



**NORTHERN
MIDLANDS
COUNCIL**

AGENDA

SPECIAL COUNCIL MEETING

MONDAY, 6 SEPTEMBER 2021

**IN PERSON &
VIA ZOOM VIDEO CONFERENCING
PLATFORM**



QUALIFIED PERSONS ADVICE

The *Local Government Act 1993* Section 65 provides as follows:

- (1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –
 - (a) the general manager certifies, in writing –
 - (i) that such advice was obtained; and
 - (ii) that the general manager took the advice into account in providing general advice to the council or council committee; and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

I therefore certify that with respect to all advice, information or recommendation provided to the Council in or with this Agenda:

- i) the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
- ii) where any advice is directly given by a person who does not have the required qualifications or experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.

MEETING CONDUCT

- People attending Council Meetings are expected to behave in an appropriate manner.
- The following is not acceptable:
 - Offensive or inappropriate behaviour;
 - Personal insults; and
 - Verbal abuse.
- In the case of any inappropriate outburst or derogatory behaviour, an apology from the offending party or parties will be requested. Anyone at the meeting, if they feel offended in any way by any such behaviour specified above, should immediately bring the behaviour to the notice of the Chairperson by the way of a Point of Order.
- The Chairperson has the right to evict from a meeting any person who is not behaving to an appropriate standard.

RECORDING OF COUNCIL MEETINGS

COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020 – Regulation 18 makes provision for councils to hold meetings via video conferencing platforms.

A copy of the recording of the meeting will be placed on Council's website as soon as practicable after the meeting, the Closed Council session of the meeting will be redacted.

Regulation 33 of the **Local Government (Meeting Procedures) Regulations 2015** provides for the audio recording of Council meetings.

The purpose of recording meetings of Council is to assist Council officers in the preparation of minutes of proceedings.

Council's Policy includes the following provisions:

- only applies to formal Council meetings (ordinary meetings, special meetings and Annual General meetings);
- does not apply to closed sessions of Council;
- does not apply to Committees of Council;
- The recording will not replace written minutes and a transcript of the recording will not be prepared;
- The recording may be used by Council staff to assist with the preparation of the minutes and by Council during a subsequent meeting within the period that the recording is retained;
- The official copy of the recording of a Council meeting is to be retained by Council for at least a period of 6 months from the date of a meeting and deleted after that period has expired;
- Notices advising that:

A member of the public may only use an audio recorder, or any other recording and/or transmitting device, to record the proceedings of a meeting of Council with the written permission of the General Manager for the express purpose proposed. The Northern Midlands Council reserves the right to revoke such permission at any time.

Unless expressly stated otherwise, Northern Midlands Council claims copyright ownership of the content of recordings of Council meetings ("the Recordings").

Des Jennings
GENERAL MANAGER



GUIDELINES FOR COUNCIL MEETINGS

PUBLIC ATTENDANCE DURING THE COVID-19 DISEASE EMERGENCY DECLARATION

Public Attendance Meeting Guidelines during the COVID-19 Disease Emergency

The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted. Under these arrangements Council meetings have been undertaken remotely via online platforms.

While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to social distancing and limitations on the number of persons who may gather. This obligation is balanced with the need to minimise disruption to the business of Council.

Council determined that limited public access to Council meetings would be permitted from the Council Meeting scheduled for 14 December 2020.

Attendance of the public will be restricted to those who wish to make representation or present a statement in person at the meeting, preference is to be given to individuals:

1. making representations to planning applications which are subject to statutory timeframes (limit of 4 persons per item); and
2. those making statements or representations on items listed in the Agenda for discussion (limited to 2 persons).

To ensure compliance with Council's COVID-19 Safety Plan, any person wishing to attend will be required to register their interest to attend, which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting by emailing council@nmc.tas.gov.au or phoning Council on 6397 7303.

On arrival attendees will:

- be required to complete the health declaration section of their registration form to support COVID-19 tracing (in the event that it is necessary); and
- receive direction from council officers (or Council's delegate) in relation to their access to the meeting room.

Access to the Municipal Building will only be permitted prior to 5.00pm and between 6.30pm to 6.40pm. Public Question Time commences at 6.45pm.

Members of the public who would prefer not to attend the meeting, but would like to ask a question or make a representation to the Council that would normally be heard during Public Question Time, may forward their question/representation to council@nmc.tas.gov.au which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting.

Any questions/representations received will be circulated to Councillors prior to the meeting, tabled at the meeting and recorded in the minutes of the meeting.

These arrangements are subject to review based on any change in circumstance relating to the COVID-19 Disease Emergency.

Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website.

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

Public question time is to commence immediately after the meal break at approximately 6.45pm and is to be conducted in accordance with the following guidelines:

- At each Council Meeting up to 20 minutes, or such longer period as Council may determine by resolution at that meeting, is to be provided for persons at the meeting to ask questions.
- A person seeking to ask a question must firstly identify himself or herself by stating their name and the town they reside in.
- If more than one person wishes to ask a question, the Mayor is to determine the order in which those questions are asked.
- Questions must be directed to the Mayor who shall answer or direct the question to the appropriate Councillor or Council Officer. A question will be answered if the information is known otherwise taken on notice and responded to in writing within 10 working days.
- Questions should preferably be in writing and provided to the General Manager 7 days prior to the Council Meeting.
- A person is entitled to ask no more than 2 questions on any specific subject. If a person has up to two questions on several subjects, the Mayor may defer those questions until other questions have been asked and refer back to that person only if time permits.
- Each submission speaker is limited to a maximum of 3 minutes.

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

Each speaker is limited to a maximum of 3 minutes.

PETITIONS

In relation to the receipt of petitions, the provisions of the *Local Government Act 1993*, Part 6 - Petitions, polls and public meetings, S57 and S58, should be noted.



NOTICE IS HEREBY GIVEN THAT A SPECIAL MEETING OF THE NORTHERN MIDLANDS COUNCIL WILL BE HELD ON MONDAY, 6 SEPTEMBER 2021 AT 5.00 PM AT THE COUNCIL CHAMBERS, 13 SMITH STREET, LONGFORD AND VIA ZOOM VIDEO CONFERENCING PLATFORM IN ACCORDANCE WITH THE *COVID-19 DISEASE EMERGENCY (MISCELLANEOUS PROVISIONS) ACT 2020, SECTION 18* (AUTHORISATION FOR MEETINGS NOT TO BE HELD IN PERSON)

DES JENNINGS
GENERAL MANAGER
1 SEPTEMBER 2021

1 ATTENDANCE

PRESENT

In Attendance:

APOLOGIES

2 TABLE OF CONTENTS

Item	Page No.
1 ATTENDANCE	4
2 TABLE OF CONTENTS	4
3 ACKNOWLEDGEMENT OF COUNTRY	5
4 DECLARATIONS OF ANY PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE	5
5 COUNCIL ACTING AS A PLANNING AUTHORITY	6
5.1 Public Statements	6
6 PLANNING REPORTS.....	7
6.1 Planning Application: PLN 21-0183 - Illawarra Road, Tannery Road & Bishopsbourne Road, Longford	7
6.2 Planning Application: PLN 21-0192 - 1 Arthur Street, Evandale - ITEM WITHDRAWN	115
7 COUNCIL ACTING AS A PLANNING AUTHORITY: CESSATION.....	116
8 CLOSURE	116



3 ACKNOWLEDGEMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present and emerging.

4 DECLARATIONS OF ANY PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE

As per the *Local Government Act 1993, Part 5 - Pecuniary Interests, section 48*:

- (1) *A councillor must not participate at any meeting of a council, council committee, special committee, controlling authority, single authority or joint authority in any discussion, nor vote on any matter, in respect of which the councillor–*
 - (a) *has an interest; or*
 - (b) *is aware or ought to be aware that a close associate has an interest.*
- (2) *A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.*



5 COUNCIL ACTING AS A PLANNING AUTHORITY

Section 25 (1) of the Local Government (meeting procedures) Regulations require that if a Council intends to act at a meeting as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, the Chairperson is to advise the meeting accordingly.

5.1 PUBLIC STATEMENTS

PUBLIC ATTENDANCE DURING THE COVID-19 DISEASE EMERGENCY DECLARATION

Public Attendance Meeting Guidelines during the COVID-19 Disease Emergency

The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted. Under these arrangements Council meetings have been undertaken remotely via online platforms.

While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to social distancing and limitations on the number of persons who may gather. This obligation is balanced with the need to minimise disruption to the business of Council.

Council determined that limited public access to Council meetings would be permitted from the Council Meeting scheduled for 14 December 2020.

Attendance of the public will be restricted to those who wish to make a representation or present a statement in person at the meeting on planning applications which are subject to statutory timeframes (limit of 4 persons per item).

To ensure compliance with Council's COVID-19 Safety Plan, any person wishing to attend will be required to register their interest to attend, which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting by emailing council@nmc.tas.gov.au or phoning Council on 6397 7303.

On arrival attendees will:

- be required to complete the health declaration section of their registration form to support COVID-19 tracing (in the event that it is necessary); and
- receive direction from council officers (or Council's delegate) in relation to their access to the meeting room.

Access to the Municipal Building will only be permitted prior to 5.00pm.

Members of the public who would prefer not to attend the meeting, but would like to make a representation to the Council that would normally be heard during Public Question Time, may forward their representation to council@nmc.tas.gov.au which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting.

Any representations received will be circulated to Councillors prior to the meeting, tabled at the meeting and recorded in the minutes of the meeting.

These arrangements are subject to review based on any change in circumstance relating to the COVID-19 Disease Emergency.

Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website.

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

- A person seeking to make a statement must firstly identify himself or herself by stating their name and the town they reside in.
- Each speaker is limited to a maximum of 3 minutes.



6 PLANNING REPORTS

6.1 PLANNING APPLICATION: PLN 21-0183 - ILLAWARRA ROAD, TANNERY ROAD & BISHOPSBOURNE ROAD, LONGFORD

File: PLN 21-0183
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This report assesses an application to construct roadworks on Illawarra Road, Tannery Road, Bishopsbourne Road, 7 & 22 Tannery Road, 2126 & 2176 Bishopsbourne Road, 704 & 709 Illawarra Road, and CTs 22090/1, 127517/1 & 245427/1, Longford

2 BACKGROUND

Applicant:
ERA Planning and Environment

Owner:
Department of State Growth, JBS Australia Pty Ltd, S Wing and A Cowley, S Holyman, P Holyman, P and A Routley, W and D Grant, G Williams

Zone:
Utilities Zone
Rural Resource Zone

Codes:
Road and Railway Assets Code, Flood Prone Areas Code, Car Parking and Sustainable Transport Code, Biodiversity Code, Water Quality Code.

Classification under the Scheme:
Discretionary

Existing Use:
Utilities

Deemed Approval Date:
An extension of time was given until 24 September 2021

Recommendation:
Approve

Discretionary Aspects of the Application:

- New use for utilities in the Rural Resource Zone.
- Clause 26.3.3 in the Rural Resource Zone (Non-agricultural use in Irrigation District).
- Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways.
- Clause E4.7.2, Management of Road Accesses and Junctions.
- Clause E5.6.1 Flooding Prone Areas Code.
- Clause E6.7.2, Design and Layout of Car Parking.

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 35, Effective from 26 April 2021.

Preliminary Discussion:

Prior to submission of the application the Department of State Growth discussed the proposal with Council officers.

3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application).



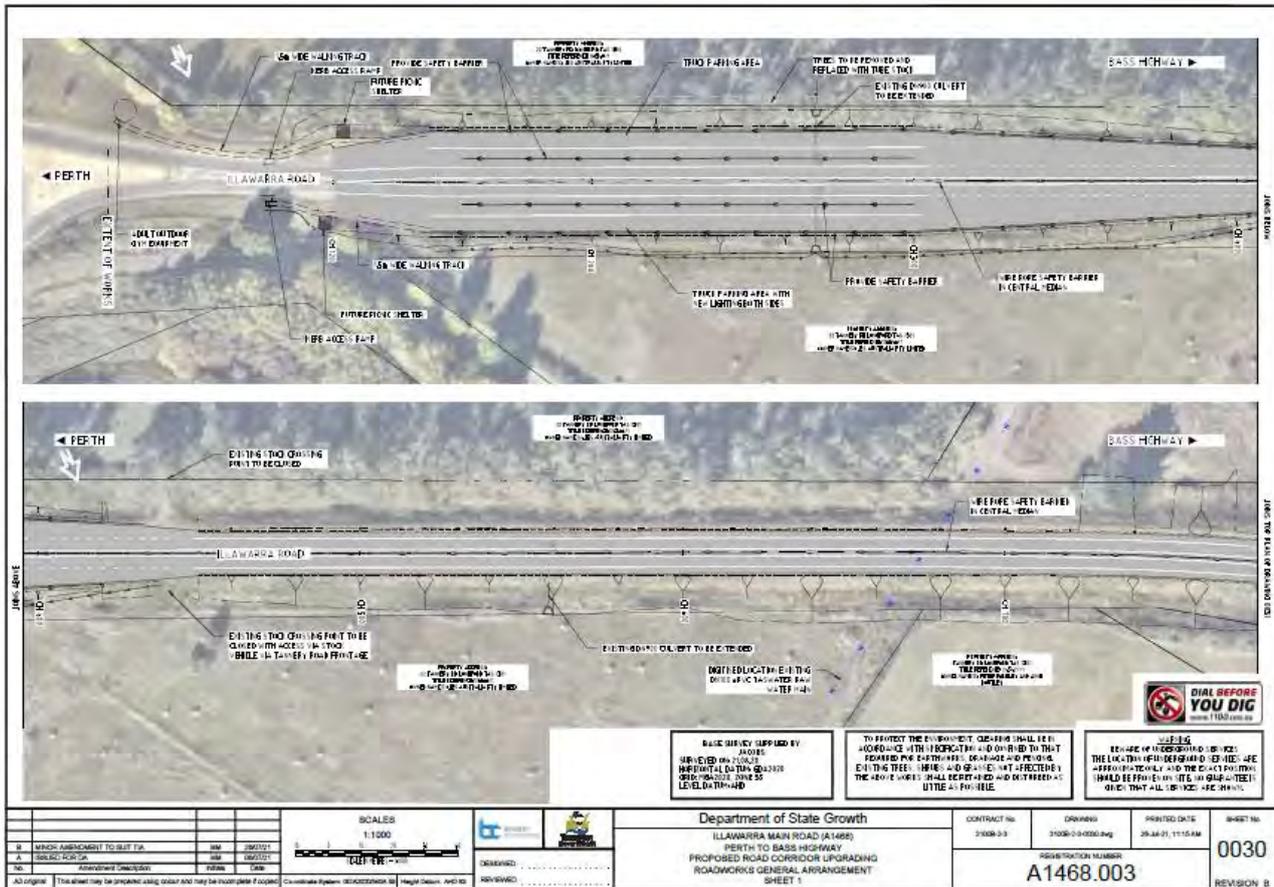
Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

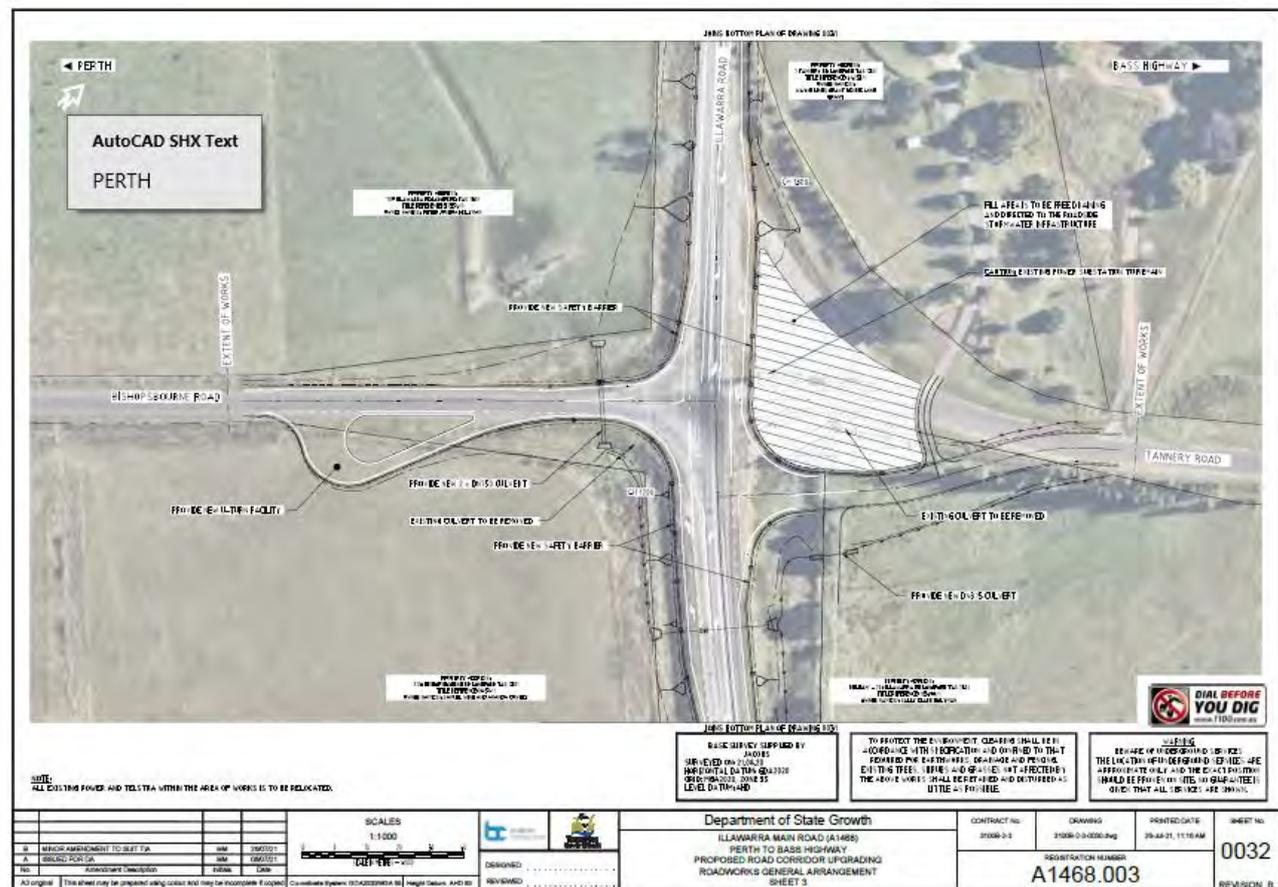
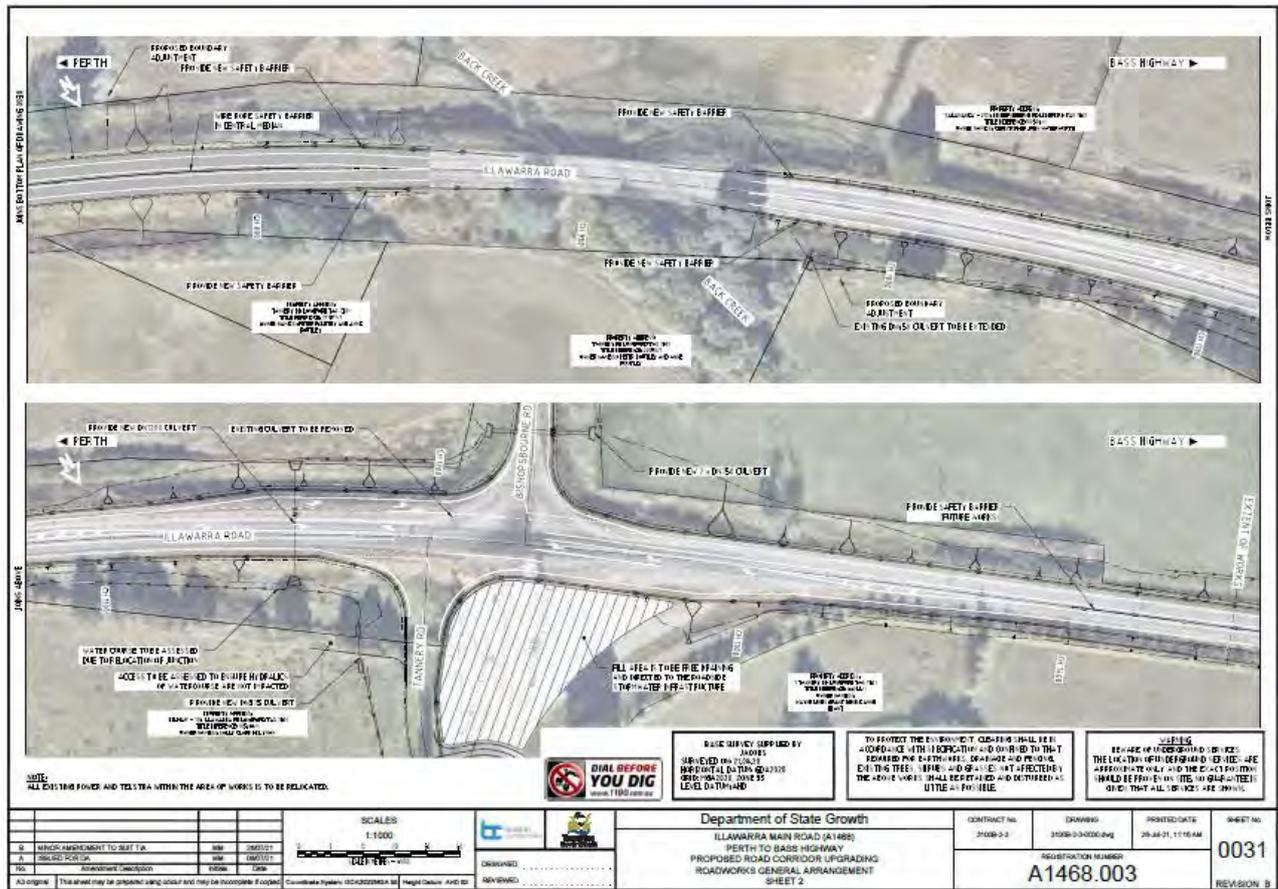
4 ASSESSMENT

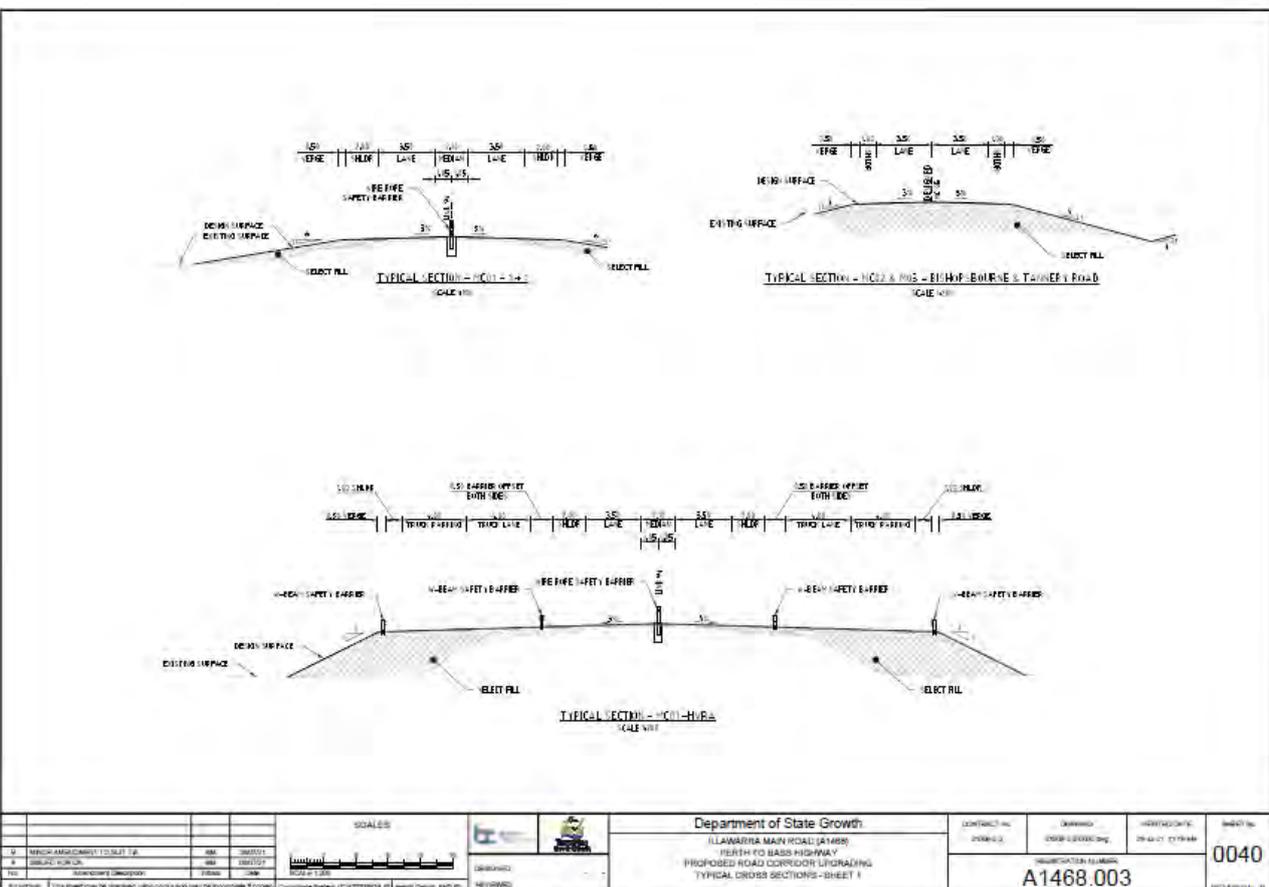
4.1 Proposal

It is proposed to:

- Formalise an existing truck stop area on the northwest side of the Longford roundabout.
- Construct a picnic shelter and table and chairs at the proposed truck stop.
- Widen the road corridor to enable the installation of a line marked, 2.10m wide, centre median plus flexible safety barrier.
- Install a left hand turn lane and a right hand turn lane into Bishopsbourne Road.
- Realign Tannery Road further to the southeast and install a left hand turn lane and a right hand turn lane into the realigned Tannery Road.
- Provide a new access point off Tannery Road into 22 Tannery Road.







4.2 Zone and Land Use

Zone Map – Rural Resource Zone, Utilities Zone (Source: Development Application)



The land is zoned Utilities and Rural Resource and is subject to the Road and Railway Assets Code, Flood Prone Areas Code, Car Parking and Sustainable Transport Code and Scenic Management Code.

