

1.1 Background

Midson Traffic were engaged by Mr & Mrs Pawar to prepare a traffic impact assessment for a proposed café and retail (florist) development at 1169 Acton Road, Cambridge.

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, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009.

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 requirements of E5.0, Road and Railway Assets Code, and E6.0, Parking and Access Code of the Clarence Interim Planning Scheme 2015.

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, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

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

- 23 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 1169 Acton Road, Cambridge. The site was previously used as a grocer and garden centre.

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

Figure 1 Subject Site & Surrounding Road Network

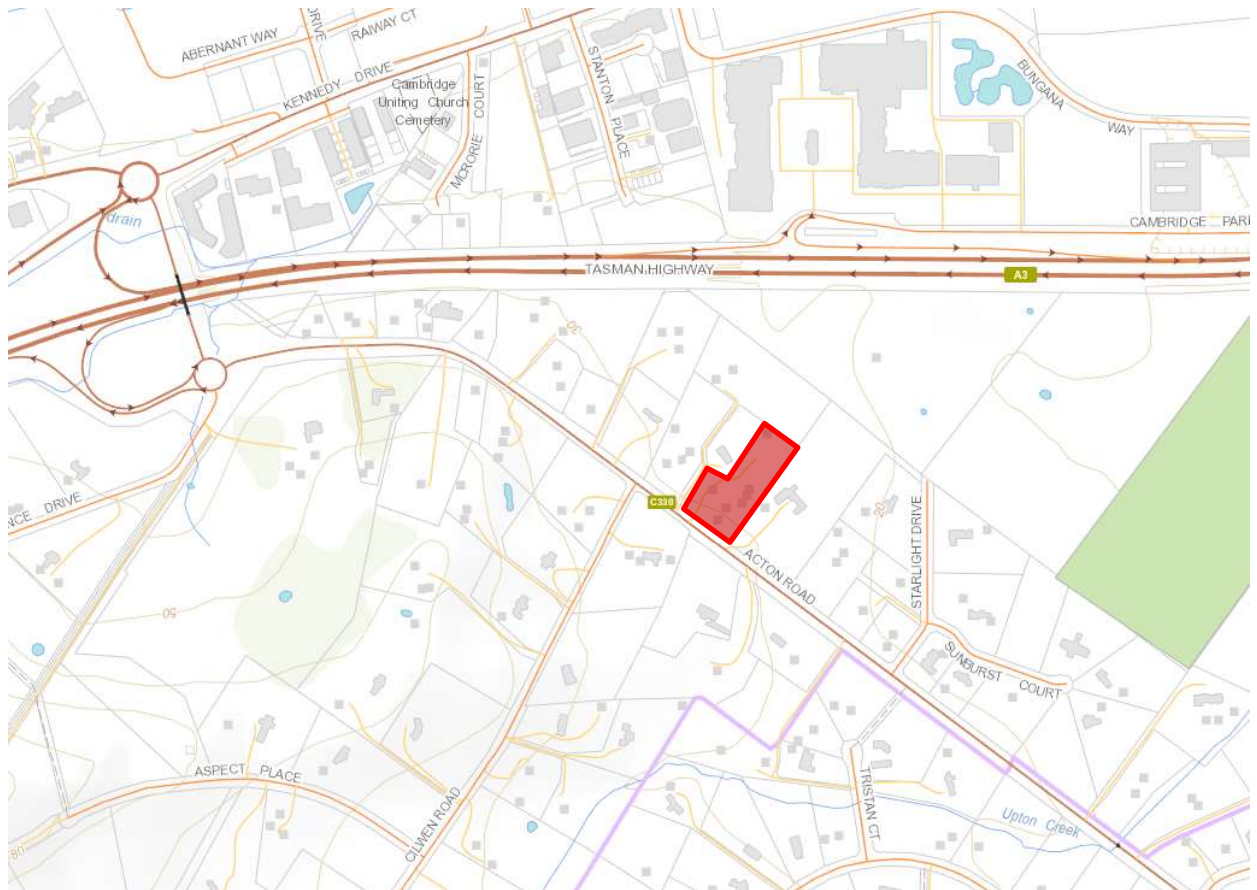


Image Source: LIST Map, DPIWE

1.6 Reference Resources

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

- Clarence Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, *Guide to Road Design*, Part 4A: *Unsignalised and Signalised Intersections*, 2019
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- 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 Acton Road only. Other roads in the surrounding road network were considered in the preparation of this TIA, but were not investigated in detail (such as Cilwen Road, Starlight Drive and Sunburst Court).

Acton Road is a major collector road connecting between Tasman and South Arm Highways. Acton Road provides connectivity to rural and residential areas of Acton, Lauderdale, and Seven Mile Beach. Acton Road is a two-way, two-lane rural road with road width of approximately 5.5 metres with edge lines and open drains. There is no formal footpath near the subject site.

