

1. Floodlighting at night (electrical plan including floodlighting, CCTV cameras, etc to be developed).
2. 1.8m 3 barbed wires to top security fence around the perimeter.
3. CCTV cameras will be utilized at the entrance and pedestrian access.
4. Routine security patrols after hours.

5.1.3 Office

The facility includes an office complete with toilet and kitchen facilities to be used by staff only. Please refer to the Building drawings provided in Section 11.2.

5.1.4 Client waiting area

Adjacent to the office will be an undercover waiting area complete with vending machines. Please refer to the Building drawings provided in Section 11.2.

5.1.5 Detailing facility and undercover parking

The facility will include a secure car washing and detailing facility.

Drainage from the detailing facility will be via an oil separator to the storm water system.

Undercover parking is provided for 20 vehicles.

Please refer to the Building drawings provided in Section 11.2.

5.1.6 Safety

Safety will be paramount to the operation of the facility. Strategies to ensure client safety include:

1. Dedicated pedestrian paths throughout the facility. This includes around the detailing facility.
2. To further enhance pedestrian security around the detailing facility, windows have been proposed in the walls to ensure driver visibility of pedestrian when exiting.
3. Pedestrian crossings where pedestrians are required to cross vehicle paths.
4. Vehicle movement will be controlled via line markings (e.g. give way at the end of each row).
5. Use of bollards around the facility to separate vehicle and pedestrian movements.
6. Floodlighting at night to ensure visibility.
7. CCTV at vehicle and pedestrian entrances.
8. Security patrols after hours.

5.1.7 Landscaping

Landscaping of the facility is proposed as per the landscape plan in section 11.2. Landscaping will provide effective screening from Evandale Road as required by the Planning Scheme. Native species will

be used extensively for landscaping providing a visually appealing facility. Species have been selected for their hardy low maintenance nature.

An automatic reticulation system will be installed to help the plants become established and during times of prolonged dry.

5.1.8 Signage

An internally illuminated pole sign with a dynamic LED message is proposed. The sign would be located near the corner of the lot on Evandale Rd to attract the attention of motorists. The sign will incorporate a dynamic LED message for communicating whether parking is available or full, free airport transfers, etc. A drawing of the proposed sign is provided in Section 11.2.

2 printed metal signs (2000 x 1000mm) are to be located on the fence either side of the entrance. The purpose of these signs is to identify the entrance and exit, welcome people the facility, and advertise the facility. Drawings in Section 11.2 that show the location of the metal signs.

5.2 SITE OPERATION

Car park will be open 24 hours per day 7 days per week.

A car entering the carpark will take a ticket (or insert a credit card) before the boom gate opens. When exiting, a person must validate a ticket (by paying the fee by credit card) or insert the same credit card at the boom gate. Parking conditions will be clearly visible on entry and exit and/or on tickets.

Customers can either walk to the terminal (300m) or wait for an airport transfer at the undercover client waiting area. Airport transfers are available on demand (hours to be determined).

Customers wanting detailing services will be asked to park in a covered space and report to the office.

There will be drink and snack food vending machines located in the waiting area.

An abandoned vehicle policy and procedure will be applied (to be developed).

It is proposed that the site will be attended. Hours to be determined.

Security patrols outside attended hours.

5.3 PROJECT SCHEDULE

The following is the draft project schedule:

Item	Date
Planning Approval obtained	February 2016
Commence Construction	June 2016
Facility opened for operation	By June 2017

6 PLANNING CONTEXT

6.1 COMPLIANCE WITH THE NORTHERN MIDLANDS COUNCIL INTERIM PLANNING SCHEME 2013

The following table details the compliance with the NMC Interim Planning Scheme 2013.

Item	Reference	Detail	Compliance
1.	8.2	Categorising Use or Development	Use Class: Car Parking
2.	25	General Industrial Zone	Lot is located within this Zone
3.	25.2	General Industrial Zone - Use Table	Permitted: Vehicle Parking
4.	25.3.1 A1	Emissions	The lot is set more than 100m from residential uses.
5.	25.3.1 A2	Solid Waste	There will be no solid waste produced through processing or manufacture.
6.	25.4.1 A1	Building Height	Building height will not exceed 10m – single storey buildings planned, and as shown in Section 11.2.
7.	25.4.1 A2	Building setback	Setback from Evandale Road – greater than 15m Setback from Hudson Fysh Drive greater than 10m.
8.	E4.2.1	Application of Road and Railway Asset Code	Land is within 50m of Evandale Road (category 2 road) with speed limit above 60kph
9.	E4.5	TIA	A traffic Impact assessment (TIA) has been carried out in accordance with E4.5 by Midson Traffic Pty Ltd. The TIA supports the development on traffic grounds. TIA provided in Section 11.4
10.	E4.6.1 A1	Use and road or rail infrastructure	No new or existing junction onto Evandale road
11.	E4.6.1 A2	Use and road or rail infrastructure	No new or existing junction onto Evandale road Proposed pedestrian path near and crossing across Evandale Rd. Department of State Growth Transport approval required.
12.	E4.6.1 A3	Use and road or rail infrastructure	No new or existing junction onto Evandale road. Access will be via a Category 5 road.
13.	E4.7.1 A1	Development on and adjacent to Existing and Future Arterial Roads and Railways	Works will be in accordance with the performance criteria.
14.	E4.7.2 A1 and A2	Management of Road Accesses and Junctions	No new or existing junction onto Evandale road.

Item	Reference	Detail	Compliance
15.	E6.3.1	Required Application Information	Please refer the drawings provided in Section 11.2 and the TIA provided in Section 11.4.
16.	E6.3.2	TIA	See comment against E4.5
17.	E6.7.1 A1	Construction of Car Parking Spaces and Access Strips	All car parking, access strips manoeuvring and circulation spaces will be formed to an adequate level and drained, and be line marked.
18.	E6.7.2 A1.1	Design and Layout of Car Parking	The location of car parking and manoeuvring spaces will not be detrimental to the streetscape or the amenity of the surrounding areas
19.	E6.7.2 A2.1	Design and Layout of Car Parking	Carpark has: <ol style="list-style-type: none"> 1. Gradient less than 10%. 2. Entry and exit in the forward direction. 3. Have a vehicle access width no less than 6.4m. 4. Designed in accordance with AS2890.1 - 2004
20.	E6.7.2 A2.2	Design and Layout of Car Parking	Carpark is designed in accordance with AS2890.1 - 2004.
21.	E6.7.3 A1	Car Parking Access, Safety and Security	Car park will be: <ol style="list-style-type: none"> 1. Secured and lit. 2. Visible from buildings on or adjacent to the site. <p>Note: CCTV monitoring proposed and security patrols overnight when the carpark will be unattended.</p>
22.	E6.7.4 A1	Parking for Persons with a Disability	Disabled parking spaces located adjacent to the vehicle and pedestrian entrance.
23.	E6.7.4 A2	Parking for Persons with a Disability	1:100 disabled parking spaces are proposed in accordance with AS2890.6 and BCA TABLE D3.5 Class 7a.
24.	E6.8.5 A1	Pedestrian Walkways	Pedestrian access is provided in accordance with Table E6.5
25.	E12.5.1 A1	Noise Impacts	Buildings will be designed to Australian Standard 2021- 2000 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.
26.	E12.5.1 A1	Noise Impacts	Lot not located within the 25 ANEF Contour
27.	E12.6.1 A1	Obstacles to Aircraft	Building height less than 10m, so no obstacle to aircraft. It is understood that council will refer the Planning Application for approval under the Airports

Item	Reference	Detail	Compliance
			Act 1996 and the Airport (Protection of Airspace) Regulations 1996 and the Manual of Standards.
28.	E15	Signage	Proposed pole sign complies with E15.5.3 A36.
29.	F1.3.1 Area 1	Use Tables	Lot is located within this Area and is a permitted Use: Vehicle Parking.
30.	F1.4.3	Height of Buildings	Building height will not be more than 10m as per 25.4.1 A1.
31.	F1.4.4 A1	Materials and Presentation	A variety of building forms are proposed.
32.	F1.4.4 A2	Materials and Presentation	External walls will use Hardies Sycon Matrix Cladding or equivalent that complies. External roofs will be metal with Colorbond finish or equivalent that complies.
33.	F1.4.5 A4	Site coverage	Buildings and covered storage will be less than 65% (actual less than 2%) Landscaped area will be at least 10% (actual is 12%).
34.	F1.4.6 A1	Stormwater	A Stormwater plan is provided in Section 11.2 that meets the performance criteria.
35.	F1.4.7 A1	Building Setbacks	Buildings will be setback more than 50m from Evandale Road frontage. Buildings setback more than 10m from the Access Road.
36.	F1.4.8 A1	Open Space and Landscaping	Landscape setback is 8m as per the planning amendment proposed. Landscape setback is 3m from the Access Road
37.	F1.4.8 A7	Open Space and Landscaping	Landscaping will be provided with an automated watering system.
38.	F1.4.8 A8	Open Space and Landscaping	Landscape plan, incorporating mounding is included in section 11.2.
39.	F1.4.9 A1	Outdoor Storage Areas	No outdoor storage areas are proposed.
40.	F1.4.10 A1	Fencing	Security fencing meets A1.
41.	F1.4.11 A1	Parking and Internal Circulation	Access and parking is in accordance with the Car parking and Sustainable Transport Code
42.	F1.4.11 A2	Parking and Internal Circulation	Vehicles will enter and exit the site in a forward direction
43.	F1.4.11 A3	Parking and Internal Circulation	Access drives must have a minimum width of 7 metres for two-way (actual width 10.2m).
44.	F1.4.11 A4	Parking and Internal Circulation	Access drives, parking, and manoeuvring areas will be sealed (bitumised) and drained.

Item	Reference	Detail	Compliance
45.	F1.4.11 A5 or A6	Parking and Internal Circulation	No outside storage areas proposed
46.	F1.4.12 A1	External Lighting	External lighting will be less than or equal to 10m, hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.
47.	F.1.4.13 A1 and A2	Environmental Quality	There will be no significant environmental emissions.

7 PLANNING AMENDMENT

An amendment to the Northern Midlands Interim Planning Scheme 2013 is required to enable this car park development to be economically viable and to proceed. The amendment proposes to reduce the landscape setback distance from Evandale Road by putting in place performance criteria for Item 1 of **F.1.4.8 Open Space and Landscaping** such that the objectives remain met. Therefore orderly planning is maintained, whilst facilitating development.

The amendment is as follows:

Section F.1.4.8, Performance Criteria P1, Page F1-20

Replace the words *"No performance criteria"* with *"For Lot 2 Hudson Fysh Drive, Western Junction setback may be varied to provide a setback from Evandale Main Road of at least 8m provided that there is still effective screening of buildings and works from Evandale Main Road"*.

7.1 NMC INTERIM PLANNING SCHEME F1.4.8 OBJECTIVES

The objectives of F1.4.8 are still met as follows:

Objective	Amendment effect
That open space and landscaping form an integral part of developments to: i) facilitate the enhanced appearance of buildings and works,	For this development the proposed building and works are limited and the native screening area will enhance the appearance of the buildings and works.
ii) provide screening,	Proposed landscape zone with native planting screening and mounding provides effective screening of the limited buildings and works.
iii) separate activities,	No effect. Activities remain separated.
iv) assist in the control of water run-off and erosion,	The landscape area will still assist in the control of water run-off and erosion. Also there are other provisions in the scheme such as F1.4.6 that deal with stormwater control.
v) contribute to a reduction in noise levels,	Landscaped area will still contribute to a reduction in noise levels. For this development there are no significant noise levels being generated. This is particularly the case when the background noise levels due to traffic on Evandale Road.
vi) define roads and provide opportunities for passive recreation.	No effect. Roads remain defined and an opportunity for passive recreation is maintained.

7.2 SECTION 32 OF THE LAND USE PLANNING AND APPROVALS ACT 1993

Section 32 of the Land Use Planning and Approvals Act 1993 requires the planning amendment to address the following sections as per “NMC Information to support a proposed amendment”.

7.2.1 A. Further the objectives of Schedule 1 of the Land Use Planning and Approvals Act 1993
The proposed amendment furthers the objectives of Schedule 1 of the Land Use Planning and Approvals Act 1993 as follows (particularly):

Objective	How the objective is furthered
to provide for the fair, orderly and sustainable use and development of air, land and water	<p>The proposed amendment contributes to the fair and orderly development of land. Without the proposed amendment a significant portion of the land would not have been developable and the development would not have proceeded. Sustainable use is still maintained.</p> <p>There is identified demand for the development as can be demonstrated by the plans and recent expansion of the Launceston Airport parking. The forward projections are for increased visitor numbers through the Launceston Airport which will increase the demand over time.</p> <p>There is limited land available within close proximity to the Launceston Airport for this type of development. Therefore the amendment enables the better use of the available land.</p> <p>The proposed amendment will not change compatibility for land use of the area.</p>
to require sound strategic planning and coordinated action by State and local government	<p>The amendment is consistent with the regional land use strategy adopted for the local area (part 2.2 of the Northern Midlands Council Interim Planning Scheme 2013). As the amendment applies to general industrial zoned land within the Translink Specific Area, the provisions relating to commercial and industrial land remain met.</p> <p>The proposed amendment is consistent with and does not affect the Northern Midlands Council’s Strategic Plan 2007-2017.</p>

	The proposed amendment does not affect the integration with all relevant infrastructure and services.
to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania	<p>This objective would be unaffected by the proposed amendment. Public safety in terms of pedestrian paths, traffic flows and safety would be addressed and remains paramount.</p> <p>The approval of this proposed amendment would allow the development to proceed and for competition in Launceston airport parking to be created. Such competition would create a more economically efficient outcome for Tasmanians and visitors to Tasmanian.</p>
to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community	This objective would be unaffected by the proposed amendment as development would still occur within the existing or planned infrastructure, particularly water supply, sewer, and transport.

7.2.2 B. Made in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993

Existing state policies includes:

1. State Policy on the Protection of Agricultural land 2009
2. State Coastal Policy 1996
3. State Policy on Water Quality Management 1997

The proposed amendment is in accordance with and has no impact on the above policies.

7.2.3 C. May make any provision which relates to the use, development, protection or conservation of any land

Proposed amendment meets this requirement.

7.2.4 D. Must have regard to the Safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000

Proposed amendment has regard to and does not impact on any safety requirements under the Gas Pipeline Act 2000.

7.2.5 E. Must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area

The proposed amendment applies to Translink Area 1 only and is therefore limited in scope and effect. The proposed amendment would not lead to potential for land use conflicts with use and development permissible under the planning scheme for adjacent lots.

7.2.6 F. Must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms

The proposed amendment would improve the use and development of the regions as an entity, particularly from an economic perspective.

The proposed amendment would allow the car park development to proceed and will create competition in Launceston airport parking. Such competition would help drive down prices for airport commuters and therefore create a more economic outcome for Tasmanians and visitors to Tasmania.

There would be no discernible effect from an environmental or social perspective of the proposed amendment.

8 CONCLUSION

The proposed carpark development at Western Junction will be a significant development for the people of Northern Tasmania providing them with a choice in long term airport parking. This choice will include a more competitive price and the ability to have their vehicle detailed whilst away.

The proposed development complies with the NMC Interim Planning Scheme 2013 except in regards to Landscape setback from Evandale Rd. A planning amendment is proposed to reduce the landscape setback requirements while still meeting the objectives of screening the development.

9 ACKNOWLEDGEMENT

I would like to acknowledge the professionalism and support provided by the Northern Midlands Council Officers, in particular Erin Boer, in discussing the planning matters relevant to this development.

10 REFERENCES

- | | |
|------|--|
| 1993 | Land Use and Planning Approvals Act |
| 1993 | State Policies and Projects Act |
| 1996 | Airports Act |
| 1996 | Airport (Protection of Airspace) Regulations |
| 1996 | State Coastal Policy |
| 1997 | State Policy on Water Quality Management |
| 2000 | AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction. |
| 2000 | Gas Pipelines Act |
| 2004 | AS/NZS 2890.1 Parking facilities - Off-street car parking |
| 2009 | AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities |
| 2009 | State Policy on the Protection of Agricultural land |
| 2012 | Manual of Standards Part 139 - Aerodromes |
| 2013 | Northern Midlands Council Interim Planning Scheme |
| 2013 | Northern Midlands Council's Strategic Plan 2007-2017 |
| 2015 | BCA National Construction Code Series - Building Code of Australia |

11 APPENDICES

11.1 APPENDIX 1 TITLE FOLIO PLAN AND SCHEDULE OF EASEMENTS

1. Title
2. Folio Plan
3. Schedule of Easements

11.2 APPENDIX 2 DRAWINGS

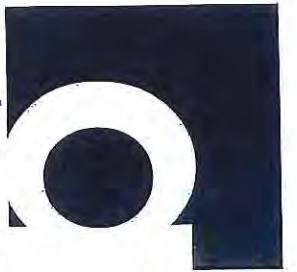
1. S01 AP1 - Existing and Proposed Site Plans
2. S02 AP1 - Proposed Carpark Plan
3. S03 AP1 - Site Stormwater Management plan (includes water connection)
4. S04 AP1 - Landscape Plan
5. S05 AP 1 - Notes and Soil Information
6. Building drawings Cover Page Drawing 020815 1/8
7. Site Plan Drawing 020815 2/8
8. Drainage Plan Drawing 020815 3/8
9. Floor Plan Drawing 020815 4/8
10. Elevations Sheet 1 Drawing 020815 5/8
11. Elevations Sheet 1 Drawing 020815 6/8
12. Signage Drawing 020815 7/8
13. 3D Views Drawing 020815 8/8

11.3 GEOTECHNICAL INVESTIGATION

Tasman Geotechnics Geotechnical Investigation Report Sept, 2015.