The relevant Planning Scheme definition is:

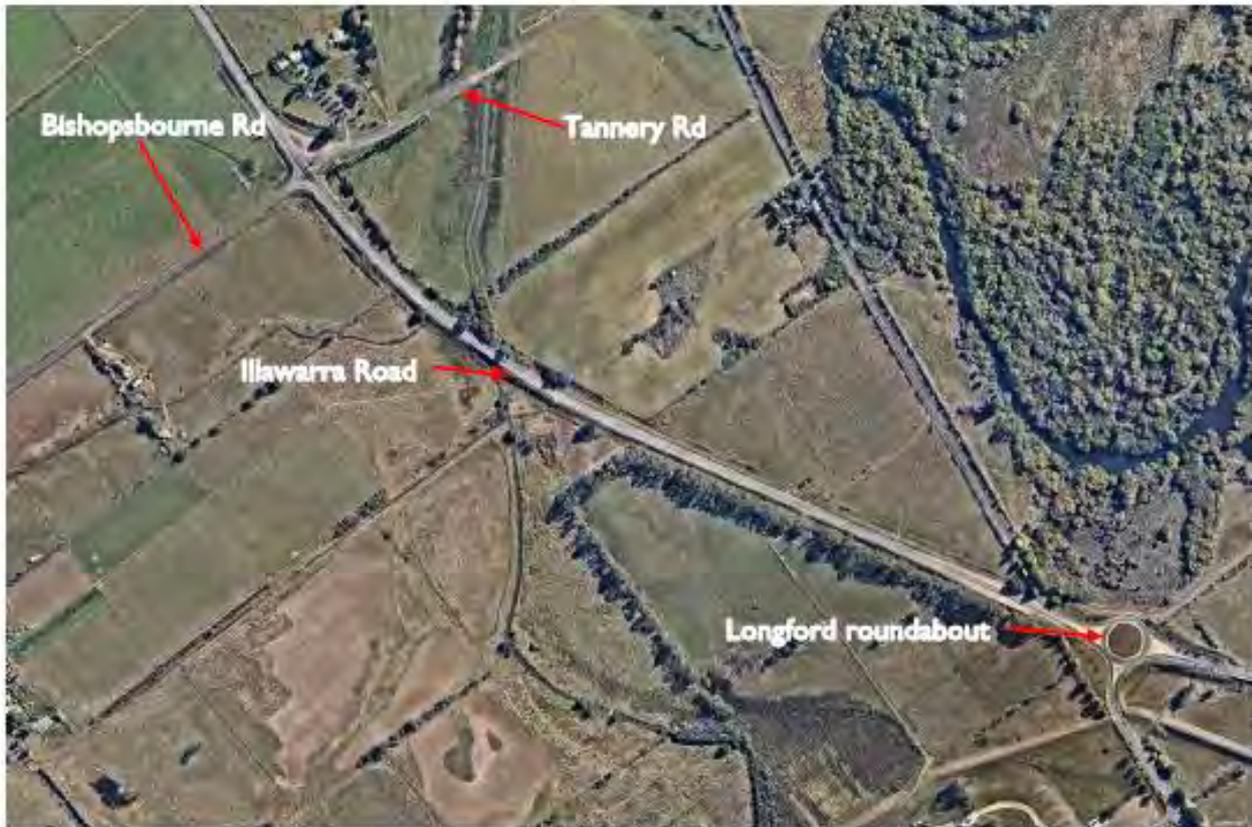
<p><i>Utilities</i></p>	<p><i>use of land for utilities and infrastructure including:</i></p> <ul style="list-style-type: none"> <i>(a) telecommunications;</i> <i>(b) electricity generation;</i> <i>(c) transmitting or distributing gas, oil, or power;</i> <i>(d) transport networks;</i> <i>(e) collecting, treating, transmitting, storing or distributing water; or</i> <i>(f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.</i> <p><i>Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.</i></p>
-------------------------	--

Utilities is Permitted (with permit) in the Utilities zone and Rural Resource zone.

4.3 Subject Site and Locality

The author of this report carried out a site visit on 30 August 2021. The site is located along Illawarra Road between the Longford roundabout and Bishopsbourne Road and Tannery Road and includes adjoining private property to be acquired for the road widening.

Aerial photograph of area (Source: Development Application)



4.4 Permit/Site History

There is no permit or site history relevant to this application.

4.5 Referrals

Council's Works Department

Council's Works & Infrastructure Department advised that no Works and Infrastructure conditions are required but there are two concerns with the plans:

Council's request was for a shared pathway to Bishopsbourne Rd, this is not shown on the plans.

Representations have raised concerns about cyclists on the bridge over Back Creek which is not being widened. It would make sense to widening this, it is the same width as a the bridges coming into Longford from Perth which are often listed as a safety concern. I understand that DSG have plans to make provisions for cyclists on these bridges so it would make sense to be consistent. If all the bridges are widened except for this one it potentially this one a more serious hazard.

TasWater

TasWater advised that they have assessed the application and determined that the proposed development does not require a submission from TasWater, as the proposed development will not:

- a. Increase the demand for water supplied by TasWater; or
- b. Increase the amount of sewage or toxins that is to be removed by, or discharged into, TasWater sewerage infrastructure; or
- c. Damage or interfere with TasWater works (it would appear that the road works will raise the road cover over the DN100mm Ø raw water line asset A3017512, due diligence from the designers and the contractors in this area is essential with regards to limiting any damage); or
- d. Adversely affect TasWater operations.



4.6 Planning Scheme Assessment

ASSESSMENT AGAINST UTILITIES ZONE

28.1 Zone Purpose

28.1.1 Zone Purpose Statements

28.1.1.1 To provide land for major utilities installations and corridors.

Comment: The proposal complies with the zone purpose statement.

28.1.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

Comment: This zone purpose statement is not application to this proposal.

28.1.2 Local Area Objectives

There are no desired local area objectives

28.1.3 Desired Future Character Statements

There are no desired future character statements

28.2 Use Table

No Permit Required	
Use Class	Qualification
Natural and cultural values management	
Utilities	If for minor utilities
Permitted	
Use Class	Qualification
Recycling and waste disposal	
Transport depot and distribution	If a bus terminal or taxi depot/stand or railway station within the road/rail corridor If for an airport
Utilities	If not for minor utilities
Vehicle parking	If a 'park and ride' facility
Discretionary	
Use Class	Qualification
Extractive industries	
Passive recreation	
Sports and recreation	
Prohibited	
All other uses	

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective

To ensure that uses do not compromise the capacity of utility services.

Acceptable Solutions

A1 If for permitted or no permit required uses.

Performance Criteria

P1 The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to:

- a) existing land use practices; and
- b) the location of the use in relation to the utility; and
- c) any required buffers or setbacks; and
- d) the management of access.

Comment: Complies – the proposal is a permitted use.

N/a

28.4 Development Standards

28.4.1 Building Design and Siting

Objective

To ensure that the siting and design of development:

- a) considers the impacts to adjoining lots; and
- b) furthers the local area objectives and desired future character statements for the area, if any.

Acceptable Solutions

A1 Height must not exceed:

- a) 10m; or
- b) 15 m for ancillary antenna and masts for communication devices.

Performance Criteria

P1.1 Height must:

- a) minimise the visual impact having regard to:
 - i) prevailing character of the landscape or urban pattern of the surrounding area; and
 - ii) form and materials; and



	<ul style="list-style-type: none"> iii) <i>the contours or slope of the land;</i> iv) <i>existing screening or the ability to implement/establish screening through works or landscaping; and</i> v) <i>The functional requirements of the proposed development or use; and</i> <p>b) <i>protect the amenity of residential uses in the area from unreasonable impacts having regard to:</i></p> <ul style="list-style-type: none"> i) <i>the surrounding pattern of development; and</i> ii) <i>the existing degree of overlooking and overshadowing; and</i> iii) <i>methods to reduce visual impact; or</i> <p>P1.2 <i>Where development is unavoidably prominent in the landscape, it must provide a significant community benefit.</i></p>
Comment: Complies. The proposed structure has a maximum height of 3.4m.	N/a
A2 <i>Buildings must be set back from all boundaries a minimum distance of 3m.</i>	<p>P2 <i>Building setbacks must:</i></p> <ul style="list-style-type: none"> a) <i>complement existing building setbacks in the immediate area; and</i> b) <i>minimise adverse impacts on adjoining land uses having regard to:</i> <ul style="list-style-type: none"> i) <i>the form of the building; and</i> ii) <i>the contours or slope of the land; and</i> iii) <i>methods to reduce visual impact; and</i> c) <i>protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to:</i> <ul style="list-style-type: none"> i) <i>the surrounding pattern of development; and</i> ii) <i>the existing degree of overlooking and overshadowing; and</i> iii) <i>methods to reduce overlooking and overshadowing.</i>
Comment: Complies. The proposed shelter will be more than 3m from any title boundary.	N/a

28.4.2 Subdivision

Not applicable as land acquisition occurs under the Land Acquisition Act 1993.

ASSESSMENT AGAINST RURAL RESOURCE ZONE

26 *Rural Resource Zone*

26.1 *Zone Purpose*

26.1.1 *Zone Purpose Statements*

26.1.1.1 *To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*

Comment: The proposal does not conflict with this zone purpose statement.

26.1.1.2 *To provide for other use or development that does not constrain or conflict with resource development uses.*

Comment: The proposal complies with this zone purpose statement.

26.1.1.3 *To provide for economic development that is compatible with primary industry, environmental and landscape values.*

Comment: The proposal does not conflict with this zone purpose statement.

26.1.1.4 *To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*

Comment: The proposal does not conflict with this zone purpose statement.

26.1.2 *Local Area Objectives*

a) *Primary Industries:*

Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.

The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.



Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.

Comment: The proposal does not conflict with this Local Area Objective.

b) *Tourism*

Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.

The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.

Comment: The proposal does not conflict with this Local Area Objective.

c) *Rural Communities*

Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.

Comment: The proposal does not conflict with this Local Area Objective.

26.1.3 *Desired Future Character Statements*

The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.

Comment: The proposal complies with the desired future character statement.

26.2 *Use Table*

No Permit Required	
Use Class	Qualification
Natural and cultural values management	
Passive recreation	
Resource development	If not for: a) plantation forestry on prime agricultural land; or b) controlled environment agriculture on prime agricultural land; or c) intensive animal husbandry on prime agricultural land; or d) a dwelling; or e) forestry or plantation forestry on non-prime agricultural land.
Utilities	If for existing uses and the curtilage does not increase by more than 30% as at the effective date and not located on prime agricultural land
Permitted	
Use Class	Qualification
Business and professional services	If for a veterinary centre or similar specialist animal breeding or care services
Domestic animal breeding, boarding or training	If not on prime agricultural land
Community meeting & entertainment	If for existing premises used for public purposes
Crematoria and cemeteries	If for crematoria and not on prime agricultural land
Extractive industries	If not: a) located on prime agricultural land or; b) for a Level 2 Activity
Food services	If for existing uses and the curtilage does not increase by more than 30% as at the effective date
Hotel industry	If for existing uses and the curtilage does not increase by more than 30% as at the effective date
Residential	If for existing uses or home-based business in an existing dwelling
Resource development	If not for: a) plantation forestry on prime agricultural land; or b) controlled environment agriculture on prime agricultural land, unless dependent



	<i>upon the soil as a growth medium; or c) intensive animal husbandry on prime agricultural land.</i>
<i>Resource processing</i>	<i>If directly associated with produce from the subject site</i>
<i>Sports and recreation</i>	<i>If for existing uses and the curtilage does not increase by more than 30% as at the effective date</i>
<i>Visitor accommodation</i>	<i>If for existing uses and the curtilage does not increase by more than 30% as at the effective date</i>
Discretionary	
Use Class	Qualification
<i>Bulky goods sales</i>	<i>If for rural supplies, landscape supplies and timber yard</i>
<i>Business and professional services</i>	<i>If not for a veterinary centre or similar specialist animal breeding or care services</i>
<i>Educational and occasional care</i>	<i>If providing education services for the resource development use class</i>
<i>Emergency Services</i>	
<i>Equipment and machinery sales and hire</i>	
<i>Extractive industries</i>	<i>If located on prime agricultural land, or If for a Level 2 Activity</i>
<i>Food services</i>	<i>If: a) not for existing uses or b) the curtilage increases by more than 30% as at the effective date</i>
<i>General retail and hire</i>	
<i>Hotel industry</i>	<i>If for: a) existing uses and the curtilage increases by more than 30% as at the effective date; or b) cellar door sales, micro-breweries or micro-distilleries</i>
<i>Motor racing facility</i>	<i>If not a new facility on prime agricultural land</i>
<i>Recycling and waste disposal</i>	
<i>Residential</i>	<i>If for single dwelling</i>
<i>Research and development</i>	<i>If directly associated with resource development</i>
<i>Resource development</i>	<i>If: a) for controlled environment agriculture or intensive animal husbandry on prime agricultural land; or b) not for plantation forestry on prime agricultural land.</i>
<i>Resource processing</i>	<i>If not directly associated with produce from the subject site</i>
<i>Service industry</i>	
<i>Sports and recreation</i>	<i>If: a) not for existing uses or b) the curtilage increases by more than 30% as at the effective date</i>
<i>Tourist operation</i>	
<i>Transport depot</i>	
Utilities	<i>If: a) for existing uses on prime agricultural land; or b) not for existing uses; or c) the curtilage increases by more than 30% as at the effective date.</i>
<i>Vehicle fuels sales and service</i>	
<i>Vehicle parking</i>	<i>If on CT 135864/3 and directly associated with the Evandale market</i>
<i>Visitor accommodation</i>	<i>If: a) not for existing uses or b) the curtilage increases by more than 30% as at the effective date</i>
Prohibited	
<i>All other uses</i>	

26.3 Use Standards

26.3.1 Discretionary Uses if not a single dwelling



<p><i>Objective</i></p> <p>a) <i>To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.</i></p> <p>b) <i>To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.</i></p> <p>c) <i>To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.</i></p> <p>d) <i>Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.</i></p> <p>e) <i>Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.</i></p> <p>f) <i>The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>If for permitted or no permit required uses.</i></p>	<p>P1.1 <i>It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable; and</i></p> <p>P1.2 <i>Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m² over the site.</i></p>
<p>Comment: Does not comply. Must be considered against the performance criteria.</p>	<p>Comment:</p> <p>P1.1. The use is consistent with the local area objectives for non-primary industry uses in the zone.</p> <p>P1.2 Not applicable.</p>
<p>A2 <i>If for permitted or no permit required uses.</i></p>	<p>P2.1 <i>Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</i></p> <p style="margin-left: 20px;"><i>i) amount of land alienated/converted is minimised; and</i></p> <p style="margin-left: 20px;"><i>ii) location is reasonably required for operational efficiency; and</i></p> <p>P2.2 <i>Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.</i></p>
<p>Comment: Must be considered against the performance criteria.</p>	<p>Comment:</p> <p>P2.1 Not applicable – not located on prime agricultural land.</p> <p>P2.1 Not applicable – utilities use.</p>
<p>A3 <i>If for permitted or no permit required uses.</i></p>	<p>P3 <i>The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i></p> <p>a) <i>the amount of land converted is minimised having regard to:</i></p> <p style="margin-left: 20px;"><i>i) existing use and development on the land; and</i></p> <p style="margin-left: 20px;"><i>ii) surrounding use and development; and</i></p> <p style="margin-left: 20px;"><i>iii) topographical constraints; or</i></p> <p>b) <i>the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:</i></p> <p style="margin-left: 20px;"><i>i) limitations created by any existing use and/or development surrounding the site; and</i></p> <p style="margin-left: 20px;"><i>ii) topographical features; and</i></p> <p style="margin-left: 20px;"><i>iii) poor capability of the land for primary industry; or</i></p> <p>c) <i>the location of the use on the site is reasonably required for operational efficiency.</i></p>
<p>Comment: Does not comply. Must be considered against the performance criteria.</p>	<p>Comment: The proposal complies with P3 a).</p>
<p>A4 <i>If for permitted or no permit required uses.</i></p>	<p>P4 <i>It must be demonstrated that:</i></p> <p>a) <i>emissions are not likely to cause an environmental nuisance; and</i></p> <p>b) <i>primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i></p> <p>c) <i>the capacity of the local road network can accommodate the traffic generated by the use.</i></p>



Comment: Does not comply. Must be considered against the performance criteria.	Comment: The road widening into land adjoining Illawarra Road is not likely to cause an environmental nuisance, unreasonably confine or restrain primary industry uses from conducting normal operations. The traffic impact assessment finds that the road network can accommodate the traffic generated. The proposal complies with the Performance Criteria.
A5 <i>The use must:</i> a) <i>be permitted or no permit required; or</i> b) <i>be located in an existing building.</i>	P5 <i>It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</i> a) <i>the impacts on skylines and ridgelines; and</i> b) <i>visibility from public roads; and</i> c) <i>the visual impacts of storage of materials or equipment; and</i> d) <i>the visual impacts of vegetation clearance or retention; and</i> e) <i>the desired future character statements.</i>
Comment: Does not comply. Must be considered against the performance criteria.	Comment: The proposal will require a landscape plan for replanting of removed vegetation with similar species.

26.3.2 *Dwellings*

Not applicable.

26.3.3 *Irrigation Districts*

Objective <i>To ensure that land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 is not converted to uses that will compromise the utilisation of water resources.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.</i>	P1 <i>Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:</i> a) <i>the location and amount of land to be used; and</i> b) <i>the operational practicalities of irrigation systems as they relate to the land; and</i> c) <i>any management or conservation plans for the land.</i>
Comment: Does not comply. Some of the works will be in the Cressy Longford Irrigation District.	Comment: The works proposed are adjacent to the road corridor and the amount of land acquisition is relatively minor. There is no irrigation utilised on the land directly adjacent to the road corridor in this area, therefore there will be no impact upon the operational practicalities of irrigation systems. The ongoing use of the land is expected to be consistent with its current use. The proposal complies with the performance criteria.

26.4 *Development Standards*

26.4.1 *Building Location and Appearance*

Objective <i>To ensure that the:</i> a) <i>ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and</i> b) <i>development of buildings is unobtrusive and complements the character of the landscape.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Building height must not exceed:</i> a) <i>8m for dwellings; or</i> b) <i>12m for other purposes.</i>	P1 <i>Building height must:</i> a) <i>be unobtrusive and complement the character of the surrounding landscape; and</i> b) <i>protect the amenity of adjoining uses from adverse impacts as a result of the proposal.</i>
Comment: N/a - no building proposed in the Rural Resource zone.	N/a
A2 <i>Buildings must be set back a minimum of:</i> a) <i>50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or</i> b) <i>200m where a sensitive use is proposed; or</i> c) <i>the same as existing for replacement of an existing dwelling.</i>	P2 <i>Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</i> a) <i>the topography of the land; and</i> b) <i>buffers created by natural or other features; and</i> c) <i>the location of development on adjoining lots; and</i> d) <i>the nature of existing and potential adjoining uses; and</i> e) <i>the ability to accommodate a lesser setback to the road having regard to:</i> i) <i>the design of the development and landscaping; and</i>



	<ul style="list-style-type: none"> ii) the potential for future upgrading of the road; and iii) potential traffic safety hazards; and iv) appropriate noise attenuation.
Comment: N/a- no building proposed in the Rural Resource zone.	N/a

26.4.2 Subdivision

Not applicable – the application does not propose subdivision.

26.4.3 Strata Division

26.4.3.1 In this scheme, division of land by stratum title is prohibited in the Rural Resource Zone.

Not applicable – the application does not propose subdivision.

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	Complies – See code assessment below.
E.5.0	FLOOD PRONE AREAS CODE	Complies – see code assessment below.
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – see code assessment below.
E7.0	SCENIC MANAGEMENT CODE	N/a*
E8.0	BIODIVERSITY CODE	Complies – see code assessment below.
E9.0	WATER QUALITY CODE	Complies – see code assessment below.
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	N/a
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a

*E7.4.1 The following use or development is exempt from the Scenic Management Code:

- a) Use without development, not including plantation forestry; and
- b) Subdivision for a boundary adjustment; and
- c) road widening.

**ASSESSMENT AGAINST E4.0
ROAD AND RAILWAY ASSETS CODE**

E4 Road and Railway Assets Code

E4.1 Purpose of Code

E4.1.1 The purpose of this provision is to:

- a) ensure that use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; and
- b) maintain opportunities for future development of road and rail infrastructure; and
- c) reduce amenity conflicts between roads and railways and other use or development.

E4.2 Application of Code

E4.2.1 This code applies to use or development of land that:

- a) requires a new access, junction or level crossing; or
- b) intensifies the use of an existing access, junction or level crossing; or
- c) involves a sensitive use, a building, works or subdivision on or within 50 metres of a railway or land shown in this planning scheme as:
 - i) a future road or railway; or
 - ii) a category 1 or 2 road where such road is subject to a speed limit of more than 60 kilometres per hour.

E4.3 Definition of Terms

E4.3.1 In this code, unless the contrary intention appears:

- Category 1 – Trunk Road means as defined in Tasmania State Road Hierarchy (DIER, 2007)
- Category 2 – Regional Freight Route means as defined in Tasmania State Road Hierarchy (DIER, 2007)
- Category 3 – Regional Access Road means as defined in Tasmania State Road Hierarchy (DIER, 2007)
- Category 4 – Feeder Road means as defined in Tasmania State Road Hierarchy (DIER, 2007)
- Category 5 – Other Road means as defined in Tasmania State Road Hierarchy (DIER, 2007)

Future road or railway means a future road or railway shown on the plans of this planning scheme.



Junction means an intersection of two or more roads at a common level, including intersections of on and off ramps and grade-separated roads.

Limited access road means a road proclaimed as limited access under Section 52A of the Roads and Jetties Act 1935.

E4.4 Use or development exempt from this Code

E4.4.1 There are no exemptions from this Code.

E4.5 Requirements for a Traffic Impact Assessment (TIA)

E4.5.1 A TIA is required to demonstrate compliance with performance criteria.

E4.5.2 A TIA for roads must be undertaken in accordance with Traffic Impact Assessment Guidelines, Department of Infrastructure, Energy and Resources September 2007. Australian Guidelines and Australian Standards are to be used as the basis for any required road or junction design.

E4.5.3 A TIA must be accompanied by written advice as to the adequacy of the TIA from the:

- a) road authority in respect of a road; and
- b) rail authority in respect of a railway.

E4.5.4 The Council must consider the written advice of the relevant authority when assessing an application which relies on performance criteria to meet an applicable standard

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
N/a	N/a
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
N/a	N/a
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
Comment: Complies. The Traffic Impact Assessment states that this project is not expected to generate additional vehicle movements.	N/a

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and



<p>b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and children's play areas</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <p>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</p>
<p>Comment: Does not comply. The works include road works which will be occurring on a category 1 road with a speed limit of more than 60km/h. Must be considered against the performance criteria.</p>	<p>Comment: Complies. The Traffic Impact Assessment finds:</p> <p>a) The scope of work is targeting improved safety outcomes, and all road users are expected to benefit from the works. Although the project will not generate additional traffic movements, it has been demonstrated that the level of traffic efficiency will be maintained and there is sufficient capacity to reasonably meet the future traffic and transport demands. b) This project will not generate additional vehicle movements using the road corridor and no change in the environmental impact is expected. c) There is no building work (additions or extensions) within the scope of this project. There will be no change in the road corridor and this project is not expected to limit future road widening if required. d) Any temporary buildings set-up as a contractor work site, will require a permit issued from the Department of State Growth. The permit is expected to operate until the project works are completed, with the site reinstated to an equivalent standard, prior to the works commencing.</p>

E4.7.2 Management of Road Accesses and Junctions

<p>Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</p>	<p>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p>N/a</p>	<p>N/a</p>
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a speed limit of more than 60km/h:</p> <p>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</p>
<p>Comment: Does not comply. The works involve a new junction by way of the relocation of the Tannery Road intersection</p>	<p>Comment: The proposed works include the closure of the existing Tannery Road junction arrangement, with a new junction constructed slightly to the southeast, as well as upgrading the Bishopsbourne Road intersection. These works provide for a</p>



<p>further to the southeast. Must be considered against the performance criteria.</p>	<p>social and economic benefit, being an intersection that is well used by both residential and agricultural traffic and has identified safety deficiencies.</p> <p>The Traffic Impact Assessment advises that:</p> <p>“The intersection modification is required to improve safety for users, by converting the cross intersection to a staggered T-Junction, to reduce the number of conflict points for turning vehicles. The painted median along the roadway will separate opposing traffic flows, and all turning vehicles from the roadway will be provided with dedicated turning facilities, so that the vehicle can slow, out of the way of through traffic. Drivers using the new layout are expected to be provided with appropriate sight distance so that turning manoeuvres can be undertaken in a safe manner, without adversely impacting other users. Additional traffic movements may be generated when further works occur west of this project, with the anticipated implementation of a median barrier, traffic modelling indicates that these additional vehicle movements are not expected to deteriorate the level of intersection performance”.</p>
---	---

E4.7.3 Management of Rail Level Crossings

<p>Objective</p>	
<p><i>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Where land has access across a railway:</p> <p>a) development does not include a level crossing; or</p> <p>b) development does not result in a material change onto an existing level crossing.</p>	<p>P1 Where land has access across a railway:</p> <p>a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and</p> <p>b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or</p> <p>c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and</p> <p>d) an alternative access or junction is not practicable.</p>
<p>N/a</p>	<p>N/a</p>

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<p>Objective</p>	
<p><i>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>
<p>Comment: The Traffic Impact Assessment advises that:</p> <p>“The road is currently operating under a 100 km/h speed limit, and an on-site inspection found sight distance for vehicles leaving both Bishopsbourne and Tannery Roads will exceed the Safe Intersection Sight Distance of 250 metres, as prescribed in the table E4.7.4 and therefore meets the acceptable solution under the planning scheme”.</p>	<p>N/a</p>

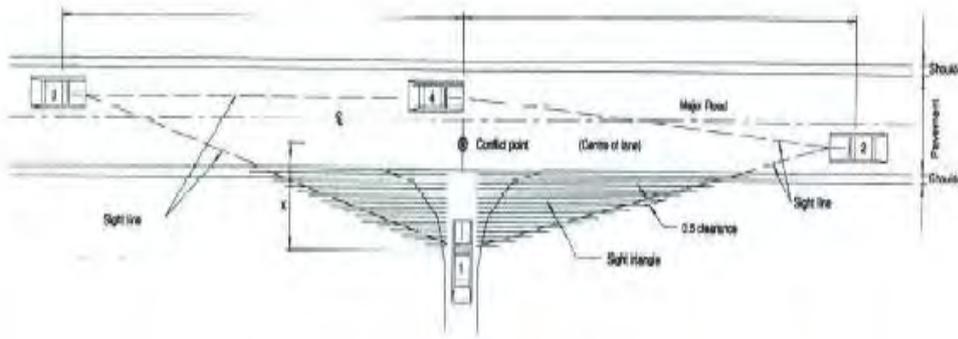


Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.

