



SORELL PLANNING AUTHORITY (SPA) AGENDA

5 MARCH 2024

COUNCIL CHAMBERS

COMMUNITY ADMINISTRATION CENTRE (CAC)

NOTICE OF MEETING

Notice is hereby given that the next meeting of the Sorell Planning Authority (SPA) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 5 March 2024 commencing at 4:30 pm.

C E R T I F I C A T I O N

I, Robert Higgins, General Manager of the Sorell Council, hereby certify that in accordance with Section 65 of the *Local Government Act 1993*, the reports in this Agenda have been prepared by persons who have the qualifications and experience necessary to give such advice. Information and recommendations or such advice was obtained and taken into account in providing general advice contained within the Agenda.

ROBERT HIGGINS
GENERAL MANAGER
29 FEBRUARY 2024



AGENDA

FOR THE SORELL PLANNING AUTHORITY (SPA) MEETING TO BE HELD AT THE
COMMUNITY ADMINISTRATION CENTRE (CAC), 47 COLE STREET, SORELL ON
TUESDAY 5 MARCH 2024

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1.0 ATTENDANCE

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Chairperson Mayor Vincent
Deputy Mayor C Wooley
Councillor B Nichols
Councillor M Miro Quesada Le Roux
Councillor S Campbell
Councillor J Gatehouse
Councillor M Reed
Councillor N Reynolds
Councillor C Torenus
Robert Higgins, General Manager

2.0 APOLOGIES

3.0 CONFIRMATION OF THE MINUTES OF 27 FEBRUARY 2024

RECOMMENDATION

“That the Minutes of the Sorell Planning Authority (SPA) Meeting held on 27 February 2024 be confirmed.”

4.0 DECLARATIONS OF PECUNIARY INTEREST



In considering the following land use planning matters the Sorell Planning Authority intends to act as a planning authority under the *Land Use Planning and Approvals Act 1993*.

5.0 LAND USE PLANNING

5.1 DEVELOPMENT APPLICATION NO. DA 2023 / 292 - 1

Applicant:	Pitt & Sherry C/O Department Of State Growth
Proposal:	Park and Ride Facility
Site Address:	Tasman Highway & 15 Fenton Street, Midway Point
Planning Scheme:	<i>Tasmanian Planning Scheme (Sorell LPS) or Sorell Interim Planning Scheme 2015</i>
Application Status	Discretionary
Relevant Legislation:	Section 57 of the <i>Land Use Planning and Approvals Act 1993 (LUPAA)</i>
Reason for SPA meeting:	Council land (part) More than one representation received.
Relevant Zone:	29.0 Open Space & 23.0 Community Purpose
Proposed Use:	Vehicle Parking
Applicable Overlay(s):	Nil.
Applicable Codes(s):	C2.0 - Parking and Sustainable Transport Code C3.0 – Road and Railway Assets Code
Valid Application Date:	1 November 2023
Decision Due:	8 March 2024
Discretion(s):	1 Clause 27.3.1 - Non-residential Use – A1
	2 Clause 29.3.1 - Discretionary Uses – A1.
	3 C3.5.1 - Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction - A1.2 & A1.4.
	4 SOR-S1.7.1 – Development on Dispersive Soils – A1.
Representation(s):	Ten (10)

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 5.2023.292.1 for a Park and Ride Facility at Tasman Highway & 15 Fenton Street, Midway Point be approved, subject to the following conditions:

1. Development shall generally be in accordance with the endorsed plans submitted on date except as may be amended by the conditions of this permit.
2. The development must include underground services for water, sewer, stormwater and electricity to suit the future installation of public toilet



facilities at a mutually agreed to location. All reasonable material and labour cost will be met by Council.

3. Prior to the commencement of works, the developer must submit a plan of works required by condition 2.
4. A landscape plan for works associated with the development must be submitted to and approved by Council's Senior Planner prior to the issue of a building permit. The landscape plan must include (but not limited to):
 - a) a north point, a proposed planting design with locations of individual plants at intended spaces and clearly identified species;
 - b) an irrigation system; and
 - c) areas of proposed landscape soft work treatments including garden beds and lawns.
5. All landscaping works must be completed and verified as being completed by Council prior to the commencement of the use.
6. All landscape works must be maintained:
 - a) in perpetuity by the existing owners of the property;
 - b) in a healthy state; and
 - c) in accordance with the approved landscape plan
7. Signage shall be erected on the boundary of the Park and Ride facility which includes the contact phone number for residents to seek information or report issues associated with the facility.
8. Operating hours must be within the following hours, except for office and administrative tasks:
 - Monday to Friday: 6:00am to 8:30pm
 - Saturday: 6:00am to 8:30pm
 - Sunday: 6:00am to 8:30pm
 - Public Holidays: 6:00am to 8:30pm
9. Operating hours of all onsite lighting must be within the following hours, except for the purposes of onsite security:
 - Monday to Friday: 5:45am to 10:00pm
 - Saturday: 5:45am to 10:00pm
 - Sunday: 5:45am to 10:00pm
 - Public Holidays: 5:45am to 8:30pm

Engineering

10. Prior to commencement of any works within the road reservation, a Vehicular Crossing and Associated Works Application (available on Council's website) must be submitted with an associated permit granted for the works.

11. Prior to commencement of use, a new vehicle crossing must be constructed to compliant width, surface treatment, drainage, location and sight distances as specified in a Vehicular Crossing Permit issued by Sorell Council.
12. Prior to commencement of use, all approved off-street car parking facilities must:
 - a) be constructed in substantial accordance with the plans (50 sheets, including cover page) prepared by *Pitt & Sherry* titled *Tasman Highway (A0113) – Greater Hobart Transport Vision – Park & Ride at Midway Point (Fenton Street)* Job No. 3771 last dated 07-Dec-23 last Rev Revision 0.;
 - b) be constructed in substantial accordance with *AS/NZS 2890.1:2004* and *AS 2890.2 – 2022*;
 - c) be designed and constructed to the durable all-weather pavement design specifications approved by this permit;
 - d) have all infrastructure located within (e.g., meter lids, grated pits or pipe trenches) constructed to the appropriate trafficable standard; and;
 - e) be drained to a Lawful Point of Discharge (i.e., acceptably discharged via gravity to the Public Stormwater System) and not concentrate stormwater runoff onto adjoining properties;
 - f) have traffic controls and devices (such as signposting, pavement markings, humps and any other considerations) designed and installed where required, as per *AS/NZS 2890.1:2004*;
 - g) have Physical Controls installed where required (i.e., Kerbs, Barriers, Wheel stops, or Other protective devices), as per *AS/NZS 2890.1:2004*; and
 - h) have parking area lighting installed in accordance with *AS1158.3.1:2020 (Category P)*.
13. Prior to commencement of use, all off-street car parking spaces provided on site and must:
 - a) be at least 5.4m long and 2.4m wide with an additional 0.3m clearance from any nearby wall, fence, other structure or obstruction;
 - b) have a maximum gradient of 1 in 20 (5%) measured parallel to the angle of parking and 1 in 16 (6.25%) in any other direction; and
 - c) have appropriate signposting for entry to a parking area installed.
14. Prior to commencement of use, all off-street car parking spaces for people with disabilities provided on site must:
 - a) be constructed in accordance with *AS/NZS 2890.1:2006* (including provision of a Shared Area and bollard);
 - b) have a connecting footpath, no less than 1.5m wide and with a gradient not steeper than 1 in 14, provided up to the 2.5m wide Shared User Path; and

- c) have appropriate signposting installed to give direction and provide reservation to parking spaces for people with disabilities.
15. Prior to commencement of works within the subject site (including demolition and site disturbance), the developer must ensure:
- a) a Notice of Intention to Carry Out Work (available from Council) is submitted and consent is obtained from Council;
 - b) a Certificate of Currency for Public Liability Insurance for the head contractor is submitted and accepted by Council;
 - c) that the requirements of a site specific Construction Management Plan, Soil & Water Management Plan, Traffic Management Plan, are implemented; and
 - d) all applicable Work Health & Safety requirements are in place.
16. For the duration of all construction related activities, the developer must:
- a) ensure that construction materials, activities, and the site are maintained so as not to cause a hazard to pedestrian or vehicular traffic;
 - b) ensure that any debris transferred to the road reservation during construction is immediately cleaned/removed;
 - c) repair any damage to Council infrastructure resulting from construction related activities, at developer cost and expense; and
 - d) ensure these requirements are met to the satisfaction of the Council Development Engineer.

Environmental Health

17. Light overspill must not be emitted from any source on the land so as to become an environmental nuisance, as defined under Section 53 of the Environmental Management and Pollution Control Act 1994.
18. The use is not to cause an environmental nuisance to the owners or occupiers of land in the surrounding area by reason of noise, smell, fumes, dust or other pollutants emanating from the site.
19. A verification report is required to be submitted to Council within six weeks from commencement of the Park and Ride facility to certify the proposed use is complying with acceptable noise levels indicated in the Pitt & Sherry Noise Assessment dated 24 August 2023 and operating without causing a noise nuisance.
20. For the purposes of protecting Council's stormwater system all stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using water sensitive Urban design principles to achieve stormwater quality and quantity targets in accordance within the

State Stormwater Strategy 2020 and consistent with the Stormwater System management Plan for the relevant catchment.

TasWater

21. All requirements of TasWater Submission to Planning Authority Notice Reference TWDA 2023/01515-SOR and date 10/11/2023

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.
- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.
- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Other Approvals

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Separate building and plumbing approval may be required prior to the commencement of the development/use.

- A Vehicular Crossing Permit can be obtained by completing the Vehicular Crossing and Associated Works Application form available at www.sorell.tas.gov.au/services/engineering.
- You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

Executive Summary

Application is made for a Park and Ride Facility at Tasman Highway & 15 Fenton Street, Midway Point. This property is zoned 29.0 Open Space & 23.0 Community Purpose and is located to the north of the Tasman Highway, approximately 25m east of the Tasman Highway/ Penna Road signalised intersection. Access to the park & ride facility will be provided from Fenton Street, adjacent to the Fenton Street/ First Avenue intersection.



Figure 1 – Subject Site Location

The key planning considerations relate to:

- The non-residential and discretionary use within proximity of the neighbouring general residential land;
- Traffic Generation at a new vehicle Crossing and junction and;
- Development on land within the Dispersive Soils Overlay.

The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme (Sorell LPS)* and is recommended for conditional approval.

Relevance to Council Plans & Policies

Strategic Plan 2019-2029	Objective 1: To Facilitate Regional Growth Objective 2: Responsible Stewardship and a Sustainable Organisation Objective 3: To Ensure a Liveable and Inclusive Community
Asset Management Strategy 2018	The proposal includes the transfer of public open space (pocket park with a playground located at 15 Fenton Street. The Department of State Growth is to provide a \$100,000 payment to Council for replacement play equipment at the Midway Point hall.
Risk Management Strategy 2018	In its capacity as a Planning Authority, Council must determine this application. Due diligence has been exercised in preparing this report and there are no predicted risks from a determination of this application.
Financial Implications	Financial implications associated with the future construction of an onsite public toilet facility. A condition to supply services to the facility will be included on any permit if granted. Future ownership of the proposed assets has not yet been determined.
Open Space Strategy 2020 and Public Open Space Policy	The proposal will result in the loss of an existing public open space asset and transfer of land from Council. The alternative provision of play equipment at the Midway Point hall is close to the existing site and will be consolidated with a broader range of assets appealing to a broader age range.
Enforcement Policy	Not applicable.
Environmental Sustainability Policy	There are no environmental implications associated with the proposal.

Legislation

- This report details the reasons for the officer recommendation.
- Broadly, the planning authority can either adopt or change the recommendation by adding, modifying or removing conditions or replacing an approval with a refusal (or vice versa). Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.
- The planning authority has a specific role in LUPAA. As noted by the Tribunal:

The role of the Council in relation to planning matters is, in very broad terms, to uphold its planning scheme. In that context it is in a sense, blind to everything but the terms of the Scheme. It cannot put economic advantage or perceived community benefits over the terms of the Scheme. And in the context of

enforcement proceedings unless expressly authorised to do so, it may not take any approach which is inconsistent with the terms of its Scheme.