Acton Road carries approximately 5,500 vehicles per day near the subject site. A posted speed limit of 70-km/h applies to Acton Road near the subject site.

Acton Road near the subject site is shown in Figure 2.

Figure 2 Acton Road



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 2014 and 30th April 2019 for Acton Road between the Tasman Highway Interchange and Estate Drive (excluding crashes reported at the Interchange).

The findings of the crash data is summarised as follows:

- A total of 7 crashes were reported during this time.
- Severity: 2 involved minor injury, 1 involved first aid at the scene, and 4 involved property damage only.
- Time of day: 6 crashes were reported between 7:30am and 5:30pm. 1 crash was reported at 2:00am.
- Day of week: no clear day of week trends were evident. 5 crashes were reported on weekdays and 2 on weekends (one each on Saturday and Sunday)
- Crash types: 4 crashes involved a single vehicle losing control on the carriageway; 2 crashes involved vehicles travelling in the same direction (rear-end related crashes); and 1 crash involved a 'other-opposing' collision between two vehicles.

The crash data does not indicate that there are any pre-existing road safety deficiencies in the road network. Importantly there are no crashes involving 'emerging from driveway' or 'angle' that would normally be associated with vehicles entering or exiting property access.

3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a new building that will contain a 12 seat café (100m²) and shop (florist 100m²) adjacent to the existing shop. A new formalised car park for 26 spaces is also proposed. A loading area is provided at the rear of the shop.

The proposed development layout plan is shown in Figure 3. The layout of the restaurant and florist components are shown in Figure 4.