11.4 TRAFFIC IMPACT ASSESSMENT (TIA)

Midson Traffic Pty Ltd Traffic Impact Assessment Report, Sept, 2015



adams
building design

Leigh Adams
Accredited Building Designer
ACC. # CC8864
ASN 71 048 418 121
170 Abbott Street
Latrobe Station TAS 7250.
M : 0411 284 351
E: leigh@adamsbuildingdesign.com.au
W: www.adamsbuildingdesign.com.au

Proposed Carpark
at 2 Hudson Fysh Dve,
Western Junction, TAS

for Heath Lang

1-314

Project Details

Council	North East Tamar Council
Zone	25.0 General Industrial
County	101.549/TLK
PID	2897489
Title Role	2
Title Volume	148937
Climate zone	7
Wind Speed	N2
Soil Class	-
Site Hazards	-
Bank Retaining	N/A
Corrosive Environment	N/A

Drawing List

Sheet Number	Sheet Name
1	Cover Page
2	Site Plan
3	Drainage Plan
4	Floor Plan
5	Elevations (Sheet 1)
6	Elevations (Sheet 2)
7	Signage
8	3D Views

Area Schedule (Gross Building)

Name	Area (Squares)	Area
Gross Area	176.57 m ²	1.76
Clear Area	26.03 m ²	0.26
Remainder Floor Area	447.56 m ²	4.47
	547.05 m ²	5.47

Planning App (2)

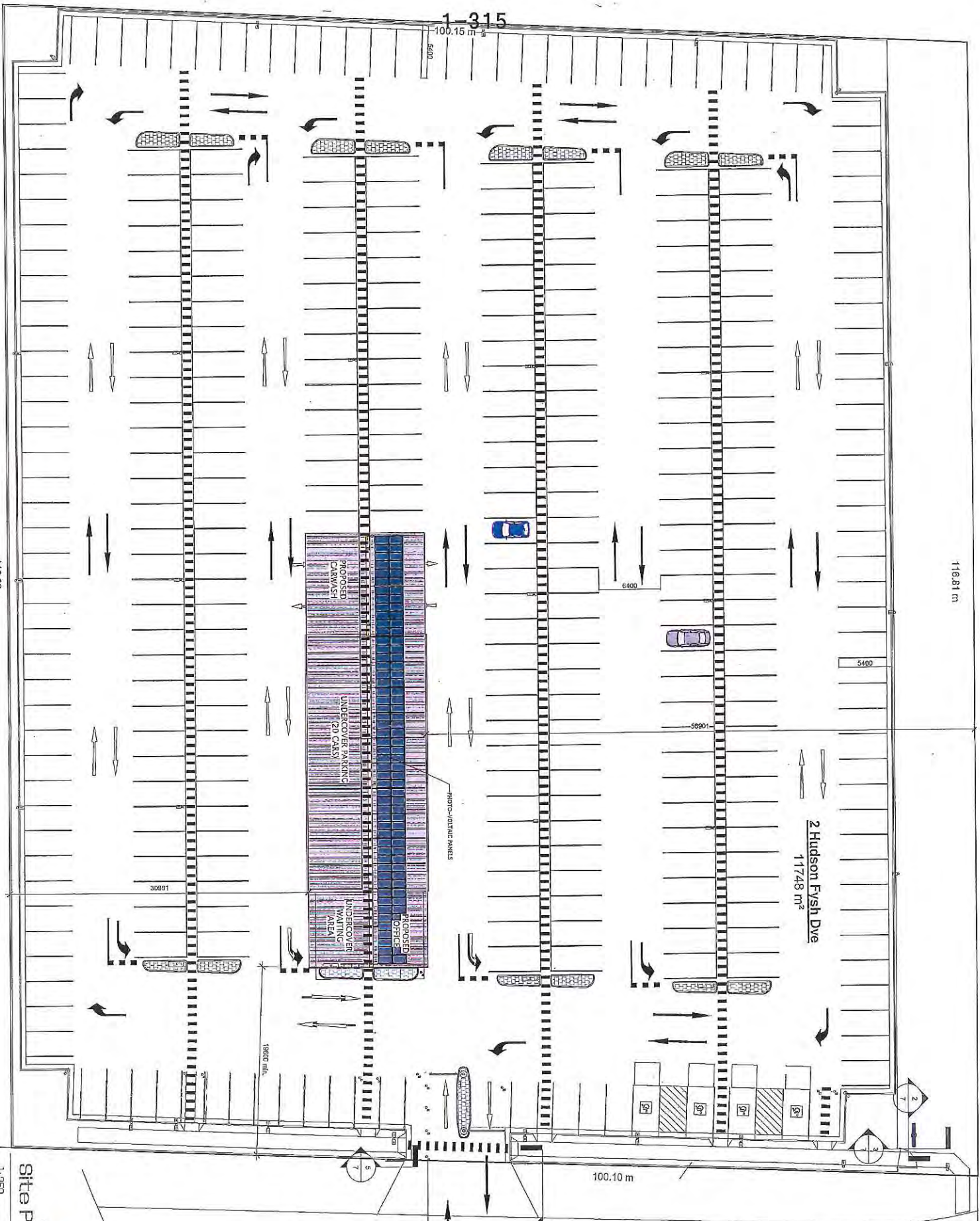
1. This is a Planning Application for a development under the provisions of the Resource Management Act 1992.
2. The application is for a development under the provisions of the Resource Management Act 1992.
3. The application is for a development under the provisions of the Resource Management Act 1992.
4. The application is for a development under the provisions of the Resource Management Act 1992.
5. The application is for a development under the provisions of the Resource Management Act 1992.
6. The application is for a development under the provisions of the Resource Management Act 1992.
7. The application is for a development under the provisions of the Resource Management Act 1992.
8. The application is for a development under the provisions of the Resource Management Act 1992.

No.	Date	Description
2	21.08.15	Final Approval
1	21.08.15	Concept P1

Starting Date: 21.08.15

Rev Date: 27/10/2015 10:43:43 AM
Project No. 020815
Drawing No. 1 / 8

P1



116.81 m

118.02 m

1-315

100.15 m

5400

5400

6400

56901

30891

18600

100.10 m

HUDSON FYSH DRIVE

2 Hudson Fysh Dve
11748 m²

1:850

Site Plan

P2

Project No. 020815
Drawing No. 2 / 8
Starting Date: 21.08.15
Site Date: 27/10/2015 10:43:46 AM

Client: Health Lang
Drawing Title: Site Plan
Scale: 1 : 250
Project: Proposed Carpark at 2 Hudson Fysh Dve, Western Junction, TAS

No.	Date	Description
1	26.04.15	Planning Approval
2	27.08.15	Corner # 1
3	27.08.15	Corner # 2

Planning App 32

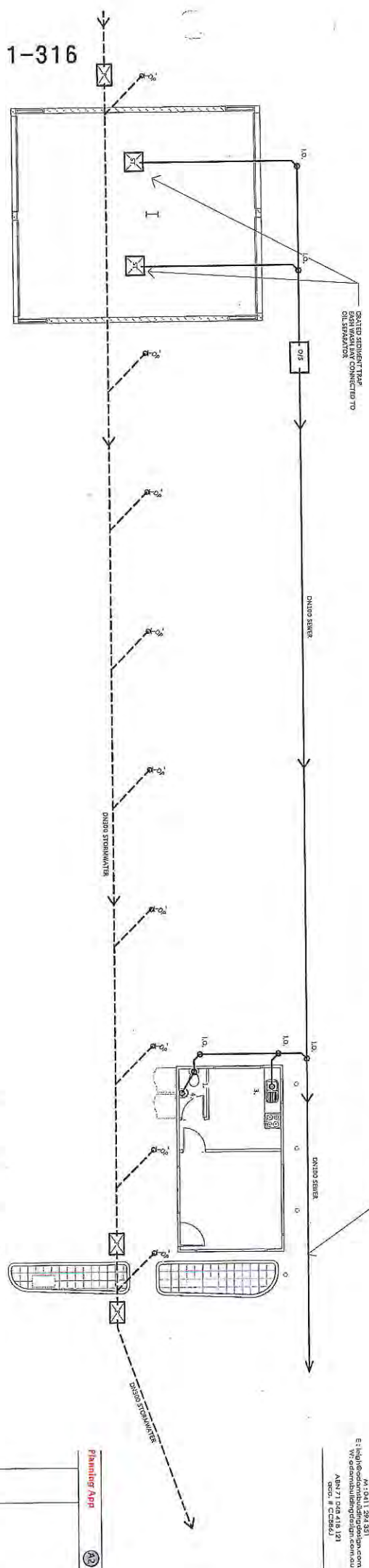
SITE DATA NOTES
Refer JAC Engineers & Planners Civil
including carparking, contours,
landscaping & furnishings.



adams
building design

170 Abbott Street
Launceston TAS 7250
M: 0411 294 331
E: info@adamsbuildingdesign.com.au
W: www.adamsbuildingdesign.com.au
/A&P/71 908 418 121
ACC # C08841

Client: Heath Lang
Drawing Title: Drainage Plan
Scale: 1:100
Starting Date: 21.08.15
Print Date: 27/10/2015
Project No. 020815
Drawing No. 3 / 8



PLUMBING NOTES

1. All plumbing work to comply with AS 3500 parts 1, 2, 3 & 4, and the second General Plumbing Regulations as amended to the AS/NZS 3500-1995 Section 5.2. Additional requirements for class II & III sinks.
2. All hot water supply to be installed in accordance with AS/NZS 3500-1995 Section 5.2. Additional requirements for class II & III sinks.
3. Hot & cold distribution lines to be DN20 with DN15 with ECU part 1.2.2.5. Must locate the connection points on the main to work near their pedestal & supports as shown on the site plan. The first task of the building works contractor shall be the first task of the building works contractor.
4. Installation of D/O is to comply with AS/NZS part 2 clause 6.4.6.6.7. Minimum height above external ground to be 4.6 & 6.7. Minimum height above external ground to be 4.6 & 6.7.
5. New stormwater = DN100 PVC @ 1100 falls min.
6. New sewer = DN100 PVC @ 1100 falls min.
7. Control valve to be installed via a gas sealed pit.
8. STAND OFF DRAIN SIZES
9. SINK
10. SINK
11. SINK
12. SINK
13. SINK
14. SINK
15. SINK
16. SINK
17. SINK
18. SINK
19. SINK
20. SINK
21. SINK
22. SINK
23. SINK
24. SINK
25. SINK
26. SINK
27. SINK
28. SINK
29. SINK
30. SINK
31. SINK
32. SINK
33. SINK
34. SINK
35. SINK
36. SINK
37. SINK
38. SINK
39. SINK
40. SINK
41. SINK
42. SINK
43. SINK
44. SINK
45. SINK
46. SINK
47. SINK
48. SINK
49. SINK
50. SINK
51. SINK
52. SINK
53. SINK
54. SINK
55. SINK
56. SINK
57. SINK
58. SINK
59. SINK
60. SINK
61. SINK
62. SINK
63. SINK
64. SINK
65. SINK
66. SINK
67. SINK
68. SINK
69. SINK
70. SINK
71. SINK
72. SINK
73. SINK
74. SINK
75. SINK
76. SINK
77. SINK
78. SINK
79. SINK
80. SINK
81. SINK
82. SINK
83. SINK
84. SINK
85. SINK
86. SINK
87. SINK
88. SINK
89. SINK
90. SINK
91. SINK
92. SINK
93. SINK
94. SINK
95. SINK
96. SINK
97. SINK
98. SINK
99. SINK
100. SINK

PLUMBING LEGEND

- 1. WC
- 2. URINAL
- 3. KITCHEN SINK
- 4. BATH
- 5. BATH
- 6. BATH
- 7. BATH
- 8. BATH
- 9. BATH
- 10. BATH
- 11. BATH
- 12. BATH
- 13. BATH
- 14. BATH
- 15. BATH
- 16. BATH
- 17. BATH
- 18. BATH
- 19. BATH
- 20. BATH
- 21. BATH
- 22. BATH
- 23. BATH
- 24. BATH
- 25. BATH
- 26. BATH
- 27. BATH
- 28. BATH
- 29. BATH
- 30. BATH
- 31. BATH
- 32. BATH
- 33. BATH
- 34. BATH
- 35. BATH
- 36. BATH
- 37. BATH
- 38. BATH
- 39. BATH
- 40. BATH
- 41. BATH
- 42. BATH
- 43. BATH
- 44. BATH
- 45. BATH
- 46. BATH
- 47. BATH
- 48. BATH
- 49. BATH
- 50. BATH
- 51. BATH
- 52. BATH
- 53. BATH
- 54. BATH
- 55. BATH
- 56. BATH
- 57. BATH
- 58. BATH
- 59. BATH
- 60. BATH
- 61. BATH
- 62. BATH
- 63. BATH
- 64. BATH
- 65. BATH
- 66. BATH
- 67. BATH
- 68. BATH
- 69. BATH
- 70. BATH
- 71. BATH
- 72. BATH
- 73. BATH
- 74. BATH
- 75. BATH
- 76. BATH
- 77. BATH
- 78. BATH
- 79. BATH
- 80. BATH
- 81. BATH
- 82. BATH
- 83. BATH
- 84. BATH
- 85. BATH
- 86. BATH
- 87. BATH
- 88. BATH
- 89. BATH
- 90. BATH
- 91. BATH
- 92. BATH
- 93. BATH
- 94. BATH
- 95. BATH
- 96. BATH
- 97. BATH
- 98. BATH
- 99. BATH
- 100. BATH

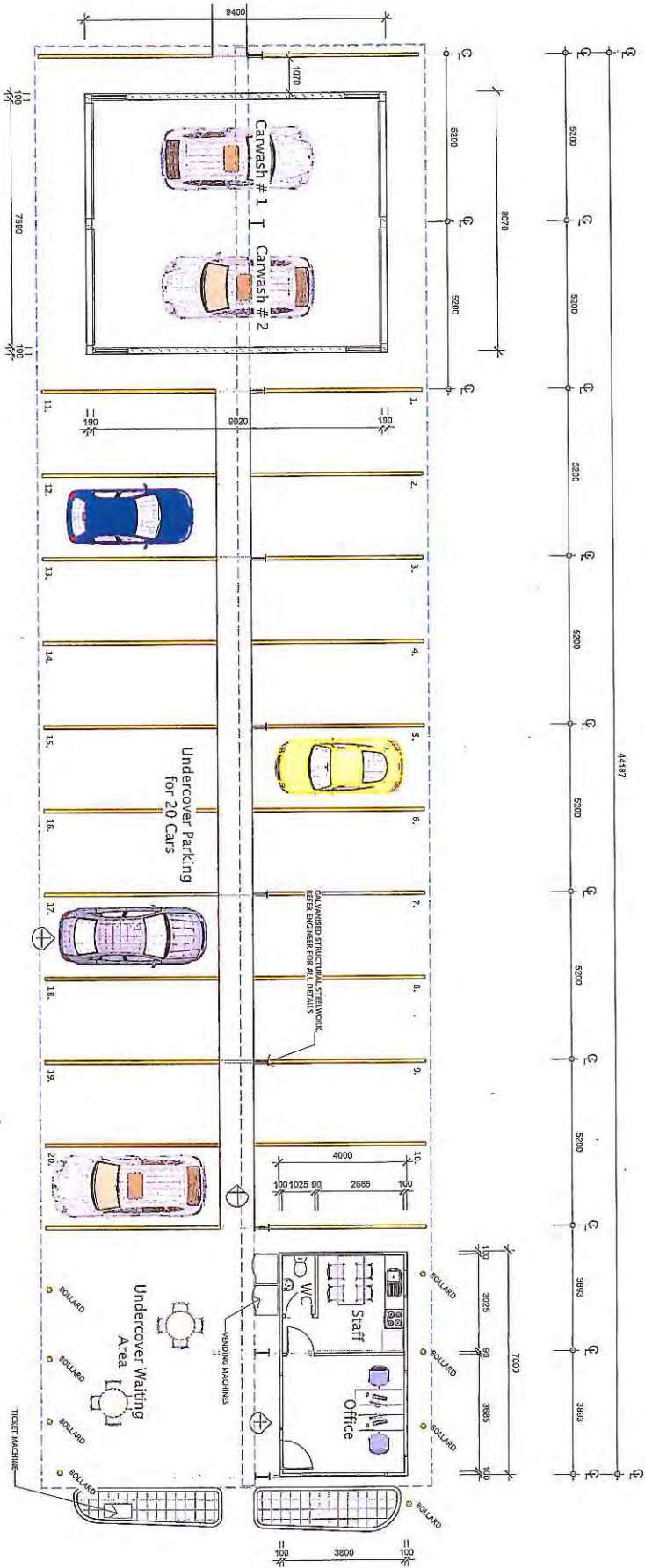
SITE PLAN NOTES

Refer JMC Engineering & Services Civil
Drawings for all site plan details
including parking, contours,
landscaping & plumbing.

1-317

Floor Plan

1:100



Area Schedule (Gross Building)		
Name	Area (Squares)	Area (Squares)
Carwash Area	7257 m ²	7280
Office Area	2693 m ²	2693
Remainder Roof Area	447258 m ²	44812
	297289 m ²	28288



P4

No.	Date	Description
1	20.10.15	Final Approval Concept 2
2	31.08.15	Concept 1

Project:
Proposed Carpark
at Leighton Park Drive,
Western Junction, TAS

Client:
Health Lang

Drawing Title:
Floor Plan

Scale:
1:100

Starting Date:
21.08.15

Rev. Date:
27/10/2015
10:43:48 AM

Project No.
020815

Drawing No.
4 / 8

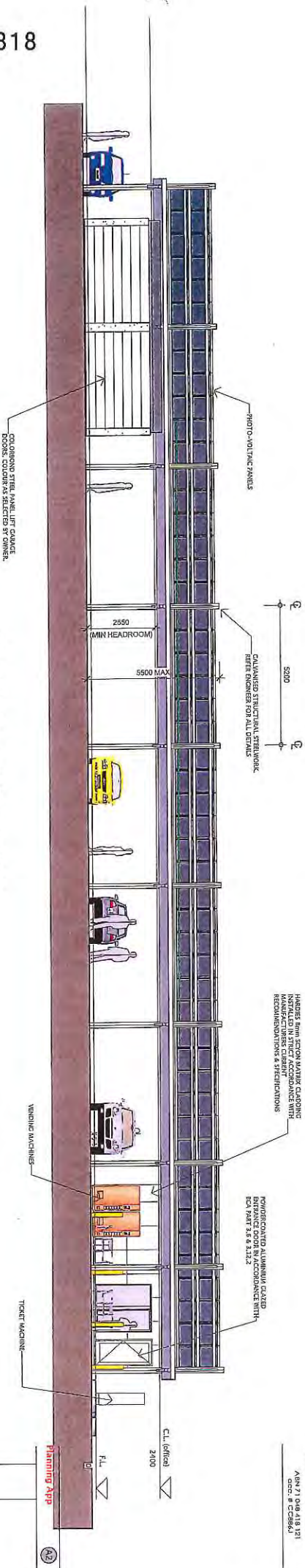
adams
building design

172 Albany Street
Launceston TAS 7250
M: 0911 292 251
E: info@adamsbuildingdesign.com.au
W: adamsbuildingdesign.com.au
ASN 71 049 418 121
OSCE # C0880



adams
building design

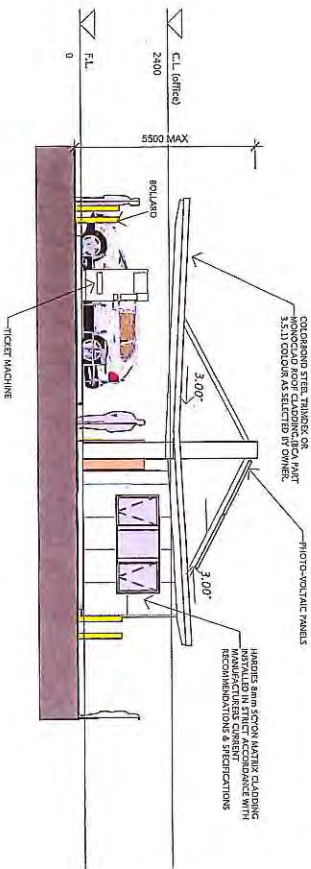
170 Abbeel Street
Lancaster TAS 7250
M : 0411 224 331
E : info@adamsbuildingdesign.com.au
W : adamsbuildingdesign.com.au
ABN 71 098 418 121
GPO BOX 600884



1-318

South West Elevation

1:100



South East Elevation

1:100

No.	Date	Description
1	21.08.15	Final Design
2	21.08.15	Final Design
3	21.08.15	Final Design

Project:
Proposed Carpark
at 2 Hudson Fish Dye,
Western Junction, TAS

Client:
Health Lang

Drawing Title:
Elevations (sheet 1)

