



## **DEVELOPMENT APPLICATION**

### **PDPLANPMTD-2023/040147**

**PROPOSAL:** Additions & Alterations (Single Dwelling)

**LOCATION:** 247 Carella Street, Howrah

**RELEVANT PLANNING SCHEME:** Tasmanian Planning Scheme - Clarence

**ADVERTISING EXPIRY DATE:** 10 July 2024

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 10 July 2024. In addition to legislative requirements, plans and documents can also be viewed at [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au) during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to [clarence@ccc.tas.gov.au](mailto:clarence@ccc.tas.gov.au). Representations must be received by Council on or before 10 July 2024.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au) or at the Council offices.

# Clarence City Council



## APPLICATION FOR DEVELOPMENT / USE OR SUBDIVISION

The personal information on this form is required by Council for the development of land under the Land Use Planning and Approvals Act 1993. We will only use your personal information for this and other related purposes. If this information is not provided, we may not be able to deal with this matter. You may access and/or amend your personal information at any time. How we use this information is explained in our **Privacy Policy**, which is available at [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au) or at Council offices.

Proposal:

Location:   
Address    
Suburb/Town  Postcode

Current Owners/s:

Applicant:

**Personal Information Removed**

Tax Invoice for application fees to be in the name of: (if different from applicant)

Estimated cost of development

Is the property on the Tasmanian Heritage Register? Yes  No

(if yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal)

If you had pre-application discussions with a Council Officer, please give their name

Current Use of Site:

Single Private Dwelling

Does the proposal involve land administered or owned by the Crown or Council?

Yes

No

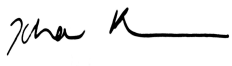
Declaration:

- *I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.*
- *I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application*
- *I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached. Where the application is submitted under Section 43A, the owner's consent is attached.*
- *I declare that the information in this declaration is true and correct.*

Acknowledgement:

- *I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.*

Applicant's Signature:


Signature.....Date..... 9/11/23

**PLEASE REFER TO THE DEVELOPMENT/USE AND SUBDIVISION CHECKLIST ON THE FOLLOWING PAGES TO DETERMINE WHAT DOCUMENTATION MUST BE SUBMITTED WITH YOUR APPLICATION.**

SEARCH OF TORRENS TITLE

VOLUME 62430	FOLIO 729
EDITION 3	DATE OF ISSUE 18-Aug-2020

SEARCH DATE : 09-Nov-2023

SEARCH TIME : 03.34 PM

DESCRIPTION OF LAND

City of CLARENCE

Lot 729 on Sealed Plan 62430 (formerly being SP1435)

Derivation : Part of 730 Acres Gtd. to F. Butler & Anr.

Prior CT 2273/65

SCHEDULE 1

M837312 TRANSFER to KHAI TERESA-ANN KULAHAN Registered  
18-Aug-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP 62430 COVENANTS in Schedule of Easements

SP 62430 FENCING COVENANT in Schedule of Easements

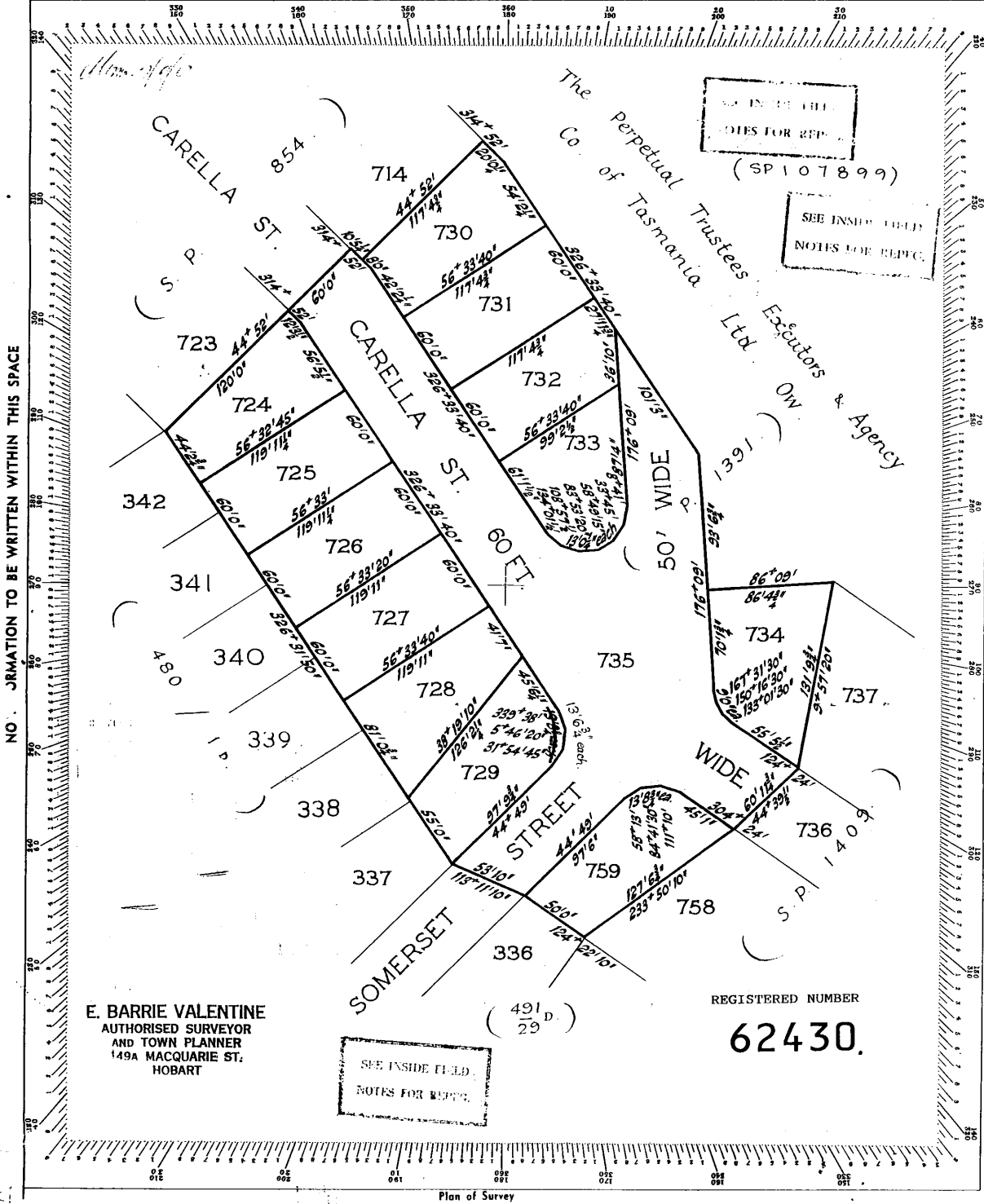
E220152 MORTGAGE to MyState Bank Limited Registered

18-Aug-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner <i>Perpetual Trustees etc.</i>				PLAN OF SURVEY - 1586		Registered Number	
Title Reference <i>1000-15 etc.</i>				of land situated in the		<b>S.P.1435</b>	
Areas of Parcels				TOWN OF HOWRAH		Filed by <i>Kilmer</i>	
Lot Number	Area	Lot Number	Area	Grantee: <i>130 ac. Gtd. to F. Butler &amp; J.M. Browne</i>		on <i>22.6.67</i> at <i>200</i>	
724	24 <sup>8</sup> / <sub>10</sub>	731	25 <sup>8</sup> / <sub>10</sub>	Scale: <i>60 feet</i> to an inch		Receipt No. <i>12886</i>	
725	26 <sup>1</sup> / <sub>10</sub>	732	24 <sup>8</sup> / <sub>10</sub>			Receiving Clerk	
726	26 <sup>1</sup> / <sub>10</sub>	733	23 <sup>8</sup> / <sub>10</sub>			Effective from <i>19/19/67</i>	
727	26 <sup>1</sup> / <sub>10</sub>	734	28 <sup>1</sup> / <sub>10</sub>			Recorder of Titles	
728	27	735	1 0 16 <sup>8</sup> / <sub>10</sub>			Registrar of Deeds	
729	27	759	26 <sup>8</sup> / <sub>10</sub>				
730	26 <sup>8</sup> / <sub>10</sub>		10 3				
Total		Total	3 0 13				



TASMANIA

REAL PROPERTY ACT 1862, as amended.

Page 1 (of 4 pages)



CERTIFICATE OF TITLE

Register Book

Vol. Fol.

2273 65

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

~~Witness~~

*M. Hutchinson*

Recorder of Titles.



DESCRIPTION OF LAND.

TOWN OF HOWRAH

LOT NO. **729** on Sealed Plan No. 1435 and on the Plan hereon.

FIRST SCHEDULE (continued on Page 2)

THE PERPETUAL TRUSTEES EXECUTORS AND AGENCY COMPANY  
OF TASMANIA LIMITED.



*M. Hutchinson*  
Recorder

SECOND SCHEDULE (continued on Page 3)

FENCING and other covenants created by Sealed Plan No. 1435.

COPIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

FIRST SCHEDULE (continued)

INSTRUMENT Nature	INSTRUMENT Number	REGISTERED PROPRIETOR	Registered	Signature of Recorder of Titles	Seal
TRANSFER	A325979	VINCENT COCKBURN of Hobart, School Teacher.	17.11.1969 (Noon)		

SECOND SCHEDULE (continued)

INSTRUMENT		PARTICULARS	Registered	Signature of Recorder of Titles	Number	CANCELLATION	
Nature	Number					Signature of Recorder of Titles	Number
TGAGE	A325980	to The Hobart Building Society.	17.11.1969 (12.1pm)	<i>[Signature]</i>	DISCHARGED 16.6.1987	B116066	<i>[Signature]</i>
TGAGE	A334937	to The Hobart Building Society	14.4.1970 (Noon)	<i>[Signature]</i>	Acting Recorder of Titles DISCHARGED 16.6.1987	B116066	Acting Recorder of Titles

NOTE.—ENTRIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.





NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

S. P. 1435

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

NO easements or profits a preponder are created to benefit or burden any Lots shown on the plan. The owner of each Lot shown on the plan covenants:—

FIRSTLY with The Perpetual Trustees Executors and Agency Company of Tasmania Limited (hereinafter called "the Company") that the said Company as Vendor shall not be required to fence.

SECONDLY with the Company and the owners for the time being of every other Lot shown on the plan to the intent that the burden of this covenant may run with and bind the covenantor's Lot and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every part of every Lot shown on the plan (and with the residue of the land comprised in Certificate of Title Volume 1000 Folio 15 and each and every part thereof-) to observe the following stipulations:—

1. THAT he will not erect on any one Lot more than One private dwelling house with the usual and necessary outbuildings and such dwelling house shall cost not less than Six thousand Dollars unless the plans and specifications of the proposed dwelling house shall have been previously approved by the Company in writing.

2. THAT he will not set up carry on or conduct in or upon any Lot or in any building or outbuildings situate thereon any trade manufacture or business of any kind, whatsoever.

3. THAT he will not erect or permit to be erected on any Lot or any part thereof or to attach or permit to be attached to any dwelling house or outbuilding erected thereon any advertisement hoarding bill or poster or any other similar erection.

4. THAT he will not use the dwelling house for any other purpose than a private dwelling house.

## ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH

This site is located in the older part of Tranmere and is fairly typical of a 600-700M2 corner block from this period. The general area is made up of single dwellings constructed from the mid 1950's to the late 1970's. These houses are distinctively representative of their time with styles ranging from traditional weatherboard cottages to versions of mid-century modernism through to generic brick and tile suburban houses. There is a distinct difference in style and character between this area and the newer part of Tranmere which has been established over the last couple of decades. This is evident in the newer houses being significantly larger and produced from a greater variety of designs and materials. In most situations the newer sites are similar in size to the older sites (around 600-650M2) but have been developed with substantially larger houses resulting smaller outdoor areas.

The house at 247 Carella Street was built in 1969. It is a constructed of concrete block with a low-profile flat roof and much like the surrounding properties, it is a modest building of its time in both style and size. The proposed design maintains the low-profile modest nature of this building by simply extending the existing roofline and as such does not increase the height of the building nor its overall presence in the street. The minor additions proposed are simply an expansion of the existing spaces and have been designed to improve the amenity of the property generally. These include extended living spaces on two levels, sunroom, deck and garage. Universal accessibility is proposed to be provided to the main living spaces on the upper level.

Whilst the actual street address is Carella Street, as a moderately steep corner block, much like the adjacent properties it is accessed from Somerset Street. The arrangement of the existing onsite parking does not provide level access to the main living spaces and compromises outdoor spaces that are connected to living spaces at the lower level. The proposal addresses this by relocating the vehicular access to the Eastern side of the site. This provides the opportunity for level access to the main living area. Additionally, due to the topography, orientation, and being located on the most exposed part of a corner block, this area cannot be developed successfully into a quality private area outdoor area connected to living spaces. Conversely, the existing car parking area can be, as it is level, well connected to living spaces, has good solar access and can provide privacy from the street.

8.4.2 Setbacks and building envelope for all dwellings

Objective:	<p>The siting and scale of dwellings:</p> <ul style="list-style-type: none"> <li>(a) provides reasonably consistent separation between dwellings and their frontage within a street;</li> <li>(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;</li> <li>(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and</li> <li>(d) provides reasonable access to sunlight for existing solar energy installations.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage</p>	<p><b>P1</b></p> <p>A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.</p>

8.0 General Residential Zone: 5

Tasmanian Planning Scheme – State Planning Provisions

<p>setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> <li>(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;</li> <li>(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;</li> <li>(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</li> <li>(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.</li> </ul>	<p>The house is on a corner site between shared between Carella and Somerset Streets. Due to the topography making Carella Street at roof height of the existing house and access to the house off Somerset Street, the primary frontage of the property is very clearly on Somerset Street.</p> <p>The proposed house extension follows the same line as the existing building on Somerset Street. The existing setback on Somerset Street is 3.3M from the title boundary. With the 1.9M - 2M nature strip between the title boundary and the footpath the existing setback from the street effectively reads as a 5M+</p>
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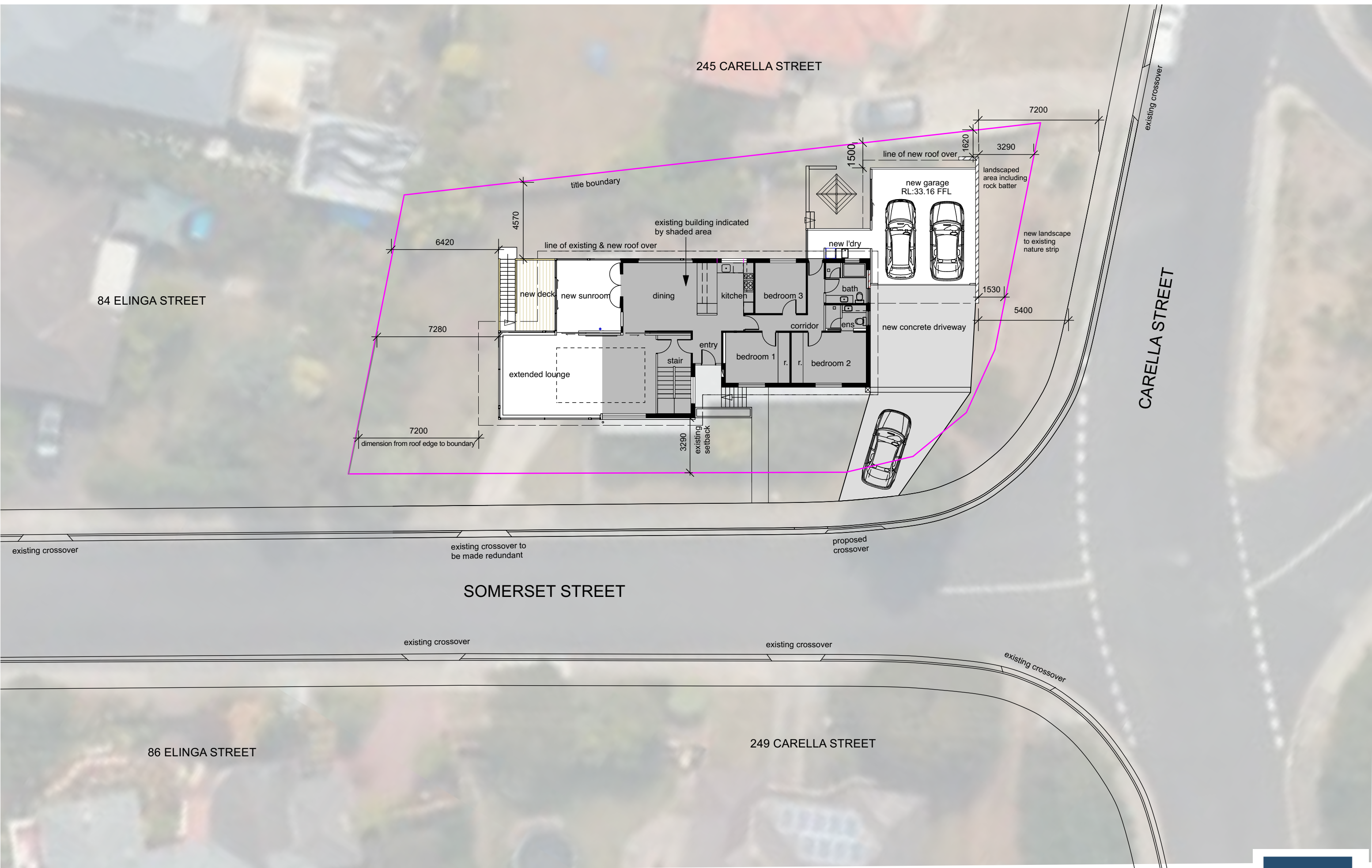
<p><b>A2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage of not less than:</p> <ul style="list-style-type: none"> <li>(a) 5.5m, or alternatively 1m behind the building line;</li> <li>(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or</li> <li>(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</li> </ul>	<p><b>P2</b></p> <p>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</p> <p>The proposed garage has a minmum setback of 6.4M from the primary frontage of Somerset Street</p> <p>The proposed garage has a minmum setback of 1.53M and a maximum setback of 3.29M (average 2.41M) from the other frontage of Carella Street. With the 3.8M nature strip between the title boundary and the footpath the existing setback from the street effectively reads as a 6M+</p> <p>The existing topograhly on this frontage having a grade of 1:2.2 results in the proposed garage roof line effectively being at street level. With landscaping the proposed garage will not be visible from this frontage.</p>
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Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</li> <li>(b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</li> </ul> <p>The site is 688M2. The existing house with proposed garage and extension has a site cover of 242M2. Proposed site coverage is 35%</p>	<p><b>P1</b></p> <p>Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) site coverage consistent with that existing on established properties in the area;</li> <li>(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: <ul style="list-style-type: none"> <li>(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</li> <li>(ii) operational needs, such as clothes drying and storage; and</li> </ul> </li> <li>(c) reasonable space for the planting of gardens and landscaping.</li> </ul>

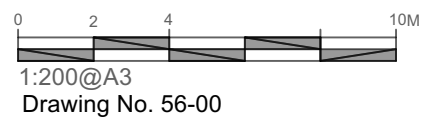
C2.6.3 Number of accesses for vehicles

Objective:	<p>That:</p> <ul style="list-style-type: none"> <li>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</li> <li>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</li> <li>(c) the number of accesses minimise impacts on the streetscape.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses, whichever is the greater.</li> </ul>	<p><b>P1</b></p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any loss of on-street parking; and</li> <li>(b) pedestrian safety and amenity;</li> <li>(c) traffic safety;</li> <li>(d) residential amenity on adjoining land; and</li> <li>(e) the impact on the streetscape.</li> </ul>

The existing dwelling only has level access to the lower floor which does form part of the main living space. The proposal addresses this by way of providing level access from the proposed garage and laundry. The occupant will have a requirement for level access to the upper floor within the next 5 years and as such the existing vehicle crossing will need to be relocated. It is not the intention to have 2 vehicle crossings on the same street frontage. The existing vehicle crossing is to become redundant.

