

PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	SE Builders Pty Ltd - PA\25\0187
PROPERTY ADDRESS:	1303 Osmaston Road DELORAINE (CT: 185309/3)
DEVELOPMENT:	Community Meeting and Entertainment (Place of Worship) – discretionary use, waste storage, parking numbers, driveway, pedestrian access, traffic, works in waterway protection area.

The application can be inspected until **Monday, 29 September 2025**, at www.meander.tas.gov.au or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to planning@mvc.tas.gov.au. Please include a contact phone number. Please note any representations lodged will be available for public viewing.

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 13 September 2025.

Jonathan Harmey
GENERAL MANAGER

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993



Meander Valley Council
Working Together

- Application form & details **MUST** be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No:	<input type="text"/>	Assessment No:	<input type="text"/>	-	<input type="text"/>	-	<input type="text"/>
DA\	<input type="text"/>	PA\	<input type="text"/>	PC\	<input type="text"/>		

- Is your application the result of an illegal building work? Yes No Indicate by ✓ box
- Have you already received a Planning Review for this proposal? Yes No
- Is a new vehicle access or crossover required? Yes No

PROPERTY DETAILS:

Address:	<input type="text" value="1303 Osmaston Road"/>	Certificate of Title:	<input type="text" value="185309"/>
Suburb:	<input type="text" value="Deloraine, Tasmania"/>	<input type="text" value="7304"/>	Lot No: <input type="text" value="3"/>
Land area:	<input type="text" value="11,485 m2"/>	<i>m² / ha</i>	
Present use of land/building:	<input type="text" value="Vacant"/>	<i>(vacant, residential, rural, industrial, commercial or forestry)</i>	

- Does the application involve Crown Land or Private access via a Crown Access Licence: Yes No
- Heritage Listed Property: Yes No

DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- | | | | |
|---|--|--------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> Building work | <input type="checkbox"/> Change of use | <input type="checkbox"/> Subdivision | <input type="checkbox"/> Demolition |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Other | | |

Total cost of development (inclusive of GST): *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work:

Use of building: *(main use of proposed building – dwelling, garage, farm building, factory, office, shop)*

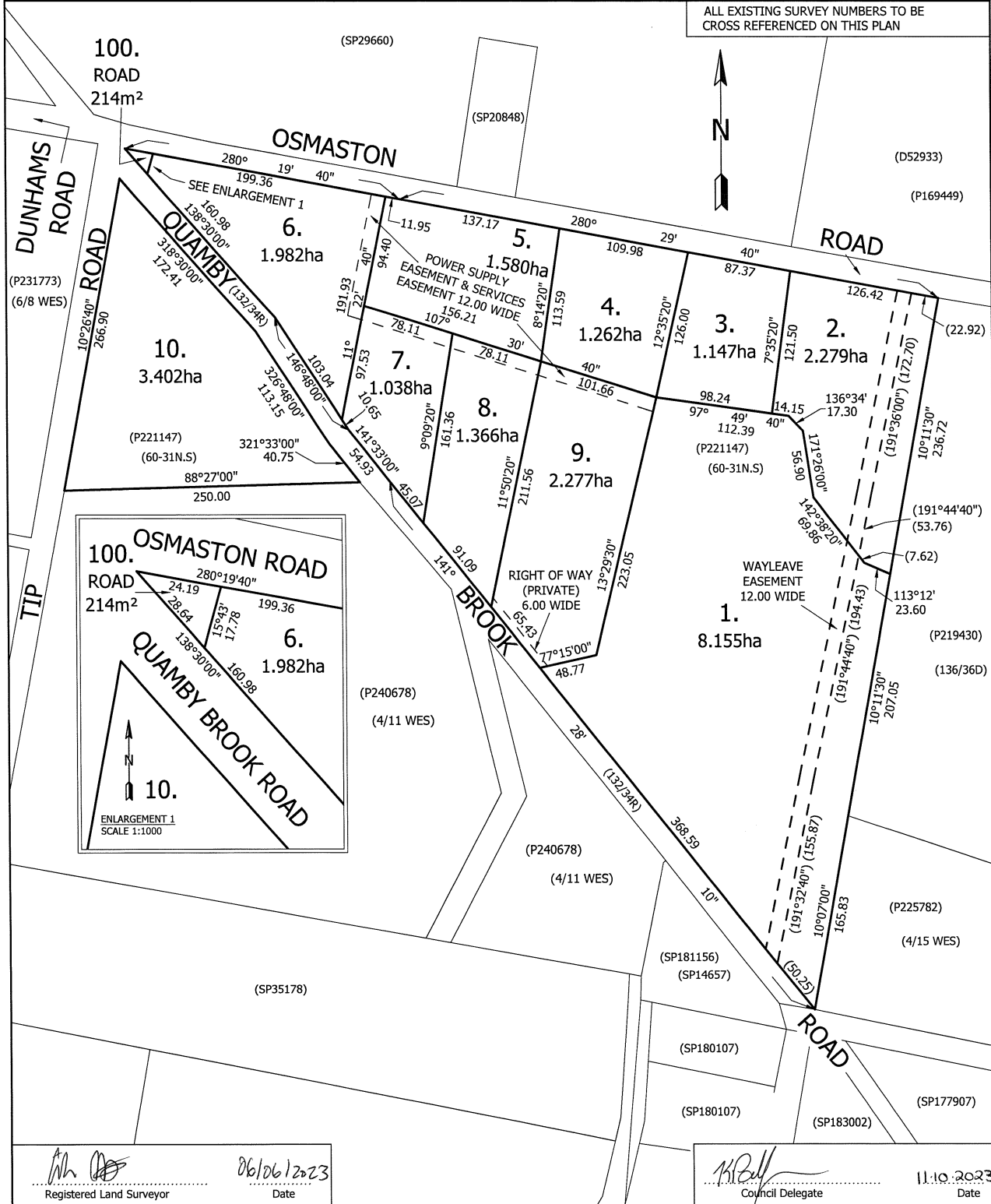
New floor area: m² New building height: m

Materials: External walls: Colour:

Roof cladding: Colour:

Priority Final Plan

OWNER: CRESSWELL DEVELOPMENTS (TAS) PTY LTD FOLIO REFERENCE: C.T.221147/1 GRANTEE: PART OF LOT 3370 GRANTED TO J. FIELD	PLAN OF SURVEY WOOLCOTT SURVEYS BY SURVEYOR: COLIN STERLIN SMITH LOCATION: LAND DISTRICT OF WESTMORLAND PARISH OF CALSTOCK SCALE 1: 3000 LENGTHS IN METRES	Registered Number <h1 style="text-align: center;">SP185309</h1>
	APPROVED EFFECTIVE FROM 31 OCT 2023 Recorder of Titles	



SEARCH OF TORRENS TITLE

VOLUME 185309	FOLIO 3
EDITION 2	DATE OF ISSUE 13-Dec-2023

SEARCH DATE : 04-Apr-2025

SEARCH TIME : 01.39 PM

DESCRIPTION OF LAND

Parish of CALSTOCK Land District of WESTMORLAND
 Lot 3 on Sealed Plan 185309
 Derivation : Part of Lot 3370, 100A-1R-0P Gtd. to J. Field
 Prior CT 221147/1

SCHEDULE 1

N170868 TRANSFER to MENNONITE BROTHERHOOD (TASMANIA) INC
 Registered 13-Dec-2023 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP185309 FENCING PROVISION in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Mennonite Church - Class 9b

