PLAN 3

PLANNING APPLICATION P17-166

MIDLAND HIGHWAY, ILLAWARRA ROAD & ADJOINING PROPERTIES, PERTH

ATTACHMENTS

A Application & plans, correspondence with applicant

B Responses from referral agencies

C Representations & applicant's response

Our ref: Various; P17-166; Department of State Growth (DSG)
Enquiries: Erin Boer

7th July 2017

NORTHERN MIDLANDS COUNCIL

Department of State Growth (DSG)
via email: kathryn.fry@stategrowth.tas.gov.au

Dear Ms Fry

Additional Information Required for Planning Application P17-166 - Perth link roads at Midland Hwy & Illawarra Rd, Perth

I refer to the abovementioned application, which has been further reviewed by Council's Planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- **Revised application form**
  A revised application form which details the specific property owners of the subject site is required (an attached list as per the submission report is sufficient). ✓10/7

- **Landslip**
  A revised plan (sheet 0037) is required to detail the proximity of the development to land within the Landslip Hazard area. If the development is within the area marked land slip hazard or potentially subject to landslip hazard, a Landslip Risk Management Assessment will be required (as per clause E3.6.1 of the Planning Scheme). ✓10/7

- **Batter on properties in Minerva Drive**
  Currently the proposal plans show batter affecting properties within Minerva Drive, Perth, which are not listed as owners of the subject site/affected by acquisition. Please provide a revised plan showing the batter line outside these properties or updated owner details. ✓10/7

- **Copy of original Flora/Fauna Report**
  Please provide a copy of the original report, which is to be read in conjunction with the ECOtas Addendum. It is referenced as: ECOtas (2015). *Assessment of Potential Impact on Ecological Values of Proposed Perth to Breadalbane Bypass and Associated Connectors, Tasmania*. Report by Environmental Consulting Options Tasmania (ECOtas) for the Department of State Growth, 31 January 2015. ✓10/7

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to Planning@nmc.tas.gov.au and referenced with the planning application number P17-166. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail Planning@nmc.tas.gov.au.

Yours sincerely

Erin Boer
PLANNER

PLANNING APPLICATION
Proposal

Description of proposal: ~~Perth~~

* Midland Highway – Perth Link Roads
* Development of dual carriageway around Perth
Southern Link: connects Midland Hwy to Illawarra Main Rd
Western Link: connects Illawarra MR to
midland Highway in north

(attach additional sheets if necessary)

Site address: Midland Highway + Illawarra MR
+ various Private properties

CT no: See attached report

Estimated cost of project $ 61,000,000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes / ~~No~~
If yes – main building is used as .....

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

(attach additional sheets if necessary)

Is any signage required? road signs (exempt)
(if yes, provide details)

Department of State Growth
STATE ROADS DIVISION

Enquiries Kathryn Fry
Ph 6166 3382 Fax
Email Kathryn.Fry@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref Our Ref

Tasmania

Mr Des Jennings
General Manager
Northern Midlands Council
13 Smith Street
Longford TAS 7301

Dear Mr Jennings

MIDLAND HIGHWAY & ILLAWARRA MAIN ROAD – PERTH LINK ROADS

DEVELOPMENT APPLICATION

CONSENT TO THE MAKING OF A DEVELOPMENT APPLICATION PURSUANT TO SECTION 52(1B) OF THE *LAND USE PLANNING AND APPROVALS ACT 1993*

Pursuant to Section 52(1B) of the *Land Use Planning and Approvals Act 1993* (the Act), I hereby give permission to the making of the above development application affecting land that forms part of the road reservation of the Midland Highway and Illawarra Main Road at Perth that is held under authority or ownership of the Department of State Growth.

I am authorised to provide such consent under delegation of the Minister for Infrastructure under Section 52(1F) of the Act.

Yours sincerely

Shane Gregory
GENERAL MANAGER STATE ROADS
9 May 2017

1-149

FLORA:

- STATE LISTED THREATENED FLORA CAESIA CALLIANTHA
- STATE LISTED THREATENED FLORA HALORAGIS HETEROPHYLLA
- POTENTIAL HABITAT TREES
- POTENTIAL HABITAT TREES WITHIN CONSTRUCTION ZONE – TO BE REMOVED
- MAJOR TREE

FAUNA:

- POTENTIAL GREEN & GOLD FROG (WATERBODY) TO BE PROTECTED UNLESS NOTED OTHERWISE

HERITAGE:

- HERITAGE SITE

OTHER FEATURES:

- REDUNDANT ROAD
- SPRAY SEAL
- ASPHALT
- UNSEALED (GRAVEL) ACCESS
- BH1 GEOTECHNICAL BORE HOLE
- TP1 GEOTECHNICAL TEST PIT

DRAINAGE:

- DNxxx R.C.P. SW — NEW STORMWATER PIPE AND SIZE
- NEW SURFACE DRAIN

FENCES:

- EXISTING PROPERTY BOUNDARY
- NEW PROPERTY BOUNDARY
- EXISTING FENCE
- NEW FENCE
- EXISTING WIRE ROPE SAFETY BARRIER
- EXISTING STEEL BEAM SAFETY BARRIER
- NEW WIRE ROPE SAFETY BARRIER
- NEW STEEL BEAM SAFETY BARRIER

UTILITIES:

- T — EXISTING TELSTRA
- T(FO) — EXISTING TELSTRA FIBRE OPTIC
- TC — NEW TELSTRA (INDICATIVE ROUTE ONLY)
- xTx — EXISTING TELSTRA TO BE REMOVED
- NBN — EXISTING NBN
- NBN — NEW NBN (INDICATIVE ROUTE ONLY)
- E(OH) — EXISTING TASNETWORKS – OVERHEAD
- E(U) — EXISTING TASNETWORKS – UNDERGROUND
- E(OH) — NEW TASNETWORKS – OVERHEAD (BY OTHERS) (INDICATIVE ROUTE ONLY
- E(U) — NEW TASNETWORKS – UNDERGROUND (INDICATIVE ROUTE ONLY)
- xEx — EXISTING TASNETWORKS TO BE REMOVED (BY OTHERS)
- EXISTING STREETLIGHT
- EXISTING TASNETWORKS JUNCTION PIT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

GHD | Tasmanian Government

DESIGNED C.MONTY

REVIEWED

Department of State Growth

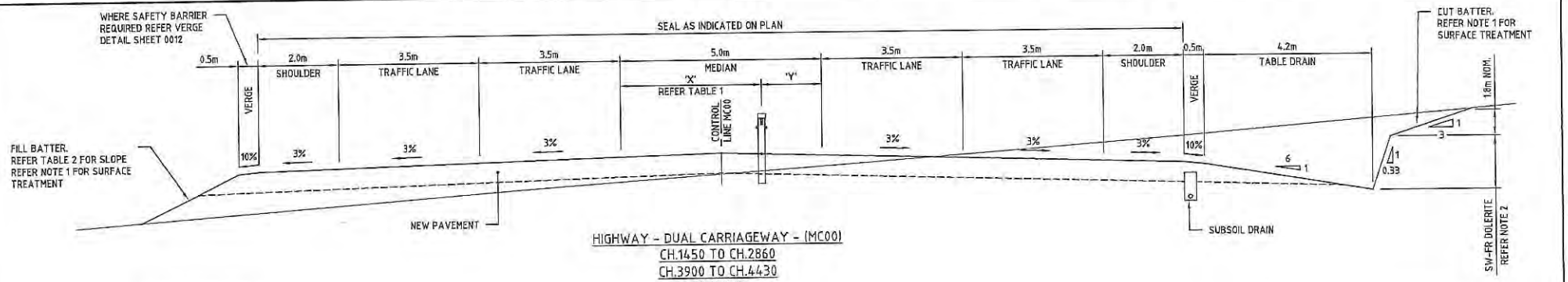
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

LEGEND

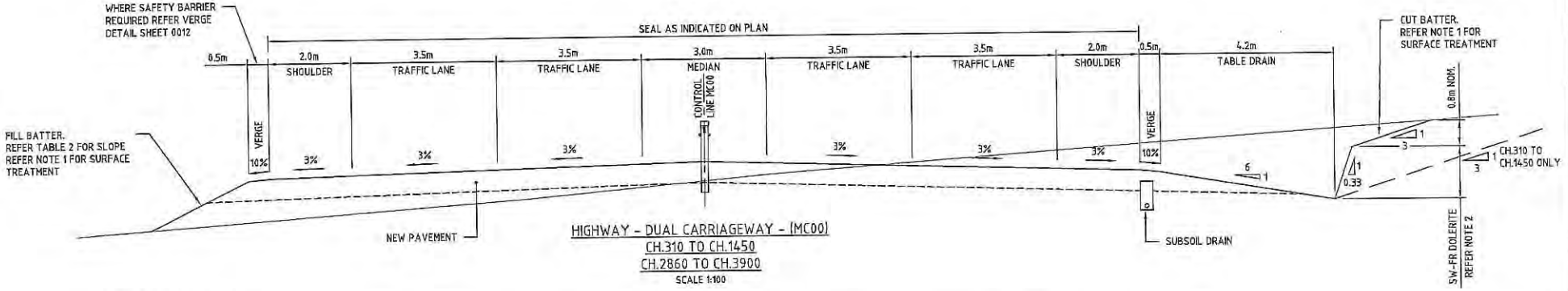
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C002.dwg	21-Jun-17, 12:38 PM	0002

REGISTRATION NUMBER
A0087.038

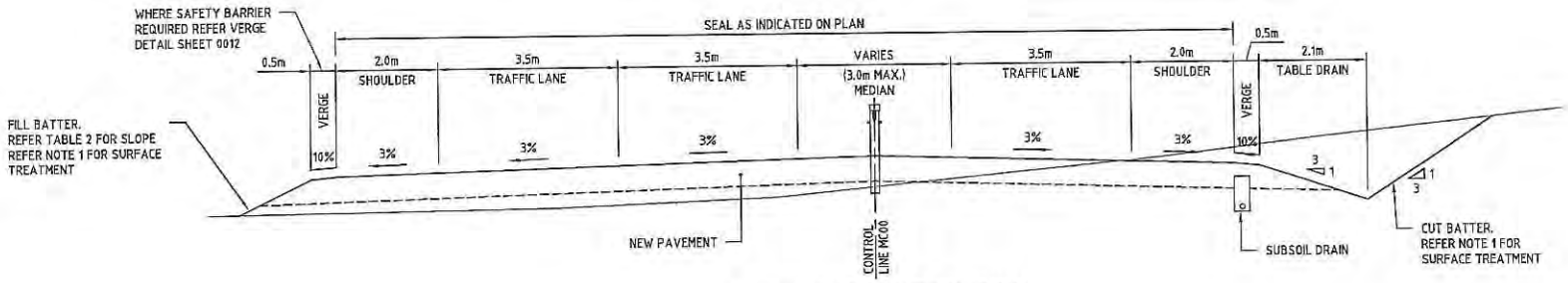
REVISION B



HIGHWAY - DUAL CARRIAGEWAY - (MC00)
CH.1450 TO CH.2860
CH.3900 TO CH.4430
SCALE 1:100



HIGHWAY - DUAL CARRIAGEWAY - (MC00)
CH.310 TO CH.1450
CH.2860 TO CH.3900
SCALE 1:100



HIGHWAY - 2+1 CARRIAGEWAY - (MC00)
CH.0 TO CH.310
SCALE 1:100

TABLE 2 - FILL BATTER		
SLOPE	HEIGHT	COMMENT
6:1	≤ 1.2m	
4:1	1.2m TO 2.5m	
2:1	≥ 2.5m	WITH SAFETY BARRIER

TABLE 1 MEDIAN BARRIER OFFSET		
CHAINAGE	'X'	'Y'
1560 TO 2760	3.5	1.5
4000 TO 4347	1.5	3.5

NOTES:

1. BATTER TREATMENT:
   FILL: 50mm THICK TOPSOIL AND HYDROMULCH
   CUT: HYDROMULCH
   (HYDROMULCH TO BE NATIVE SPECIES SEED MIX)
2. CONTRACTOR'S GEOTECHNICAL PRACTITIONER TO ASSESS THE CUT BATTER DURING CONSTRUCTION. ADDITIONAL REINFORCEMENT (SUCH AS ROCK ANCHORS) MAY BE REQUIRED IF THE JOINTING IS UNFAVOURABLE.

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SCALES
SCALE 1:100
Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
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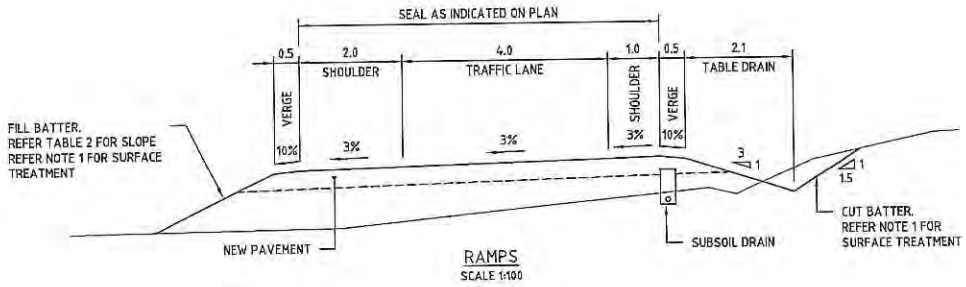
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
TYPICAL SECTIONS - SHEET 1

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18286-C010_C012.dwg	21-Jun-17, 12:38 PM	0010

REGISTRATION NUMBER
A0087.038

REVISION B

1-150



RAMPS
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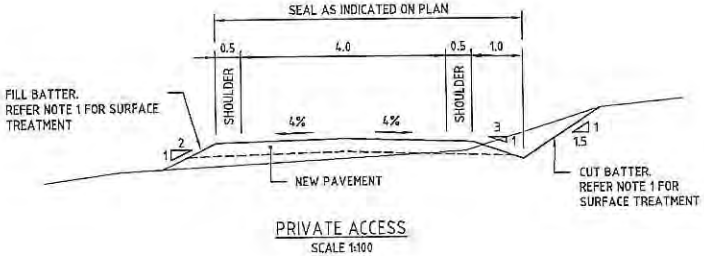
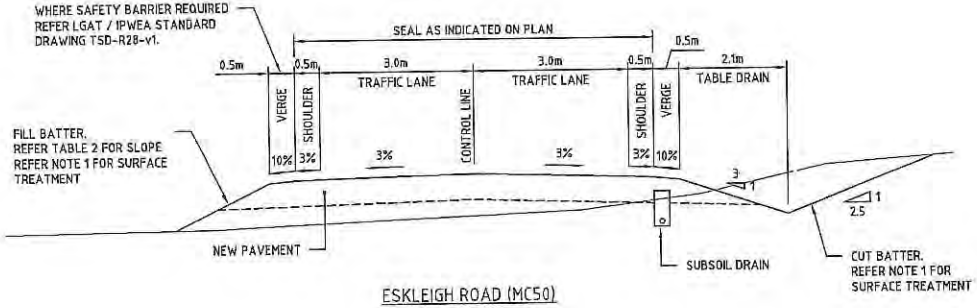
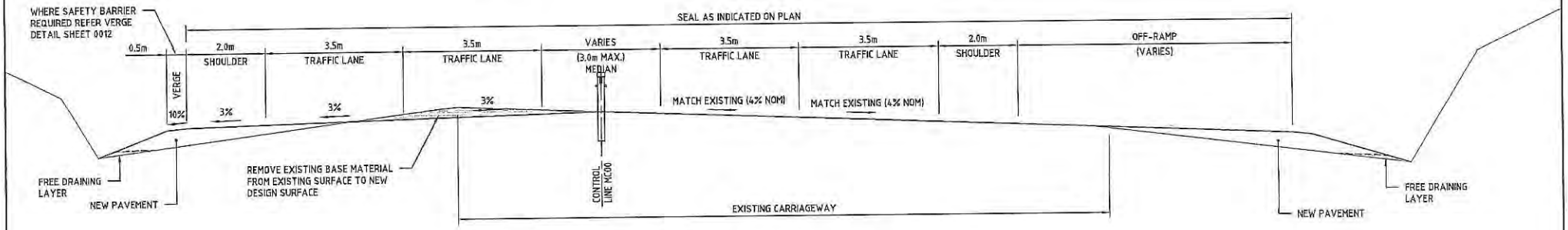


PRIVATE ACCESS
SCALE 1:100



ESKLEIGH ROAD (MC50)
SCALE 1:100



HIGHWAY - DUAL CARRIAGEWAY - (MC00)
CH.4430 TO CH.4550
SCALE 1:100

TABLE 2 - FILL BATTER		
SLOPE	HEIGHT	COMMENT
6:1	≤ 1.2m	
4:1	1.2m TO 2.5m	
2:1	≥ 2.5m	WITH SAFETY BARRIER

NOTES:

1. BATTER TREATMENT:
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B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 1 2 3 4 5
SCALE 1:100

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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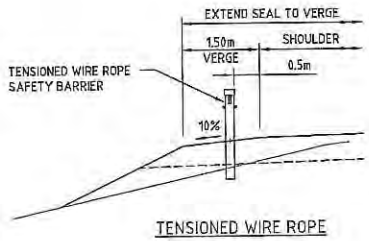
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

TYPICAL SECTIONS - SHEET 2

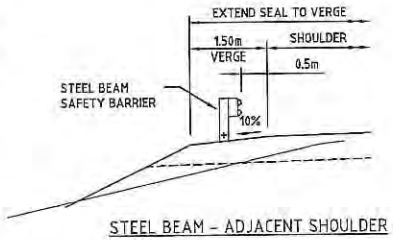
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18286-C010_C012.dwg	21-Jun-17, 12:38 PM	0011

REGISTRATION NUMBER
A0087.038

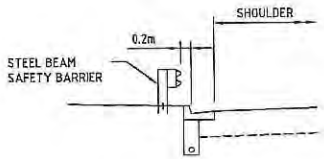
REVISION B



TENSIONED WIRE ROPE

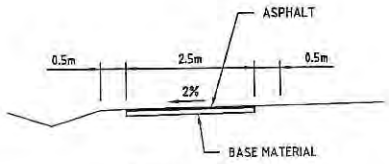


STEEL BEAM – ADJACENT SHOULDER

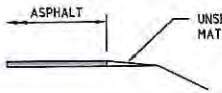


STEEL BEAM – ADJACENT KERB

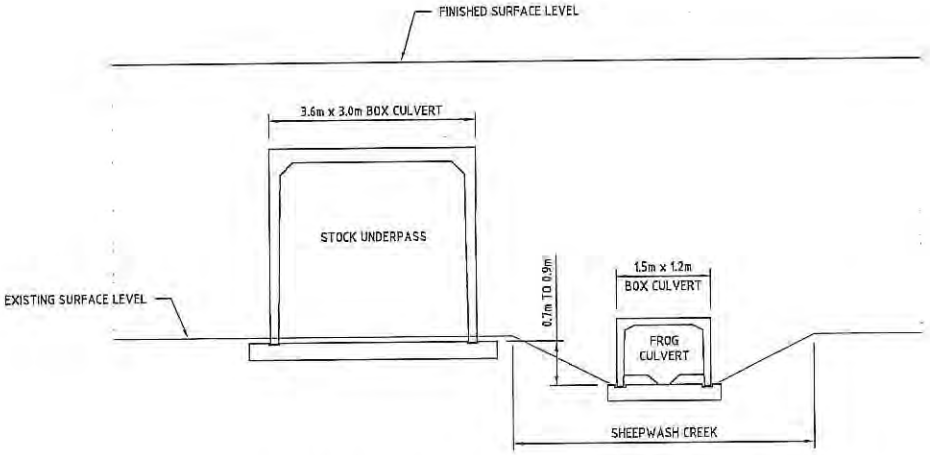
TYPICAL SAFETY BARRIER VERGE DETAILS
SCALE 1:100



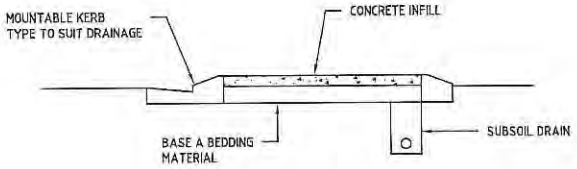
SHARED PATH
SCALE 1:100



TYPICAL VERGE DETAIL AT ASPHALT
SCALE 1:50



STOCK UNDERPASS & FROG CULVERT TYPICAL ARRANGEMENT
SCALE 1:100



TYPICAL TRAFFIC ISLAND & RAMP NOSE DETAIL
SCALE 1:50

NOTES:

1. BATTER TREATMENT:
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   CUT: HYDROMULCH
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2. CONTRACTOR'S GEOTECHNICAL PRACTITIONER TO ASSESS THE CUT BATTER DURING CONSTRUCTION. ADDITIONAL REINFORCEMENT (SUCH AS ROCK ANCHORS) MAY BE REQUIRED IF THE JOINTING IS UNFAVOURABLE.