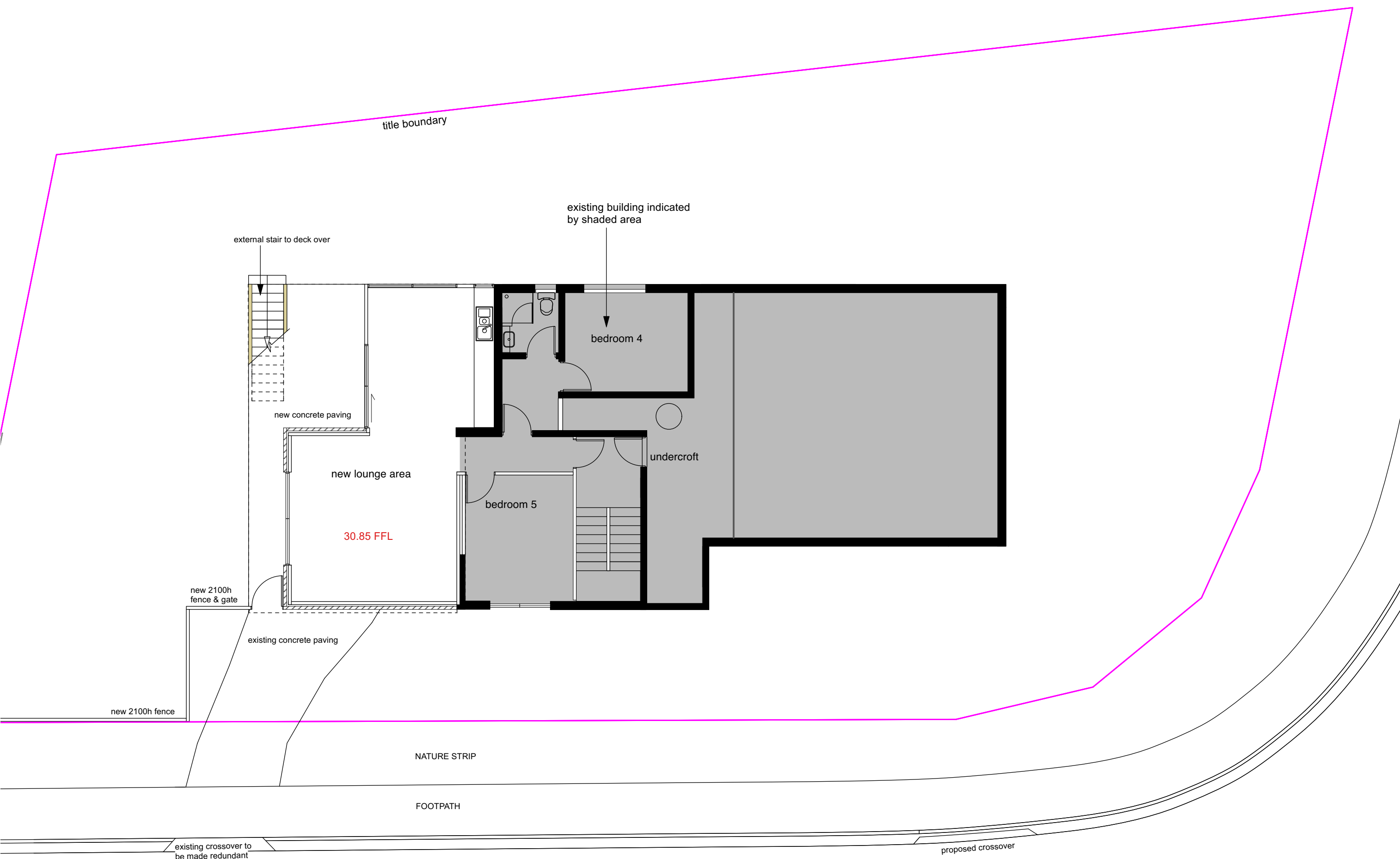


**SITE PLAN**



**ALTERATIONS & ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH**



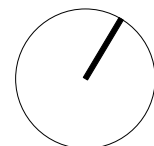


LOWER FLOOR PLAN



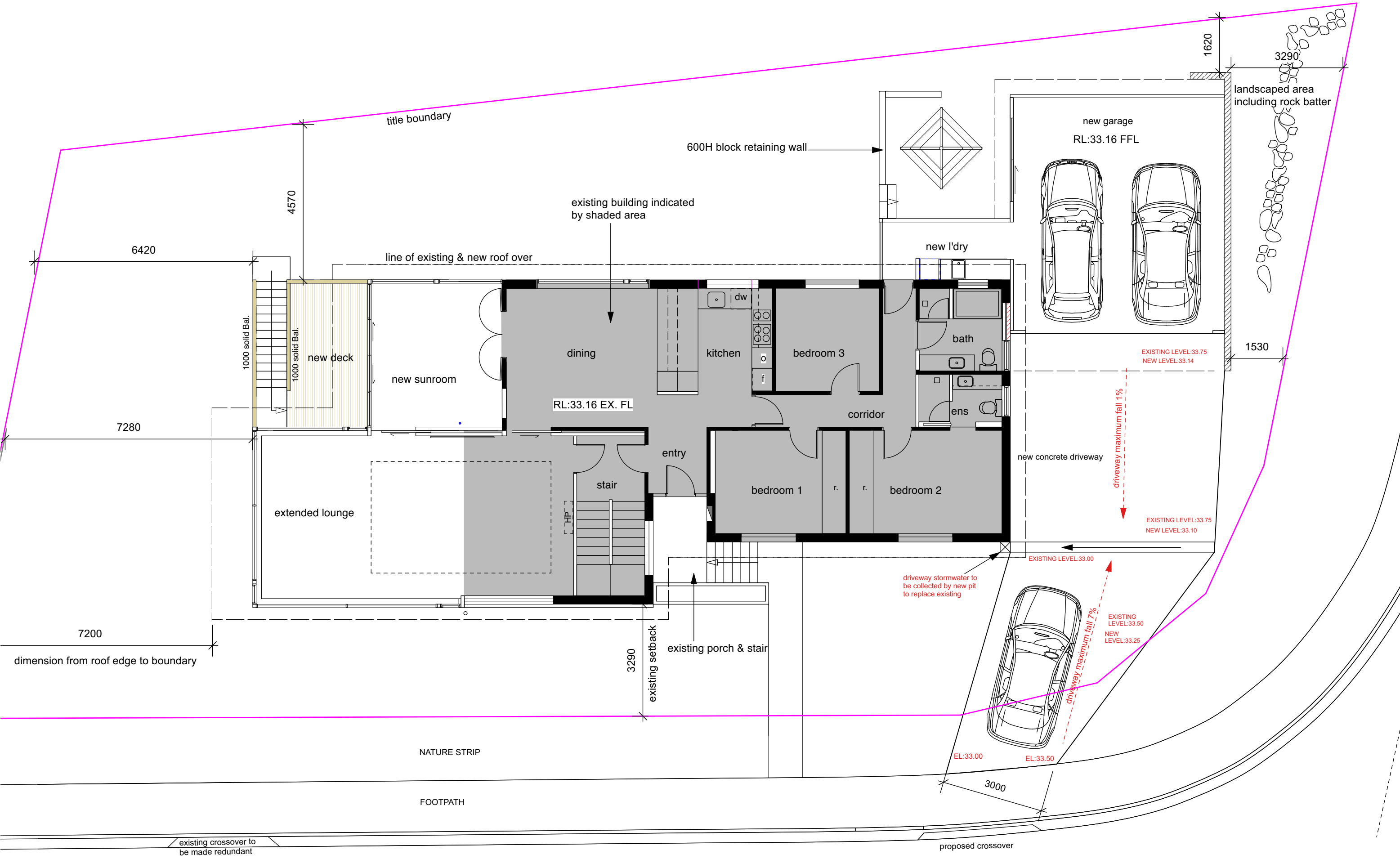
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10th November 2023