For category 1, 2 and 3 roads *X* = 7m minimum and for other roads *X* = 5m minimum.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

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

Notes:

- (a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.
- (b) For safe intersection sight distance (SISD):
 - (i) All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

**ASSESSMENT AGAINST E5.0
FLOOD PRONE AREAS CODE**

E5 Flood Prone Areas Code

E5.1 Purpose of the Code

E5.1.1 The purpose of this provision is to:

- a) ensure that use or development subject to risk from flooding is appropriately located and that adequate measures are taken to protect human life and property and to prevent adverse effects on the environment.
- b) determine the potential impacts of flooding through the assessment of risk in accordance with the Australian Standard.

E5.2 Application of this Code

E5.2.1 This code applies to use or development of land:

- a) mapped as flood risk on the planning scheme maps; or
- b) even if not mapped under subparagraph (a) if it is:
 - i) potentially subject to flooding at a 1% annual exceedance probability; or
 - ii) less than the height indicated on the coastal inundation risk height map; or
 - iii) identified in a report prepared by a suitably qualified person in accordance with the development application which is lodged or required in response to a request under Section 54 of the Act as actually or potentially subject to flooding at a 1% annual exceedance probability.

E5.3 Definition of Terms

Flooding

means the situation that results when land that is usually dry is covered with water as a result of watercourses overflowing, significant overland flows or water



flowing into land associated with a rising tide and/or storms, and may include a combination of these factors.

1% Annual Exceedance Probability(AEP)
Flood Level

means the level which has a 1% probability of being exceeded in any year.

E5.4 Use or Development Exempt from this Code

E5.4.1 The following use or development is exempt from this code:

- a) use and development for agriculture (not including development for dairies and controlled environment agriculture) and agricultural infrastructure such as farm tracks, culverts and the like.
- b) use and development for Forestry.
- c) extensions to existing development where floor area does not increase by more than 10% over the floor area which existed as at the effective date.

E5.5 Use Standards

E5.5.1 Use and flooding

Objective To ensure that use does not compromise risk to human life, and that property and environmental risks are responsibly managed.	
Acceptable Solutions	Performance Criteria
A1 The use must not include habitable rooms.	P1 Use including habitable rooms subject to flooding must demonstrate that the risk to life and property is mitigated to a low risk level in accordance with the risk assessment in E5.7.
Comment: Complies.	N/a
A2 Use must not be located in an area subject to a medium or high risk in accordance with the risk assessment in E5.7.	P2 Use must demonstrate that the risk to life, property and the environment will be mitigated to a low risk level in accordance with the risk assessment in E5.7.
Comment: Complies. The use is located in an area subject to a low risk in accordance with the risk assessment in E5.1. Likelihood 1:100 (1%) with a minor or insignificant consequence = Low risk assessment.	N/a

E5.6 Development Standards

E5.6.1 Flooding and Coastal Inundation

Objective To protect human life, property and the environment by avoiding areas subject to flooding where practicable or mitigating the adverse impacts of inundation such that risk is reduced to a low level.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1.1 It must be demonstrated that development:</p> <ol style="list-style-type: none"> a) where direct access to the water is not necessary to the function of the use, is located where it is subject to a low risk, in accordance with the risk assessment in E5.7 a); or b) where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7. <p>P1.2 Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7.</p> <p>P1.3 Where mitigation of flood impacts is proposed or required, the application must demonstrate that:</p> <ol style="list-style-type: none"> a) the works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and b) the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures; c) inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and d) where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed.
-	Comment: As previously identified, the development is found to be low risk.



	There is no need for direct access to water in this area therefore those standards are not applicable. There are no expected mitigation measures required to address potential flood impacts. There are not anticipated to be any changes in relation to flooding due to the works nor will there be any impact upon natural water movements. The application does not necessitate the implementation of mitigation works. The application complies with the performance criteria.
--	--

E5.7 Risk Assessment

(a) Where an assessment of risk under the Risk Consequence and Likelihood Matrix Table for a use or development is required, it is to be classified through the determination of consequence contained in the criteria in b) together with the likelihood of flood occurrence contained in c).

Table E5.1 AS/NZS 4360:2004 Risk Consequence and Likelihood Matrix Table

Likelihood	Consequences				
	Catastrophic	Major	Moderate	Minor	Insignificant
Moderate	High	High	High	Medium	Low
Unlikely	High	Medium	Medium	Low	Low
Rare	High	Medium	Medium	Low	Low

b) Consequence Criteria

- Catastrophic** Loss of life, loss of significant environmental values due to a pollution event where there is not likely to be recovery in the foreseeable future.
- Major** Extensive injuries, complete structural failure of development, destruction of significant property and infrastructure, significant environmental damage requiring remediation with a long-term recovery time.
- Moderate** Treatment required, significant building or infrastructure damage i.e. loss of minor outbuildings such as car ports, public park shelters and the like. Replacement of significant property components such as cladding, flooring, linings, hard paved surfaces. Moderate environmental damage with a short-term natural or remedial recovery time.
- Minor** Medium loss – seepage, replacement of floor/window coverings, some furniture, repair of building components of outbuildings and repair and minor replacement of building components of buildings where direct access to the water is required. Minor environmental damage easily remediated.
- Insignificant** No injury, low loss – cleaning but no replacement of habitable building components, some repair of garden beds, gravel driveways etc. Environment can naturally withstand and recover without remediation.
Inundation of the site, but ground based access is still readily available and habitable buildings are not inundated, including incorporated garages.

c) Likelihood – Annual Exceedance Probability

- 1:25 (4%) Moderate
- 1:50 (2%) Unlikely
- 1:100 (1%) Rare

**ASSESSMENT AGAINST E6.0
CAR PARKING & SUSTAINABLE TRANSPORT CODE**

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions		Performance Criteria	
A1	The number of car parking spaces must not be less than the requirements of:	P1	The number of car parking spaces provided must have regard to:
	a) Table E6.1; or	a)	the provisions of any relevant location specific car parking plan; and
	b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	b)	the availability of public car parking spaces within reasonable walking distance; and
		c)	any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
		d)	the availability and frequency of public transport within reasonable walking distance of the site; and
		e)	site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
		f)	the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
		g)	an empirical assessment of the car parking demand; and
		h)	the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
		i)	the recommendations of a traffic impact assessment prepared for the proposal; and



	<p>j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.</p>
<p>Comment: There is no requirement set for car parking for utilities in Table E6.1, and no car parking is proposed. Parking for 5 trucks with trailers is proposed each side of the road.</p>	N/a

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Utilities	No requirement set.	No requirement set.

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <p>a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p>
<p>Comment: The development does not propose car parking and it is not required by the planning scheme. A truck stop is proposed which will be level and drained to stormwater infrastructure as shown on plan A1468.03 sheet 0030. It will be sealed and provided with line marking ensuring compliance with b) and c).</p>	N/a

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <p>a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking.</p>
<p>Comment: A1.1 The development does not propose car parking and it is not required by the planning scheme. A truck stop for 5 trucks with trailers is proposed on each side of the road. These are forward of the building line of the proposed picnic shelters. A1.2 – N/a – not a General Residential zone.</p>	<p>Comment: The truck stop area is adjacent to the road. The shelter will be accessible from all sides. Standard d) is not applicable as there are no cars in the vicinity. Due to physical site constraints, as well as the need to maintain adequate sight lines, no landscaping is proposed around this rest area. However, the adjoining properties will be re-landscaped consistent with the current landscaping on site.</p>
<p>A2.1 Car parking and manoeuvring space must:</p> <p>a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</p>	<p>P2 Car parking and manoeuvring space must:</p> <p>a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</p>



A2.2	<i>The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</i>	
Comment:	The site is level and there will be an entrance and exit point on site enabling vehicles to enter and exit in a forward direction. The vehicle access at 8m will be wider than that required in table E6.2. Complies.	N/a

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
1 to 5	3.0m	Every 30m

E6.7.3 Car Parking Access, Safety and Security

<i>Objective: To ensure adequate access, safety and security for car parking and for deliveries.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Car parking areas with greater than 20 parking spaces must be:</i> a) <i>secured and lit so that unauthorised persons cannot enter or;</i> b) <i>visible from buildings on or adjacent to the site during the times when parking occurs.</i>	P1 <i>Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</i> a) <i>levels of activity within the vicinity; and</i> b) <i>opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</i>
N/a – less than 20 spaces.	N/a

E6.7.4 Parking for Persons with a Disability

<i>Objective: To ensure adequate parking for persons with a disability.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i>	P1 <i>The location and design of parking spaces considers the needs of disabled persons, having regard to:</i> a) <i>the topography of the site;</i> b) <i>the location and type of relevant facilities on the site or in the vicinity;</i> c) <i>the suitability of access pathways from parking spaces, and</i> d) <i>applicable Australian Standards.</i>
Comment: Parking spaces designated for use by persons with a disability are not proposed and are not required by the planning scheme.	N/a
A2 <i>Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.</i>	P2 <i>The number of parking spaces provided is appropriate for the needs of disabled persons, having regard to:</i> a) <i>characteristics of the populations to be served;</i> b) <i>their means of transport to and from the site; and</i> c) <i>applicable Australian Standards.</i>
Comment: Parking spaces designated for use by persons with a disability are not proposed, and are not required by the planning scheme.	N/a

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

<i>Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>For retail, commercial, industrial, service industry or warehouse or storage uses:</i> a) <i>at least one loading bay must be provided in</i>	P1 <i>For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles</i>



b)	<i>accordance with Table E6.4; and loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.</i>	<i>associated with delivering and collecting people and goods where these are expected on a regular basis.</i>
N/a – utilities use.		N/a

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

<i>Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</i>		
Acceptable Solutions		Performance Criteria
A1.1	<i>Bicycle parking spaces for customers and visitors must:</i>	P1 <i>Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</i>
a)	<i>be accessible from a road, footpath or cycle track; and</i>	
b)	<i>include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</i>	
c)	<i>be located within 50m of and visible or signposted from the entrance to the activity they serve; and</i>	
d)	<i>be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</i>	
A1.2	<i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i>	
Comment: <i>Bicycle parking is not proposed and is not required by the planning scheme</i>		N/a
A2	<i>Bicycle parking spaces must have:</i>	P2 <i>Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</i>
a)	<i>minimum dimensions of:</i>	
i)	<i>1.7m in length; and</i>	
ii)	<i>1.2m in height; and</i>	
iii)	<i>0.7m in width at the handlebars; and</i>	
b)	<i>unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</i>	
Comment: <i>Bicycle parking is not proposed and is not required by the planning scheme</i>		N/a

E6.8.5 Pedestrian Walkways

<i>Objective: To ensure pedestrian safety is considered in development</i>		
Acceptable Solution		Performance Criteria
A1	<i>Pedestrian access must be provided for in accordance with Table E6.5.</i>	P1 <i>Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</i>
Comment: <i>Less than 10 spaces in each parking area – pedestrian access not required.</i>		

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	<i>No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].</i>
11 or more	<i>A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].</i>

Notes

- a) *In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.*
- b) *Separation is deemed to be achieved by:*
 - i) *a horizontal distance of 2.5m between the edge of the driveway and the footpath; or*
 - ii) *protective devices such as bollards, guard rails or planters between the driveway and the footpath; and*
 - iii) *signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.*



**ASSESSMENT AGAINST E8.0
BIODIVERSITY CODE**

E8 Biodiversity Code

E8.1 Purpose of the Code

E8.1.1 The purpose of this provision is to:

- a) protect, conserve and enhance the region's biodiversity in consideration of the extent, condition and connectivity of critical habitats and priority vegetation communities, and the number and status of vulnerable and threatened species; and
- b) ensure that development is carried out in a manner that assists the protection of biodiversity by:
 - i) minimising vegetation and habitat loss or degradation; and
 - ii) appropriately locating buildings and works; and
 - iii) offsetting the loss of vegetation through protection of other areas where appropriate.

E8.2 Application of this Code

E8.2.1 This code applies to use or development of land:

- a) within the area identified as priority habitat on the planning scheme maps; or
- b) for the removal of native vegetation.

E8.3 Definitions of Terms

Priority habitat means the areas identified on the planning scheme maps as priority habitat.

Flora and fauna report

means a report prepared by a suitably qualified person that must include:

- a) a survey of the site identifying the extent, condition and connectivity of the habitat; and
- b) an assessment of the value of the habitat to contribute to the conservation and protection of species of significance in the bioregion; and
- c) an assessment of the full range of the impact that the proposed use or development will have on those values; and any mitigation or additional measures that should be incorporated to protect or enhance the values of the habitat.

E8.4 Use or Development Exempt from this Code

E8.4.1 The following use or development is exempt from this code:

- a) Level 2 activities assessed by the Environment Protection Authority

E8.5 Use Standards

Not used in this Scheme.

E8.6 Development Standards

E8.6.1 Habitat and Vegetation Management

Objective

To ensure that:

- a) vegetation identified as having conservation value as habitat has priority for protection and is appropriately managed to protect those values; and
- b) the representation and connectivity of vegetation communities is given appropriate protection when considering the impacts of use and development.

Acceptable Solutions

Performance Criteria

- A1.1 Clearance or disturbance of priority habitat is in accordance with a certified Forest Practices Plan or;
- A1.2 Development does not clear or disturb native vegetation within areas identified as priority habitat.

- P1 Clearance or disturbance of native vegetation within priority habitat may be allowed where a flora and fauna report prepared by a suitably qualified person demonstrates that development does not unduly compromise the representation of species or vegetation communities in the bioregion having regard to the:
 - a) quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and
 - b) means of removal; and
 - c) value of riparian vegetation in protecting habitat values; and
 - d) impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, in proximity to habitat or vegetation; and
 - e) need for and adequacy of proposed vegetation or habitat management; and
 - f) conservation outcomes and long-term security of any offset in accordance with the General Offset Principles for the RMPS, Department of Primary Industries, Parks, Water and Environment.

Comment: The land is not identified as priority habitat.

N/a

- A2 Clearance or disturbance of native vegetation is in accordance with a certified

- P2 Clearance or disturbance of native vegetation must be consistent with the purpose of this Code and not unduly compromise the representation of species or vegetation communities of significance in the bioregion having regard to the:



<p><i>Forest Practices Plan.</i></p>	<p>a) <i>quality and extent of the vegetation or habitat affected by the proposal, including the maintenance of species diversity and its value as a wildlife corridor; and</i></p> <p>b) <i>means of removal; and</i></p> <p>c) <i>value of riparian vegetation in protecting habitat values; and</i></p> <p>d) <i>impacts of siting of development (including effluent disposal) and vegetation clearance or excavations, , in proximity to habitat or vegetation; and</i></p> <p>e) <i>need for and adequacy of proposed vegetation or habitat management; and</i></p> <p>f) <i>conservation outcomes and long-term security of any offset in accordance with the General Offset Principles for the RMPS, Department of Primary Industries, Parks, Water and Environment.</i></p>
<p>Comment: Does not comply.</p>	<p>Comment: It is recommended that vegetation removed be replaced with similar species.</p>

**ASSESSMENT AGAINST E9.0
WATER QUALITY CODE**

E9 Water Quality Code

E9.1 Purpose of the Code

E9.1.1 The purpose of this provision is to:

- a) *consider the impacts of development to limit adverse effects on the following:*
 - i) *wetland and watercourse ecosystems; and*
 - ii) *flow regimes, water levels, biological activity and physical characteristics; and*
 - iii) *the variety of flora and fauna; and*
 - iv) *the role of wetlands and watercourses for water supply, flood mitigation, environmental protection, water regulation and nutrient filtering, as resources for recreational activities and as attractive features in the landscape; and*
- b) *improve the sustainable management of surface water through development.*

E9.2 Application of this Code

E9.2.1 This code applies to use or development of land:

- a) *within 50 metres of a wetland or watercourse; or*
- b) *within a Ben Lomond Water catchment area – inner or outer buffer.*

E9.3 Definitions of Terms

<p>Ben Lomond Water</p> <p>Ben Lomond Water catchment area - inner buffer</p> <p>Ben Lomond Water catchment area - outer buffer</p> <p>Soil and water management plan</p>	<p><i>means Tasmanian Water and Sewerage Corporation (Northern Region) Pty Ltd</i></p> <p><i>means the area defined at Figure E9.6.1.</i></p> <p><i>means the area defined at Figure E9.6.2.</i></p> <p><i>means a site-specific plan or drawing that details sediment and erosion control measures on a site.</i></p>
---	--

E9.4 Use or Development Exempt from this Code

E9.4.1 The following use or development is exempt from this code:

- a) *forestry subject to a certified forest practices plan;*
- b) *use for agriculture;*
- c) *private tracks on agricultural properties that are used for agricultural purposes;*
- d) *use and development for natural and cultural values management within parks, reserves and State Forest under State Government or Council ownership.*
- e) *use and development that is connected to reticulated sewer and stormwater.*
- f) *Level 2 activities assessed by the Environment Protection Authority.*

E9.5 Use Standards

Not used in this Scheme.

E9.6 Development Standards

E9.6.1 Development and Construction Practices and Riparian Vegetation

<p>Objective</p> <p><i>To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>



<p>A1 Native vegetation is retained within: a) 40m of a wetland, watercourse or mean high water mark; and b) a Ben Lomond Water catchment area - inner buffer.</p>	<p>P1 Native vegetation removal must submit a soil and water management plan to demonstrate: a) revegetation and weed control of areas of bare soil; and b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions.</p>
<p>Comment: a) Condition required for removal of native vegetation within 40m of a watercourse. b) complies – there are no Ben Lomond Water catchment areas identified.</p>	<p>Comment: Condition required.</p>
<p>A2 A wetland must not be filled, drained, piped or channelled.</p>	<p>P2 Disturbance of wetlands must minimise loss of hydrological and biological values, having regard to: (i) natural flow regimes, water quality and biological diversity of any waterway or wetland; (ii) design and operation of any buildings, works or structures on or near the wetland or waterway; (iii) opportunities to establish or retain native riparian vegetation; (iv) sources and types of potential contamination of the wetland or waterway.</p>
<p>Comment: Complies.</p>	<p>N/a</p>
<p>A3 A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.</p>	<p>P3 A watercourse may be filled, piped, or channelled: a) within an urban environment for the extension of an existing reticulated stormwater network; or b) for the construction of a new road where retention of the watercourse is not feasible.</p>
<p>Comment: Complies.</p>	<p>N/a</p>

E9.6.2 Water Quality Management

<p>Objective To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 All stormwater must be: a) connected to a reticulated stormwater system; or b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or c) meet emission limit guidelines from the Board of the Environment Protection Authority in accordance with the State Policy for Water Quality Management 1997.</p>	<p>P1 Stormwater discharges to watercourses and wetlands must minimise loss of hydrological and biological values, having regard to: (i) natural flow regimes, water quality and biological diversity of any waterway or wetland; (ii) design and operation of any buildings, works or structures, on or near the wetland or waterway; (iii) sources and types of potential contamination of the wetland or waterway; (iv) devices or works to intercept and treat waterborne contaminants; (v) opportunities to establish or retain native riparian vegetation or continuity of aquatic habitat.</p>
<p>Comment: The development will be connected to the reticulated stormwater system.</p>	<p>N/a</p>
<p>A2.1 No new point source discharge directly into a wetland or watercourse. A2.2 For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.</p>	<p>P2.1 New and existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge: a) do not give rise to pollution as defined under the Environmental Management and Pollution Control Act 1994; and b) are reduced to the maximum extent that is reasonable and practical having regard to: i) best practice environmental management; and ii) accepted modern technology; and</p>



	<p>c) <i>meet emission limit guidelines from the Board of Environmental Management and Pollution Control in accordance with the State Policy for Water Quality Management 1997.</i></p> <p>P2.2 <i>Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.</i></p>
<p>Comment: A2.1 – complies. A2.2 N/a</p>	N/a
A3 <i>No acceptable solution.</i>	P3 <i>Quarries and borrow pits must not have a detrimental effect on water quality or natural processes.</i>
-	N/a

E9.6.3 Construction of Roads

<p>Objective <i>To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality.</i></p>	
Acceptable Solutions	Performance Criteria
A1 <i>A road or track does not cross, enter or drain to a watercourse or wetland.</i>	P1 <i>Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the Wetlands and Waterways Works Manual, particularly the guidelines for siting and designing stream crossings.</i>
<p>Comment: Complies – does not propose a road or track crossing, entering or draining to a watercourse or wetland.</p>	N/a

E9.6.4 Access

<p>Objective <i>To facilitate appropriate access at suitable locations whilst maintaining the ecological, scenic and hydrological values of watercourses and wetlands.</i></p>	
Acceptable Solutions	Performance Criteria
A1 <i>No acceptable solution.</i>	<p>P1 <i>New access points to wetlands and watercourses are provided in a way that minimises:</i></p> <p>a) <i>their occurrence; and</i></p> <p>b) <i>the disturbance to vegetation and hydrological features from use or development.</i></p>
-	<p>Comment: Complies – does not propose new access points to wetlands and watercourses.</p>
A2 <i>No acceptable solution.</i>	P2 <i>Accesses and pathways are constructed to prevent erosion, sedimentation and siltation as a result of runoff or degradation of path materials.</i>
-	<p>Comment: Complies – does not propose accesses and pathways.</p>

E9.6.5 Sediment and Erosion Control

<p>Objective <i>To minimise the environmental effects of erosion and sedimentation associated with the subdivision of land.</i></p>	
Acceptable Solutions	Performance Criteria
A1 <i>The subdivision does not involve any works.</i>	<p>P1 <i>For subdivision involving works, a soil and water management plan must demonstrate the:</i></p> <p>a) <i>minimisation of dust generation from susceptible areas on site; and</i></p> <p>b) <i>management of areas of exposed earth to reduce erosion and sediment loss from the site.</i></p>
N/a – not a subdivision	N/a – not a subdivision

E9.6.6 Ben Lomond Water Catchment Areas

<p>Objective <i>To address the effects of use and development within defined buffer areas for water catchments.</i></p>
--



Acceptable Solutions	Performance Criteria
A1 <i>Development located within a Ben Lomond Water catchment area - outer buffer must be developed and managed in accordance with a soil and water management plan approved by Ben Lomond Water.</i>	P1 <i>No performance criteria.</i>
Comment: Complies – not within a Ben Lomond Water (TasWater) catchment area.	-
A2 <i>Development located within a Ben Lomond Water catchment area - inner buffer must not involve disturbance of the ground surface.</i>	P2 <i>Development located within a Ben Lomond Water catchment area - inner buffer that involves disturbance of the ground surface must not have a detrimental effect on water quality for the reticulated water intakes.</i>
Comment: Complies – not within a Ben Lomond Water (TasWater) catchment area.	N/a

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<i>Strategic Plan 2017-2027</i> <i>Statutory Planning</i>

4.7 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's records management system after completion of the public exhibition period revealed that representations (attached) were received from:

- S Clark, 1/5 Marlborough Street, Longford
- M Fyfe, Tamar Rise, Riverside, Launceston
- M Barker, 8 Cygnet Court, Longford
- E Aalbrecht, 7 Country Field Court, Longford
- R & W Smith, 1024 Blackwood Creek Road, Blackwood Creek
- M Morris, 97 Brickendon Street, Longford
- R Camilleri, 15C Cracroft Street, Longford
- D Armstrong, 39 Wilhelmina Avenue, Launceston
- B Hartnett, Summerhill
- A Anstie, Launceston



- G Vaughan, Riverside
- N Downie, Launceston
- S & F Stewart, 873 Illawarra Road, Longford
- H Mackinnon, address not provided in representation
- M Reid, Tamar Bicycle Users Group
- L Grant, 7 Tannery Road, Longford
- G Williams, 2126 Bishopsbourne Road, Longford

The matters raised in the representations are summarised below followed by the response from the Department of State Growth.

- Lack of provision of a cycle path between Longford roundabout and Bishopsbourne Road;
- Specifically concerns about using Back Creek Bridge as a cyclist due to the narrowing of the road. A separate road or bridge should be provided here;
- Inclusion of a different road surface for cyclists should be considered;
- Cycling infrastructure should be incorporated as a benefit to the broader community.
- The inclusion of a wire rope barrier will make it more difficult for vehicles to pass cyclists because they won't be able to cross out of their land to overtake a cyclist;
- There should be a separate cycle path from the truck stop;

Concerns about the lack of cycling infrastructure represent 10 representations.

- Concerns about the ability for farmers to move large agricultural equipment along Illawarra Road once centre median safety barriers are installed;
- A toilet should be installed at the heavy vehicle rest area to provide facilities for people using that site, and to ensure that additional trucks don't go into Longford where they may damage the heritage buildings;
- Desire to see the speed limit on the road reduce to 80 km/hr and that this be trialled before any works commence.;
- Concerns about heritage properties; and in particular the impact that the change to the road alignment may have on landscaping in the area. Request that landscaping plans be provided, fencing be provided, and a street light installed at the intersection;
- Mitigation measures for traffic noise should be included;

Concerns about increase in traffic volume, hazards, and congestions;

- Concerns about the visual impact of the heavy vehicle rest area. Will impact upon tourism into the township;
- Concerns about removing of trees on neighbouring properties; and
- Preference for the corner of Tannery Road to be used as a heavy vehicle rest area.

1. Shared User Paths

DSG: It is acknowledged that there is an interest in the community for the provision of cycle paths. The Department is working with Northern Midlands Council, local land owners and other stakeholders towards the provision of cycle paths between Perth Links and Longford. This area between Longford and Bishopsbourne Road was not scoped as part of the road upgrade project.

In considering the requirement under the Planning Scheme for the provision of shared user paths; the application must be assessed against the Rural Resource Zone, the Utilities Zone, and relevant Codes including the Road and Railway Assets Code.

The application is for a road upgrade, however there are no zone standards that require the provision of shared user paths. Furthermore, the relevant Codes that address road construction, in particular the Road and Railway Assets Code, and the Car Parking and Sustainable Transport Code, do not require the provision of shared user paths either.