Scale: 1:100

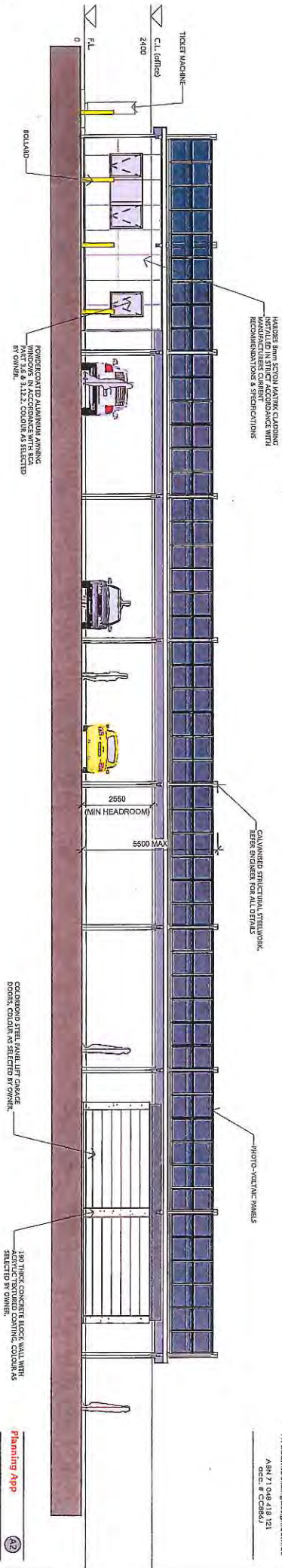
Starting Date: 21.08.15

Plot Date: 27/10/2015

Project No. 020815

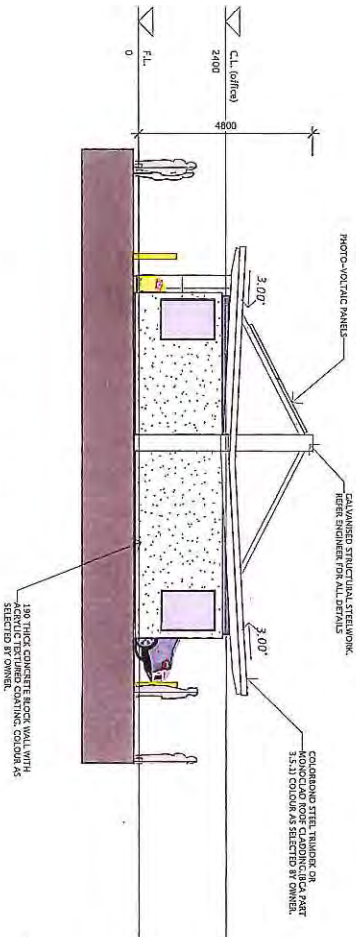
Drawing No. 5 / 8





North East Elevation

1:100



North West Elevation

1:100



179 Ashby Street
 Melbourne VIC 3280
 M: 0411 294 951
 E: info@adamsbuildingdesign.com.au
 W: adamsbuildingdesign.com.au
 A/N 71 048 418 121
 GBC # C08671

Planning App

22

No.	Date	Description
2	16.11.15	Final Approval
1	11.11.15	Concept # 1

Project:
 Proposed Carpark
 at 2 Hudson Fish Dye,
 Western Junction, TNS

Client:
 Heath Lang

Drawing Title:
 Elevations (Sheet 2)

Scale: 1:100

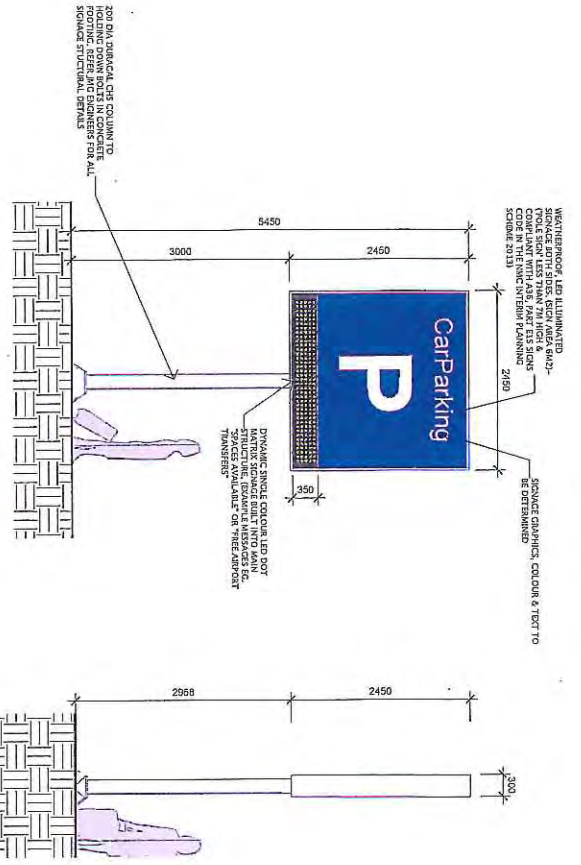
Starting Date: 21.08.15

Plot Date: 27/10/2015

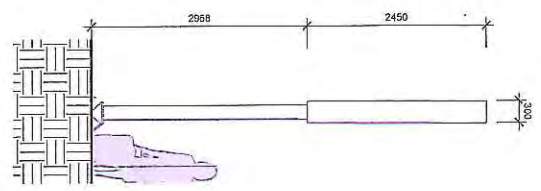
Project No. 104552 AM

Drawing No. 6 / 8

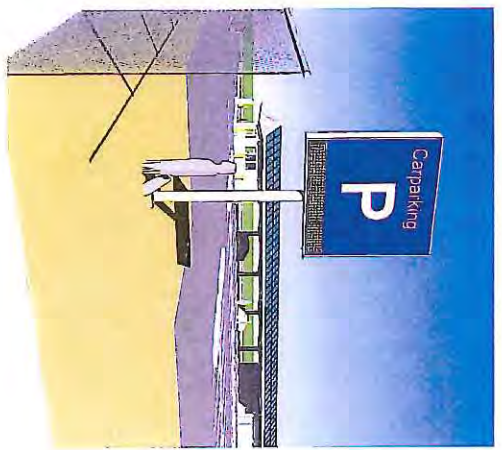
RL



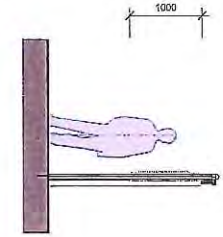
1 Signage Front



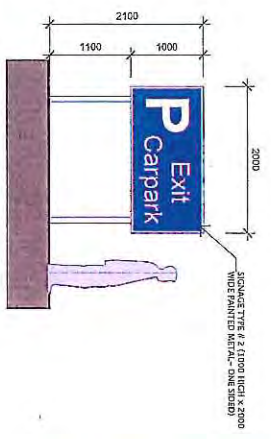
1 Signage Side



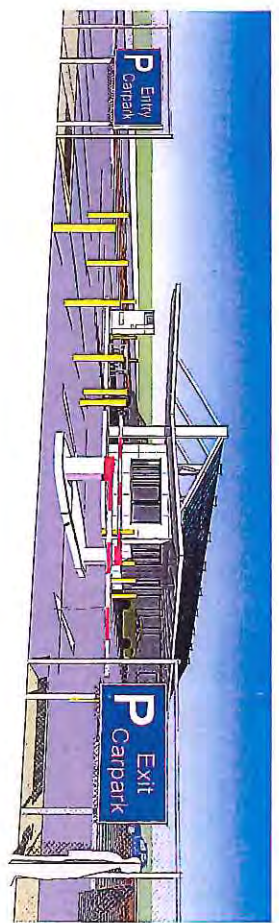
1 Perspective



2 Signage Side



2 Signage Front



2 Perspective

Flashing App

No.	Date	Description
1	21.08.15	Client Approval
2	21.08.15	Client Approval
3	21.08.15	Client Approval

2014 Copyright © Adams Building Design Pty. Ltd. All Rights Reserved. This drawing is the property of Adams Building Design Pty. Ltd. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Adams Building Design Pty. Ltd.

Client: Heath Lang

Project: Proposed Carpark at 2 Hudson Yrsh Dve Western Junction, TAS

Drawing Title: Signage

Scale: 1:50

Sheeting Date: 21.08.15

Plot Date: 27/10/2015 10:43:59 AM

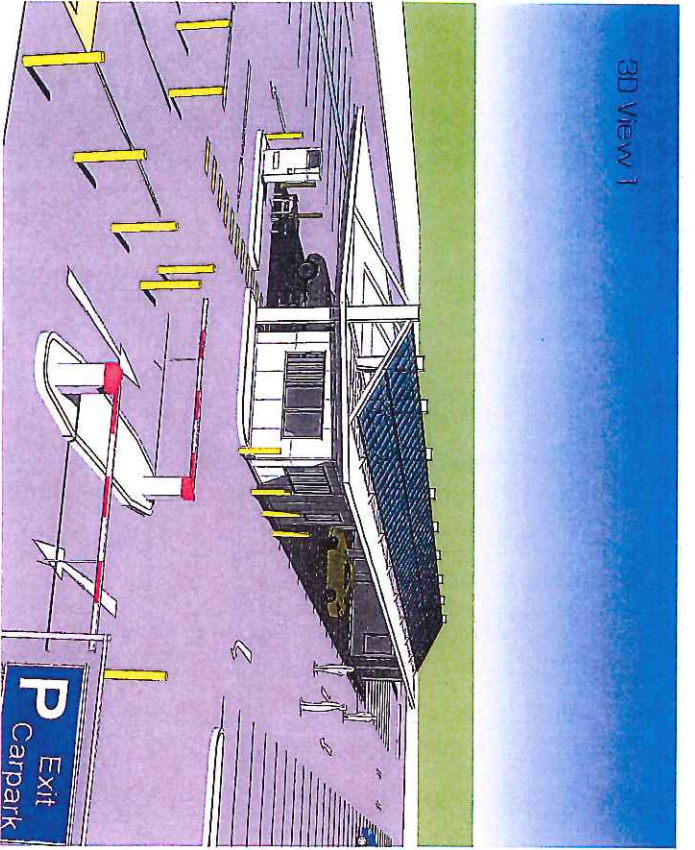
Project No. 020815

Drawing No. 7 / 8

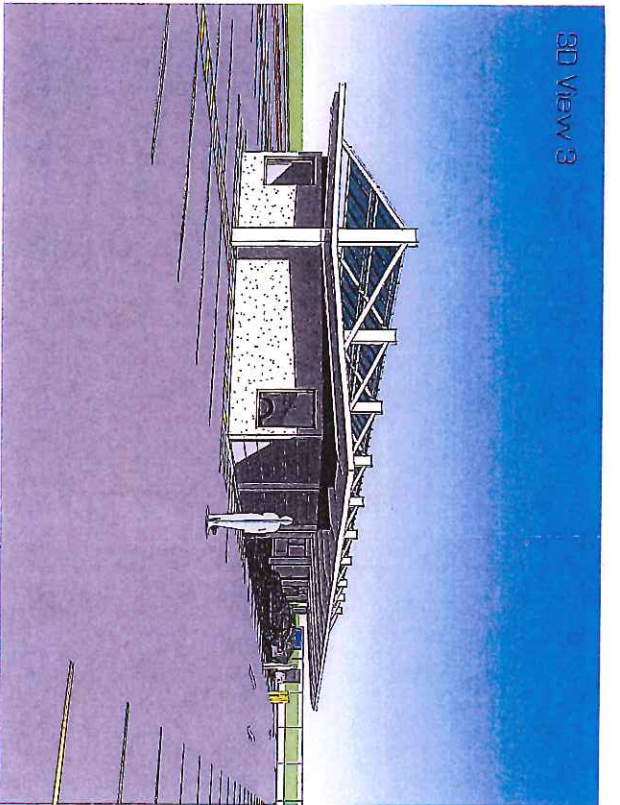
adams
building design

170 Abbott Street
Launceston TAS 5240
Tel: 0411 204 431
E: info@adamsbuildingdesign.com.au
W: adamsbuildingdesign.com.au
ABN 71 048 418 121
GPO Box 1023
Launceston TAS 5240

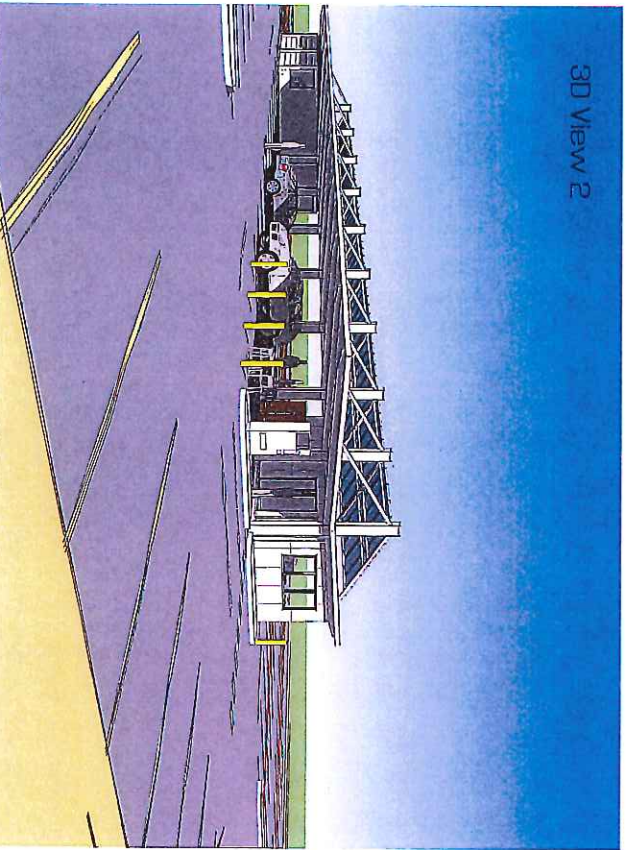
P7



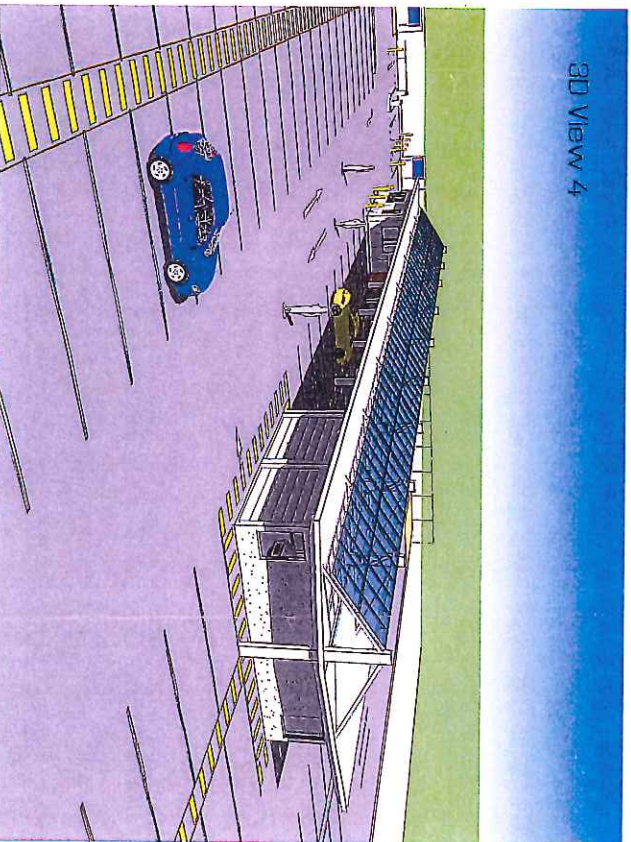
3D View 1



3D View 3



3D View 2



3D View 4

NOTE:
GROUND LEVELS INDICATED IN 3D IMAGES
ARE INDICATIVE ONLY & SHOULD NOT
BE RELIED UPON FOR CONSTRUCTION
PURPOSES. REFER SITE, CONTOUR PLAN
& ELEVATIONS FOR TRUE GROUND LEVELS.



No.	Date	Description
3	26.10.15	Finalise/Approved
2	21.08.15	Concept # 2
1	21.08.15	Concept # 1

THIS DOCUMENT IS THE PROPERTY OF ADAMS BUILDING DESIGN AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED IN THE TITLE. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ADAMS BUILDING DESIGN.

Project:
Proposed Carpark
at 2 Hudson Park Drive
Western Junction, TMS

Client:
Heath Lang

Drawing Title:
3D Views

Scale:

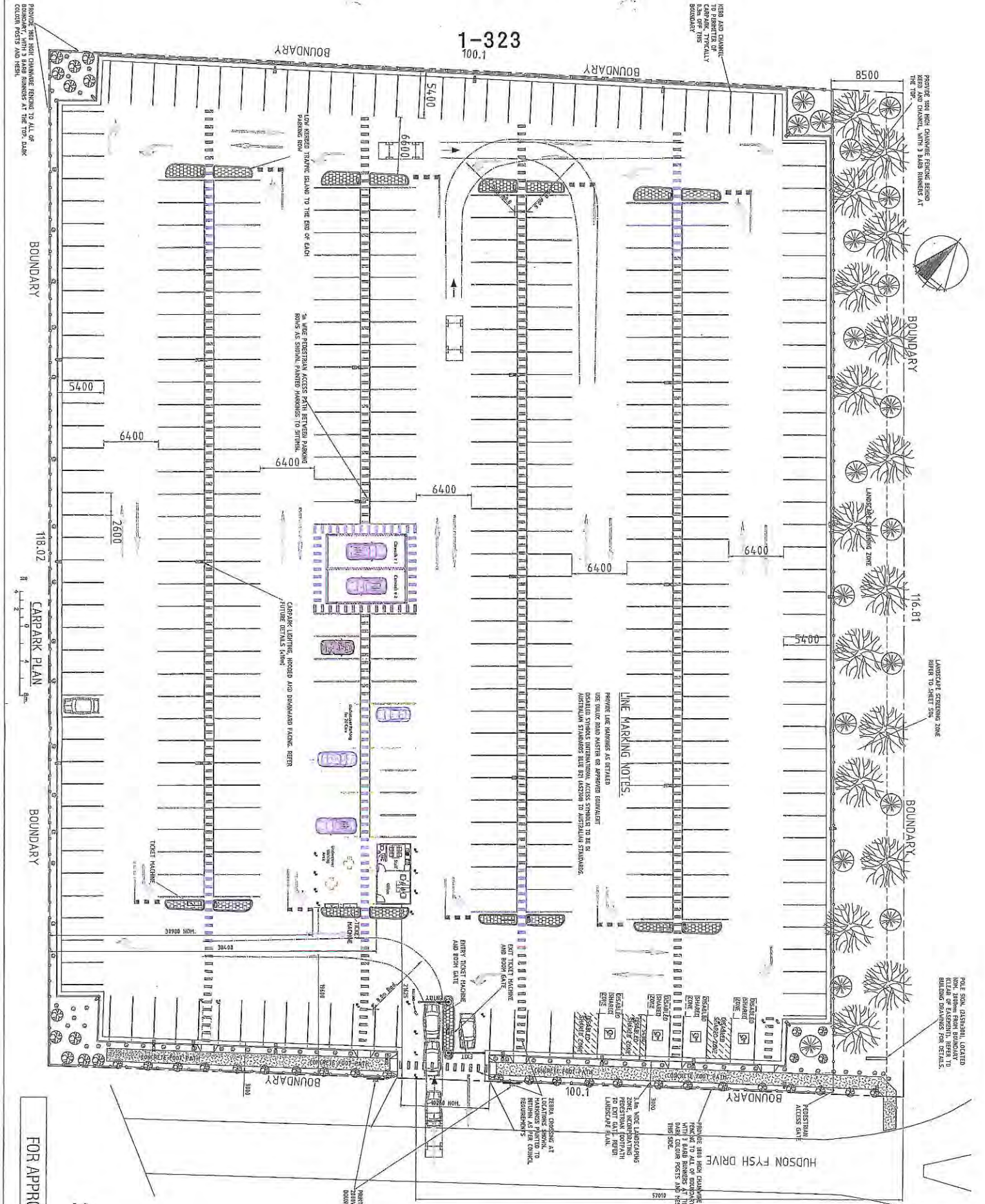
Starting Date: 21.08.15

Plot Date: 27/10/2015

Plot Date: 10:44:13 AM

Project No. Drawing No.