ALTERATIONS & ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH



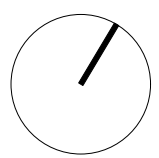


UPPER FLOOR PLAN



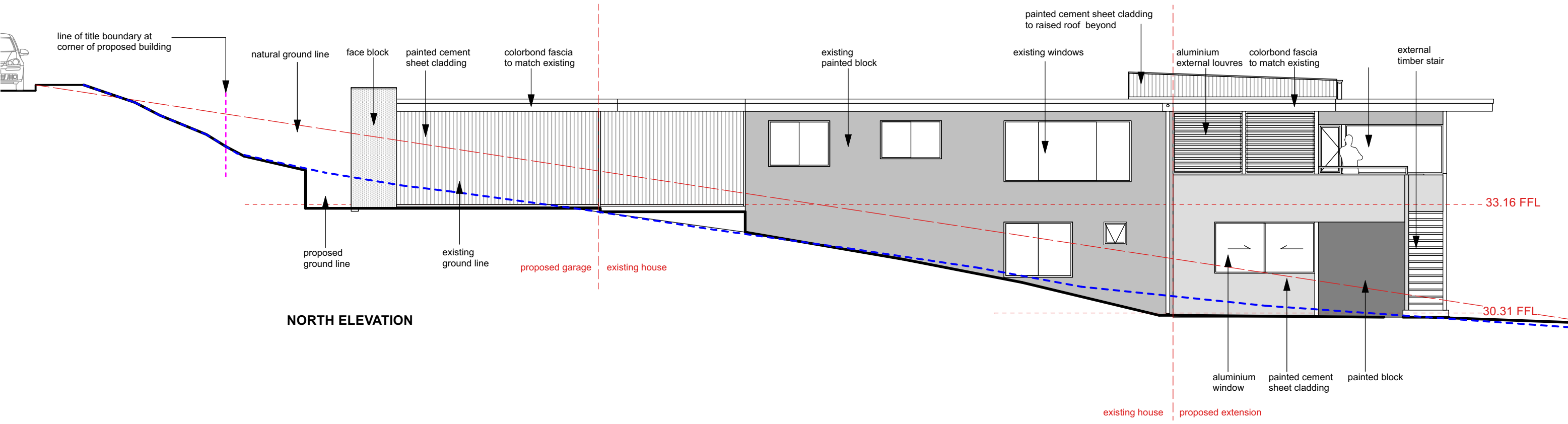
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10th November 2023

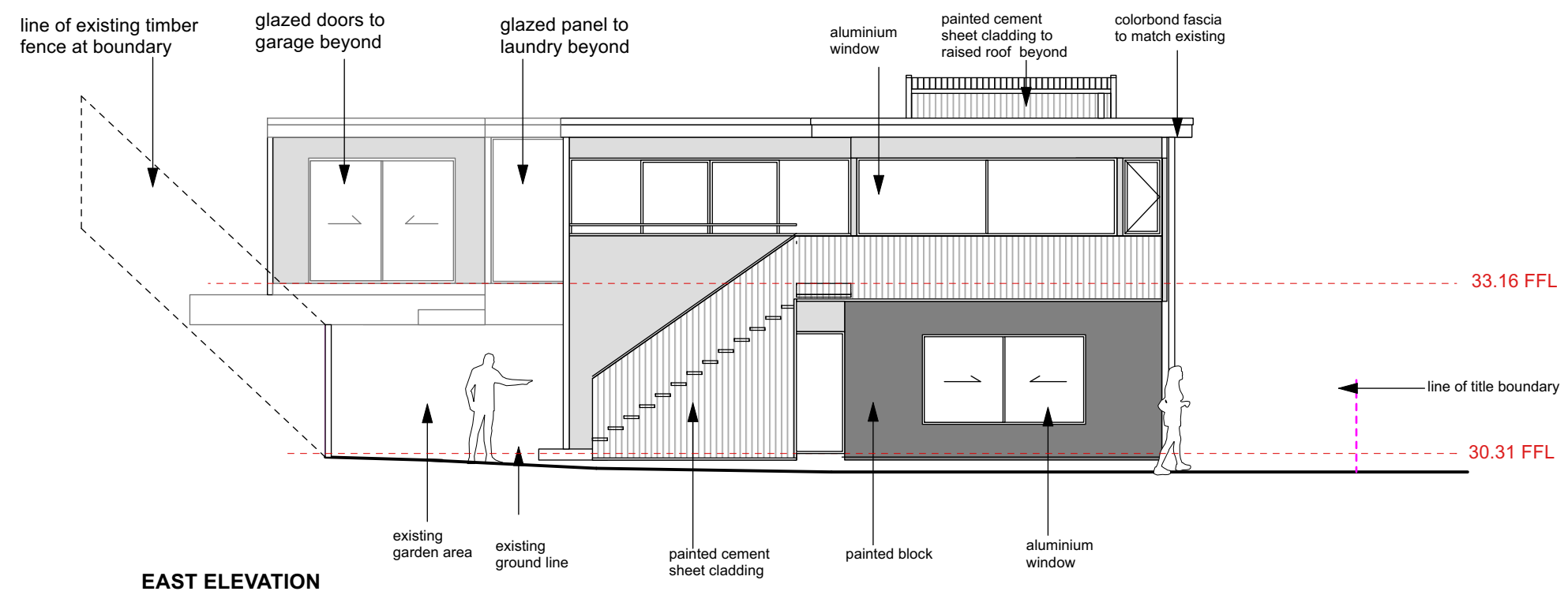


ALTERATIONS & ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH





**NORTH ELEVATION**



**EAST ELEVATION**

**ELEVATIONS 1**



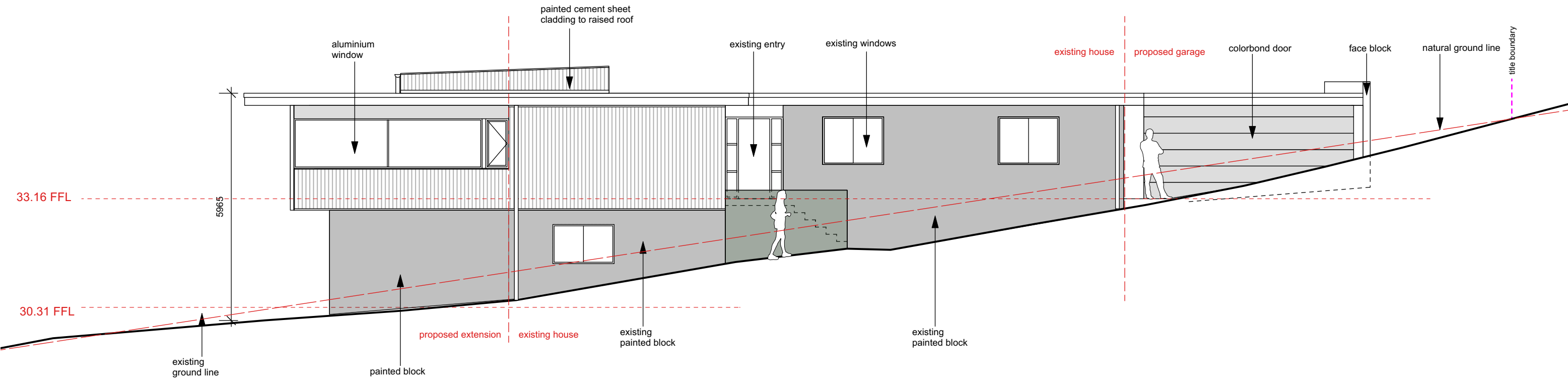
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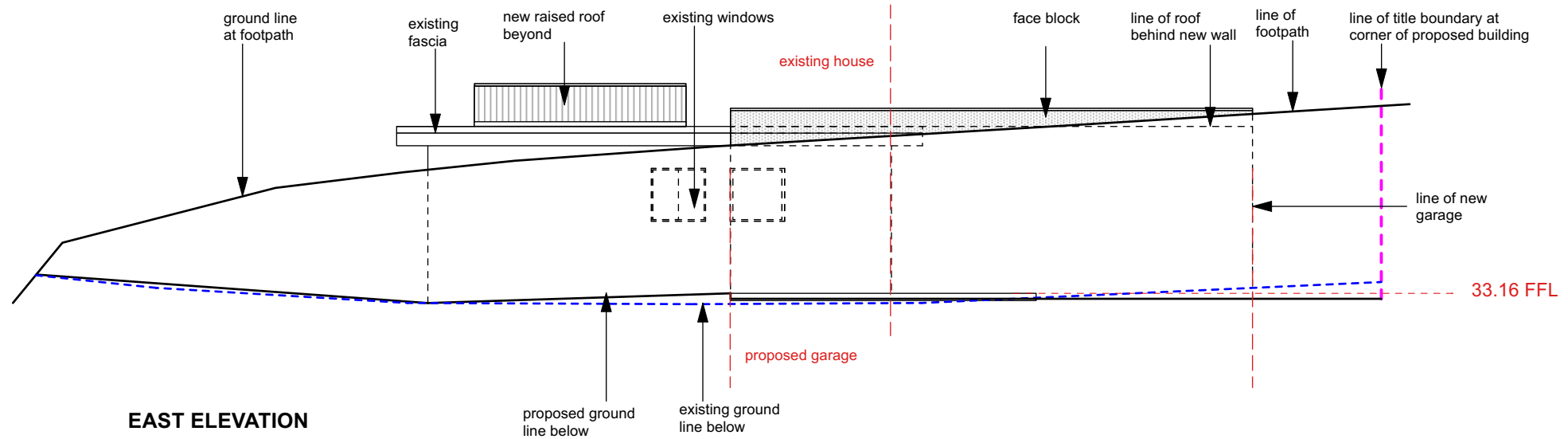
**ALTERATIONS & ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH**