Notwithstanding this, the road verge will be widened as part of these works, increasing safety for cyclists. Back Creek Bridge does represent a pinch point however this bridge is unable to be widened.



The concerns raised by representors that if the shared user path is not provided at this time, then the opportunity is lost, is incorrect. Any specific shared user path is likely to need to be separated from the road entirely and to that end, would have to be constructed separately from the road works in any event.

2. Movement of Agricultural Equipment

DSG: The road corridor has a width of 7m which meets the National standards for accessibility and safety. It is expected that the corridor will be wide enough for the movement of agricultural equipment.

3. Installation of a toilet

DSG: The heavy vehicle rest area is to formalise an existing rest area in this location. There are currently no facilities in this location. The rest area will provide for basic seating area and a covered area as well as some exercise equipment. Toilets are not provided as this area is not serviced with reticulated sewerage. Furthermore, the Planning Scheme does not require the provision of services for heavy vehicle rest areas. We also note that facilities and shops in Longford can be easily accessed from the truck stop which is on the outskirts of the town.

The project is presently before the Parliamentary Standing Committee for Public Works, we are awaiting a report from the committee before any decision is made on a toilet block.

4. Reduction in Speed Limit

DSG: It is acknowledged that some members of the community want to see a reduction in the speed limit however this is relevant issue under the Planning Scheme.

5. Impact upon Heritage Properties

DSG: Concerns were raised in relation to the impact upon one particular heritage property. This property not listed within the Local Historic Heritage Code of the Planning Scheme. The proposed works are located at considerable distance to the property, with the works representing acquisition of a strip of land on the south western property boundary.

Discussions have occurred with this property owner and agreements are being finalised in relation to the provision of replacement landscaping and fencing, which will be new for old replacement of fencing, and semi-mature trees to replace those that require removal. These issues are being addressed separately through the Notice of Acquisition Works process.

A street light is already proposed at the intersection with Tannery Road and Illawarra Road.

6. Traffic Noise

DSG: The Department is not anticipating an increase in traffic movements along the road corridor. The works will include an upgraded access at Tannery Road however the upgraded access will be further from the nearby residential use than what currently exists. In addition, the topographical difference with the nearest house set quite a bit higher than the road, and approximately 45m away from the road corridor (so even further from the road itself), mitigates noise impacts.

7. Increase in Traffic Volume

DSG: The Department is not anticipating an increase in traffic volumes on the road. The volumes are already consistent with the Roads categorisation as a National Highway, this is not likely to increase further following the works.

8. Concerns about the visual impact of the truck stop



DSG: The heavy vehicle rest area currently exists in that location but is not formalised, representing a large gravel area. The proposed works will involve the sealing of this gravel area and formalisation of truck parking spaces, as well as supporting infrastructure. It is considered that this will improve the visual appearance of the rest area and in turn, the entrance into Longford.

9. Concerns about loss of trees on a private property.

DSG: A line of trees on land adjacent to the rest area will require removal. These trees are generally planted eucalypts. These trees are various ages. The application will require their removal but includes replacing the trees with semi-mature native species in that area. The trees of themselves, are not protected under the Planning Scheme.

10. Tannery Road truck stop

DSG: One representor raised the preference to see Tannery Road used as a heavy vehicle rest area. This is noted but is not proposed at this time.

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- New use for utilities in the Rural Resource Zone.
- Clause 26.3.3 in the Rural Resource Zone (Non-agricultural use in Irrigation District).
- Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways.
- Clause E4.7.2, Management of Road Accesses and Junctions.
- Clause E5.6.1 Flooding Prone Areas Code.
- Clause E6.7.2, Design and Layout of Car Parking.

Conditions that relate to any aspect of the application can be placed on a permit.

The proposal is found to comply with the provisions of the planning scheme relating to the Utilities and Rural Resource zones and the relevant codes. It is recommended for approval with the conditions below.

8 ATTACHMENTS

1. Application Form [6.1.1 - 1 page]
2. Plans 3100 B-2-3 DA 210726 [6.1.2 - 6 pages]
3. Development Application Report Illawarra Road stage 1 28 July for lodgement [6.1.3 - 29 pages]
4. Traffic Impact Statement for Illwarra Main Road Stage One - Draft [6.1.4 - 13 pages]
5. Works Infrastructure response PLN 21 0183 Illawarra Road Longford [6.1.5 - 1 page]
6. Tas Water response [6.1.6 - 1 page]
7. Representations [6.1.7 - 23 pages]
8. Applicant's response to representations 27 August 2021 [6.1.8 - 3 pages]

RECOMMENDATION

That land at, Illawarra Road, Tannery Road, Bishopsbourne Road, 7 & 22 Tannery Road, 2126 & 2176 Bishopsbourne Road, 704 & 709 Illawarra Road, CTs 10350/1, 10245/1, 150843/1, 128346/1, 28158/1, 105495/1, 157554/2, 22090/1, 127517/1, 245427/1, 44233/1, 102827/1, Longford (Road & Railway Assets, Flood Prone Areas, and Carparking &



Sustainable Transport codes) Illawarra Road, Longford be approved to be developed and used for a road works in accordance with application PLN-21-0183, and subject to the following conditions:

1 Layout not altered

The use and development shall be substantially in accordance with the endorsed plans:

- **P1** Registration No. A1468.003, Sheet No. 1000, Rev B
- **P2** Registration No. A1468.003, Sheet No. 0030, Rev B
- **P3** Registration No. A1468.003, Sheet No. 0031, Rev B
- **P4** Registration No. A1468.003, Sheet No. 0032, Rev B
- **P5** Registration No. A1468.003, Sheet No. 0033, Rev B
- **P6** Registration No. A1468.003, Sheet No. 0040, Rev B

2 Environmental Management Plan

Before the development commence, Council shall be provided with a copy of the approved Environmental Management Plan.

3 Removal of Native Vegetation within 40m of Back Creek

Before the development commences, a soil and water management plan must be submitted for the removal of any native vegetation within 40m of Back Creek demonstrating:

- a) revegetation and weed control of areas of bare soil; and
- b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and
- c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions.

4 Landscaping Plan

- Before the development commences, a landscape plan for the truck stop area and the realigned Tannery Road/Illawarra Road corner must be submitted showing vegetation to be removed to be replaced with similar species. When approved the plan will be endorsed and will form part of this permit.
- Within 6 months of the development commencing, landscaping as shown on the endorsed landscaping plan must be planted.
- Landscaping as shown on the endorsed landscaping plan must be maintained for the duration of the use.

PLANNING APPLICATION Proposal

Description of proposal: Road upgrades, including formalisation of existing truck stops to the north west of Longford, minor road widening to accommodate a median strip, and turning lanes into Bishopsbourne and Tannery Roads.
.....
.....
.....

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: Illawarra Road, road corridor and 22 Tannery Road, 2176 Bishopsbourne Road, 704 Illawarra Rd, 709 Illawarra Road, Tannery Road and 7 Tannery Road
.....

CT no: 10350/1, 10245/1, 150843/1, 128346/1, 28158/1, 105496/1, 157554/2, 22090/1, 127517/1, 245427/1, 44233/1

Estimated cost of project \$...\$10 million..... *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes
If yes – main building is used as Buildings on some of the private properties used as sheds and dwellings.
..... Will not be impacted upon in any way.

If variation to Planning Scheme provisions requested, justification to be provided:

..... See supporting report.
.....
.....
.....

(attach additional sheets if necessary)

Is any signage required? No
..... *(if yes, provide details)*



ILLAWARRA MAIN ROAD (A1468)

PERTH TO BASS HIGHWAY

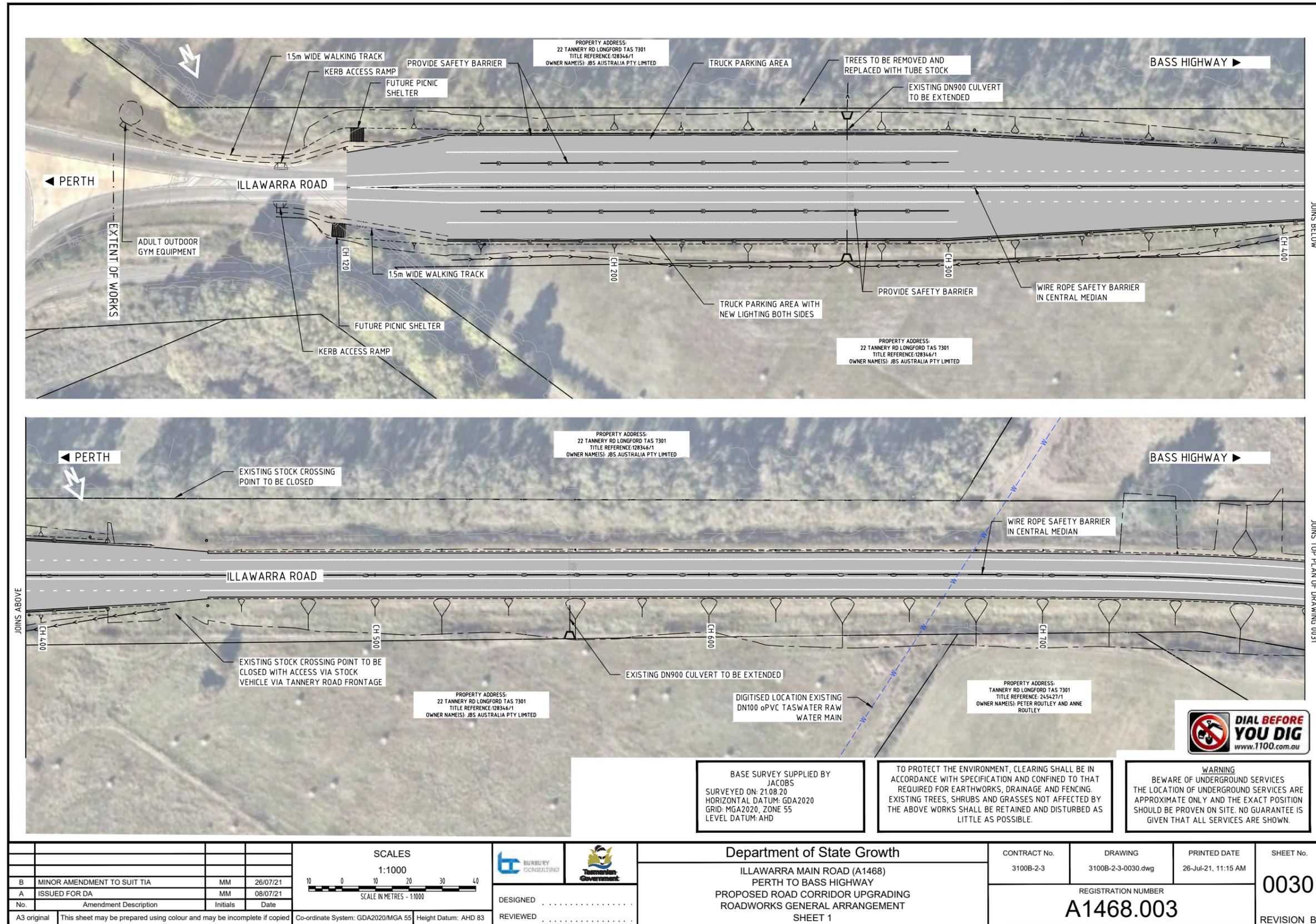
PROPOSED ROAD CORRIDOR UPGRADING

DEVELOPMENT APPLICATION

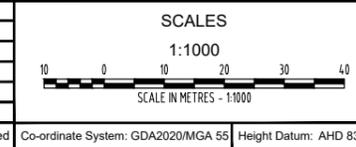
STAGE 1



SETOUT REVIEW NAME: SIGNED: DATE:	DESIGNED NAME: SIGNED: DATE:	THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.	I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT.	Department of State Growth	CONTRACT No. 3100B-2-3	DRAWING 3100B-2-3-0030.dwg	PRINTED DATE 26-Jul-21, 11:15 AM	No. of SHEETS 6
STRUCTURAL REVIEW NAME: SIGNED: DATE:	DESIGN REVIEW NAME: SIGNED: DATE:	DESIGN MANAGER (DESIGN ORGANISATION) SIGNED: DATE:	PRINCIPAL (DESIGN ORGANISATION) SIGNED: DATE:		REGISTRATION NUMBER A1468.003			SHEET No. 1000
					ROAD LINK No.			REVISION B



No.	Amendment Description	Initials	Date
B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21
A	ISSUED FOR DA	MM	08/07/21



BURBURY CONSULTING

Tasmanian Government

DESIGNED

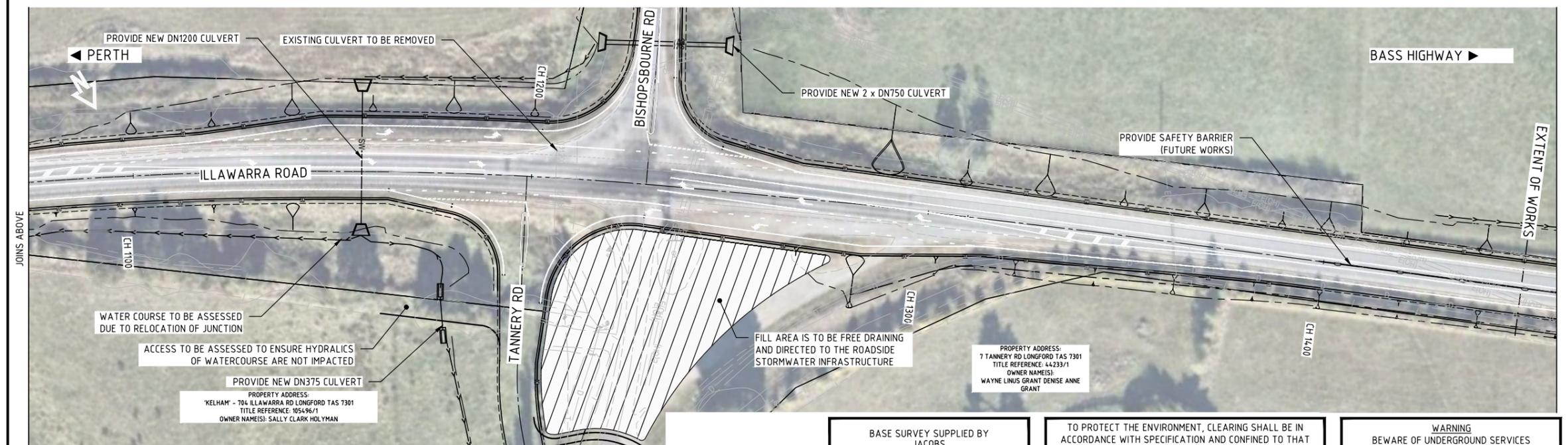
REVIEWED

Department of State Growth
 ILLAWARRA MAIN ROAD (A1468)
 PERTH TO BASS HIGHWAY
 PROPOSED ROAD CORRIDOR UPGRADING
 ROADWORKS GENERAL ARRANGEMENT
 SHEET 1

CONTRACT No. 3100B-2-3	DRAWING 3100B-2-3-0030.dwg	PRINTED DATE 26-Jul-21, 11:15 AM	SHEET No. 0030
REGISTRATION NUMBER A1468.003			REVISION B

A3 original This sheet may be prepared using colour and may be incomplete if copied

Co-ordinate System: GDA2020/MGA 55 Height Datum: AHD 83



NOTE:
ALL EXISTING POWER AND TELSTRA WITHIN THE AREA OF WORKS IS TO BE RELOCATED.



BASE SURVEY SUPPLIED BY
JACOBS
SURVEYED ON: 21.08.20
HORIZONTAL DATUM: GDA2020
GRID: MGA2020, ZONE 55
LEVEL DATUM: AHD

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

WARNING
BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

		<p>SCALES 1:1000</p> <p>SCALE IN METRES - 1:1000</p>				<p>Department of State Growth ILLAWARRA MAIN ROAD (A1468) PERTH TO BASS HIGHWAY PROPOSED ROAD CORRIDOR UPGRADING ROADWORKS GENERAL ARRANGEMENT SHEET 2</p>		<p>CONTRACT No. 3100B-2-3</p>	<p>DRAWING 3100B-2-3-0030.dwg</p>	<p>PRINTED DATE 26-Jul-21, 11:16 AM</p>	<p>SHEET No. 0031</p>										
<table border="1"> <tr> <td>B</td> <td>MINOR AMENDMENT TO SUIT TIA</td> <td>MM</td> <td>26/07/21</td> </tr> <tr> <td>A</td> <td>ISSUED FOR DA</td> <td>MM</td> <td>08/07/21</td> </tr> <tr> <td>No.</td> <td>Amendment Description</td> <td>Initials</td> <td>Date</td> </tr> </table>		B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21	A	ISSUED FOR DA	MM	08/07/21	No.	Amendment Description	Initials	Date	<p>Co-ordinate System: GDA2020/MGA 55 Height Datum: AHD 83</p>		<p>DESIGNED</p> <p>REVIEWED</p>		<p>REGISTRATION NUMBER A1468.003</p>		<p>REVISION B</p>	
B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21																		
A	ISSUED FOR DA	MM	08/07/21																		
No.	Amendment Description	Initials	Date																		



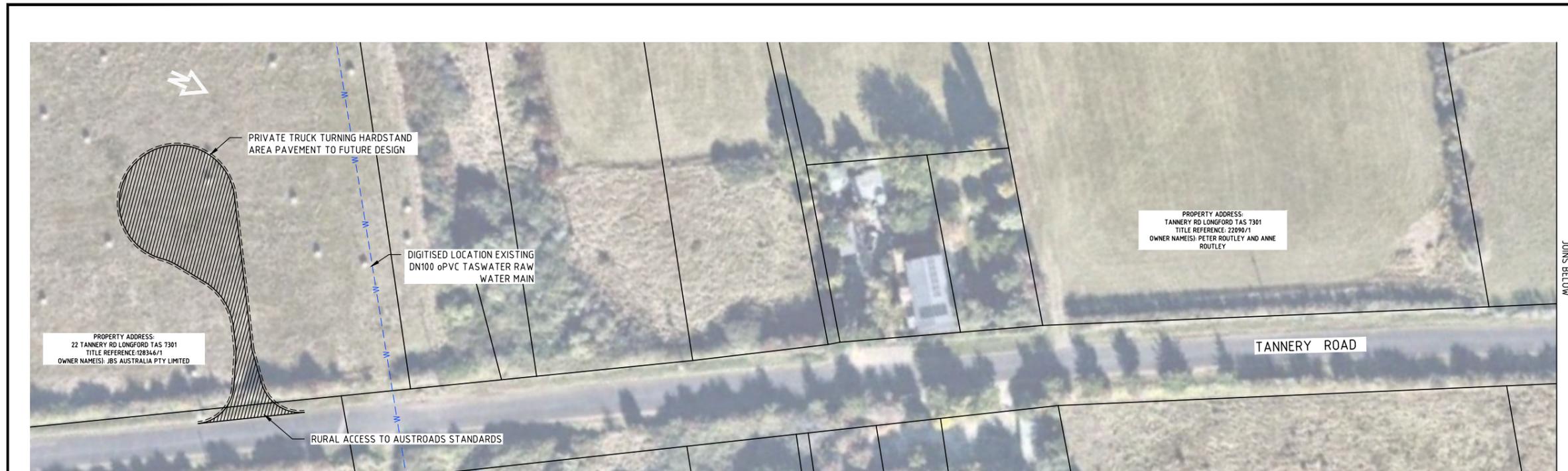
NOTE:
ALL EXISTING POWER AND TELSTRA WITHIN THE AREA OF WORKS IS TO BE RELOCATED.

BASE SURVEY SUPPLIED BY
JACOBS
SURVEYED ON: 21.08.20
HORIZONTAL DATUM: GDA2020
GRID: MGA2020, ZONE 55
LEVEL DATUM: AHD

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

		<p>SCALES 1:1000</p> <p>SCALE IN METRES - 1:1000</p>			<p>Department of State Growth ILLAWARRA MAIN ROAD (A1468) PERTH TO BASS HIGHWAY PROPOSED ROAD CORRIDOR UPGRADING ROADWORKS GENERAL ARRANGEMENT SHEET 3</p>		<p>CONTRACT No. 3100B-2-3</p>	<p>DRAWING 3100B-2-3-0030.dwg</p>	<p>PRINTED DATE 26-Jul-21, 11:16 AM</p>	<p>SHEET No. 0032</p>												
<table border="1"> <tr> <th>No.</th> <th>Amendment Description</th> <th>Initials</th> <th>Date</th> </tr> <tr> <td>B</td> <td>MINOR AMENDMENT TO SUIT TIA</td> <td>MM</td> <td>26/07/21</td> </tr> <tr> <td>A</td> <td>ISSUED FOR DA</td> <td>MM</td> <td>08/07/21</td> </tr> </table>		No.	Amendment Description	Initials	Date	B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21	A	ISSUED FOR DA	MM	08/07/21	<p>A3 original This sheet may be prepared using colour and may be incomplete if copied</p>		<p>Co-ordinate System: GDA2020/MGA 55 Height Datum: AHD 83</p>	<p>REGISTRATION NUMBER A1468.003</p>		<p>REVISION B</p>			
No.	Amendment Description	Initials	Date																			
B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21																			
A	ISSUED FOR DA	MM	08/07/21																			



NOTE:
ALL EXISTING POWER AND TELSTRA WITHIN THE AREA OF WORKS IS TO BE RELOCATED.

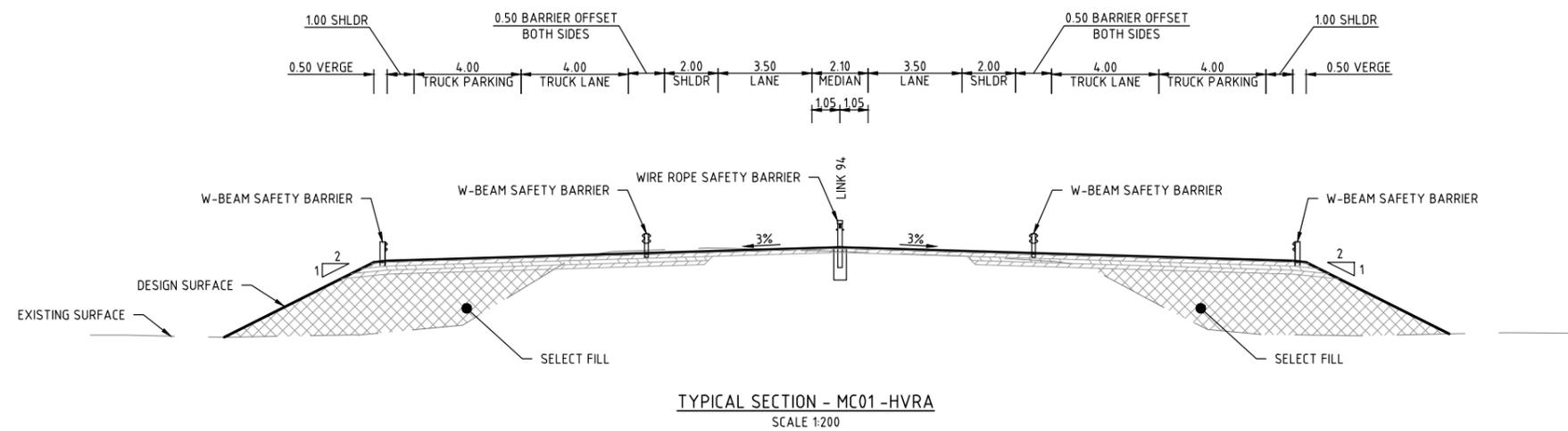
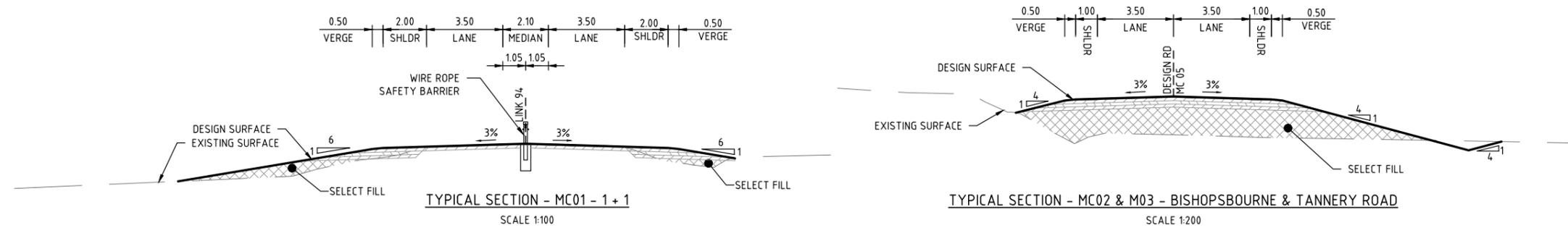


BASE SURVEY SUPPLIED BY JACOBS
SURVEYED ON: 21.08.20
HORIZONTAL DATUM: GDA2020
GRID: MGA2020, ZONE 55
LEVEL DATUM: AHD

TO PROTECT THE ENVIRONMENT, CLEARING SHALL BE IN ACCORDANCE WITH SPECIFICATION AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHALL BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

		<p>SCALES 1:1000</p> <p>SCALE IN METRES - 1:1000</p>				<p>Department of State Growth</p> <p>ILLAWARRA MAIN ROAD (A1468) PERTH TO BASS HIGHWAY PROPOSED ROAD CORRIDOR UPGRADING ROADWORKS GENERAL ARRANGEMENT SHEET 3</p>		<p>CONTRACT No. 3100B-2-3</p>	<p>DRAWING 3100B-2-3-0030.dwg</p>	<p>PRINTED DATE 26-Jul-21, 11:16 AM</p>	<p>SHEET No. 0033</p>				
<table border="1"> <thead> <tr> <th>No.</th> <th>Amendment Description</th> <th>Initials</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>MINOR AMENDMENT TO SUIT TIA</td> <td>MM</td> <td>26/07/21</td> </tr> </tbody> </table>		No.	Amendment Description	Initials	Date	B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21	<p>DESIGNED</p> <p>REVIEWED</p>		<p>REGISTRATION NUMBER A1468.003</p>		<p>REVISION B</p>	
No.	Amendment Description	Initials	Date												
B	MINOR AMENDMENT TO SUIT TIA	MM	26/07/21												
<p>A3 original This sheet may be prepared using colour and may be incomplete if copied</p>		<p>Co-ordinate System: GDA2020/MGA 55 Height Datum: AHD 83</p>													



			<p>SCALES</p> <p>SCALE 1:200</p>				<p>Department of State Growth</p> <p>ILLAWARRA MAIN ROAD (A1468)</p> <p>PERTH TO BASS HIGHWAY</p> <p>PROPOSED ROAD CORRIDOR UPGRADING</p> <p>TYPICAL CROSS SECTIONS - SHEET 1</p>		<p>CONTRACT No.</p> <p>3100B-2-3</p>	<p>DRAWING</p> <p>3100B-2-3-0030.dwg</p>	<p>PRINTED DATE</p> <p>26-Jul-21, 11:16 AM</p>	<p>SHEET No.</p> <p>0040</p>
<p>No. Amendment Description Initials Date</p> <p>B MINOR AMENDMENT TO SUIT TIA MM 26/07/21</p> <p>A ISSUED FOR DA MM 08/07/21</p>			<p>DESIGNED</p> <p>REVIEWED</p>				<p>REGISTRATION NUMBER</p> <p>A1468.003</p>		<p>REVISION B</p>			
<p>A3 original This sheet may be prepared using colour and may be incomplete if copied</p>			<p>Co-ordinate System: GDA2020/MGA 55 Height Datum: AHD 83</p>									

ILLAWARRA ROAD STAGE 1 ROAD UPGRADES

Development Application Supporting Report
28 July 2021



Table of Contents

1.1	BACKGROUND	3
1.2	STRATEGIC RATIONALE	3
1.3	PROJECT OBJECTIVES	4
2.1	LOCATION.....	4
2.2	TITLES.....	5
3.	PROPOSAL	8
3.1	THE PROPOSAL	8
3.2	DESIGN	8
3.3	BRIDGE STRUCTURE.....	9
3.4	PUBLIC TRANSPORT	9
3.5	PEDESTRIANS AND CYCLISTS	9
3.6	LOCAL ROADS AND PRIVATE ACCESSES	9
3.7	STORMWATER	9
3.8	SERVICE RELOCATIONS	9
3.9	LANDSCAPING	10
3.10	LIGHTING	10
3.11	LAND ACQUISITION	10
3.12	GEOLOGY	10
3.13	FLORA & FAUNA.....	11
3.14	HISTORIC HERITAGE.....	11
3.15	ABORIGINAL HERITAGE	11
3.16	NOISE.....	11
3.17	CONSTRUCTION	11
4.	STAKEHOLDER ENGAGEMENT	12
5.	SITE PHOTOGRAPHS	13
6.	PLANNING SCHEME	14
6.1	DETERMINING APPLICATIONS	15
6.2	PLANNING SCHEME PURPOSE.....	15
6.3	USE CATEGORISATION.....	15
6.4	PART C ZONES.....	16
6.5	UTILITIES ZONE.....	16
6.6	RURAL RESOURCE ZONE	17
26.3	USE STANDARDS	18
6.7	PART D CODES	19
6.8	PART F SPECIFIC AREA PLANS	26
7.	TASMANIAN HERITAGE REGISTER.....	27
8.	STATE POLICIES.....	27
8.1	STATE POLICY ON THE PROTECTION OF AGRICULTURAL LAND 2009.....	27
8.2	STATE POLICY ON WATER QUALITY MANAGEMENT 1997.....	27
9.	CONCLUSION	28

I. Introduction

The Department of State Growth is seeking planning approval for upgrade works to Illawarra Road between the Longford roundabout and the intersection of Tannery Road and Bishopsbourne Road. The upgrades include:

- Formalising an existing truck stop area on the northwest side of the Longford roundabout.
- Including a picnic shelter and table and chairs at the proposed truck stop.
- Widening the road corridor to enable the installation of a line marked, 2.10m wide, centre median plus flexible safety barrier.
- Installing a left hand turn lane and a right hand turn lane into Bishopsbourne Road.
- Realigning Tannery Road further to the southeast and installing a left hand turn lane and a right hand turn lane into the realigned Tannery Road.
- Providing a new access point off Tannery Road into 22 Tannery Road.