Figure 3 Proposed Development Plans

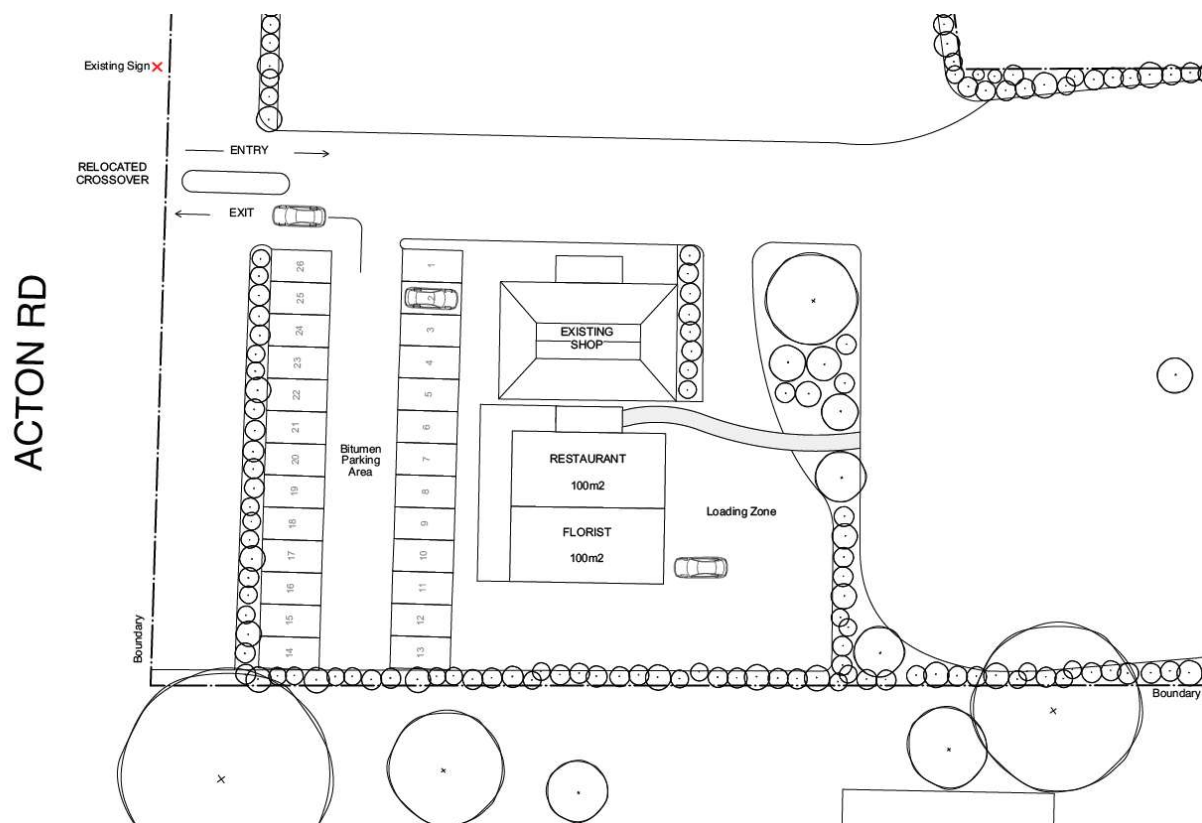
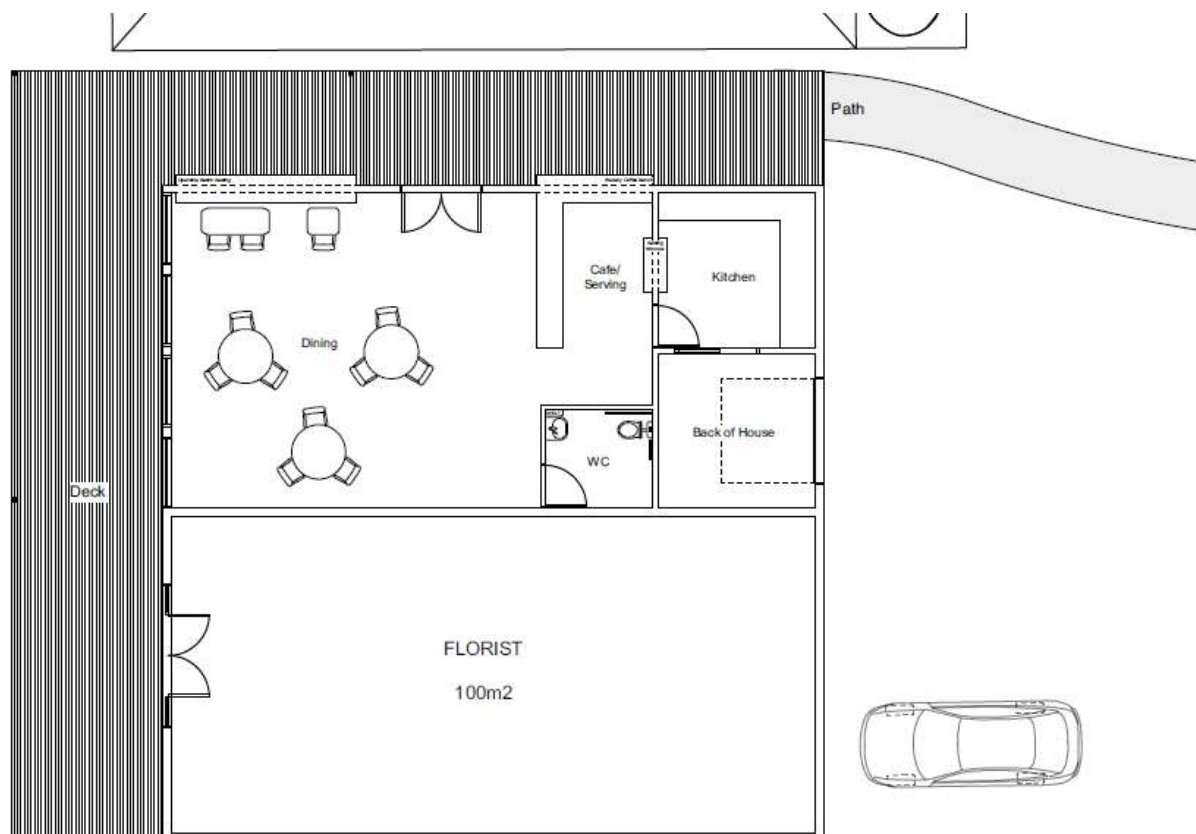


Figure 4 Café and Florist Layout



4. Traffic Impacts

4.1 Traffic Generation

Traffic generation rates were sourced from the RMS Guide as summarised in Table 1.

Table 1 Traffic Generation

Component	Daily Traffic Generation	Peak Hour Traffic Generation
Existing shop	121 trips per 100m ² GFA 163 vpd	12 trips per hour per 100m ² GFA 16 vph
Café	60 trips per 100m ² GFA 60 vpd	5 trips per 100m ² GFA 5 vph
Florist	121 trips per 100m ² GFA 121 vpd	12 trips per hour per 100m ² GFA 12 vph
TOTAL	344 vpd	33 vph

Where – GFA = Gross Floor Area; vpd = vehicles per day; vph = vehicles per hour

It is noted that there is likely to be some shared trips between uses within the site (such as people visiting the florist and café in one linked trip for example). The actual trip generation is therefore likely to be lower than indicated in Table 1.

The previous use of the site was a shop and garden centre. The traffic generation associated with the shop has been assumed to remain consistent with the previous use (the shop layout is unchanged from the previous use) and the garden centre was assumed to generate approximately 63 vehicles per hour (from RMS Guide). The previous peak hour traffic generation was therefore likely to be in the order of 79 vehicles per hour.