**SOUTH ELEVATION**



**EAST ELEVATION**

**ELEVATIONS 2**

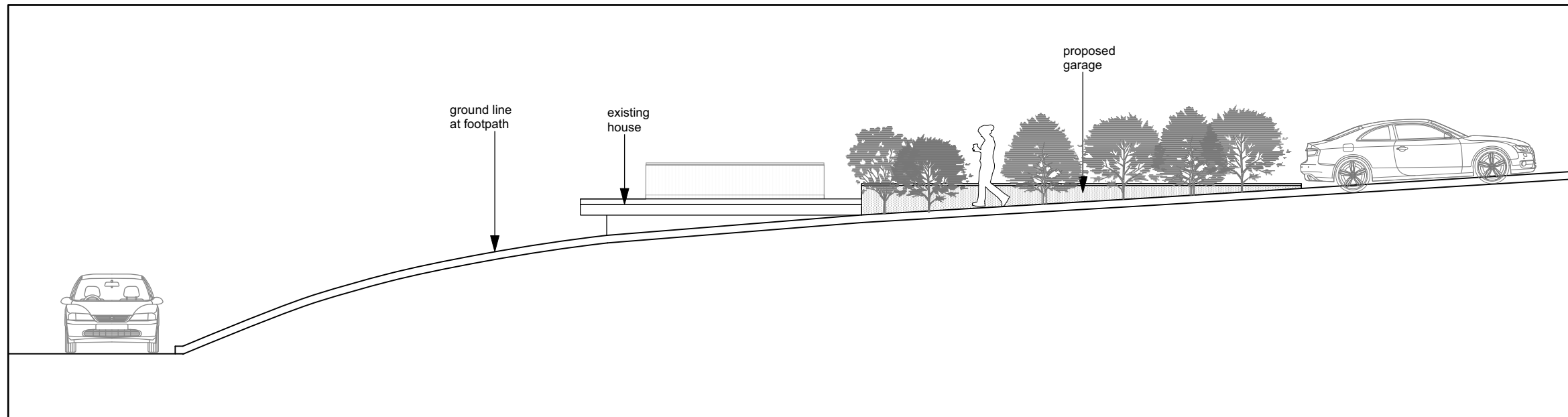


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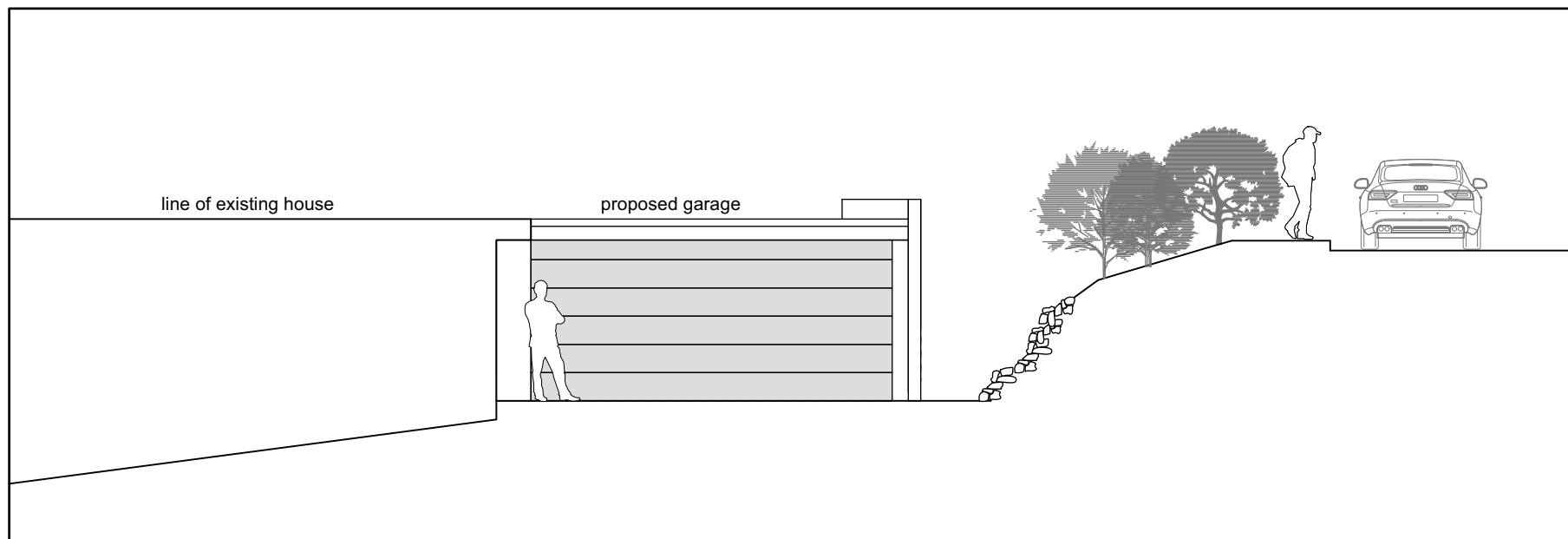
10th November 2023