020815 8 / 8



KERB AND CHINING TO BE IDENTIFIED TO CARPARK TYPICALLY BOUNDARY

PROVIDE 1800 HIGH CHAINWIRE FENCING BEHIND KERB AND CHAINWIRE WITH 3 BARS RUNNERS AT THE TOP.

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

1-323
1:100

8500

5400

6600

LOW KERB TRAFFIC ISLAND TO THE END OF EACH PARKING ROW

3% WIDE PEDESTRIAN ACCESS PATH BETWEEN PARKING ROWS AS SHOWN. PAINTED HANDRAILS TO BE INSTALLED.

CARRIAGE LIGHTING, ROADS AND DOWNWARD FRONIC BEERS. FUTURE DETAILS (LATER)

6400

6400

6400

5400

2600

BOUNDARY

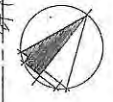
118.02

CARPARK PLAN

BOUNDARY

FOR APPROVAL

52



116.81

5400

5400

5400

5400

5400

5400

LINE MARKING NOTES:

PROVIDE LINE MARKINGS AS DETAIL.
USE WHITE ROAD MARKING OR APPROVED EQUIVALENT.
DESIGNED STRIPES, DIMENSIONAL ACCESS SYMBOLS TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS PER SECTION 4.1.1 OF AUSTRALIAN STANDARDS.

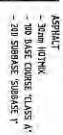
NOTE: SIGN, DESIGN, LAYOUT AND MATERIALS SHALL BE IN ACCORDANCE WITH THE BUILDING DRAWINGS FOR DETAILS.

KERB NOTES:

EXPANSION JOINTS SHALL BE KERB ARE REQUIRED AT 30M CENTRES MIN AND AT EACH SIDE OF DRIVEWAYS IN ACCORDANCE WITH PNEUMATIC CONCRETE (PC) IN KERBS TO BE PROVIDED IN ADDITION TO E.P.A. AT 2400 CENTRES MAXIMUM, OR TO MATCH TOLERANCE IN PROFILES. CONTRACTOR SHALL TO BE RESPONSIBLE FOR PROVIDING KERB WITH SLOPE BARRIERS. KERB SHALL BE INSTALLED TO BE APPROVED PER TO KERB INSTALLATION.

CARPARK SUMMARY

- 313 - STANDARD 2.4x3.6M PARK SPACES
- 20 - UNDERCOVER PARK SPACES
- 4 - DISABLED PARK SPACES WITH SHARED ZONES
- 362 SPACES TOTAL



APP 1/19/2024 FOR APPROVAL ONLY
APP 2/19/2024 FOR APPROVAL ONLY
APP 3/19/2024 FOR APPROVAL ONLY
APP 4/19/2024 FOR APPROVAL ONLY

ENGINEERS & ARCHITECTS
JING
Engineers & Architects
Jing
11 Yorkville Street, Level 17, Sydney, NSW 1585
Tel: +61 (0)2 9550 8888
Fax: +61 (0)2 9550 8889
www.jing.com.au

PROJECT: 2 HUDSON FISH DRIVE WESTERN JUNCTION PROPOSED NEW CARPARK THE PROPOSED CARPARK PLAN

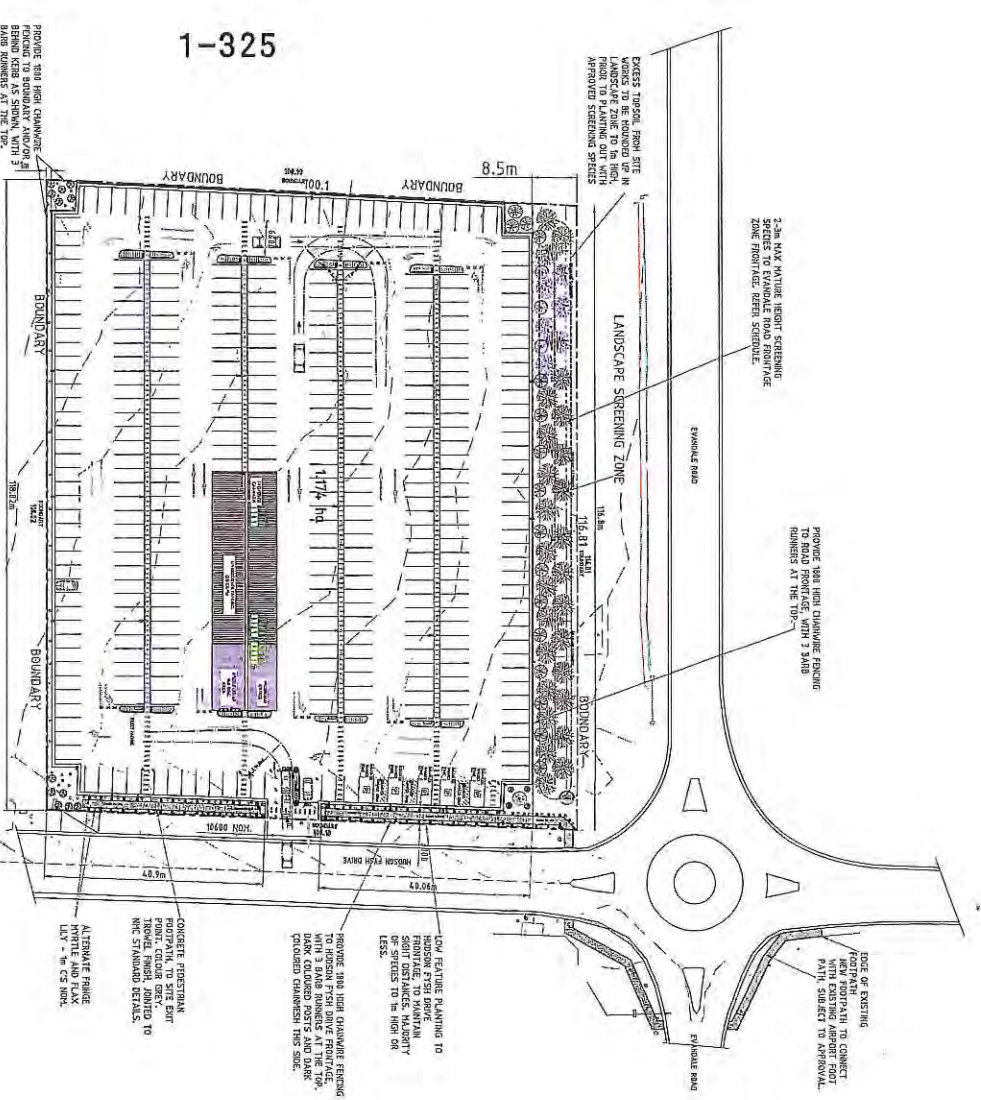
DATE: 11/05/2024

SCALE: AS SHOWN

PROJECT NO: J152208GL

DWG NO: S02

REVISION: AP2



LANDSCAPING NOTES:

- THE LANDSCAPE DESIGN FOR THIS SITE IS TO USE TERNSTROM AND AUSTRALIAN NATIVE SPECIES, PLANTS WILL BE SPECIFICALLY SELECTED FOR THEIR HARDY LOW MAINTENANCE NATURE, Whilst PROVIDING A SCREENING OR BUFFER ZONE FROM THE MAIN ROAD AND REORGANISING PROPERTIES.
- SCREENING SPECIES SELECTED FOR THE 3m VINE ZONE ADJACENT TO EVANDALE ROAD WILL BE SELECTED SO THAT THE MATURE HEIGHT DOES NOT INTERFERE WITH EXISTING POWER LINES OR BE LIMITED TO SPECIES WITH A MATURE HEIGHT OF 2.3m. REFER TO PLANNING SCHEDULE FOR SPECIES INFORMATION.
- LANDSCAPING TO THE 3m VINE ZONE ADJACENT TO THE BARRON FISH BARRIERS BOUNDARY IS INTENDED TO BE LIMITED TO SPECIES THAT FALL INTO THE GRASSES AND SMALL SHRUBS CATEGORIES, WITH A MATURE HEIGHT OF UP TO 1m. VINES FROM A SEASON PLANT OR VINE, REFER TO PLANNING SCHEDULE FOR SPECIES INFORMATION.
- IT IS INTENDED THAT EXCESS TPOSSOL FROM CARPARK SITE WORKS CAN BE MONICURED UP IN THE SCREENING ZONE FRONTING EVANDALE ROAD, TO RISE, IN HIGH, AND THEN PLANTED OUT.
- APPROPRIATE GARDEN MULCH, AT LEAST 75mm THICK, TO BE APPLIED TO ALL LANDSCAPE AREAS TO RETAIN MOISTURE, AND REDUCE THE IMPACT OF WEEDS.
- AUTOMATIC IRRIGATION SYSTEM TO BE INSTALLED TO ALL LANDSCAPE AREAS.

LANDSCAPING SUMMARY

TOTAL LOT AREA = 102,216 sq. METERS

LANDSCAPE AREAS

EVANDALE ROAD BOUNDARY - 15,642.5m² sq.

BARRON FISH BARRIERS - 40,062.1m² sq.

SOUTHERN BOUNDARY - 10,847.0m² sq.

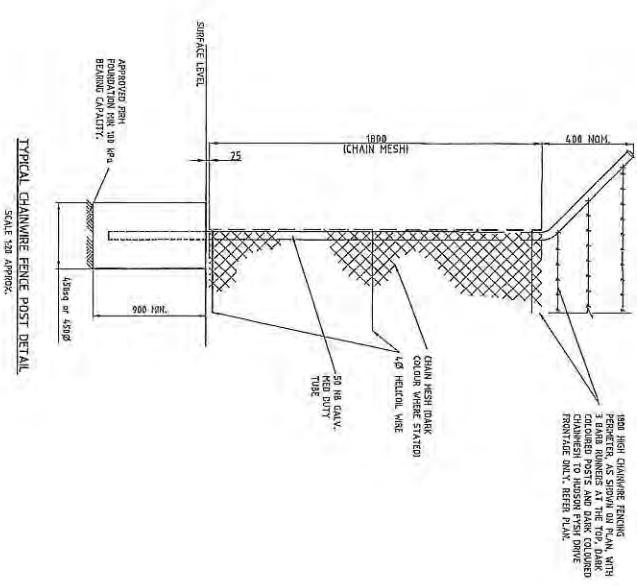
LIT CORNERS - 4,525.51m² sq.

TOTAL LOT AREA COVERED IN LANDSCAPING = 14,507.1m² sq.

TOTAL % OF LOT COVERED IN LANDSCAPING = 12.41%

PLANTING LEGEND

MARK	PLANT TYPE	SPECIES OPTIONS AND DESCRIPTION
(Tree symbol)	MEDIUM SHRUB TO 3m HIGH MAX. WHEN MATURE	MARCA PROLIFATA HELANCIA PROLIFATA PLANT SPACING - 4m CS.
(Small tree symbol)	SMALL SHRUBS TO 1.8m HIGH MAX. WHEN MATURE	HELANCIA PROLIFATA ORVILLEA AUSTRALIS CATTLEYA TETRAGONA PLANT SPACING - 1m CS.
(Grass symbol)	GRASS COVER AND SPACES	DANIELLA BREVICULIS ISOPORT SPERM. (Lk.) PLANT SPACING - 1m CS.



FOR APPROVAL

S4

JING Engineers & Planners
 2 HUDSON FISH DRIVE
 WESTERN JUNCTION
 PROPOSED NEW CARPARK
 LANDSCAPING PLAN

APR 2024 FOR APPROVAL ONLY
 P2 2/2023 PRELIMINARY ISSUE ONLY
 ALL RIGHTS RESERVED
 NOT BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN PERMISSION OF JING ENGINEERS & PLANNERS

PROJECT NO: J152208CL
 SHEET NO: S04
 REVISION: AP2



Heathydan Pty Ltd
Launceston Airport Car Park
Traffic Impact Assessment
December 2015

Contents

1.	Introduction	4
1.1	Background	4
1.2	Traffic Impact Assessment (TIA)	4
1.3	Statement of Qualification and Experience	5
1.4	Project Scope	5
1.5	Subject Site	6
1.6	Reference Resources	7
2.	Existing Conditions	8
2.1	Transport Network	8
2.2	Pedestrian Activity	10
2.3	Road Safety Performance	10
3.	Proposed Development	11
3.1	Development Proposal	11
4.	Traffic Impacts	12
4.1	Traffic Generation	12
4.2	Access Impacts	13
4.3	Junction Assessment	15
4.4	Pedestrian Impacts	16
4.5	Traffic Efficiency	16
4.6	Road Safety Impacts	16
5.	Parking Assessment	17
5.1	Parking Provision	17
5.2	Planning Scheme Requirements	17
5.3	Car Parking Layout	18
5.4	On-Street Parking	18
6.	Conclusions	19



Figure Index

Figure 1	Subject Site & Surrounding Road Network	6
Figure 2	Evandale Road	8
Figure 3	Hudson Fysh Drive	9
Figure 4	Launceston Airport Access	9
Figure 5	Proposed Development	11
Figure 6	Planning Scheme Sight Distance Requirements	14

1. Introduction

1.1 Background

Midson Traffic were engaged by Heathydun Pty Ltd to prepare a traffic impact assessment for a proposed long-term commuter car park near the Launceston Airport in Hudson Fysh Drive, Western Junction.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

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

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

The Northern Midlands Interim Planning Scheme, 2013, sets out the requirements in E4.5 of the Road and Rail Assets Code as follows:

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 Resources¹ September 2007.

Australian Guidelines and Australian Standards are to be used as the basis for any required road or junction design.

¹ The former Department of Infrastructure Energy and Resources is now known as The Department of State Growth.



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.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

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

- 19.5 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995

Keith is a Director of the traffic engineering, transport planning and road safety company, Midson Traffic Pty Ltd. He is also a Teaching Fellow at Monash University, where he teaches and coordinates the subject 'Road Safety Engineering' as part of Monash's postgraduate program in traffic and transport. Keith is also an Honorary Research Associate with the University of Tasmania, where he lectures the subject 'Transportation Engineering' in the undergraduate civil engineering program as well as supervising several honours projects each year.

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at Lot 2 Hudson Fysh Drive, Western Junction. The site is on the corner with Evandale Road. The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network



Source: LIST Map, DPIWWE

1.6 Reference Resources

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

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, *Guide to Road Design*, Part 4A: *Unsignalised and Signalised Intersections*, 2009
- DSG, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)
- Australian Standards, AS2890.6, *Off-Street Parking for People with Disabilities*, 2009 (AS2890.6)

2. Existing Conditions

2.1 Transport Network

The transport network relevant to this report consists only of Evandale Road and Hudson Fysh Drive.

2.1.1 Evandale Road

According to the Department of State Growth's Road Hierarchy, Evandale Road is classified as a Category 2, *Regional Freight Route* between Midland Highway and Launceston Airport. It is then classified as a Category 4, *Feeder Road* to the east of the Airport. Regional Freight Roads link major production catchments to the Trunk Roads (in this case the Midland Highway).

Evandale Road carries 9,400 vehicles per day between Midland Highway and Airport Road. The volume reduces to approximately 3,350 vehicles per day between Airport Road and Launceston Airport. The posted speed limit is 80-km/h.

Evandale Road looking west at Hudson Fysh Drive is shown in Figure 2.

Figure 2 Evandale Road



2.1.2 Hudson Fysh Drive

Hudson Fysh Drive is approximately 480 metres in length and connects between Translink Avenue South and Evandale Road. Hudson Fysh Drive is approximately 10 metres wide, with open drains on either side. The general urban speed limit of 50-km/h applies to Hudson Fysh Drive (as it built up area, with accesses closer than 100 metres apart with street lighting). It provides access to various industrial lots

along its length, as well as Translink Avenue, Gatty Street and Munro Street. Hudson Fysh Drive connects to Evandale Road at a roundabout.

Hudson Fysh Drive near the subject site's access is shown in Figure 3.

Figure 3 Hudson Fysh Drive



Opposite Hudson Fysh Drive on Evandale Road is a major access to the airport. This access is shown in Figure 4.

Figure 4 Launceston Airport Access



2.2 Pedestrian Activity

There is a moderate amount of pedestrian activity in the area. There is evidence that vehicles park in Hudson Fysh Drive and wait for airport arrivals (picking up passengers). Some of these passengers walk from the airport to Hudson Fysh Drive. This is noted by the fact that the western side of Hudson Fysh Drive is 2-hour parking and site observations indicate that this parking is heavily utilised. With no adjacent or nearby commercial land use to generate the requirements of such a well-used length of 2-hour parking, it is clear that many of the users are associated with the airport.

Other pedestrian activity is associated with commercial businesses in Hudson Fysh Drive.

2.3 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1 January 2010 and 30 August 2015 for Hudson Fysh Drive and Evandale Road near the subject site.

The findings of the crash data is summarised as follows:

- Three crashes were reported on Hudson Fysh Drive. One crash was a single vehicle losing control and involved property damage only. Two crashes were at the junction with Evandale Road (1 property damage and 1 minor injury).
- A total of 7 crashes were reported on Evandale Road between Mill Road and Airport Road. Of these crashes, 1 involved a fatality (right rear collision), 3 involved minor injury (2 emerging and 1 'other same direction'), 1 first aid at scene (right rear), and 2 property damage.

The crash data in Evandale Road is typical of an moderately high volume arterial road in a rural environment and does not indicate that there are any specific road safety issues that may be exacerbated by the proposed development.