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B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
SCALE 1:100
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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

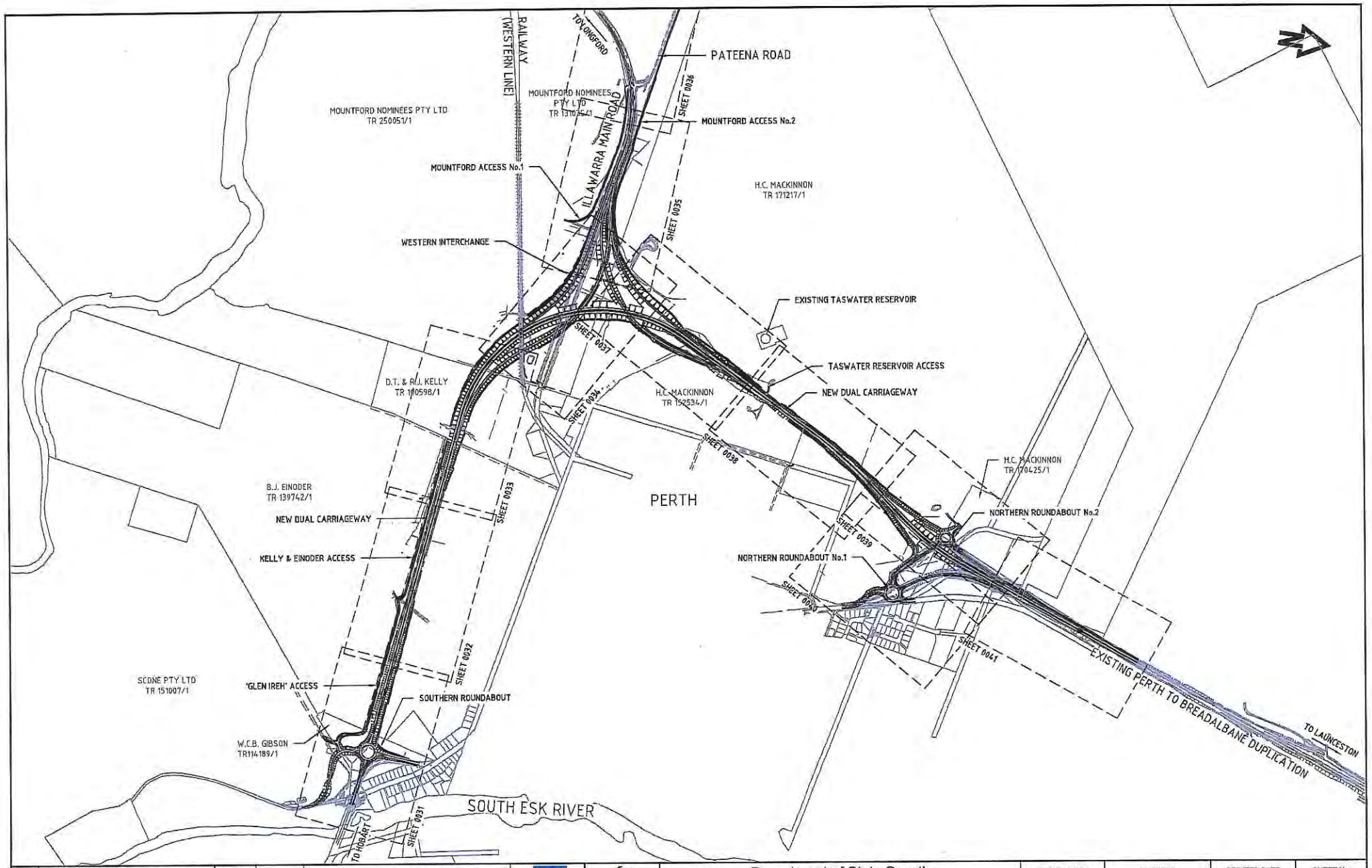
TYPICAL SECTIONS - SHEET 3

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C010_C012.dwg	21-Jun-17, 12:38 PM	0012

REGISTRATION NUMBER
A0087.038

REVISION B

1–153



No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES

0 150 300 450 600 750

SCALE 1:15000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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Department of State Growth

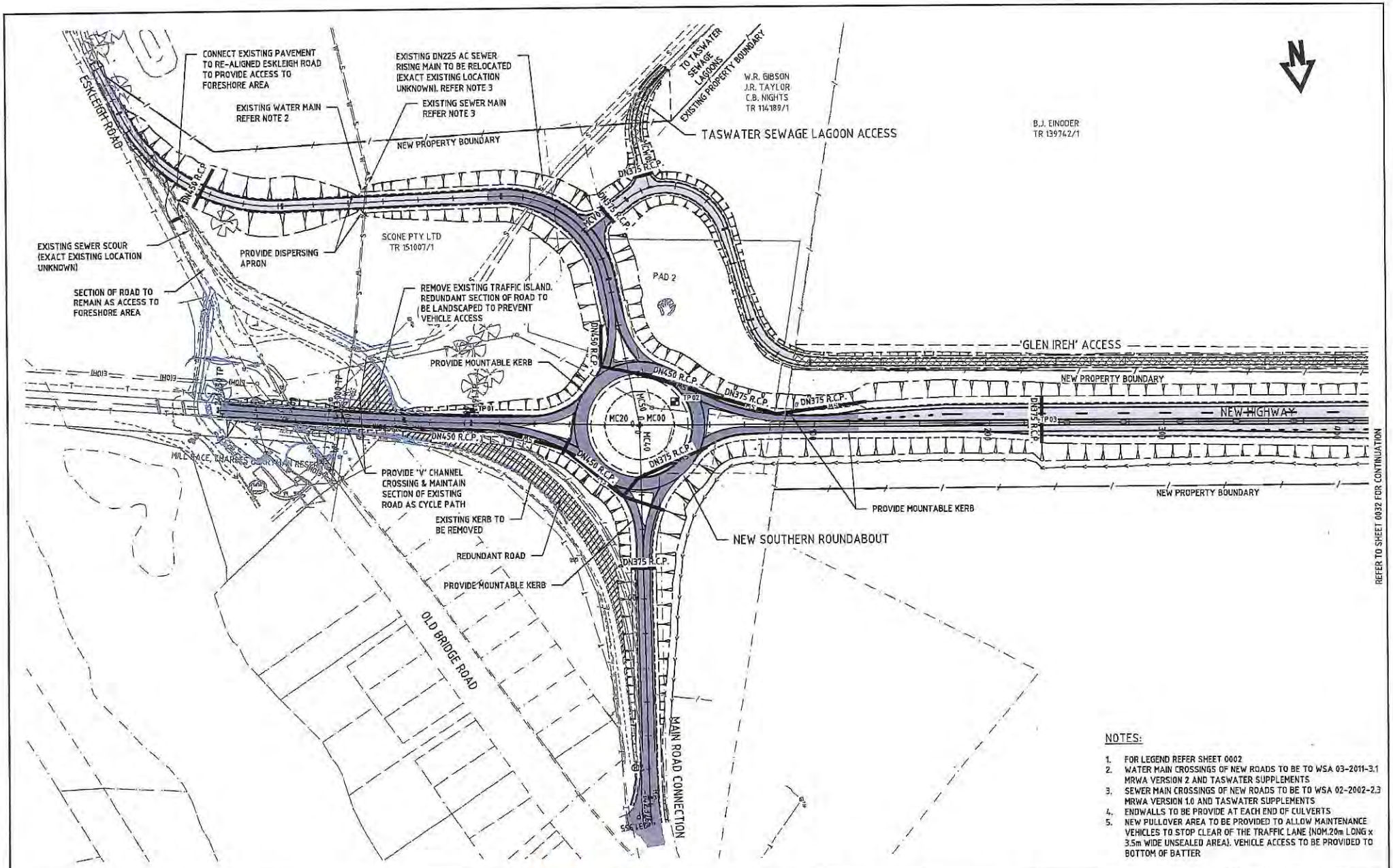
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

OVERALL PLAN

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C030.dwg	21-Jun-17, 12:38 PM	0030

REGISTRATION NUMBER
A0087.038

REVISION B



NOTES:

1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
4. ENDWALLS TO BE PROVIDE AT EACH END OF CULVERTS
5. NEW PULLOVER AREA TO BE PROVIDED TO ALLOW MAINTENANCE VEHICLES TO STOP CLEAR OF THE TRAFFIC LANE (NOM.20m LONG x 3.5m WIDE UNSEALED AREA). VEHICLE ACCESS TO BE PROVIDED TO BOTTOM OF BATTER

No.	Amendment Description	Initials	Date
C	NEW PROPERTY BOUNDARIES AMENDED	S.L.*	05.07.2017
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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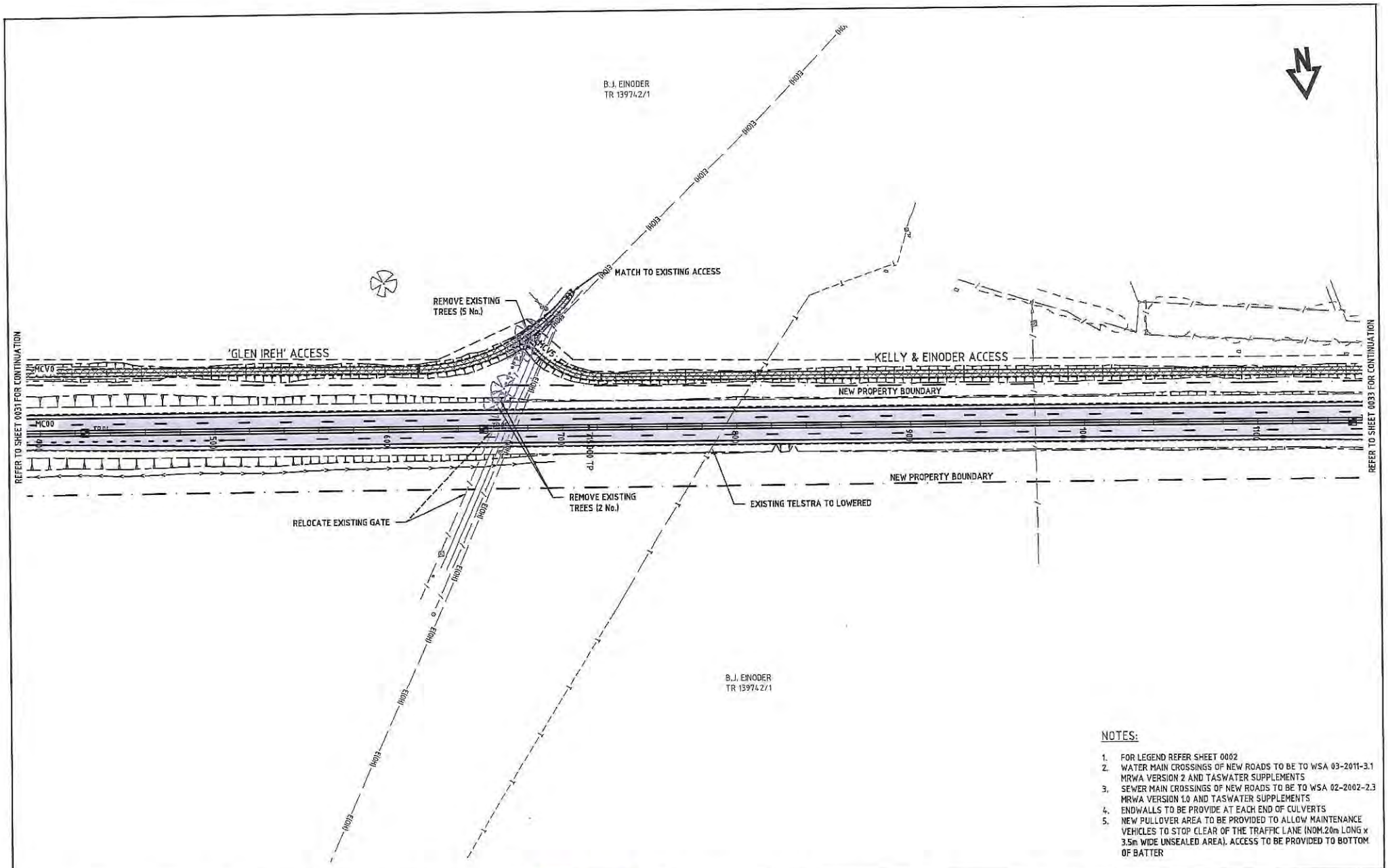
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
GENERAL ARRANGEMENT PLAN - SHEET 1

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	05-Jul-17, 11:40 AM	0031

REGISTRATION NUMBER
A0087.038

REVISION C



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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
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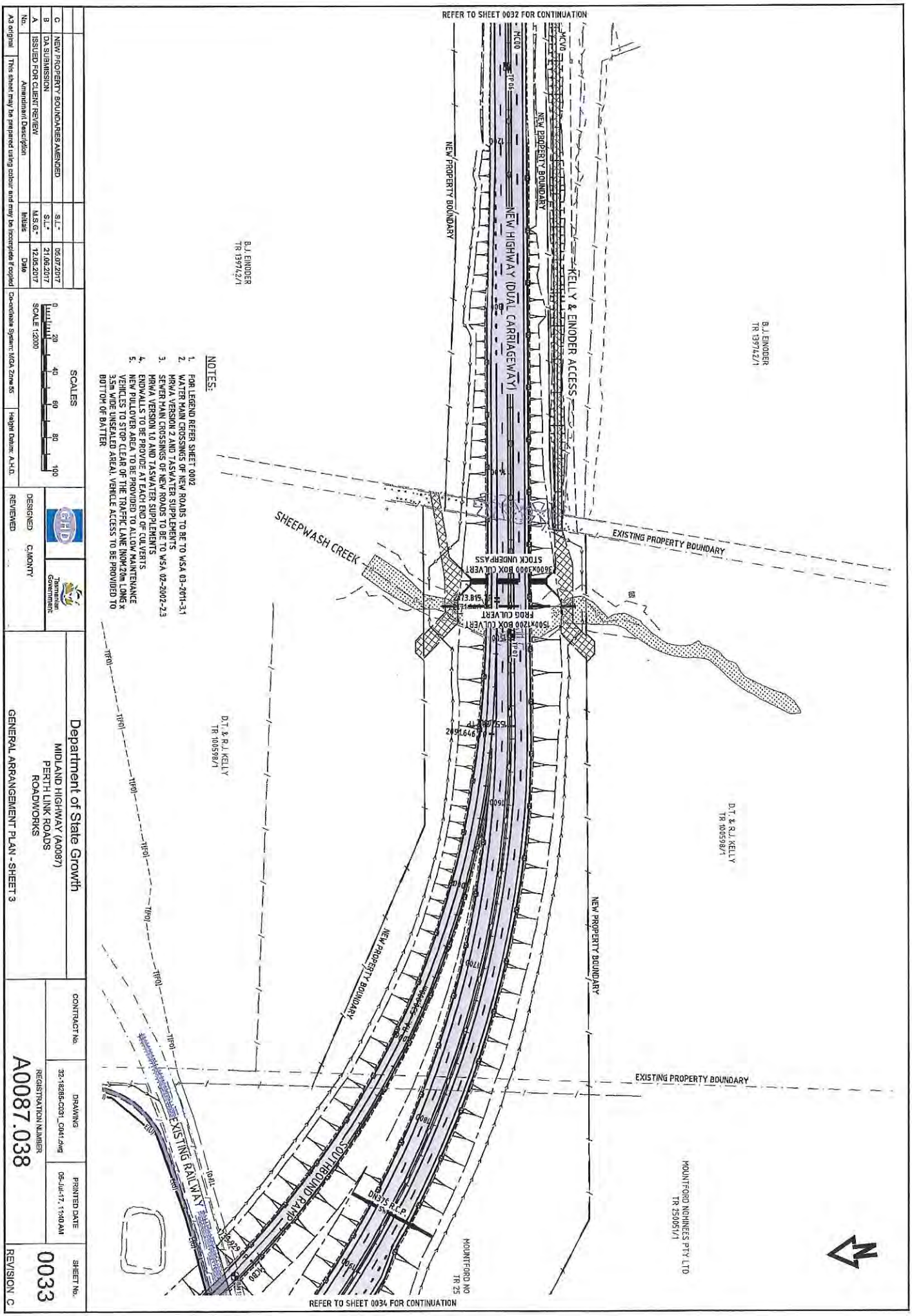
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
GENERAL ARRANGEMENT PLAN - SHEET 2

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	21-Jun-17, 12:38 PM	0032

REGISTRATION NUMBER
A0087.038

REVISION B



No.	Amendment Description	Initials	Date
C	NEW PROPERTY BOUNDARIES AMENDED	S.L.*	06.07.2017
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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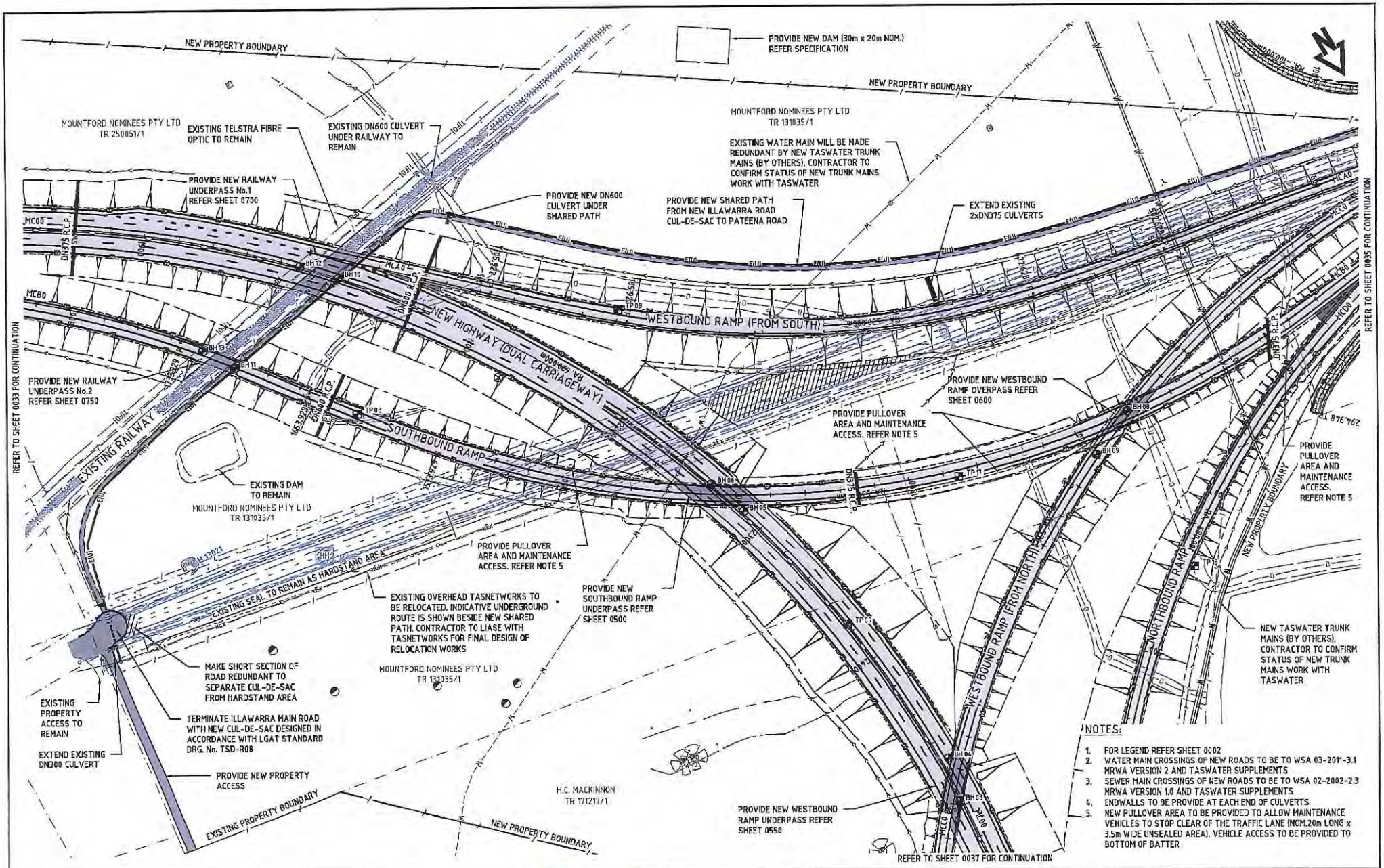
REVIEWED

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 3

CONTRACT No. A0087.038
DRAWING 32-18285-C031_C041.dwg
PRINTED DATE 05-Jul-17, 11:40 AM
SHEET No. 0033
REVISION C



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SCALES
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SCALE 1:2000

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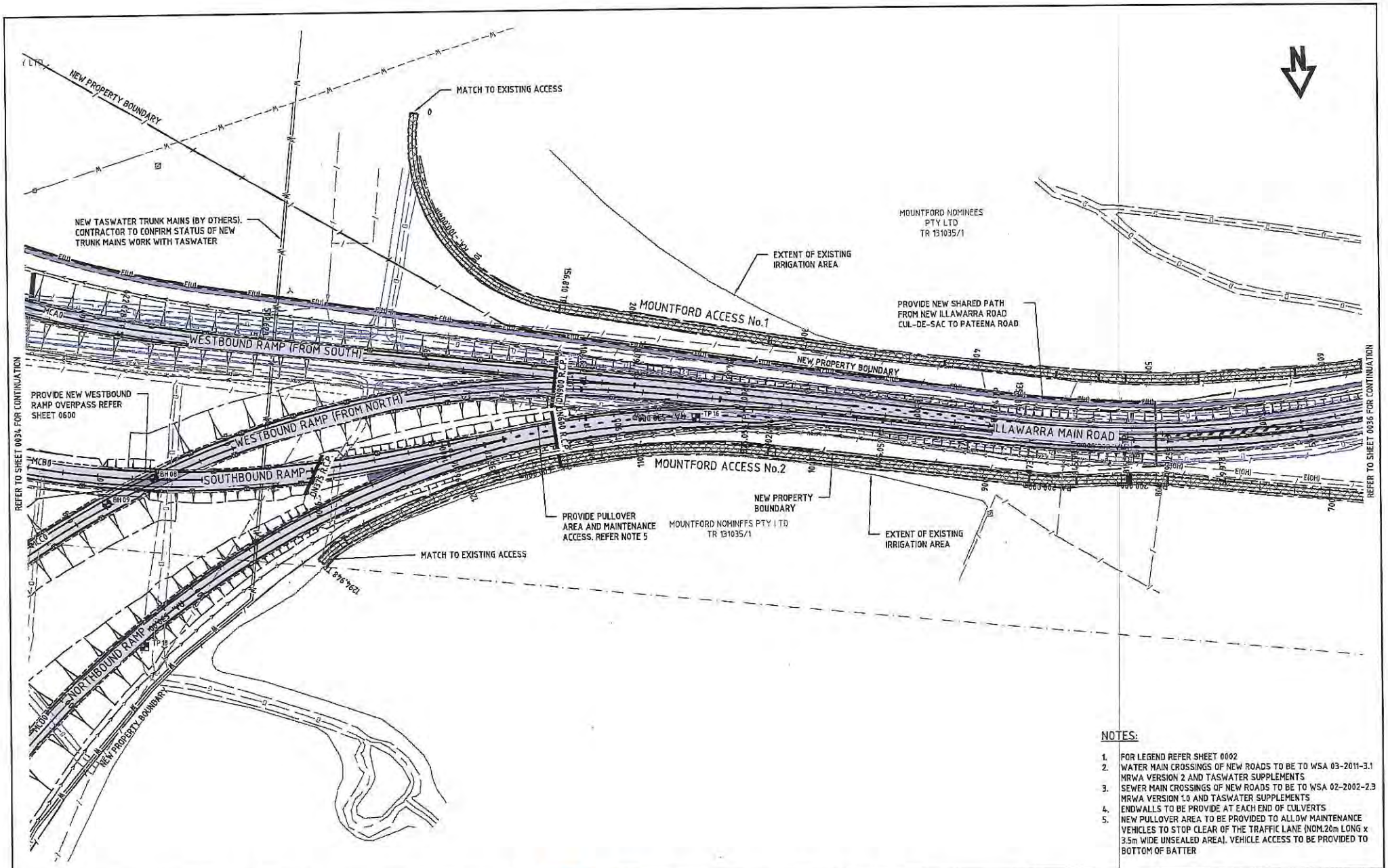
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
GENERAL ARRANGEMENT PLAN - SHEET 4

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	05-Jul-17, 11:41 AM	0034

REGISTRATION NUMBER
A0087.038

REVISION C



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1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
4. ENDWALLS TO BE PROVIDE AT EACH END OF CULVERTS
5. NEW PULLOVER AREA TO BE PROVIDED TO ALLOW MAINTENANCE VEHICLES TO STOP CLEAR OF THE TRAFFIC LANE (NOM.20m LONG x 3.5m WIDE UNSEALED AREA). VEHICLE ACCESS TO BE PROVIDED TO BOTTOM OF BATTER

No.	Amendment Description	Initials	Date
C	NEW PROPERTY BOUNDARIES AMENDED	S.L."	05.07.2017
B	DA SUBMISSION	S.L."	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G."	12.05.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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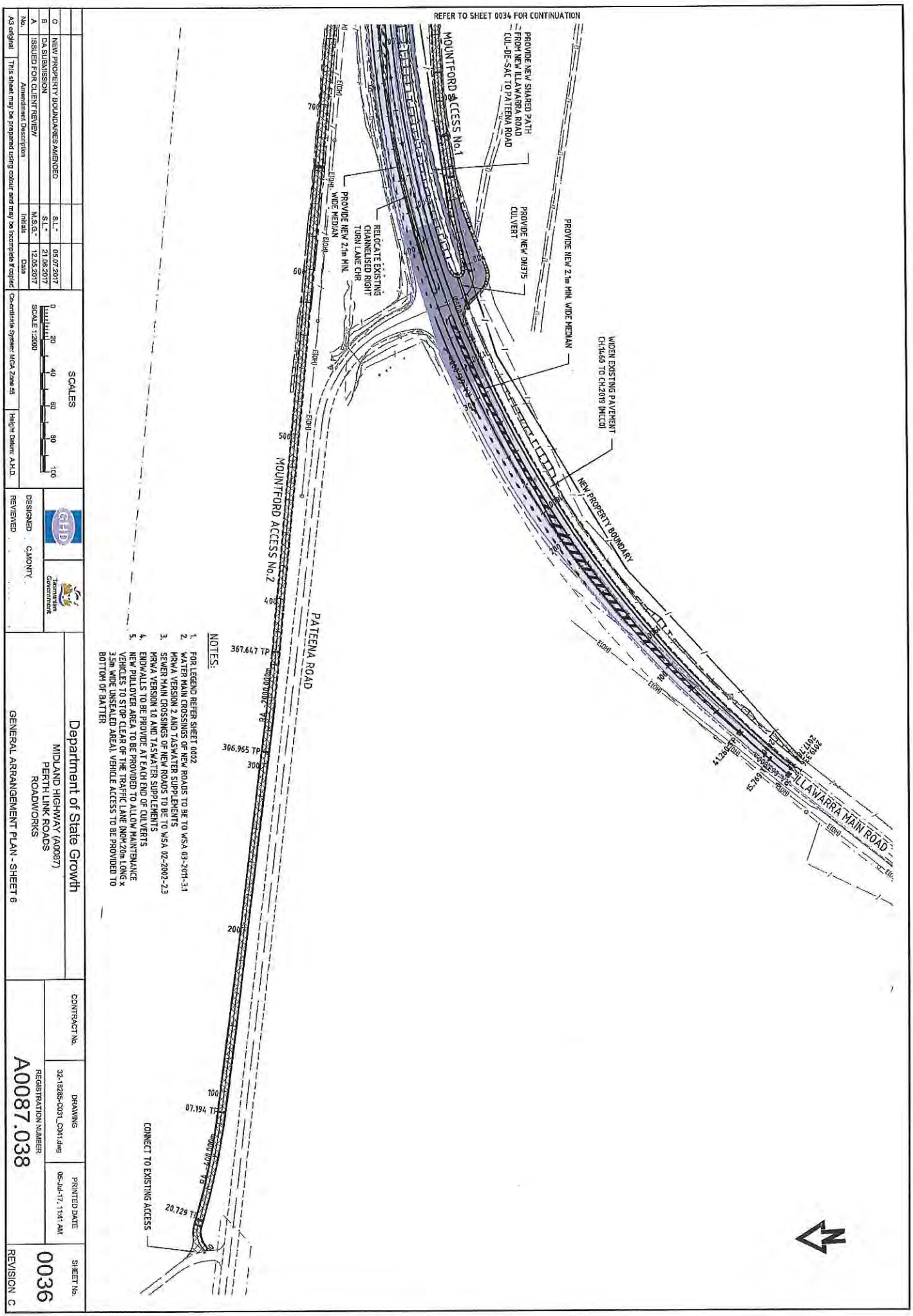
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 5

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	05-Jul-17, 11:41 AM	0035

REGISTRATION NUMBER
A0087.038

REVISION C



No.	Amendment Description	Initials	Date
C	NEW PROPERTY BOUNDARIES AMENDED	S.L.*	06.07.2017
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
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SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

Tasmanian Government

DESIGNED C.MONTY
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Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 6

CONTRACT No.