**ALTERATIONS & ADDITIONS TO DWELLING - 247 CARELLA STREET HOWRAH**

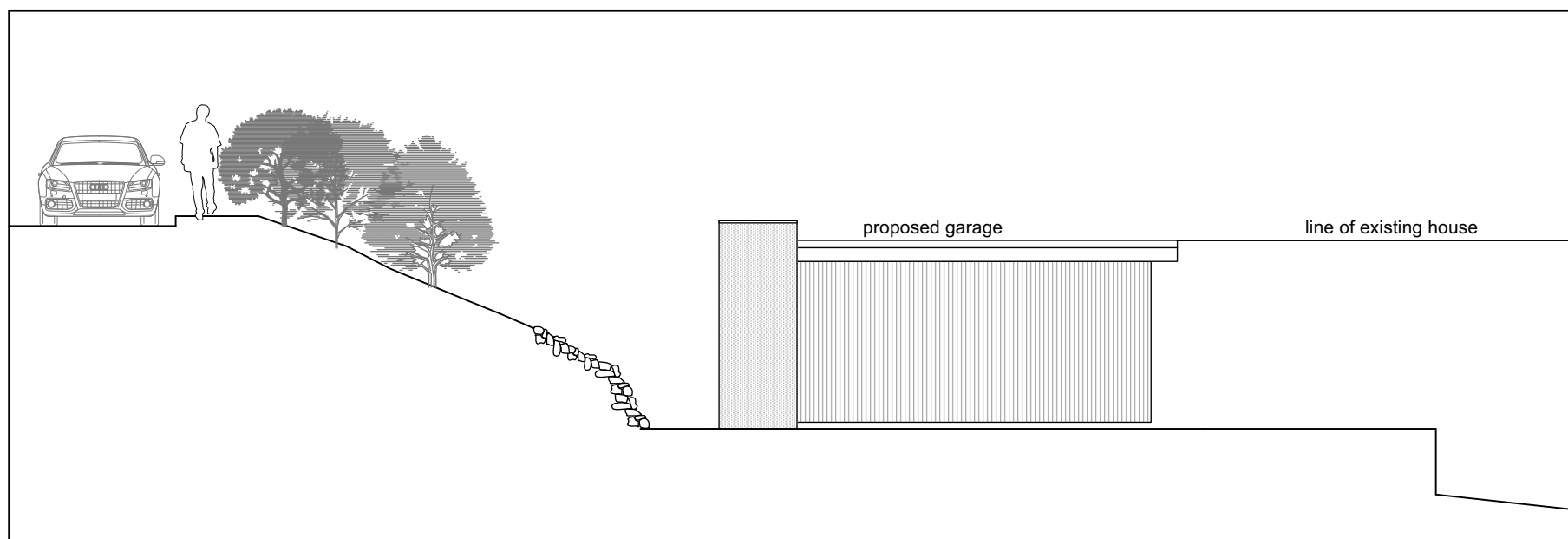




**EAST ELEVATION**



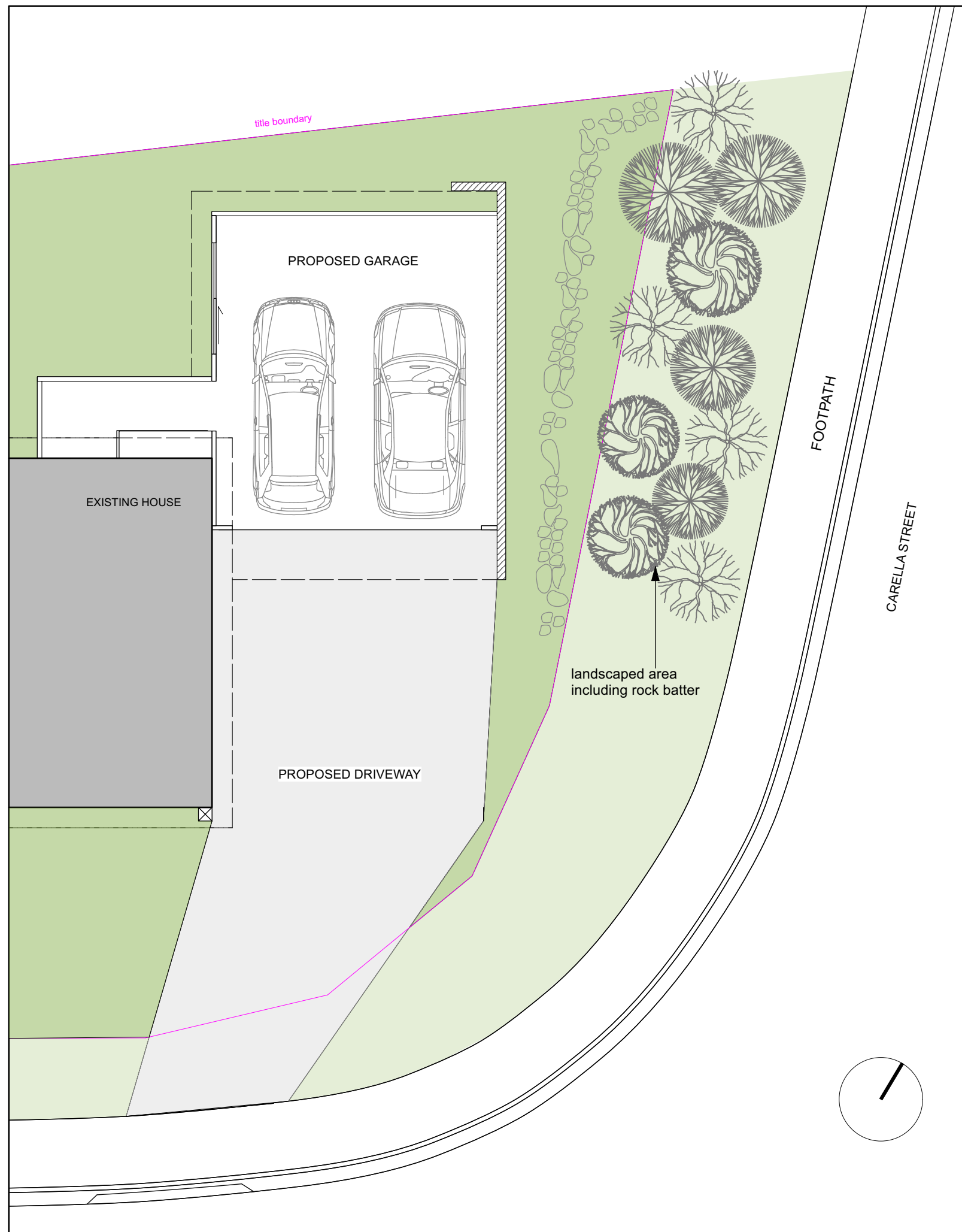
**SOUTH ELEVATION**



**WEST ELEVATION**

ALTERATIONS & ADDITIONS TO DWELLING  
247 CARELLA STREET HOWRAH





PART PLAN

ALTERATIONS & ADDITIONS TO DWELLING  
247 CARELLA STREET HOWRAH





## PROJECT COMMUNICATION

To:	Paul Cockburn	PC No:	24102-PC01
Company:		Date:	1 May 2024
From:	David Devenish	No. of Pages:	3
Project:	247 Carella St, Extension	Trade:	Hydraulics

### Introduction

EST have been engaged by the applicant of the Development Application PDPLANPMTD – 2023/040147 to provide a statement regarding the property at 247 Carella Street, Howrah in relation to the flood prone area map.

The site was first developed in 1969. It has an area of 688m<sup>2</sup> with an existing building covering 190m<sup>2</sup> and a fall of around 5metres. It has been and continues to be owned by the same family and it is noted that the site has no history of inundation.

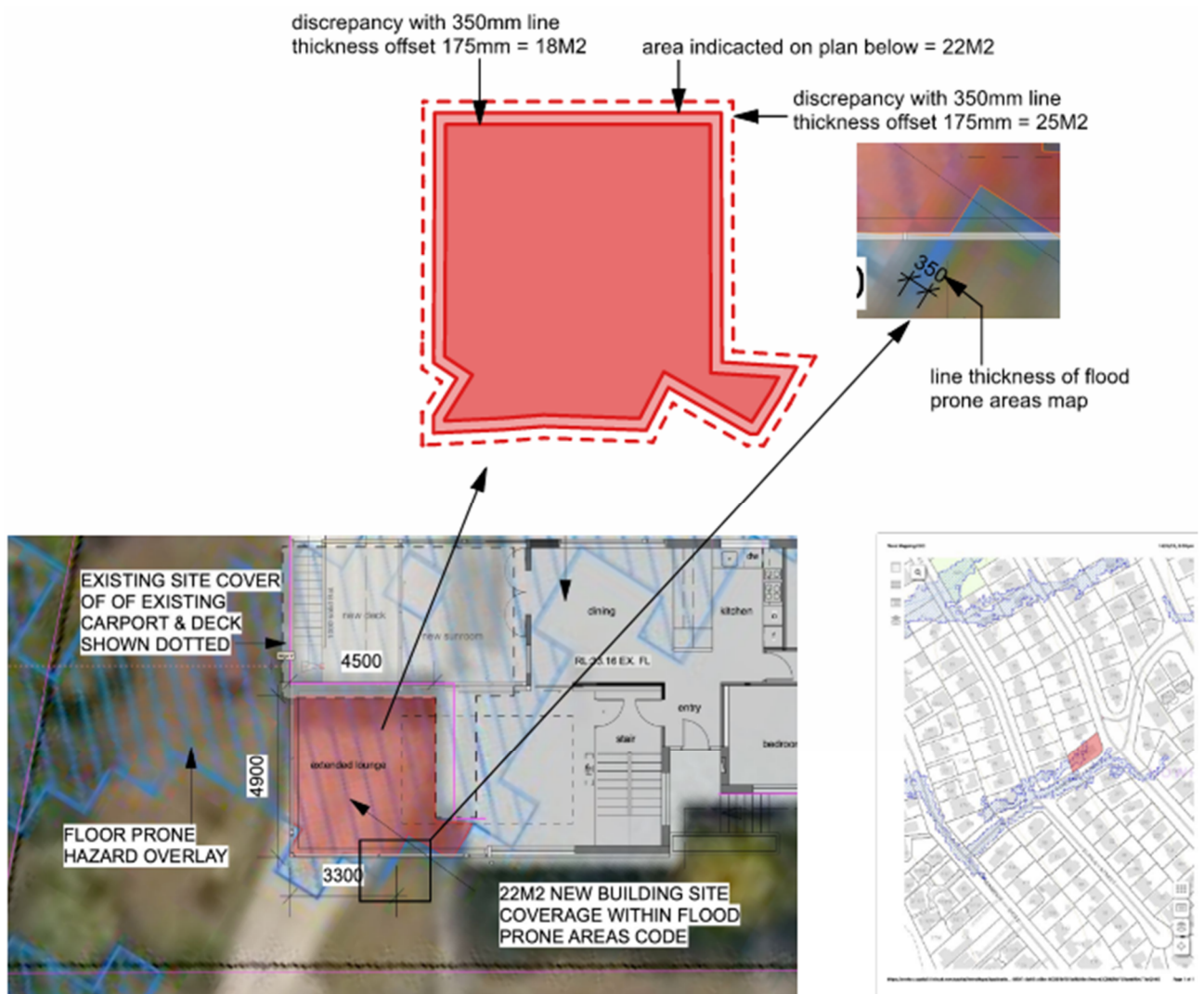


247 Carella Street, Howrah street view



## Proposed Development

The proposed development includes an extension to the existing dwelling on the lower side of the block, part of which falls within the flood prone overlay. An overlay of the flood prone area map to the site plan indicates this part amounts to between 18-25m<sup>2</sup>. This band arises from the resolution of the flood prone area map. It is noted that under the planning scheme, this area within the flood prone region is not to be more than 20m<sup>2</sup>. A plan indicating the extension involve is shown below. Also shown is the overlay and the flood prone area highlighting the resolution involved.



Plan views showing flood prone area overlay



## Statement of Opinion

The site is elevated, well drained and is bound on two sides by roads with well-developed stormwater systems. The proposed development adds no risk to the existing site in relation to flooding.

Moreover, the additional area of development is within the planning scheme requirements if the resolution of the flood prone mapping is accounted for.

**David Devenish** BE, PhD, FIEAust.

# Traffic Impact Statement



Relocation of existing vehicular  
driveway at 247 Carella Street,  
Howrah



Hubble Traffic

Updated May 2024

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Consulting by the client and gathered by Hubble Traffic Consulting during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Consulting take no responsibility for errors or omissions arising from misstatements by third parties.

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Consulting disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the data produced herein, by any third party.

Version	Date	Reason for Issue
<b>Draft</b>	February 2024	Draft issued for client feedback
<b>Final</b>	February 2024	Final issue
<b>Updated</b>	March 2024	Traffic data included
<b>Updated</b>	May 2024	Cross over plan updated



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## 1. Introduction

A development application was submitted to the Clarence City Council for the renovation of an existing residential property at 247 Carella Street, Howrah, which includes the relocation of the existing driveway towards Carella Street. In considering the application, Council has requested additional information on the suitability of the new driveway location in respect to the guidance provided in the Australian Standard 2890.1:2004 Off-streetcar parking document (the Standard).

The property owner has engaged Hubble Traffic to consider the safety and traffic impact of the proposed driveway location, and prepare an independent Traffic Impact Statement

For the purpose of this assessment, the Standard specifies a domestic property contains three or less residential units, or dwellings. The Standard provides design guidance for large developments generating significant traffic flow, and interpretation is required when the Standard is used for designing a driveway operating with a single dwelling.