3. Proposed Development

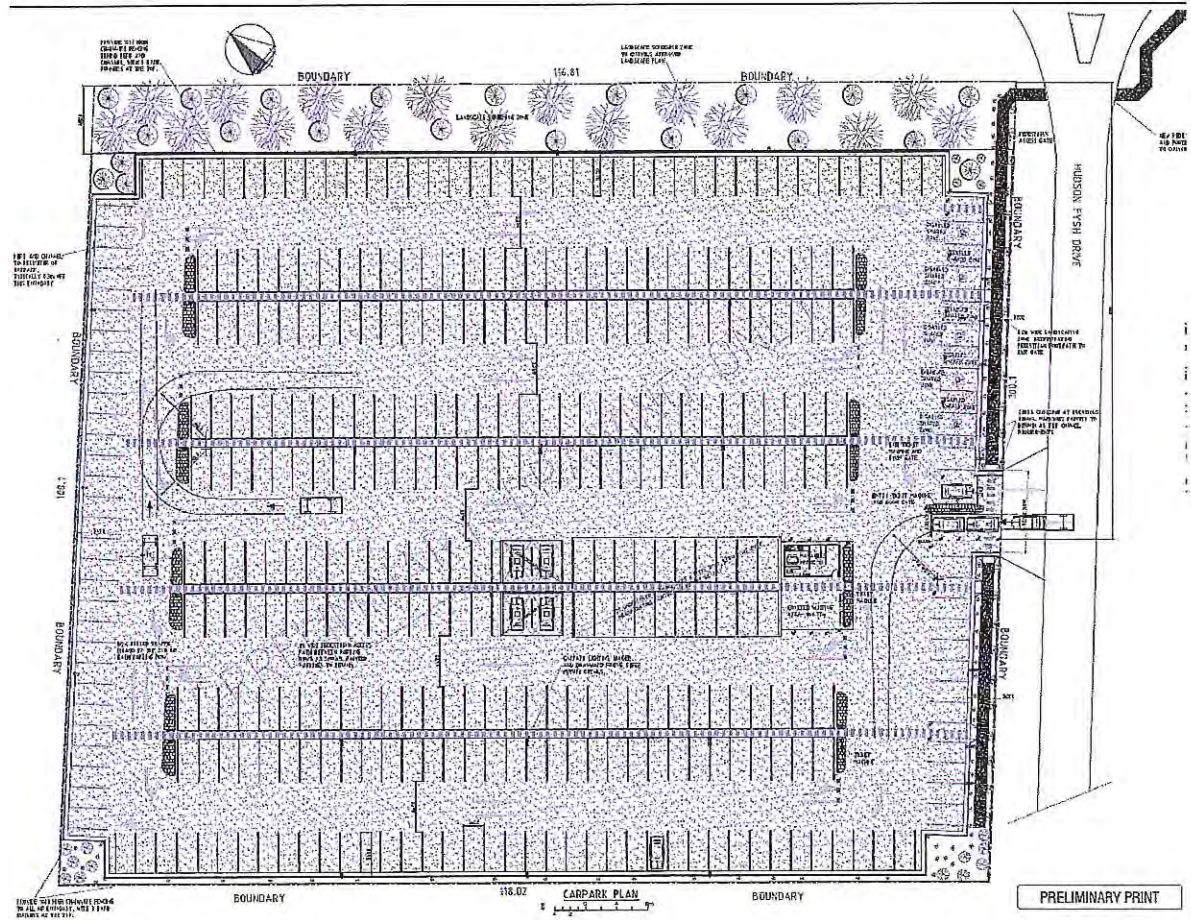
3.1 Development Proposal

The proposed development involves the construction of a car park for airport commuters. The car park consists of 367 parking spaces, comprising of the following:

- 342 parking spaces (2.6m x 5.4m)
- 20 under cover parking spaces (2.6m x 5.4m)
- 5 disabled parking spaces

The proposed development also includes a manager’s office, parking infrastructure (voucher machines, boom gates, etc) and landscaping. A footpath is proposed along the eastern boundary of the site. This footpath will connect to Hudson Fysh Drive at several locations to provide pedestrian accessibility to the site. The proposed car parking plan is shown in Figure 5.

Figure 5 Proposed Development



4. Traffic Impacts

4.1 Traffic Generation

The traffic generation of the proposed development was estimated by the following assumptions:

- Size and use of car park: 367 parking spaces – 360 general parking spaces, 2 staff spaces and 5 disabled parking spaces.
- 60% average occupancy
- Long term parking with a minimum of 1 day stay.
- Average duration of stay of 5 days.

The car park will cater for airport commuters, and therefore arrivals and departures will generally correspond to the flight arrival and departure times at the airport. Flights arrive between 8:00am and 8:00pm, and departures are between 7:00am and 7:00pm.

Using these assumptions, the likely daily traffic generation of the car park will be approximately 52 car movements per day. This consists of 44 customer movements (22 inward and 22 outward per day) and 8 staff movements per day (4 inward and 4 outward).

In addition to these movements, a shuttle bus (12 seater Toyota Hi-Ace or similar vehicle) will operate between the airport and the car park. Based on the arrivals of vehicles and the arrival and departure times of flights at the airport², it is estimated that approximately 14 mini-bus trips will occur per day (comprising of 7 inward and 7 outward trips). This is based on the need for a bus for 60% of the flight arrival and departures throughout a typical weekday.

The total trip generation of the proposed development is therefore estimated to be 66 vehicles per day (33 inward and 33 outward trips).

It should be noted that the traffic generation is a result of redistribution of existing traffic on the network. Currently airport commuters park in the existing airport car park, arrive by taxi³, or park nearby on-street. The actual traffic generation of the proposed development does not technically increase traffic generation in the nearby road network, other than the localised movements of mini-buses between the airport and the site.

Due to the spread of flight arrivals and departures during a typical weekday, the proposed development will not have a defined peak hour traffic volume. Trips into and out of the site will be spread relatively evenly between 7:00am and 8:00pm.

² On a typically weekday, there are 12 arrivals and 12 departures per day at Launceston airport.

³ Noting that a taxi arrival would involve four trips: inward and outward delivering passenger at the airport, and inward and outward when collecting the passenger from the airport. By comparison, only two car trips would be required for the proposed development, in addition to the bus movements which would include up to 12 other passengers.

4.1.1 Planning Scheme Requirements

Acceptable Solution A3 of E4.6.1 of the Planning Scheme states that *"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%"*. In this case, the proposed development generates approximately 66 vehicles per day on Evandale Road (ignoring the fact that these movements are likely to be existing without the development as noted at the end of Section 4.1).

The traffic generation is less than 10% of the AADT of Evandale Road and therefore Acceptable Solution A3 of E4.6.1 is met.

4.2 Access Impacts

4.2.1 Access Location

The Acceptable Solution A1 of E4.7.2 of the Planning Scheme states that *"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"*. In this case, only one access is proposed on Hudson Fysh Drive (50-km/h), and therefore the Acceptable Solution A1 of E4.7.2 is met.

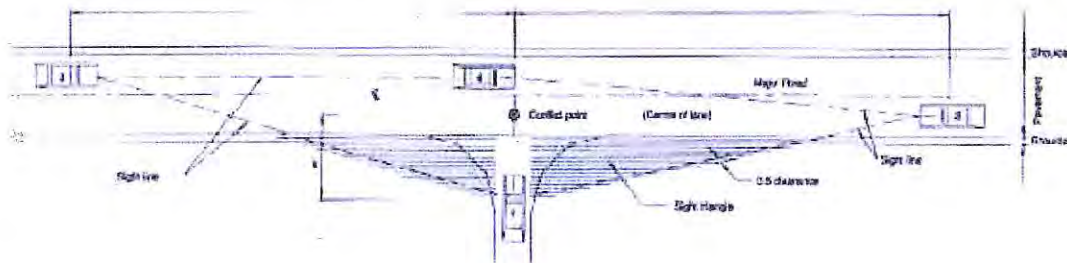
The Acceptable Solution A2 of E4.7.2 of the Planning Scheme states that *"for roads with a speed limit of more than 60km/h the development must not include a new access or junction"*. In this case, no access is proposed on Evandale Road (signed greater than 60-km/h), and therefore the Acceptable Solution A2 of E4.7.2 is met.

4.2.2 Sight Distance Requirements

Schedule E4.7.4 of the Planning Scheme outlines the sight distance requirements at accesses. This is reproduced in Figure 6.

Figure 6 Planning Scheme Sight Distance Requirements

<p>Objective</p> <p>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.</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 <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, 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>



The Acceptable Solution A1(a) of the Planning Scheme requires Safe Intersection Sight Distance (SISD) to be provided as shown in Table 1.

Table 1 Planning Scheme SISD Requirements (Table E4.7.4)

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

The Planning Scheme SISD values are based on the measured 85th percentile speed⁴ values for the frontage road.

Based on the measured 85th percentile speeds at the site (50-km/h), the Planning Scheme requires SISD values of 80 metres. Available SISD exceeds this minimum value to the south of the site (approximately 250 metres), and is unrestricted to the north (to the roundabout, with clear vision of the approaches to the roundabout on Evandale Road), and therefore the Acceptable Solution of E4.7.4 of the Planning Scheme is met.

It is noted that on-street parking occurs in Hudson Fysh Drive adjacent to the subject site. This parking is likely to be staff of nearby businesses and airport commuters. To ensure that adequate SISD is maintained at the access to the site, it is recommended that parking be restricted approximately 20 metres either side of the access adjacent to the site (western side of Hudson Fysh Drive).

4.3 Junction Assessment

The existing access junction to the site was assessed against the requirements of Austroads Part 4A. The additional traffic generated by the proposed development do not trigger the need to install any specific turn lane treatment at the access (ie. no dedicated right turn lane is deemed necessary as a result of the proposed development).

⁴ The 85th percentile speed is the speed not exceeded by 85% of all vehicles.

4.4 Pedestrian Impacts

The proposed development includes a footpath along the eastern boundary of the site. This footpath connects to the footpath across the eastern approach to the roundabout on Evandale Road and the footpath (currently under construction) into the airport site.

The proposed development is unlikely to generate high volumes of pedestrian activity as it is expected that the majority of users will utilise the shuttle bus service to move passengers between the car park and the airport (and vice versa). The footpath construction on the airport access (northern leg of the roundabout) is shown in Figure 4.

It is anticipated that approximately 20% of users will travel between the airport and the development as pedestrians. This results in a approximately 9 pedestrian movements between the airport and the subject site per day. The balance of customers will utilise the mini-bus service that will operate between the car park and the airport.

It is noted that there are existing pedestrian movements between Hudson Fysh Drive and the airport. It is likely that the proposed development will transfer some of these existing movements to the site (ie, previous pick up activity may be replaced by car parking activity). On this basis, the actual increase in pedestrian movements is likely to be minimal.

4.5 Traffic Efficiency

There is sufficient spare capacity in the surrounding road network to absorb the traffic generation associated with the proposed development.

4.6 Road Safety Impacts

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

- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development.
- Sight distance at the access exceeds Austroads and Planning Scheme requirements and therefore provides a safe access environment.
- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by the proposed development.
- The roundabout at the junction of Evandale Road and Hudson Fysh Drive provides a safe environment for all traffic movements generated by the proposed development (particularly the cross movements from Hudson Fysh Drive to the airport and vice versa).
- The proposed development will only generate small numbers of pedestrian movements between the site and the airport.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 367 parking spaces consisting of the following:

- 342 parking spaces (2.6m x 5.4m)
- 20 under cover parking spaces (2.6m x 5.4m)
- 5 disabled parking spaces

5.2 Planning Scheme Requirements

5.2.1 Car Parking Requirements

The Acceptable Solution A1 of E6.6.1 of the Planning Scheme states that "*the number of car parking spaces must not be less than the requirements of Table E6.1*".

In this case, the proposed development is a 'car park', which is not classified in Table E6.1 and therefore there is no specific car parking requirement. The development itself is for a car park, not a development that requires car parking to support activities on the site. On this basis, Acceptable Solution A1 of E6.6.1 is met.

5.2.2 Taxi, Motorcycle and Bicycle Requirements

Schedules E6.6.2, 6.6.3 and E6.6.4 set out the requirements for bicycle, taxi and motorcycle parking for developments. Each of the Acceptable Solutions relate the parking requirement to the overall requirements of Table E6.1, which is not applicable for this development.

In this case, the proposed development is for car parking only. Taxis would not be required, as airport commuters would travel by taxi directly to and from the airport using a taxi. There would be no requirement for a taxi to travel to or from the airport car park due to the use of mini-buses.

Similar arguments exist for bicycles and motorcycles, noting that motorcycles can be accommodated within a normal parking space if required.

5.2.3 Parking for People with a Disability

Acceptable Solution A1 of E6.7.4 of the Planning Scheme requires that "*all spaces designated for use by persons with a disability must be located closest to the main entry point to the building*". There is no Performance Criteria.

In this case, all disabled parking spaces are located to the north of the main access, in close proximity to the manager's office and ticket machines. On this basis, Acceptable Solution A1 of E6.7.4 is met.

The Building Code of Australia (BCA) specifies the requirements for parking provision for people with disabilities. The requirement is 1 disabled parking space per 100 spaces for user class 7 (car park).

This is a total of 4 spaces. The provision of 5 spaces therefore complies with the requirements of the BCA Code.

5.3 Car Parking Layout

The car parking layout conforms to the requirements of Australian Standards, AS2890.1, Parking Facilities, Off-Street Parking, 2004. Specifically, the parking spaces meet the requirements for Class 3 (as aisle widths are 6.4 metres, which exceeds the minimum requirement of 5.8 metres. User Class 3 relates to "short term city and town centre parking, parking stations, hospital and medical centres").

The car park therefore complies with the Acceptable Solution A2.2 of E6.7.2 of the Planning Scheme (which states that the layout of the car spaces and access ways must be designed in accordance with AS2890.1:2004).

It is further noted that the car park design complies with the Acceptable Solutions contained in E6.7.2 and E6.7.3 as follows:

- E6.7.2 - A2.1 (a), (b), (c)
- E6.7.2 - A2.2 (as noted above)
- E6.7.3 – A1 (a) as boom gates are provided, and (b) as the car parking spaces are clearly visible from within and adjacent to the site.

5.4 On-Street Parking

Hudson Fysh Drive has 2-hour time restricted parking adjacent to the site, and 'no parking' opposite. These spaces appear to be utilised by people waiting to collect passengers at the airport.

The development does not require the availability of on-street parking.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed car park development (367 spaces) in Hudson Fysh Drive, Western Junction.

The key findings of this report are as follows:

- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development without any loss of transport efficiency or road safety.
- There is sufficient available Safe Intersection Sight Distance for the 85th percentile speed past the site's access to comply with the Acceptable Solution, E4.7.4 of the Planning Scheme.
- The car parking design and layout conforms to the requirements of AS2890.1 and AS2890.6.
- The proposed development is likely to generate approximately 9 pedestrian movements between the site and the airport per day. The improved pedestrian infrastructure will facilitate a relatively safe environment for these movements. It is noted that pedestrian movements already exist between Hudson Fysh Drive and the airport.

Based on the findings of this report the proposed development at Western Junction is supported on traffic grounds.



Midson Traffic Pty Ltd ABN: 26 133 583 025

18 Earl Street

Sandy Bay TAS 7005

T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

© Midson Traffic Pty Ltd 2015

This document is and shall remain the property of Midson Traffic Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	9 September 2015
1	Keith Midson	Zara Kacic-Midson	4 December 2015



TASMAN geotechnics

7 September 2015

JMG
49-51 Elizabeth Street
LAUNCESTON, TAS 7250

Attention: Andrew McArthur

Dear Sir

**RE: Geotechnical Investigation,
2 Hudson Fysh Drive, Western Junction**

1 INTRODUCTION

Tasman Geotechnics was engaged by Mr Andrew McArthur of JMG to carry out a geotechnical investigation for a proposed development at 2 Hudson Fysh Drive, Western Junction (title reference 146537/2).

The proposed development comprises a 1.2ha carpark, incorporating a small office building, twenty under-cover parking spaces and 4 car washing/detailing bays.

The aim of the investigation was to assess the suitability of the site for development. Specifically, the aim of the investigation was to provide parameters for:

- Site classification for proposed buildings/structures,
- CBR for pavement design, and
- Other geotechnical recommendations as appropriate.

2 FIELD INVESTIGATION

The field investigation was conducted on 24 August 2015 and involved the following activities:

- Performing a site walkover,
- Drilling of 3 boreholes (BH1-BH3) using a 4WD mounted auger rig. BH1 and BH2 were located in the proposed building footprints, and BH3 was located to confirm the typical subsoil profile.
- Collecting of disturbed/undisturbed samples in the boreholes at regular intervals.
- Performing of pocket penetrometer tests on all undisturbed samples.
- Performing of 9 Dynamic Cone Penetrometer (DCP) tests (DCP1-DCP9) to determine the soil resistance. The DCP tests were recorded as blows/100mm.

- Excavation of one test pit (TP1) in order to collect a bulk sample for laboratory testing.

The engineering logs of the boreholes and DCP tests are attached and the test locations are shown in Figure 1.

Three soil samples were selected for laboratory testing, as discussed in Section 3.5.

3 RESULTS

3.1 Geology

The Mineral Resources Tasmania (MRT) Digital Geological Atlas, 1:25,000 Series, Prospect sheet, shows the site to be mapped as Tertiary basalt, specifically Hawaiite.

3.2 Surface Conditions

The 1.2ha site is flat, and located at the base of Devon Hills. The site is currently vacant, and located within an industrial park. The Launceston Airport is located approximately 300m east of the allotment. The site is vegetated with grass, and appears well drained.

3.3 Subsurface Conditions

The boreholes typically encountered similar conditions:

- 0.5-0.7m of dark brown, high plasticity, clayey silt, overlying
- High plasticity, grey clay, which became sandy at about 1m below ground level, grading into clayey sand in BH1.

BH3 encountered a wet, gravelly sandy clay layer from 0.1m to 0.4m below ground level.

BH1 and BH2 were terminated at a target depth of 2m while BH3 was terminated at a target depth of 1m.

No groundwater inflow was noted in the boreholes, although the upper gravelly clay below the topsoil in BH3 was wet. It is likely that the wet conditions in BH3 are due to winter rain.

TP1 encountered 0.5m of dark brown, high plasticity clayey silt with some sand. TP1 was not logged due to shallow depth.

3.4 Dynamic Cone Penetrometer Testing

During the fieldwork, we consistently used the Dynamic Cone Penetrometer (DCP), counting blows/100mm.

The DCP tests were carried out to 0.8m below ground level. The DCP typically sunk under its own weight within the top 0.1-0.3m. Below this depth, DCP results were typically 1-3 blows/100mm, with the resistance increasing with depth.

3.5 Laboratory Testing

Three samples were selected for laboratory testing:

- BH2, 0.8 to 1.0m for shrink/swell,
- BH3, 0.2-0.3m for Atterberg limits and particle size distribution, and
- TP1, 0.2-0.5m for Atterberg limits, particle size distribution and 4 day soaked California Bearing Ratio (CBR) at Dry Density Ratio (DDR) of 100% (standard compaction).

Atterberg limits, particle size distribution and shrink/swell testing was carried out by Tasman Geotechnics. The soaked CBR was carried out at ADG Laboratories (NATA accredited laboratory).

The clay from BH2 at 0.8-1.0m below ground level was found to have a shrink/swell index of 6%.

The laboratory results for BH3 and TP1 are presented in Table 1. The laboratory test certificate from ADG Laboratories is attached.

Table 1: Laboratory Results

Borehole	Depth (m)	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index (%)	Linear Shrinkage (%)	% gravel	% sand	% fines	4 day soaked CBR (%)
BH3	0.2-0.3	28	20	8	4	14	19	67	-
TP1	0.2-0.5	51	31	20	14	2	28	70	4

Based on the Atterberg limits and particle size distribution, the soil in BH3 at 0.2-0.3m below ground level is a low plasticity silty clay with some sand and gravel (Unified Classification symbol CL), while the soil from TP1 at 0.2-0.5m below ground level is a high plasticity clayey silt with some sand (symbol MH).

4 BUILDINGS

4.1 Classification

Australian Standard AS2870 "Residential slabs and footings" is, strictly speaking, not applicable to commercial buildings. However, the standard may be used to design buildings of similar size and construction to residential dwellings, thus it is applicable for the proposed buildings.

After allowing due consideration of the site geology, drainage and soil conditions, the site has been classified as follows:

CLASS H2 (AS2870 – 2011)

Characteristic surface movement, $y_s = 70$ mm

Foundation designs in accordance with this classification are subject to the conditions of Section 5.

This Classification is applicable only for ground conditions encountered at the time of this investigation. If cut or fill earthworks in excess of 0.5m are carried out, then the Site Classification will need to be re-assessed, and possibly changed.

4.2 Footing Design

Particular attention should be paid to the design of footings as required by AS 2870 – 2011.

In addition to normal founding requirements arising from the above classification, particular conditions at this site dictate that the founding medium for all footings should be:

CLAY, (CH), high plasticity, dark brown, encountered at 200mm below ground level (below grass roots)

An allowable bearing pressure of 100 kPa is available for edge beams, strip and pad footings founded as above.

If the site is filled, it is recommended that no structure be founded across cut and fill without the footings extending through the fill to the natural soils, allowance made in the structural design for differential settlements or engineer designed pier or pile foundations adopted.