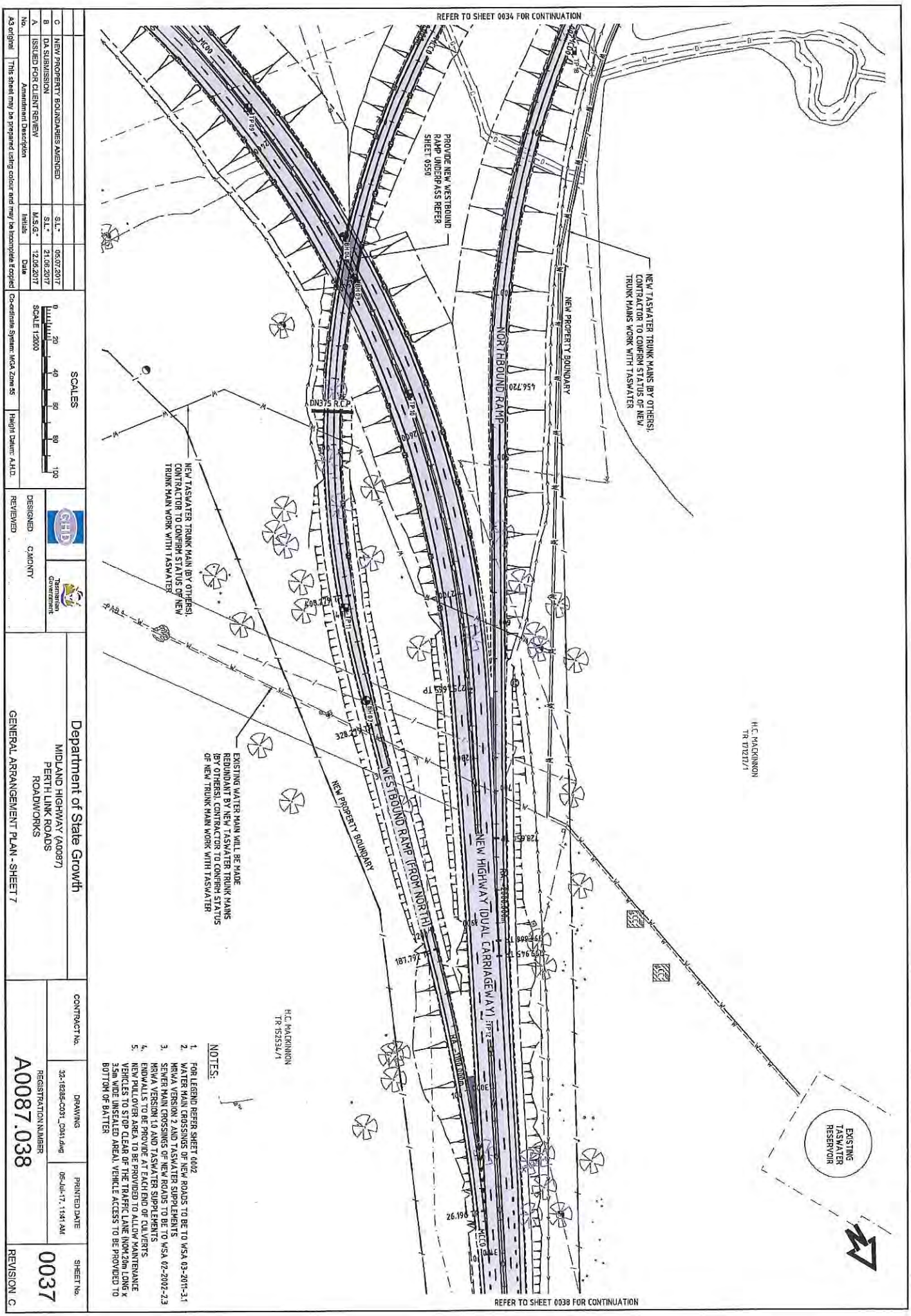
DRAWING 32-19285-C031_C041.dwg

PRINTED DATE 05-Jul-17, 11:41 AM

REGISTRATION NUMBER A0087.038

SHEET No. 0036

REVISION C



NOTES:

1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
4. ENDWALLS TO BE PROVIDE AT EACH END OF CULVERTS
5. NEW PULLOVER AREA TO BE PROVIDED TO ALLOW MAINTENANCE VEHICLES TO STOP CLEAR OF THE TRAFFIC LANE (NOM.20m LONG x 3.5m WIDE UNSEALED AREA). VEHICLE ACCESS TO BE PROVIDED TO BOTTOM OF BATTER

No.	Amendment Description	Initials	Date
C	NEW PROPERTY BOUNDARIES AMENDED	S.L*	05.07.2017
B	DA SUBMISSION	S.L*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G*	12.06.2017

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SCALES: 0 20 40 60 80 100 — SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED: C.MONTY

REVIEWED:

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 7

CONTRACT No.

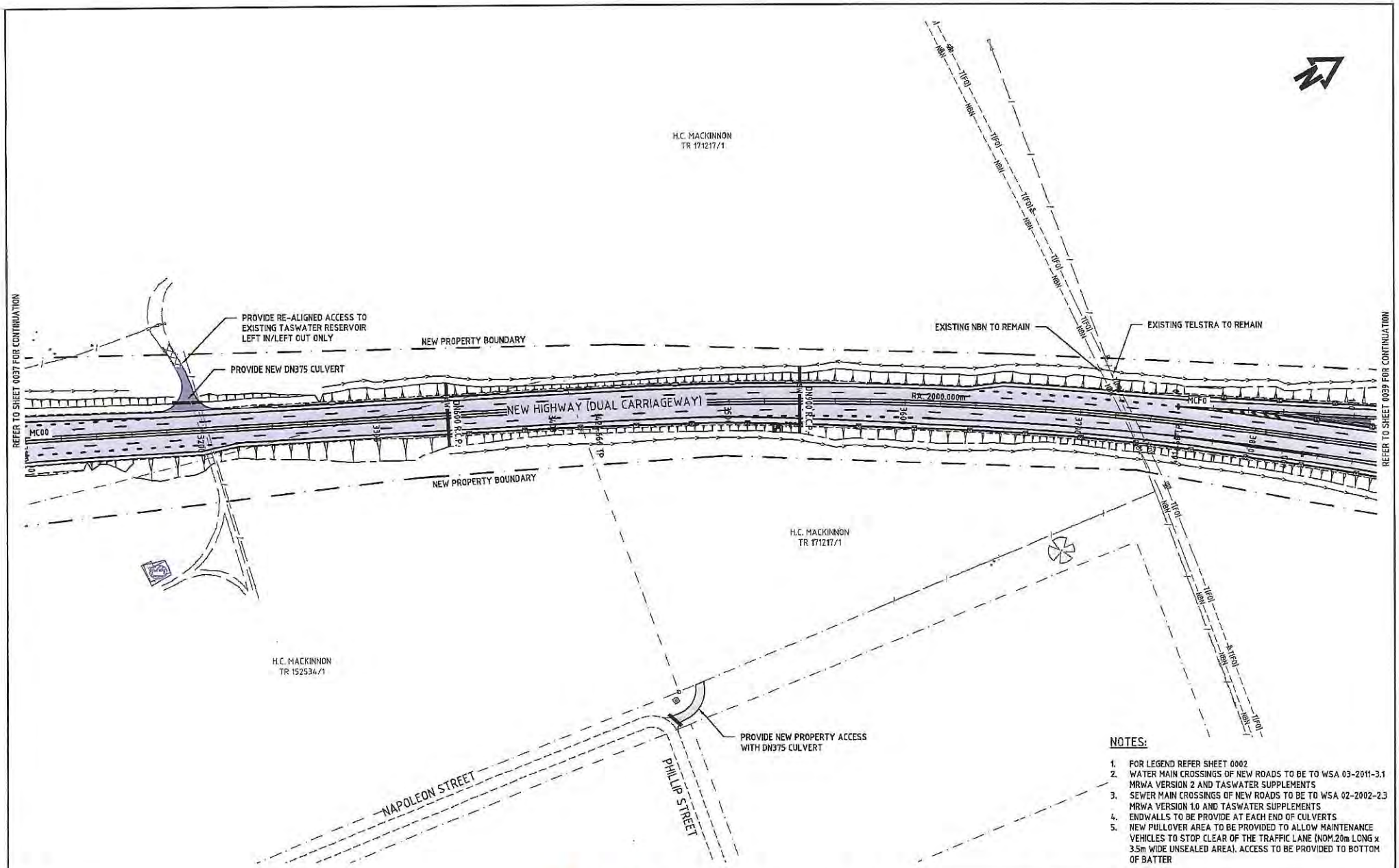
DRAWING: 32-18285-C0031_C0041.dwg

PRINTED DATE: 05-Jul-17, 11:41 AM

SHEET No.: 0037

REGISTRATION NUMBER: A0087.038

REVISION: C



NOTES:

1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
4. ENDWALLS TO BE PROVIDE AT EACH END OF CULVERTS
5. NEW PULLOVER AREA TO BE PROVIDED TO ALLOW MAINTENANCE VEHICLES TO STOP CLEAR OF THE TRAFFIC LANE (NOM.20m LONG x 3.5m WIDE UNSEALED AREA). ACCESS TO BE PROVIDED TO BOTTOM OF BATTER

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

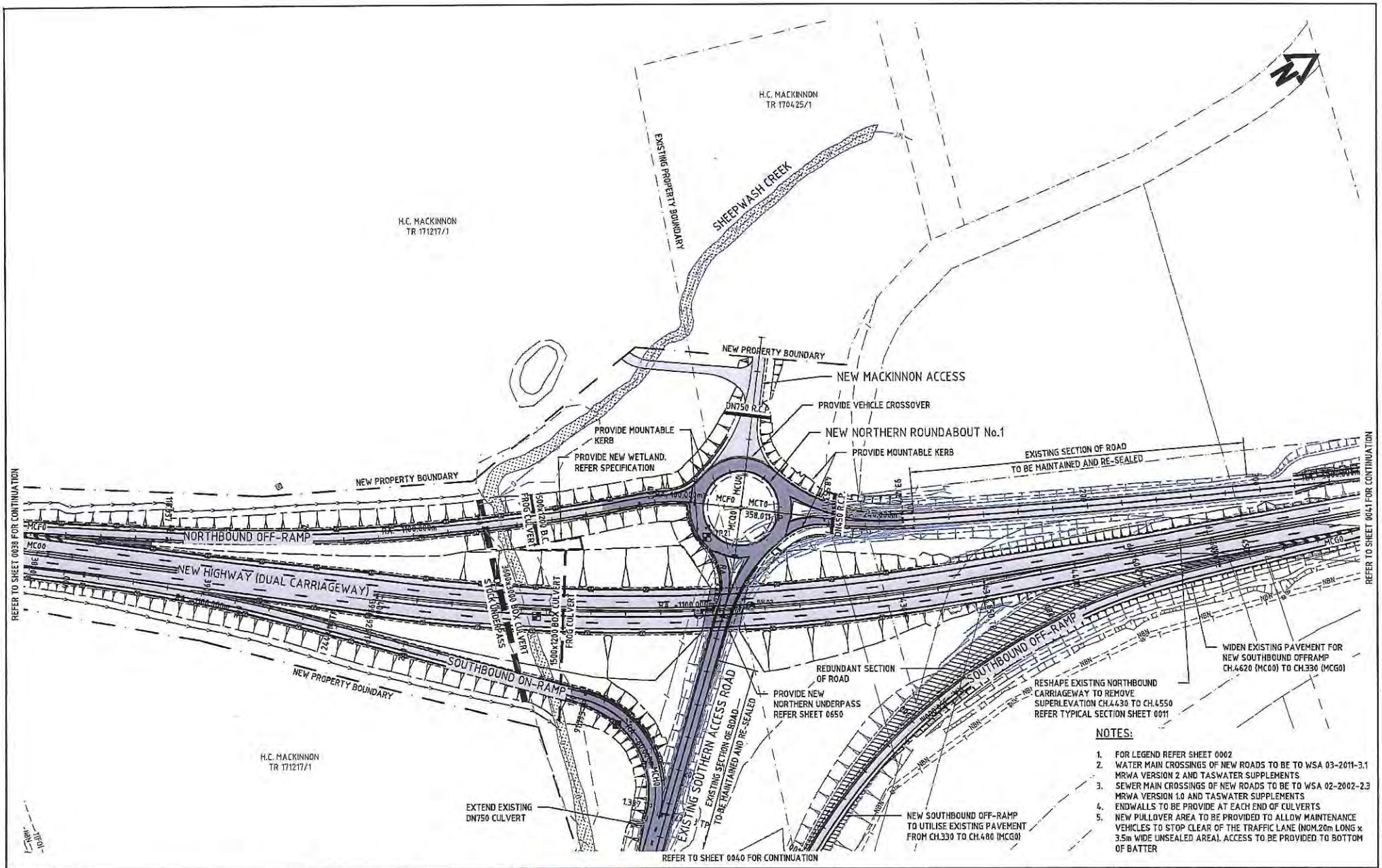
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
GENERAL ARRANGEMENT PLAN - SHEET 8

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18265-C031_C041.dwg	21-Jun-17, 12:38 PM	0038

REGISTRATION NUMBER
A0087.038

REVISION B

1-161



No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
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Department of State Growth

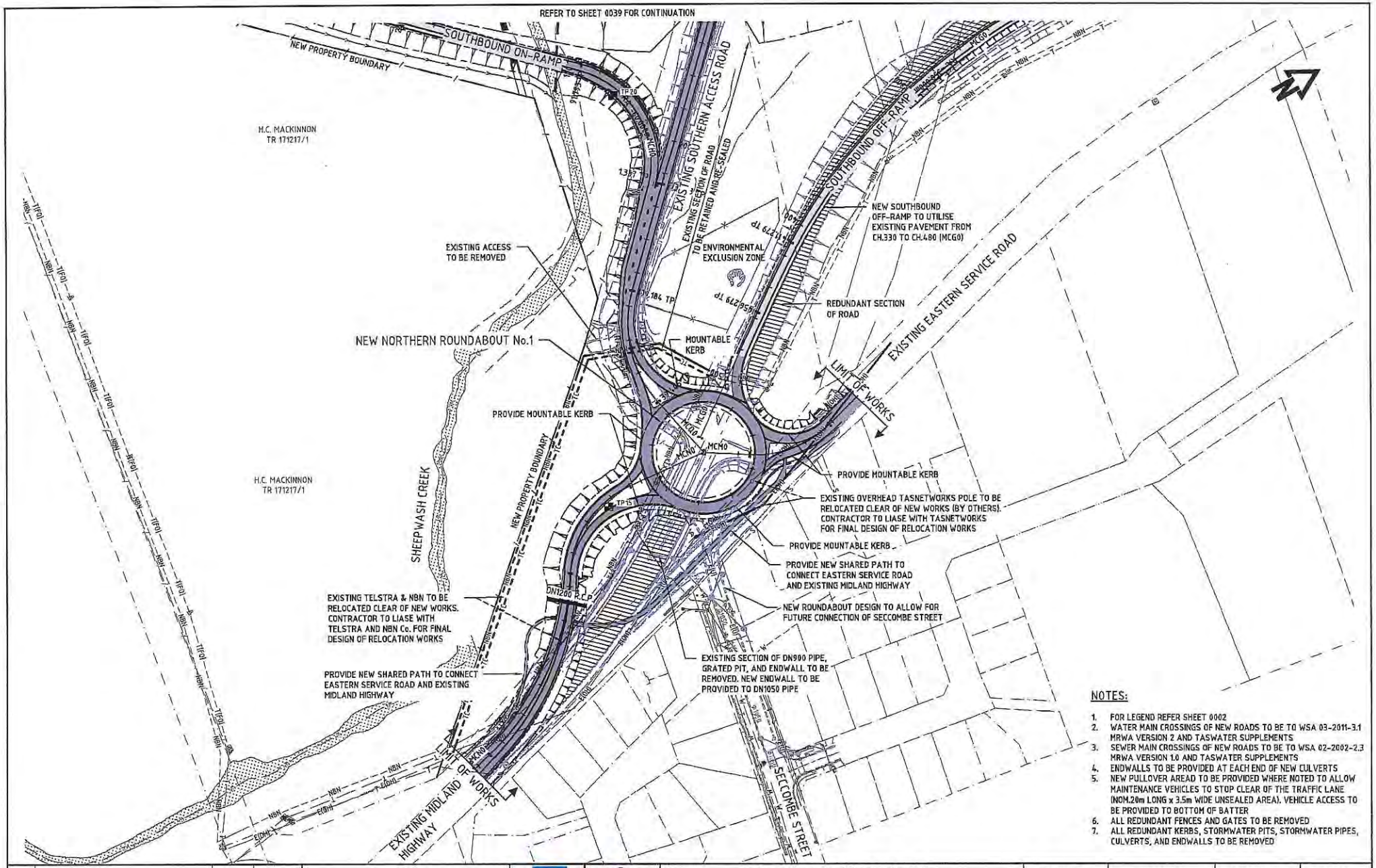
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 9

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	21-Jun-17, 12:38 PM	0039

REGISTRATION NUMBER
A0087.038

REVISION B



NOTES:

1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
4. ENDWALLS TO BE PROVIDED AT EACH END OF NEW CULVERTS
5. NEW PULLOVER AREAD TO BE PROVIDED WHERE NOTED TO ALLOW MAINTENANCE VEHICLES TO STOP CLEAR OF THE TRAFFIC LANE (NOM.20m LONG x 3.5m WIDE UNSEALED AREA). VEHICLE ACCESS TO BE PROVIDED TO BOTTOM OF BATTER
6. ALL REDUNDANT FENCES AND GATES TO BE REMOVED
7. ALL REDUNDANT KERBS, STORMWATER PITS, STORMWATER PIPES, CULVERTS, AND ENDWALLS TO BE REMOVED

No.	Amendment Description	Initials	Date
C	EXTENT OF RHS KERB FOR MCM0 AMENDED	S.L.*	10.07.2017
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

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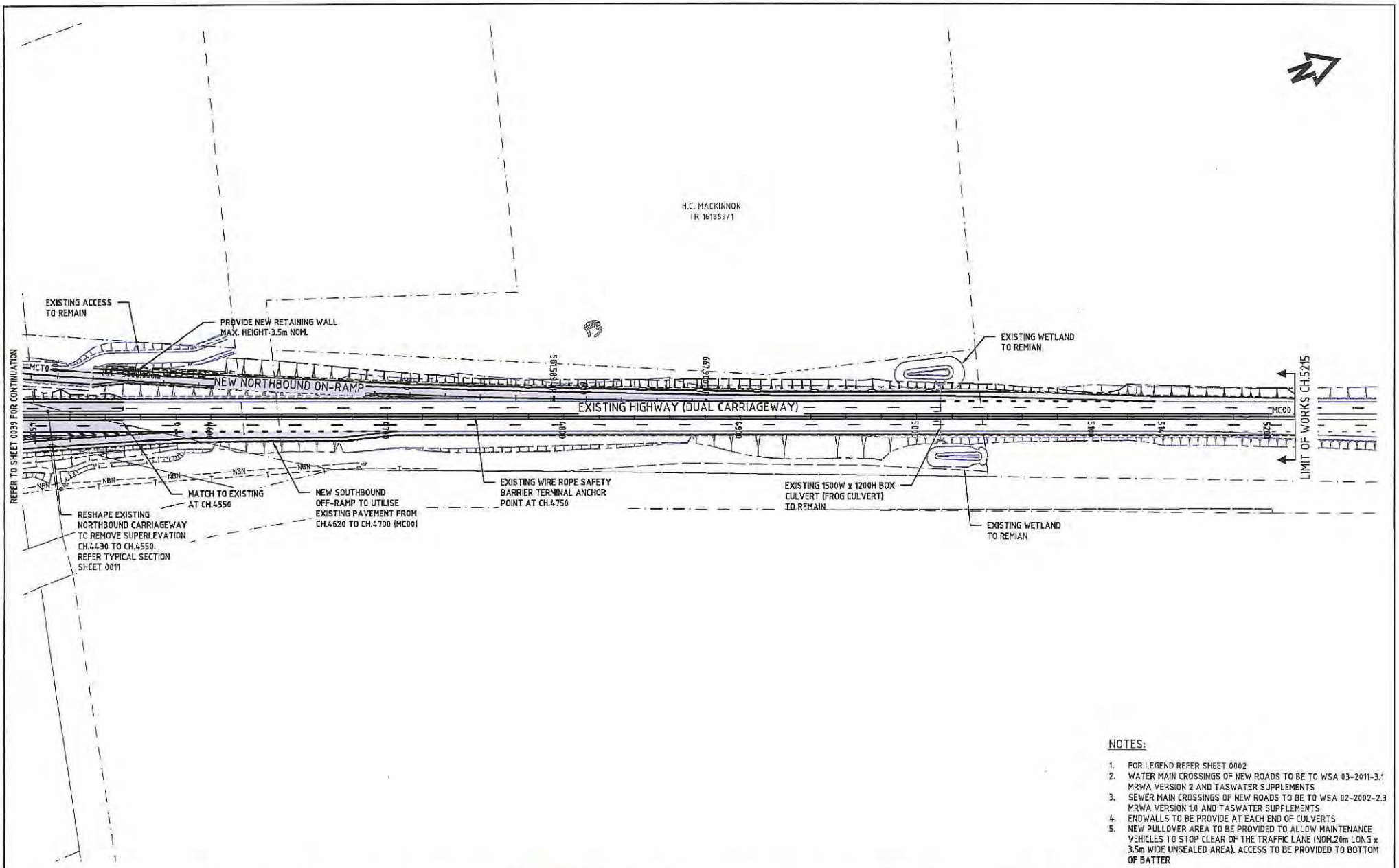
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
GENERAL ARRANGEMENT PLAN - SHEET 10

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	10-Jul-17, 10:52 AM	0040

REGISTRATION NUMBER
A0087.038

REVISION C



1-164

NOTES:

1. FOR LEGEND REFER SHEET 0002
2. WATER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 03-2011-3.1 MRWA VERSION 2 AND TASWATER SUPPLEMENTS
3. SEWER MAIN CROSSINGS OF NEW ROADS TO BE TO WSA 02-2002-2.3 MRWA VERSION 1.0 AND TASWATER SUPPLEMENTS
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No.	Amendment Description	Initials	Date
A	DA SUBMISSION	S.L.*	21.06.2017

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SCALES
0 20 40 60 80 100
SCALE 1:2000