Planning Scheme Operation – for Zones, Codes and site specific provisions

- Clause 5.6.1 requires that each applicable standard is complied with if an application is to be approved.
- Clause 5.6.2, in turn, outlines that an applicable standard is any standard that deals with a matter that could affect, or could be affected by, the proposal.
- A standard can be met by either complying with an acceptable solution or satisfying the performance criteria, which are equally valid ways to comply with the standard.
- An acceptable solution will specify a measurable outcome. Performance criteria require judgement as to whether or not the proposal reasonably satisfies the criteria.
- Clause 6.10 outlines the matters that must be considered by a planning authority in determining applications. Clause 6.11 outlines the type of conditions and restrictions that can be specified in a conditional approval.

Referrals

Agency / Dept.	Referred?	Response?	Conditions?	Comments
Development Engineering	Yes	Yes	Yes	Nil.
Environmental Health	Yes	Yes	Yes	A green space to be changed into a car park will increase the urban heat bank. Therefore a condition to have landscaping and pervious surfaces must be provided. The Midway Point road upgrade saw a major loss in street trees and pervious surfaces. The lack of absorptive surfaces can increase contaminated stormwater runoff into the RAMSAR Wetland and bays where oyster farming has played a major part in this area. During the

				consultation process there were no positive comments for the Fenton St Park and Ride facility. This should be taken into consideration when assessing the application.
Plumbing	Yes	No	No	Nil
NRM	Yes	No	No	Nil
TasWater	Yes	Yes	Yes	Nil
TasNetworks	Yes	Yes	No	Nil
State Growth	Yes	Yes	Nil	Nil

Background

A request for additional information was made to the applicant to:

- (a) include the incomplete Midway Point intersection upgrade landscaping works as part of this proposal consistent with advice from the Department of State Growth that the overdue landscaping would be completed as part of this project; and
- (b) incorporate the location of public toilet facilities in the proposal.

The applicant, correctly, advised that both elements were beyond the scope of the application as made to Council and, further, that neither request would be accepted.

Report

Description of Proposal

The permit application is for a park and ride facility, which only includes car and bicycle parking (there will be no onsite bus stops). Therefore, the proposed land use is Vehicle Parking. Under the planning scheme's Table 6.2 Use Classes, Vehicle Parking is defined as:

Vehicle Parking	use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.
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The proposed park and ride facility is adjacent and to the south of Fenton Street. Vehicular access/egress is via a new intersection on Fenton Street. There are no bus stops within the facility proposed. The development is comprised of:

- Sixty-one (61) sealed car parking spaces (including 2 Disabled Parking Spaces);
- Five (5) sealed motorcycle parking spaces;

- A 'Parkiteer' structure for bicycle storage;
- A sealed internal driveway;
- Two small retaining walls (both 0.4m high) adjacent the southern boundaries of 11 and 13 Fenton Street;
- Dual use footpath / cycle path (exempt from a planning permit – see subsection 13.3 below);
- Fences and handrails adjacent the dual use footpath / cycle path; and
- A range of statutory and regulatory signs (exempt from requiring a planning permit).

The 'park and ride' facility is to be used for car / motorcycle and bicycle parking. It is to operate in conjunction with the timelines of the following bus services:

- Weekdays: First bus departs Midway Point (Fenton St) at 6:08am to Hobart. The last bus arrives at Midway Point (Tasman Hwy) at 7:03pm from Hobart.
- Weekends/Public Holidays: First bus departs Midway Point (Fenton St) at 8:08am to Hobart. Last bus arrives at Midway Point (Fenton St) at 7:06pm from Hobart.



Figure 2 – Site Plan

The application is supported by:

- Plans;
- Planning Report prepared by Department of State Growth dated October 2023;
- Community Consultation Summary Feedback (contain within the Planning Report);

- Dispersive Soil Management Plan prepared by Andrew Tyson (Senior Engineering Geologist) 06 June 2023;
- Noise Assessment prepared Pitt & Sherry dated 24 August 2023;
- Traffic Impact Assessment prepared Pitt & Sherry dated 18 September 2023; and
- Proposed Plans dated 11 October 2023.

Description of Site

The total development site comprises of the following two (2) properties:

- Lot 100 (Road Reserve) that is owned by the Department of State Growth with a total area of 2384sqm; and
- 15 Fenton Street that is owned by Sorell Council and is currently developed as public open space with a playground.

The proposed park & ride facility is to be located over the two (2) separate properties and to the north of the Tasman Highway, approximately 25m east of the Tasman Highway / Penna Road signalised intersection. Access to the park & ride facility will be provided from Fenton Street, adjacent to the Fenton Street / First Avenue intersection.

The site (two (2) separate properties) have a split zone classification of Community Purpose and Open Space under the Planning Scheme. Surrounding land is zoned General Residential with a portion of Local Business to the south-east.



Figure 3 - Subject Site

The site adjoins the Tasman Highway (shown in Figure 3 above) that is a State Growth owned Category 2 Highway. The Tasman Highway operates as the Highway connecting Sorell - Midway Point. Located between the two causeways, the Highway has a posted speed limit of 60km/h and is configured with two 3.5m lanes in each direction. The supplied Traffic Impact Assessment Report identifies that the Tasman Highway carries approximately 39 118 vehicles per day in each direction.

The site adjoins Fenton Street on the northern boundaries (shown in Figure 3 above) and is a Council owned Local Road configured with a single lane in each direction. Fenton Street terminates at a sign-controlled give-way T-intersection with Penna Road providing access to residential properties on the north side of the Tasman Highway in Midway Point.

First Avenue First Avenue (shown in Figure 3 above) is a two-way Council owned Local Road configured with a single lane in each direction. First Avenue terminates at a sign-controlled give-way T-intersection with Fenton Street and providing access to residential properties in Midway Point in a northerly direction.

Planning Assessment

Zone

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
Community Purpose Zone		
27.3.1 A1	Hours	Does not comply given the proposed park and ride facility is within 50m of the General Residential Zone and will be used before 8am.
27.3.1 A2	External lighting	Complies
27.3.1 A3	Flood lighting	N/A – Not proposed
27.3.1 A3	Commercial vehicles	N/A – Commercial vehicles (i.e., deliveries) not required
27.4.1 A1	Height	Complies
27.4.2 A1	Frontage setback	Complies
27.4.2 A2	Side setback	Complies – parkiteer is more than 3m from residential properties
27.4.2 A3	Services	N/A
Open Space Zone		
29.3.1 A1	Hours	Does not comply - given the proposed park and ride facility is within 50m of the General Residential Zone and will be used before 8am.
29.3.1 A2	Flood lighting	N/A – Not proposed
29.4.1 A1	Height	Complies – less than 10m
27.4.2 A1	Frontage setback	Complies
27.4.2 A2	Side setback	Complies – parkiteer is more than 3m from residential properties
27.4.2 A3	Services	N/A

Performance Criteria Assessment 1 – Clause 27.3.1 P1 Non-Residential Uses

Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to an adjacent residential use having regard to:



- a) *the timing, duration or extent of vehicle movements; and*
- b) *noise, lighting or other emissions.*

The performance criteria is applicable as the park and ride facility is to operate between the 6.08am Fenton St Bus service and 7.06pm (current bus service) or 8.01pm (for a potential future bus service).

The proposal satisfies the performance criteria for the following reasons:

- a) The supplied Noise Assessment Report demonstrates that the proposed Vehicle Parking use will have no adverse noise impacts on the nearby General Residential Zone.
- b) Any approved permit is to be conditioned to require lighting to operate in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.
- c) Any approved permit is to be conditioned to require lighting to operate, when necessary, between the 6.08am Fenton St bus service, and 7.06pm (current bus service) or 8.01pm (for a potential future bus service).
- d) The proposed plans show the location of the proposed lighting with closest light to a habitable room being approximately 14m from the room at located at 13 Fenton Street.

Performance Criteria Assessment 2 – Clause 29.3.1 P1 Discretionary Uses

Hours of operation for a use listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must not cause an unreasonable loss of amenity to adjacent sensitive uses having regard to:

- a) *the timing, duration or extent of vehicle movements; and*
- b) *noise, lighting or other emissions.*

The proposal satisfies P1 for the following reasons:

- a) The supplied Noise Assessment Report demonstrates that the proposed Vehicle Parking use will have no adverse noise impacts on the nearby General Residential Zone.
- b) Any approved permit is to be conditioned to require lighting to operate in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.



- c) Any approved permit is to be conditioned to require lighting to operate, when necessary, between the 6.08am Fenton St bus service, and 7.06pm (current bus service) or 8.01pm (for a potential future bus service).
- d) The proposed plans show the location of the proposed lighting with closest light to a habitable room being approximately 14m from the room at located at 13 Fenton Street.

Code

Parking and Sustainable Transport Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C2.6.1 A1	Construction of Parking Areas	Complies with Acceptable Solution A1.1. As the development is to be constructed with a durable all weather pavement and be drained to the public stormwater system, and contain stormwater on the site, it will comply with Acceptable Solution A1.
C2.6.2 A1.1 & A1.2	Design and Layout of Parking Areas	Complies with Acceptable Solution A1.1. As all parking, access ways, manoeuvring and circulation spaces proposed as part of the development comply with the requirements of AS2890.1 Parts 1-6, the proposed development complies with Acceptable Solution A1. Complies with Acceptable Solution A1.2. The accessible parking spaces are located close to the bus stops and incorporated into the overall car park design. As such, the proposed development complies with Acceptable Solution A1.2.
C2.6.3 A1	Number of Accesses for Vehicles	Complies with Acceptable Solution A1 As no more than 1 access is proposed as part of the development, it complies with Acceptable Solution A1.
C2.6.5 A1.1 & A1.2	Pedestrian Access	Complies with Acceptable Solution A1.1. As the proposed development includes raised pedestrian footpaths and signs and line marking for pedestrians, it complies with Acceptable Solution A1.1. Complies with Acceptable Solution A1.2. As footpaths from accessible parking spaces are greater than 1.5m wide and all footpaths are

		relatively flat, they comply with Acceptable Solution A1.2.
C2.6.7 A1	Bicycle Parking and Storage Facilities within the General Business Zone and General Business Zone	Not Applicable given Table C2.1 does not require the provision of bicycle parking for the proposed development, this code is not applicable. Whilst the proposed development is not required to provide bicycle parking, a bicycle storage facility with capacity for 27 bikes will be provided. The bicycle parking will be accessible from the shared path that passes through the site and is located in close proximity to the Tasman Highway/ Penna Road intersection where the bus stops are located. The bicycle storage facility is visible from the intersection and will be lit to ensure it can be accessed during hours of darkness.

C3.0 Road and Railway Assets Code

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
C3.5.1 A1.1, A1.2, A1.3, A1.4 & A1.5	Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction	<p>Acceptable Solution A1.1 and A1.3 are not applicable. Complies with Acceptable Solution A1.5. Does not comply A1.2 and A1.4.</p> <p>The proposed development is not accessed from a Category 1 road or a limited access road and does not include any new junctions or rail network, Acceptable Solutions A1.1 and A1.3 are not applicable.</p> <p>As vehicles can exit and enter the site in a forward direction to and from Fenton Street, it complies with Acceptable Solution A1.5.</p> <p>The proposed development includes a new access and written consent has not been received from Council, it cannot comply with Acceptable Solution A1.2.</p> <p>The traffic generated at the access increases by more than forty (40) vehicle movements per day and therefore it cannot comply with Acceptable Solution A1.4.</p>

Performance Criteria 3 – Clause C3.5.1 P1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction

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 development application includes Traffic Impact Assessment (TIA) produced by Pitt & Sherry (dated 18 September 2023). The supplied TIA report demonstrates that there is no adverse effect on safety or efficiency of the road network.