1303 Osmaston Rd, Deloraine

Soil classification AS 2870-2011	by others
Wind classification AS 4055-2012	by others
Climate zone ABCB Climate Zone Map	7
Bushfire Attack Level AS 3959-2018	by others
Alpine area BCA Figure 3.7.5.2	-
Corrosion environment BCA section 3.4.2.2 & BCA Table 3.4.4.2	-
Other	-



Zones			
Status, Type	Story	Name	Area
New, Conditioned			
	Ground Floor	Accessible WC	4.41
	Ground Floor	Auditorium	206.30
	Ground Floor	Dining area	85.85
	Ground Floor	Entrance	40.74
	Ground Floor	Hallway	56.90
	Ground Floor	Kitchen	33.23
	Ground Floor	Meeting room 1	50.45
	Ground Floor	Meeting room 2	32.13
	Ground Floor	Men's	11.11
	Ground Floor	Mothers' Room	11.37
	Ground Floor	Office	11.62
	Ground Floor	Storage 1	8.12
	Ground Floor	Storage 2	5.85
	Ground Floor	Storage 3	23.25
	Ground Floor	Women's	15.29
			596.62 m²

Issue Contents

Layout ID	Layout Name	Revision ID
01	Project	01
02	Site Plan	01
03	Floor Plan	01
04	Elevations	01
05	Elevations	01

LAYOUT ID	LAYOUT	Project	DATE	REV ID	CHANGE/S
01	SCALE@A3	1:333.33	9/3/2025	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	9/3/2025			
	PRINTED	11/9/2025			

PROJECT ID 7855
 PROJECT Mennonite Church - Class 9b
 SITE -
 ADDRESS 1303 Osmaston Rd, Deloraine
 CLIENT Mennonite Church



ARCHITECT
J Lev BDes(Arch) MArch
 Registration No. 1269
 CBOS 648911667
 lev.au/contact

IMPORTANT NOTES

All work must comply with the NCC and all relevant standards, laws, codes, specifications and development consent conditions. All structural work must be to engineer's detail. All dimensions are in mm to structure without finishes unless otherwise stated. Do not scale drawings; work to express dimensions only. Drawings are not for construction purposes until issued and certified for construction. Prior to construction, check all dimensions and levels on site, confirm compliance with building surveyor/certifier and notify any discrepancies. Copyright © Jiri Lev, all rights reserved.



1 Site Plan 1:500

TRUE N
 Measurements in metres
 Stormwater to rainwater tanks, overflow to controlled release (aggregate trench) - capacity and design by others

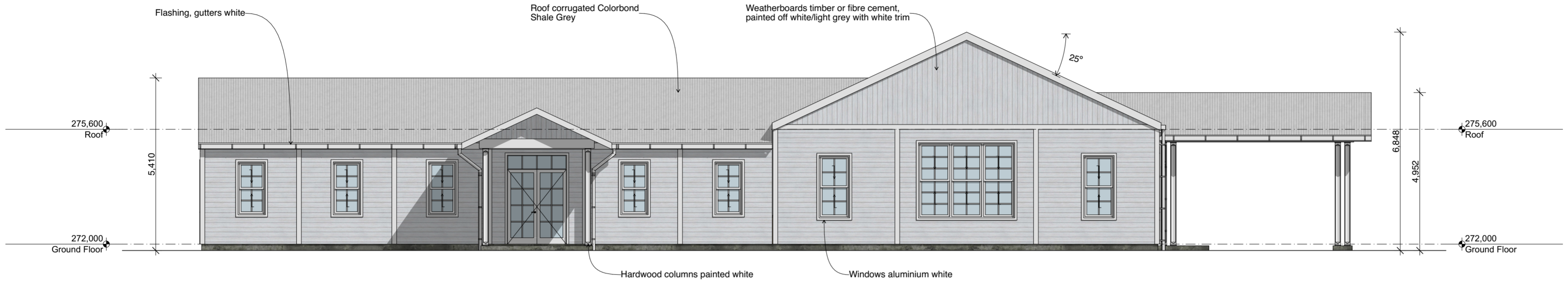
IMPORTANT NOTES
 All work must comply with the NCC and all relevant standards, laws, codes, specifications and development consent conditions. All structural work must be to the relevant AS/NZS standards. Do not scale drawings; work to express dimensions only. Drawings are not for construction purpose until issued and certified for construction. All work must be done in accordance with the relevant standards. Confirm compliance with building surveyor/certifier and notify any discrepancies. Copyright © Jiri Lev, all rights reserved.

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PROJECT ID 7855
 PROJECT Mennonite Church - Class 9b
 SITE -
 ADDRESS 1303 Osmaston Rd, Debrairie
 CLIENT Mennonite Church

DATE	REV ID	CHANGES
9/3/2025	01	

LAYOUT
 SCALE@A2 1:500
 ISSUE ID 01
 ISSUE 9/3/2025
 PRINTED 11/9/2025



1 North
1:100



2 West
1:100

IMPORTANT NOTES
All work must comply with the NCC and all relevant standards, laws, codes, specifications and development consent conditions. All structural work must be to the satisfaction of a registered structural engineer. All other work must be to the satisfaction of a registered professional. Do not scale drawings. Work to express dimensions only. Drawings are not for construction purpose until issued and certified for construction. All work must be done in accordance with the specifications. Confirm compliance with building surveyor/certifier and notify any discrepancies. Copyright © Jiri Lev, all rights reserved.

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PROJECT ID 7855
PROJECT Mennonite Church - Class 9b
SITE -
ADDRESS 1303 Osmaston Rd, Debrairie
CLIENT Mennonite Church

CHANGES
REV ID 01
DATE 9/3/2025

LAYOUT Elevations
SCALE@A2 1:100
ISSUE ID 01
ISSUED 9/3/2025
DESIGN 11/9/2025
PRINTED

LAYOUT ID
04



1 South
1:100



2 East
1:100

IMPORTANT NOTES
All work must comply with the NCC and all relevant standards, laws, codes, specifications and development consent conditions. All structural work must be to the satisfaction of a registered structural engineer. Drawings are not for construction purpose until issued and certified for construction. The client must confirm compliance with building surveyor/certifier and notify any discrepancies. Copyright © Jiri Lev, all rights reserved.

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PROJECT ID 7855
PROJECT - Menmonille Church - Class 9b
SITE - 1303 Osmaston Rd, Debrairie
ADDRESS - 1303 Osmaston Rd, Debrairie
CLIENT - Menmonille Church

DATE 9/3/2025
REVISIONS
01

LAYOUT SCALE@A2 1:100
Elevations
ISSUE ID 01
ISSUE 9/3/2025
DESIGN 11/9/2025
PRINTED

LAYOUT ID
05

To the Meander valley Council and attention Jana Rockliff,

Please see the below response to the requested clarification of information.

1. Please see the TIS highlighted sections on page 12 showing that they are allowing for future growth into the next 10 years.
2. Please provide more detail on the utilisation of the proposed development regarding its use outside of service times or events. Will the church be open to the public at all times? Will church members attend the site on a regular basis, e.g., daily, x times a week. If so, how many people are anticipated and how often? How many events per year (weddings / funerals) are anticipated?

To answer the question above. The church will not be open to the public anytime outside of normal church services. We welcome everyone to our church services whenever they are on.

As specified in our previous letter the meeting times are as follows: Hrs of operation, 10 am to 1pm Sunday morning and Wednesday evenings 7pm to 9pm. Sunday services between 80-100 people and Wednesday evenings between 40-60 people.

In regards to weddings and funerals we are anticipating less than 3 per year.

Kind Regards,

Mennonite Brotherhood [Tasmania] Inc.

Good afternoon

Regarding external lighting.