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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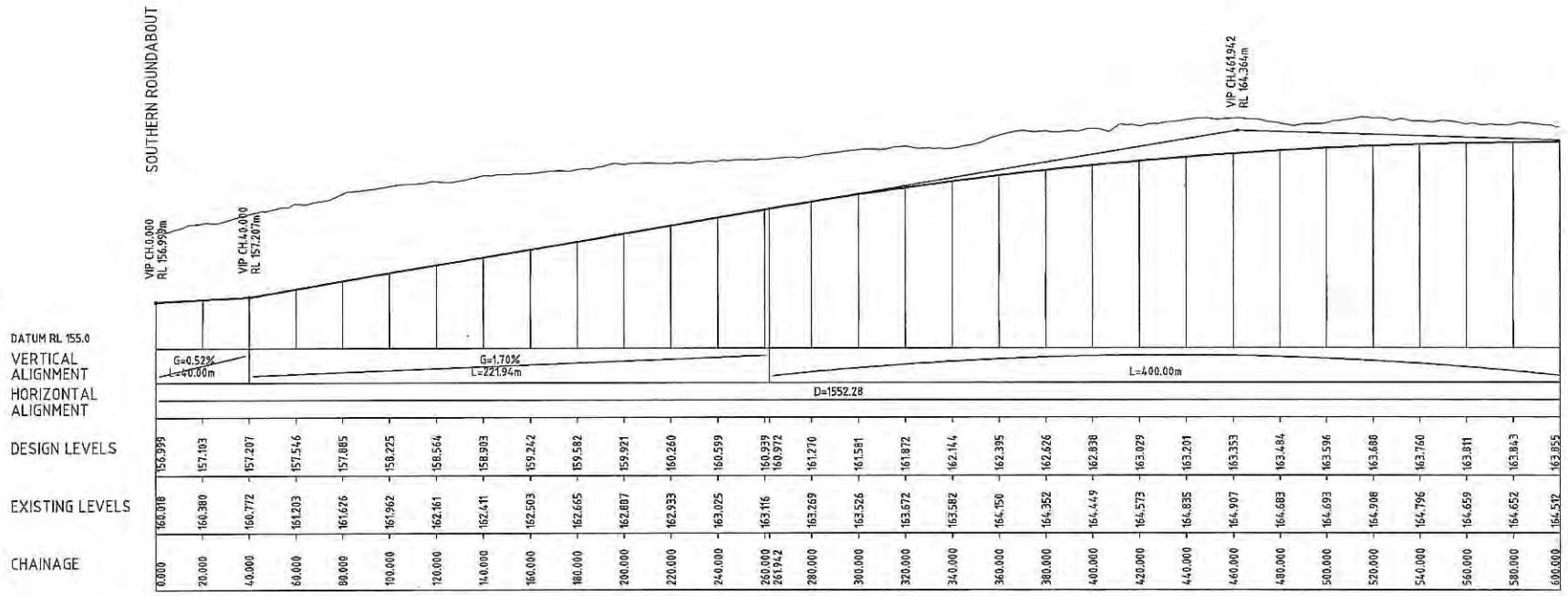
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

GENERAL ARRANGEMENT PLAN - SHEET 11

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C031_C041.dwg	21-Jun-17, 12:39 PM	0041

REGISTRATION NUMBER
A0087.038

REVISION A



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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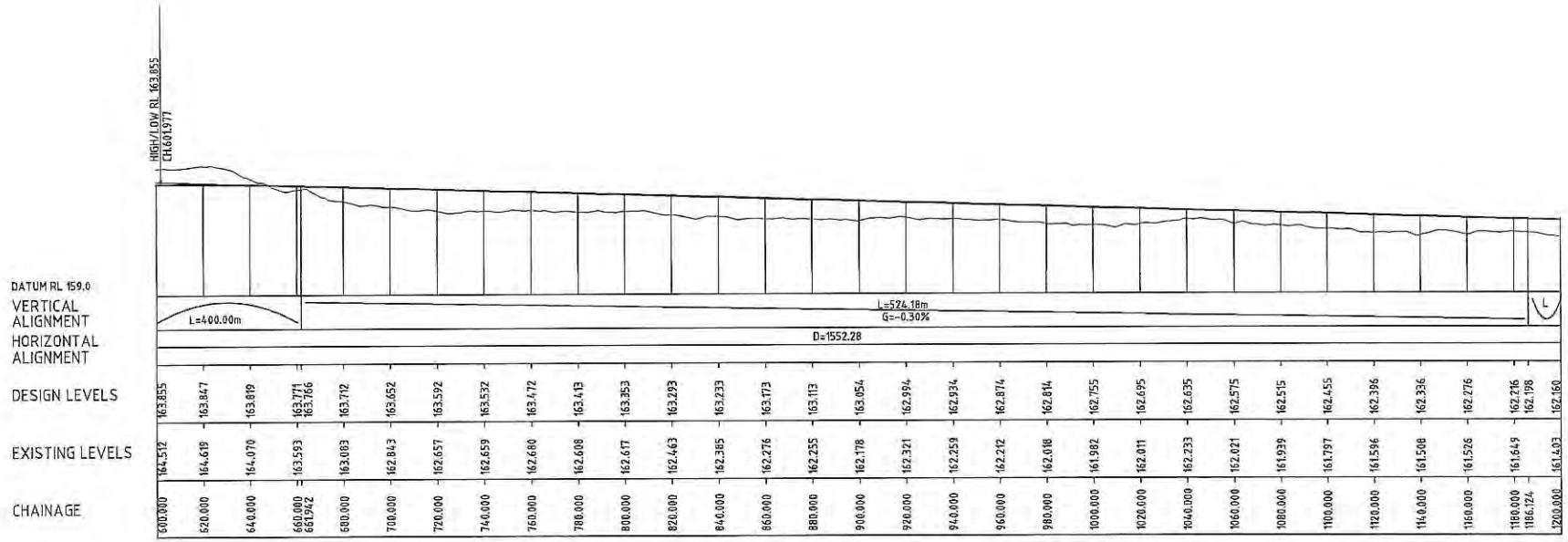
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.00 TO CH.600

CONTRACT No.
DRAWING 32-18285-C060_C068.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0060
REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
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Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.600 TO CH.1200

CONTRACT No.

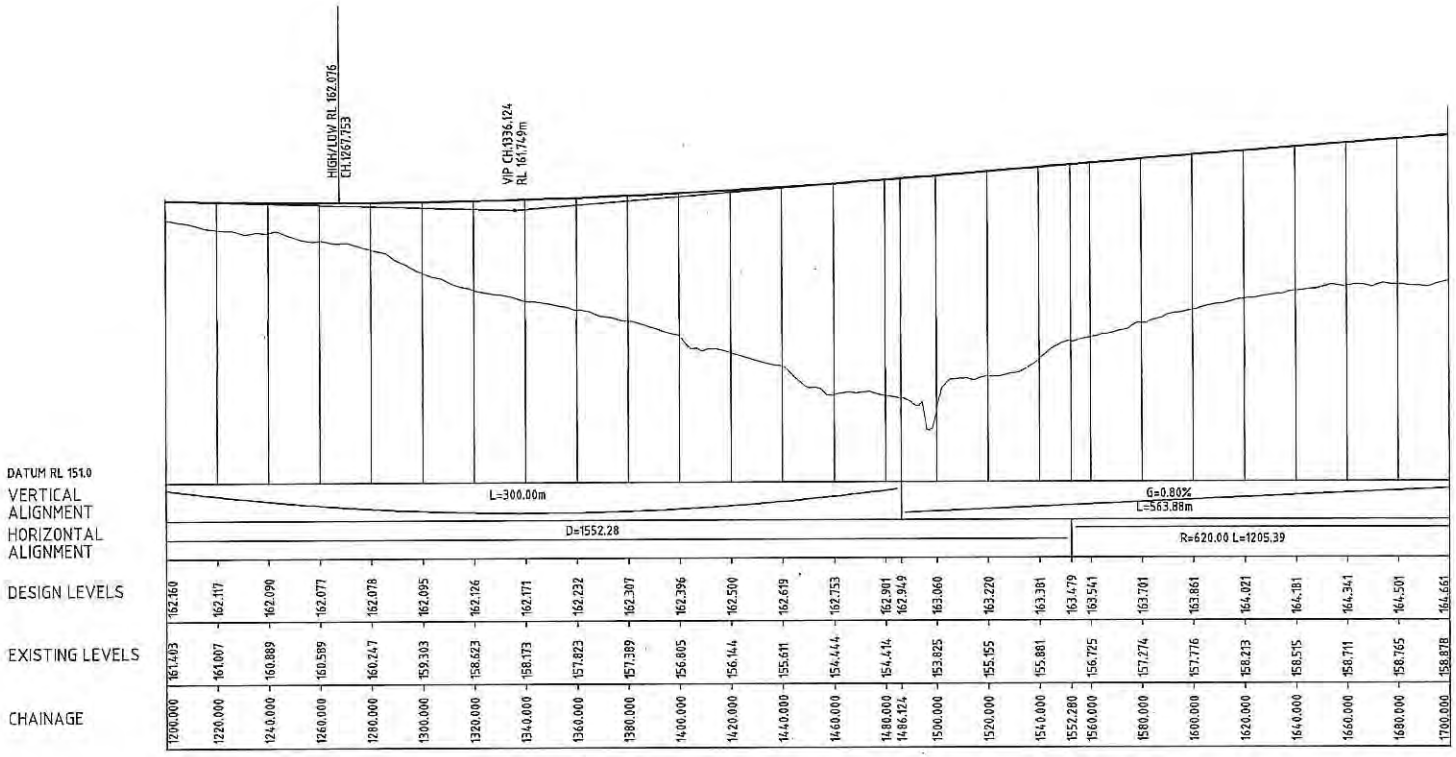
DRAWING: 32-18265-C060_C068.dwg

PRINTED DATE: 21-Jun-17, 12:39 PM

REGISTRATION NUMBER: A0087.038

SHEET No.: 0061

REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.1200 TO CH.1700

CONTRACT No.

DRAWING 32-18285-C060_C088.dwg

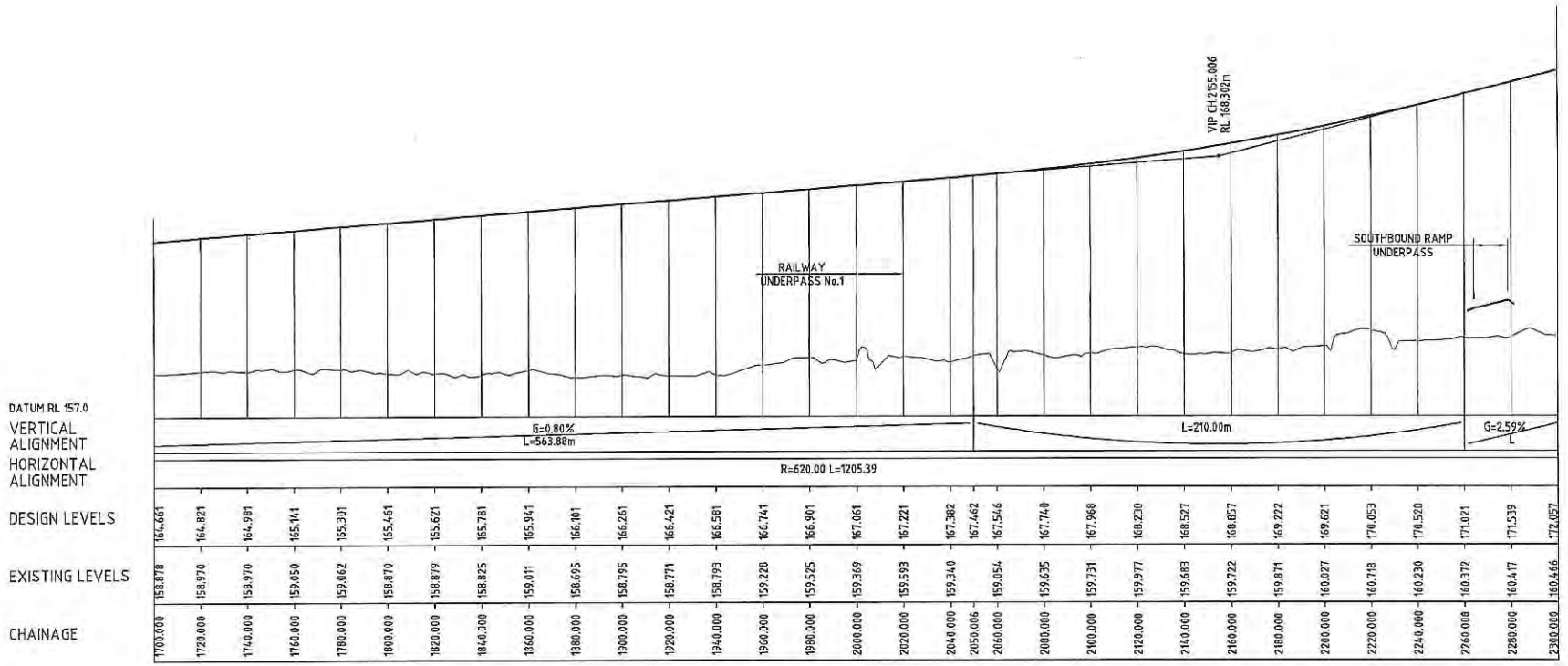
PRINTED DATE 21-Jun-17, 12:39 PM

REGISTRATION NUMBER A0087.038

SHEET No. 0062

REVISION B

1-168



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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DESIGNED C.MONTY
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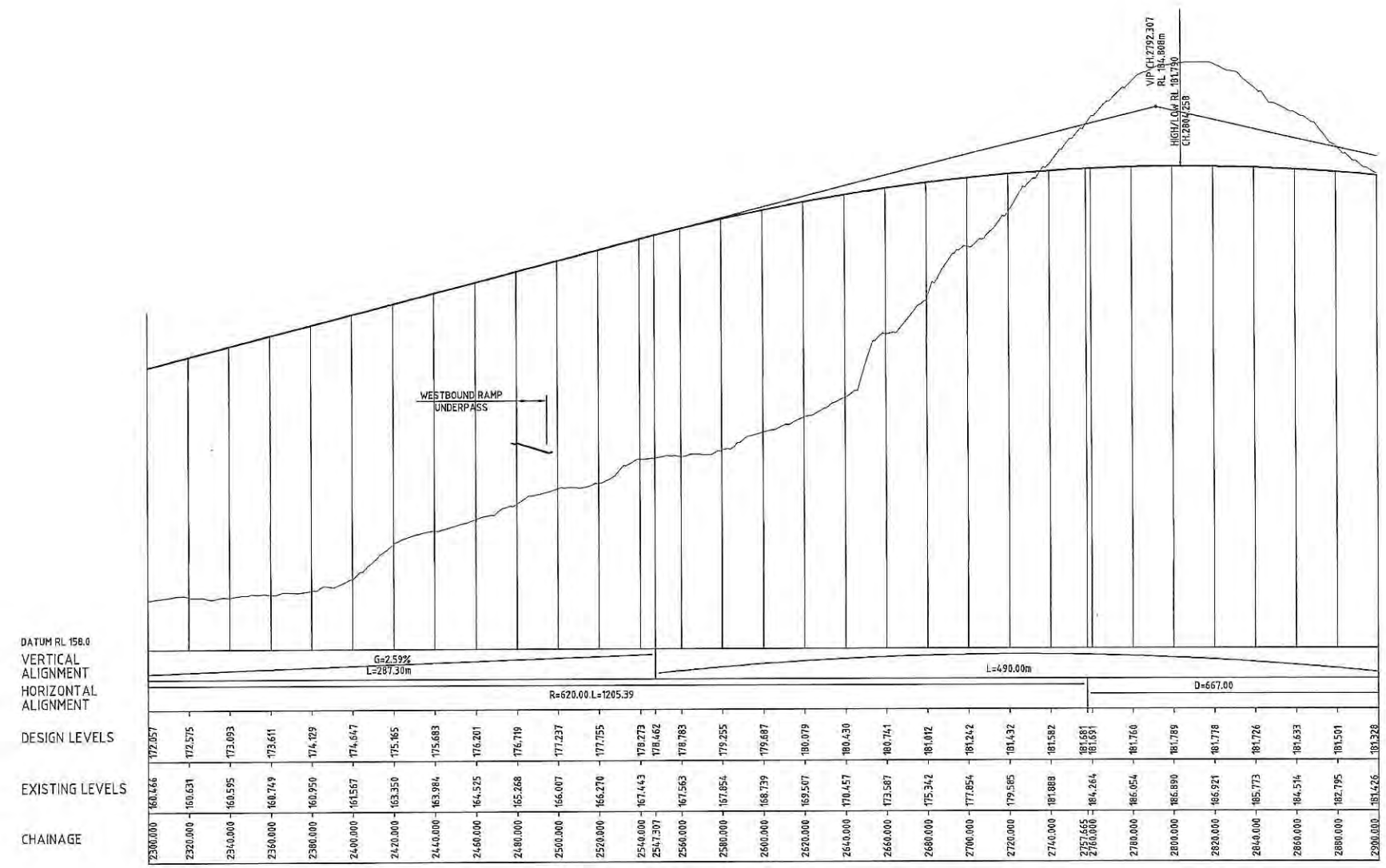
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.1700 TO CH.2300

CONTRACT No.
DRAWING 32-18285-C060_C068.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0063
REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.2300 TO CH.2900

CONTRACT No.

DRAWING
32-16285-C060_C068.dwg

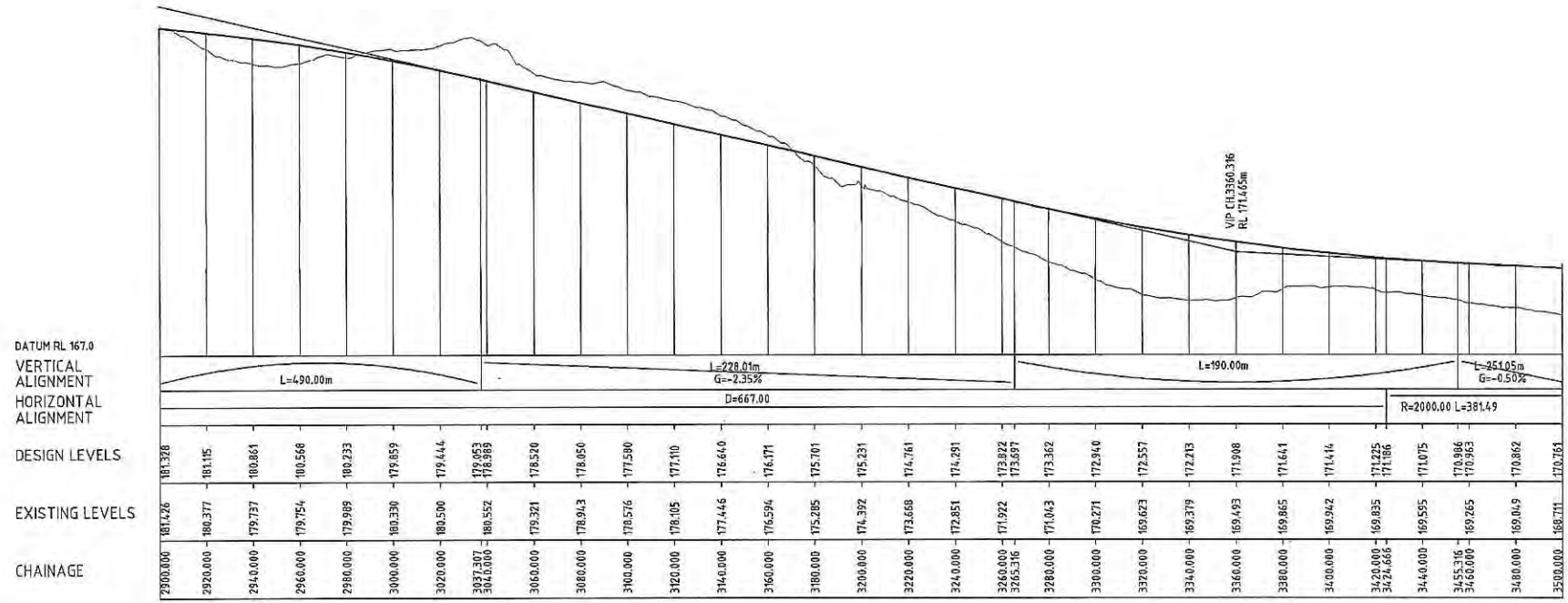
PRINTED DATE
21-Jun-17, 12:39 PM

REGISTRATION NUMBER
A0087.038

SHEET No.
0064

REVISION B

1-170



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

GHD | Tasmanian Government

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.2900 TO CH.3500

CONTRACT No.