Specifically, it is considered that the Performance Criteria P1 is satisfied in place of Acceptable Solution A1.2 and A1.4 given:

- a) Based on the SIDRA modelling results presented in the TIA report, the traffic generated by the proposed development is not expected to result in any safety or operational issues on the road network surrounding the site.
- b) The proposed development is expected to generate predominantly light vehicle traffic which is already catered for on the surrounding road network.
- c) Based on the observations made on site and SIDRA modelling results presented in the TIA report, all intersections in the vicinity of the site currently operate well. Modelled intersections are also expected to continue to operate well post development and Ten (10) years post development.
- d) Fenton Street is subject to a 50km/h speed limit. This speed limit is expected to be consistent with the safe and efficient access to the proposed development. e) There are no alternative accesses from Fenton Street to the proposed development.
- e) The proposed development will ensure a suitable facility for people to park and catch a bus to the city.
- f) The TIA report has been prepared for the proposed development and identifies that the proposed development is not expected to have any major impacts on the safety and operation of the surrounding road network.

- g) Council and the State Growth own and maintain the local road network in the vicinity of the site. Relevant advice by State Growth (the applicant) and Council has been adequately considered.

SOR-S1.7.1 – Development on Dispersive Soils

Applicable Code standards		
Clause	Matter	Complies with acceptable solution?
SORS1.7.1	Development on dispersive soils	Does not comply A1 given the buildings and works result in the disturbance of soil.

Performance Criteria 3 – SOR-S1.7.1 P1.1 Development on Dispersive Soils

Buildings and works must be designed, sited and constructed to minimise the risks associated with dispersive soil to property and the environment, having regard to:

- a) the dispersive potential of soils in the vicinity of proposed buildings, driveways, services and the development area generally;*
- b) the potential of the development to affect or be affected by erosion, including gully and tunnel erosion;*
- c) the dispersive potential of soils in the vicinity of water drainage lines, infiltration areas and trenches, water storages, ponds, dams and disposal areas;*
- d) the level of risk and potential consequences for property and the environment from potential erosion, including gully and tunnel erosion;*
- e) management measures that would reduce risk to an acceptable level; and*
- f) the advice contained in a dispersive soil management plan..*

The Dispersive Soils Management Plan has been supplied has confirmed that the development designed is included in the proposal to mitigate the impacts.

- a) Dispersive soils have been identified and the development designed to mitigate the impacts.
- b) Drainage works have been designed such that water is controlled and not concentrated into unprotected soils that may then cause gully or tunnel erosion.
- c) Stormwater captured by the sealed area will be transported through lined drainage systems to a closed stormwater system. Landscaping around the site features subsoil drainage that includes gravel filters that slow water flow and encourage soil stability.
- d) The level of risk is assessed to be low based upon stormwater management design for site and the location of the development.

- e) Ongoing maintenance of onsite drainage systems constructed in line with design parameters will reduce future risk to an acceptable level.
- f) The advice contained in this Dispersive Soils Management Plan is sufficient.

Community Consultation

The Department of State Growth (Applicant) undertook community consultation on concept designs for the proposed park and ride facility that was open between Thursday, 30 June and Saturday, 30 July 2022. The consultation allowed members of the community to provide their feedback on the concept designs online by leaving comments and feedback on an interactive map, in person at a display venue in the local area or by phone and email. The consultation opportunity was promoted on the Transport website, the RoadsTas Facebook page, through public notices in the Mercury newspaper and via a letter to residents in the suburbs closest to Claremont, Midway Point and Rokeby. Properties next to the sites were door knocked before the letters were distributed.

As of result of the community consultation process the following feedback summary has been supplied as part of the Development Application:

State Growth response to feedback

During the consultation the department heard the following:

What we heard	Department of State Growth response
We received some support for park and ride facilities. There were 30 comments supporting park and ride facilities.	There is support for park and ride facilities and improved public transport to provide an alternative travel choice for commuters in growing suburbs.
<p>Preferences for different locations for the park and ride facilities</p> <ul style="list-style-type: none"> - There were 25 comments on the location of the park and ride facilities. - Claremont: there were seven comments on this location, with some comments supporting the location and others suggesting alternative locations such as Brighton and Cambridge. - Midway Point: there were 11 comments that were not in support of the location. - Rokeby: there were seven comments on this location, two supporting the location and others highlighting concerns with the location, for example that it is hilly and prone to flooding. 	<p>Everyone's daily commute is different and we want to provide the people of Hobart with more options for commuting and using public transport.</p> <p>Commuters and passenger transport users may use a bus for part or all of their journey.</p> <p>We have proposed park and ride facilities in growing suburbs. These suburbs are between 13 kilometres (Claremont and Rokeby) to 21 kilometres (Midway Point) from Hobart's CBD.</p> <p>We received a small number of community comments suggesting we integrate park and ride facilities into places where people often go (such as shopping centres in Claremont and Rokeby).</p> <p>We also heard that Sorell was a suitable location for a park and ride facility. There is already an existing, Council-owned and operated park and ride facility on Station Lane in Sorell. The Midway Point park and ride facility intends to service residents in this area.</p> <p>To select locations, we assessed regions where commuters come from, Hobart's road network, its land uses and the existing bus network.</p> <p>The proposed park and ride facility locations are also close to existing bus routes and shared path networks.</p> <p>This does not preclude additional park and ride facilities being provided in the future to support modal shift and provide alternative travel choice for commuters in growing suburbs.</p>
<p>Concern about preventing anti-social behaviour, including installing CCTV, to ensure safety for cars and facility users</p> <ul style="list-style-type: none"> - There were 124 comments on anti-social behaviour, including 23 comments (18 per cent) about night-time anti-social behaviour and a desire for CCTV at park and ride facilities. - We also heard comments on personal, traffic/road and vehicle safety, including personal safety on buses. 	<p>We heard the community's feedback for installing CCTV at park and ride facilities and we are now investigating security options as part of the detailed design process.</p>

What we heard	Department of State Growth response
<p>Neighbourhood shared path connectivity</p> <ul style="list-style-type: none"> - We heard 36 comments about providing connecting footpaths from neighbouring streets, existing congestion, existing road conditions, intersections, pedestrian crossings, the location of bus stops, residential street traffic, and the need for traffic treatments such as bollards, fencing and No Through Road signage (at Midway Point). 	<p>We heard the community's concerns about providing safe shared path connections to and from park and ride facilities.</p> <p>We also heard that path types and their locations need to be accessible for a variety of users.</p> <p>As part of future planning applications to councils, we will complete traffic impact assessments specific to site locations. These assessments aim to predict the impact that a development is likely to have on the operation of the surrounding road network.</p> <p>We will investigate and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.</p>
<p>Road safety and traffic congestion around facilities</p> <ul style="list-style-type: none"> - We heard 57 comments about safety concerns entering and exiting the park and ride facilities. 	<p>We heard the community's concerns about ensuring the safety and efficiency of entering and exiting the park and ride facilities.</p> <p>In particular, we heard concerns about the intersection treatment on Claremont Link Road (Claremont), and the current conditions on Pass Road (Rokeby).</p> <p>As part of future planning applications to councils, we will complete traffic impact assessments specific to site locations. These assessments aim to predict the impact that a development is likely to have on the operation of the surrounding road network.</p> <p>We will investigate and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.</p>
<p>Impacts on neighbouring residential properties</p> <ul style="list-style-type: none"> - We heard 66 concerns from neighbouring property owners about the impacts of the proposed park and ride facilities. These concerns included: anti-social behaviour, bird habitats, the construction timeframe, drainage, fencing, graffiti, lighting, noise, pollution, privacy, property devaluation, safety of children and pets, speed limits, street parking, theft, tree removal and visual impact. 	<p>We heard concerns from residents next to park and ride facilities.</p> <p>We will consult further with neighbouring residents as we develop the detailed designs for the facilities and work with them to further discuss and address their concerns.</p>
<p>Facility landscaping and broader use</p> <ul style="list-style-type: none"> - We heard 16 comments about the design of the park and ride 	<p>We want to provide park and ride facilities that are inviting places for passengers to wait for their bus.</p> <p>Landscaping plans for the Midway Point facility are underway.</p>

What we heard	Department of State Growth response
<p>facilities to ensure that they are inviting places for passengers to use.</p>	<p>We will work with landscape architects to provide suitable plans for landscaping the Claremont and Rokeby facilities.</p> <p>We also received requests from the Rokeby community to include solar panel roof tops, community artwork, and a dog and nature play area. At this time, these suggestions are out of scope for this project, but have noted them for consideration where appropriate in any future planning or discussions with councils.</p>
<p>Supporting cyclists (including e-options), and e-scooter users.</p> <ul style="list-style-type: none"> - There were 60 comments about making improvements to support cyclists using the park and ride facilities, including access to the facilities and bicycle storage. 	<p>We are reviewing feedback improvements to support cyclists, including shared paths and cyclist crossing locations connecting to and within the park and ride facilities to include in the detailed designs.</p> <p>We also received feedback that bicycle storage needs to be indoors, covered and secured (with card access and CCTV). We are working with relevant organisations to identify appropriate and suitable bicycle storage.</p>
<p>Public transport to support park and ride facilities</p> <ul style="list-style-type: none"> - We heard 106 suggestions from the community on improving public transport to support commuters using park and ride facilities. - These included timetables that better suit shift workers, a preference for Metro to service the Midway Point area, accessible passenger seating, affordable pricing with a variety of payment methods, electric buses, express services, larger bus shelters, routes for connecting to nearby suburbs and River Derwent ferry services, smaller and more frequent buses and free Wi-Fi at bus shelters. 	<p>The park and ride locations for Claremont, Midway Point and Rokeby were carefully selected as they are close to existing bus routes. These bus routes will either be diverted closer to or into the park and ride facilities, and in some cases, passengers may need to walk a short distance from the park and ride facility to the nearest bus stop.</p> <p>We will also review timetables and make adjustments where required to better cater to passenger demand.</p> <p>To share feedback on passenger transport experiences the community can email ptfeedback@stategrowth.tas.gov.au</p>
<p>Facility maintenance and operation</p> <ul style="list-style-type: none"> - There were 7 comments about the maintenance of park and ride facilities and their hours of operation. 	<p>We are investigating facility maintenance and the operating model for all constructed and future park and ride facilities for Hobart.</p> <p>We will publish more information on these topics when it is available.</p>
<p>Play area and recreation space</p> <ul style="list-style-type: none"> - We heard 18 comments from the community about losing the 	<p>Sorell Council is working to identify a new, nearby play area and community greenspace location at Midway Point. The department will support Sorell Council where needed.</p>

What we heard	Department of State Growth response
play area and recreation space at Fenton Street to provide a park and ride facility at Midway Point.	The Tasmanian Planning Commission recently endorsed rezoning the land for the Midway Point park and ride facility to 'Community Purpose'. We will submit a development application to Sorell Council for the Midway Point park and ride facility.
Supporting motorcycle and scooter users. - We heard 1 comment about providing enough motorcycle and scooter parking spaces.	The park and ride facilities will at a minimum meet the Tasmanian Planning Scheme's requirements for providing motorcycle spaces. We will investigate the provision of motorcycle and scooter parking spaces as part of the detailed design phase to ensure and support active transport connections to and from the park and ride facilities where possible to align with the successful operation of the facilities.
Public transport in general - There were 6 comments about planning carefully for Hobart's public transport options, including light rail and busway systems.	The department is working on a number of transport-related projects to keep Hobart moving and cater for our growing population. More information can be found on transport.tas.gov.au

Figure 4: Community Consultation Feedback Summary

Representations

Clause 6.10.1 of the planning scheme requires the consideration of any representation received but 'only insofar as each such matter is relevant to the particular discretion being exercised'.

Ten (10) representations have been received, which are addressed in the following table.