The proposed development therefore generates a lower amount of traffic compared to the previous use of the site.

4.2 Trip Distribution

Traffic generated by the development is likely to be relatively evenly split along Acton road between the origin/ destinations of the Tasman Highway Interchange and Acton areas.

4.3 Access Impacts

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme states "*The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater*".

In this case the traffic generation is likely to be less than the previous use of the site and therefore the Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme is met.

4.4 Sight Distance

Clause E5.6.4 of the Planning Scheme provides the requirements for new accesses. Acceptable Solution A1 of Clause E5.6.4 states "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

The requirements of Table E5.1 are reproduced in Table 2.

Table 2 Planning Scheme Sight Distance Requirements

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

Assuming the vehicle speed (the 85th percentile speed of Acton Road traffic) is equal to the posted speed limit of 70-km/h, then the required SISD is 140 metres. The available sight distance exceeds 150 metres in both directions from the access and therefore the Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is met. The available sight distance is shown in Figure 2.

4.5 Pedestrian Impacts

There is a general absence of pedestrian infrastructure provision in Acton Road. It is therefore unlikely that there will be any increased pedestrian activity in the surrounding road network as a result of the proposed development.

4.6 Road Safety Impacts

No significant adverse road safety impacts are foreseen for the site. This is based on the following:

- Available sight distance is acceptable at the site's access (refer to Section 4.4).
- The driveway is existing and has been in operation as a commercial access for many years without issue.
- The proposed development is similar in nature to the previous operations of the site, thus the nature of the movements into and out of the site will not change significantly.
- There is sufficient spare capacity in Acton Road and surrounding roads to absorb the peak hour traffic generated from the proposed development.
- The existing road safety performance of the surrounding road network near the subject site does not indicate that there are any specific road safety deficiencies that might be exaggerated by traffic generation from the development proposal.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 26 car parking spaces. A loading area is also provided at the rear of the shops.

Informal parking can be provided on-site if required in the area to the north of the driveway access.

5.2 Planning Scheme Requirements

The Parking and Access Code, E6.0, sets out the Planning Scheme parking requirements for a development. The Acceptable Solution, A1, of E6.6.1 of the Planning Scheme states: "*The number of on-site car parking spaces must be no less than the number specified in Table E6.1*".

The parking requirements of Table E6.1 of the Planning Scheme requires the parking as set out in

Table 3 Planning Scheme Parking Requirements

Component	Rate	Requirement
Convenience Store (existing shop)	1 space per 20m ²	6.75 spaces
General retail or hire (florist)	1 space per 30m ²	3.33 spaces
Restaurant (café)	15 spaces for each 100m ² floor area or 1 space per 3 seats (greater of)	15 spaces (area)
TOTAL		25 spaces

The total parking provision is 26 spaces, therefore the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme is met.

5.3 Parking for Persons with a Disability

Acceptable Solution, A1, of E6.6.2 of the Planning Scheme states:

"Car parking spaces provided for people with a disability must:

- (a) satisfy the relevant provisions of the Building Code of Australia;*
- (b) be incorporated into the overall car park design;*
- (c) be located as close as practicable to the building entrance."*

The Building Code of Australia (BCA) requires 1 space for every 50 car parking spaces to be provided for a Class 6¹ building. This is a requirement for a total of 1 space. This quantity of disabled parking is not currently shown in the plans, but can be provided by slightly reconfiguring space 6 (extending the aisle slightly to accommodate the widened disabled space).

5.4 Car Parking Layout

Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme states "*The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard*".

In this case the parking is classified as User Class 3A (*short-term, high turnover parking at shopping centres*) under AS2890.1. This requires the following parking dimensions:

- Space length 5.4m
- Space width 2.6m
- Aisle width 6.6m

The development provides the following car parking dimensions:

- Space length 5.4m
- Space width 3.0m
- Aisle width 6.6m

The parking therefore meets the AS2890.1 dimensions and therefore complies with the requirements of Acceptable Solution A1 of Clause E6.7.5 of the Planning Scheme.

¹ BCA Class 6 is defined as "a shop or other building for the sale of goods by retail or the supply of services direct to the public, including – an eating room, café, restaurant ...".

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed shop and café development at 1169 Acton Road, Cambridge.

The key findings of the TIA are summarised as follows:

- The development will generate approximately 344 vehicle trips per day, with a peak of 33 vehicles per hour.
- The on-site parking provision of 26 spaces meets the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.
- 1 disabled parking space should be provided to comply with the requirements of Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme.
- The car parking layout complies with the requirements of Acceptable Solution A1 of Clause E6.7.5 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.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	11 June 2019