I.1 Background

The Illawarra Road corridor runs between the recently constructed Perth bypass, and the Bass Highway to the north. Historically it was a local connector road used by local traffic, with heavy use by agricultural vehicles associated with the nearby farms.

However, it has become a critical road link between the south and north of Tasmania for the Tasmanian community, tourism traffic, and importantly heavy freight vehicles. In addition, it continues to be a well-used road corridor for local agricultural vehicles associated with the farming use either side of the road corridor.

In 2015 the road corridor was identified as a National Highway. Following this, and with increasing vehicle movements associated with the growth of Longford and the increasing number of residents commuting to Launceston, a range of safety improvements were identified as being required.

The project was commenced in early 2021 by the Department of State Growth to provide for upgrades along the road corridor, including improved intersection arrangements for both adjoining roads and access points; road widening, and in some instances, the installation of wire rope barriers.

This development application is for works associated with Stage 1 only. Subsequent stages will be applied for separately.

I.2 Strategic Rationale

The site is to the north of Longford, between the roundabout and approximately 500m northwest of the Bishopsbourne and Tannery Road intersection. In this section there is an existing informal truck stop which is well used as a rest area for long haul truck drivers, and for the parking of trailers.

With the increasing traffic volumes in this area, it was considered necessary to provide a more formalised truck stop together with improved safety through the inclusion of a centre median with roadside barriers in the heavy vehicle rest area.

The most significant safety improvement is in relation to the realignment of Bishopsbourne and Tannery Roads. This will see Tannery Road relocated further to the southeast. Protected turn lanes will be provided into both side roads to improve safety along this 100km/hr stretch of road.

1.3 Project Objectives

The objectives of the project are:

- To formalise an existing truck stop area.
- To provide basic facilities at the truck stop.
- To enable safety improvements along Illawarra Road.
- To enable safety improvements at the Bishopsbourne Road and Tannery Road intersection.
- Installing a P-turn on Bishopsbourne Road.
- Improved access and travel time reliability, particularly for movements between the Midland Highway and the Bass Highway
- Provide an upgrade that complements the Perth Links Roads and the east-west connectivity to key freight hubs without the need to travel via the Perth residential area or Launceston.
- Provide heavy vehicle rest areas along this major freight route.

2. Site Description

2.1 Location

The stretch of highway from Longford Roundabout to the Bishopsbourne/Tannery Road intersection.

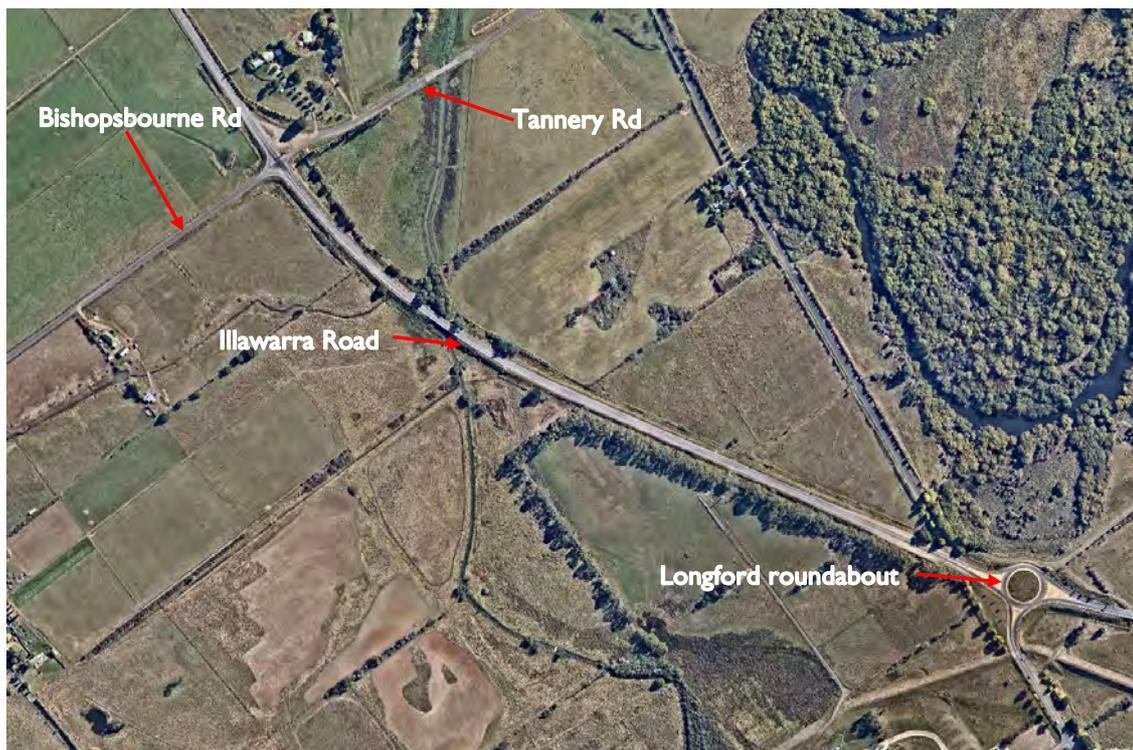


FIGURE 1: LOCATION OF THE WORKS ALONG ILLAWARRA ROAD.

On either side of the road corridor is private property, with a mixture of land used for agriculture activities, stock holding facilities for JBS Meats, and rural residential properties.

2.2 Titles

A number of Certificates of Title will be involved in this application, both as Crown owned road corridor, and private properties. These are listed within Table 1a below.

Table 1a: List of titles affected by proposed development

Title Reference	Address	Owner	Extent of works
10350/1, 10245/1, 150843/1	Road Corridor	State Growth	Upgrade works
Untitled road casements (x 7)	Road Corridor	State Growth	Upgrade works
128346/1	22 Tannery Road	Private ownership	Upgrade works and formalisation of truck stop
28158/1	2176 Bishopsbourne Road	Private ownership	Upgrades to access into Bishopsbourne Road
105496/1	704 Illawarra Road	Private ownership	Upgrade to access into Tannery Road
157554/2	709 Illawarra Road	Private ownership	Upgrade to access into Bishopsbourne Road
22090/1, 127517/1, 245427/1,	Tannery Road	Private ownership	Road widening along Illawarra Road
44233/1	7 Tannery Road	Private Ownership	Upgrades to access into Tannery Road
102827/1	2126 Bishopsbourne Road	Private Ownership	Road widening along Illawarra Road.

2.2.1 Existing Road and Roadside Environment

On either side of Illawarra Road, the road is in agricultural use to varying degrees of intensity. To the northeast of the road corridor the land is used for stocking cattle predominantly and occasionally sheep. One the southwest side of the road, the land is used for small scale hobby farms, with occasional stock.

2.2.2 Road/Intersection

The road in this area has a speed limit of 100 km/hr; this section of road is relatively straight as it exits the Longford Roundabout.

Sight lines at the intersections of Bishopsbourne and Tannery Road will be improved following these works.

2.2.3 Traffic Data

Average Annual Daily Traffic (AADT) volumes in 2019 were about 4459 vehicles per day on the Illawarra Road, with 21.7% heavy vehicles (refer Traffic Count ID A1468125). This traffic counter is on the stretch of Illawarra Road between the Longford Roundabout and Bass Highway, at the Bass Highway end of the road.

2.2.4 Public Transport

There are regional bus services that service this area. There are no formal bus stops in the immediate vicinity with buses picking up and dropping off customers in Longford primarily.

2.2.5 Pedestrian and Cyclist Movements

There is no pedestrian or cyclist infrastructure in the area. It is understood that this area is frequented by cyclists leaving Longford and turning into Bishopsbourne Road using the existing road network.

2.2.6 Private Accesses

There is a stock crossing associated with 22 Tannery Road (JBS Meats). This will have to be removed as part of the works due the widened road and the requirements to not cross stock on a National Highway. The stock crossing point will be reconstructed to form a legal driveway access point for this Title.

The remainder of the lots gain their access from either Bishopsbourne Road or Tannery Road.

3. Proposal

3.1 The Proposal

The proposal has a number of elements with works being undertaken by the Department of State Growth. These include:

- Formalising both sides of an existing truck stop area on the northwest side of the Longford roundabout.
- Widening the road corridor to enable the introduction of a 2.10m centre median which will be chevron line marked in Stage 1 and a flexible safety barrier.
- Installing a left hand turn lane and a right hand turn lane into Bishopsbourne Road.
- Realigning Tannery Road further to the southeast and installing a left hand turn lane and a right hand turn lane into the realigned Tannery Road.
- Installation of a shelter and picnic table with outdoor gym equipment to complement the heavy vehicle rest area which will be located south of the Longford roundabout.
- Installing a P-turn off Bishopsbourne Road to enable u-turns to be achieved in that location.
- Landscaping will be undertaken around the proposed works (see 3.9 for details).
- Providing a new access point off Tannery Road into 22 Tannery Road.

3.2 Design

The design was developed in accordance with the guidelines and standards listed below:

- Department of State Growth – Professional Service Specification – T3 – Road Design Standards
- Austroads Guide to Road Design - Part 3 Geometric Design
- Austroads Guide to Road Design - Part 4 Intersections and Crossings – General
- Austroads Guide to Road Design - Part 4A Unsignalised and Signalised Intersections
- Austroads Guide to Road Design – Part 5A Road Surface, Networks, Basins and Subsurface
- Austroads Guide to Road Safety – Part 3 Speed Limits and Speed Management
- Austroads Guide to Pavement Technology – Part 2 Pavement Structural Design
- VicRoads Code of Practices State Growth Supplement (Pavements and Surfacing)

3.2.1 Design Speed

The design speed for the intersection is 100 km/hr.

3.2.2 Design Vehicle

The design vehicle adopted for the Illawarra Road intersections is an 19m prime mover and semi-trailer vehicle.

3.2.3 Typical Cross Sections

The proposed cross section of Illawarra Road is:

- 3.50m travel lanes
- 2.10m centre median
- 2.0m sealed shoulders
- Verge widths:
 - 0.5m unsealed

The proposed geometry is consistent with that provided on other Category 1 Roads across the State Road network such as the Midlands Highway.

3.3 Bridge Structure

The existing Back Creek Bridge is not required to be upgraded.

3.4 Public Transport

There are no formal bus stop facilities in the vicinity.

3.5 Pedestrians and Cyclists

There are no pedestrian or cyclist treatments proposed.

3.6 Local Roads and Private Accesses

The two local roads which will be incorporated in an upgraded design are Bishopsbourne Road and Tannery Road. There will be no new private access points off Illawarra Road apart from formalising the northern existing stock crossing point at 22 Tannery Road, with all lots being affected gaining access from Bishopsbourne and Tannery Road.

3.7 Stormwater

3.7.1 Existing stormwater network

The existing stormwater network comprises culvert crossing existing road networks and open swale drains adjacent to Illawarra Road. Within the limit of works there are a range of culverts varying in size from 450 diameter culvert to a 1200mm diameter. These will be extended to suit the new road widths with the 1200mm diameter culvert being new due to the relocation of the Tannery Road intersection where there the current culvert is installed.

3.7.2 Stormwater System Design Methodology and Modelling

The existing culverts have been assessed in a report and will be extended and upgraded where necessary to accommodate the new road widths.

3.8 Service Relocations

It is likely that provision for new Telstra assets is required as part of these works at the Bishopsbourne/Tannery Roads intersection.

3.9 Landscaping

The works will see the acquisition of land from private landowners. In some instances, this requires the removal of established plantings. To that end, the Department agrees to undertake the following landscaping as part of the works:

- Installation of hedging around the P-turn off Bishopsbourne Road withing the property of 2176 Bishopsbourne Road.
- Replanting of trees along the boundaries with 22 Tannery Road adjacent to where the truck stop is located.
- Replanting of trees adjacent to Tannery Road on the property of 704 Illawarra Road, to replace existing poplars which will require removal.

3.10 Lighting

The existing heavy vehicle rest area is being formalised with lighting of the merges and diverge points being provided with minimum lighting to a category V5 standard.

3.11 Land Acquisition

The works will see the acquisition of land from private landowners. The extent of the land acquisition which is currently expected to be required is:

- 2176 Bishopsbourne Road, 1960m²
- 7 Tannery Road, 847m²
- 709 Illawarra Road, 1131m²
- 704 Illawarra Road, 2793m²
- 22 Tannery Road, 5996m² total for both titles
- Tannery Road, 1240m² total for all associated titles

All property owners who will be impacted by land acquisition have been consulted with, and have been formally notified of the lodgement of the application, pursuant to S52 of the *Land Use Planning and Approvals Act 1993*.

3.12 Geology

The geology along the Illawarra Road is covered by the 1:25,000 geological maps for Longford and Prospect, produced by Mineral Resources Tasmania (MRT). A review of the mapping indicates that the road development is predominantly on Cenozoic cover sequences. For the most part Tsa, TQaf and TQai. (Tsa) – poorly consolidated clay, silt and clayey labile sand with rare gravel and lignite. (TQaf) undifferentiated siliceous pebble gravels, cemented gravel and sand. (TQai) erosional / depositional terrace cut in tertiary strata and generally exhibited only subdued remnants of fluvial morphology, alluvial gravel and alluvial sand, extensively reworked by aeolian process present in some areas.

The geology along the length of the road is primarily Quaternary alluvium coarse grained deposits ranging from cobbles to sand and manmade deposits, Tertiary silts and Clay, and Jurassic Dolerite.

3.13 Flora & Fauna

An natural values assessment was completed for this site, which found that the broader site was dominated by agricultural land and associated plantings. The assessment concluded that there is a low risk that threatened flora species or native vegetation communities are likely to be impacted by the project with the exception of one threatened fauna species (via potential habitat disturbance) being *Litoria raniformis* (Green and Golden frog) which is listed as vulnerable under both the Tasmanian *Threatened Species Protection Act 1995* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

The Green and Golden frog was identified within the vicinity and in particular there were areas identified via this assessment that were appropriate habitat for the species (no specific observations of the species, only observed habitat). The natural values assessment concluded that it is unlikely that the project would have a measurable impact on the species.

The Department of State Growth follow principles outlined in the Department's Green and Golden Frog (*Litoria raniformis*) Management Guideline (which can be found at: [GHD Report \(transport.tas.gov.au\)](https://www.transport.tas.gov.au)) which details the appropriate measures for infrastructure design and in particular the appropriate design of road culverts and other associated infrastructure along with sediment and erosion controls to mitigate potential impacts. Based on a review of the Management Guideline and the proposed design and construction methodology undertaken by James Hill, ecologist with ERA Planning and Environment, it is considered unlikely that any measurable impact would occur from the proposed upgrades to Illawarra Road. The design is consistent with the mitigation measures outlined in the Management Guidelines.

The site is in proximity of the South Esk River and to that end can be subject to inundation. It is not anticipated that the works will result in any changes to the inundation currently experienced.

3.14 Historic Heritage

In this stretch of Illawarra Road there are no properties identified as having historic heritage significance at either a state or local level.

3.15 Aboriginal Heritage

Initial advice was received from Aboriginal Heritage Tasmania (AHT) stating that an aboriginal heritage survey was required for the entire road corridor. This was undertaken and indicated that no sites of significance were found in this particular area. As part of the Construction Management Plan, the construction contractor will be required to implement an Unanticipated Discovery Plan (UDP) should any unanticipated finds be encountered during construction.

3.16 Noise

The area comprises an existing highway, farming land, and some dwellings. There is not anticipated to be any change in noise impacts or traffic volumes following the works. The closest house is at 7 Tannery Road at approximately 116m away, and the proposed Tannery Road intersection will be located further away upon completion of the works, at approximately 160m. Other houses are over 250m from where the works will occur.

3.17 Construction

Construction of the project is planned to commence in late 2021 with a 6 month contract period.

3.17.1 Construction Traffic Management

The works will be occurring on the existing Illawarra Road, Bishopsbourne Road and Tannery Road. Due to the nature of these works, disruption to traffic will be unavoidable during the construction phase. The final construction methodology and program will also need to consider traffic management as a priority. Tenderers, as part of the tender evaluation process, will need to demonstrate a construction methodology and traffic management plan that provides minimal disruption to road users by ensuring:

- Any impacts upon traffic flow along Illawarra Road, Bishopsbourne Road and Tannery Road are minimised.

State Growth undertakes stakeholder engagement prior to road works through provision of advance warnings and the like, particularly for works outside of normal hours, where local residents and regular road users are advised in advance of such works.

3.17.2 Construction Environmental Management Plan

State Growth requires all contractors to submit a Construction Environmental Management Plan (CEMP) that demonstrates compliance with best practice guidelines and relevant legislation and regulation. The CEMP must be compliant with the Department's G10 Environmental Specification. CEMPs are reviewed and approved by the Department's Environmental Officers who are certified Environmental Management System (EMS) Auditors, prior to site award to ensure the contractor has effectively identified and attributed construction related environmental risks, and has the systems and processes in place to effectively mitigate risk and respond to and report environmental incidents and emergency scenarios. All construction contractors must have ISO 14001 certification.

4. Stakeholder Engagement

In the initial stage of the project, a Stakeholder Community Engagement Plan (SCEP) was developed which identified stakeholders and categorised their level of interest in or influence over the project. Action Plans were developed for each key stakeholder identifying at which stage of the project to contact the stakeholder and the best means of engagement.

In implementing this SCEP the engagement team have undertaken engagement with the following key stakeholders and landowners:

- Meetings with individual land owners along the road corridor, particularly where land acquisition may be necessary.
- Meetings with businesses in the area to discuss impact upon their operations.
- Meetings with the local Council to understand their interests and expectations.
- Meetings with Tasmania Heritage Council regarding heritage sites along the broader road corridor.
- Conversations with local bus companies to confirm the location of bus stops in the area.
- Conversations with Bicycle Tasmania to understand the interest in cycling within the area.
- Contact with the Tasmanian Freight industry seeking input into the design and truck stop requirements.

5. Site Photographs



FIGURE 2: LOOKING FROM THE TRUCK STOP, ACROSS ILLAWARRA ROAD TO THE STOCK ACCESS TO 22 TANNERY ROAD.



FIGURE 3: THE INFORMAL GRAVEL TRUCK STOP, LOOKING NORTH WEST.



FIGURE 4: LOOKING FROM BISHOPSBOURNE ROAD TO TANNERY ROAD.



FIGURE 5: LOOKING FROM TANNERY ROAD TO BISHOPSBOURNE ROAD.

6. Planning Scheme

The applicable Planning Scheme is the *Northern Midlands Interim Planning Scheme 2013* and the relevant Planning Authority is the Northern Midlands Council.

6.1 Determining Applications

The application proposes widening of Illawarra Road, formalisation of an existing truck parking area, realignment of Tannery Road and a turning facility on Bishopsbourne Road. In addition, there will be left and right turn lanes into Bishopsbourne and Tannery Road installed, and wire rope barriers in specific locations.

The proposed use is Utilities for the road upgrades, with the truck layover being considered ancillary to the utilities use. The proposal will be assessed against the standards in the following zones:

- Utilities Zone
- Rural Resource Zone

In addition, the following Codes apply to the proposal:

- Road and Railway Assets Code
- Flood Prone Areas Code
- Car Parking and Sustainable Transport Code
- Scenic Management Code

An assessment in accordance with Clause 8.10.2 of the Scheme is provided in Section 10 of this report.

6.2 Planning Scheme Purpose

The Planning Scheme purpose are non-operational components of the planning scheme.

While they have no relevance to development assessment it is worth noting that the following Planning Scheme purpose are relevant for consideration in this application:

2.2.2.6 Infrastructure

a) Recognise existing infrastructure as an asset to the community and locate

development to maximise the use of existing and planned services

b) Protect utilities from encroachment by incompatible uses

2.2.2.7 Transport

b) Recognise the regional importance of, and protect the viability of, State Highways

for the movement of goods, services and people, and the role of rail to augment

the road transport system

The works as proposed are consistent with these purpose statements.

6.3 Use Categorisation

The use classification for the proposed use and development is 'Utilities' which is defined in Table 8.2 of the Scheme as follows:

"Use of land for utilities and infrastructure including:

(a) telecommunications;

- (b) *electricity generation;*
- (c) *transmitting or distributing gas, oil or power;*
- (d) *transport networks;*
- (e) *collecting, treating, transmitting, storing or distributing water; or*
- (f) *collecting, treating, or disposing of storm or floodwater, sewage or sullage.*

Examples include an electrical sub-station or power line, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir."

6.4 Part C Zones

The existing Illawarra Road is zoned Utilities, with land adjacent zoned Rural Resource. Bishopsbourne Road and Tannery Road are both zoned Rural Resource.

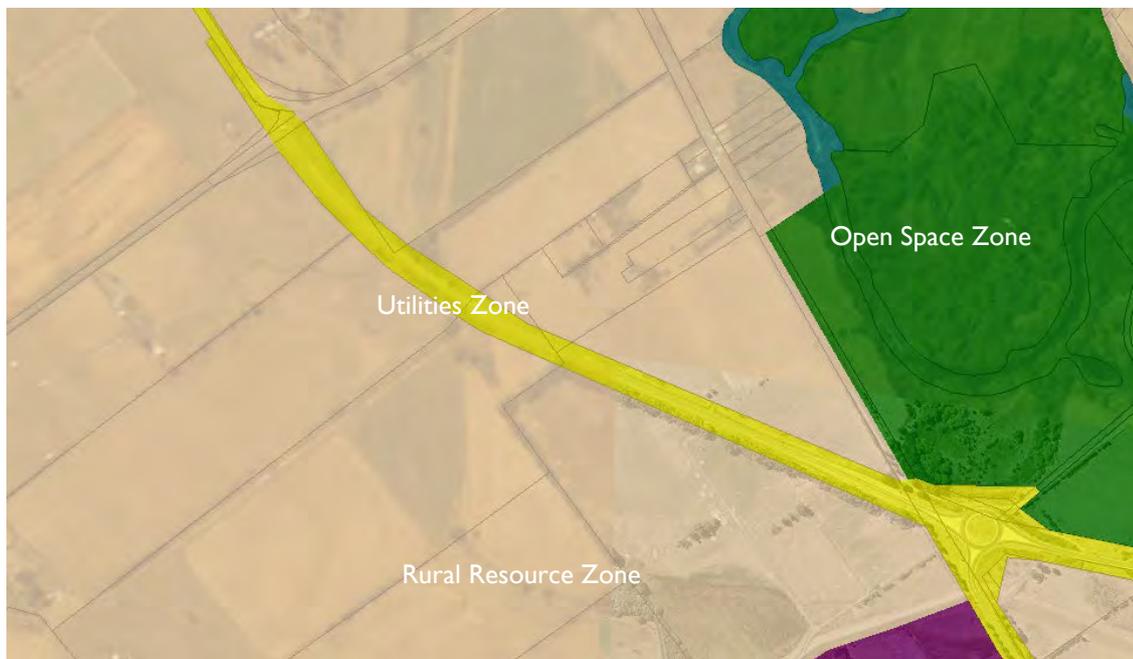


FIGURE 6: THE ZONING OF THE RELEVANT LAND PARCELS IN THE AREA.