Issue	Relevant Clause	Response
Loss of Open Space and Community Purpose land, including recreational assets.		<p>Approval of the use and development does not result in the land being rezoned from Open Space.</p> <p>As the proposed Vehicle Parking use is a Discretionary use in the Open Space and Community Purpose zones, the planning authority can approve the application for the following reasons:</p> <ul style="list-style-type: none"> The proposed use and development complies with the applicable provisions of the planning scheme; While some recreational assets will be lost as a result of the proposed development, new (replacement) play equipment,

		<p>seating and BBQ will be provided within the locality (400m away) by way of a contribution to Sorell Council.</p> <ul style="list-style-type: none"> ▪ The existing dual use pedestrian/cycle path will be realigned to avoid the new parking area, while maintaining the same level of connectivity with the current network paths. <p>It acknowledged that some public open space will be lost, the proposed park and ride is consistent with Sorell Council Strategic Plan 2019-2029 objectives that state:</p> <ul style="list-style-type: none"> ▪ Objective 1 – To Facilitate Regional Growth: <ul style="list-style-type: none"> - Item 1 - Advocate for and support the delivery of the government's south-east transport plan. ▪ Objective 3 – To Ensure a Liveable and Inclusive Community: <ul style="list-style-type: none"> - Item 4 - Create an integrated network of shared pathways within and between townships and recreational facilities and services. - Item 5 - Encourage the use of the public transport system and establishment of suitable park and ride facilities.
<p>Project concerns that the:</p> <ul style="list-style-type: none"> ▪ Park and ride facility will not reduce Sorell traffic into Hobart during peak times; ▪ Park and ride will not be used by commuters due to the distances and locations of the bus stops and lack of demand; ▪ The Sorell Park and Ride is a better option for Midway Point commuters; ▪ Bus stops not having enough 		<p>There is an established need to reduce parking in Hobart and demand for the proposed park and ride in the Midway Point location.</p> <p>The location is near existing bus stops and established busy transport routes.</p> <p>The proposed park-and-ride facility is part of a suite of 46 major, strategically located and integrated traffic solutions, being implemented by Transport Services and supported by Sorell Council, through the South Roads Project, which will operate together to reduce car use, improve road safety, reduce traffic in Hobart, mitigate the impacts of climate change and encourage healthy, more sustainable lifestyles for the Tasmanian community.</p> <p>These aims are well-aligned with Sorell Council's various infrastructure, environmental and health objectives for its community.</p>

<p>capacity for people and buses;</p> <ul style="list-style-type: none"> ▪ a better location for a park and ride would be the vacant land on Penna Road, near its junction with the Tasman Highway. 		<p>The proposed location of Midway Point Park and Ride Facility provides Walkability benefits to many residents within the immediate locality. The ability to safely walk to services and amenities within a reasonable distance is usually defined as a walk of 30 minutes or less. In Australia, the most commonly used distance for 'walkability' is 400m, and the nearby bus stops are all within 400m of the proposed park-and-ride facility.</p> <p>Several nearby bus stops to the subject site have recently been upgraded to increase capacity as an overall combined Department of State Growth strategy.</p> <p>Alternative locations were considered as part of this Department of State Growth project. Still, many of the possible sites were deemed unsuitable for a park-and-ride due to the availability of vehicular access and egress while maintaining road safety to accommodate a viable number of vehicles.</p>
<p>Adverse traffic impacts on Fenton Street, including the new vehicle crossing for the park and ride facility will:</p> <ul style="list-style-type: none"> ▪ Further constrain the landowner's use of the vehicle crossing for 11 Fenton Street; ▪ Result increase on street parking in the surrounding streets. 		<p>The supporting Traffic Impact Assessment (TIA) submitted demonstrates that the proposal complies with the applicable requirements of the planning scheme's Road and Railway Assets Code and Parking and Sustainable Transport Code.</p> <p>The proposed vehicle crossing on Fenton Street was assessed to take into account the geometry of Fenton Street and First Avenue and the available sight distance was deemed to be appropriate for the approach speed of vehicles.</p> <p>The park-and-ride facility's potential is likely to decrease street carparking on surrounding local streets by delivering more offsite parking availability.</p>
<p>Adverse noise impacts on surrounding local residents.</p>		<p>The noise assessment concludes that the level of noise from the car park will be significantly less than the traffic noise currently generated by the Tasman Highway, and that the change in overall noise level as a result of the carpark will be negligible.</p>
<p>Adverse impacts from noise and lighting.</p>		<p>The hours of operation only relate to the planning scheme Clause 27.3.1 (Non-residential use) and</p>

		consideration of the proposal's potential noise and light emissions. The Noise Assessment submitted with the application demonstrates that the proposal will have no adverse noise impacts. The planning report submitted with the application includes information that demonstrates the lights will comply with the relevant Australian Standard. Therefore, should commuters arrive earlier than 6.08am (the first morning bus service, the proposal will still comply with this Clause 27.3.1.
The proposal is a car park and not a park and ride.		Under the planning scheme, the land use category for the proposal is 'Vehicle Parking'. This is clearly stated within the application details that were submitted to the planning authority and advertised. The park and ride relies on the use of existing, offsite bus stops. The use of these bus stops is exempt under Clause 4.2.7, and is not part of the planning permit application. The proposal is comprised of a car parking area and no bus stops however, the proposed development is part of the Tasmanian Government's, Transport Services South Road Projects: Greater Hobart Park & Ride (GHP&R) project, which offers commuters car parking close to existing key bus routes. The park and ride will utilise nearby existing bus stops, some of which have been recently upgraded as part of the installation of the signalised intersection.
The proposed Gross Pollutant Trap (GPT) will only remove large rubbish but will not remove metals, petrol and oil etc resulting from sealed car parks. The sealing of the car park will result in increased water volumes to existing over loaded outfalls into the listed Ramsar wetland.		All stormwater from the park and ride facility is proposed to be treated by a treatment system consisting of proprietary litter traps (Oceanprotect - OceanGuard or similar)) located in each stormwater pit (primary treatment targeting coarse sediment and gross pollutants) and a secondary filtration system (OceanGuard - Stormfilter or similar) targeting "suspended solids, hydrocarbons, nutrients, soluble heavy metals, and other common pollutants". The system will additionally be treating a small portion of the external residential catchment that is intercepted by the network. The level of treatment is proposed to be consistent with Water Sensitive Urban Design procedures and the target pollutant reductions as outlined in the State Stormwater Strategy and referenced in the Council's Stormwater in New Development Policy.

<p>Concerns over loss of views, antisocial behaviour and noise.</p>		<p>This matter is not relevant to the permit application and cannot be considered by the planning authority when determining the application for the following reasons:</p> <ul style="list-style-type: none"> ▪ The applicable provisions of the planning scheme do not require consideration of the loss of views or potential antisocial behaviour associated with the proposed use and development; and ▪ The proposed parkiteer is exempt from a planning permit, under Clause 4.2.7 (an exemption for minor infrastructure). It is the same or similar to other bicycle parking storage units used in other park and ride facilities in Tasmania. Further, passive surveillance from nearby houses and proposed adequate lighting for the park and ride will deter antisocial behaviour.
<p>Inappropriate proposed planting. Specifically, the use of <i>Eucalyptus viminalis</i> (50m tall tree) at this site and landscaping along the eastern boundary of 13 Fenton Street.</p>		<p>The applicable planning scheme zones and codes do not specifically require landscaping for the proposed use and development or prescribe particular types of species. Future landscaping maintenance regimes will require by way of a relevant permit condition to require State Growth to submit a maintenance plan for approval. Only two <i>Eucalyptus viminalis</i> trees have been proposed to be planted in the permit application area. One is to the south-west of the vehicle crossing on Fenton Street and the other is on the site's southern boundary with the Tasman Highway. Both locations are deemed likely chosen to avoid any adverse impacts. The inclusion of the number of taller trees to provide some shade within the park and ride facility is critical for local amenity. State Growth will be responsible for the maintenance of all landscaping for the proposed park and ride. The removal of trees and other vegetation adjacent to 13 Fenton Street's eastern boundary is necessary to provide a safe new vehicle crossing for the proposed park-and-ride. It is worth noting that landscaping plans demonstrate that the vegetation will be replaced by new trees and shrubs. The application states that the 'removal of the large tree from 13 Fenton Street is necessary as excavation to construct the new car park pavement will</p>

		encroach into the tree protection zone of the tree, which would potentially cause it to die. This has been discussed with the landowner, who agreed to remove the tree.
Inappropriate site location. Specifically, concerns that a Midway Point Park and Ride is not mentioned as a project in the South East Traffic Solution (SETS). Suggested comments that another location in the south of Sorell would be more appropriate.		The location of the Midway Point Park and Ride was determined after strategic and technical analysis, consultation with Sorell Council and the broader community in 2022. Multiple alternative sites were considered before deciding on the Midway Point location in 2023.

Conclusion

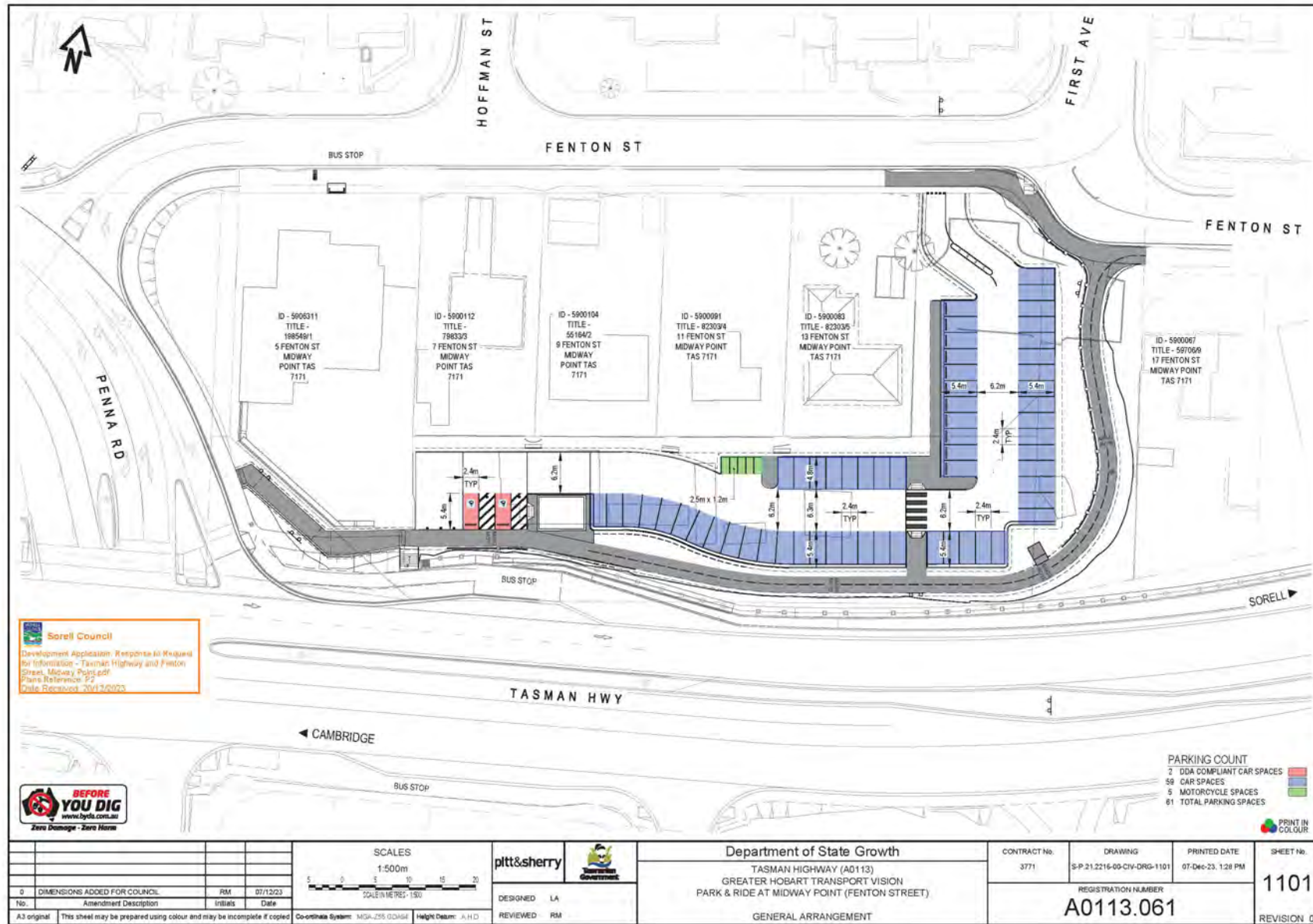
The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme (Sorell LPS)* and is recommended for conditional approval.