The site classification presented in Section 4 assumes that the current natural drainage and infiltration conditions at the site will not be markedly affected by the proposed site development work. Care should therefore be taken to ensure that surface water is not permitted to collect adjacent to the structure and that significant changes to seasonal soil moisture equilibria do not develop as a result of service trench construction or tree root action.

Suggested ways of minimising the damaging effects of moisture variations in the soil near footings are:

- After footings and associated construction is completed, backfill all foundation excavations with compacted impervious material to minimise water penetration from the surface to the footing;
- Construct an impervious apron, such as a concrete path, at least 1m wide around the buildings. The paths should slope away from the walls and joints against the building should be sealed to prevent water penetration.

Attention is drawn to Appendix B of AS 2870 and CSIRO Building Technical File BTF18 "Foundation Maintenance and Footing Performance: A Homeowner's Guide" as a guide to maintenance requirement for the proposed structure.

Variations in soil conditions may occur in areas of the site not specifically covered by the field investigation. The base of all footing or beam excavations should therefore be inspected to ensure that the founding medium meets the requirements discussed above.

5 PAVEMENT DESIGN

5.1 Subgrade CBR

The CBR of the subgrade was estimated using three methods:

- 1) Based on correlation with DCP tests, Austroads (2012)
- 2) Calculation from grading and Atterberg properties. The Country Roads Board (now VicRoads) published a correlation between 4-day soaked CBR (at Standard Compaction) and various soil properties such as grading, Plasticity Index and Linear Shrinkage (see also MRWA, 2010). The method is limited to soils having more than 75% passing the 2.36mm sieve, as is the case here.
- 3) Laboratory testing, consisting of a 4 day soaked CBR test.

The CBR results from Method 1 are summarised in Table 2.

Table 2: CBR values based on DCP tests (Method 1)

Location	Depth (m)	Average blows/100mm	CBR (%)
DCP1	0.3-0.8	2	3.5
DCP2	0.2-0.8	1.5	2.5
DCP3	0.1-0.8	1.8	3.25
DCP4	0.1-0.8	2.7	5
DCP5	0.1-0.8	1.7	3
DCP6	0.2-0.8	1.5	2.5
DCP7	0.1-0.8	1.3	2.25
DCP8	0-0.8	1.9	3.5
DCP9	0.1-0.8	2.1	3.5

From Table 2, we note that the in situ CBR determined by Method 1 ranges from 2 to 5%, providing the soft material near the surface is not considered.

Table 3 summarises the CBR results based on the calculation from grading and Atterberg properties (Method 2).

Table 3: CBR values based on grading and Atterberg properties (Method 2)

Location	Depth (m)	CBR (%)
BH3	0.2-0.3	14
TP1	0.2-0.5	6

The laboratory results for the 4 day soaked CBR test indicate a value of 4%.

Analysis of the above 3 methods shows that the soaked CBR laboratory testing provides similar results to that of the DCP testing, while the correlations with Atterberg limits and grading analysis tends to provide higher values.

Based on the above results, we recommend adopting a design CBR value of 3% for the subgrade, provided the soft surface soils (as deep as 0.3m below ground level) are removed, or the work is carried out when the subgrade is in a dryer state (i.e. during summer).

Subsoil or surface drains should be constructed along the uphill boundary to reduce the likelihood of surface soils becoming saturated. If soils are maintained in a dry/moist state, a design CBR of 8% may be adopted for pavement design.

Shallow subsoil drains should be constructed in the topsoil and gravelly clay layers. Controlling surface water with deep subsoil drains is not recommended in soils of high plasticity as the subsurface drains provide a pathway for water ingress at depth.

5.2 Subgrade Preparation

It is recommended that the following procedure be adopted for preparing the subgrade for construction of slabs or pavement:

- Strip off the existing material to the required depth (i.e. remove all soil containing grass roots). Survey control should be used to ensure there is no over excavation;
- Compact the exposed clay subgrade to a minimum Dry Density Ratio not exceeding 95% Standard in accordance with AS1289 5.1.1, 5.4.1 or 5.7.1. If the material is dry then scarifying and moisture conditioning may be required prior to compaction;
- If local clays are to be placed as engineered fill, place fill material in uniform 200mm (uncompacted) thick layer, moisture condition and compact to a DDR not exceeding 95% Standard for both buildings and pavements;
- If imported granular soil or low plasticity clays are to be placed as engineered fill, then the DDR recommendations of AS3798 should be followed.

It is recommended that subgrade preparation, general fill placement and compaction be undertaken under Level 2 supervision in accordance with Australian Standard AS3798 'Guidelines on earthworks for commercial and residential developments'. Structural fill under building pads should be constructed under Level 1 supervision. AS3798 provides recommendations on the interpretation and application of relevant test methods in AS1289.

Fill placement and compaction should be carried out during dry weather conditions where possible. Provision should be made for the effective diversion and removal of all surface water from the prepared subgrade from any source.

Should you require clarification of any aspect of this report, please contact undersigned.

For and on behalf of Tasman Geotechnics Pty Ltd

A handwritten signature in blue ink, appearing to read 'Wayne Griffioen', is written over a faint, illegible printed name.

Dr Wayne Griffioen

Senior Geotechnical Engineer

Attachments: Important Information about your report (1 page)
Figure 1: Site layout and borehole location (1 page)
Borehole logs (explanation sheet + 3 pages)
Dynamic Cone Penetrometer Results (2 pages)
Laboratory Test Certificate (1 page)

References: AS 2870 - 2011 Residential Slabs and Footings
AS 4055 - 2012 Wind Loads for Housing



TASMAN geotechnics

Important information about your report

These notes are provided to help you understand the limitations of your report.

Project Scope

Your report has been developed on the basis of your unique project specific requirements as understood by Tasman Geotechnics at the time, and applies only to the site investigated. Tasman Geotechnics should be consulted if there are subsequent changes to the proposed project, to assess how the changes impact on the report's recommendations.

Subsurface Conditions

Subsurface conditions are created by natural processes and the activity of man.

A site assessment identifies subsurface conditions at discreet locations. Actual conditions at other locations may differ from those inferred to exist, because no professional, no matter how qualified, can reveal what is hidden by earth, rock and time.

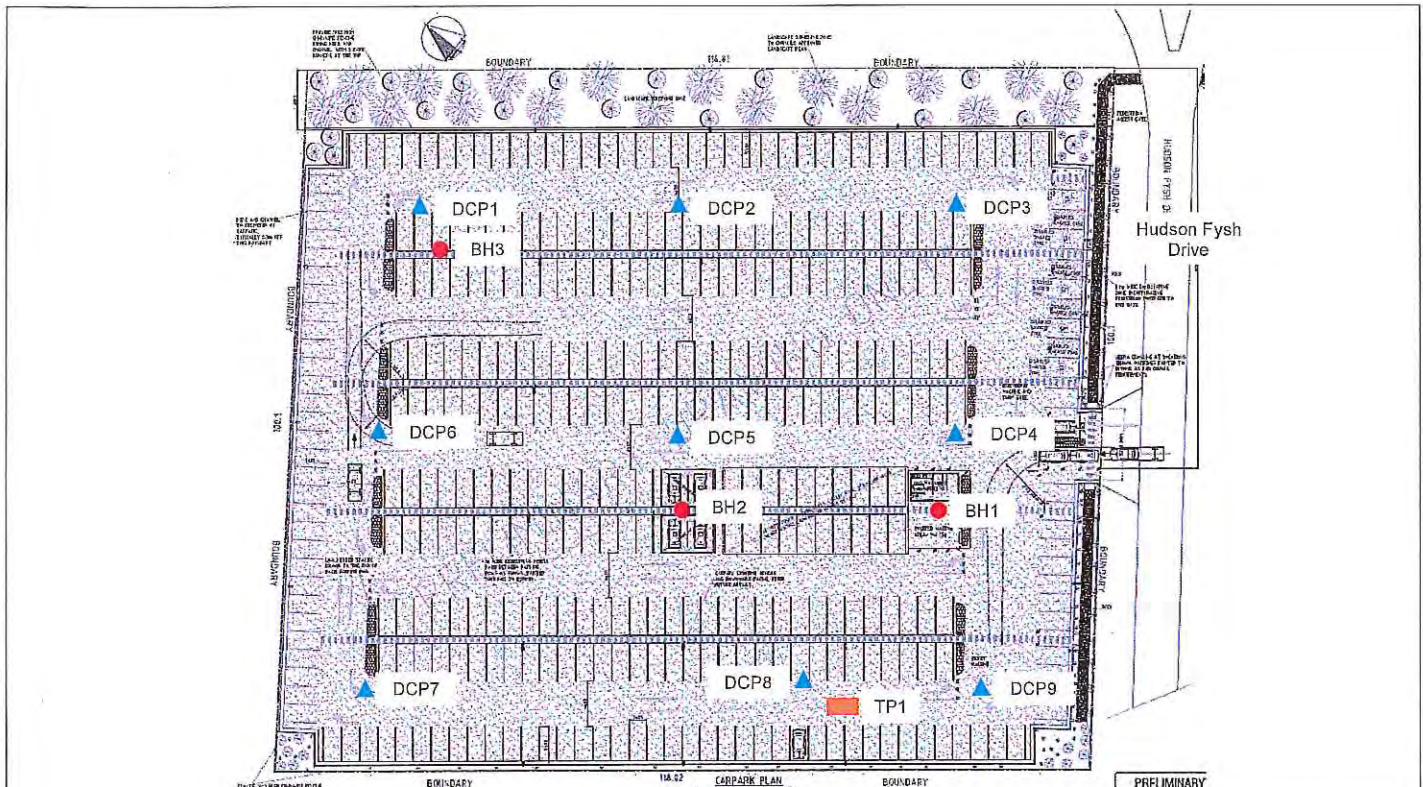
Nothing can be done to change the conditions that exist, but steps can be taken to reduce the impact of unexpected conditions. For this reason, the services of Tasman Geotechnics should be retained throughout the project, to identify variable conditions, conduct additional investigation or tests if required and recommend solutions to problems encountered on site.

Advice and Recommendations

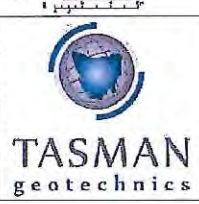
Your report contains advice or recommendations which are based on observations, measurements, calculations and professional interpretation, all of which have a level of uncertainty attached.

The recommendations are based on the assumption that subsurface conditions encountered at the discreet locations are indicative of an area. This can not be substantiated until implementation of the project has commenced. Tasman Geotechnics is familiar with the background information and should be consulted to assess whether or not the report's recommendations are valid, or whether changes should be considered.

The report as a whole presents the findings of the site assessment, and the report should not be copied in part or altered in any way.



drawn	EB
approved	WG
date	25/08/2015
scale	NTS
original size	A4



client:	JMG	
project:	Geotechnical Investigation, 2 Hudson Fysh Drive, Western Junction	
title:	Site Layout and Test Locations	
project no:	TG15005/9 - 02report	figure no: FIGURE 1



Soils are described in accordance with the Unified Soil Classification System (USCS), as shown in the following table.

FIELD IDENTIFICATION

COARSE GRAINED SOILS	more than 50% of material less than 63mm is larger than 0.075mm	GRAVELS	GW	Well graded gravels and gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
		GRAVELLY SOILS	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
		SANDS	SW	Well graded sands and gravelly sands, little or no fines
			SP	Poorly graded sands and gravelly sands, little or no fines
		SANDY SOILS	SM	Silty sand, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines

		DRY STRENGTH	DILATANCY	TOUGHNESS			
FINE GRAINED SOILS	more than 50% of material less than 63mm is less than 0.075mm	SILT & CLAY, liquid limit less than 50%	ML	Inorganic silts, very fine sands or clayey fine sands	None to low	Quick to slow	None
			CL	Inorganic clays or low to medium plasticity, gravelly clays, sandy clays and silty clays	Medium to high	None to very slow	Medium
			OL	Organic silts and organic silty clays of low plasticity	Low to medium	Slow	Low
		SILT & CLAY, liquid limit greater than 50%	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts	Low to medium	Slow to none	Low to medium
			CH	Inorganic clays of high plasticity, fat clays	High	None	High
			OH	Organic clays of medium to high plasticity	Medium to high	None to very slow	Low to medium
PEAT	Pt	Peat muck and other highly organic soils					

Particle size descriptive terms

Name	Subdivision	Size
Boulders		>200mm
Cobbles		63mm to 200mm
Gravel	coarse	20mm to 63mm
	medium	6mm to 20mm
	fine	2.36mm to 6mm
Sand	coarse	600µm to 2.36mm
	medium	200µm to 600µm
	fine	75µm to 200µm

Consistency of cohesive soils

Term	Undrained strength	Field guide
Very soft VS	<12kPa	A finger can be pushed well into soil with little effort
Soft S	12 - 25kPa	Easily penetrated several cm by fist
Firm F	25 - 50kPa	Soil can be indented about 5mm by thumb
Stiff St	50-100kPa	Surface can be indented but not penetrated by thumb
Very stiff VSt	100-200kPa	Surface can be marked but not indented by thumb
Hard H	>200kPa	Indented with difficulty by thumb nail
Friable Fb	-	Crumbles or powders when scraped by thumb nail

Moisture Condition

Dry (D)	Looks and feels dry. Cohesive soils are hard, friable or powdery. Granular soils run freely through fingers.
Moist (M)	Soil feels cool, darkened in colour. Cohesive soils are usually weakened by moisture presence, granular soils tend to cohere.
Wet (W)	As for moist soils, but free water forms on hands when sample is handled

Density of granular soils

Term	Density index
Very loose	<35%
Loose	15 to 35%
medium dense	35 to 65%
Dense	65 to 85%
Very dense	>85%

Cohesive soils can also be described relative to their plastic limit, ie: <Wp, =Wp, >Wp

The plastic limit is defined as the minimum water content at which the soil can be rolled into a thread 3mm thick.

Minor Components

Term	Proportions	Observed properties
Trace of	Coarse grained: <5% Fine grained: <15%	Presence just detectable by feel or eye. Soil properties little or no different to general properties of primary component.
With some	Coarse grained: 5-12% Fine grained: 15-30%	Presence easily detected by feel or eye. Soil properties little different to general properties of primary component.

ENGINEERING BOREHOLE LOG



Borehole no. BH1

Sheet no. 1 of 1
Job no. TG15005/9



Client : JMG
Project : Geotechnical Investigation
Location : 2 Hudson Fysh Drive, Western Junction

Date : 24/8/2015
Logged By : EB/FH

Drill model : Rockmaster
Hole diameter : 120mm

Slope : deg
Bearing : deg

RL Surface :
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Auger							MH	CLAYEY SILT, high plasticity, dark brown	M	VSt	grass roots in top 200mm	
						0.25						
						0.50						
						0.75	CH	CLAY, high plasticity, grey	M	VSt		
					U50	1.00					PP>600kPa	
						1.25	CH	SANDY CLAY, high plasticity, light brown, fine grained sand	M	H		
						1.50						
						1.75	SC	CLAYEY SAND, fine grained, light brown, high plasticity clay	M	D		
						2.00						

Terminated at 2.0m, still going

ENGINEERING BOREHOLE LOG



TASMAN
geotechnics

Borehole no. BH2

Sheet no. 1 of 1
Job no. TG15005/9

Client : JMG
Project : Geotechnical Investigation
Location : 2 Hudson Fysh Drive, Western Junction

Date : 24/8/2015
Logged By : EB/FH

Drill model : Rockmaster
Hole diameter : 120mm

Slope : deg
Bearing : deg

RL Surface :
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Auger							MH	CLAYEY SILT, high plasticity, dark brown	M	St	grass roots in top 200mm	
						0.25						
						0.50						
						0.75	CH	CLAY, high plasticity, brownish grey	M	VSt		
					U50	1.00					PP=200kPa	
						1.25	CH	SANDY CLAY, high plasticity, light brown	M	VSt		
						1.50						
						1.75						
						2.00						

Terminated at 2.0m, still going

ENGINEERING BOREHOLE LOG



Borehole no. BH3

TASMAN
geotechnics

Sheet no. 1 of 1
Job no. TG15005/9

Client : JMG
Project : Geotechnical Investigation
Location : 2 Hudson Fysh Drive, Western Junction

Date : 24/8/2015
Logged By : EB/FH

Drill model : Rockmaster
Hole diameter : 120mm

Slope : deg
Bearing : deg

RL Surface :
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Auger								CH	CLAYEY SILT, high plasticity, dark brown	M	VSt	
					D	0.25		CL	SILTY CLAY, low plasticity, dark brown/grey, with some medium grained, angular gravel, with some fine grained sand	W	F	
					D	0.50		CH	CLAYEY SILT, high plasticity, dark brown	M	VSt	
						0.75		CH	CLAY, high plasticity, grey	M	VSt	
						1.00			Terminated at 1.0m, still going			
						1.25						
						1.50						
						1.75						
						2.00						

Project no TG15005/9

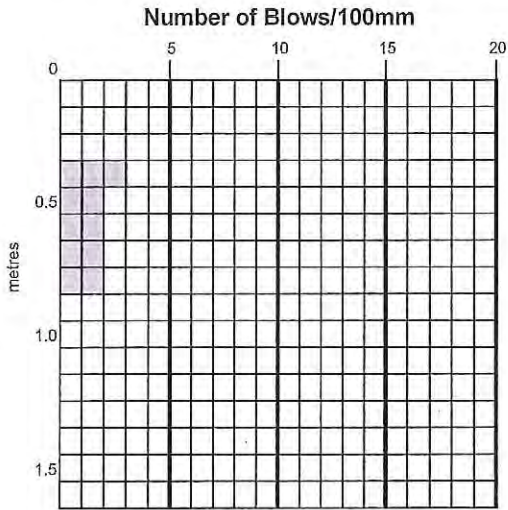


TASMAN
geotechnics

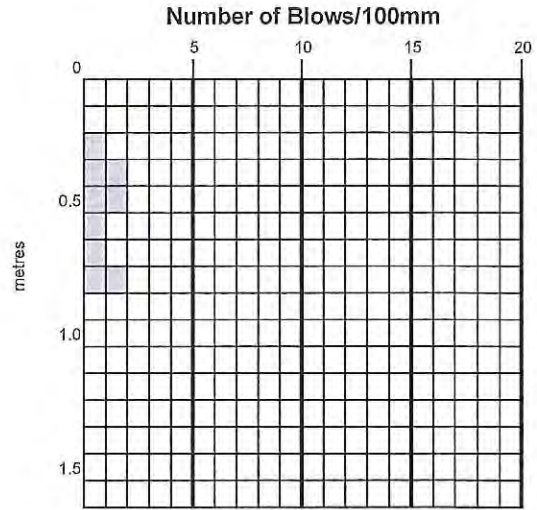
**DYNAMIC CONE
PENETROMETER TESTING
AS 1289 6.3.3**

client JMG
project Geotechnical Investigation
location 2 Hudson Fysh Drive, Western Junction

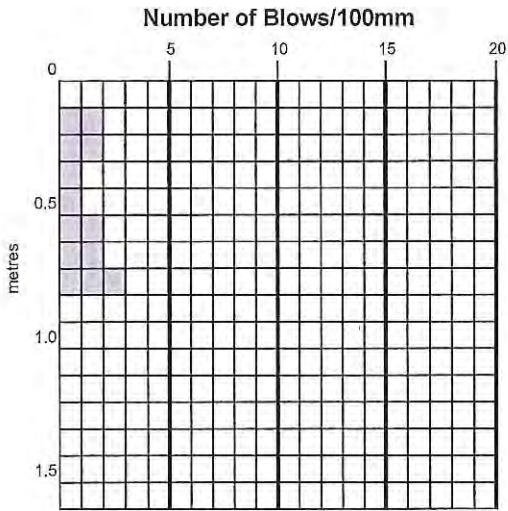
performed by EB
date 24/08/2015
Surface RL not measured