We would like to have external lighting on both side of both school and church entrance. Possibly something down Jiris thoughts of barn style lights would be ideal. Also a flood light in gable of drive through shining out into parking area would be good. Also an idea of lighting in eaves of building shining straight down just to illuminate exterior is something we may look at doing.

All exterior lights would be off outside of service hrs.

Hrs of operation, 10 am to 1pm Sunday morning
Wednesday evenings 7pm to 9pm

No commercial vehicles.

Daily average of vehicle movements is a hard one.
Daily average possibly 10 cars
On hrs of operation possibly 25 cars.

Proposed signage, 1meter by 1 meter white sign on road with no illumination.

Regards Jesse



4th August 2025

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@traffican civil.com.au

Brodie Eyles
Office Manager
Simon Eyles Builder

brodiel2000@gmail.com

Dear Brodie,

**TRAFFIC IMPACT STATEMENT FOR PROPOSED CHURCH AT 1303
OSMASTON ROAD, DELORAINE**

This traffic impact statement assesses the proposed access in terms of traffic engineering principles, Tasmanian Planning Scheme – Meander Valley - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Department of State Growth (DSG) Traffic Impact Assessment guidelines and requirements are also considered including:

- site inspection and review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.



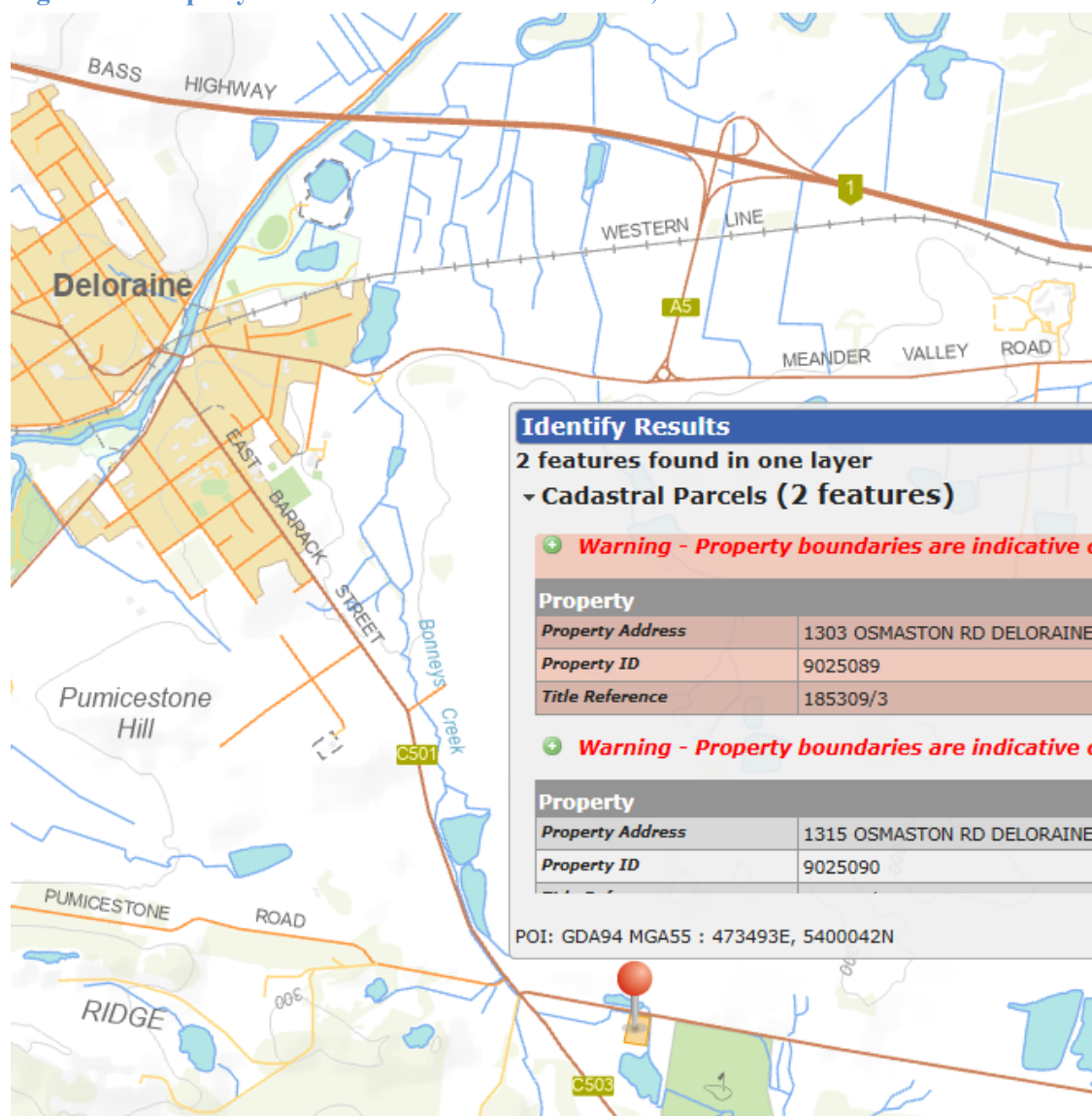
1) Background

The developer proposes to build a Church at 1303 Osmaston Road, Deloraine including a new carpark and widening of an existing driveway.

2) Site Description

1303 Osmaston Road is located 3.6km Southeast of Deloraine, see Figures 1 & 2. The site is mostly cleared and grassed, see Figure 3.

Figure 1 – Property location of 1303 Osmaston Road, Deloraine



Source: The List, DPIPWE



Figure 2 – Property location of 1303 Osmaston Road



Figure 3 – Aerial view of 1303 Osmaston Road





3) Proposal

3.1 Description of Proposed Development

Construction of a church building is proposed at 1303 Osmaston Road, see Figures 4 & 5 consisting of a 618m² building catering for:

- 120 seat auditorium
- 48 seat dining area
- With the balance of the building consisting of a Kitchen, Mothers Room, Office, Storage rooms, Meeting rooms and Toilets, entrance and hallway.

The carpark caters for:

- 49 carparking spaces including
- 4 accessible parking spaces
- 2 motorcycle parking spaces
- 12 bicycle parking spaces.

Widening of the existing access to the property to 6.0m wide is proposed. Also see Appendix A for detailed design plans.