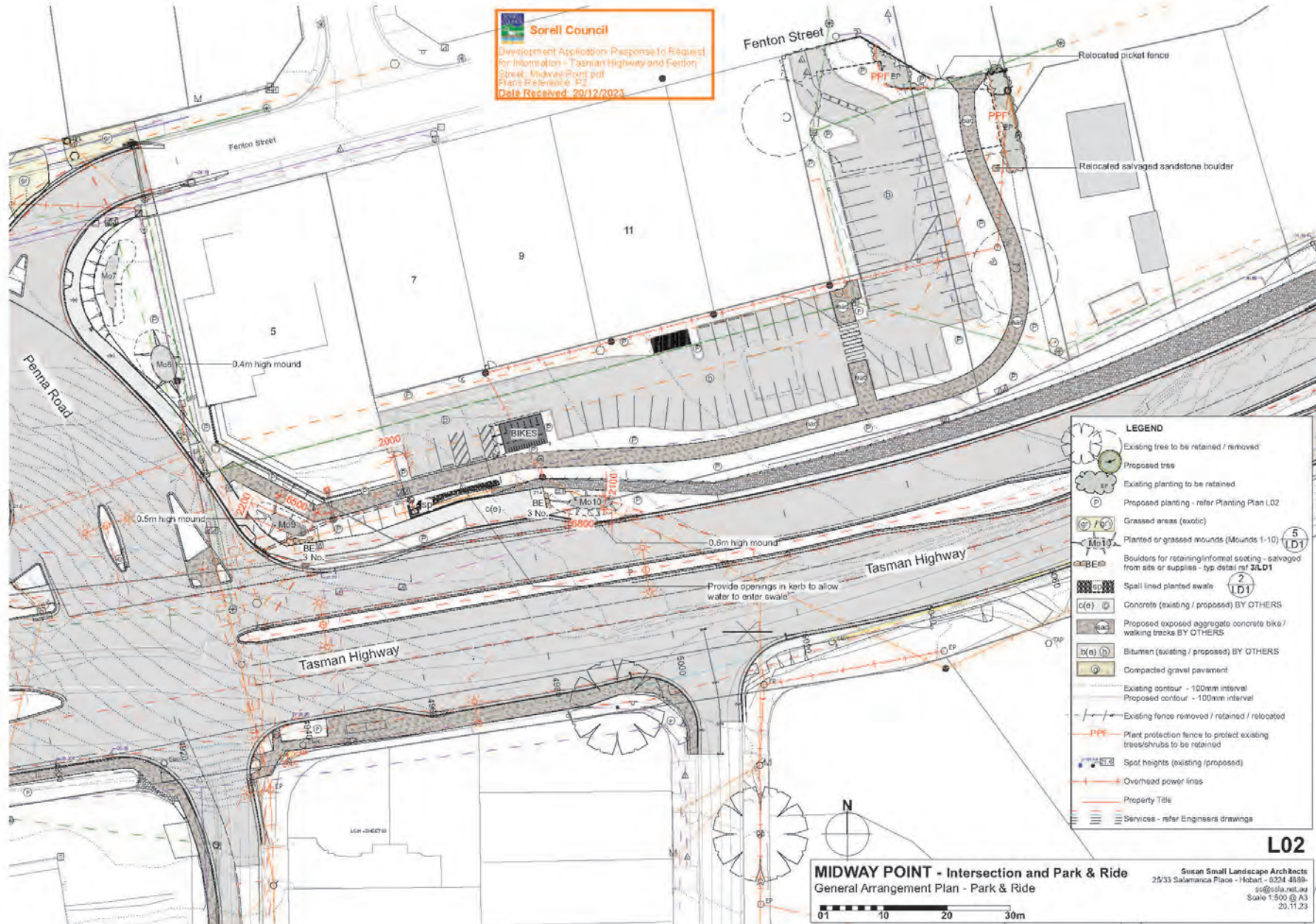
Shannon McCaughey
SENIOR PLANNER

Attachments:
Proposal Plans
X 10 representations

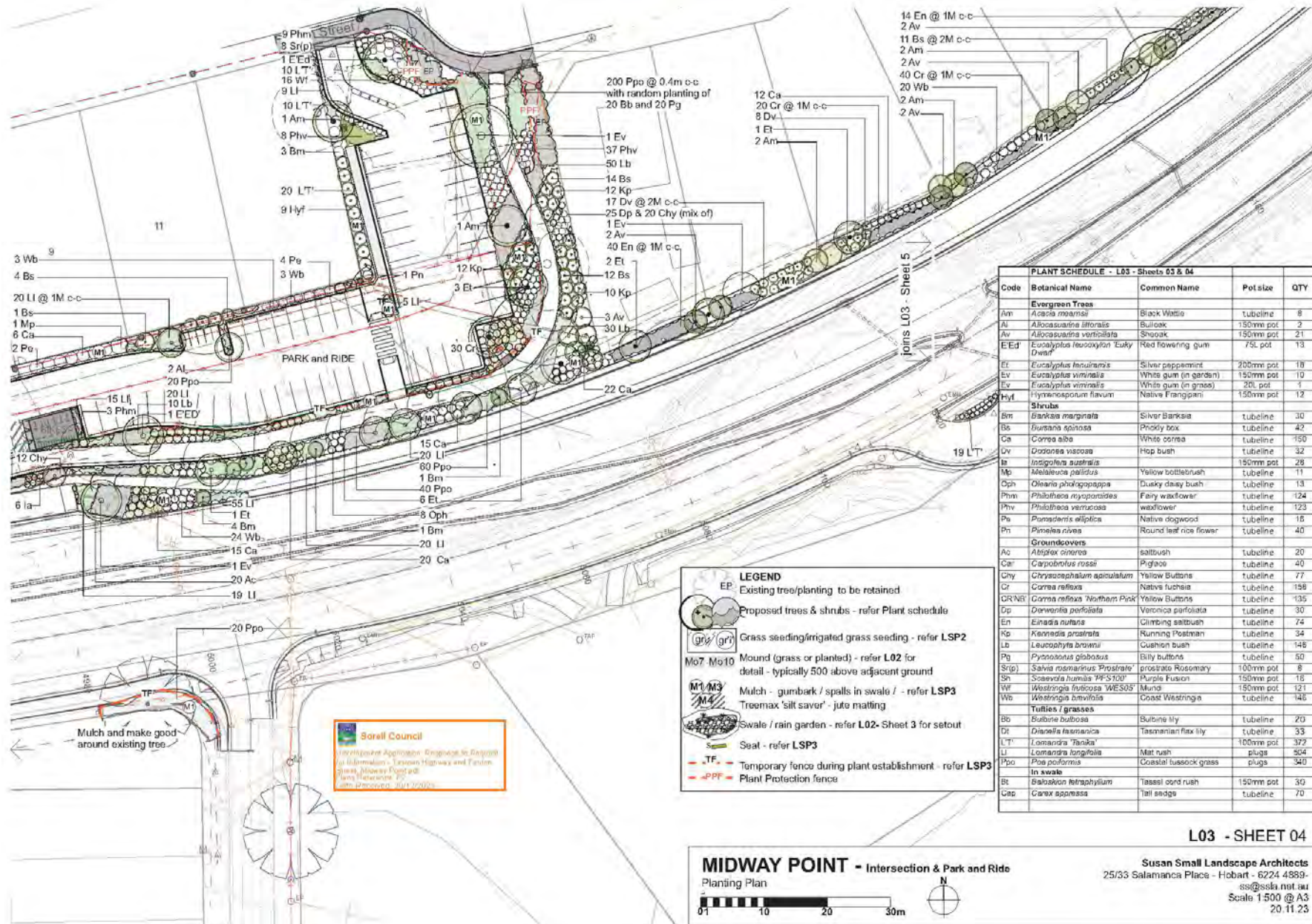
Separate attachments:
Planning Report
Traffic Impact Assessment
Noise Report

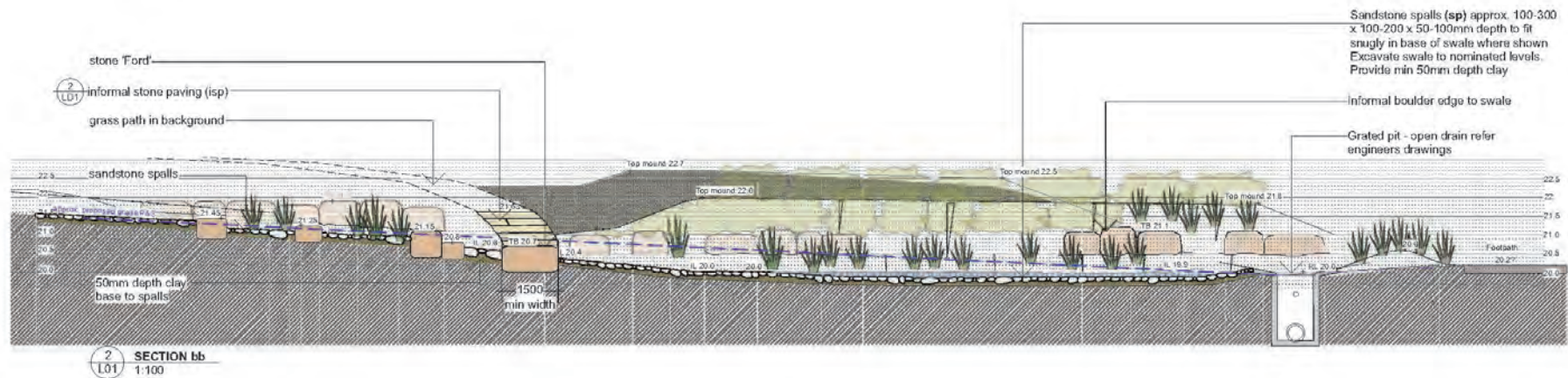
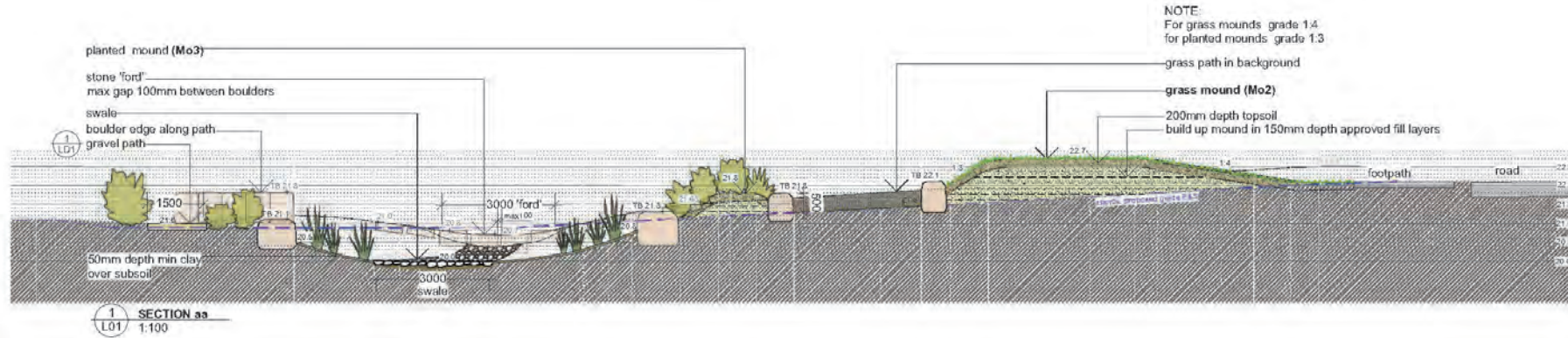












NOTE
Refer LSP2 BOULDER SCHEDULE
for all stone paving, boulders, 'ford'
dimensions etc