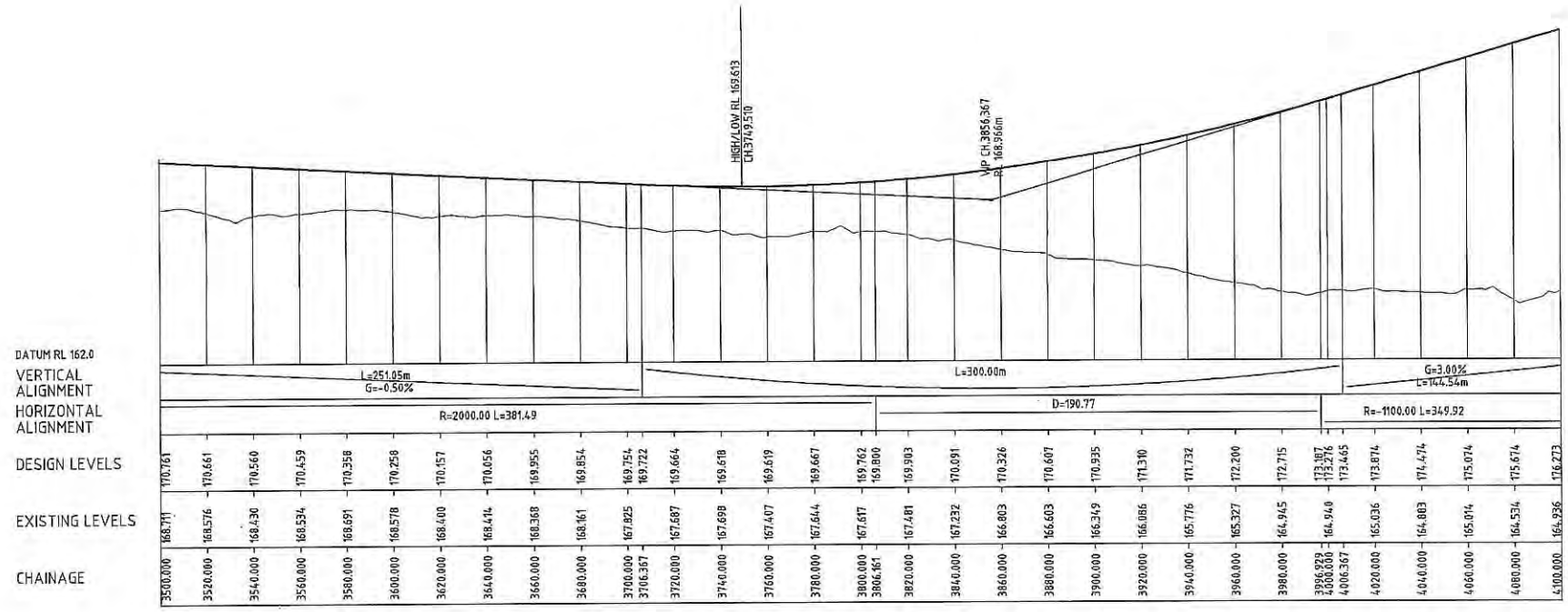
DRAWING: 32-18285-C060_C068.dwg

PRINTED DATE: 21-Jun-17, 12:39 PM

REGISTRATION NUMBER: A0087.038

SHEET No.: 0065

REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

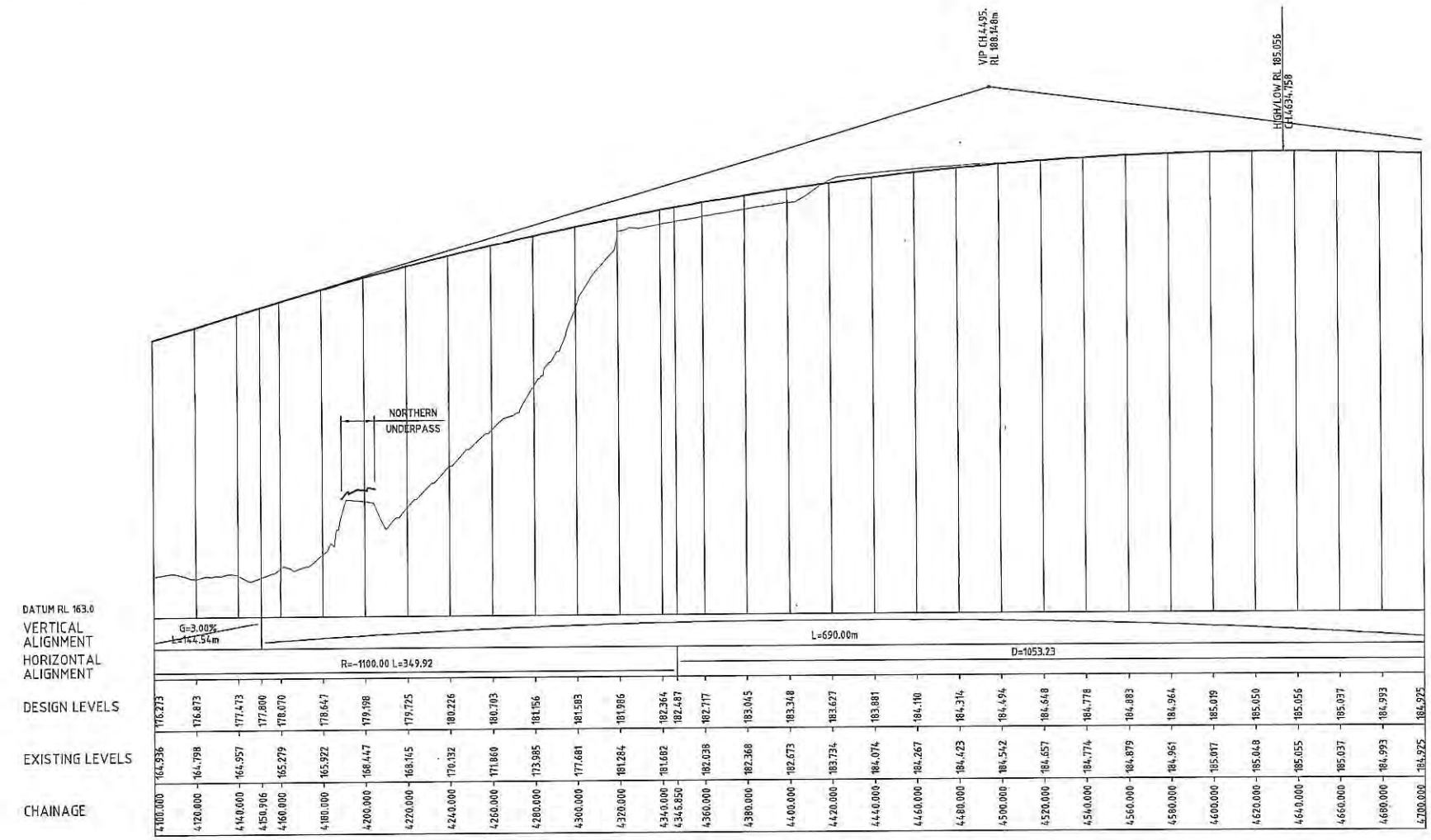
Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

GHD | Tasmanian Government

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.3500 TO CH.4100

CONTRACT No.
DRAWING 32-18285-C060_C068.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0066
REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

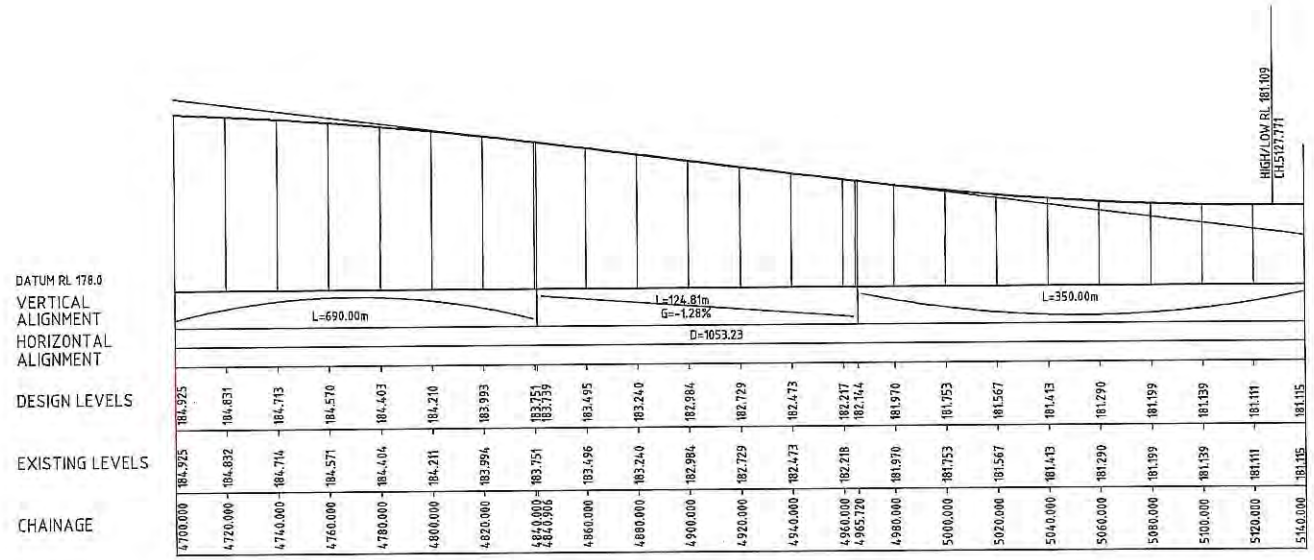
A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.4100 TO CH.4700

CONTRACT No.
DRAWING 32-18285-C060_C098.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0067
REVISION B



LONGITUDINAL SECTION (MC00)
SCALE 1:2000 HORIZ 1:200 VERT

B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017
No.	Amendment Description	Initials	Date

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

SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
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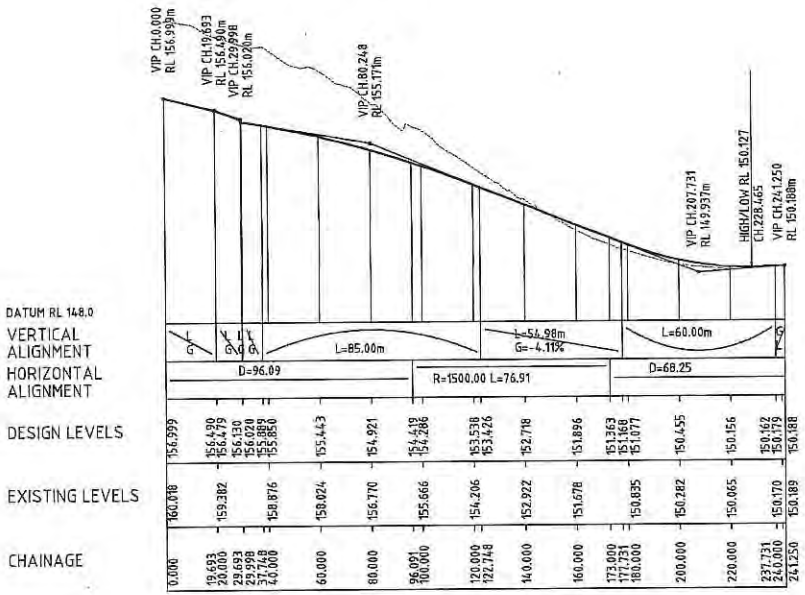
GHD | Tasmanian Government

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
NEW HIGHWAY (MC00) - CH.4700 TO CH.5140

CONTRACT No.
DRAWING 32-1828S-C060_C069.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
SHEET No. 0068
REGISTRATION NUMBER A0087.038
REVISION B

1-174



LONGITUDINAL SECTION (MC20)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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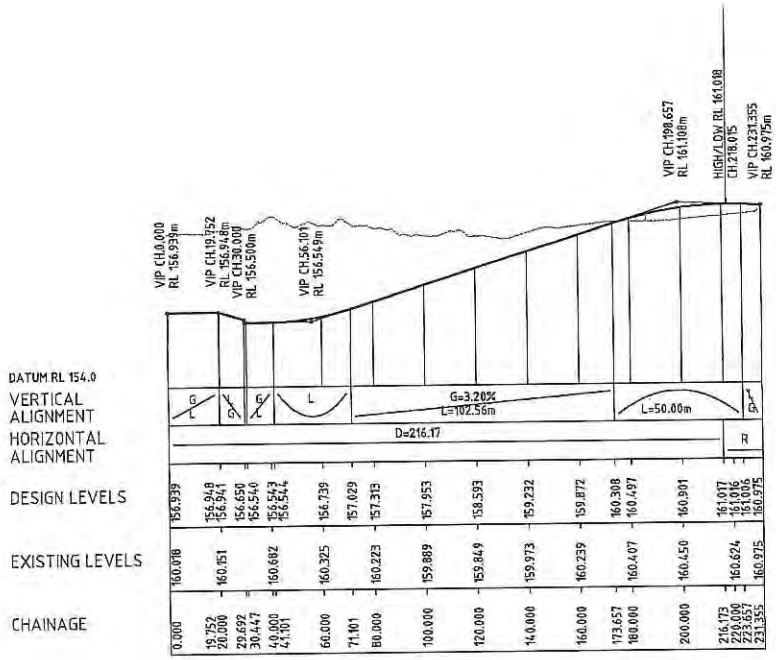
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - SOUTHERN ROUNDABOUT
MIDLAND HIGHWAY (MC20) - CH.00 TO CH.241.250

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C069.dwg	21-Jun-17, 12:39 PM	0069

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MC40)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

CHD | Tasmanian Government

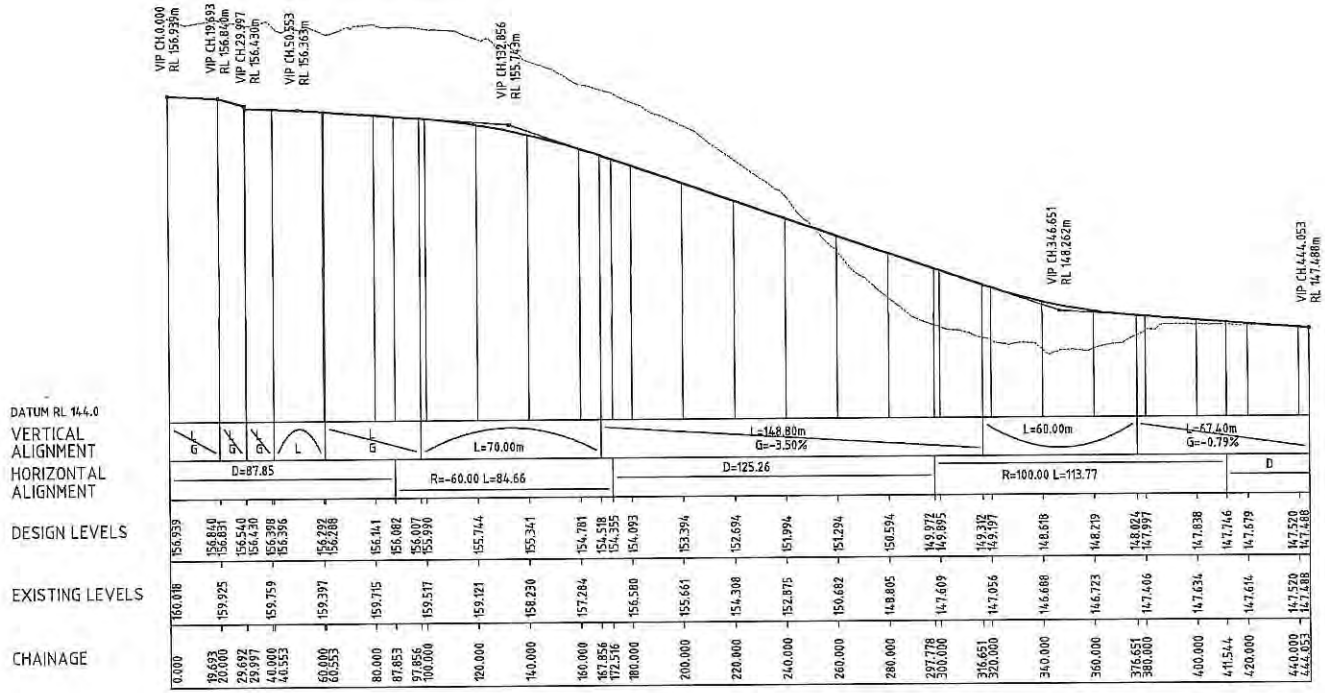
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - SOUTHERN ROUNDABOUT
MAIN ROAD (MC40) - CH.00 TO CH.231.355

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C070.dwg	21-Jun-17, 12:39 PM	0070

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MC50)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

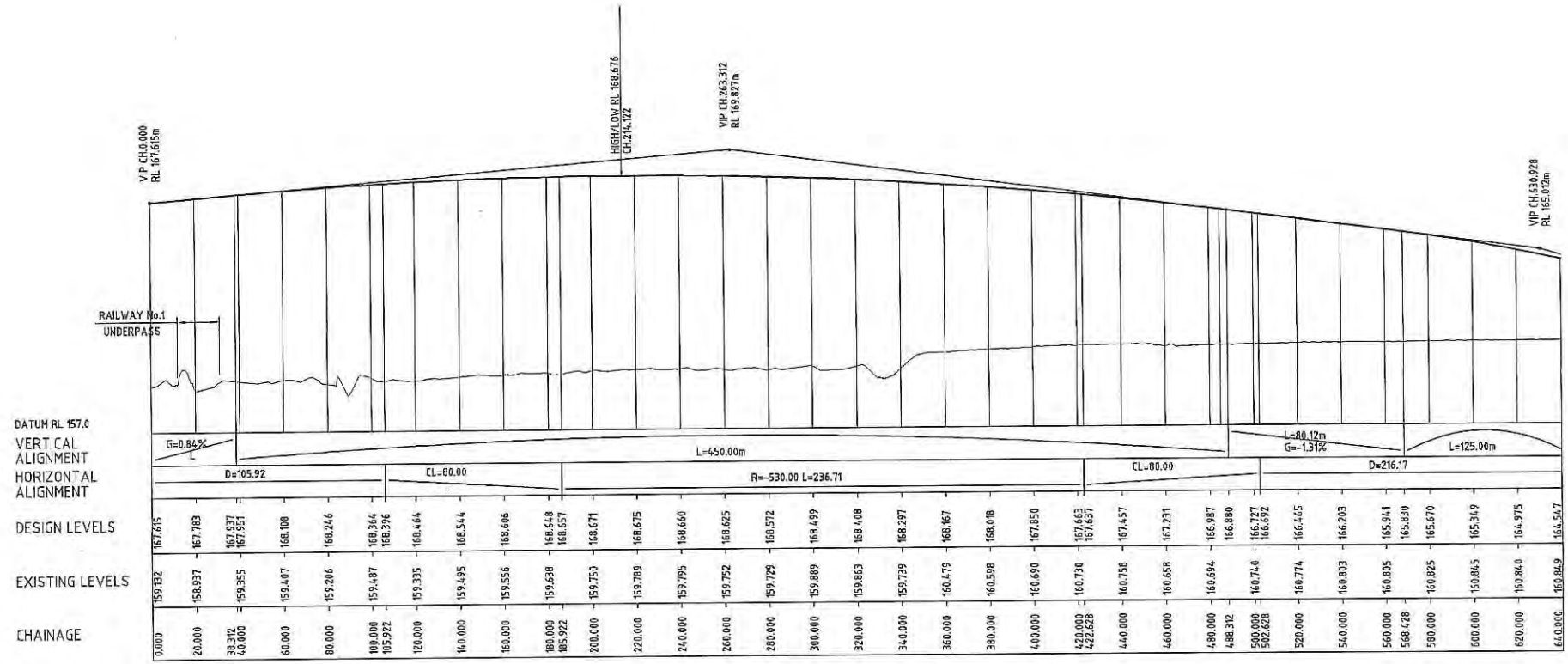
A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - SOUTHERN ROUNDABOUT
ESKLEIGH ROAD (MC50) - CH.00 TO CH.444.053

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C071.dwg	21-Jun-17, 12:39 PM	0071
REGISTRATION NUMBER	A0087.038		REVISION B



LONGITUDINAL SECTION (MCA0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

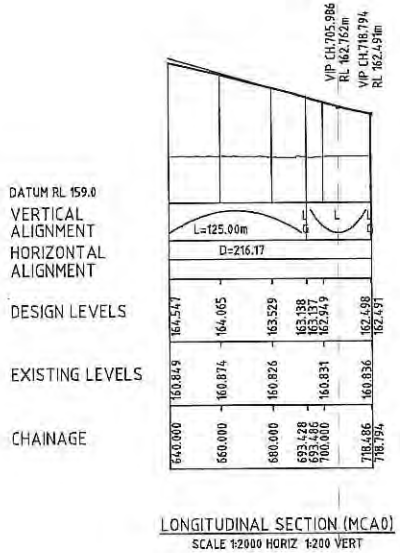
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
WESTBOUND RAMP (MCA0) - CH.00 TO CH.640

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C072_C073.dwg	21-Jun-17, 12:39 PM	0072

REGISTRATION NUMBER
A0087.038

REVISION B

1-178



LONGITUDINAL SECTION (MCA0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

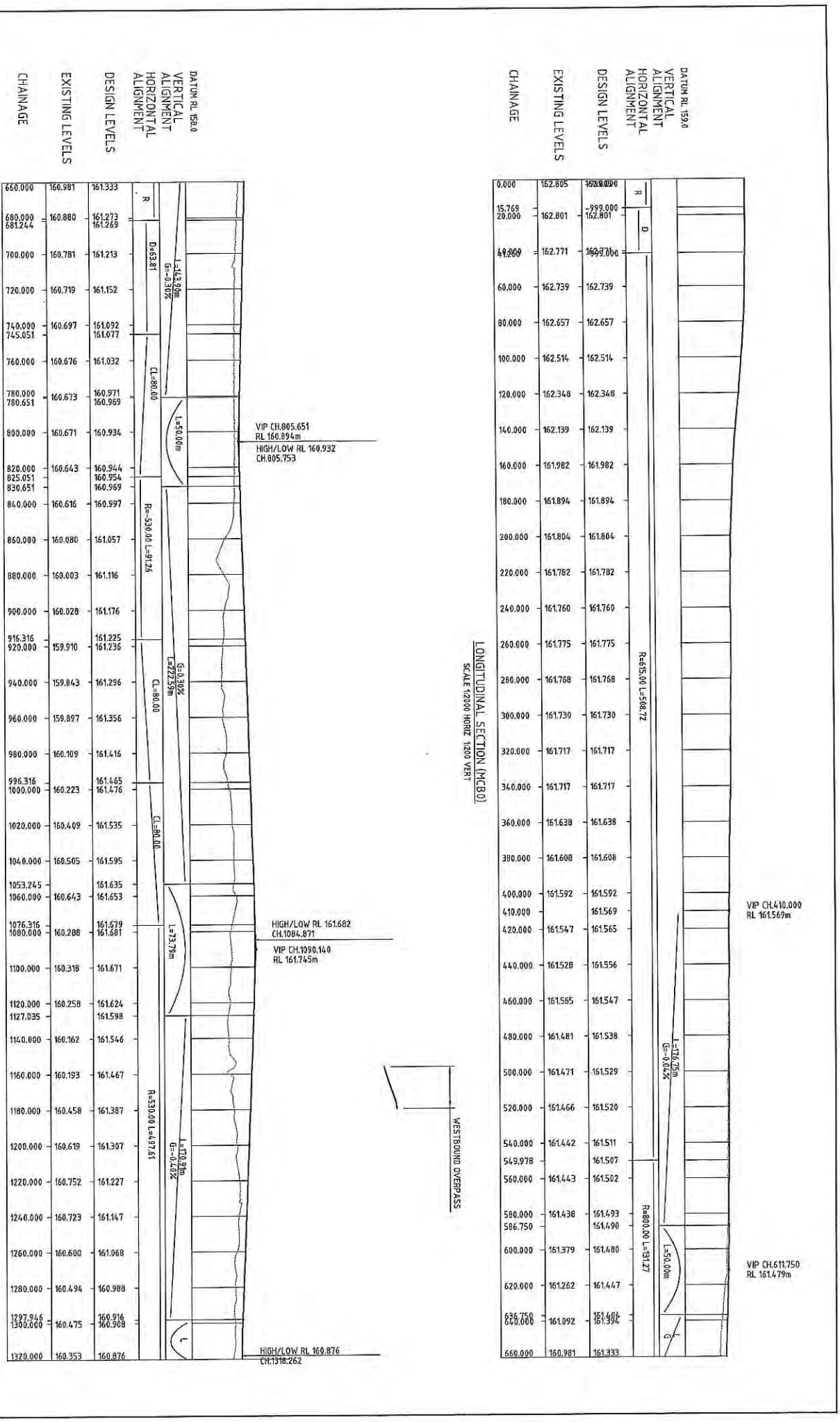
A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
WESTBOUND RAMP (MCA0) - CH.640 TO CH.718.794

CONTRACT No.
DRAWING 32-18285-C072_C073.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0073
REVISION B



CHAINAGE	EXISTING LEVELS	DESIGN LEVELS
660.000	160.981	161.333
680.000	160.880	161.273
681.244		161.269
700.000	160.781	161.213
720.000	160.719	161.152
740.000	160.697	161.092
745.051		161.077
760.000	160.676	161.032
780.000	160.673	160.971
780.651		160.969
800.000	160.671	160.934
820.000	160.643	160.944
825.051		160.954
830.651		160.969
840.000	160.616	160.997
860.000	160.080	161.057
880.000	160.003	161.116
900.000	160.028	161.176
916.316		161.225
920.000	159.910	161.236
940.000	159.843	161.296
960.000	159.897	161.356
980.000	160.109	161.416
996.316		161.465
1000.000	160.223	161.476
1020.000	160.409	161.535
1040.000	160.505	161.595
1053.245		161.635
1060.000	160.643	161.653
1076.316		161.679
1080.000	160.288	161.681
1100.000	160.318	161.671
1120.000	160.258	161.624
1127.035		161.598
1140.000	160.162	161.546
1160.000	160.193	161.467
1180.000	160.458	161.387
1200.000	160.619	161.307
1220.000	160.752	161.227
1240.000	160.723	161.147
1260.000	160.600	161.068
1280.000	160.494	160.988
1297.946		160.916
1300.000	160.475	160.908
1320.000	160.353	160.876

CHAINAGE	EXISTING LEVELS	DESIGN LEVELS
0.000	162.805	162.000
15.769		-999.000
20.000	162.801	162.801
40.000	162.771	162.771
41.260		-999.000
60.000	162.739	162.739
80.000	162.657	162.657
100.000	162.514	162.514
120.000	162.348	162.348
140.000	162.139	162.139
160.000	161.982	161.982
180.000	161.894	161.894
200.000	161.804	161.804
220.000	161.782	161.782
240.000	161.760	161.760
260.000	161.775	161.775
280.000	161.768	161.768
300.000	161.730	161.730
320.000	161.717	161.717
340.000	161.717	161.717
360.000	161.638	161.638
380.000	161.608	161.608
400.000	161.592	161.592
410.000		161.569
420.000	161.547	161.565
440.000	161.528	161.556
460.000	161.565	161.547
480.000	161.481	161.538
500.000	161.471	161.529
520.000	161.466	161.520
540.000	161.442	161.511
548.978		161.507
560.000	161.443	161.502
580.000	161.438	161.493
586.750		161.490
600.000	161.379	161.480
620.000	161.262	161.447
636.750		161.401
640.000	161.092	161.394
660.000	160.981	161.333

No.	Amendment Description	Initials	Date
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017
B	DA SUBMISSION	S.L.*	21.06.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Coordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES 0 2 4 6 8 HORIZ. 0 20 40 60 80 VERT.