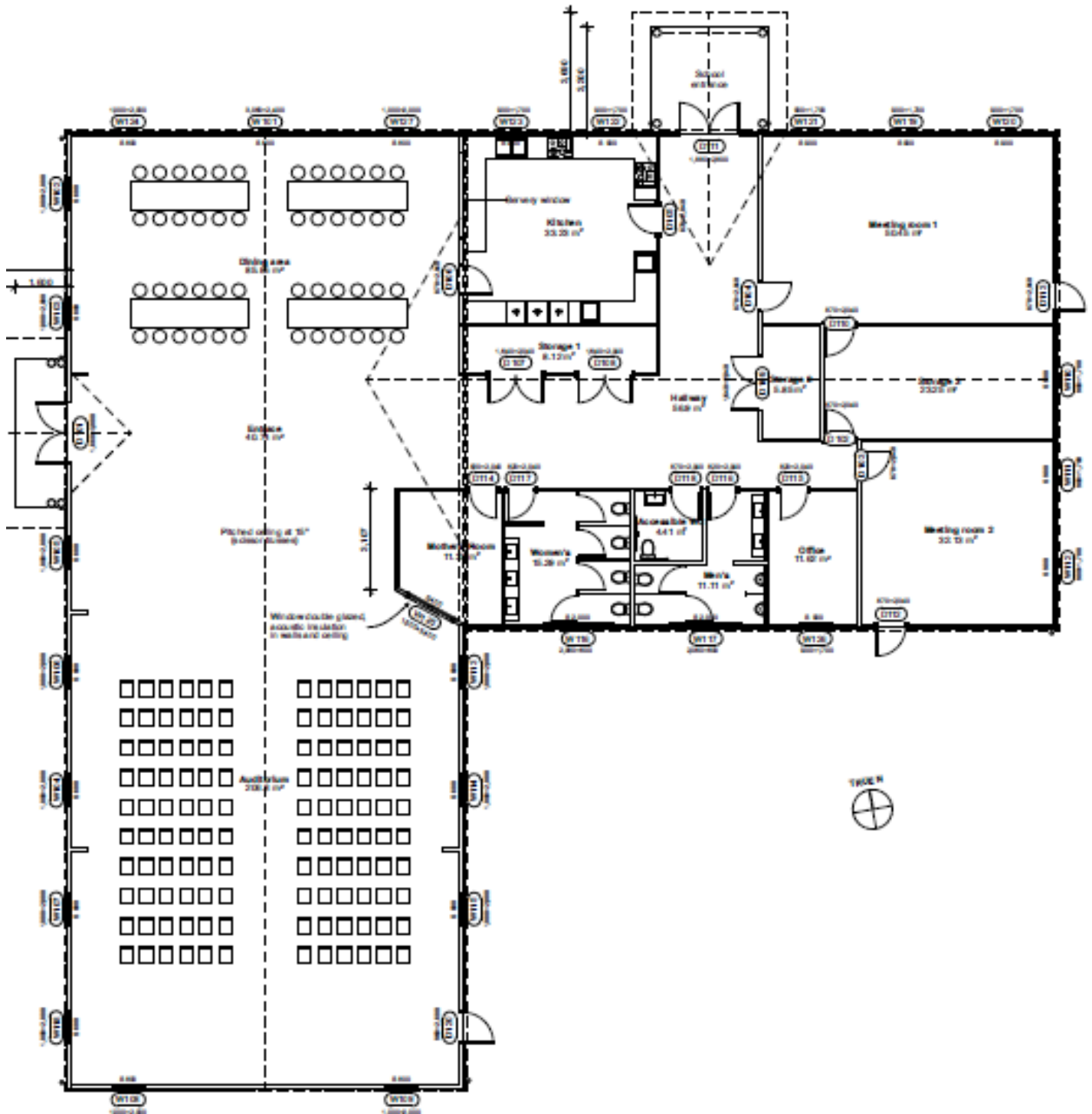
Figure 4 – Proposed development layout.



Delineate parking spaces with treated pine timbers



Figure 5 – Proposed Church floorplan.

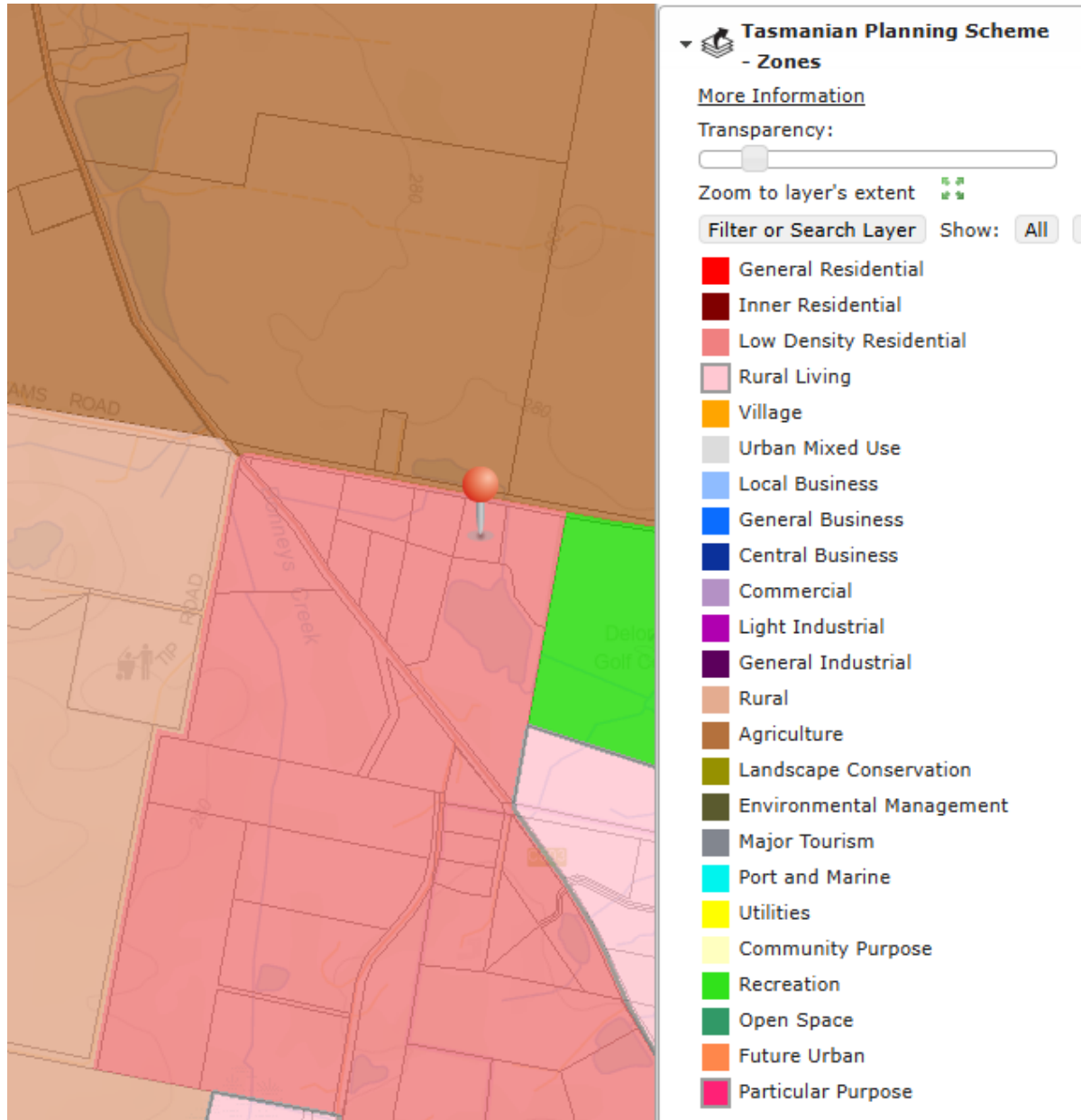




3.2 Tasmanian Planning Scheme – Meander Valley

Land use zoning for the development site is shown in Figure 6.

Figure 6 – 1303 Osmaston Road is zoned Low Density Residential



Source: *The List*, DPIPW

3.3 Local Road Network Owner Objectives

The Meander Valley Council objectives for Osmaston Road are to maintain traffic safety and capacity.



4) Existing Conditions

4.1 Osmaston Road

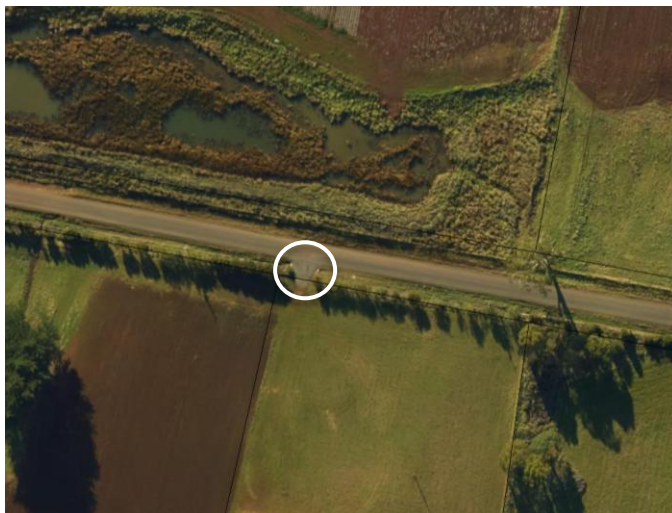
Osmaston Road is a sealed rural road that extends from Westbury to Deloraine, offset some 3km South of Meander Valley Road.