LS1

MIDWAY POINT - Intersection and Park & Ride

Park on Penna Rd / Tasman Hwy Corner
Sections through Park

Susan Small Landscape Architects
25/33 Salamanca Place - Hobart - 6224 4889
ss@ssla.net.au
Scale as shown
20.11.23

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CODES USED FOR ENGINEERING OF STRUCTURE:

DESIGN

STEEL STRUCTURES

AS4100: 1998 - STEEL STRUCTURES

AS/NZS 1163: 2009 - COLD-FORMED STRUCTURAL STEEL HOLLOW SECTIONS

FINISH

AS4506: 2005 - METAL FINISHING: THERMOSET POWDER COATINGS

AS2309: 2008 - DURABILITY OF GALVANISED AND ELECTROGALVANISED ZINC COATINGS FOR THE PROTECTION OF STEEL IN ATMOSPHERIC APPLICATIONS
AS2312.2: 2014 - GUIDE TO THE PROTECTION OF STRUCTURAL STEEL AGAINST ATMOSPHERIC CORROSION BY THE USE OF PROTECTIVE COATINGS - HDG

WELDING

AS/NZS 1554.1: 2014 STRUCTURAL STEEL WELDING - WELDING OF STEEL STRUCTURES

CONCRETE

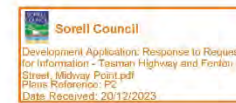
AS3600: 2009 - CONCRETE STRUCTURES

BOLTING

AS/NZS1252: 1996 - HIGH STRENGTH STEEL BOLTS
AS1111.1: 2015 - ISO METRIC HEXAGON BOLTS AND SCREWS - PRODUCT GRADE C - BOLTS
AS1111.2: 2015 - ISO METRIC HEXAGON BOLTS AND SCREWS - PRODUCT GRADE C - SCREWS

DESIGN LOADS

AS/NZS 1170.0: 2002 - STRUCTURAL DESIGN ACTIONS - GENERAL PRINCIPLES
AS/NZS 1170.1: 2002 - STRUCTURAL DESIGN ACTIONS - PERMANENT, IMPOSED, AND OTHER ACTIONS
AS/NZS 1170.2: 2011 - STRUCTURAL DESIGN ACTIONS - WIND ACTIONS



NOTE: MESH PATTERN HIDDEN FOR CLARITY

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AGENDA
SORELL PLANNING AUTHORITY (SPA) MEETING
5 MARCH 2024

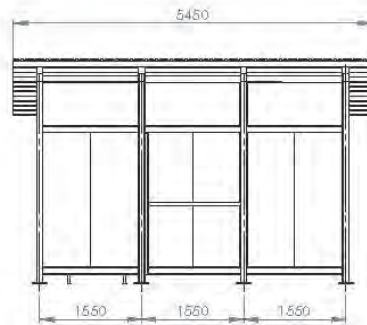
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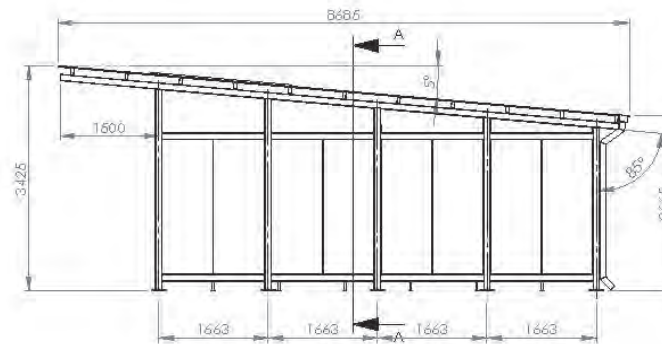
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NOTE: PROVISION FOR SOLAR PANELS IN THE FUTURE, NOT INCLUDED IN THIS SCOPE

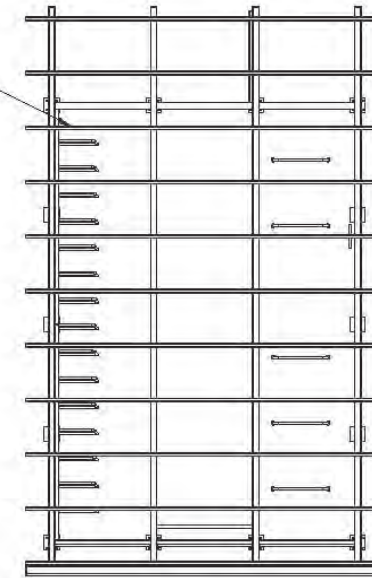
NOTE: HIDDEN ROOF SHEETS AND SOLAR PANELS TO SHOW ROOF FRAMING



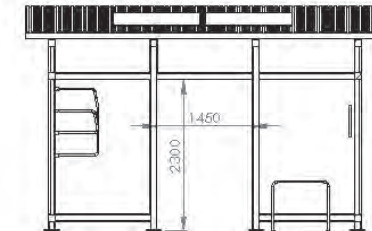
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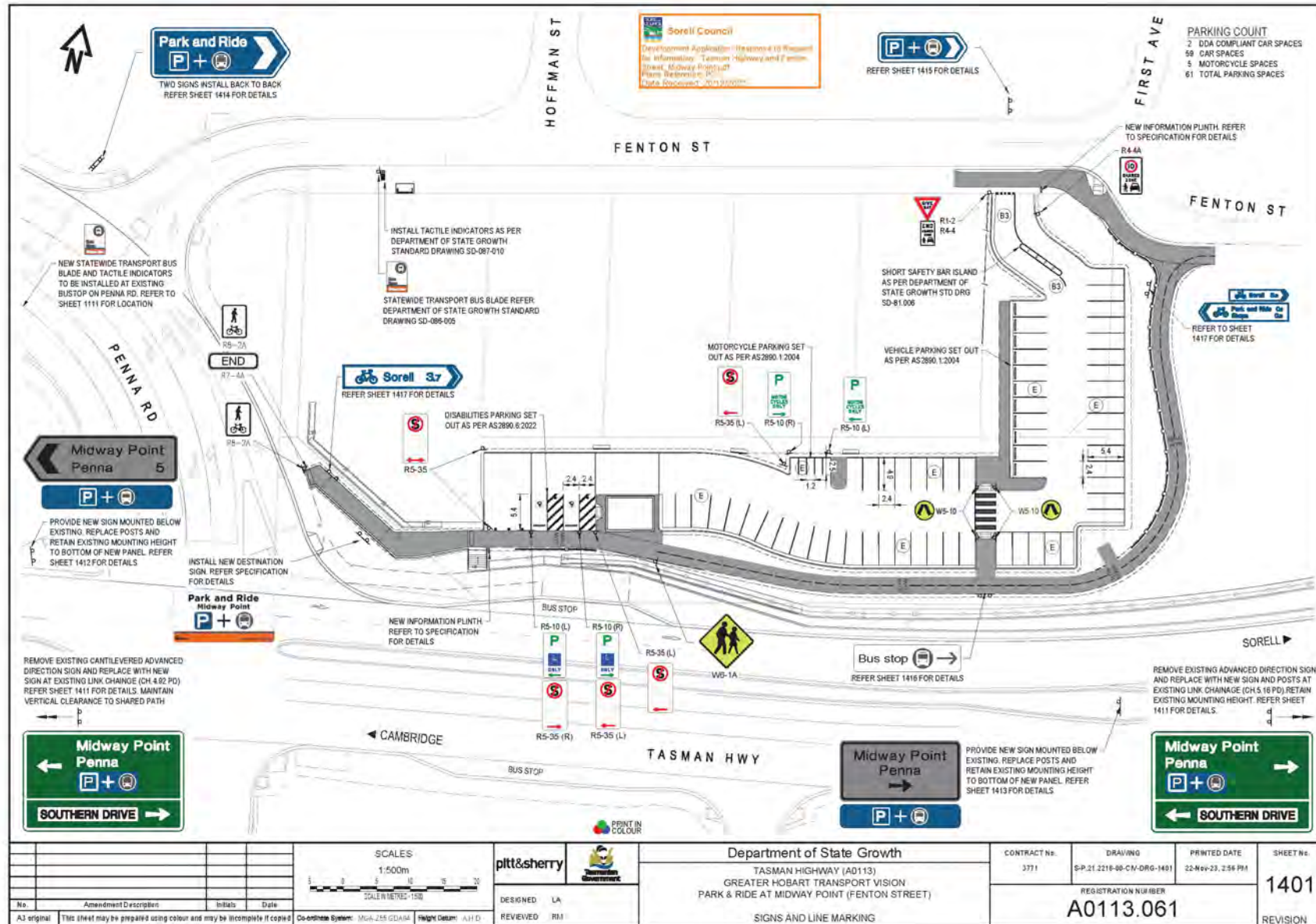
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NOTE: MESH PATTERN HIDDEN FOR CLARITY

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					FINISH: POWDER COATED		QUOTE/PROJECT NO: -				CLIENT: TRANSPORT TASMANIA		ISSUE: 1	SCALE: 1:65
					REVISED BY: DATE		DRAWN BY: DATE				DESCRIPTION: 27 BIKE PARKING CAGE		SHEET: 02	SIZE: A3
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AGENDA
SORELL PLANNING AUTHORITY (SPA) MEETING
5 MARCH 2024



Fenton Street Car Park Planning Permit Submission 5.2023.392.1

Introduction

Firstly, I would like to point out that when this first came before council I lodged a submission with Council, received an auto reply stating it would be passed on to the relevant person and I would be contacted. I heard nothing from that point on.

I wrote to all councillors including the mayor about this issue and only Melinda Reed had the courtesy to acknowledge my email.

It is just as important to look at the reasoning behind a proposal and community value as it is to look at the actual proposal. In June 2023 I meet on site with representatives from Pitt and Sherry. When I questioned the proposal being called a park and ride, I was told "its just terminology". This permit application under the planning scheme is for a car park. If this development is to be called and signed as a park and ride then the Somerville Street car park which, is forty meters closer to a bus stop should be renamed as a park and ride, which it is not. When is it okay to use terminology to incorrectly or mislead a developments actual purpose. To do so is actually a lie.

The application states that the car park will operate from 6.08am however that is the time the first bus is supposed to leave the bus stop. Therefore, this will require people to arrive earlier than 6.08am if they want to catch the bus.

The South East Traffic Solution states: **The Sorell area is leading population growth in Tasmania's south, increasing at nearly three times the rate of the whole state. With that growth comes increasing pressures on the transport system. This leads to traffic congestion and reduced travel time reliability at peak times for those travelling between the southern beaches (including Dodges Ferry and Carlton), Sorell and Hobart.** If a park and ride was the answer then you would expect those traveling from the southern beaches area would utilise the Sorell Park and Ride which they drive past every morning. The increased in tourist traffic is also mentioned however they do not use park and rides facilities. As the SETS is identified as a short to medium term solution it shows the short sightedness of this document. Basically, those SETS solutions will be obsolete in ten years. A Midway Point Park and Ride is not mentioned as a project in the SETS and a better solution would be a park and ride with greater capacity south of Sorell which would not have community impacts as well as giving those traveling from the Southern beaches and have a greater impact on traffic flows.

As far as the proposed car park goes, 66 people (based on single car occupancy) and not including those on push bikes are not going to walk between 100 and 150 meters, particularly during those cold wet/windy winter mornings, to a 3-person bus shelter (Fenton Street) to wait for a bus. Even at 1/3 capacity this will see 22 people (based on single car occupancy) trying to fit into a 3-person bus shelter. The highway bus stop option is to walk up to 200 meters stopping at traffic lights in the wind and rain before crossing the Tasman Hwy to a 3-person shelter. The Fenton Street bus stop can only accommodate a single bus at a time while the Tasman Hwy bus stop can only take two buses. This will certainly not accommodate the required bus service.

If the proposal is aimed at reducing Sorell traffic into Hobart during peak times it fails significantly. The 61 car and five motor bike car park will have no impact on the 18,109 cars traveling west and 21,000 traveling east (Pitt & Sherry traffic report) through the Midway intersection during peak hour. This proposal is short sighted and does nothing to future proof traffic impacts as this problem will only increase based on the current Sorell area predicted growth rates. How many new vehicles will join the peak hour traffic in the next twelve months. It's like putting a band-aid on a bullet hole.