DESIGNED C.MONTY
REVIEWED

Tasmanian Government

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
SOUTHBOUND RAMP (MCB0) - CH.00 TO CH.1320

CONTRACT No.

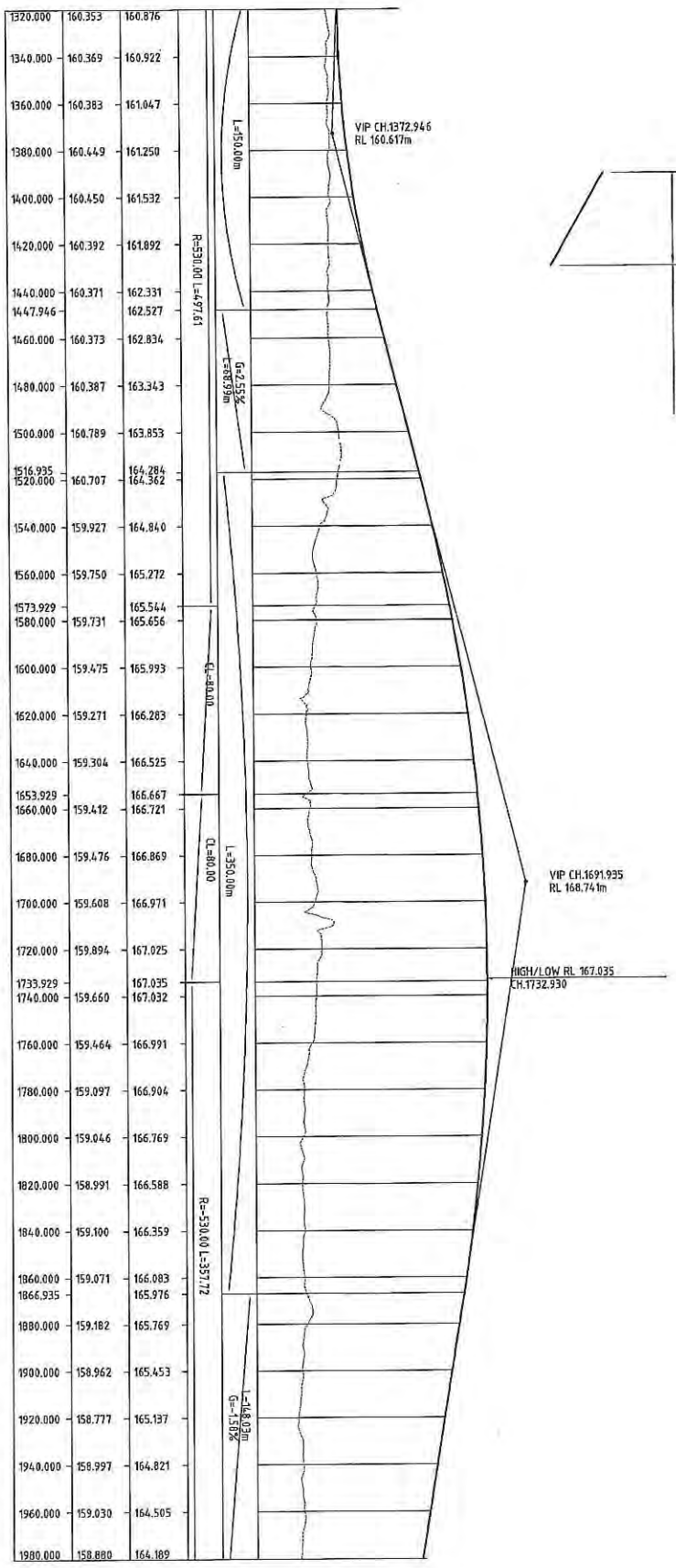
DRAWING 32-18285-C074_C076.dwg

PRINTED DATE 21-Jun-17, 12:39 PM

REGISTRATION NUMBER A0087.038

SHEET No. 0074

REVISION B



LONGITUDINAL SECTION (MCB0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.09.2017

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SCALES 0 0 2 20 4 40 6 60 8 80 VERT. HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
SOUTHBOUND RAMP (MCB0) - CH.1320 TO CH.1980

CONTRACT No.

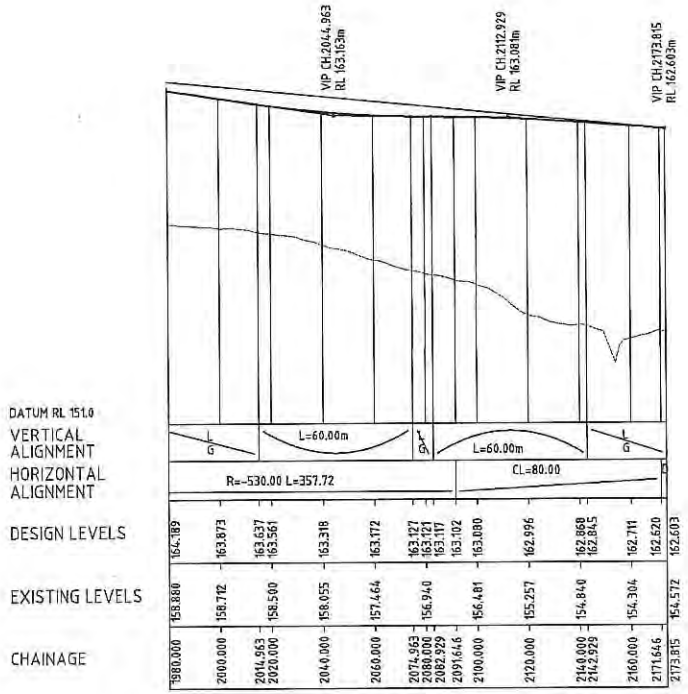
DRAWING 32-18285-C074_C076.dwg

PRINTED DATE 21-Jun-17, 12:39 PM

REGISTRATION NUMBER A0087.038

SHEET No. 0075

REVISION B



LONGITUDINAL SECTION (MCB0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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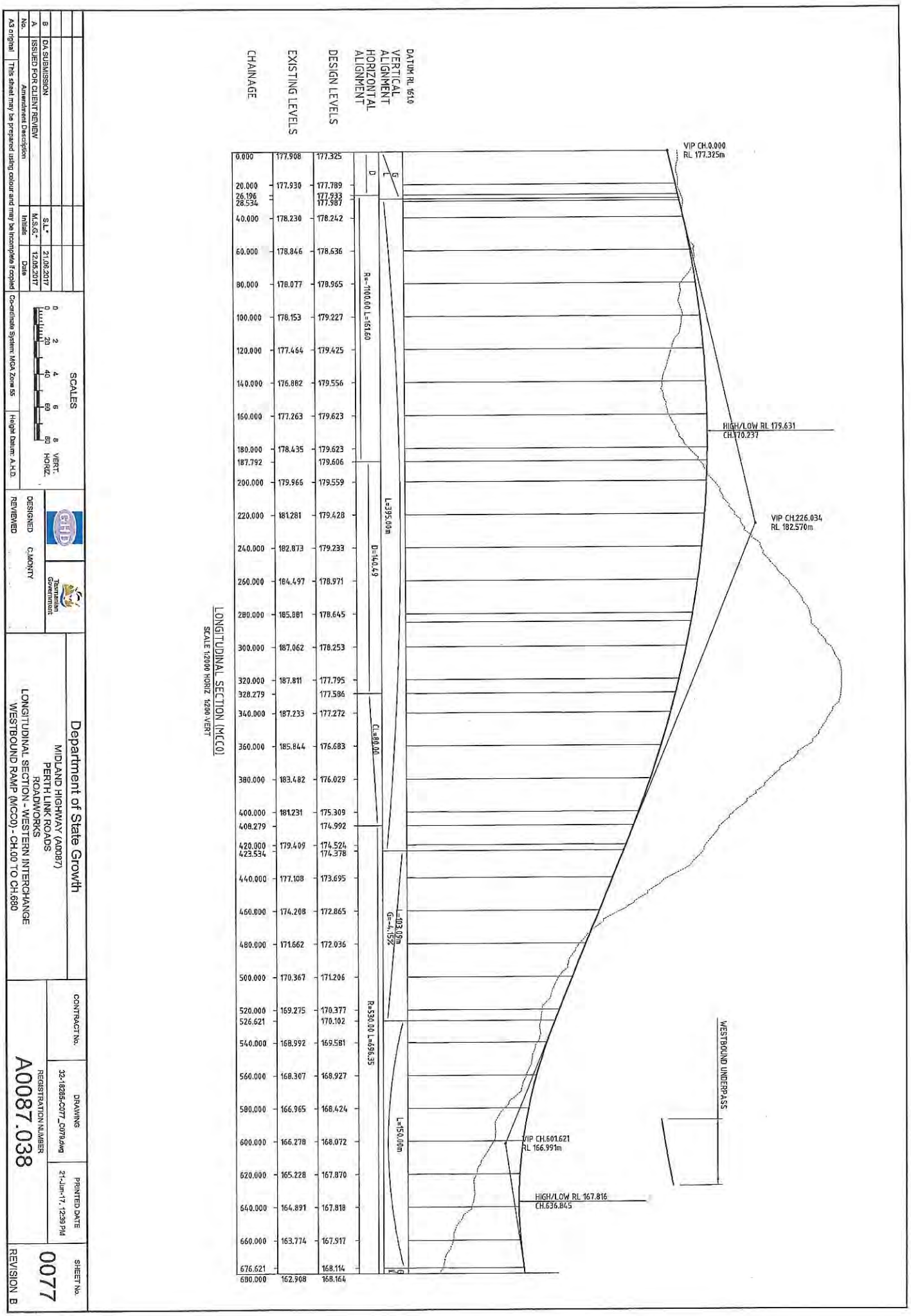
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
SOUTHBOUND RAMP (MCB0) - CH.1980 TO CH.2173.815

CONTRACT No.
DRAWING 32-18285-C074_C076.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
SHEET No. 0076
REGISTRATION NUMBER A0087.038
REVISION B



No.	Amendment Description	Initials	Date
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017
B	DA SUBMISSION	S.L.*	21.06.2017

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

SCALES: 0 0 2 20 4 40 6 60 8 80 VERT. HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY

REVIEWED

Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
WESTBOUND RAMP (MCC0) - CH.00 TO CH.680

CONTRACT No.

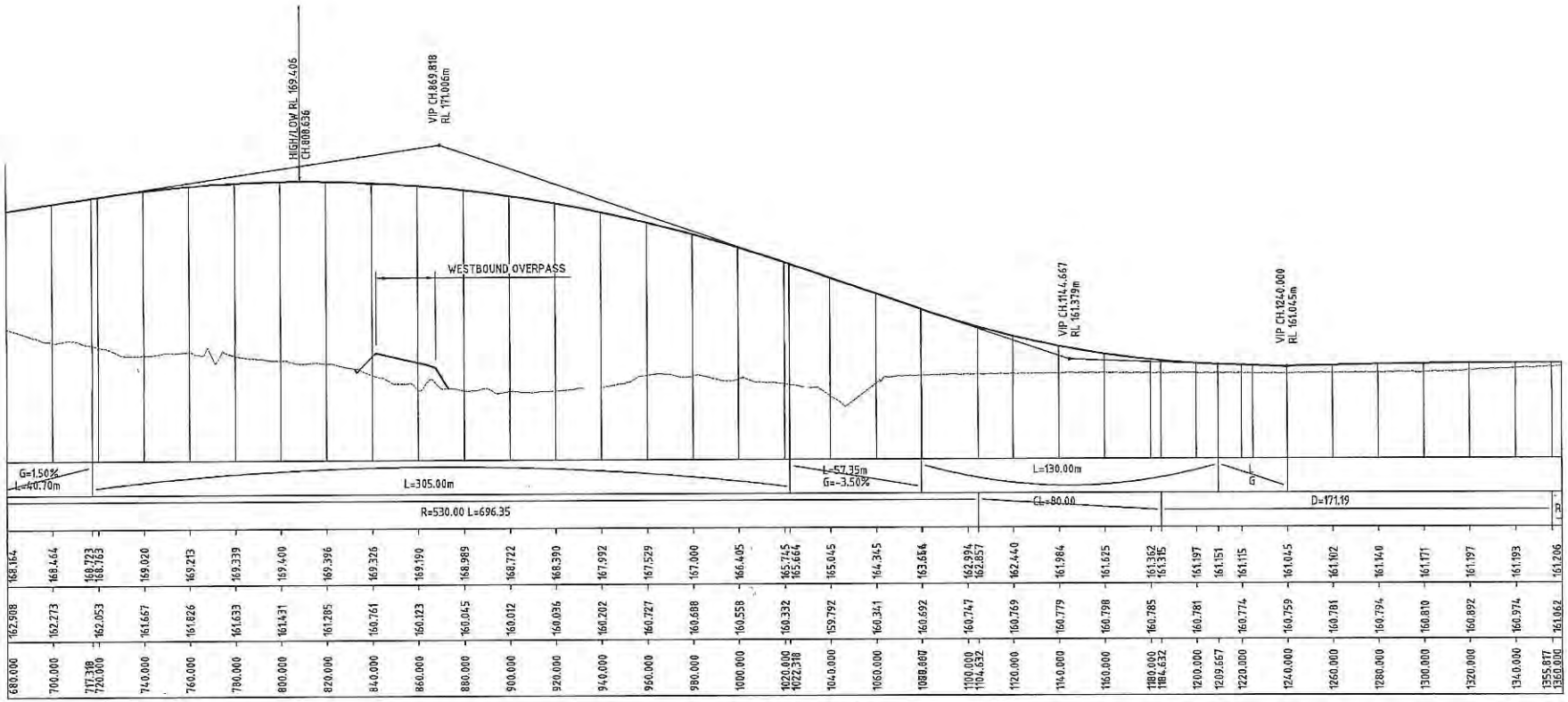
DRAWING 32-18285-C077_C079.dwg

PRINTED DATE 21-Jun-17, 12:39 PM

REGISTRATION NUMBER A0087.038

SHEET No. 0077

REVISION B



LONGITUDINAL SECTION (MCC0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

Department of State Growth

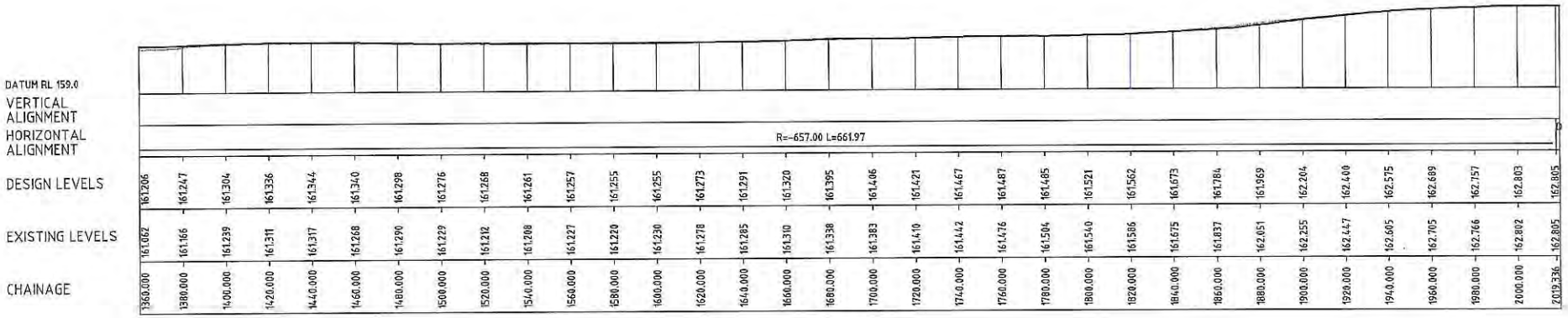
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
WESTBOUND RAMP (MCC0) - CH.680 TO CH.1360

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C077_C079.dwg	21-Jun-17, 12:39 PM	0078

REGISTRATION NUMBER
A0087.038

REVISION B

1-184



LONGITUDINAL SECTION (MCC0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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DESIGNED C.MONTY
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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
WESTBOUND RAMP (MCC0) - CH.1360 TO CH.2019.336

CONTRACT No.

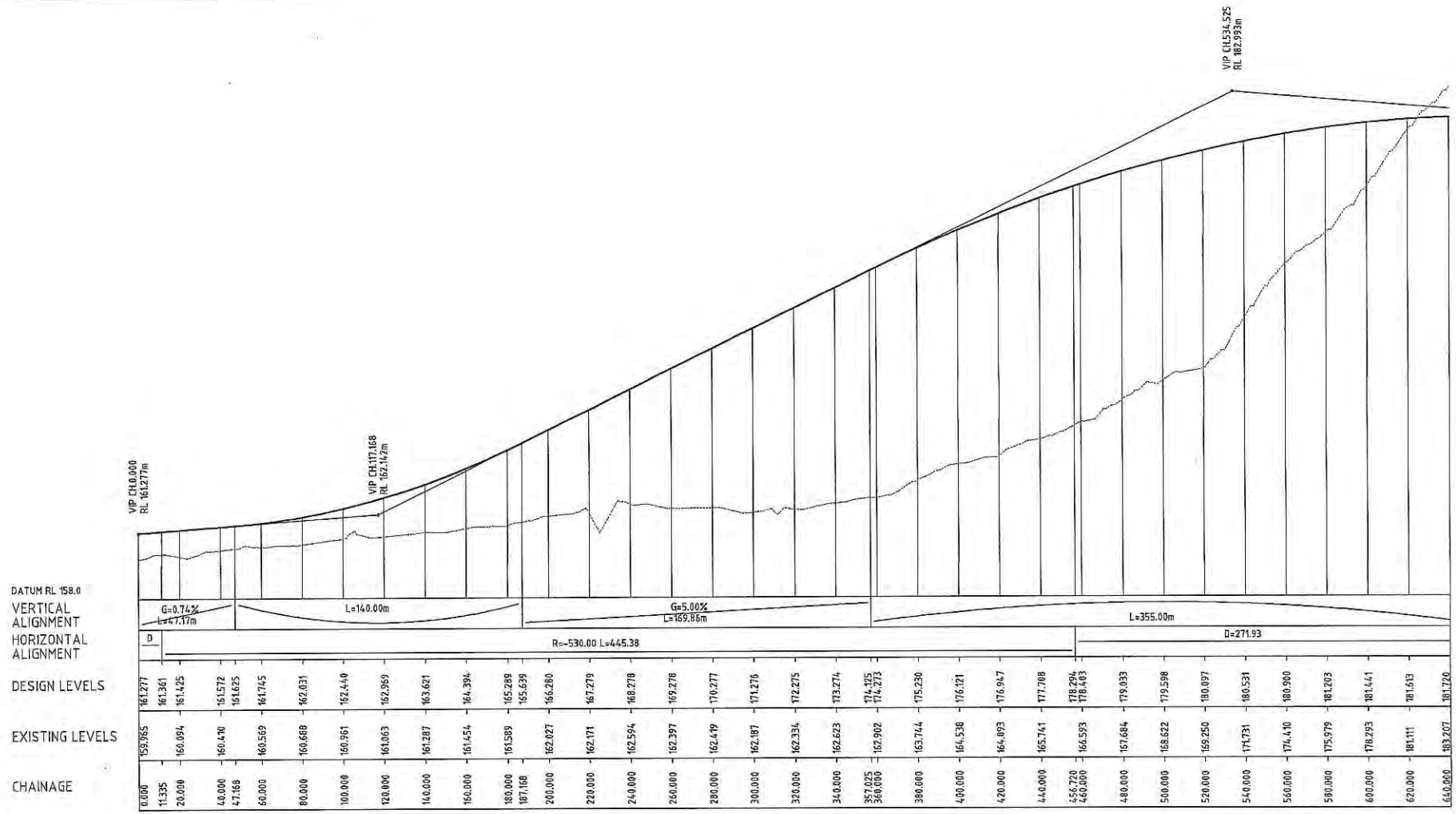
DRAWING 32-18285-C077_C079.dwg

PRINTED DATE 21-Jun-17, 12:39 PM

REGISTRATION NUMBER A0087.038

SHEET No. 0079

REVISION B



LONGITUDINAL SECTION (MCD0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

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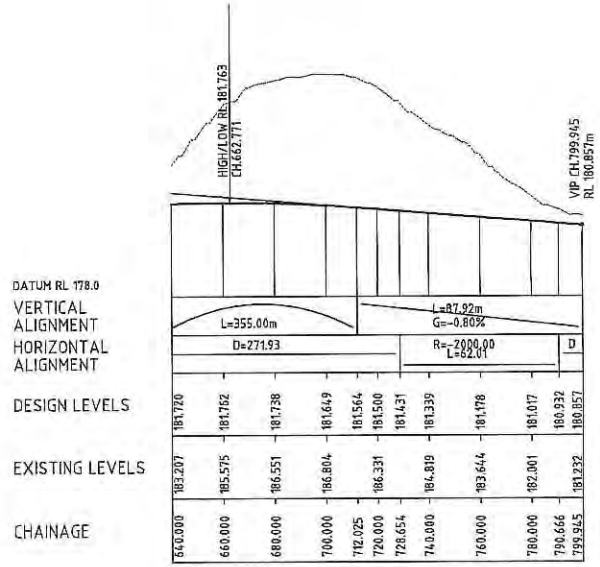
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
NORTHBOUND RAMP (MCD0) - CH.00 TO CH.640

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C080_C081.dwg	21-Jun-17, 12:39 PM	0080

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCD0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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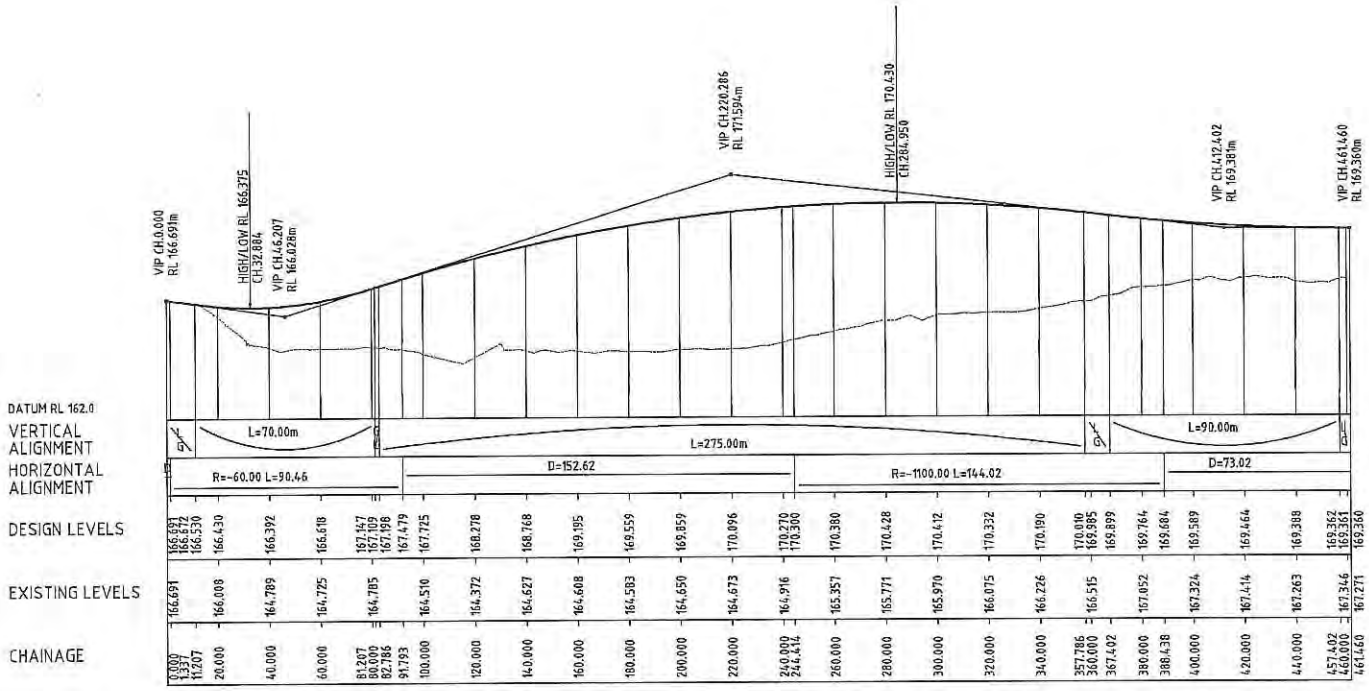
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - WESTERN INTERCHANGE
NORTHBOUND RAMP (MCD0) - CH.640 TO CH.799.945