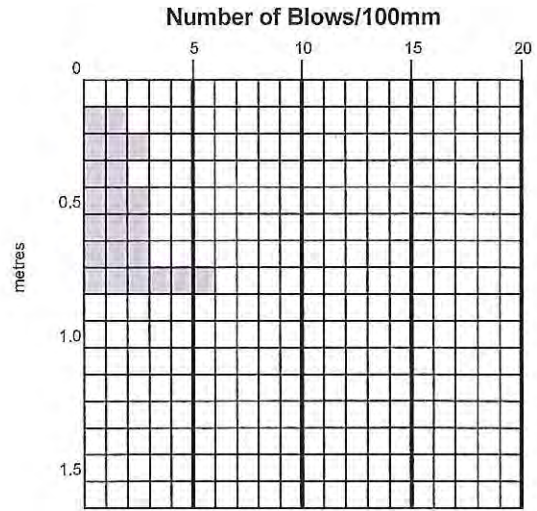
Location DCP1



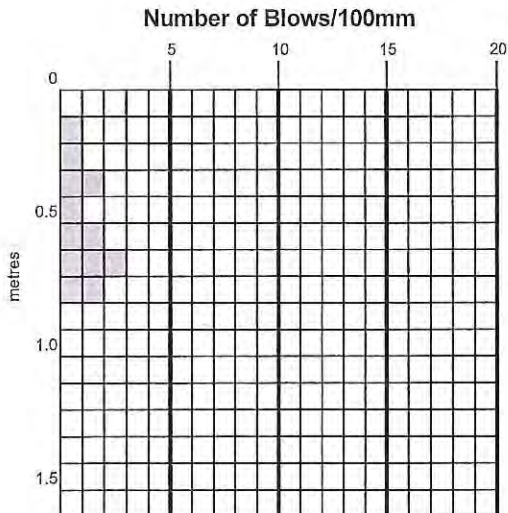
Location DCP2



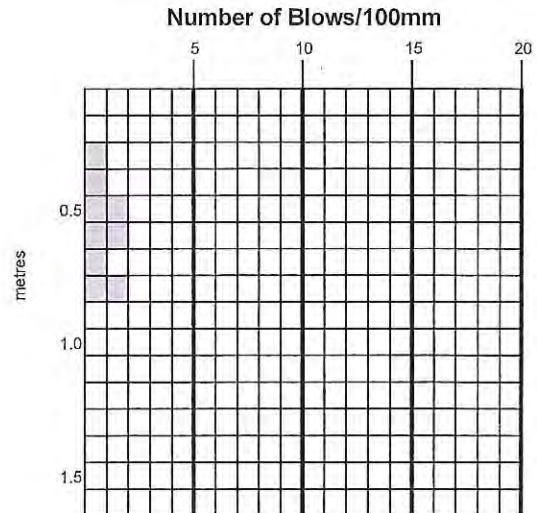
Location DCP3



Location DCP4



Location DCP5



Location DCP6

Project no TG15005/9

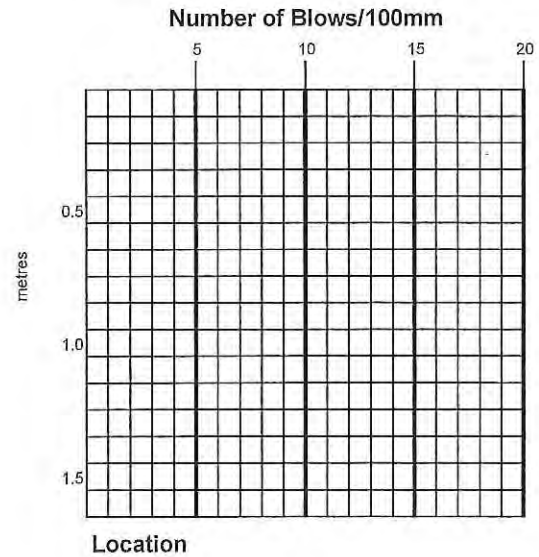
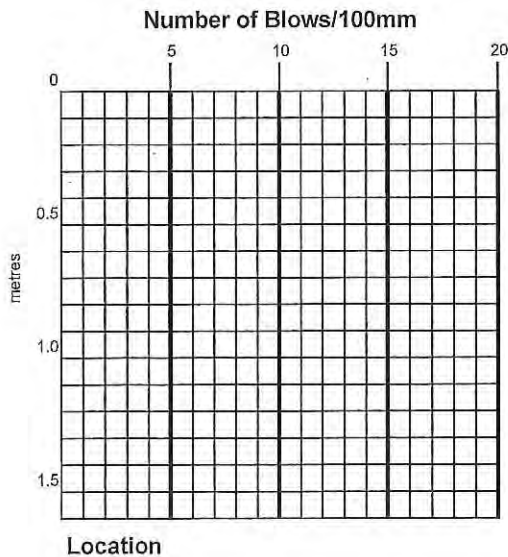
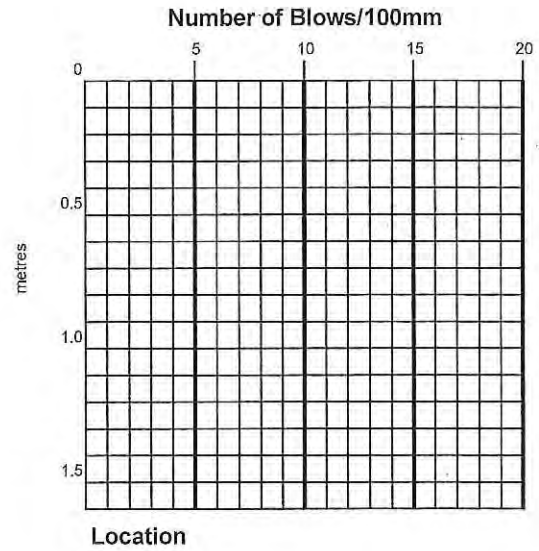
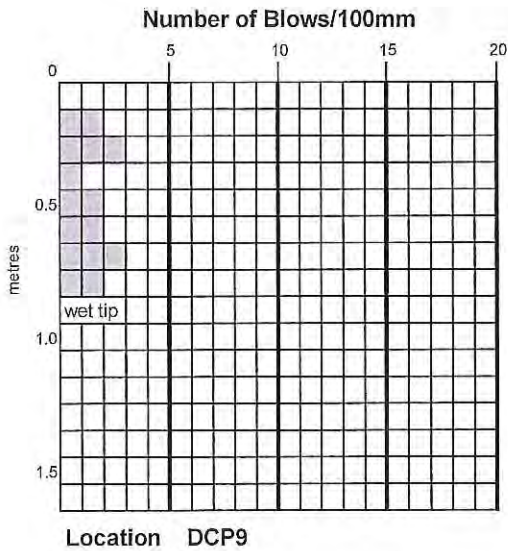
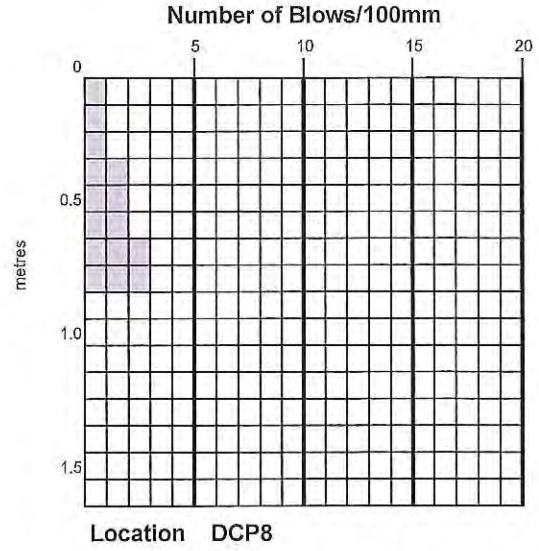
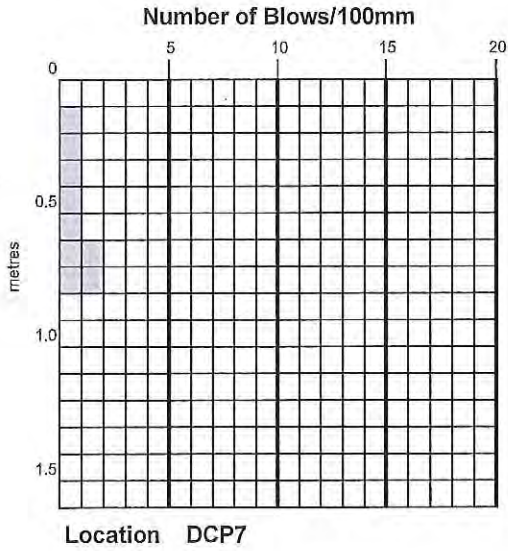


TASMAN
geotechnics

**DYNAMIC CONE
PENETROMETER TESTING
AS 1289 6.3.3**

client JMG
project Geotechnical Investigation
location 2 Hudson Fysh Drive, Western Junction

performed by EB
date 24/08/2015
Surface RL not measured



ADG LABORATORIES**SOAKED CBR TEST
AS 1289 6.1.1**

materials testing laboratories

7 Derby Street Mowbray

ph 63261266 fx 63261566

ACN 117 593 254

client	Tasmanian Geotechnics
project	TG15005/9
location	2 Hudson Fysh Drive
project no	0097/15/7M
sample no	L15/636
date received	24/8/15
date tested	4/9/15
client identification	TP # 1 0.2-0.5m
sampled by	Client
sample description	Dark Brown Silty Clay
test report no	0097/15/7M/AA

compaction details 1			
test method	AS 1289 5.1.1 Standard Compaction		
maximum dry density	t/m ³	1.55	Moisture Content AS1289.2.1.1
optimum moisture content	t/m ³	24.4	
field moisture content	%	28.4	
compaction details 2			
required density ratio for remoulding	%	100	
retained 19mm (not replaced)	%	0	
specimen details before soaking			
dry density ratio	%	100.5	
moisture ratio	%	98.0	
test details			
period of soaking	days	4	
moisture content top 30mm	%	26.7	
surcharge mass	kgs	4.5	
C.B.R. VALUE		4	
penetration	mm	2.5	

remarks



Accredited for compliance with ISO/IEC 17025

Laboratory Accreditation No 15466

Approved signatory

B Cuthbertson

date of issue

7/9/15

From: Melissa Cunningham
Sent: Fri, 29 Jan 2016 15:49:13 +1100
To: Register Email in ECM
Subject: Reminder: Referral to Launceston Airport - Planning Application P15-390

#ECMALL
#QAPDefault
#Silent

From: Peter Holmes [mailto:Peter.Holmes@lst.com.au]
Sent: Friday, 29 January 2016 1:52 PM
To: Melissa Cunningham <melissa.cunningham@nmc.tas.gov.au>
Cc: Michael McLeod <Michael.McLeod@lst.com.au>
Subject: RE: Reminder: Referral to Launceston Airport - Planning Application P15-390

Apologies Melissa,

Other priorities and this response fell down the list.

Launceston Airport maintain in principle objection to any change of existing caveats of the NMC interim planning scheme 2013.

Gradual dilution of the planning provisions by creeping amendment or exemption significantly compromises the original need and sound basis for those caveats.

Launceston Airport are particularly concerned by any change to storm water provisions and or signage that would impact upon the rural amenity of the industrial estate as intended when designed.

Kind regards,

Peter Holmes

Manager Operations & Compliance

Mobile +61 417 314 579

Phone + 61 3 6391 6222

Fax + 61 3 6391 8580



www.launcestonairport.com.au
PO Box 1220, Launceston, Tasmania 7250

Submission to Planning Authority Notice

Council Planning Permit No.	P15-331	Council notice date	24/11/2015
TasWater details			
TasWater Reference No.	TWDA 2015/01865-NMC	Date of response	26/11/2015
TasWater Contact	David Boyle	Phone No.	6345 6323
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	planning@northmidlands.tas.gov.au		
Development details			
Address	2 HUDSON FYSH DR, WESTERN JUNCTION	Property ID (PID)	2697489
Description of development	Car Park		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
	JMG	J152208CL S03	AP1
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connection / sewerage system and connection for this development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction a boundary backflow prevention device and water meter must be installed to the satisfaction of TasWater.			
TRADE WASTE			
4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.			
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.			
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent			
DEVELOPMENT ASSESSMENT FEES			
7. The applicant or landowner as the case may be, must pay a development assessment fee to			

TasWater for this proposal of:

- a. \$327.00 for development assessment; and

Advice

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For information regarding headworks, further assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

TRADE WASTE

- A. Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate of Certifiable Work (Building and/or Plumbing). The Certificate of Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:
- Location of all pre-treatment devices i.e. Oil Water Separator;
 - Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
 - Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
- B. At the time of submitting the Certificate of Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the Motor Trades Supplement form is also required.
- C. If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Further information regarding Trade Waste can be found at www.taswater.com.au

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor

Development Assessment Manager

TasWater Contact Details

1-365



Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

**REFERRAL OF DEVELOPMENT APPLICATION P15-331
TO WORKS & INFRASTRUCTURE DEPARTMENT**

Property No: 202250.1; A134

Date: 16-Dec-2015

Applicant: Heathydan Pty Ltd

Proposal: Draft Amendment 07/15 - Car Park (vary landscaping setbacks from Evandale Main Road and Hudson Fysh Drive boundaries)

Location: 2 Hudson Fysh Drive, Western Junction

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Stormwater:

Is the property connected to Council's stormwater services?	Yes
If so, are any works required?	Yes, as follows
Stormwater works required:	
<i>Onsite stormwater detention will be required</i>	
Is there kerb and gutter at the front of the property?	Yes
Are any kerb-and-gutter works required?	No

Road Access:

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	N/A
If so, are any works required?	No
Road / access works required:	
<i>As per approved plans</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	No
Extra information required regarding driveway approach and departure angles	No
Are any road works required:	No
Are street trees required?	No
Additional Comments:	An Engineer's design is required.

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

W1 Stormwater

Stormwater drainage plans and calculations shall be provided to demonstrate that the development can be adequately drained, to the satisfaction of Council's Works and Infrastructure Manager. The design plans shall include internal detention for rainfall events up to the 1 in 20 ARI storm.

W2 Access (Urban)

- a) An access shall be constructed in accordance with the approved design plans.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

W3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

W4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W5 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W8 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the naturestrip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W9 Naturestrips

Any new naturestrips, or areas of naturestrip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Jonathon Galbraith (Works & Infrastructure Officer)

Date: 22/12/15

Jan Cunningham

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Wednesday, 23 December 2015 12:02 PM
To: NMC Planning
Cc: Burk, Richard (StateGrowth); McIntyre, Denise (StateGrowth); Iles, Mark (StateGrowth)
Subject: RE: Referral to Department of State Growth of Planning Application P15-331 - 2 Hudson Fysh Drive, Western Junction - Proposed Car Park

Our Ref: D15/88731 & A1109 – 5

Dear Jan,

Thank you for your email regarding the above mentioned Planning Application.

I can advise that State Growth do not object to the proposal in principal however please note the following comments / conditions;

In terms of constructing a new footpath link across Evandale Road, State Growth require the following design parameters to be met, demonstrated by way of design drawings prepared by a suitably qualified engineer;

- All footpaths to be a minimum of 2m wide and be of concrete construction
- Access ramps to be provided at all interfaces between footpath and kerb / roadway
- Walkways across Hudson Fysh Dr and Evandale Rd to be located through the existing roundabout splitter islands via modification to provide flush walkways with a minimum width of 2m
- The new footpath must connect fully to the existing footpath within the Airport property boundary
- Tactile Ground Surface Indicators to be provided at all pedestrian holding points in accordance with relevant Australian Standards and DDA requirements
- Provision of pedestrian warning signage on each Evandale Road approach to the existing roundabout
- Confirmation that existing street lighting levels at the roundabout are sufficient to light the new pedestrian crossing points to Australian Standard Category V5. If this cannot be attained, additional street lightning will be required to meet the minimum V5 Category.

In addition to the footpath works, details of any stormwater drainage including underground stormwater reticulation that is directed to the State Road reserve will need to be specified.

Engineering drawings detailing the above requirements will need to be provided to State Growth at the preliminary design stage for review and acceptance prior to submitting final detail design drawings along with an application for a Works Permit.

The developer shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, no works are permitted within the State Road reservation until a permit has been issued.

Appreciated if you can arrange to incorporate the above into condition form, please let me know if you need any further information.

Thanks,

Garry Hills | Senior Traffic Engineering Officer

Assessment against the *Northern Midlands Interim Planning Scheme 2013*

Definition:

<i>Vehicle parking</i>	<i>use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.</i>
------------------------	---

F1 Translink Specific Area Plan

F1.3 Use Tables

F1.3.1 Area 1

<i>Permitted</i>	
<i>Use Class</i>	<i>Qualification</i>
<i>Vehicle parking</i>	

F1.4 Standards for Use or Development

Use and development must be undertaken in accordance with the following standards.

F1.4.1 Subdivision

Not applicable

F1.4.3 Height of Buildings

<i>Objective:</i>	
<p>(a) <i>To ensure that the design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</i></p> <p>(b) <i>To protect the safety of Launceston Airport.</i></p>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<i>A1 Within Area 1, the maximum height of buildings and other works must not exceed 12 metres.</i>	<p><i>P1 The maximum building height shall be appropriate to the site and have regard to:</i></p> <p><i>a) the safety of Launceston Airport; and</i></p> <p><i>b) the rural vistas viewed by users of Evandale Main Road.</i></p>

Comment: Complies. Maximum proposed building height is 5.5m	Not applicable.
--	-----------------

F1.4.4 Materials and Presentation

<p><i>Objective:</i></p> <p>(a) <i>To achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston.</i></p> <p>(b) <i>Require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
A1 <i>Within Areas 1, 2, & 3, a variety of building forms must be used rather than single monolithic structures.</i>	P1 <i>The use of a variety of materials or other techniques to help reduce the interpreted scale of the building.</i>
Comment: Complies. The proposed design incorporates a roof of various pitches, a large open section, colorbond roller doors and cement sheet cladding.	Not applicable.
A2 <i>Within Areas 1, 2, 3, external walls and roofs must be in face brickwork, form concrete panels or metal clad with a patented pre-treated finish such as colorbond.</i>	P2 <i>No performance criteria.</i>
Comment: Complies. Proposes an 8mm thick cement composite sheet.	Not applicable.