The sign posted speed limit is 100km/h. The access to 1303 Osmaston Road is along a straight section of the road. There are no footpaths, and the roadsides are not pedestrian friendly.

4.2 Access to 1303 Osmaston Road

Figures 7 to 13 show the access approaches, available sight distances and the access standard.

Figure 7 – Aerial view of access to 1303 Osmaston Road



The existing access is unsealed and 6m wide between culvert headwalls, but the gate is 3m wide.

Figure 8 – Looking right along Osmaston Road from access



Sight distance right is 300m.



Figure 9 – Looking left along Osmaston Road from access



Sight distance
left is 350m.

Figure 10 – Side view of access to 1303 Osmaston Road



Figure 11 – Elevation view of access to 1303 Osmaston Road



The existing access is
unsealed and 6m wide
between culvert headwalls,
but the gate is 3m wide.



Figure 12 – Eastern approach to 1303 Osmaston Road



Figure 13 – Western approach to 1303 Osmaston Road



4.3 Sight Distance Review

Sight distance review is summarised in Figure 14.

Figure 14 – Summary of required and available SISD

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environ. (km/h)	Austrroads	Current Provision	AS / NZS 2890.1 (m)	
			Road frontage sight distance			
			SISD (m)	Available		SSD(m)
Left(m)	Right(m)					
1303 Osmaston Road	100	90	214	350	300	130

AS/NZS 2890.1 Compliant

Austrroads Compliant



4.4 Crash History

DSG is supplied with reported crashes by Tasmania Police. The DSG maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes. The 5-year reported crash history for Osmaston Rd records two casualty type crashes at the Quamby Brook Rd intersection, see Figures 15 & 16.

The reported crash history provides no evident of a crash propensity in the vicinity of the development site approaches.

Figure 15 – 5 Year Reported Crash History Summary – Osmaston Road

Crash Id	Units	Description	Date	Time	Crash Severity	Light	Location
51823867	LV; LV	140 - U turn	02-DEC-2022	19:43	First Aid	Day	Osmaston Rd / Quamby Brook Rd & Tip Rd Int.
52657913	LV; LV	110 - Cross traffic	06-DEC-2024	14:00	Serious	Day	Osmaston Rd / Quamby Brook Rd & Tip Rd Int.

LV|Light vehicle

Figure 16 – 5 Year Reported Crash Locations – Osmaston Road



4.5 Traffic Activity

From MVC Traffic Survey Data, see Appendix B, Osmaston Road has an AADT of 537vpd (2019) and a speed environment of some 91.5km/h.



4.6 Road Safety Review

From site inspection Osmaston Road has a sealed width of 5.5m with minimal shoulder and verge and a 100km/h Rural Default Speed Limit.

Given the access culvert is close to the road edge and within a high-speed environment, driveable culvert driveways are recommended to replace the existing traditional headwalls which are not suitable for the situation.

4.7 Austroads Safe System Assessment

From Austroads Safe System assessment the Osmaston Road approaches to the access are assessed as follows:

- Crash exposure is very low as traffic activity is low at < 600vpd and there is minimal vulnerable road user activity.
- Crash likelihood is low as the road alignment is straight with an adequate seal width of 5.5m for the function of the road. Delineation is provided with guideposts.
- Crash severity is high as the estimated speed environment is 90km/h.

Consistent with Austroads Safe System Assessment methodology crash risk on Osmaston Road on the approaches to #1303 is assessed as low.

4.8 Access Standard

Accesses on council roads should comply with LGAT Standard Drawing TSD-R03 which is accessible online.

[Tasmanian Municipal Standards Drawings v3 December 2020 | PDF | Traffic | Transport Infrastructure \(scribd.com\)](#)

For the existing access to 1303 Osmaston Road to meet rural access standard the following improvements are required:

- Sealing of the access from the edge of the road for at least 6m.
- Driveable culvert headwalls type 1, see Appendix C.



5) Traffic Generation and Assignment

This section of the report is to determine how traffic generated by the proposal is distributed within the adjacent road network **now and ten years future.**

5.1 Traffic Growth

Estimated compound annual traffic growth rate of 0% for Osmaston Road excluding the proposal.

5.2 Trip Generation

The following traffic generation **assumptions have been made for church congregations of 120 people** at AM and PM meeting on Sundays:

Inferred parking demand: 40- 50 car parking spaces/meeting on Sundays

- AM meeting:
 - 40-50 arrivals
 - 40-50 departures
- PM meeting:
 - 40-50 arrivals
 - 40-50 departures

Estimated total traffic generation on Sundays 160 to 200 vpd with peak hour volume of 50vph.

Occasionally other days of the week may generate 100 vpd due to weddings, funerals or other events.

5.3 Trip Assignment

Given that the site is between Deloraine and Westbury an even split of traffic with origin / destination to the East and West of the access to 1303 Osmaston Road is expected.



6) Tasmanian Planning Scheme – Meander Valley

Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

- (a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,*
- (b) The site is contained within a parking precinct plan and subject to Clause C2.7,*
- (c) The site is subject to Clause C2.5.5; or*
- (d) It relates to an intensification of an existing use or development or a change of use where:*
 - i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or*
 - ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N=A+(C-B)$$

N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

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

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

The proposal is assessed as Community Meeting and Entertainment.

Table C2.1 requires:

- 1 car parking space per 15m² of floor area or
- 1 space per 3 seats whichever is greater.



The total floor area is 618m² composed of:

- Auditorium (206m²) – 120 seats
- Dining (86m²) – 48 seats
- Balance (326m²) - Entrance, Hall, Kitchen, Storage and office, meeting rooms (2 of), mothers room and toilets.

Full utilisation scenario:

Combing the dining and auditorium space a church meeting area of some 250m² with 150 seats is plausible at

- Based on floor area 17 spaces is inferred.
- Based on seating 50 spaces is inferred.

Normal utilisation scenario:

Auditorium is 206m² with 120 seats:

- Based on floor area 14 spaces is inferred.
- Based on seating 40 spaces is inferred.

The development provides for 49 car parking spaces. Accordingly, the proposal is deemed to satisfy C2.1.

A1 is satisfied.

C2.5.2 Bicycle parking numbers

Acceptable Solution A1: Bicycle parking spaces must:

- (a) Be provided on the site or within 50m of the site; and*
- (b) Be no less than the number specified in Table C2.1.*

Table C2.1 requires for 1 space / 50m² or 1 space / 40 seat.

Full utilisation scenario:

Combing the dining and auditorium space a church meeting area of some 250m² with 150 seats is plausible at

- Based on floor area 5 spaces is inferred.
- Based on seating 4 spaces is inferred.



Normal utilisation scenario:

Auditorium is 206m² with 120 seats:

- Based on floor area 5 spaces is inferred.
- Based on seating 3 spaces is inferred.

The development provides for 12 bicycle spaces. Accordingly, the proposal is deemed to satisfy C2.1. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

- (a) *Be no less than the number specified in Table C2.4. and*
- (b) *if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.*

Where 50 car parking spaces are required, 2 motorcycle parking spaces are required as proposed. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.*

Not applicable as proposed floor area is 618m².