CONTRACT No.
DRAWING 32-18285-C080_C081.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
SHEET No. 0081
REGISTRATION NUMBER A0087.038
REVISION B



LONGITUDINAL SECTION (MCH0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

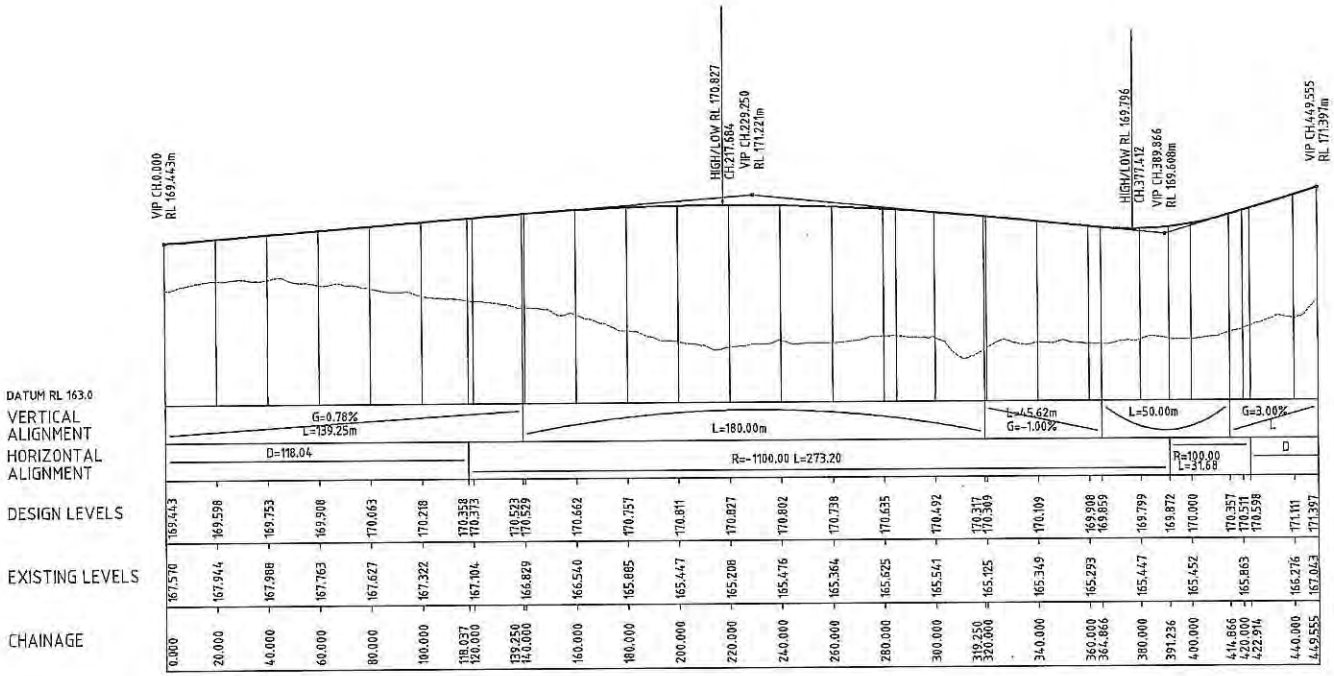
A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
SOUTHBOUND ON-RAMP (MCH0) CH.00 TO CH.461.460

CONTRACT No.
DRAWING 32-18285-C085.dwg
PRINTED DATE 21-Jun-17, 12:39 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0085
REVISION B



LONGITUDINAL SECTION (MCJ0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A.	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

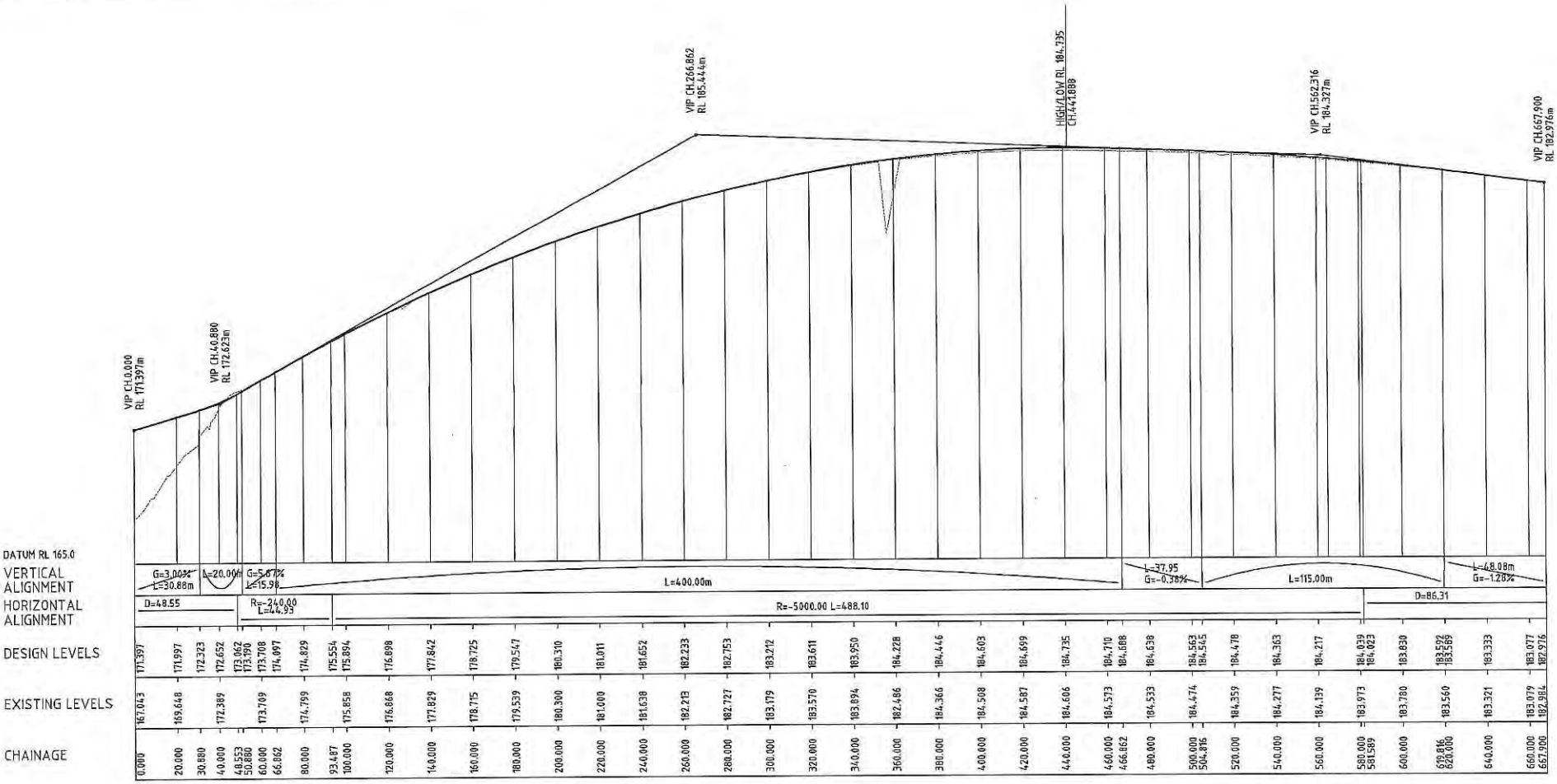
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
NORTHBOUND OFF-RAMP (MCJ0) CH.00 TO CH.449.555

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18265-C086.dwg	21-Jun-17, 12:40 PM	0086

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCT0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

DESIGNED C.MONTY
REVIEWED

Tasmanian Government

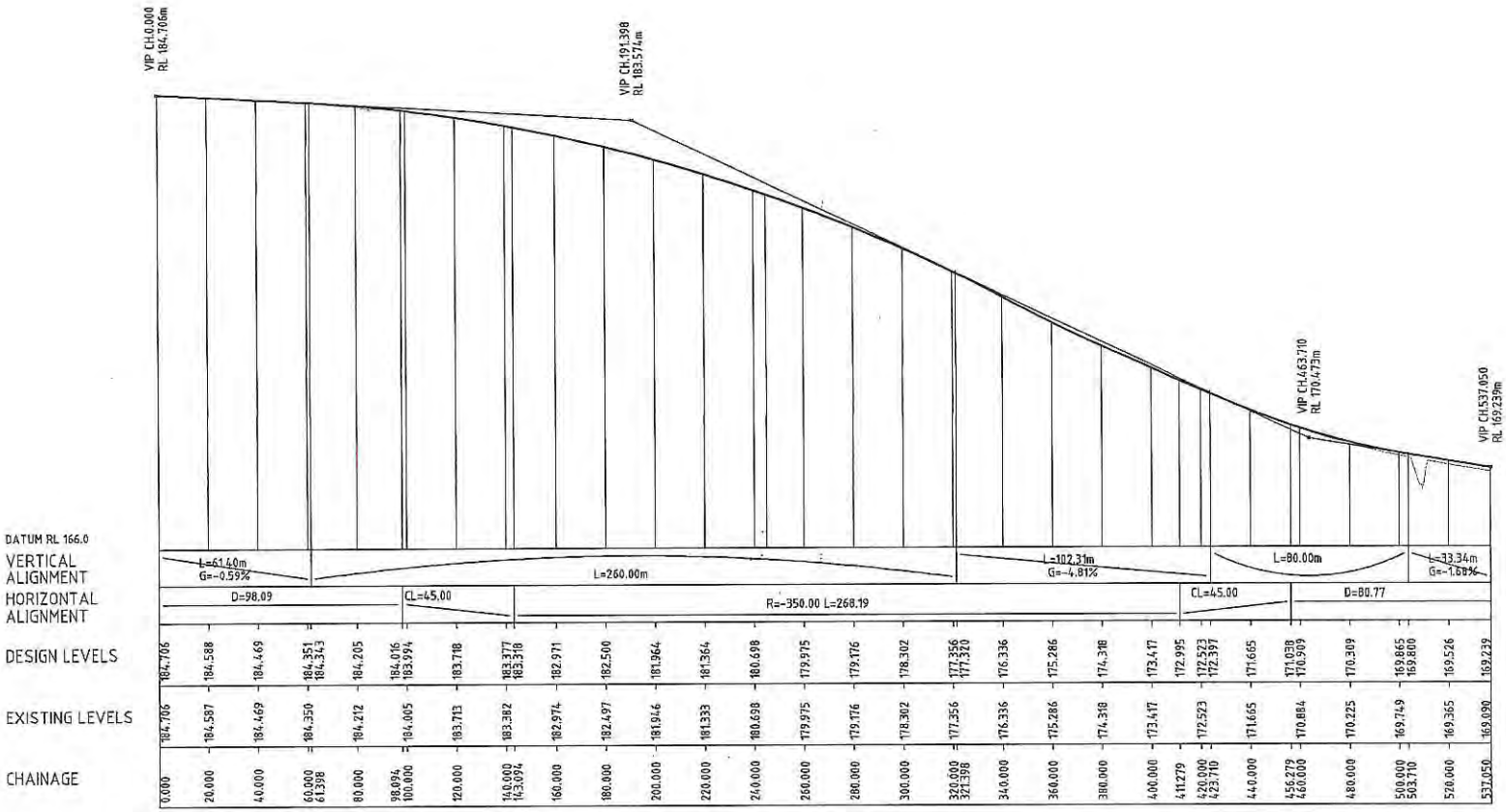
Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
NORTHBOUND ON-RAMP (MCT0) CH.00 TO CH.667.900

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C087.dwg	21-Jun-17, 12:40 PM	0087

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCG0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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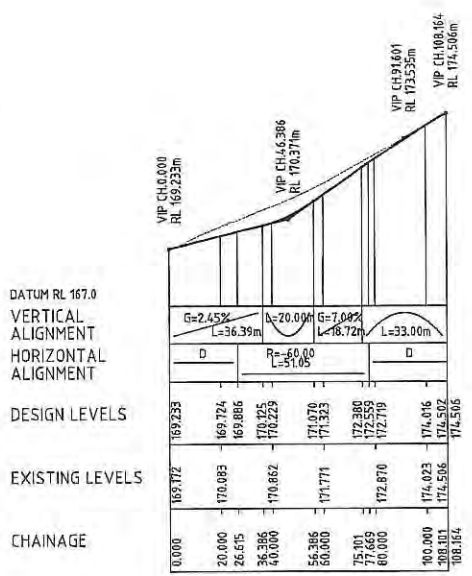
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
SOUTHBOUND OFF-RAMP (MCG0) CH.00 TO CH.537.275

CONTRACT No.
DRAWING 32-18285-C088.dwg
PRINTED DATE 21-Jun-17, 12:40 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0088
REVISION B



LONGITUDINAL SECTION (MCM0)

SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 — Height Datum: A.H.D.

DESIGNED C.MONTY

REVIEWED

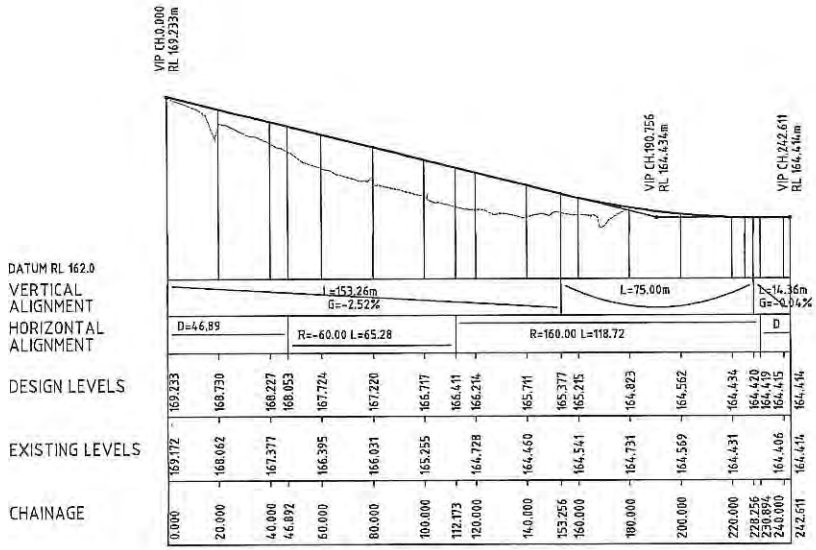
Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
EASTERN SERVICE ROAD (OLD HIGHWAY) (MCM0) CH.00 TO CH.108.164

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C089.dwg	21-Jun-17, 12:40 PM	0089

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCN0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

CHD | Tasmanian Government

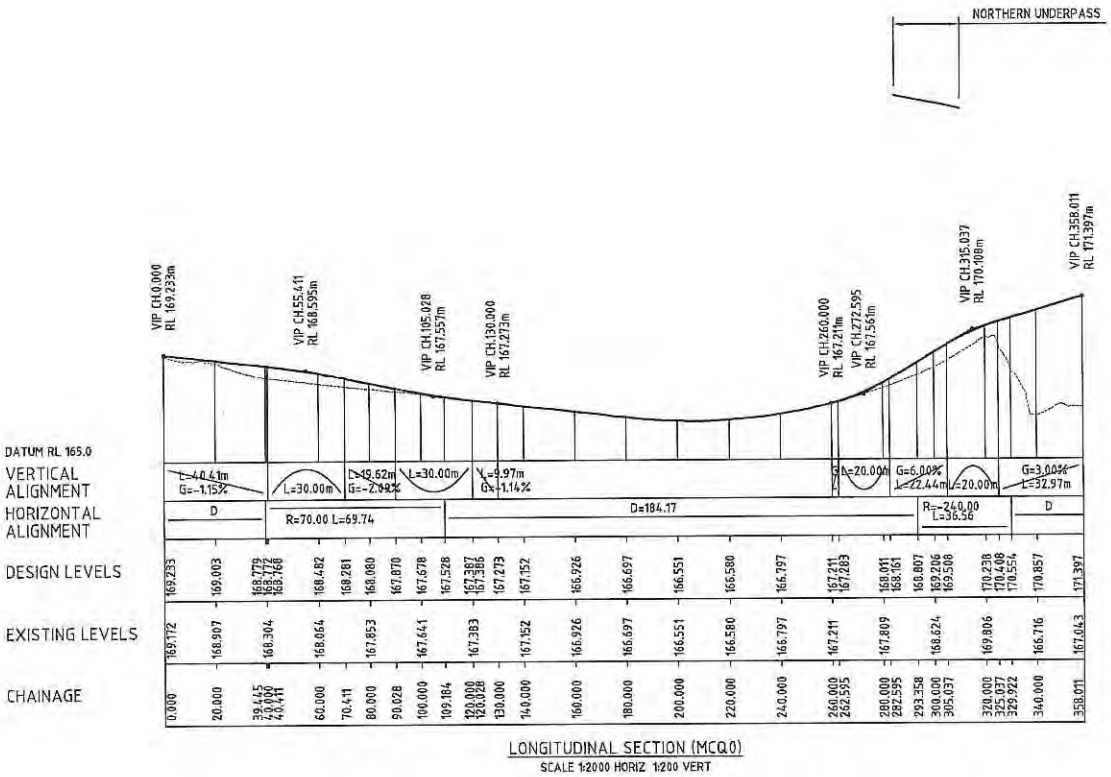
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
EXISTING MIDLAND HIGHWAY (MCN0) CH.00 TO CH.242.611

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C090.dwg	21-Jun-17, 12:40 PM	0090

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCQ0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

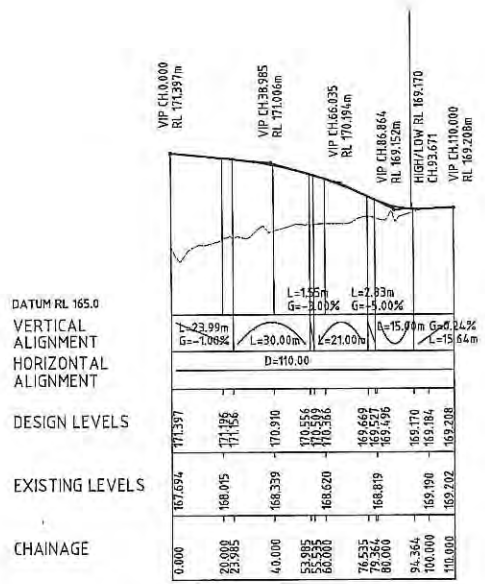
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION - NORTHERN INTERCHANGE
SOUTHERN ACCESS ROAD (MCQ0) CH.00 TO CH.173.608

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18286-C091.dwg	21-Jun-17, 12:40 PM	0091

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCU0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

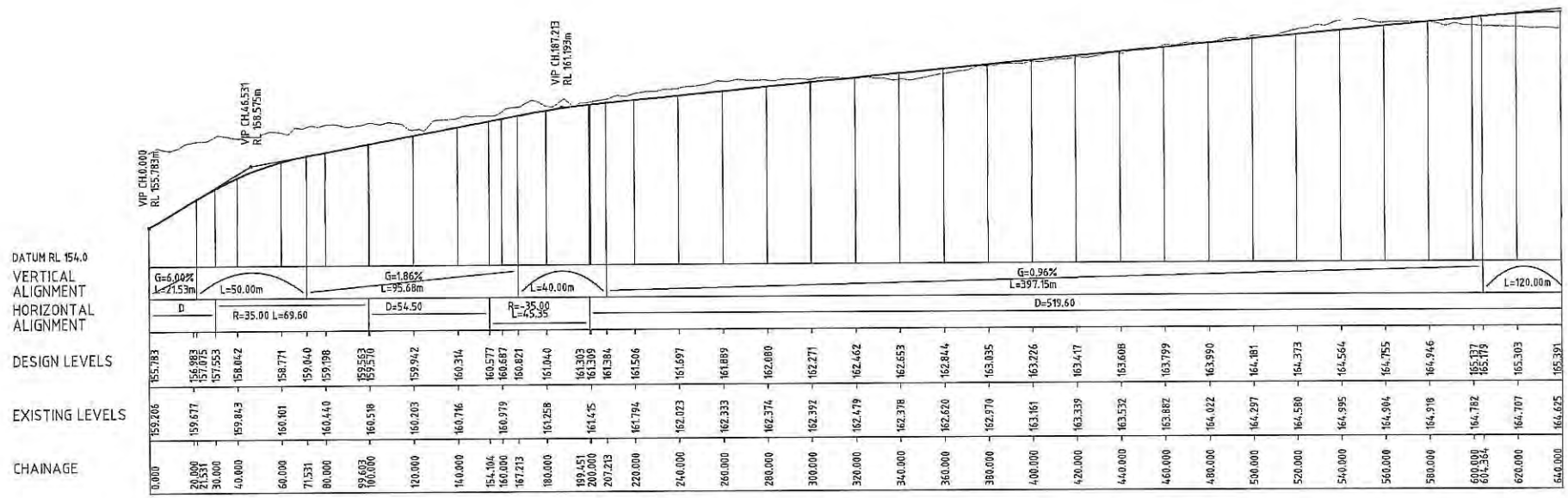
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
MACKINNON ACCESS (NORTHERN INTERCHANGE) (MCU0) CH.00 TO CH.110

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C092.dwg	21-Jun-17, 12:40 PM	0092

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCV0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

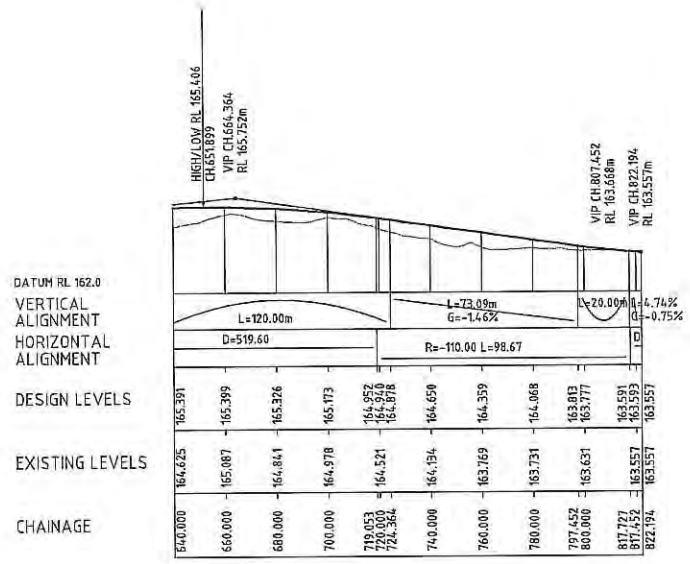
Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

GHD | Tasmanian Government

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
GLEN IREH ACCESS (MCV0) CH.00 TO CH.640

CONTRACT No.
DRAWING 32-18285-C093_C094.dwg
PRINTED DATE 21-Jun-17, 12:40 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0093
REVISION B