## 2. Site Description

The development site is located at 247 Carella Street, Howrah, and is situated within an established urban residential area, with an existing residential dwelling occupying the land.

The parcel of land has direct road frontage with both Carella and Somerset Streets, with an existing vehicular access onto Somerset Street, located on the southwestern side of the property.

Within the surrounding road network, both Somerset and Carella Streets operate as local urban streets, based on the main traffic routes being Tranmere Road and Oceana Drive. The recent site inspection found that both streets are lightly trafficked, with less than one vehicle travelling past the development site on average every two minutes.

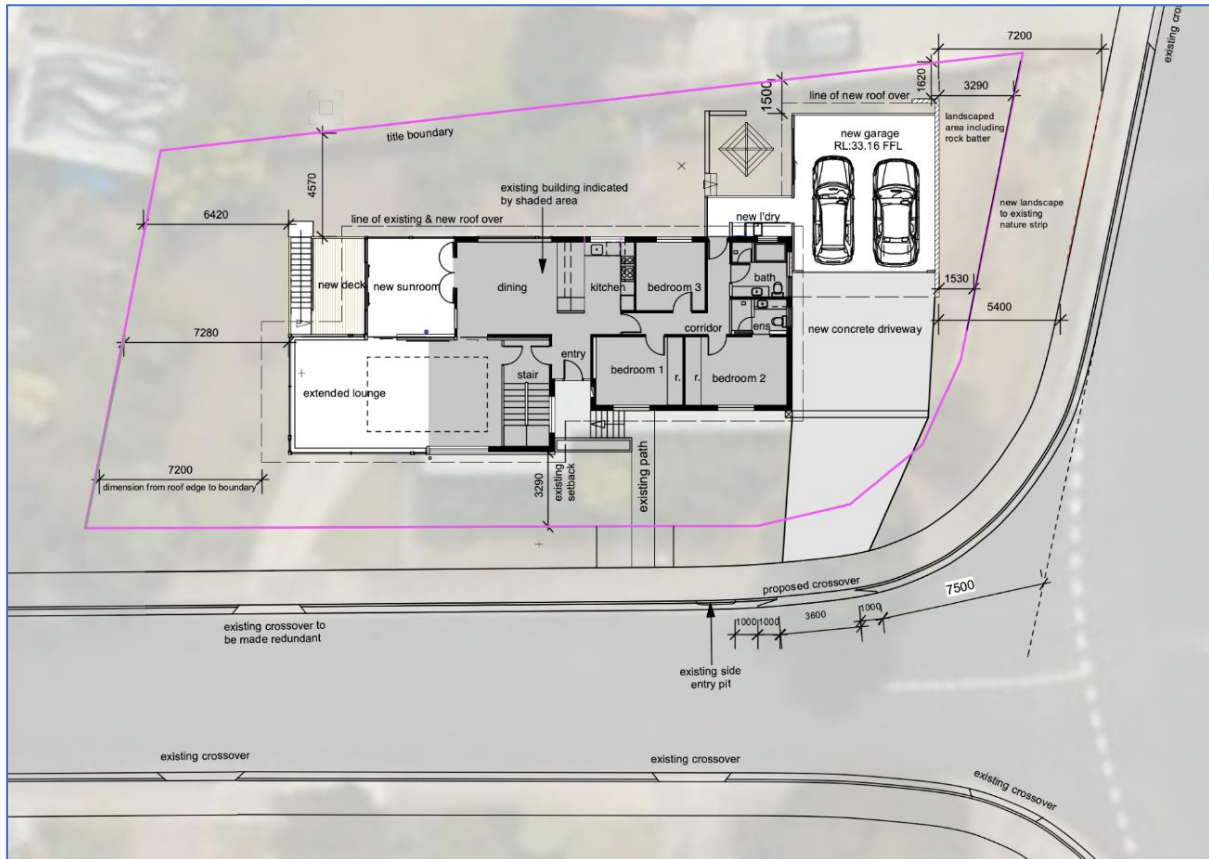
Diagram 2.0 – Extract from LIST Land Information Database



### 3. Development proposal

The owner is renovating the existing residential dwelling and is seeking to relocate the existing vehicle driveway towards Carella Street, which will be located on the eastern side of the dwelling, while removing the existing driveway.

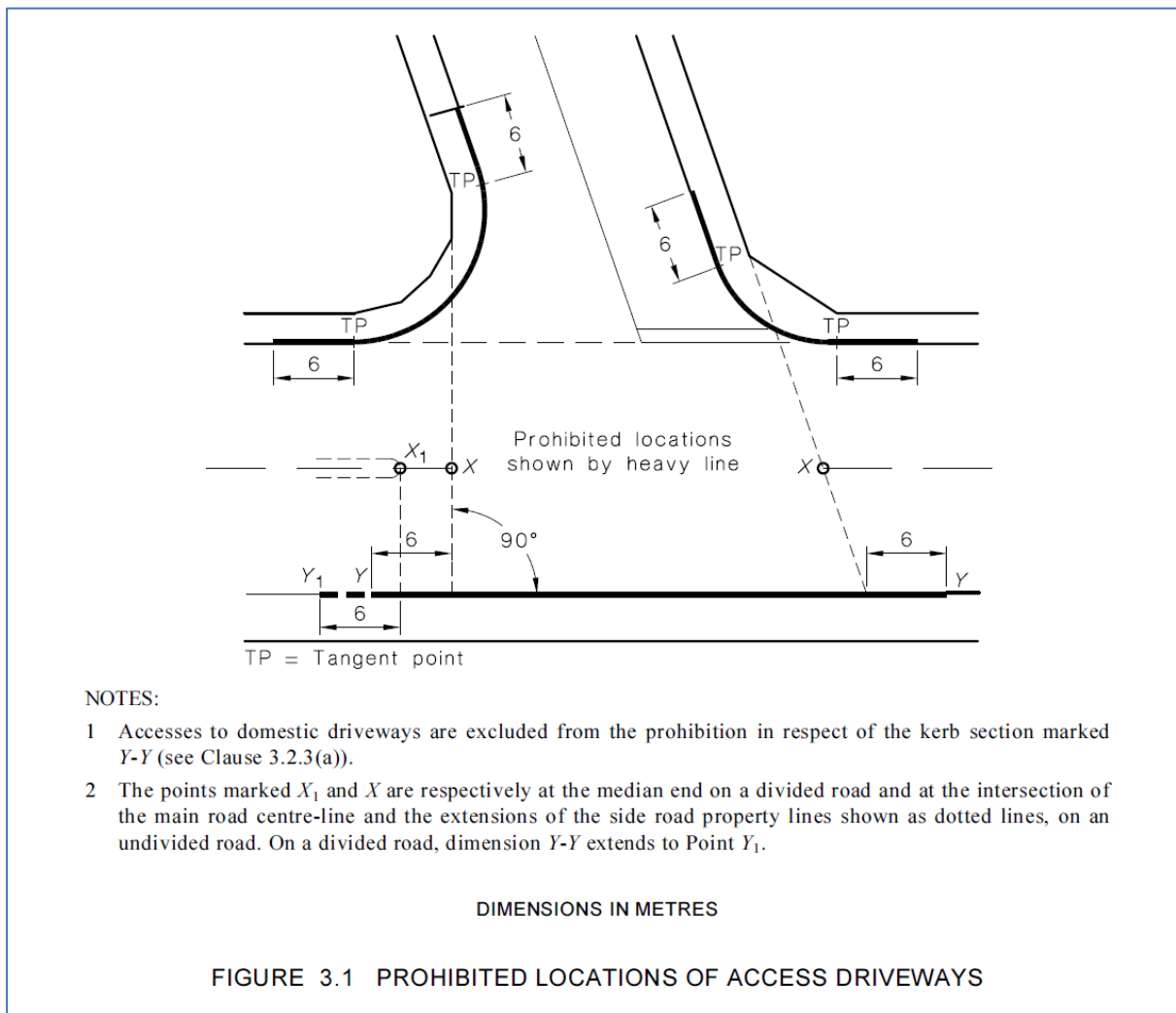
Diagram 3.0 – Proposed development layout



## 4. Australian Standards

Section 3.2.3 (a) and (b) of the Standard provides guidance on the location of driveways and accesses, in relation to junctions and intersections, to keep conflicts between frontage road traffic and car parking traffic to an acceptable minimum. Figure 3.1 of the Standard provides a sketch showing where driveway accesses should be located away from an intersecting street.

Diagram 4.0 – Figure 3.1 of the Standard



## 4.1. Intent of the Australian Standard

Section 3.2.3(a) of the Standard generally applies to driveways generating significant traffic movements and allows a domestic driveway such as the development property to be excluded from the requirements in figure 3.1 of the Standard. The intent of the Standard figure 3.1 is to ensure a driveway is set back from busy intersecting streets, so that vehicles entering and leaving the driveway do not cause adverse conflict with vehicles operating on the surrounding streets.

For typical local urban streets, the corner radius for 90 degree intersecting streets are generally around 6 to 8 metres, which means driveways are generally allowed within 10 to 12 metres from the intersecting street. This distance corresponds with the Australian Road Rule (ARR) regulating the distance vehicles must park away from an intersecting street. Rule 170 (3) specifies a driver must not stop/park on a road within 10 metres from the nearest point of an intersection without traffic lights.

This ARR supports the concept that a vehicle set-back 10 metres from an intersecting street, is not expected to cause adverse safety or traffic conflict with vehicles turning at the intersection.