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

- (a) *be constructed with a durable all-weather pavement,*
- (b) *be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) *excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone, and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*



An unsealed permeable crushed rock pavement is proposed for the carpark & driveway which is fit for purpose Low Density Residential zone.

All trafficable areas will be drained to the public stormwater drainage system.

A1 is satisfied.

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:*

(a) comply with the following:

- i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities. Satisfied.*
- ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied.*
- iii. *Have an access width not less than the requirements in Table C2.2. A 6m access width is proposed which satisfies Table C2.2 requirement for a width not less than 5.5m.*
- iv. *Have car parking space dimensions satisfying Table C2.3. 2.6m*5.4m 90-degree parking spaces are proposed with 6.4m of manoeuvring width satisfying Table C2.3.*
- v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces. Satisfied.*
- vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level. Satisfied.*
- vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means. Satisfied.*

(b) Comply with Aust. Stand. AS2890 Parking facilities, Parts 1-6.

A1.1 is satisfied.



Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) Be located as close as practical to the main entry point to the building. Satisfied.*
- (b) be incorporated into the overall car park design. Satisfied.*
- (c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.*

AS/NZS 2890.6 indicates an accessible space should be provided every car parking spaces. 4 accessible spaces are proposed. **A1.2 is satisfied.**

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

- (a) be no more than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

An existing widened two-way access is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways/ parking aisles, by:

- i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
- ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

49 parking spaces are proposed without footpaths. **A1.1 is not satisfied.**



Performance Criteria P1

Safe and convenient pedestrian access must be provided within parking areas, regarding:

- (a) the characteristics of the site.*
- (b) the nature of the use*
- (c) the number of parking spaces*
- (d) the frequency of vehicle movements*
- (e) the needs of persons with a disability*
- (f) the location and number of footpath crossings*
- (g) vehicle and pedestrian traffic safety*
- (h) the location of any access ways or parking aisles*
- (i) any protective devices proposed for pedestrian safety.*

Safe provision for pedestrians includes consideration of :

- Safe System Assessment
- Shared Zone signage
- Site layout, contours and the relative position of units and associated parking spaces
- availability of alternative parking spaces

Safe System Approach

This approach involves application of a Safe System assessment framework for identifying and reducing crash risk for all road users. This framework involves consideration of risk exposure, likelihood and severity to yield a risk framework score. The proposed development risk scores are as follows:

- Pedestrian exposure is low (low no. of pedestrians) i.e. 1 out of 4
- Crash likelihood moderate (no formal separation) i.e. 2 out of 4
- Crash severity is low (low speed environment) i.e. 1 out of 4

This yields a safe system score of 2 out of 64. This represents a very low risk but assumes a low-speed environment is maintained.

Signage

Formal signage of shared zones is a recognised pedestrian safety improvement where there is a mix of pedestrian, local access traffic only and situation where this is no kerb separation between pedestrians and vehicles. This is because Shared Zone signage includes provision of a regulator speed limit to keep speed to an appropriate level. In the case of



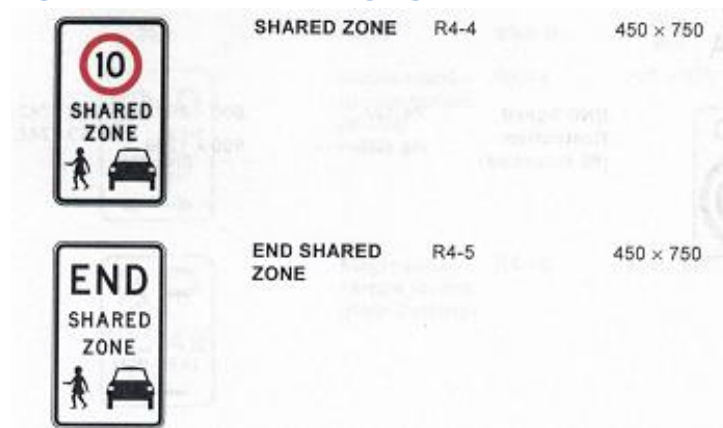
the proposed driveway a 10 km/hr speed limit is normal. Figure 17 shows Shared Zone signage standards.

Site layout

The proposed building has been orientated to suit site contours, utilising a shared driveway designed to a satisfactory level with adequate turning and manoeuvring space.

Accordingly, provision of 10km/hr Shared and End Shared Zone signage at the entries and exits to the development site is recommended to limit speeds to a safe level for safe pedestrian activity. Figure 17 shows the recommended signage.

Figure 17 – Shared Zone signage standards, AS1742.1-2014



Acceptable Solution A1.2

In parking areas containing accessible car parking spaces for uses by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

A1.2 is satisfied.



Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

Acceptable Solution A1.1: Not applicable as the roads under consideration are not Category 1.

Acceptable Solution A1.2 – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

Not applicable as an existing access is proposed.

Acceptable Solution A1.3: Not applicable as no rail-line is impacted.

Acceptable solution A1.4:

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than:

(a) The amounts in Table C3.1

(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

Estimated traffic generation is 160 to 200 vpd on Sundays.

Osmaston Road is classified *other road* as it functions as a sealed rural road for property access between Westbury and Deloraine and a low AADT of 537 vpd (2019) and (2025).

In accordance with Table C3.1 for *other roads* the acceptable increase in AADT for vehicles up to 5.5m long is 20% of 40 vehicles per day whichever is greater. 20% of 537 vpd is 107vpd.

A1.4 is not satisfied.

Performance Criteria P1: *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.

Traffic generated by the proposal is estimated to peak at:

- 200 vpd on Sundays
- 100 vpd on other days of the week.

The generated traffic is expected to be 99% light vehicles and Osmaston Rd can easily cope with the increase in traffic from 537 to 737 vpd.

While the speed limit on Osmaston Road is 100km/h the estimated speed environment is 90km/h and the proposed access has ample sight distance for this speed. There is no alternative access to the property and the proposal is justified on commercial grounds.

The proposal involves widening the existing access to 6m which is considered suitable, safe and efficient for proposed operation and is not expected to affect transport safety and efficiency on Osmaston Road and the approaches to the development site.

This TIA finds no reason to disallow the proposal, and the road will continue to operate safely and efficiently. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction. **A1.5 is satisfied.**

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Proposal does not involve habitable buildings.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as no subdivision is proposed.



7) Impacts on the environment and road users

The proposal will have negligible impact on road users provided the recommendations are implemented.

7.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, vibration, visual impact and residential amenity
 - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

7.2 Road users

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.

8) Recommendations and Conclusions

This traffic impact statement has been prepared to assess the proposed Church at 1303 Osmaston Road, Deloraine.

Existing road conditions have been reviewed including the speed environment and available sight distances. Road safety has been reviewed with consideration of 5 year reported crash history and Austroads Safe System Assessment.

It is assessed that the proposal will have minimal impact on traffic safety and capacity for all road users and the proposed access location is safe and will be of appropriate standard.

Evidence is provided that the proposal satisfies the Tasmanian Planning Scheme – Meander Valley - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.



Recommendations:

The access should be upgraded to satisfy LGAT Standard Drawing TSD-R03 for a sealed rural road access with:

- *Sealing of the access from the edge of the road for 6m.*
- *Retrofit of driveable culvert headwalls type 1, see Appendix C.*
- *Install 10km/hr Shared and End Shared Zone signage at the entries and exits to the development site double signed, see Figure 17.*
- *Parking space delineation with nail down dots.*

Overall, it has been concluded that the proposal will not create any traffic issues and traffic will continue to operate safely and efficiently along Osmaston Road. Based on the findings of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

9) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is placed below the text 'Yours sincerely'.