6.5 Utilities Zone

28.1 Zone purpose statement

The Utilities Zone purpose is:

28.1.1.1 To provide land for major utilities installations and corridors.

28.1.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

There are no desired local area objectives or Desired Future Character Statements.

The proposed upgrade along Illawarra Road directly furthers the Clause 28.1.1.1 of the zone purpose statements.

28.1 Zone purpose statement

The Use Table at Clause 28.2, classifies the Utilities use class as Permitted in the Utilities Zone

28.3 Use Standards

The application must be considered against the following use standards within the Utilities zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 28.3.1 Hours of operation	
<i>A1 If for permitted or no permit required uses.</i>	The Utilities use is a permitted use therefore meets the acceptable solution.

28.4 Development Standards

The following development standards apply to works within the Utility Zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 28.4.1 Building design and siting	
<i>A1 Height must not exceed: a) 10m; or b) 15 m for ancillary antenna and masts for communication devices.</i>	The proposed shelter has a maximum height of 3.4m at its highest point.
<i>A2 Buildings must be set back from all boundaries a minimum distance of 3m.</i>	The shelter will be more than 3m from any title boundary.

28.5 Development Standards for Subdivision

Not applicable as land acquisition occurs under the *Land Acquisition Act 1993*.

6.6 Rural Resource Zone

26.1.1 Zone Purpose Statements

The purpose of the Rural Resource Zone is:

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.

26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.

26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.

26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.

The Use Table at Clause 26.2, classifies the Utilities use class as permitted if the curtilage does not increase by more than 30% and is not located on prime agricultural land. The land capability in this section of the South Esk is class 4 which is not prime agricultural land therefore the use is permitted.

26.3 Use Standards

Clause 26.3.1 has a number of use standards. All relevant use standards state that the use is permitted or no permit required, accordingly the acceptable solution is met. Therefore, Clauses A1 – A5 are met.

Clause 26.3.2, Dwellings applies to dwellings only therefore is not applicable.

The table below considers the application against the following use standards.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 26.3.3 Irrigation District	
A1 Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.	Some of the works will be located within the Cressy Longford Irrigation District. Therefore, the following performance criteria must be considered:
<p><i>P1 Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:</i></p> <p><i>a) the location and amount of land to be used; and</i></p> <p><i>b) the operational practicalities of irrigation systems as they relate to the land; and</i></p> <p><i>c) any management or conservation plans for the land.</i></p> <p>The works proposed are adjacent to the road corridor and the amount of land acquisition is relatively minor. There is no irrigation utilised on the land directly adjacent to the road corridor in this area, therefore there will be no impact upon the operational practicalities of irrigation systems. The ongoing use of the land is expected to be consistent with its current use. This meets the performance criteria.</p>	

26.4 Development Standards

The following development standards apply to works within the Rural Resource Zone.

PLANNING SCHEME REQUIREMENT	RESPONSE
Clause 26.4.1 Building height	
A1 Building height must not exceed: a) 8m for dwellings; or b) 12m for other purposes.	There is no proposed building therefore this acceptable solution is not applicable.
A2 Buildings must be set back a minimum of: a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or b) 200m where a sensitive use is proposed; or	There is no proposed building therefore this acceptable solution is not applicable.

PLANNING SCHEME REQUIREMENT	RESPONSE
<i>c) the same as existing for replacement of an existing dwelling.</i>	

The application does not propose subdivision therefore those standards do not apply.

6.7 Part D Codes

The following Codes are applicable to this application:

- Road and Railway Assets Code
- Flood Prone Areas Code;
- Car Parking and Sustainable Transport Code
- Scenic Management Code;

6.7.1 E4.0 Road and Railway Assets Code

The purpose of this Code is to protect the safety and efficiency of the road and railway networks and reduce conflicts between sensitive uses and major roads and the rail network. As this proposal involves the development of a new intersection and upgrade of other intersections, the Code applies. The relevant standards from this code are considered below.

E4.6 PLANNING SCHEME REQUIREMENT	RESPONSE
Clause E4.6.1 Use and road or rail infrastructure.	
<i>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</i>	There are no sensitive uses within 50m of the road that will be impacted by this development.
<i>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</i>	The road has a speed limit of 100km/hr therefore this does not apply.
<i>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</i>	It is not anticipated that the works will result in increased use of the road corridor or specifically the adjacent junctions. Complies.

Development Standards

E4.7 PLANNING SCHEME REQUIREMENT	RESPONSE
Clause E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways	
<p><i>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</i></p> <p><i>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</i></p> <p><i>b) building areas on new lots; and</i></p> <p><i>c) outdoor sitting, entertainment and children's play areas</i></p>	<p>The works include road works which will be occurring on a category 1 road with a speed limit of more than 60km/hr. Therefore, the following performance criteria must be considered.</p>
<p><i>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</i></p> <p><i>a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and</i></p> <p><i>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</i></p> <p><i>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</i></p> <p><i>d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.</i></p> <p>There will be no impact upon rail infrastructure or on train operations. The purpose of these road works is to improve the safety and efficiency of the road corridor. To that end subclause a) is complied with. The road works are not likely to increase noise or environmental impacts as there will be no change in the use of the road corridor, nor substantive change in the location of the road. Therefore, the works meet subclause b). Clause c) and d) are not applicable as there are no temporary buildings nearby and there are no dwellings or other buildings on adjacent lots within 50m.</p>	
Clause E4.7.2 Management of Road Accesses and Junctions	
<p><i>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i></p>	<p>The road has a speed limit of more than 60km/hr therefore this standard is not applicable.</p>

E4.7 PLANNING SCHEME REQUIREMENT	RESPONSE
<p><i>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</i></p>	<p>The works do involve a new junction by virtue of the relocation of the Tannery Road intersection further to the southeast. The following performance criteria must be considered:</p>
<p><i>P2 For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p><i>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</i></p> <p><i>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</i></p> <p><i>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</i></p> <p>The proposed works are for the closure of the existing Tannery Road junction arrangement, with a new junction constructed slightly to the southeast. In addition, the Bishopsbourne Road intersection will be upgraded. These works do provide for a social and economic benefit, being an intersection that is well used by both residential and agricultural traffic and has identified safety deficiencies. It is not anticipated that there will be an increase in traffic movements through these intersections. These works are required to provide for increased safety for both users of Bishopsbourne and Tannery Roads but also critically, Illawarra Road.</p>	
E4.7.3 Management of Rail level crossings	
<p><i>A1 Where land has access across a railway:</i></p> <p><i>a) development does not include a level crossing; or</i></p> <p><i>b) development does not result in a material change onto an existing level crossing</i></p>	<p>The works do not involve land across a railway therefore this does not apply.</p>
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings.	
<p><i>A1 Sight distances at</i></p> <p><i>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i></p> <p><i>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control</i></p>	<p>This has been assessed and has been determined to comply with the sight distance requirements shown in E4.7.4.</p>

E4.7 PLANNING SCHEME REQUIREMENT	RESPONSE
<p><i>devices - Railway crossings, Standards Association of Australia; or</i></p> <p><i>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</i></p>	

6.7.2 E5.0 Flood Prone Areas Code

This Codes applies to any areas mapped as having a flood risk on the planning scheme maps. The site in question is mapped as having a flood risk.

E6.2 Application of the code

The Code is applicable it applies to all use and development.

E6.6 Use standards

The use standards are not applicable as no car parking spaces are required for the Utilities Use Class.

E5.5 PLANNING SCHEME REQUIREMENT	RESPONSE
Clause E5.5.1 Use and Flooding	
<i>A1 The use must not include habitable rooms.</i>	The use will not include habitable rooms. Complies.
<i>A2 Use must not be located in an area subject to a medium or high risk in accordance with the risk assessment in E5.7.</i>	In considering the calculations within Table E5.7 it is assessed as having Low Risk. The rationale for this is that the works do not propose habitable rooms and it is not anticipated that there will be any substantive change in the flood levels following the works. The works are not likely to result in any injury or replacement of habitable buildings. The surrounding area can and currently does withstand the inundation without substantial adverse impacts and any impacts upon access to the road will not change following the works.
E5.6.1 Flooding and Coastal Inundation	
<i>A1 No acceptable solution.</i>	
<p><i>P1.1 It must be demonstrated that development:</i></p> <p><i>a) where direct access to the water is not necessary to the function of the use, is located where it is subject to a low risk, in accordance with the risk assessment in E5.7 a); or</i></p> <p><i>b) where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7.</i></p>	

E5.5 PLANNING SCHEME REQUIREMENT	RESPONSE
<p><i>P1.2 Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7.</i></p> <p><i>P1.3 Where mitigation of flood impacts is proposed or required, the application must demonstrate that:</i></p> <p><i>a) the works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and</i></p> <p><i>b) the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures;</i></p> <p><i>c) inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and</i></p> <p><i>d) where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed.</i></p> <p>As previously identified, the development is considered to be low risk. There is no need for direct access to water in this area therefore those standards are not applicable. There are no expected mitigation measures required to address potential flood impacts. There are not anticipated to be any changes in relation to flooding due to the works nor will there be any impact upon natural water movements. The application does not necessitate the implementation of mitigation works. The application meets the performance criteria.</p>	

6.7.3 E6.0 Car Parking and Sustainable Transport Code

The purpose of this Code is to:

- (a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and*
- (b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and*
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and*
- (d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and*
- (e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and*
- (f) provide for the implementation of parking precinct plans.*

E6.2 Application of the Code

This Code is applicable to all use and development. That said, there is no requirement for carparking for a Utilities use, therefore the use standards are not applicable in that regard.

E6.7 Development Standards

PLANNING SCHEME REQUIREMENT	RESPONSE
<p>Clause E6.7.1 Construction of Car Parking Spaces and Access Strips</p>	

PLANNING SCHEME REQUIREMENT	RESPONSE
<p><i>A1 All car parking, access strips maneuvering and circulation spaces must be:</i></p> <p><i>a) formed to an adequate level and drained; and</i></p> <p><i>b) except for a single dwelling, provided with an impervious all weather seal; and</i></p> <p><i>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces</i></p>	<p>The development does not propose parking for standard cars, nor is it required by the Scheme. However, the works do propose a truck stop. This truck stop will be level and drained to appropriate stormwater infrastructure as shown on plan A1468.03 sheet 0030. It will be sealed and provided with line marking ensuring compliance with b) and c).</p>
<p>Clause E6.7.2 Design and Layout of Carparking</p>	
<p><i>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</i></p> <p><i>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</i></p>	<p>The development does not propose parking for standard cars but does provide for a truck rest area. Either side of the road there will be parking available for 5 trucks with trailers.</p> <p>The only building located on the site is the shelter which is off to the side of the truck parking.</p>
<p><i>P1 The location of car parking and maneuvering spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</i></p> <p><i>a) the layout of the site and the location of existing buildings; and</i></p> <p><i>b) views into the site from the road and adjoining public spaces; and</i></p> <p><i>c) the ability to access the site and the rear of buildings; and</i></p> <p><i>d) the layout of car parking in the vicinity; and</i></p> <p><i>e) the level of landscaping proposed for the car parking.</i></p> <p>The truck stop area is adjacent to the road and will remain a public space. The shelter is accessible from all side. Standard d) is not applicable as there are no car parks in the vicinity. Due to physical site constraints, as well as the need to maintain adequate sight lines, no landscaping is proposed around this rest area. However, the adjoining properties will be re-landscaped consistent with the current landscaping on site.</p> <p>The rest area is existing and the works are formalising the existing space.</p>	
<p><i>A2.1 Car parking and maneuvering space must:</i></p> <p><i>a) have a gradient of 10% or less; and</i></p> <p><i>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i></p> <p><i>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</i></p> <p><i>A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking.</i></p>	<p>The site is level and there will be an entrance and exit point on site enabling vehicles to enter and exit in a forward direction. The vehicle access at 8m will be wider than that required in table E6.2. Complies.</p>

PLANNING SCHEME REQUIREMENT	RESPONSE
E6.7.3 Car Parking Access, Safety and Security.	
<p><i>A1 Car parking areas with greater than 20 parking spaces must be:</i></p> <p><i>a) secured and lit so that unauthorised persons cannot enter or;</i></p> <p><i>b) visible from buildings on or adjacent to the site during the times when parking occurs.</i></p>	<p>The carparking area is a truck stop which will accommodate 5 trucks. Complies</p>
E6.7.4 Parking for Persons with a Disability	
<p><i>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i></p>	<p>There are no designated disability spaces.</p>
<p><i>A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.</i></p>	<p>No disabled parking spaces are required or proposed.</p>
E6.7.6 Loading and Unloading of vehicles, Drop-off and pick up.	
<p><i>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</i></p> <p><i>a) at least one loading bay must be provided in accordance with Table E6.4; and</i></p> <p><i>b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.</i></p>	<p>These uses are not proposed therefore this standard is not applicable.</p>
E6.8.2 Bicycle Parking Access, Safety and Security.	
<p>The Scheme does not require bicycle parking for a utilities use therefore these standards are not applicable.</p>	
E6.8.5 Pedestrian Walkways	
<p><i>A1 Pedestrian access must be provided for in accordance with Table E6.5.</i></p>	<p>If there are more than 10 parking spaces, pedestrian access must be provided. Each truck stop area will accommodate 5 parking spaces. Pedestrian access will be provided from this rest area to a shelter with gym equipment south of the Longford Roundabout. Complies</p>

6.7.1 E7.0 Scenic Management Code

The purpose of this provision is to:

- a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and*
- b) ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape.*

E11.2 Application of the Code

This code applies to use or development of land within the scenic management – tourist road corridor and local scenic management areas. The road corridor of Illawarra Road itself is identified as a tourist road corridor, although Bishopsbourne and Tannery Roads are not. Therefore, this Code applies to the Illawarra Road corridor only. It is noted that there is an exemption from this Code for road widening. Within the Illawarra Road corridor, the works are widened, to provide for the truck stop and safety improvements. To that end, the application is exempt from this Code.

6.8 Part F Specific Area Plans

No Specific Area Plans apply to the proposed works.

7. Tasmanian Heritage Register

There are no sites listed within the Tasmanian Heritage Register within proximity of the works.

8. State Policies

8.1 State Policy on the Protection of Agricultural Land 2009

The State Policy on the Protection of Agricultural Land provides a framework for planning decisions involving agricultural land. Its purpose is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land. Its provisions are reflected in the Scheme; however they are also addressed below. The site in question is not considered prime agricultural land, however parts of the site are in agricultural use.

Principle 3 of the Policy relevantly states in relation to the development of utilities, such as roads, that:

“The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:

- (a) minimising the amount of land alienated;
- (b) minimising negative impacts on the surrounding environment; and
- (c) ensuring the particular location is reasonably required for operational efficiency”.

The proposal is assessed to be consistent with the above requirements in that the proposed works will not result in alienation of the agricultural land. There will be some vegetation removal however it will be kept to a minimum and replanting will occur ensuring that there is minimal negative impact on the surrounding environment.

Further, the proposed works are required to ensure the operational efficiency including safety of this section of Illawarra Road as part of the National Highway network.

8.2 State Policy on Water Quality Management 1997

The State Policy on Water Quality Management provides a framework for the development of ambient water quality objectives and the management and regulation of sources of emissions to surface waters (including coastal waters) and groundwater. In terms of water quality, investigations have identified that:

- The proposal will not result in an additional new point source discharge into a waterway, and will not increase the existing point source discharges into Back Creek by more than 10%.
- Stormwater will be directed to swale drains and existing culverts.
- An existing stormwater point discharge will be relocated to be aligned with the Tannery Road realignment but will not result in any changes in discharge levels.
- Construction of the road will be carried out in accordance with an environmental management plan consistent with the relevant State Growth specifications to prevent erosion and the pollution of streams and waterways by runoff from sites of road construction and maintenance.

The proposal is therefore assessed to be consistent with the State Policy.

9. Conclusion

The development represents an upgrade of Illawarra Road between Longford and Tannery and Bishopsbourne Road. The works include:

- Formalising an existing truck stop area on the northwest side of the Longford roundabout.
- Including a picnic shelter and table and chairs at the proposed truck stop.
- Widening the road corridor to enable the installation of wire rope barriers.
- Installing a left hand turn lane and a right hand turn lane into Bishopsbourne Road.
- Realigning Tannery Road further to the southeast and installing a left hand turn lane and a right hand turn lane into the new Tannery Road.
- Construction of active outdoor gym equipment and shelter for the heavy vehicle rest area users.

As part of the works landscaping and lighting will be installed for safety and aesthetic purposes.

The application requests a number of discretions against the following performance criteria:

- Clause 26.3.3 in the Rural Resource Zone
- Clause E4.6.1 Use and road or rail infrastructure
- Clause E4.7.2, Management of Road Accesses and Junctions
- Clause E5.6.1 Flooding and Coastal Inundation
- Clause E6.7.2, Design and Layout of Car Parking

The proposal has been assessed against the above performance criteria and has been found to be acceptable. It is recommended that the development application is approved.



Department of State Growth

GPO Box 536

Hobart TAS 7001 Australia

Phone: 1800 030 688

Email: info@stategrowth.tas.gov.au

Web: www.stategrowth.tas.gov.au

Traffic Impact Statement



Road infrastructure improvements for Illawarra Main Road, Stage One



July 2021

Contents

Introduction.....	3
Background.....	3
Safety outcome overview.....	4
Preventing head-on crashes	4
Reducing the risk of loss-of-control crashes	5
Formalisation of the truck parking activity.....	5
Bishopbourne and Tannery Roads intersection	7
U-turn facility off Bishopbourne Road	7
New access arrangements for JBS Meats.....	8
Traffic efficiency.....	9
Future traffic growth	10
Intersection level of service.....	10
Planning scheme	11
E4.6.1 Use and road or rail infrastructure.....	11
E4.7.1 Development on and adjacent to existing and future Arterial Roads and Railways	12
E4.7.2 Management of Road accesses and junctions.....	12
E4.7.3 Management of Rail Level Crossings.....	12
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings	13
Conclusion	13

Introduction

Hubble Traffic Consulting has been engaged by Burbury Consulting to prepare a Traffic Impact Statement (statement), to support a development application by the Department of State Growth (the Department) for Stage 1 of road infrastructure improvements to Illawarra Main Road, Longford.

This statement compliments the development application prepared by ERA planning (dated 5 July 2021) and evaluates the project from a road safety and traffic efficiency perspective, in respect to the Northern Midland Interim Planning Scheme (planning scheme). This statement is not a road safety audit.

Burbury Consulting upgrade plans A1468.003 have been used in preparing this statement.

Background

For the purpose of this assessment, Illawarra Main Road (roadway) runs in an east to west orientation; Poatina Main Road roundabout (roundabout) is located on the eastern boundary of the project, with Bishopbourne and Tannery intersection located on the western boundary.

The project seeks to improve road safety by preventing head-on crashes and reducing the severity of loss-of-control crashes, whilst maintaining the current level of traffic and transport efficiency.

While this project is not expected to generate additional vehicle movements, it considers the infrastructure improvements from a traffic growth perspective, to ensure the roadway can fulfill its future strategic transport functions.

In addition to the safety improvements, the project seeks to formalise an existing truck rest area, located on both side of the roadway, immediately north of the Poatina Main Road roundabout.

Reference documents

- Austroads Guide to Road Design and traffic management series
- Department of State Growth Category One Guidelines
- Northern Midland Council Interim Planning Scheme
- RTA (NSW) Guide to Developments Generating Traffic

Safety outcome overview

Preventing head-on crashes

Objective

Preventing head-on crashes is best achieved by separating opposing traffic flows, for brownfield sites this can be achieved by retro-fitting a median barrier. Austroads research has indicated that a median barrier has the potential to reduce head-on crashes by up to 90 percent.

An impact of implementing median barrier is the change of access arrangement for adjacent properties to left-in and left-out movements and creates the need to provide safe and regular U-turn facilities.

Although there are no property accesses being changed under stage 1 of this project, a U-turn facility is being provided on the southern side of Bishopbourne Road, which will facilitate turning movements generated under stage 2, in anticipation that a median barrier is implemented.

While the strategic aim is to provide a continuous median barrier, this is not possible across the Back Creek bridge, due to the existing road width. The Department has advised that bridge widening is not part of this project scope.

Scope of works to meet this objective

The median barrier will be a flexible wire rope, which has been extensively used on the Midland Highway projects, with this type of barrier having advantages over other barrier types including, superior containment properties; causing less damage to vehicles and their occupants; easier and safer to repair; and less expensive to install.

A painted median of 2.1 metres wide will be implemented, which will contain the wire rope barrier centrally located, and extend from the roundabout to south of Back Creek Bridge. Across Back Creek Bridge the painted median cannot be continued due to inadequate width, and the current double barrier centreline will be retained. After Back Creek Bridge the median island will be reintroduced to the end of stage 1, and continued through the intersection.

While the painted median will continue through the intersection, the wire rope barrier will stop approximately 180 metres short of the intersection, this is to maximise the sight lines for vehicles turning at the intersection. The painted median treatment through the intersection provides separation of the opposing traffic flows, and Austroads research has shown this type of treatment is also an effective head-on preventive measure.

With the painted median not continuing across the Back Creek bridge, a lateral shift in the road markings will be necessary, and will be based on guidance from the Australian Standards 1742, part 2. The horizontal alignment through this roadway section is a high speed sweeping curve, this reduces the impact of this lateral shift, as drivers are already making adjustment to negotiate the change in horizontal curvature, and this lateral shift is not expected to cause any adverse impacts.

Reducing the risk of loss-of-control crashes

Objective

The risk of loss-of-control crashes can be reduced by keeping the vehicle on the road carriageway and can be achieved through implementing wider sealed shoulders, which reduces the chances of a vehicle becoming errant. Also, implementing driveable verges, or implementing a side barrier to reduce the risk of an errant vehicle rollover.

Scope of work to meet this objective

The current road shoulders will be widened and sealed to provide two metres wide sealed shoulders, which provides additional recovery area for errant vehicles. Austroads research has shown wider sealed shoulders reduce the risk of vehicles leaving the carriageway. Apart from Back Creek bridge, two metre sealed shoulders will be implemented throughout the project.

Beyond the edge of the sealed shoulder, there will be a 0.5 metre gravel verge and batter slopes graded to 1:6, which Austroads recognise as a slope that an errant vehicle can drive on without a high risk of the vehicle rolling over. If a 1:6 batter slope cannot be achieved, a side barrier will be implemented.

The roadway and traffic lanes will be augmented with a high level of delineation and road markings supplemented with retro-reflective raised pavement markers (road studs).

Improvement for other road users

Although the project will not include bicycle facilities, the wider sealed shoulders will provide greater separation between a cyclist and moving traffic. Also, the wider sealed shoulders improve safety for pedestrians walking along the roadway.

Formalisation of the truck parking activity

Objective

Currently north of the roundabout along both sides of the roadway, there are gravel areas that are used as an informal truck parking area. The project seeks to formalise this activity, by providing suitable diverge and merges, enabling trucks to leave and enter the roadway in a safe manner, without adversely impacting other road users.

Scope of work to meet this objective

Truck parking areas will be formed on both sides to accommodate parallel truck parking, supplemented with a passing lane, and be separated from the main roadway by a flexible wire rope barrier.

The layout will be sealed and designed to accommodate at least three B-double vehicles parked parallel. Along the left hand side of the layout, a one metre wide area is provided for safe movement of pedestrians, and supplemented with a side barrier protecting the side drop-off.

Trucks entering and leaving the designated truck parking area

The truck parking area has been located immediately north of the roundabout, to take advantage that vehicles must slow to negotiate the roundabout.

The westbound diverge into the truck parking area is situated immediately beyond the roundabout exit, to take advantage that vehicles leaving the roundabout are accelerating, so that a short diverge lane is expected to provide seamless movement, without causing adverse impact to through traffic.

A westbound acceleration lane is being provided at the western end of the truck parking area, this enables a stationary truck to accelerate from a stop condition to a speed, where the truck can merge with the through traffic. It is important to realise there will be a differential in speed between the trucks and through traffic, as it is seldom practical to provide an acceleration lane to enable laden heavy vehicles, to accelerate from rest to the speed of through traffic. The expected speed differential is necessary, and acceptable under the relevant Austroads guidelines.

With westbound drivers having negotiated the roundabout, they are expected to be in an alert driving state, with an unrestricted view of the trucks leaving the parking area; the merge is expected to be seamless and not expected to create any safety or adverse traffic efficiency impacts.

In the opposite direction, an eastbound deceleration lane into the truck parking area, and a short merge lane will be implemented. It is acceptable practise for heavy vehicles to commence decelerating within the through lane when approaching a truck parking area, and this substantially reduces the length of the deceleration lane. With all vehicles needing to decelerate to negotiate the roundabout, the requirement for the merge length out of the truck parking area is reduced, based on the prevailing approach speeds.

Existing street lights covering the roundabout will be extended to cover the extent of the truck parking areas, so that the diverges and merges locations are lit for safe and efficient operation.

Overall, the formalisation of the truck parking area is expected to improve safety for all road users, and is not expected to create any adverse traffic or transport efficiency impacts.

Bishopbourne and Tannery Roads intersection

Objective

Reduce the crash risk at the cross intersection, and improve safety for turning vehicles.

Scope of work to meet this objective.

A cross intersection has a high number of conflict points for turning vehicles, with each conflict creating a risk for a crash. With a staggered T-Junction arrangement reducing the number of conflict points, it provides a safer arrangement for turning vehicles.

The current intersection will be modified to create a right-left staggered T-Junction, using a minimal stagger distance, which is acceptable under Austroads, given the expected low volume of turning vehicles.

All vehicles turning from the main roadway onto the side roads, will be provided with a dedicated turning lane, to provide a protected area separated from the flow of through traffic in the same direction, where the turning vehicle can slow before turning.

The available sight distance for drivers entering and leaving the side roads are expected to exceed the Safe Intersection Sight Distance for the prevailing operating speed of 100 km/h.