Permit advertisement

Photo 1: Photo of 2 planning notices taken from existing footpath



Two council planning notices were put in place with one attached to the rear fence of No 11 and No 7 Fenton Street (photo above). These are easily missed due to the distance from the Fenton Street reserve footpath with none placed near the entrances to the proposed car park site or near the playground. If I had not investigated fence maintenance, I would never have seen the notices. It was a couple of days later that I received a notice through the mail.

Fenton Street Traffic

I'm not sure when the application report Fenton Street photo was taken (page 3 of the Pitt & Sherry traffic impact assessment report) but I do know it does not reflect actual road conditions (Photos 2&3 below). Cars and trucks are usually parked outside 7 to 13 Fenton Street changing 40-50 meters to a single lane (see photos below). It can be a tight squeeze entering and exiting my driveway at 11 Fenton Street with vehicles parked either side. When entering Fenton Street from Penna Road I consistently have to wait at the Hoffman Street intersection to allow cars/trucks coming from the First Avenue end to pass. This will only increase with 66 vehicles entering and exiting the proposed car park and the usual flow of traffic up Fenton Street during peak hour. One parked car has been significantly damaged as a result of the resulting log jam.

Photo 2: Actual Fenton Street traffic conditions (looking west from outside 11 Fenton St)



Photo 3: East up Fenton St. (Two or more cars can be added at varying times)



The yellow line on the left was recently added as vehicles including boats parked on that side of the road at the same time as those parked on the other side. A car is occasionally parked on the left where the yellow line finishes.

Stormwater

A Gross Pollutant Trap (GPT) is proposed for the car park. A GPT will only remove large rubbish but will not remove metals, petrol and oil etc resulting from sealed car parks. The sealing of the car park will result in increased water volumes to existing over loaded outfalls into the listed Ramsar wetland.

Local Community

The construction of the car park will see the loss of Open Space and Community Purpose land to the local community. This includes a well-used playground, barbeque area as well as a basketball ring area. A car park in this environment is not a community purpose use. There is no Midway local land available to replace the community loss and to add a slide to any existing Midway playground is insulting to the Fenton Street area community. The Pitt & Sherry report states the request for improved public transport came out of public consultation. This proposal does nothing to improve the areas public transport. There are already existing bus stops within the local area that are within walking distance from residences. It does not change the existing public transport service which does not supply what is actually required.

Noise

The Pitt & Sherry noise report estimated the impact of **two cars** parking outside 13 Fenton Street. The proposed car parks are on the east and south property boundaries of 13 Fenton Street. The master bedroom is in the north-west corner of the dwelling approximately 15 and 21 meters respectively. My bedrooms and living area are end of my house approximately 5 meters from the proposed development and my windows are above fence height and open year-round (photo 4 below). I will be directly impacted by car and motor bike engine noise and the closing of car doors and boots along with people talking etc. If you take only those car parks directly inline with my property boundaries this results in two cars and five motor bikes within 5 meters of my house with a further seven cars passing within 12 meters. Then there are a further six cars that need to pass within 12 meters of my home to reach adjoining car parks to the west. **This will result in several cars and 5 motor bikes approximately six meters from my head at six in the morning and I believe this is an unreasonable loss of amenity.** Then add a further 13 cars traveling within 12 meters. This does not include the other 48 cars within the car park along with noise created by doors and boots closing as well as people talking etc. With the TV on I can hear a car/motor bike idling at the highway traffic lights over 100 meters away so imagine the impact of two or more cars and/or two motor bikes 6 meters from my head at 6am. I am retired and this will impact my quality of life and mental health. I purchased my property for the green community space to the rear and clear views of the lagoon.

Photo 4: 11 Fenton Street

Left - lounge, middle- master bedroom & right 2nd bedroom

**Lighting**

The area is already illuminated by the highway street lights and now there will be the accumulated light from the proposed car park lighting. Although I have a rear paling fence I will still be impacted by car and bike lights as well as security lighting.

Bike Shed

Calling a bike shed a parkiteer may sound good but it doesn't change the fact that it is just a bike shed. The construction of the bike shed will not only impinge on my views of the lagoon but will stand out in the immediate landscape like a pimple on a dogs !!!!!. Its proposed location sees it standing out in no-man's land and will defiantly stand out in the landscape particularly from the as you enter Midway along the highway. From personal experience as with other public structures I can see this bike shed developing into a place for anti-social behaviour including but not limited to an underage drinking spot, public late night toilet and vandalism. I envisage once the door latch is broken it will bang throughout the night in the wind that blows up through the cutting.

General

Spending 1.64 million-dollars on a small car park shows a lack of understanding climate change, traffic management, public transport requirements and community needs. This proposal will not see any real traffic reduction or have any impact on Hobarts traffic congestion. It will not benefit the Midway Point community but will have a negative impact due to the loss of community amenities and green space.

The planning permit proposal report states that the community requested improved public transport. During the same site meeting I raised the points that the current bus service did not cater for the range of user work hours and the bus pickup and drop off stops didn't cater for the range of proposed user work sites. Buses currently go to Hobart but don't travel to the

range of areas users want to travel to with a large number of vehicles taking the Mornington, Rosny and Lindisfarne off ramps during peak hour. I was told that a suitable bus service would be put in place in the future after the car park was in use thus resulting in increased demand for an appropriate service. People need a bus service that will cost them less and will drop them off closer to their work place compared to them taking their own vehicle. I don't see people using the car park and walking 100 or more meters to a bus stop in the wind and rain without an appropriate bus service in place. And believe me during winter in particular the wind and rain funnel up through the highway cutting and Fenton Street. Once a week my research takes me to the Geeveston area requiring me to travel through Hobart during peak traffic with most cars having only one person while I only see one or no buses during this time.

Landscape Plan

I would question the landscape plan including the use of *Eucalyptus viminalis*, a 50-meter-tall tree, in this area. Who is going to maintain the plantings including watering, particularly during the establishment stages along with predicted climate change reduced rainfall, as well as regular weed removal/control. What and where is the maintenance schedule/plan.

From:
To: [Sorell Council](#)
Subject: Representation to planning application
Date: Wednesday, 7 February 2024 5:39:15 PM
Attachments: [image0.jpeg](#)

To the General Manager

I wish to raise the following concerns in relation to the attached planning application.

- The entrance of the proposed park and ride is located on an unusual blind intersection / corner.
- There is already a high volume of traffic on First Ave, especially during peak hours.
- There are already issues with hooning and people driving over the speed limit on First Ave (so much so that there is a definite need for a speed bump before the corner into Fenton St and a police presence/speed camera intermittently in First Ave).
- The population of Midway Point continues to grow and the space should not only be maintained as a recreational area but improved to include a proper carpark, playground, BBQ area, toilet and basketball court.
- If this park is destroyed, the closest park from the Midway Point intersection is 1.3km and a 20 minute walk. This disadvantages the parents and children who live at that end of Midway Point, who may not have a car or the ability to walk that distance.
- Midway Point is a residence dense suburb with very few open green spaces where people can walk, relax and play. These spaces need to be maintained. Especially given Sorell Council continue to grant subdivision applications and increase their revenue. It needs to be put back into community infrastructure.
- The Midway Point community does not want a park and ride and there is unlikely to be a high uptake, making the space a white elephant. If, on the off chance, the park and ride is taken up, the surrounding streets may become impacted by parked cars.
- There have been crimes at the Sorell park and ride and it is very likely this will be the case in Midway Point. With no cameras or police presence this may spread out to the surrounding residences.
- Midway Point residents have the ability to drive to Sorell park and ride or Cambridge Park and catch a bus from either location.

From:
To: [Sorell Council](#)
Cc:
Subject: objection to proposed Midway Point park and ride
Date: Sunday, 11 February 2024 8:30:57 AM

Hello Sorell Council

As a local resident and ratepayer of many decades at Midway Point I wish to object to the removal of the Fenton Street community park in Midway Point, to make way for a Park and Ride facility.

I have used the park thousands of times over many years for my own walks, walking dogs and now pushing my granddaughters pram and look forward to using the park in the future with my granddaughter as she grows with the play equipment, walks and then the basketball hoop.

My objection is based on the following points.

Firstly, the removal of this lovely park, would contravene Councils own open-space-strategy report done in 2020 which identifies Midway Point in section 6.2 as requiring more open space for the Midway Point community rather than losing it - "more open space is required to adequately service the community".

It then goes on to state in 7.1.2 "Midway Point is a residential suburb with minimal business or community facilities". The Fenton Street park provides some of these community facilities, as described, already being at a minimum, and currently providing a children's playground, basketball hoop, bbq facilities and a main pedestrian thoroughfare for walking, dog walking and young families etc. These are irreplaceable aspects of the park.

There is no land available in the immediate area to suitably re-create this park elsewhere and therefore meet the current lifestyle needs of park users, with a proposed plan showing a not fit for purpose knob of land beside a hotel car park, right on a noisy highway traffic intersection, totally unfit for a park. "The park will be relocated in midway point, the location of this is yet to be confirmed" is the current status of any proposed relocation.

Where? There is nowhere suitable that is close and usable to current park users.

My second point would be the ingress and access to the proposed park and ride with what could be 15-20 vehicles attempting to exit the car park after all getting off the 5:00 pm bus making the already below average evolved intersection, well, less average and at times possibly dangerous.

Having used the intersection daily for vehicular access cars often cut the corner and fenton street already has a lot of on-street parking used by residents, which is their right.

What happens if the park and ride facility fills and drivers need to park close by on First Avenue or Fenton Street. The already busy on-street parking in this area will become a source of frustration for everyone involved.

Safe Pedestrian use is already less than average at the intersection of Fenton Street and First Avenue especially for slower, more restricted pedestrians including those with a dog in tow or pushing a pram. Trying to get across the intersection with less than perfect

footpaths, restricted visibility from different angles and with one side having no footpath at all have always made this an uncomfortable experience.

Lastly the Midway Point park and ride proposal is based on a State Growth "one size fits all" policy that just doesn't fit the current location in Midway Point.

Traffic across the causeways is now in the 20,000's and traffic through Midway Point is approximately 17-18% of this (2019 data), so I would argue there is no advantage of this creating a facility for 50 or so users, or in percentage terms, 0.015 % of all traffic coming out of Midway and 0.0025% of the total users South East Traffic Solution, for the loss of this magnificent park. 0.015%,....

The irony of this proposal is not lost on me, being that most of the potential users of the park and ride facility would commute from their acreages and larger blocks outside the built up Midway Point areas, where they themselves enjoy their environment and use of open spaces and this would be at the expense of a unit dwelling family with limited or no backyard.

I ask the Sorell Council to consider my objections above and vote against this proposal.

13 Feb 2024

I understand that it is proposed to have a park and drive located in Fenton Street Midway Point ref Number 5.2023.292.1.

I object to this going ahead due to the foreseeable congestion in traffic and possible crime in this small residential street and predictable traffic hazard.

Reprod.

SORELL COUNCIL

13 FEB 2023

RECEIVED

From:
To: [Sorell Council](#)
Subject: proposed development Park & Ride Facility. Tasman Highway & 15 Fenton St. Midway Point. Appl No: 5.2023.292.1
Date: Friday, 9 February 2024 5:20:45 PM

The General Manager,

I wish to make representation in relation to the above proposal. As owner and resident of the proposed development will impact my property.

Currently the only privacy provided is from the existing trees and shrubs along my fence line bordering the park at My submission is that every effort be made to retain as much of the existing greenery as possible. It should also be noted that a significant tree is situated beside my fence line, providing shade and wind protection to my property and is habitat for many bird species.

Many trees have already been lost due to the road works on the Tasman Highway, and I am not able to plant any new trees, due to pipes running through my property. My contention therefore is that Council make it a condition that the large tree be retained, there is no reason that the path/cycleway can't be aligned to pass beside the tree, and together with the existing trees and greenery being retained, a strong line of trees be planted and maintained along the remainder of my fence line to provide privacy and noise reduction to my and other nearby properties.