Richard Burk

Director

Traffic and Civil Services

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P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

- **Appendix A – Location and site plans**
- **Appendix B – MVC Traffic Survey Data by Deloraine Golf Club**
- **Appendix C – Driveable Culvert Endwall**



Appendix A – Location and site plans

Mennonite Church - Class 9b 1303 Osmaston Rd, Deloraine

Soil classification	by others
AS 2900-2011	
Wind classification	by others
AS 4055-2012	
Climate zone	7
ABC Climate Zone Map	
Bushfire Attack Level	by others
AS 3959-2018	
Alpine area	-
BCA Figure 3.7.5.2	
Corrosion environment	-
BCA section 3.4.2.2 & BCA Table 3.4.4.2	
Other	-



Zones		
Status, Type	Story	Name
New, Conditioned	Ground Floor	Accessible WC
	Ground Floor	Auditorium
	Ground Floor	Dining area
	Ground Floor	Entrance
	Ground Floor	Hallway
	Ground Floor	Kitchen
	Ground Floor	Meeting room 1
	Ground Floor	Meeting room 2
	Ground Floor	Men's
	Ground Floor	Mothers' Room
	Ground Floor	Office
	Ground Floor	Storage 1
	Ground Floor	Storage 2
	Ground Floor	Storage 3
	Ground Floor	Women's
		596.62 m²

Issue Contents	Layout Name	Revision ID
01	Project	01
02	Site Plan	01
03	Floor Plan	01
04	Elevations	01
05	Elevations	01

LAYOUT ID	01	DATE	9/20/25	REV ID	01
PROJECT	Mennonite Church - Class 9b	SCALE	AS 1:333.33	ISSUE	Design
ISSUE	Design	DATE	9/20/25	PRINTED	7/5/2025

PROJECT ID: 07855
 PROJECT: Mennonite Church - Class 9b
 SITE ADDRESS: 1303 Osmaston Rd, Deloraine
 CLIENT: Mennonite Church

ARCHITECT
J LUV (Buss/Arch) March
 Registration No. 1289
 CBDS 6489 11967
 Rev: autocontact

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Traffic Impact Statement



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PROJECT: 1303 CHESTER RD, CHESTER, ONTARIO
 CLIENT: A Laid Foundation
 DESIGNER: TCS TRAFFIC & CIVIL SERVICES

DATE: 10/20/2025
 DRAWN BY: [Name]
 CHECKED BY: [Name]

SCALE: 1:500
 SHEET: 02
 PROJECT: 1303 CHESTER RD, CHESTER, ONTARIO





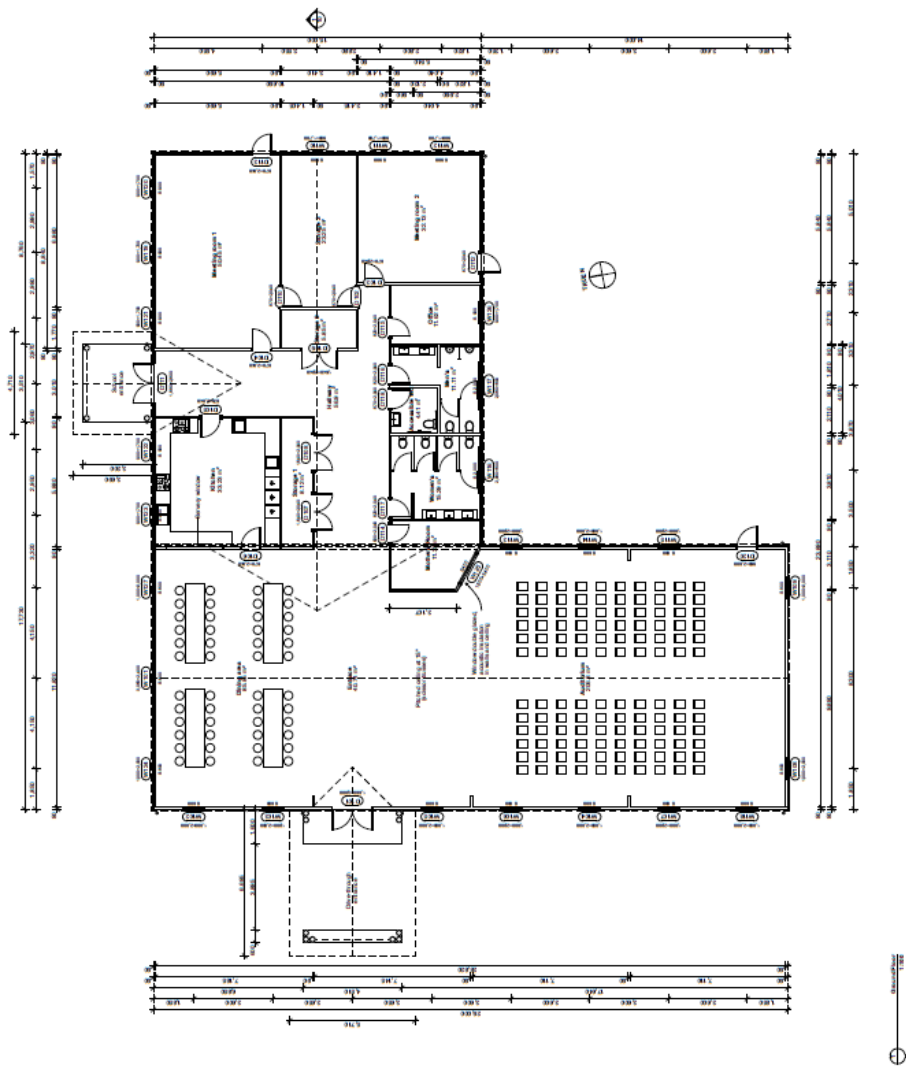
TRAFFIC & CIVIL SERVICES
 10000 14th Street, Suite 100
 Irvine, CA 92618
 Phone: (949) 453-1100
 Fax: (949) 453-1101
 Email: info@tcs.com



PROJECT: 10000 14th Street - Phase 2
 LOCATION: 10000 14th Street - Irvine, CA
 CLIENT: City of Irvine
 DATE: 08/13/2014

DATE	BY	DESCRIPTION
08/13/2014	J. Smith	Final

NO. OF SHEETS	13
SHEET NO.	03
TITLE	TRAFFIC IMPACT STATEMENT



Traffic Impact Statement



ARCHITECT
 J Lee Development
 1300 Cameron Rd, Suite 100
 Chesapeake, VA 23030
 Phone: 757-546-1100
 Fax: 757-546-1101
 Email: jlee@jlee.com