Introducing the stagger arrangement requires Tannery Road to be moved slightly in an easterly direction, and two existing property accesses will be modified to adjust for the new arrangement. The project will ensure there are no adverse safety impacts to these two accesses, and can meet the functional requirement of the property owners.

To accommodate the painted median and turning lanes, the road widening will encroach slightly into the two side roads, and while the vertical gradient will be slightly steeper, the holding positions for vehicles leaving the side roads, will be made relatively flat to maximise sight lines.

U-turn facility off Bishopbourne Road

Objective

In anticipation that further road improvements located west of this project will incorporate a median barrier, that will change property accesses into left-in and left-out manoeuvres.

Scope of work to meet this objective

A U-turn facility is being constructed on the southern side of Bishopbourne Road, to provide a safe and efficient way for vehicles to undertake a U-turn movement. The entry to this facility is located as near as practicable to the junction, so that vehicles turning from the main roadway can easily diverge. While the exit of this facility is located where the driver is expected to have available sight distance, that exceeds the Safe Intersection Sight Distance for the prevailing operating speeds of approaching vehicles.

This U-turn facility is expected to accommodate the swept path of a semi-trailer vehicle, and to provide safe and efficient vehicle movements. It will also cater for any increase in vehicle movements generated by a median barrier located west of this project.

New access arrangements for JBS Meats

Objective

Limit the amount of cross road movements.

Scope of work to meet this objective

Currently JBS Meats own property on both sides of the roadway, with paddock gates directly opposite each other, which provides an opportunity for livestock to cross the roadway to the other paddock. The introduction of a median barrier will eliminate the possibility of livestock crossing at this point.

From an access management perspective, the paddock gates should be removed from the roadway. As the property on the northern side of the road has direct access to Tannery Road, this access should be used.

Removal of this informal crossing movement will improve safety for all users.

Traffic efficiency

An important consideration in determining the impact of a use or development, on or adjacent to the road network, is to assess the effect on traffic efficiency, with the objective to maintain the existing level of service to users.

Level of Service (LOS) is a quantifiable assessment of the affects of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to manoeuvre. There are six levels from A to F, with B providing the highest level for a rural road. The RTA Guide to Traffic Generating Developments provides guidance on LOS for rural roads, based on the terrain and volume of heavy vehicles.

Extract from RTA Guide

Table 4.5
peak hour flow on two-lane rural roads (veh/hr)
(Design speed of 100km/hr)

Terrain	Level of Service	Percent of Heavy Vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	B	340	230	180	150
	C	600	410	320	260
	D	1050	680	500	400
	E	2160	1400	1040	820

The Department of State Growth maintains a database of traffic volumes for the State Road network, interrogation of this database found the nearest traffic station on Illawarra Main Road to this project is located east of the Bass Highway, with the latest traffic data available for April 2021.

Having consideration to the above RTA table, and the available traffic data, the roadway is currently providing the highest possible LOS for a rural road. This is based on the average peak traffic flow of 400 vehicles per hour, a heavy vehicle content exceeding 15 percent, with the road being level.

This level of service means the traffic flow is stable, drivers have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, and operate with a good level of comfort and convenience.

Future traffic growth

With the current peak traffic flow operating at 400 vehicles per hour, the RTA table demonstrates that the roadway has spare capacity to absorb additional traffic movements.

To demonstrate that the roadway has sufficient traffic capacity to meet future traffic demand. The current traffic flow can increase by two percent annually, and is not expected to exceed 600 vehicles for twenty years. Rural roadways operating at less than 600 vehicles per hour provide an efficient level of service for users, where traffic flow is stable, most drivers are restricted to some extent in the freedom to select their desired speed but have a suitable level of comfort and convenience.

Intersection level of service

The simplest method to evaluate the traffic performance of an intersection or junction is to use SIDRA Intersection software. The peak hour traffic volumes and estimated turning volumes of ten percent of the through traffic, was entered in a SIDRA model to represent the intersection. The modelling indicates users are expected to receive the highest level of performance for a give way intersection. Even with twenty years of annual traffic growth, the level of performance is expected to operate at level B.

It is evident that the road is currently providing users with an excellent level of traffic efficiency, this project will not cause any deterioration in level of service, with the road having sufficient capacity to meet future traffic and transport demands.

Planning scheme

Under the Northern Midland Council Interim Planning Scheme, section E4 refers to the Road and Railway Assets Code, with the purpose of this code to ensure use or development, on or adjacent to a road or railway, will not compromise the safety and efficiency of the road or rail network.

This statement demonstrates the project complies with the intent of this code, and compliance with the various performance criteria.

E4.6.1 Use and road or rail infrastructure

Although no new junctions are being provided under this scope of works, the Bishopbourne and Tannery Road intersection is being modified. With the road being category 1, with a speed limit of more than 60 km/h, this modified junction needs to be considered under the performance criteria P1.

Performance criteria	Assessment
To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junction or increase use of existing accesses and junctions.	
Sensitive use on or within 50 metres of category 1 or 2 road, in an area subject to a speed limit of more than 60 km/h, a railway or future road, or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.	The intersection modification is required to improve safety for users, by converting the cross intersection to a staggered T-Junction, to reduce the number of conflict points for turning vehicles. The painted median along the roadway will separate opposing traffic flows, and all turning vehicles from the roadway will be provided with dedicated turning facilities, so that the vehicle can slow, out of the way of through traffic. Drivers using the new layout are expected to be provided with appropriate sight distance so that turning manoeuvres can be undertaken in a safe manner, without adversely impacting other users. Additional traffic movements may be generated when further works occur west of this project, with the anticipated implementation of a median barrier, traffic modelling indicates that these additional vehicle movements are not expected to deteriorate the level of intersection performance.

E4.7.1 Development on and adjacent to existing and future Arterial Roads and Railways

Performance criteria	Assessment
To ensure that development on or adjacent to category 1 or 2 roads (outside of 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and b) Allow for future road and rail widening, realignment and upgrading; and c) Avoid undesirable interaction between roads and railways and other use or development.	
a) maintain or improve the safety and efficiency of the road or railway of future road or railway, including line of sight from trains; and	This assessment found the scope of work is targeting improved safety outcomes, and all road users are expected to benefit from the works. Although the project will not generate additional traffic movements, it has been demonstrated that the level of traffic efficiency will be maintained and there is sufficient capacity to reasonably meet the future traffic and transport demands.
b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and	This project will not generate additional vehicle movements using the road corridor and no change in the environmental impact is expected.
c) ensure that additions or extensions of buildings will not reduce the existing setbacks to the road, railway or future road or railway; and	There is no building work within the scope of this project. There will be no change in the road corridor and this project is not expected to limit future road widening if required.
d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.	Any temporary buildings set-up as a contractor work site, will require a permit issued from the Department of State Growth. The permit is expected to operate until the project works are completed, with the site reinstated to an equivalent standard, prior to the works commencing.

E4.7.2 Management of Road accesses and junctions

No new access or junction will be created by this project, and therefore meets the acceptable solution under this criterion.

E4.7.3 Management of Rail Level Crossings

This section of Illawarra Main Road has no railway crossings and therefore this section is not applicable, and complies with the acceptable solution.

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

The road is currently operating under a 100 km/h speed limit, and an on-site inspection found sight distance for vehicles leaving both Bishopbourne and Tannery Roads will exceed the Safe Intersection Sight Distance of 250 metres, as prescribed in the table E4.7.4 and therefore meets the acceptable solution under the planning scheme.

Conclusion

It is evident the scope of road infrastructure works under this project is targeting improved road safety outcomes, and these improvements are not expected to adversely impact traffic efficiency.

It has been demonstrated, the roadway has sufficient capacity to meet future traffic and transport demands.

From a traffic engineering and road safety perspective, the proposed infrastructure improvements are compliant with the intent of the Northern Midland Council Interim Planning Scheme, to maintain the level of traffic efficiency and not compromise safety for users.

This Traffic Impact Statement found no reason for these works not to proceed.

REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0183 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: Various

Date: 29 July 2021

Applicant: Era Planning and Environment

Proposal: Road works, Illawarra Rd, Tannery Rd, Bishopsbourne Rd, 7 & 22 Tannery Rd, 2126 & 2176 Bishopsbourne Rd, 704 & 709 Illawarra Rd, CTs 10350/1, 10245/1, 150843/1, 128346/1, 28158/1, 105495/1, 157554/2, 22090/1, 127517/1, 245427/1, 44233/1, 102827/1, Longford (Road & Railway Assets, Flood Prone Areas, and Carparking & Sustainable Transport codes)

Location: Illawarra Road, Longford

W&I referral PLN-21-0183, Illawarra Road, Longford

Planning admin: W&I fees paid.

No W&I conditions but we have two concerns with the plans:

1. Council's request was for a shared pathway to Bishopsbourne Rd, this is not shown on the plans
2. Reps have raised concerns about cyclists on the bridge over Back Creek which is not being widened. I would make sense to at widening this, it is the same width as a the bridges coming into Longford from Perth which are often listed as a safety concern. I understand that DSG have plans to make provisions for cyclists on these bridges so it would make sense to be consistent. If all the bridges are widened except for this one it potentially this one a more serious hazard.

Jonathan Galbraith (Engineering Officer)

Road plans discussed with Leigh McCullagh (Works Manager)

Date: 13/8/21

Karen Jenkins

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Tuesday, 3 August 2021 12:01 PM
To: NMC Planning
Subject: TWDA 2021/01267-NMC RE: Referral to TasWater – NORTH - PLN-21-0183; Illawarra Road, Longford

Dear Sir/Madam

Thank you for forwarding this application for development.

TasWater has assessed the application and has determined that the proposed development does not require a submission from TasWater, as the proposed development will not;

- a. Increase the demand for water supplied by TasWater; or
- b. Increase the amount of sewage or toxins that is to be removed by, or discharged into, TasWater sewerage infrastructure; or
- c. Damage or interfere with TasWater works; or *(it would appear that the road works will raise the road cover over the DN100mm Ø raw water line asset A3017512, due diligence from the designers and the contractors in this area is essential with regards to limiting any damage.)*
- d. Adversely affect TasWater operations.

This email is not to be considered a Submission to the Planning Authority Notice, pursuant to the *Water and Sewerage Industry Act 2008 (TAS) Section 56P(1)*, and is for information only.

If you have any queries, please contact me.

Regards

David Boyle
Senior Assessment Officer
Currently working Tuesday to Friday

M 0436 629 652
F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
36-42 Charles Street, Launceston, TAS 7250
E david.boyle@taswater.com.au
W <http://www.taswater.com.au/>

Have I been helpful? Please provide feedback by clicking [here](#).



**THANKS
IS ENOUGH**

Tasmanians are often keen to say thanks to our employees for a job well done. Instead of a gift, we'd prefer that you send us a simple card, a letter or an email. We'd appreciate it!

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 29 July 2021 3:15 PM
To: TasWater Development Mailbox <Development@taswater.com.au>
Subject: Referral to TasWater – NORTH - PLN-21-0183; Illawarra Road, Longford

SIMON P. CLARK CHARTERED ACCOUNTANT

ABN: 61 168 857 299

9 August 2021

Mr D Jennings
General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

By email: planning@nmc.tas.gov.au

Dear Mr Jennings

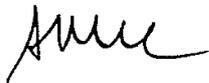
I write to you as a cyclist and a regular user of Illawarra Road between Longford and Bishopsbourne Road, and in relation to the proposed redevelopment of Illawarra Road.

I note from para 2.2.5 of the DA Supporting Report that the application acknowledges the existence of cyclists, and the lack of existence of cycling infrastructure, and that para 3.5 notes that there are no improvements to be made to that circumstance.

From what I can understand of the plans, and from what I have seen of other road improvements around the state in recent years, I believe that the cycling experience will be improved as we ride past the truck stop area, and the absence of loose gravel will be a major advance. What I am most worried about, though, is the narrowing of the road over the Back Creek Bridge. As cyclists we already cope with too many drivers who refuse to obey the safe passing laws when the road is a uniform width, and I can only see that situation deteriorating when the drivers perceive that the lane narrows. I would expect that there will be drivers accelerating to get past us before the road narrows, and if the flexible barrier extends into that narrowing space there is the potential for us to be forced off the road.

I hope that this comment will be considered as Council reviews the DA.

Yours faithfully



Simon P. Clark

LONGFORD BUSINESS CENTRE
SHOP 1, 5 MARLBOROUGH STREET
PO BOX 232
LONGFORD TAS 7301

Liability limited by a scheme
approved under Professional
Standards Legislation.

TELEPHONE: (03) 6391 3007
FAX: (03) 6391 2691

EMAIL: admin@longfordbiz.com.au

Rosemary Jones

From:
Sent: Monday, 9 August 2021 10:39 AM
To: NMC Planning
Subject: Illawarra Rd Stage 1 2021 upgrade project - cyclist considerations
Attachments: Comments on the proposed Illawarra Rd upgrades stage 1 2021.docx

The General Manager , Mr Des Jennings, I am writing to lend my support to the successful upgrade of the Illawarra Rd Stage 1 2021 project.

I have sent the attached word document and the following comments to State Growth because I believe section 3.5 comments are most inappropriate. 3.5 removes consideration of cyclists which is a nonsense given the number of cyclist regularly using this section of roadway to move between Launceston and the country lanes of your council area.

Regards

Mark Fyfe

Following sent to State growth along with the attached word document.

I note in the proposal that section 3.5 states No Pedestrian or cyclist treatments proposed.

I think this is a significant oversight in relation to cyclists.

Even if specific cycling lanes are not to be included the significant number of cyclist using the area suggests to me that some consideration in design be acknowledged for the safety of the numerous cyclists using the road. It is a major connector for many cyclists between Prospect and the country lanes of the hinterland region.

So, in the design it needs to recognise that very many cyclist use the road section and that a reasonable width, unencumbered sealed shoulder of sufficient smoothness will be provided to ensure cyclists can use the access route without being forced to travel in the main traffic lane.

This should not be a major cost but should ensure shoulder width design includes these considerations. Likewise the additions of any barriers should not force cyclists into the main lanes.

The adoption of a different surface standard from that which applies for cars is an important consideration for cyclists.

Regards

Mark Fyfe

Comments on the proposed Illawarra Rd upgrades stage 1 2021

Context

My name is Mark Fyfe, I am a cycling enthusiast with the Northern Vets Cycling Club and with the Tamar Bicycle User Group.

I ride about 10000km per year in the Tamar Valley and Northern Midlands Council areas, covering Campbell Town to Deloraine, and all of the Tamar Valley and the roads between these areas.

I applaud the upgrade being proposed but would like to give some insights into what it is like to ride on Illawarra Rd from Pateena Rd to the Longford turnoff, the Bishopsbourne turnoff and further to the old Bass Highway intersection near Carrick.

The first section, from Pateena to Longford, is of very significant concern to cyclists for the following reasons.

- The surface is very rough making the section uncomfortable to ride
- The shoulders are narrow and variable, disappearing in some spots in the older sections.
- The bridge sections are very narrow with almost no shoulder to ride on, and in some sections the 200mm shoulder has red cat's eye reflectors placed in the middle of the outside of the line section. These act as a significant hazard to cyclist often forcing the rider across into the lane to compete with the traffic. Additionally rubbish accumulates adding to the general hazard.

In reality, I hold my breath, peddle like crazy, and hope every time I cross the Longford bridges section.

It would seem an ideal time to reseal and widen the shoulders between the bridges and at the leads onto the bridges, and to repaint the lines to allow a just-enough shoulder for cyclists to use. The current shoulder is not enough. I understand the bridges are the constraint but as the lanes have been remarked in the Riverside Highway recently, there may be scope for this in the Longford bridges section as well.

It would be a great improvement if the surface of the shoulders were hot-mix or at least a very fine gravel and tar material. The red cat's eye would be relocated off this section.

I and the other riders often ride from Longford to the Bishopsbourne Rd intersection which provides good access to the country lanes from there. Again, the edge shoulder is very coarse and variable in width and often gravelly. This seems to have been well designed in the proposal, but I note the surface material is unlikely to be bicycle friendly. If a finer surface was possible, it would make a significant improvement to the riding experience. This is the main criticism of the new shoulders on the West Tamar highway from Riverside to Legana.

Illawarra Rd to the Old Bass Highway.

The comments I have made certainly apply for the rest of the Illawarra Rd right through to the old Bass Highway. Indeed, I do not ride this section as it is simply too dangerous and

uncomfortable. The shoulder regularly disappears, and the surface is rough, and the trucks are at 100kphr producing huge wind blasts as they pass.

I hope my explanations help a little.

Regards

Mark Fyfe

Tamar Rise Riverside

Launceston

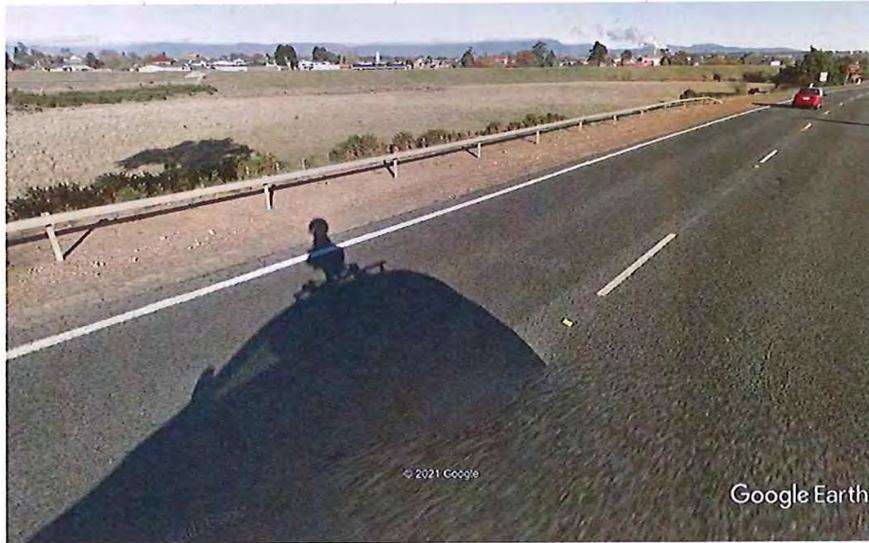
C

I have attached some Google Earth Street View photos for illustrative purposes.

Between Longford Bridges towards east, very narrow shoulders, especially north side.



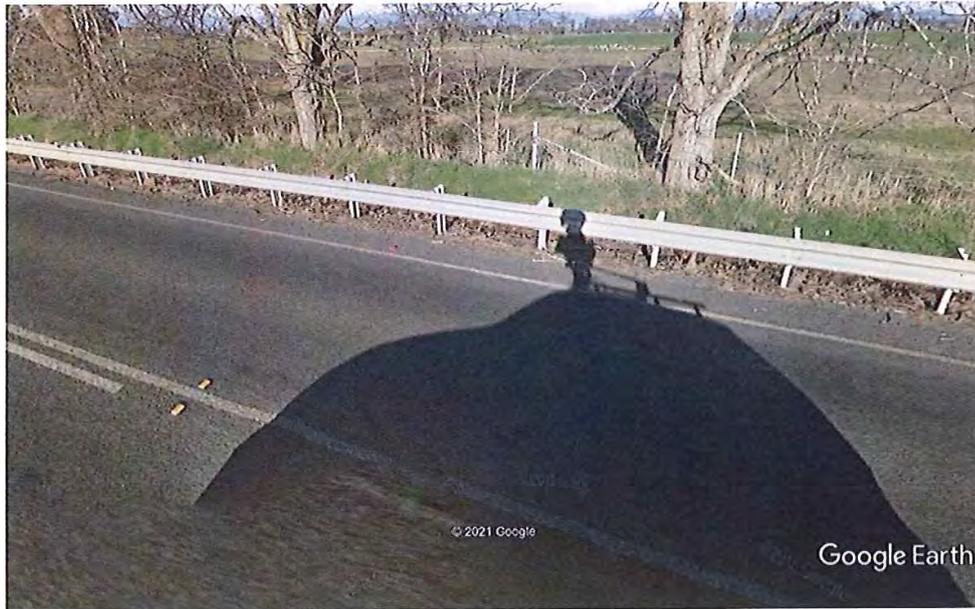
Disappearing sealed shoulder west side



Longford roundabout has narrow shoulders but is better to ride than the rest of the bridge section as the lanes are wide enough for cars to move over a bit. Perhaps the lines could be moved, and/or the roundabout reduced in size a bit. Ride-ability is reduced because rubbish accumulates at the sides. The concrete curb restricts as well.



The following section is to the west of Bishopsbourne rd and gives an example of very narrow shoulder, exacerbated by a barrier and with red cat's eyes in the section as well. The cat's eyes I referred to earlier were in the Longford bridges area but seem to have been added there since the Google Earth street view photos were taken.



Rosemary Jones

From: Barbara baker <
Sent: Saturday, 7 August 2021 6:17 PM
To: NMC Planning
Subject: Re development of Illawarra Road between Longford roundabout and Bishopsbourne Road

Attention Mr Des Jennings
General Manager
NMC

Dear Des

As an older cyclist who uses the stretch of road mentioned above on an almost daily basis I am extremely disappointed that there is no provision planned for a dedicated cycle lane It would be a simple matter to install these lanes during initial construction but costly and difficult to do anything once it is underway There are many senior Northern Midlands citizens who cycle for health, both mental and physical and for the social interaction it provides I implore NMC to urgently consider incorporating cycle lanes into this development Thanking you in anticipation Max Baker

8 Cygnet Court
Longford 7301
Mob

Sent from my iPhone

Mr Des Jennings
General Manager
Northern Midlands Council

7th August 2021
Eric Aalbregt
7 Country Field Court
Longford. Tas. 7301

Dear Mr Jennings,

I would like to express my deep concerns regarding the proposed redevelopment of the road section between the Longford roundabout and Bishopsbourne Road.

I along with many others, use this section of road frequently as a cyclist, to reach the quieter country roads to both train for recreational cycle racing or general exercise.

This section of road, along with the connecting road between Pateena Road and Longford, is already a dangerous area for riders, due to sections with no verge, debris on the roadside and the speed and closeness to traffic. There are areas that make it impossible for motorists to allow the legislated 1.5 metre passing space, resulting in many close calls and I believe it is only a matter of time before we have a fatality.

The proposal, in my view, will only make this road section even more dangerous for cyclists.

The design makes no allowances for cyclists and will give riders no protection from trucks and cars, as we will be forced to ride either to the left or right of the safety barriers, and if a car gets a bit close and forces a rider into the barrier, then severe injuries or even death could occur.

It is totally unacceptable to not include any infrastructure or safety measures for cyclists, especially as it is acknowledged in the proposal document, that the area is frequented by cyclists leaving Longford and turning into Bishopsbourne Road to use the existing road network.

The proposal document claims to have consulted with Bicycle Tasmania to gain knowledge on cyclist usage of this road but would have gained a much better insight if it had chosen to consult riders that actually use this road daily.

If proper cycling infrastructure, such as a dedicated cycling lane, could be included in the design of this road and also create a safe link from Longford for cyclists using the new cycle path between Perth and Pateena Road, then Longford would become an even greater destination for the many riders in the area. Cycling is a fast-growing recreation pastime in Tasmania, but sadly we lack safe infrastructure.

Yours sincerely

Eric Aalbregt

Russell & Wendy Smith
1024 Blackwood Creek Road,
BLACKWOOD CREEK TAS 7301

07/08/2021

General Manager,
Northern Midlands Council
LONGFORD TAS 7301

PLN-21-0183 -- ILLAWARRA ROAD LONGFORD

Dear Sir/Madam,

We are writing with concern for the new plans for Illawarra Road between Longford roundabout and Bishopsbourne Road.

We are both cyclist and use this section of road in both directions very frequently, as do many cyclists.

Our concern is that there is no consideration for a bicycle lane.

Presently we try and use the shoulder, but that is not always possible, most cars show us courtesy and we hear them drive over the rumble strip in the centre of the road when passing us. If there is a wire rope safety strip in the centre of the road, vehicles will not be able to give us enough room when passing, some motorists will stay behind until they can pass safely, but others try to squeeze past and this is going to be dangerous with the centre wire rope.

We hope that consideration can be given for bicycle lanes for the safety of the many cyclists who use this section of road daily.

Regards,
Russell & Wendy Smith

Mr Des Jennings
General Manager
Northern Midlands Council

Michael Morris
97 Brickendon St
Longford 7301

Dear Des,

I am a recreational cyclist and wish to raise my concerns about this proposed development. The development gives no consideration to the safety of cyclists or their need for future use of this thoroughfare.

Longford has a strong and vibrant cycling community and draws cyclists to its quiet country roads from far afield. This section of road from the roundabout to the Bishopsbourne Rd is an essential connector to these roads and is used by cyclists on a daily basis. Currently the road has an existing cyclist danger spot over the back creek bridge, where there is an inadequate road verge that is narrow, rough and cracked. This forces cyclists into the main traffic lane where there is poor line of sight for motorists, and a consequent potential death trap. Not only does the development application not address this issue, but it also creates a further danger spot with the proposed truck pull off area. The proposed design of the area provides no cycling lane or verge for cyclist use. It will force cyclists to either go left or right of the proposed safety barrier and neither choice is acceptable. To the left they will be required to dodge large trucks and trailers on a surface that will be inevitably littered with truck debris (dirt, rocks, gravel, stock effluent etc), or to the right and be in the main lane holding up traffic and causing a potential mishap.

This is an entirely unacceptable situation. We live in a time where we are being encouraged to use our cars less to reduce traffic congestion, and to cycle more for both the health and environmental benefits. All responsible councils are going out of their way to retrofit their towns and cities with bike lanes, and here we are designing new roads (as in the case of the Perth bypass) or renovating existing ones as in this instance with no consideration to cyclist safety. Road safety Tasmania has gone to considerable lengths to promote the 1.5 m passing rule for cyclists and this development will make that completely unachievable.

The application itself notes on Page 23 6.7.3

"The purpose of this code is to....

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas, and :

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate.

Clearly the proponent has completely ignored this.

It is imperative there is a dedicated cycling lane from the roundabout to Bishopsbourne Rd and that includes the bridge over back creek.

Yours Sincerely

Michael Morris

07/08/2021

The General Manager
Northern Midlands Council

Dear Sir,
Re: PLN-21-0183 Illawarra Road Longford

As a cyclist and resident of Longford I would like to propose provision for a cycling lane to be installed on both sides of Illawarra road.

As the council know, as stated in clause 2.2.5 and 3.5, this section of road is frequented by cyclists from Longford and surrounding areas daily, and with the volume of local traffic and heavy transport movements on this section of road it would go a long way to secure the safety of all using this section of road.