For this domestic driveway being situated within a lightly trafficked local street environment, the ARR requirement is considered fit-for-purpose, to ensure potential conflicts are kept to an acceptable minimum as specified in the Standard. While the Standard figure 3.1 is more appropriate for driveways generating higher traffic movements, within busier street environments.

## 4.2. Nearby driveways not complying with the Standard

There are many locations within the surrounding streets where domestic driveways operate outside of the guidelines of the Standard. For example, at the nearby junction of Glamorgan and Elinga Streets, the driveway on the western side of the junction is of a similar nature to the development property. The driveway is located nine metres from the intersecting street, not complying with the six metres set back from the corner tangent point as per figure 3.1 in the Standard.

Site observations found this driveway operates without causing adverse safety or traffic efficiency impact for other users, as the streets are lightly trafficked and sight lines between the driveway and approaching traffic is unrestricted.

With similar traffic conditions operating at the development site, similar traffic outcomes would be expected, demonstrating the proposed location for the domestic driveway is not expected to cause adverse safety or traffic impacts to other users.

Figure 4.2 – Junction of Glamorgan and Elinga Streets



### 4.3. Intersection geometry at Somerset and Carella Streets

Somerset Street creates an intersection with Carella Street, with traffic priority reinforced for Carella Street through the provisions of give way signs and holding lines on Somerset Street. Somerset Street intersects Carella Street at approximately 90 degrees, giving motorists good sight lines to see oncoming traffic.

Photograph 4.3 – Carella Street and Somerset Street intersection



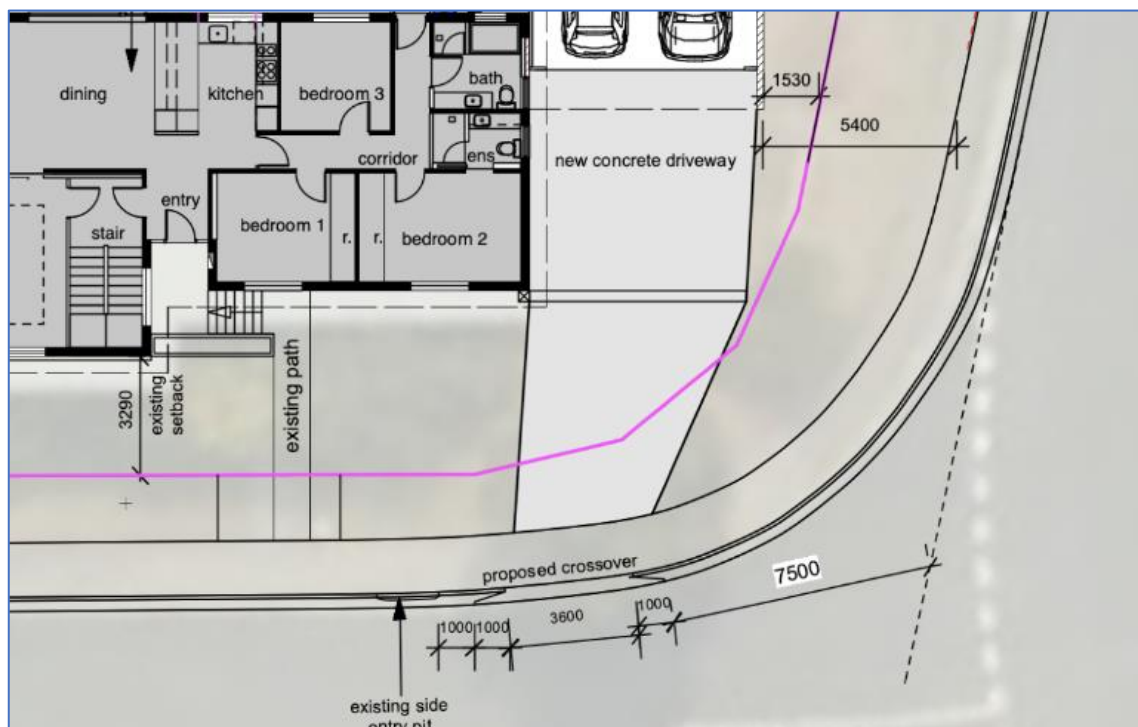


#### 4.4. Radius of corner at intersection of Somerset and Carella Streets

The throat of the intersection has been widened, resulting in a large corner radius adjacent to the development property. This large radius forces the tangent point to be located 7.5 metres from the intersecting street and enforcing the Standard figure 3.1 pushes any driveway a further six metres, or a total of 16 metres from the intersecting street, which seems excessive for a lightly traffic urban environment.

The diagram below shows the 3.6 metre wide driveway commencing on the eastern side of an existing side entry pit, can be accommodated within a 7.5 metre setback from Carella Street, where the kerb is reasonably straight. Overall, the location is considered appropriate, complying with ARR requirements and represents a suitable balance between safety and function.

Diagram – Location of driveway to Carella Street



## 5. Sight lines

### 5.1. Sight lines at the proposed driveway

In considering the location of the new driveway, sight lines between vehicles using the driveway and vehicles and pedestrians operating on the street network is a critical aspect.

The proposed driveway will be clearly visible to approaching drivers, with the site inspection determining there will be adequate sight lines available for pedestrians, cyclists, and drivers operating on Carella Street.

Overall, there will be sufficient sight lines for vehicles entering and leaving the development site, without causing adverse impact, which complies with the intent of the Standard to keep conflict between road traffic and car park traffic to an acceptable minimum.

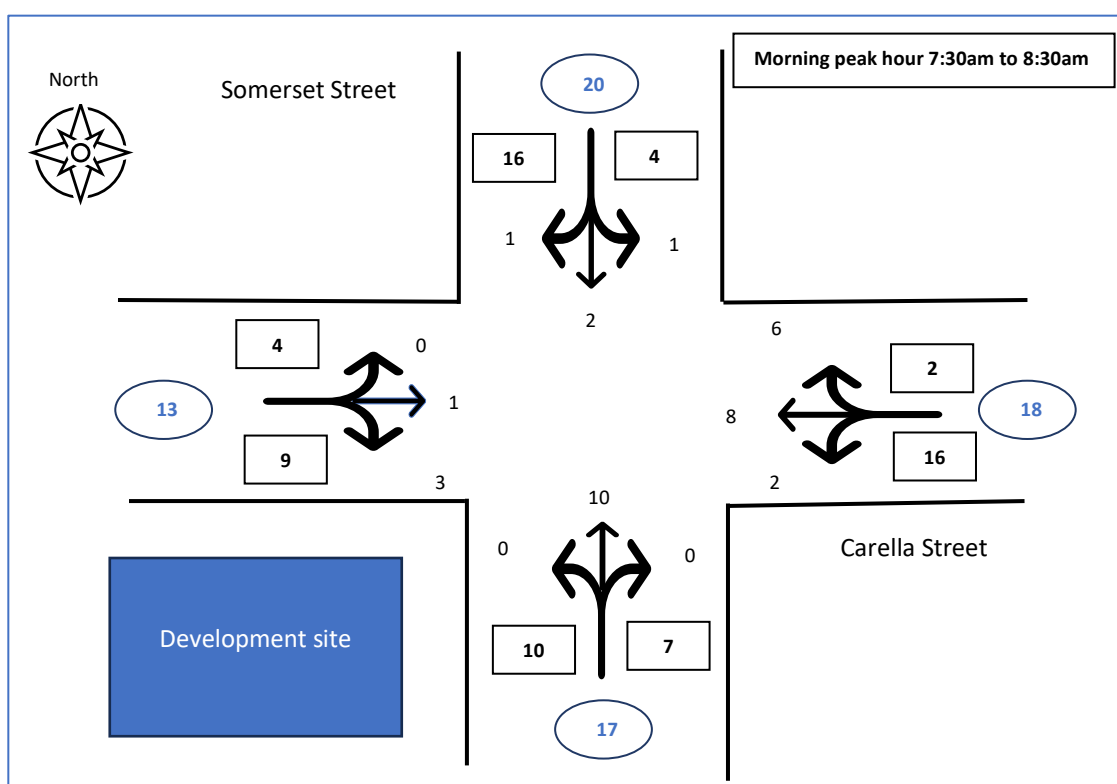
## 6. Traffic flow

A peak hour traffic survey was undertaken at the intersection of Somerset and Carella Streets on Tuesday 6 March 2024, between 7:30 and 8:30am to capture the number of vehicles passing the proposed driveway location.

In total there were 34 vehicle movements recorded at the intersection, with 17 two-way vehicle movements on Somerset Street travelling past the development site, which is an average of one vehicle every 3.5 minutes.

This traffic survey clearly indicates Somerset Street is lightly trafficked, there is a low likelihood of a vehicle using the new driveway, as a vehicle using Somerset Street, demonstrating the new driveway is not expected to cause any adverse traffic impact to current road users.

Diagram 6.0 – Traffic flow at the intersection of Carella and Somerset Streets



## 7. Conclusion

Figure 3.1 within the Standard is very relevant for high trafficked locations, for driveways and accesses that generate significant traffic flow, and less relevant for domestic driveway on lightly trafficked streets.

This traffic assessment has determined the location of the proposed driveway situated 7.5 metres from the intersecting street is not expected to cause adverse safety or traffic impact, with adequate sight lines being available between vehicles using the driveway, pedestrians, cyclists, and approaching vehicles.

This Traffic Impact Statement found no reason for this driveway not to be relocated.