I have discussed my concerns on the retention of this significant tree and additional tree coverage with representatives of Pitt and Sherry, and received verbal agreement at the time that it was a sound proposal.

Yours sincerely

From:
To: [Sorell Council](#)
Subject: Re: Proposed Park and Ride
Date: Saturday, 10 February 2024 1:22:08 PM
Attachments:

To the General Manager

I wish to raise the following concerns in relation to the below planning application.



- The entrance of the proposed park and ride is located on an unusual blind intersection / corner which is already confusing for some users
- Fenton Street has become more congested with the recent changes to the Midway Point intersection making it an exit point from Midway Point. This street is not wide enough for two cars to pass each other when cars are parked on either side. Parked cars are common with a local church located in this street. Increased traffic in this area will exacerbate the problem.
- There is already a high volume of traffic on First Ave, especially during peak hours with issues of hooning and people driving over the speed limit (so much so that there is a definite need for a speed bump before the corner into Fenton St.
- The population of Midway Point continues to grow and the space should not only be maintained as a recreational area but improved to include a proper carpark, playground, BBQ area, toilet and basketball court.
- There are few parks in this older residential area of Midway Point. If this park is destroyed, the closest park is a 20 minute walk. This disadvantages the parents and children, who may not have a car or the ability to walk that

distance. There will be no capacity to reverse this decision and install a park in this area at a later stage due to the high density of homes and lack of available land.

- Midway Point is a residence dense suburb with very few open green spaces where people can walk, relax and play. These spaces need to be prioritised and maintained.
- The Midway Point community does not want a park and ride and there is unlikely to be a high uptake, making the space a white elephant. If, on the off chance, the park and ride is taken up, the surrounding streets may become impacted by parked cars.
- Midway Point residents have the ability to drive the 7 mins to Sorell park and ride or Cambridge Park and catch a bus from either location.

Regards

From:
To: [Sorell Council](#)
Subject: PARK AND RIDE FACILITY - APPLICATION NO: 5.2023.292.1
Date: Tuesday, 13 February 2024 8:50:02 AM

**SITE: Tasman Highway & 15 Fenton Street, Midway
Point PROPOSED DEVELOPMENT: PARK AND RIDE
FACILITY**

APPLICATION NO: 5.2023.292.1

The Mayor and Councillors of the Sorell Council

I wish to object to the proposed Park and Ride Facility that is being proposed.

Having lived in this area for 45 years, my children together with their friends used this recreational area numerous times during their childhood as do my grandchildren now. There is very little green space in the area and to abolish this particular recreational area would certainly impact the neighbourhood greatly. It is such a lovely area in which children can play, throw balls, play footy etc and just enjoy being a kid and not be inside on l pads or video games and with the BBQ facility it is a perfect area for families to get together.

I drive this road daily; it is very congested, and the entrance to the park and ride is on a blind corner which would only add to the congestion and be an accident risk. Not to mention the hooners who tear around the streets with no thought for others. It certainly wouldn't take long the hooners to start doing doughnuts in the carpark and disrupt the lives of the people in the surrounding areas. It happens on our corner regularly.

I like many others in the area would like to hope that the Council takes on board what many residents would like to see happen and that is, for the park to remain. I know that many who live in the area feel that it is useless to object to the proposed change as the Council rarely listens to what the residents would like to see happen and that the Park and Ride is inevitable.

Yours sincerely

No 5.2023.202.1

To the General Manager,

My objection to the proposed Park and Ride at Midway Pt. We have a perfectly good set up in the Soell bus terminal, there is plenty of parking, including disability, public toilets and best of all away from any intersections. A few additional improvements such as security, larger toilets, more seating and under cover areas is much less expensive than a complete new facility.

The planned entrance position at Midway Point is quite dangerous for traffic and pedestrians.

Even with all the legal requirements the residence near the park and ride will be inconvenienced with fumes, noise, lights and no doubt vandalism and public noise - where there was once beautiful gum trees and lawn and space!!

I have lived in this area for over 45 years and have not even seen such a waste of funds. - Do the people of Midway Pt want or need this park and ride I don't think so!! I never saw or heard of a survey and has anyone considered using Soell!!!?? This is the smallest park & ride being built but the proposed enormous cost would still blow out



Please consider the people's objections, it
proposes to be a great waste of money which
could be used elsewhere

Thank you for your time

SORELL COUNCIL

13 FEB 2024

RECEIVED

222_DEFAULT



13th Feb 2024

To: Sorell Council

Dear General Manager

Re. PROPOSED DEVELOPMENT: PARK AND RIDE FACILITY, Tasman Highway & 15 Fenton Street, Midway Point. APPLICATION NO: 5.2023.292.1

I would like to provide some comments and suggestions against the proposal for a “park and ride” at Midway Point. Being a long time resident of Midway Point (>30 years) I believe have some insight into the area in question.

As a general comment I believe that both the need for a park and ride in Midway Point and its proposed location are not supported and is inappropriate and its application be not approved.

The Strategic Corridor Assessment report prepared by Barry Watkins and Associates provided to the Department of State Growth 13 November 2019¹ indicated little to no need for “park and ride”² and if one was to be built only a “Small” park and ride facility is required³. The proposal as submitted (61 car spaces and 5 motorbike) appears greater in size that the current Sorell facility!

The need has not been justified at all and is speculative as to its usage. The location is inappropriate as there is very little green space left in Midway Point and none at this southern end of Midway Point if the proposed development progresses. The area has for many years been a favorite spot for families due to the green space, picnic area and children’s play area. As can be seen by this recent photo, it is a much needed community asset and in prime position for residents and visitors to enjoy the areas surrounds and a place to relax. This aspect has not been included in any documentation I have seen.



¹ [RTI 21-22-12 Record 11.pdf \(stategrowth.tas.gov.au\)](#)

² [RTI 21-22-12 Record 11.pdf \(stategrowth.tas.gov.au\)](#) Page 20 Table 7, population growth row.

³ [RTI 21-22-12 Record 11.pdf \(stategrowth.tas.gov.au\)](#) Page 22 5th Paragraph

The proposal is for \$1.68M of tax payers money for “vehicle parking” which will

1. remove a valuable community playground and parklands (green space) asset.
2. not replace the playground or provide other community space.
3. Alter the overall surroundings of the area.

The proposal does not:

4. provide definitive support for the need at the location besides it being a political “direction” along with Rokeby and Claremont locations, noting which both are more appropriate for park and rides as have no other close by, unlike the existing Sorell park and ride close to Midway Point!
5. detail what the bus route is or will be through Midway Point and is assumed will remain as is, therefore assumed that users of the park and ride will be outside of the Midway Point suburb and could travel to the existing Sorell Park and Ride.
6. provide where the user based will travel from and why they could not travel to the existing Sorell Park and Ride which is only a short distance away from Midway Point.
7. detail any recommendations on number of users and thus number of car parking spaces needed, including motorbike spaces.
8. detail why the existing Sorell park and ride cannot be fully utilised or enlarged. As shown in the below image (taken from “thelist” website) the Sorell park and ride appears to be lightly used (circled in red) with potential land for expansion of car park into (circled in green).



I also offer the following comments on the submitted application:

9. Incorrect detail in application, page 96 or 189, Appendix B traffic impact assessment section 2.2.2 is figures 5 and 6 are of Fenton St and not First Avenue.
10. Section 4.4 Sight Distance Assessment states a sight distance requirement of 80m for westbound on Fenton St. The road layouts detailed in figures 14 through to 18 do not accurately represent the actual layout as traffic travelling west from Fenton St approaching the proposed “park and Ride” access point as being a straight road when in fact it is not. This should be a traffic risk consideration.
11. The entrance/exit location in Fenton St is not appropriate being a residential street and not a major thorough fair. The usage details are incorrect noting that it implies a clear sight of 80 metres which is not available when looking “east” when exiting as Fenton St has a “dog leg” where vehicles travelling west entering from give-way sign may be compromised. This is shown in the below image.

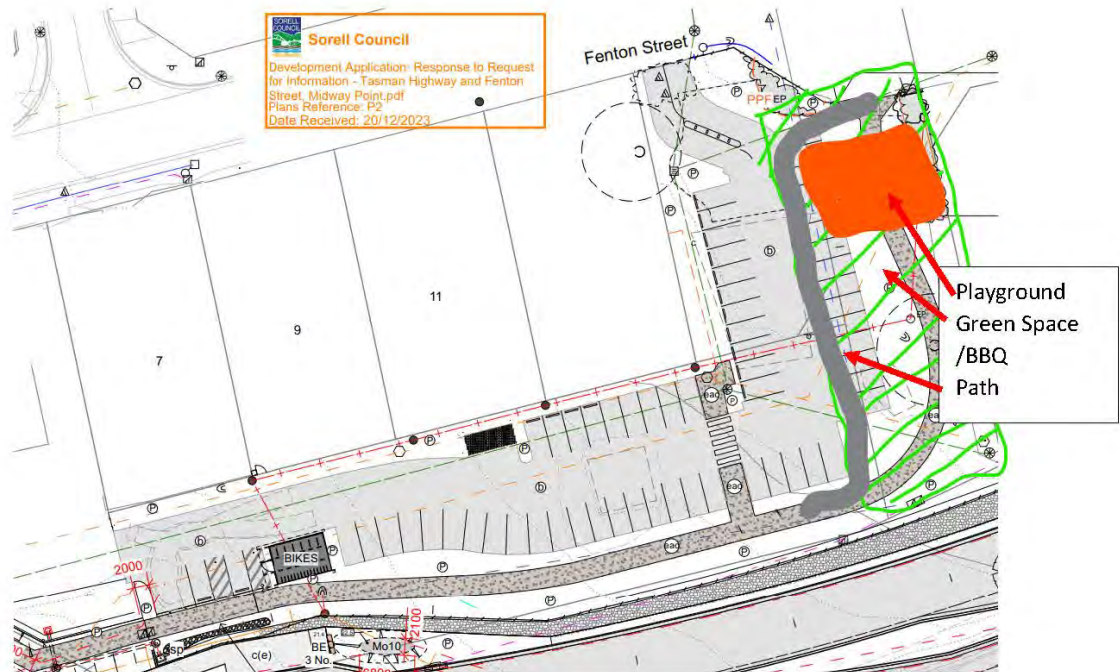


FIGURE 3 ZONING MAP

12. The image below is taken from the "thelist" website and shows vacant land that could be used for the "park and ride" without the need to remove existing community facilities. The Midway Tavern may welcome the expansion of the car park for their after-hours use?



13. For consideration if the park and ride as submitted cannot be refused and was to progress then suggest to alter the plan to reduce the number of car park spaces and retain the children's play park and green area in the eastern side as shown below.



I hope the details I have provided offer constructive input and are considered with this issue and strongly recommend not approving this application.

Yours faithfully

Done

Done

Re: Proposed Midway Point Park & Ride

Dear Sir/Madam, I hope I am not too late in submitting my objection as I was told they had to be in by today.

1. I believe the position of the cars exiting the Park and Ride to be at arguably the most dangerous intersection in Midway Point.
2. This would be a huge waste of money as the Sorell Park and Ride already has all the amenities necessary including a toilet block.
3. The proposed Facility would have a very detrimental impact on the residents directly behind that area. Surely they, the residents deserve better. Their security will be impacted and as the area where cars will park is hidden from view by most of the houses, the vehicles would be prime

will park is hidden from view by most of the houses, the vehicles would be prime targets for theft and vandalism.

4. Apparently there will be substantial landscaping carried out, including planting of Gum trees etc. Thus several neighbours would lose their substantial water views.
 5. The safety of pedestrians walk g up and down Fenton Street would be be compromised if this proposal goes ahead.
 6. The beautiful park which will disappear is a huge asset to the Community. It is my Grand daughter's favourite park as she has loved going there for the past 7 years.
- I am happy to speak to someone from Council if they wish.

I am a former resident of Fenton Street and know the immediate area very well.