F1.4.5 Site coverage

<p><i>Objective:</i></p> <p><i>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>

<p>A1 Site coverage for a lot with an area less than 1500m² must be:</p> <p>a) buildings and covered storage – maximum 50%</p> <p>b) landscaped area – minimum 10%</p>	<p>P1 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A2 Site coverage for a lot with an area between 1500m² – 2000m² must be:</p> <p>a) buildings and covered storage – maximum 55%</p> <p>b) landscaped area – minimum 10%</p>	<p>P2 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A3 Site coverage for a lot with an area greater than 2000m² and less than 5000m² must be:</p> <p>a) buildings and covered storage – maximum 60%</p> <p>b) landscaped area – minimum 10%</p>	<p>P3 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A4 Site coverage for a lot with an area 5000m² or greater must be:</p> <p>a) buildings and covered storage – maximum 65%</p> <p>b) landscaped area – minimum 10%</p>	<p>P4 No performance criteria</p>
<p>Comment: Complies. Title area is 1.174ha. Buildings and covered storage takes up 547.05m² (46.6%). The area covered by landscaping is 1458.7m² (12.41%).</p>	<p>NA</p>

F1.4.6 Stormwater

<p><i>Objective:</i></p> <p>To ensure that full utility services are available to new development.</p>	
<p><i>Acceptable Solutions</i></p>	<p><i>Performance Criteria</i></p>
<p>A1 The flow rate of stormwater outside the boundaries of the title shall be no greater than if the land was used for rural purposes. On-site detention devices shall be incorporated in the development.</p>	<p>P1 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.
<p>Comment: Does not comply.</p>	<p>Comment: The applicant provided stormwater calculations that the 1% AEP for a 25 minute rainfall event of 61mm/hr = 70 l/s in the undeveloped state. In the developed state it is a run off of 168 l/s.</p> <p>Council's Works & Infrastructure Section considered this and has required stormwater drainage plans and calculations to be provided including internal detention for rainfall events up to the 1 in 20 ARI storm.</p>

F1.4.7 Building Setbacks

<p><i>Objective:</i></p> <p><i>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p><i>A1 Within Area 1, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</i></p> <ul style="list-style-type: none"> <i>a) 50m to the Evandale Main Road frontage.</i> <i>b) 20m to the Distributor Road frontage.</i> <i>c) 10m to an access road frontage.</i> <i>d) 5m to the side boundary.</i> <i>e) 10m to the rear boundary.</i> 	<p><i>P1 For corner lots, one setback may be varied taking into consideration any existing setbacks on adjoining lots.</i></p>
<p>Comment: Complies. The building is 56m from Evandale Road and 19m from the access road.</p>	<p>Not applicable</p>

F1.4.8 Open Space and Landscaping

<p><i>Objective:</i></p> <p><i>That open space and landscaping form an integral part of developments to:</i></p> <ul style="list-style-type: none"> <i>i. facilitate the enhanced appearance of buildings and works,</i> <i>ii. provide screening,</i> <i>iii. separate activities,</i> <i>iv. assist in the control of water run-off and erosion,</i> <i>v. contribute to a reduction in noise levels,</i> <i>vi. define roads and provide opportunities for passive recreation.</i> 	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p><i>A1 Within Area 1, the following setback distance must be used for landscaping, excluding those areas sealed for</i></p>	<p><i>P1 No performance criteria</i></p>

<p><i>driveway access:</i></p> <p><i>20m from Evandale Main Road</i> <i>7m from the Distributor Road</i> <i>3m from an access road</i></p>	
<p>Comment: Does not comply. Scheme amendment sought as below.</p>	NA
<p><i>A1 Within Area 1, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</i></p> <p><i>j) 20m from Evandale Main Road</i> <i>k) 7m from the Distributor Road</i> <i>l) 3m from an access road</i></p>	<p><i>P1 No performance criteria, except that on 2 Hudson Fysh Drive (CT 146537/2) the setback from Evandale Road may be varied to no less than 8m provided that there is still effective screening of buildings and works from Evandale Main Road.</i></p>
<p>Comment: Does not comply.</p>	<p>Comment: The landscape plan adjacent to Evandale Main Road consists of two rows of shrubs with a mature height of 3m and one row of shrubs with a mature height of 2m. Given that the majority of the site is ground level carparking, and the maximum height of the building on site is 5.5m, it is considered that the proposed landscaping will provide effective screening of buildings and works from Evandale Main Road.</p>
<p><i>A3 Within Area 3, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access</i></p> <p><i>20m from Evandale Main Road</i> <i>3m from an access road</i></p>	<p><i>P3 No performance criteria</i></p>
<p>NA</p>	NA
<p><i>A4 Within Area 4, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</i></p> <p><i>10m from Evandale Main Road</i></p>	<p><i>P4 No performance criteria</i></p>
<p>NA</p>	NA

<p>A5 Within Area 5, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <p>10m from Evandale Main Road</p>	<p>P5 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A6 Within Area 6, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <p>10m from Evandale Main Road</p>	<p>P6 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A7 Landscaping must be provided for development of a vacant lot or where landscaping has not previously been undertaken.</p> <p>Landscaping is to be provided with an automated watering system.</p>	<p>P7 No performance criteria</p>
<p>NA</p>	<p>NA</p>
<p>A8 Within Areas 1, 2, & 3, landscaping of lots adjacent to Evandale Main Road must incorporate mounding into the landscaping and shall conform to a comprehensive landscape plan approved by Council</p>	<p>P8 Landscaping provides effective screening of buildings and works from Evandale Main Road.</p>
<p>Comment: Does not comply – mounding is not incorporated into the landscaping.</p>	<p>Comment: The landscape plan adjacent to Evandale Main Road consists of two rows of shrubs with a mature height of 3m and one row of shrubs with a mature height of 2m. Given that the majority of the site is ground level carparking, and the maximum height of the building on site is 5.5m, it is considered that the proposed landscaping will provide effective screening of buildings and works from Evandale Main Road.</p>

F1.4.9 Outdoor Storage Areas

<p><i>Objective:</i></p> <p><i>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p><i>A1 Storage areas must be at the rear of buildings and/or where they are not visible from any public road. Where site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas</i></p>	<p><i>P1 Where outside storage areas require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting</i></p>
<p>Comment: NA. Does not incorporate storage areas.</p>	<p>Not applicable.</p>

F1.4.10 Fencing

<p><i>Objective:</i></p> <p><i>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p><i>A1 Security fencing must be located behind the front boundary landscaped area; or</i></p> <p><i>A2 Security fencing, including posts and gates, must be of dark colours.</i></p>	<p><i>P1 No performance criteria</i></p>
<p>Comment: Complies. Security fencing behind landscaping along Evandale Road. Security fencing of dark coloured posts and mesh on boundary of Hudson Fysh Drive.</p>	<p>Not applicable.</p>

F1.4.11 Parking and Internal Circulation

<p><i>Objective:</i></p> <p><i>To provide adequate on-site parking, loading/unloading areas and traffic circulation space for the expected demand generated by development.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<i>A1 Access and parking must be in accordance with the Car parking and Sustainable Transport Code.</i>	<i>P1 Within Area 5, the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.</i>
Comment: See code assessment below.	Not applicable.
<i>A2 Vehicles must be able to enter and exit the site in a forward direction.</i>	<i>P2 No performance criteria</i>
Comment: Complies.	Not applicable.
<i>A3 Access drives must have a minimum width of 3.6 metres for one-way traffic and 7 metres for two-way traffic.</i>	<i>P3 No performance criteria</i>
Comment: Complies. Driveway is 10.2m wide and caters for two-way traffic.	Not applicable.
<i>A4 Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.</i>	<p><i>P4 Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</i></p> <p><i>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</i></p>

	<p>b) <i>how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</i></p> <p>c) <i>whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</i></p> <p>d) <i>overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</i></p>
Comment: Complies.	Not applicable.
<p>A5 <i>Outside storage areas must be sealed and drained; or</i></p> <p>A6 <i>Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.</i></p>	P5 <i>No performance criteria</i>
NA	Not applicable.

F1.4.12 External Lighting

<i>Objective:</i>	
<i>To ensure that external lighting does not impact on the operational safety of the Launceston Airport.</i>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
A1 <i>External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.</i>	P1 <i>No performance criteria</i>
Comment: Condition required.	Not applicable.

F1.4.13 Environmental Quality

<i>Objective:</i>

<i>(a) To ensure that development does not result in environmental harm to the local area</i>	
<i>(b) To ensure that development does not impact on the operational safety of the Launceston Airport.</i>	
<i>Acceptable solution</i>	<i>Performance Criteria</i>
<i>A1 Emissions must not cause a hazard to the safe operation of Launceston Airport.</i>	<i>P1 No performance criteria</i>
Comment: Complies.	Not applicable.
<i>A2 Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.</i>	<i>P2 No performance criteria</i>
Comment: Complies	Not applicable.

F1.4.14 Heritage

<i>Objective:</i>	
<i>To recognise and protect the cultural heritage significance of the Clairville historic site and to ensure future development is sympathetic to the identified values.</i>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<i>A1 Developments within 100 metres of the historic Clairville property contained on certificate of title 108432/1, must be sympathetic to the cultural significance of the site and Council may require additional landscaping, mounding or other measures to ameliorate potential impacts.</i>	<i>P1 No performance criteria</i>
Not applicable	Not applicable.

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	See code assessment below.
E.5.0	FLOOD PRONE AREAS CODE	N/A
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below.

E7.0	SCENIC MANAGEMENT CODE	N/A
E8.0	BIODIVERSITY CODE	N/A
E9.0	WATER QUALITY CODE	N/A
E10.0	RECREATION AND OPEN SPACE CODE	N/A
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/A
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	See code assessment below.
E13.0	LOCAL HISTORIC HERITAGE CODE	N/A
E14.0	COASTAL CODE	N/A
E15.0	SIGNS CODE	See code assessment below.

E4 Road and Railway Assets Code

E4.6.1 Use and road or rail infrastructure

<p><i>Objective</i></p> <p><i>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.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>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></p>	<p>P1 <i>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.</i></p>
Na	Na
<p>A2 <i>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></p>	<p>P2 <i>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.</i></p>
<p>Does not comply. The TIA estimates 33 entry and 33 exit movements per day.</p>	<p>The traffic impact assessment demonstrates that the vehicle movements are essentially a redistribution of movements currently to and from the airport. As such the local road network is capable of accommodating them. The proposed access location provides sufficient sight distances.</p>

<p>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%.</p>	<p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> 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.
<p>Na</p>	<p>Na</p>

E4.7 Development Standards

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

<p>Objective</p> <p>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:</p> <ul style="list-style-type: none"> 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.

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</p> <p>b) building envelopes on new lots; and</p> <p>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</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>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>Complies.</p>	<p>Na</p>

E4.7.2 Management of Road Accesses and Junctions

<p>Objective</p> <p>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,</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</p>

<p>or two accesses providing separate entry and exit.</p>	<p>maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
<p>Complies.</p>	<p>NA</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> <ul style="list-style-type: none"> 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>Complies.</p>	<p>Na</p>

E4.7.3 Management of Rail Level Crossings

<p>Objective</p> <p>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>

Acceptable Solutions	Performance Criteria
<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>
Na	Na

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

<p>Objective</p> <p>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.</p>	
Acceptable Solutions	Performance Criteria
<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 <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, 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>The TIA finds that the sight distance exceeds the requirement.</p>	<p>Na</p>

Carparking and Sustainable Transport Code

E6.6.1 Car Parking Numbers

<p><i>Objective</i></p> <p>To ensure that an appropriate level of car parking is provided to service use.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The number of car parking spaces must not be less than the requirements of Table E6.1</p>	<p>P1 The number of car parking spaces provided must have regard to:</p> <ul style="list-style-type: none"> a) the provisions of any relevant location specific car parking plan; and 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

	<p><i>proposal; and</i></p> <p><i>j) any heritage values of the site; and</i></p> <p><i>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</i></p> <p><i>i) the size of the dwelling and the number of bedrooms; and</i></p> <p><i>ii) the pattern of parking in the locality; and</i></p> <p><i>iii) any existing structure on the land.</i></p>
No requirement set for vehicle parking.	Comment: Complies. The application proposes 367 parking spaces, including 20 undercover spaces and 4 disabled spaces.

E6.6.2 Bicycle Parking Numbers

<p><i>Objective</i></p> <p><i>To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</i></p>	
Acceptable Solutions	Performance Criteria
<p><i>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</i></p> <p><i>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</i></p>	<p><i>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</i></p> <p><i>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</i></p> <p><i>b) location of the site and the distance a cyclist would need to travel to reach the site; and</i></p> <p><i>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</i></p>
No requirement set for vehicle parking.	Comment: Complies. The proposal is for a carpark. It does not propose or require bicycle parking.

E6.6.3 Taxi Drop-off and Pickup

<p><i>Objective</i></p> <p><i>To ensure that taxis can adequately access developments.</i></p>	
Acceptable Solutions	Performance Criteria
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.
No requirement set by by Table E6.1. No taxi spaces required.	NA

E6.6.4 Motorbike Parking Provisions

<p><i>Objective</i></p> <p><i>To ensure that motorbikes are adequately provided for in parking considerations.</i></p>	
Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.
No requirement set by Table E6.1. No motorcycle spaces required.	NA

E6.7 Development Standards**E6.7.1 Construction of Car Parking Spaces and Access Strips**

<p><i>Objective</i></p> <p><i>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i></p>	
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</p> <p>b) except for a single dwelling, provided with an impervious all weather seal; and</p> <p>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>Condition required.</p>	<p>NA</p>

E6.7.2 Design and Layout of Car Parking

<p><i>Objective</i></p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<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</p> <p>b) views into the site from the road and adjoining public spaces; and</p> <p>c) the ability to access the site and the rear of buildings; and</p> <p>d) the layout of car parking in the vicinity; and</p> <p>e) the level of landscaping proposed for the car parking.</p>

Does not comply.	<p>Comment:</p> <ul style="list-style-type: none"> a) the layout of the site provides for landscaping along both street frontages. b) there will be views into the site from the adjoining roads, providing for passive surveillance for security purposes, yet the views will be softened by landscaping. c) the proposed use as a carpark requires access throughout the site. d) there are a number of hire car sites in the area with vehicles parked forward of the building line. e) 8.5m deep landscaping is proposed along the Evandale Road frontage and 3m deep landscaping is proposed along the Hudson Fysh Drive boundary. <p>It is considered that the proposal satisfies the performance criteria.</p>
<p><i>A2.1 Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> a) <i>have a gradient of 10% or less; and</i> b) <i>where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i> c) <i>have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</i> <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><i>P2 Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> a) <i>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</i> b) <i>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.</i>
Complies.	NA

E6.7.3 Car Parking Access, Safety and Security

<i>Objective</i>	
<i>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>
Complies.	NA

E6.7.4 Parking for Persons with a Disability

<i>Objective</i>	
<i>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>No performance criteria.</i>
Does not comply. Condition required.	NA
A2 <i>One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</i>	P2 <i>No performance criteria.</i>
Comment: There are 367 parking spaces. This requires 19 disabled parking spaces. 4 are	NA

<p>proposed. Amendment required highlighted as below in accordance with the Building Code.</p>	
<p>A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</p>	<p>P2 No performance criteria, except that on 2 Hudson Fysh Drive (CT 146537/2), where used and developed for vehicle parking, one of every 100 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</p>
<p>Does not comply.</p>	<p>Complies. 367 spaces provided, requiring 4 disabled spaces. 4 disabled spaces provided.</p>

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

<p><i>Objective</i></p> <p>To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>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.</p>	<p>P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.</p>
<p>NA</p>	<p>NA</p>

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

Objective	
To ensure that parking and storage facilities for bicycles are safe, secure and convenient.	
Acceptable Solutions	Performance Criteria
<p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <ul style="list-style-type: none"> a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i>; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	<p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>
<p>Comment: Bicycle parking spaces not required or provided.</p>	<p>NA</p>

<p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <ul style="list-style-type: none"> i) 1.7m in length; and ii) 1.2m in height; and iii) 0.7m in width at the handlebars; and <p>b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</p>	<p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p>
<p>Comment: Bicycle parking not required or provided.</p>	<p>Comment</p>

E6.8.5 Pedestrian Walkways

<p>Objective</p> <p>To ensure pedestrian safety is considered in development</p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
<p>Comment</p>	<p>Comment</p>

Table E6.1: Parking Space Requirements

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)
21 and over	5.5m	Not applicable
Comment: Complies. Access widths 6.4m.		

2. If entry to the car space is from a road then the width of the access strips may include the road

Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].
Comment: Complies. 1m wide footpaths provided.	

E12 Airport Impacts Management Code

E12.5.1 Noise Impacts

<i>Objective</i> <i>To ensure that noise impacts on use within the ANEF contours from aircraft and airports are appropriately managed.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>No acceptable solution.</i>	P1 <i>All new buildings must comply with the Australian Standard 2021-2000Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.</i>

<i>Objective</i>	
<i>To ensure that noise impacts on use within the ANEF contours from aircraft and airports are appropriately managed.</i>	
Acceptable Solutions	Performance Criteria
No acceptable solution.	Comment: The site is within the 20-25 contour. The Standard requires for an office use less than the 25 ANEF, that the noise level be 70dBA or less – condition required.
A2 <i>Sensitive use (whether ancillary to other use or development or not) must not occur within the 25 ANEF contour.</i>	P2 <i>No performance criteria.</i>
Na – not a sensitive use.	NA

Signs code:

Pole Sign	
Acceptable Solutions	Performance Criteria
A35 No acceptable solution	<p>P35 A pole sign located in the:</p> <ul style="list-style-type: none"> • General Business Zone; or • <u>General Industrial Zone</u>; or • Local Business Zone; or • Light Industrial Zone; or • Rural Resource Zone; or • Village Zone <p>must demonstrate that:</p> <ol style="list-style-type: none"> a) the sign is integral to the particular use of the site; and b) no other form of permitted signage will meet the needs of the proprietor; and c) the sign does not unreasonably dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and d) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.
-	The sign is to advertise 'car parking' and is

	<p>therefore integral to the use of the site as a car park.</p> <p>Permitted forms of signage are:</p> <p>Above awning sign; awning fascia sign; below awning sign; building fascia sign; horizontal and vertical projecting wall signs; blade sign. None of these meet the apparent need of the proprietor to provide the greatest amount of advertising for the car park possible.</p> <p>Signs of similar colours or forms are found at the service station and car rental yards in the area.</p> <p>The purpose of the General Industrial zone is:</p> <p>25.1.1.1 <i>To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.</i></p> <p>25.1.1.2 <i>To focus industrial use and development into appropriate areas suitable for its needs.</i></p> <p>25.1.1.3 <i>To provide for 'non-industrial' uses that either support, supply or facilitate industrial development.</i></p> <p>As such, a pole sign advertising a car park conflicts with the purpose of the zone.</p>
<p>A36 A pole sign must:</p> <ul style="list-style-type: none"> a) be in proportion to the viewable portion of the open space and building to which it is associated; and b) have a maximum height of 5m. c) have a minimum clearance of 2.7m above the ground; and d) have a maximum area of 6m² with respect to each face; and e) have maximum face dimensions of 2.5m horizontally and 3 vertically; and f) not have any part projecting beyond the boundaries of the site; g) not be rotating or moving. 	<p>P36 If greater than 5m in height or a face greater than 3m in height, it must be demonstrated that the sign will:</p> <ul style="list-style-type: none"> a) be sympathetic to the architectural character and detailing of the building; and b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and c) not result in loss of amenity to neighbouring properties; and d) not involve the unnecessary repetition of messages or information on the same street frontage; and e) not contribute to or exacerbate visual clutter; and f) not distract motorists as a result of size illumination or movement; and g) under no circumstances exceed 7m

	in height.
Complies, except for having a maximum height 5.4m.	The additional 0.4m in height is considered to be satisfactory in terms of these matters.
A37 A pole sign must be limited to one per site.	<p>P37 For more than one sign per site it must be demonstrated that:</p> <ul style="list-style-type: none"> a) more than one sign is justified by the size of the site or its location on a corner; and b) they will be sympathetic to the architectural character and detailing of the building; and c) they will be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and d) they will not result in loss of amenity to neighbouring properties; and e) they will not involve the unnecessary repetition of messages or information on the same street frontage; and f) they will not contribute to or exacerbate visual clutter; and g) not distract motorists as a result of size illumination or movement.
Complies.	NA

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	See above.
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 Subdivision	N/A

STATE POLICIES	
The proposal is consistent with all State Policies.	

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

The proposal complies with the Strategic Plan 2007-2017