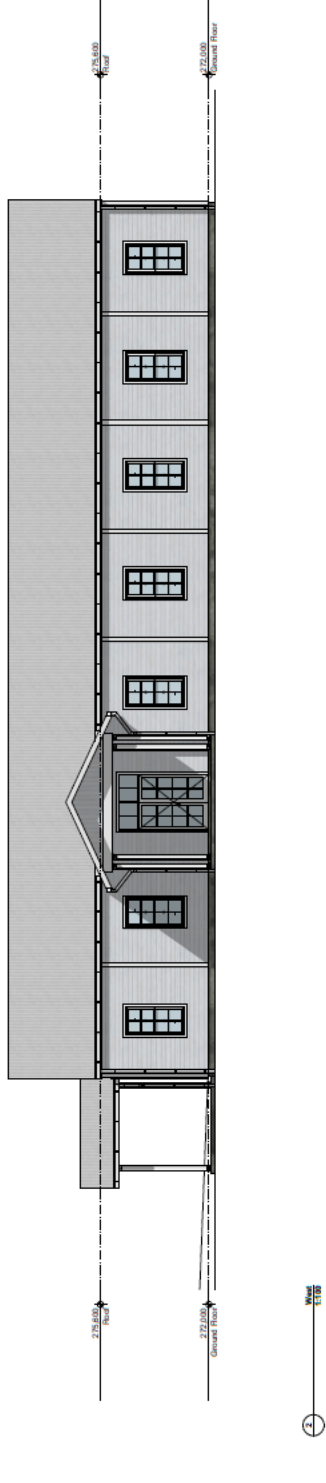
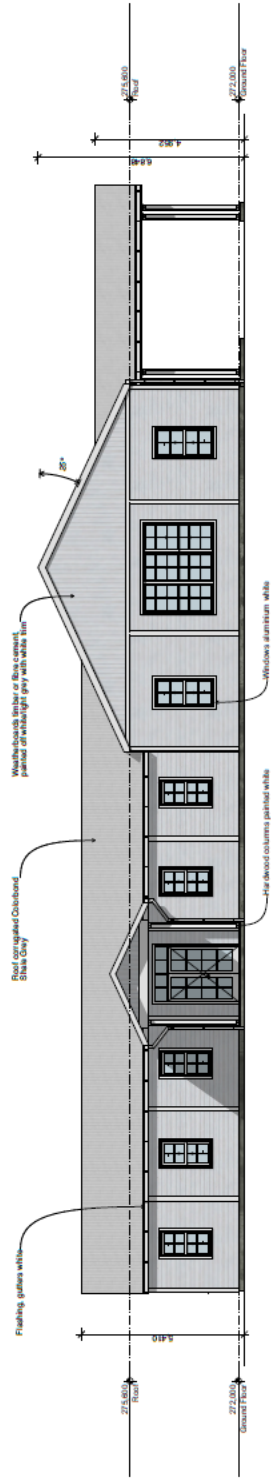


PROJECT
 Manorville Church - Phase B
 1300 Cameron Rd, Suite 100
 Chesapeake, VA 23030

DATE	NO. OF CHANGES

DATE	NO. OF CHANGES

04



Traffic Impact Statement



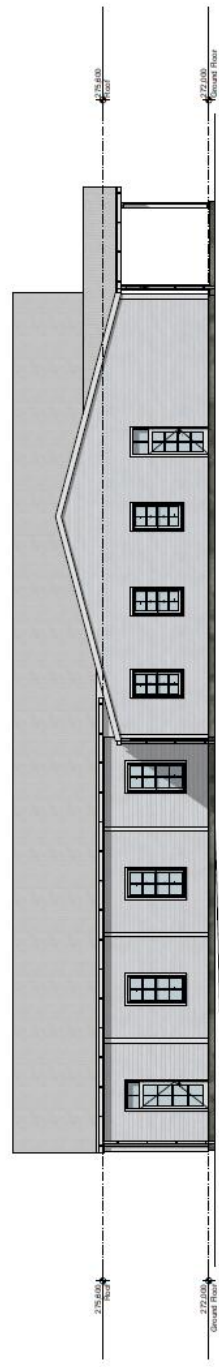
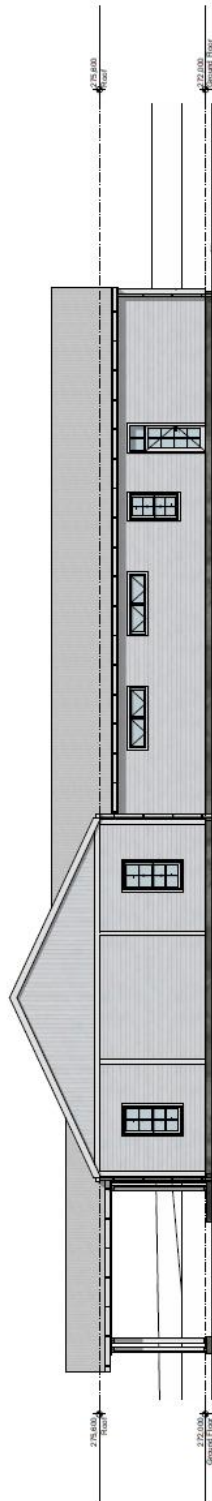
IMPORTANT NOTES:
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LOCAL AND STATE REGULATIONS, THE LOCAL
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 PLANNERS AND DESIGNERS. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY
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 4. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS
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 5. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS
 FROM THE APPROPRIATE AGENCIES AND AUTHORITIES.

PROJECT: 1003 OAKVIEW RD, DUBLIN, VA
 CLIENT: MEMORIAL CHURCH
 DATE: 08/20/2025
 DRAWN BY: J. LEE
 CHECKED BY: J. LEE
 PROJECT NO: 2025-08

PROJECT: 1003 OAKVIEW RD, DUBLIN, VA
 CLIENT: MEMORIAL CHURCH
 DATE: 08/20/2025
 DRAWN BY: J. LEE
 CHECKED BY: J. LEE
 PROJECT NO: 2025-08

DATE: 08/20/2025
 DRAWN BY: J. LEE
 CHECKED BY: J. LEE
 PROJECT NO: 2025-08

SCALE: 1/8" = 1'-0"
 SHEET NO: 05
 PROJECT NO: 2025-08





Appendix B – MVC Traffic Survey Data by Deloraine Golf Club

East Bound

1 Street	2 Date	3 Location	4 Direction	Vehicle Class																	sum
				Light Vehicles				Heavy Vehicles							Large Heavy Vehicles						
				MC	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	ART6	BD	DRT	Totals	%			
5 Speed	10 - 20	2	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	0.11%	0.11%
10	20 - 30	1	14	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	11	0.60%	0.71%
11	30 - 40	55	142	11	9	1	1	1	1	1	1	1	1	1	1	1	1	1	19	1.03%	1.74%
12	40 - 50	4	267	15	20	4	1	1	1	1	1	1	1	1	1	1	1	1	67	3.65%	5.39%
13	50 - 60	5	417	24	32	7	1	1	1	1	1	1	1	1	1	1	1	1	167	9.09%	14.48%
14	60 - 70	7	385	18	21	3	1	1	1	1	1	1	1	1	1	1	1	1	331	18.02%	32.50%
15	70 - 80	6	212	2	8	2	1	1	1	1	1	1	1	1	1	1	1	1	500	27.22%	59.72%
16	80 - 90	5	57	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	435	23.68%	83.40%
17	90 - 100	2	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	230	12.52%	95.92%
18	100 - 110	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	60	3.27%	99.18%
19	110 - 120	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12	0.65%	99.84%
20	120 - 130	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0.00%	99.84%
21	130 - 140	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	0.11%	99.95%
22	140 - 150	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0.00%	99.95%
23	150 - 160	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0.05%	100.00%
24	Totals	28	1571	79	95	19	4	2	3	3	3	3	3	3	3	3	3	3	1837	0.00%	100.00%
25	%	1.52%	85.52%	4.30%	5.17%	1.03%	0.22%	0.11%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	1.31%	0.49%	0.00%
26																					
27	AADT			262 vpd																	
28	AADTT			23 vpd																	
29	CV			9 %																	
30	85%ile			91.3 km/hr																	
31																					
32	Speed Limit																				
33																					
34	Total number of vehicles travelling over the posted speed limit (per week)																				75
35	Total number of vehicles travelling over the posted speed limit (per day)																				11
36	Percentage of vehicles travelling over the posted speed limit																				4.1%