Regards
Robin Camilleri
15C Cracroft Street
Longford Tasmania
081 331 1111

Planning Representation

Northern Midlands Council Ref. No. PLN-21-0183 Illawarra Road, Longford
Road Works Illawarra Road, Tannery Road, Bishopsbourne Road

Representation submitted by:

David Armstrong, 39 Wilhelmina Avenue, Launceston. E: _____

Brian Hartnett, Summerhill. E: _____

Andrew Anstie, Launceston. E: _____

Grahame Vaughan, Riverside. E: _____

Nick Downie, Launceston. E: _____

We are recreational cyclists, frequently cycling in the Northern Midlands and using the road between the Poatina Road roundabout and Bishopsbourne Road. We wish to raise concerns about this Development Application based on the omission of any consideration of the safety of the road for cyclists.

The Development Application includes the following words that reference cyclists:

Page 7. *"There is no pedestrian or cycling infrastructure in the area. It is understood that this area is frequented by cyclists leaving Longford and turning into Bishopsbourne Road using the existing road network."*

Page 9. 3.3 *"There are no pedestrian or cycling treatments proposed"*.

Page 23. P1.2 The development *"must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level ..."*

Page 23 7.7.3 *"The purpose of this code is to*

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas, and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate" ..

The development Application notes that this section of the Bass Highway is frequented by cyclists. It must be noted that cyclists travel in both directions between the roundabout and Bishopsbourne Road and there are currently no infrastructure facilities for cyclists in this section of the Highway. This section of the Highway provides access to the "quieter" roads that are preferred and safer for cycling.

The existing bridge over Back Creek is narrow, and the narrow strip between the road markings and the bridge rail is very rough with joints crossing the strip, and commonly loose gravel and weedy strips. To avoid the dangers of these impediments some cyclists move into the traffic lane. This is extremely dangerous. The proposed road works are more likely to increase the speed of traffic rather than reduce it. The works do nothing to make the route safer and will not encourage cycling in the area.

We also have concerns about the proposed parking area for large trucks. Cyclists should not be exposed to the dangers of finding their way past or around parked trailers, large trucks and B-Doubles in the proposed parking area. Drivers of these large vehicles could easily miss cyclists passing through. Cyclists should have a path separated from the truck parking area.

In our opinion it is essential that the proposed works include a cycle path that will separate cyclists from the vehicular traffic, most particularly where the road crosses Back Creek. It is a very significant and serious omission in the development. A single path like that from Perth to Pateena Road allowing cyclists to travel in both directions, from the roundabout to Bishopsbourne Road would be sufficient for their safety.

We note that a path beside the road would provide a safe route for pedestrians from Longford wishing to walk to and from Bishopsbourne Road.

The most important infrastructure requirement is a separate bridge over Back Creek so that cyclists and pedestrians are separated from vehicles.

The absence of infrastructure for cyclists and pedestrians in the Development Application is a very serious omission. We believe the inclusion of a path from the Poatina Road roundabout to Bishopsbourne Road including a bridge over Back Creek must be a condition required by the Council for the Development Application to be approved.



BELL & GONG
Tasmania

Valleyfield Vineyard
873 Illawarra Road,
LONGFORD TAS 7301

info@bellandgong.com

(

12th August, 2021

General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

RE: PLANNING APPLICATION – ILLAWARRA ROAD UPGRADE STAGE 1 PLN-21-0183

We wish to voice our concerns regarding the proposed Illawarra Road upgrade. The initial proposal will negatively impact the farmers who live and/or work, including contracting, along Illawarra Road. The proposal to erect safety barriers will prevent transport of farm machinery such as combine harvesters and large spray rigs between properties.

The proposal for the truck stop near the roundabout does not include a toilet facility, yet is encouraging truck drivers to stay, rest, etc. If the expectation is that the trucks enter Longford to use existing facilities, this will cause further vibration damage to heritage buildings in Longford.

When initially consulted in January regarding the proposal, we and many other impacted residents indicated that, as residents and farmers living on Illawarra Road, (a B class road that is not part of the National Highway), our preference for increasing safety would be to drop the speed limit to 80km/hr in order to encourage trucks to use the Bass & Midland Highway, rather than a road not designed for the current traffic load. Apparently this proposal was tabled and rejected, and we have been told the reason was that "there was no evidence that this suggestion would result in reduced traffic usage". In our opinion, safety of residents should not be compromised for the sake of 5 minutes travel time. We therefore request that consideration be given to trialling the reduced speed limit and monitoring the effect, before dismissing it. This may save \$60,000,000 of State funds from being spent on an unnecessary road upgrade which will negatively impact upon the residents who rely on it.

We have further concerns regarding Stage 2 proposals, but are waiting for more information regarding planning.

Yours sincerely,

Simon & Frances Stewart

PARTNER: Simon J Stewart, PARTNER: Frances J Stewart

Karen Jenkins

From: Natalie McGrath >
Sent: Thursday, 12 August 2021 4:04 PM
To: NMC Planning
Cc: Hugh Mackinnon
Subject: Regarding the Development Application No. PLN-21-0183 Illawarra Road, Longford

Follow Up Flag: Follow up
Flag Status: Flagged

The General Manager

Dear Mr Jennings,

My representation is as follows.

I congratulate NMC and DSG on the cycle path Perth to Pateena, as well as from Breadalbane to Perth, and Breadalbane to Airport. I support the cycle way proposed from Pateena Road to Longford.

The DSG is building roads for the next (circa) 50 years. It is important to build cycle ways commensurate with that strategy and according to comments on page 7, page 9 (3.3) page 23 (p1.2) and para 7.7.3 on page 23 of the development application.

The current paths, and the proposed Pateena to Longford, set a clear precedent for inclusion of the Longford to Bishopsbourne cycle way in the section of the roadworks now for development and approval.

I highlight the usage (both to and from Longford) of this route by cyclists into the future, and the highly dangerous Back Creek crossing. A major safety issue subsequently, I request the NMC mandate a cycle path from Longford to the Bishopsbourne Road as a condition of approval for the application.

Yours Sincerely,

Hugh Mackinnon J.P

Planning Representation

Northern Midlands Council Ref. No. PLN-21-0183 Illawarra Road, Longford
Road Works Illawarra Road, Tannery Road, Bishopsbourne Road

13 August 2021

Representation submitted by Tamar Bicycle Users Group (TBUG).

TBUG is a community-based bike group representing bike riders in the Tamar region. We advocate for bike riders and run recreation rides. We have a membership of over 100 and a strong following of supporters. We run regular weekly rides in the region and frequently use the route to Bishopsbourne from Longford via Illawarra Rd. Our rides attract over 20 riders per ride.

This route is also used by many other individuals and groups, both local and from outside the area, who are attracted to the region by the opportunities to ride the scenic and relatively quiet local roads.

This development fails to recognise the opportunity to further enhance this local benefit and to add to the infrastructure that can further attract bike riders to the regions, with the possibilities of generating more economic activity.

The proposed section is part of a Junction Wayfinding Project currently being developed by TBUG with Northern Midlands Council and Meander Valley Council. This project will provide a network of linked routes that will enhance the region as a bike riding locale.

We wish to raise concerns about this Development Application based on the omission of any consideration of the safety of the road for bike riders.

1. The Development Application recognises that the road proposed for "improvement" is used by cyclists:

Page 7. *"There is no pedestrian or cycling infrastructure in the area. It is understood that this area is frequented by cyclists leaving Longford and turning into Bishopsbourne Road using the existing road network."*

Despite this recognition, there are no treatments proposed to address the needs for bike riders:

Page 9. 3.3 *"There are no pedestrian or cycling treatments proposed"*.

2. This omission is despite the requirements of the Planning Scheme and the requirements of the Car Parking and Sustainable Transport Code

Page 23. P1.2 The development *"must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level ..."*

Page 23 7.7.3 *"The purpose of this code is to ..."*

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas, and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate" ..

The Development Application notes that this section of the Bass Highway is frequented by bike riders. It must be noted that riders travel in both directions between the roundabout and Bishopsbourne

3. The Development does not recognise or treat the existing pinch points and creates further hazards for bike riders,

The existing bridge over Back Creek is narrow, and the proposed works do not address the squeeze point that this will create.

Similarly, the passage of bike riders past the proposed truck parking bay creates another high risk hazard as trucks enter and leave the bays, in either direction.

We would raise the initial question of the siting of the truck bays. Longford is developing as an attractive regional town and the provision of a large truck parking bay at the major entrance to the town does nothing to enhance this image,

4. Adjustment to the Development application

We understand that work is underway to extend the shared path that currently runs from Perth to Pateena Road into Longford. This path was a welcomed initiative by State Growth in the building of the bypass but there is no point in ending the path at a dangerous crossing point (Pateena Rd).when the opportunity to include an extension of the path to Bishopsbourne Road exists in this current development.

This would benefit both riders and pedestrians and eliminate the hazard of riders and pedestrians being on that section of road and having to navigate across truck bays. This will be to the benefit of riders, pedestrians, truck and other vehicle drivers.

In our opinion it is essential that the proposed works include a shared path that will separate riders and pedestrians from the vehicular traffic. It is a very significant and serious omission in the development and the Application does not comply with current Codes or Policies.

Your sincerely

Malcolm Reid

President

Tamar Bicycle Users Group

011 633 0900

{

NORTHERN MIDLANDS COUNCIL						
File No.						
Property						
Attachments						
REC'D 13 Aug 2021						
GM		I	A	PLN	I	A
PSDM				BLD		
CSM				MYR		
WIA				EA		
HR						
HLT						

Mr Des Jennings

General Manager

Northern Midlands Council

Subject: Development application – Illawarra Rd upgrade – PLN 21 0183

Dear Mr Jennings

I wish to register my views concerning a number of aspects of the proposed works which directly affect the property owned by my wife and me at 7 Tannery Rd, in particularly along the eastern boundary of Illawarra Rd.

Firstly, it is important to recognise the historical significance of the dwelling – a cottage built in 1815 by John Herbert, a First Fleeter who came to Van Diemen's Land from Norfolk Island when that island was closed as a penal colony. It has a rich history.

Imagine, for a moment, if Woolmers Lane was stripped of its fine hedgerows, the road itself robbed of its particular English country appearance and turned into just another country track – which is why this major alteration of Illawarra Rd and subsequent effects on properties and other roads must be treated with care and sensitivity and an eye to tomorrow's needs, not just today's.

I therefore ask that the following be a requirement of application approval:

- That a landscaping plan be drawn up, incorporating the realigned Tannery/Illawarra corner.
- That all vegetation removed as part of the works be replaced with agreed species and in an agreed design.
- All plantings be front-ended.
- Fencing be replaced in agreed locations.
- All available measures be used to reduce traffic noise – a major consideration along this section of Illawarra Rd. If not managed carefully this aspect alone could significantly damage property value. A 7-14 aggregate mix has been suggested as a noise reduction measure.
- A street light be installed at an appropriate location near the Tannery and Bishopsbourne Rds junctions with Illawarra Rd.

Thank you.

Sincerely

Linus Grant



7 Tannery Rd, Longford Tas 7301. Ph. 081 252 000

10 AUG 21

REF NO 21-0183

DEPT. STATE GROWTH FOR
PARK & REST AREA ON ILAWARRA RD.

I. AM AGAINST THIS PROPOSAL ON

- (1) TRAFFIC VOLUME, HAZARD, CONGESTION ADDING TO ALREADY VERY BUSY ROUNDABOUT. (200-300 MOVEMENTS PER HOUR COMING N. WEST. AND ALMOST TWICE THAT COMING EAST VIA PERTH.
- (2) ALSO VOLUME OF TRAFFIC, LARGE TRUCKS (STOCK) IN AND OUT OF MEATWORKS PLUS EMPLOYEE VEHICLES
- (3) UNSIGHTLY ASPECT OF TRUCKS AND TRAILERS (OFTEN WITH CONTAINERS AND OTHER VEHICLES ON BOARD) LEFT THERE FOR DAYS.
- (4) DETERENT FOR TOURISM INTO TOWNSHIP. AFTER COUNCIL HAS SPENT CONSIDERABLE SUMS OF MONEY & ENERGY ON BEAUTIFYING TOWNSHIP. THRU LANDSCAPING

ETC.

(5) REMOVING OF TREESCAPE & SHELTER BELT ON JBS SWIFT LAND THAT HAS BEEN THERE FOR SOME 30 yrs. (WEST SIDE)

(6) OTHER AREAS MORE SUITABLE CORNER TANNERY RD. (OWNED BY STATE GROWTH.) ALREADY USED FOR SUCH. ALONG NEW ARTERIAL ROAD OPPOSITE "GLEN IRAH" OR BETWEEN "ELSDON" AND POWRANNA FEED LOT.

GRAEME J. WILLIAMS
 2126 BISHOPBOURNE RD "THE RESERVE"
 LONGFORD. (MOB.)
 (LANDLINE)

OR

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 12 AUG 2021					
	I	A		I	A
GM			PLN		✓
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					



a: 125A Elizabeth Street, Hobart, 7000
p: (03) 6105 0443
e: enquiries@eraplanning.com.au
abn: 67 141 991 004

27 August 2021

Paul Godier
Senior Planner
Northern Midlands Council

By email: planning@nmc.tas.gov.au

Dear Paul,

**ILLAWARRA MAIN ROAD UPGRADES
RESPONSE TO REPRESENTATIONS**

Thank you for your correspondence on Monday 16 August 2021 regarding the representations to the Illawarra Road upgrade Stage 1. The Department would like to provide the following response to the representations received to assist in clarification of any issues and confirmation of compliance with the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme).

The issues raised in representations can be summarised as follows:

- Lack of provision of a cycle path between Longford roundabout and Bishopsbourne Road;
- Specifically concerns about using Back Creek Bridge as a cyclist due to the narrowing of the road. A separate road or bridge should be provided here;
- Inclusion of a different road surface for cyclists should be considered;
- Cycling infrastructure should be incorporated as a benefit to the broader community.
- The inclusion of a wire rope barrier will make it more difficult for vehicles to pass cyclists because they won't be able to cross out of their land to overtake a cyclist;
- There should be a separate cycle path from the truck stop;

Concerns about the lack of cycling infrastructure represent 10 representations.

- Concerns about the ability for farmers to move large agricultural equipment along Illawarra Road once centre median safety barriers are installed;
- A toilet should be installed at the heavy vehicle rest area to provide facilities for people using that site, and to ensure that additional trucks don't go into Longford where they may damage the heritage buildings;
- Desire to see the speed limit on the road reduce to 80 km/hr and that this be trialled before any works commence.;
- Concerns about heritage properties; and in particular the impact that the change to the road alignment may have on landscaping in the area. Request that landscaping plans be provided, fencing be provided, and a street light installed at the intersection;
- Mitigation measures for traffic noise should be included;

p2

- Concerns about increase in traffic volume, hazards, and congestions;
- Concerns about the visual impact of the heavy vehicle rest area. Will impact upon tourism into the township;
- Concerns about removing of trees on neighbouring properties; and
- Preference for the corner of Tannery Road to be used as a heavy vehicle rest area.

1. Shared User Paths

It is acknowledged that there is an interest in the community for the provision of cycle paths. The Department is working with Northern Midlands Council, local land owners and other stakeholders towards the provision of cycle paths between Perth Links and Longford. This area between Longford and Bishopsbourne Road was not scoped as part of the road upgrade project.

In considering the requirement under the Planning Scheme for the provision of shared user paths; the application must be assessed against the Rural Resource Zone, the Utilities Zone, and relevant Codes including the Road and Railway Assets Code.

The application is for a road upgrade, however there are no zone standards that require the provision of shared user paths. Furthermore, the relevant Codes that address road construction, in particular the Road and Railway Assets Code, and the Car Parking and Sustainable Transport Code, do not require the provision of shared user paths either.

Notwithstanding this, the road verge will be widened as part of these works, increasing safety for cyclists. Back Creek Bridge does represent a pinch point however this bridge is unable to be widened.

The concerns raised by representors that if the shared user path is not provided at this time, then the opportunity is lost, is incorrect. Any specific shared user path is likely to need to be separated from the road entirely and to that end, would have to be constructed separately from the road works in any event.

2. Movement of Agricultural Equipment

The road corridor has a width of 7m which meets the National standards for accessibility and safety. It is expected that the corridor will be wide enough for the movement of agricultural equipment.

3. Installation of a toilet

The heavy vehicle rest area is to formalise an existing rest area in this location. There are currently no facilities in this location. The rest area will provide for basic seating area and a covered area as well as some exercise equipment. Toilets are not provided as this area is not serviced with reticulated sewerage. Furthermore, the Planning Scheme does not require the provision of services for heavy vehicle rest areas. We also note that facilities and shops in Longford can be easily accessed from the truck stop which is on the outskirts of the town.

The project is presently before the Parliamentary Standing Committee for Public Works, we are awaiting a report from the committee before any decision is made on a toilet block.

4. Reduction in Speed Limit

It is acknowledged that some members of the community want to see a reduction in the speed limit however this is relevant issue under the Planning Scheme.

5. Impact upon Heritage Properties

Concerns were raised in relation to the impact upon one particular heritage property. This property not listed within the Local Historic Heritage Code of the Planning Scheme. The proposed works are located at considerable distance to the property, with the works representing acquisition of a strip of land on the south western property boundary.

p3

Discussions have occurred with this property owner and agreements are being finalised in relation to the provision of replacement landscaping and fencing, which will be new for old replacement of fencing, and semi-mature trees to replace those that require removal. These issues are being addressed separately through the Notice of Acquisition Works process.

A street light is already proposed at the intersection with Tannery Road and Illawarra Road.

6. Traffic Noise

The Department is not anticipating an increase in traffic movements along the road corridor. The works will include an upgraded access at Tannery Road however the upgraded access will be further from the nearby residential use than what currently exists. In addition, the topographical difference with the nearest house set quite a bit higher than the road, and approximately 45m away from the road corridor (so even further from the road itself), mitigates noise impacts.

7. Increase in Traffic Volume

The Department is not anticipating an increase in traffic volumes on the road. The volumes are already consistent with the Roads categorisation as a National Highway, this is not likely to increase further following the works.

8. Concerns about the visual impact of the truck stop

The heavy vehicle rest area currently exists in that location but is not formalised, representing a large gravel area. The proposed works will involve the sealing of this gravel area and formalisation of truck parking spaces, as well as supporting infrastructure. It is considered that this will improve the visual appearance of the rest area and in turn, the entrance into Longford.

9. Concerns about loss of trees on a private property.

A line of trees on land adjacent to the rest area will require removal. These trees are generally planted eucalypts. These trees are various ages. The application will require their removal but includes replacing the trees with semi-mature native species in that area. The trees of themselves, are not protected under the Planning Scheme.

10. Tannery Road truck stop

It is noted that one representor raised the preference to see Tannery Road used as a heavy vehicle rest area. This is noted but is not proposed at this time.

11. Conclusion

The application is for a road upgrade between Longford and Bishopsbourne Road as part of the broader Illawarra Road upgrade project. The works are to improve safety along this road corridor through the provision of a formalised truck stop and improved intersection arrangements into Tannery Road and Bishopsbourne Road. The concerns raised are noted, however the Planning Scheme does not require the provision of shared user paths or facilities for the truck stop. To that end, the application is considered to meet the requirements of the Scheme and is recommended to Council for approval.

Yours sincerely,



Caroline Lindus
Principal Planner



a: 125A Elizabeth Street, Hobart, 7000

p: (03) 6105 0443

e: enquiries@eraplanning.com.au

abn: 67 141 991 004

27 August 2021

Paul Godier
Senior Planner
Northern Midlands Council

By email: planning@nmc.tas.gov.au

Dear Paul,

**ILLAWARRA MAIN ROAD UPGRADES
RESPONSE TO REPRESENTATIONS**

Thank you for your correspondence on Monday 16 August 2021 regarding the representations to the Illawarra Road upgrade Stage 1. The Department would like to provide the following response to the representations received to assist in clarification of any issues and confirmation of compliance with the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme).

The issues raised in representations can be summarised as follows:

- Lack of provision of a cycle path between Longford roundabout and Bishopsbourne Road;
- Specifically concerns about using Back Creek Bridge as a cyclist due to the narrowing of the road. A separate road or bridge should be provided here;
- Inclusion of a different road surface for cyclists should be considered;
- Cycling infrastructure should be incorporated as a benefit to the broader community.
- The inclusion of a wire rope barrier will make it more difficult for vehicles to pass cyclists because they won't be able to cross out of their land to overtake a cyclist;
- There should be a separate cycle path from the truck stop;

Concerns about the lack of cycling infrastructure represent 10 representations.

- Concerns about the ability for farmers to move large agricultural equipment along Illawarra Road once centre median safety barriers are installed;
- A toilet should be installed at the heavy vehicle rest area to provide facilities for people using that site, and to ensure that additional trucks don't go into Longford where they may damage the heritage buildings;
- Desire to see the speed limit on the road reduce to 80 km/hr and that this be trialed before any works commence.;
- Concerns about heritage properties; and in particular the impact that the change to the road alignment may have on landscaping in the area. Request that landscaping plans be provided, fencing be provided, and a street light installed at the intersection;
- Mitigation measures for traffic noise should be included;

p2

- Concerns about increase in traffic volume, hazards, and congestions;
- Concerns about the visual impact of the heavy vehicle rest area. Will impact upon tourism into the township;
- Concerns about removing of trees on neighbouring properties; and
- Preference for the corner of Tannery Road to be used as a heavy vehicle rest area.

1. Shared User Paths

It is acknowledged that there is an interest in the community for the provision of cycle paths. The Department is working with Northern Midlands Council, local land owners and other stakeholders towards the provision of cycle paths between Perth Links and Longford. This area between Longford and Bishopsbourne Road was not scoped as part of the road upgrade project.

In considering the requirement under the Planning Scheme for the provision of shared user paths; the application must be assessed against the Rural Resource Zone, the Utilities Zone, and relevant Codes including the Road and Railway Assets Code.

The application is for a road upgrade, however there are no zone standards that require the provision of shared user paths. Furthermore, the relevant Codes that address road construction, in particular the Road and Railway Assets Code, and the Car Parking and Sustainable Transport Code, do not require the provision of shared user paths either.

Notwithstanding this, the road verge will be widened as part of these works, increasing safety for cyclists. Back Creek Bridge does represent a pinch point however this bridge is unable to be widened.

The concerns raised by representors that if the shared user path is not provided at this time, then the opportunity is lost, is incorrect. Any specific shared user path is likely to need to be separated from the road entirely and to that end, would have to be constructed separately from the road works in any event.

2. Movement of Agricultural Equipment

The road corridor has a width of 7m which meets the National standards for accessibility and safety. It is expected that the corridor will be wide enough for the movement of agricultural equipment.

3. Installation of a toilet

The heavy vehicle rest area is to formalise an existing rest area in this location. There are currently no facilities in this location. The rest area will provide for basic seating area and a covered area as well as some exercise equipment. Toilets are not provided as this area is not serviced with reticulated sewerage. Furthermore, the Planning Scheme does not require the provision of services for heavy vehicle rest areas. We also note that facilities and shops in Longford can be easily accessed from the truck stop which is on the outskirts of the town.

The project is presently before the Parliamentary Standing Committee for Public Works, we are awaiting a report from the committee before any decision is made on a toilet block.

4. Reduction in Speed Limit

It is acknowledged that some members of the community want to see a reduction in the speed limit however this is relevant issue under the Planning Scheme.

5. Impact upon Heritage Properties

Concerns were raised in relation to the impact upon one particular heritage property. This property not listed within the Local Historic Heritage Code of the Planning Scheme. The proposed works are located at considerable distance to the property, with the works representing acquisition of a strip of land on the south western property boundary.

p3

Discussions have occurred with this property owner and agreements are being finalised in relation to the provision of replacement landscaping and fencing, which will be new for old replacement of fencing, and semi-mature trees to replace those that require removal. These issues are being addressed separately through the Notice of Acquisition Works process.

A street light is already proposed at the intersection with Tannery Road and Illawarra Road.

6. Traffic Noise

The Department is not anticipating an increase in traffic movements along the road corridor. The works will include an upgraded access at Tannery Road however the upgraded access will be further from the nearby residential use than what currently exists. In addition, the topographical difference with the nearest house set quite a bit higher than the road, and approximately 45m away from the road corridor (so even further from the road itself), mitigates noise impacts.

7. Increase in Traffic Volume

The Department is not anticipating an increase in traffic volumes on the road. The volumes are already consistent with the Roads categorisation as a National Highway, this is not likely to increase further following the works.

8. Concerns about the visual impact of the truck stop

The heavy vehicle rest area currently exists in that location but is not formalised, representing a large gravel area. The proposed works will involve the sealing of this gravel area and formalisation of truck parking spaces, as well as supporting infrastructure. It is considered that this will improve the visual appearance of the rest area and in turn, the entrance into Longford.

9. Concerns about loss of trees on a private property.

A line of trees on land adjacent to the rest area will require removal. These trees are generally planted eucalypts. These trees are various ages. The application will require their removal but includes replacing the trees with semi-mature native species in that area. The trees of themselves, are not protected under the Planning Scheme.

10. Tannery Road truck stop

It is noted that one representor raised the preference to see Tannery Road used as a heavy vehicle rest area. This is noted but is not proposed at this time.

11. Conclusion

The application is for a road upgrade between Longford and Bishopsbourne Road as part of the broader Illawarra Road upgrade project. The works are to improve safety along this road corridor through the provision of a formalised truck stop and improved intersection arrangements into Tannery Road and Bishopsbourne Road. The concerns raised are noted, however the Planning Scheme does not require the provision of shared user paths or facilities for the truck stop. To that end, the application is considered to meet the requirements of the Scheme and is recommended to Council for approval.

Yours sincerely,



Caroline Lindus
Principal Planner



6.2 PLANNING APPLICATION: PLN 21-0192 - 1 ARTHUR STREET, EVANDALE - ITEM WITHDRAWN

Responsible Officer: Des Jennings, General Manager

Report prepared by: Paul Godier, Senior Planner

This item has been withdrawn at the applicant's request, as the applicants wish to consider options for the site.

RECOMMENDATION

That the Planning Authority note the withdrawal of PLN 21-0192 – 1 Arthur Street, Evandale.



7 COUNCIL ACTING AS A PLANNING AUTHORITY: CESSATION

RECOMMENDATION

That the Council cease to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, for the remainder of the meeting.

8 CLOSURE