LONGITUDINAL SECTION (MCV0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

DESIGNED C.MONTY
REVIEWED

Tasmanian Government

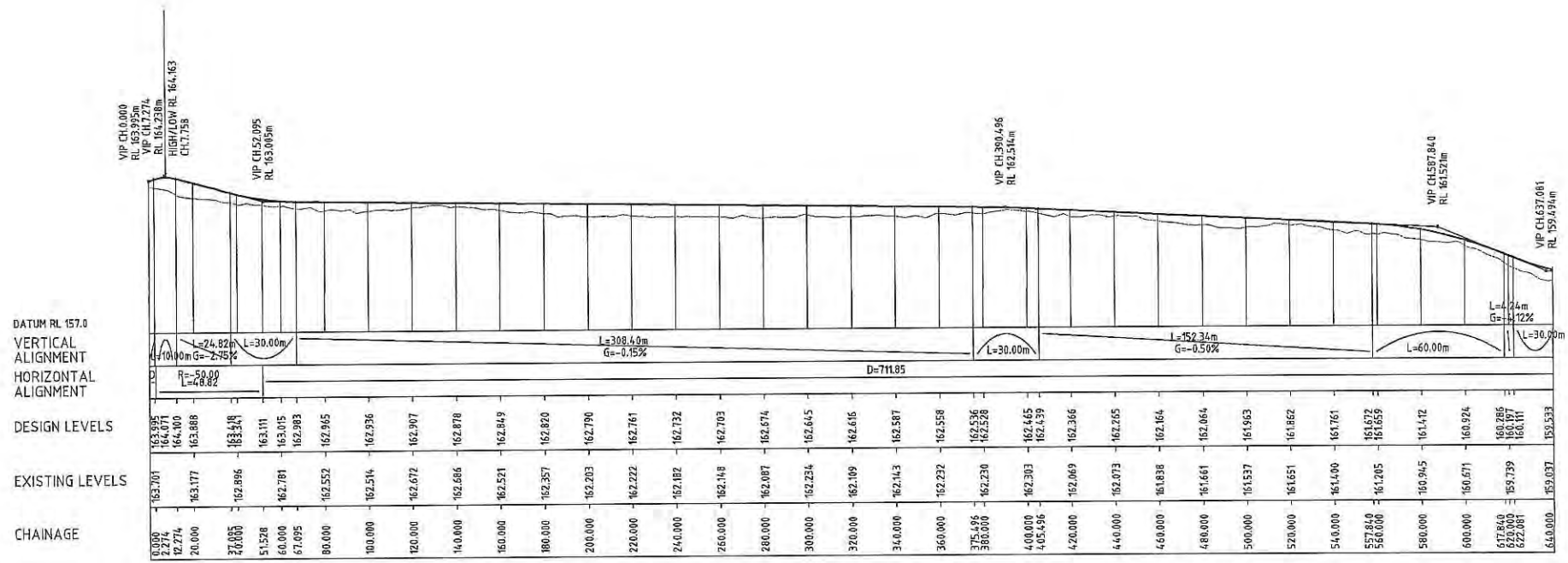
Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
GLEN IREH ACCESS (MCV0) CH.640 TO CH.822.194

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C093_C094.dwg	21-Jun-17, 12:40 PM	0094

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCV5)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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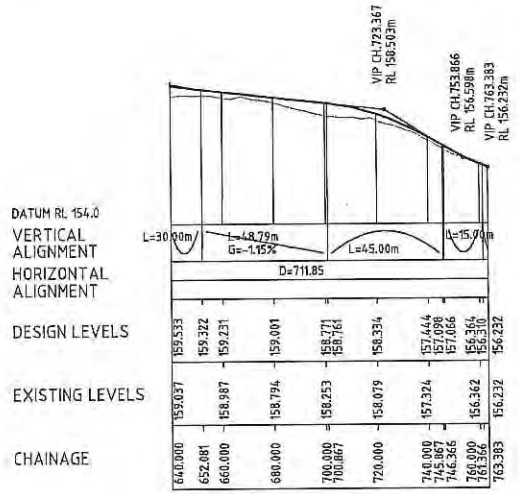
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
KELLY & EINODER ACCESS (MCV5) CH.00 TO CH.640

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C095_C098.dwg	21-Jun-17, 12:40 PM	0095

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCV5)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

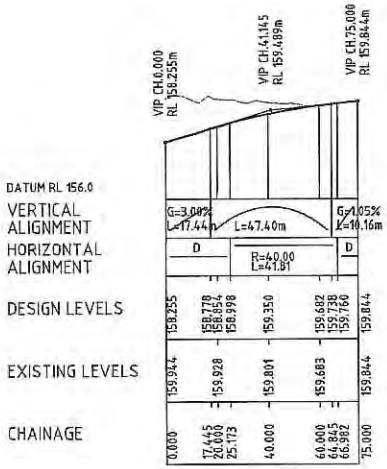
Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

GHD | Tasmanian Government

DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
KELLY & EINODER ACCESS (MCV5) CH.640 TO CH.763.383

CONTRACT No.
DRAWING 32-16285-C095_C096.dwg
PRINTED DATE 21-Jun-17, 12:40 PM
SHEET No. 0096
REGISTRATION NUMBER A0087.038
REVISION B



LONGITUDINAL SECTION (MCW0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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DESIGNED C.MONTY
REVIEWED

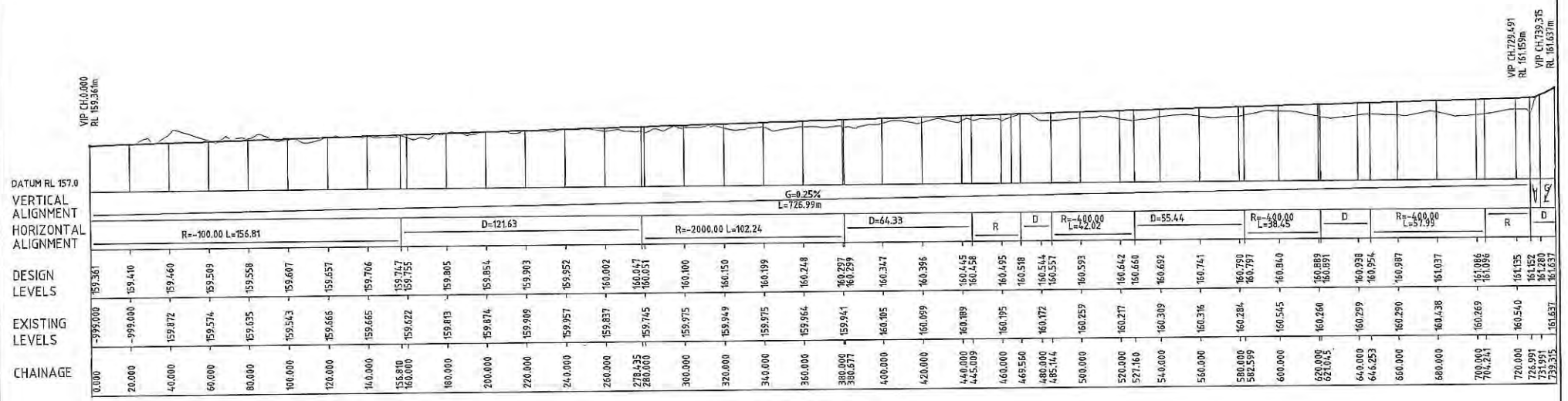
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
TASWATER SEWAGE LAGOONS ACCESS (MCW0) CH.00 TO CH.75

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C097.dwg	21-Jun-17, 12:40 PM	0097

REGISTRATION NUMBER
A0087.038

REVISION B

1-200



LONGITUDINAL SECTION (MCX0)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2 4 6 8 VERT.
0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

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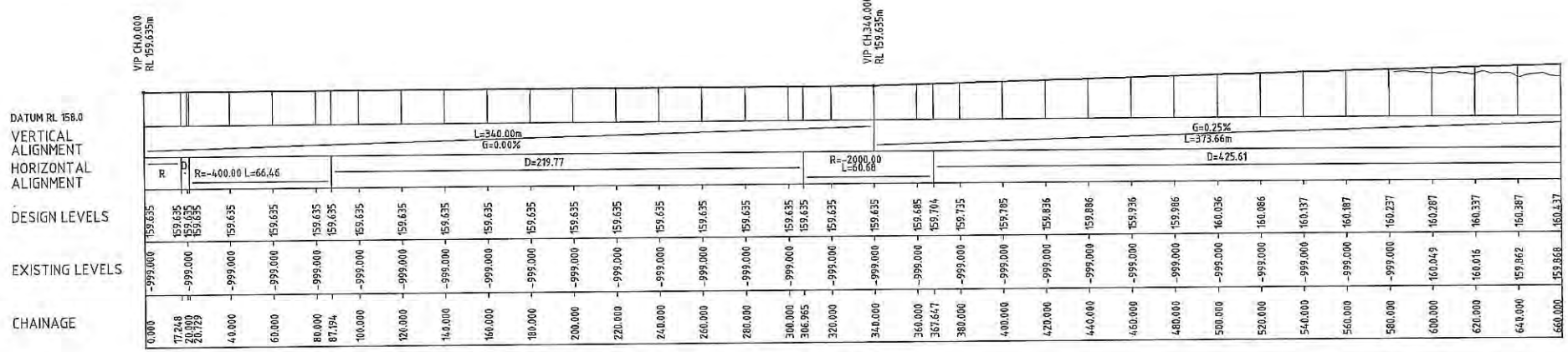
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
MOUNTFORD ACCESS No.1 (MCX0) - CH.00 TO CH.739.315

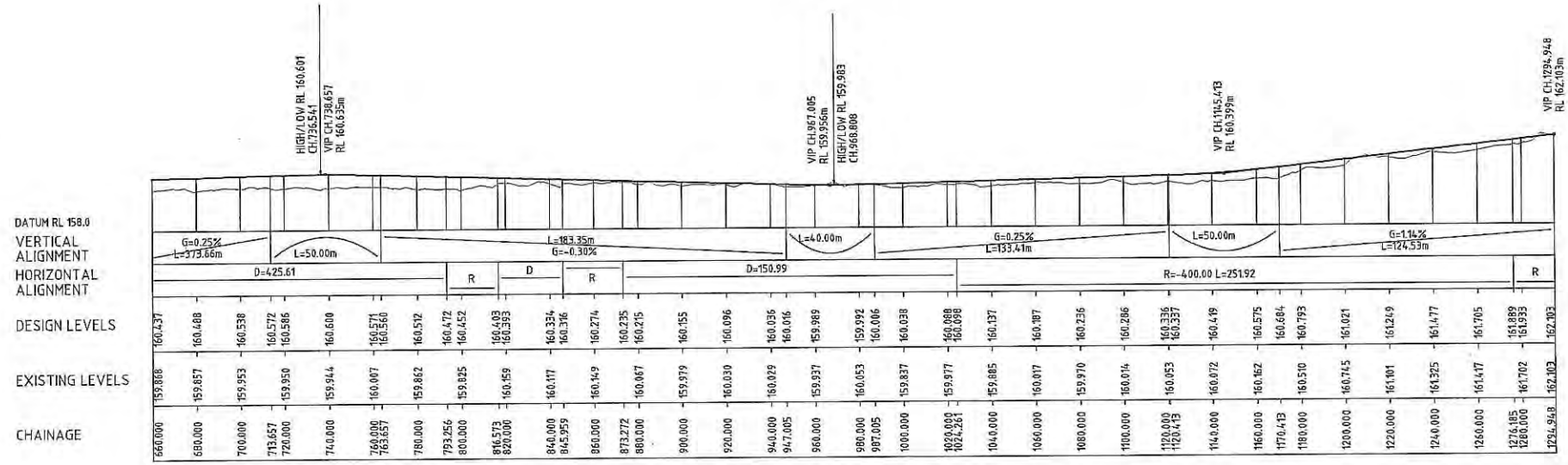
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C098.dwg	21-Jun-17, 12:40 PM	0098

REGISTRATION NUMBER
A0087.038

REVISION B



LONGITUDINAL SECTION (MCX5)
SCALE 1:2000 HORIZ 1:200 VERT



LONGITUDINAL SECTION (MCX5)
SCALE 1:2000 HORIZ 1:200 VERT

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES: 0 2 4 6 8 VERT. / 0 20 40 60 80 HORIZ.

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

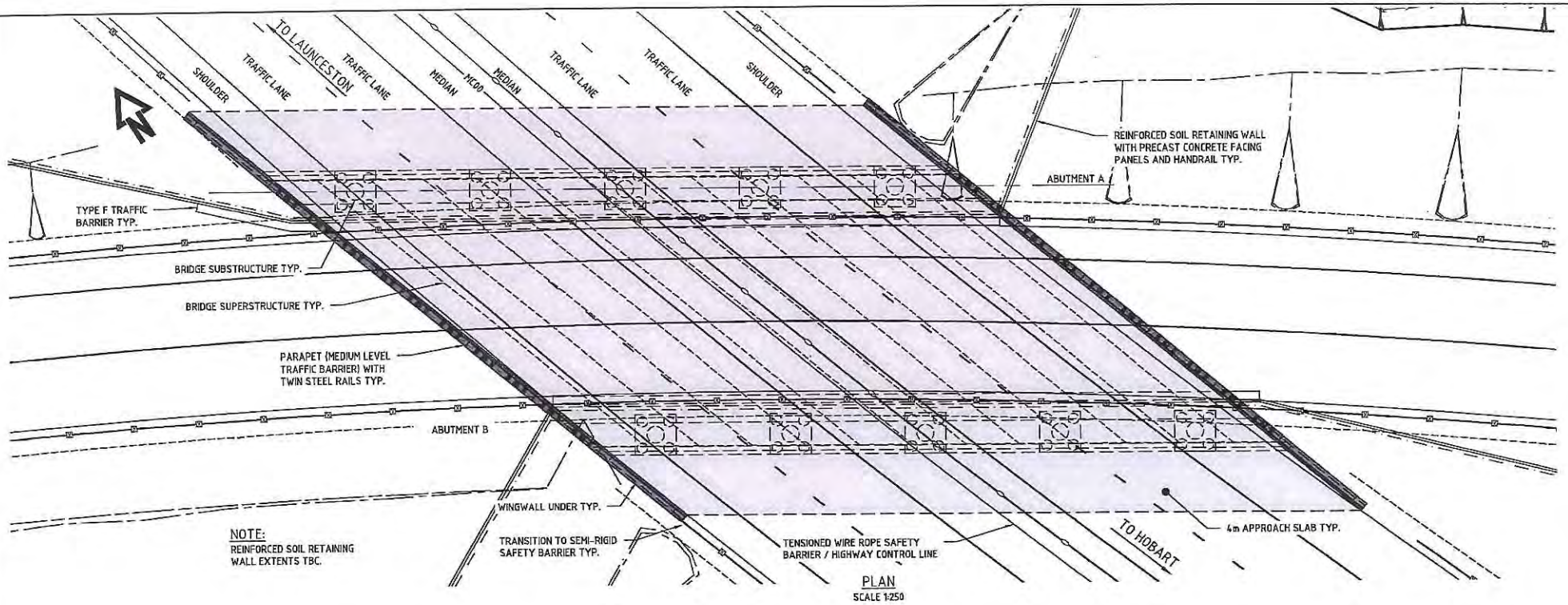
DESIGNED C.MONTY
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
LONGITUDINAL SECTION
MOUNTFORD ACCESS No.2 (MCX5) - CH.00 TO CH.1294.948

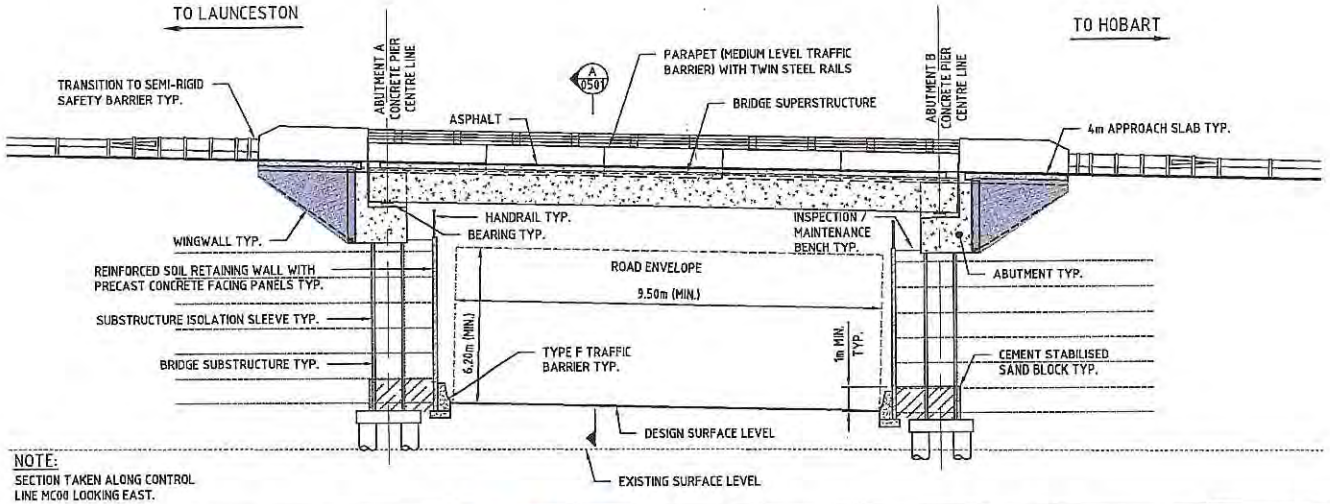
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-C099.dwg	21-Jun-17, 12:40 PM	0099

REGISTRATION NUMBER
A0087.038

REVISION B



PLAN
SCALE 1:250



NOTE:
SECTION TAKEN ALONG CONTROL LINE MC00 LOOKING EAST.

NOTES:
1. DESIGN IN ACCORDANCE WITH AS 5100.
2. DESIGN TRAFFIC LOADS:
   - SM 1600
   - HLP400 (POSITIONED AS PER SPECIFICATION)
3. REFER TO CIVIL DRAWINGS FOR ROAD DESIGN.

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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

SCALES
0 2.5 5 7.5 10 12.5
SCALE 1:250

Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

GHD | Tasmanian Government

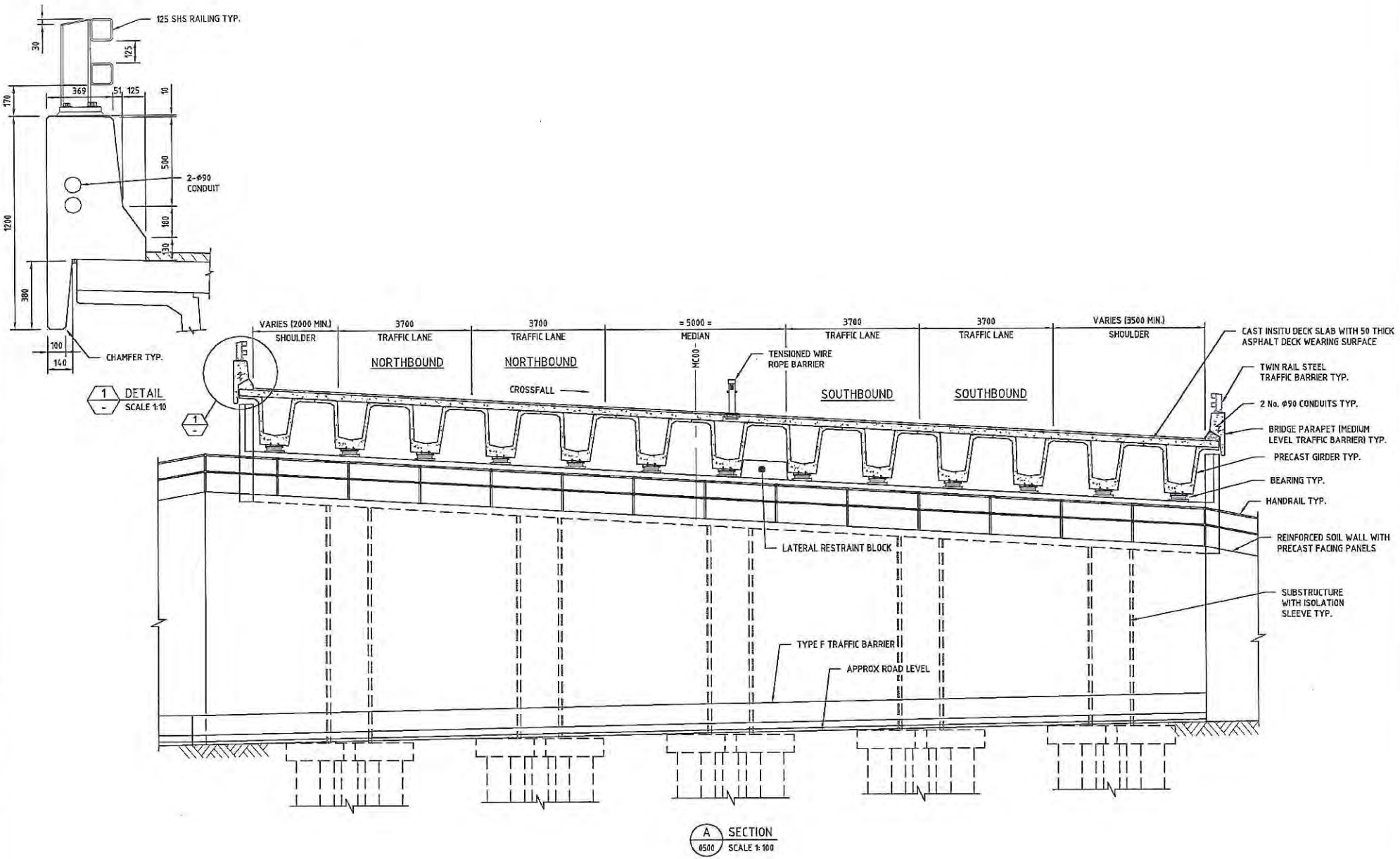
DESIGNED D.IMMS
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
SOUTHBOUND RAMP UNDERPASS - GENERAL ARRANGEMENT

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-S500.dwg	21-Jun-17, 12:41 PM	0500

REGISTRATION NUMBER
A0087.038

REVISION B



No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 0.2 0.4 0.6 0.8 1
SCALE 1:20
0 1 2 3 4 5
SCALE 1:100

GHD | Tasmanian Government

DESIGNED D.IMMS
REVIEWED

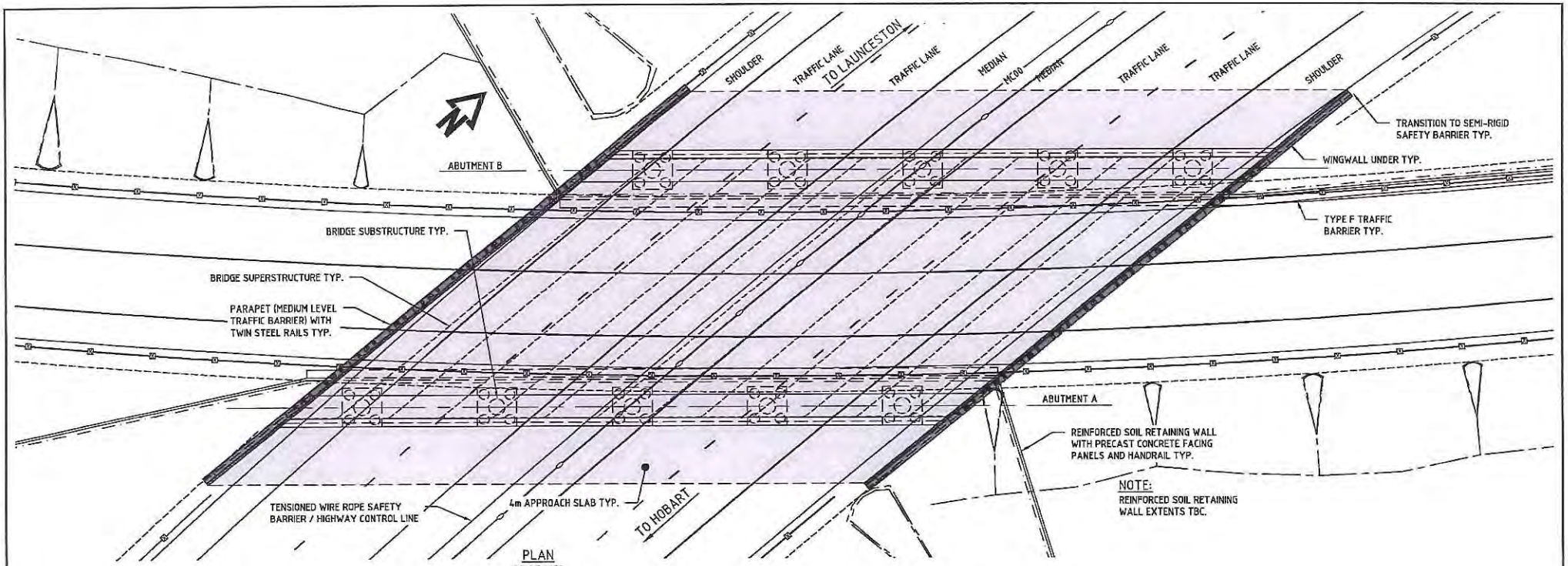
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

SOUTHBOUND RAMP UNDERPASS - TYPICAL CROSS SECTION

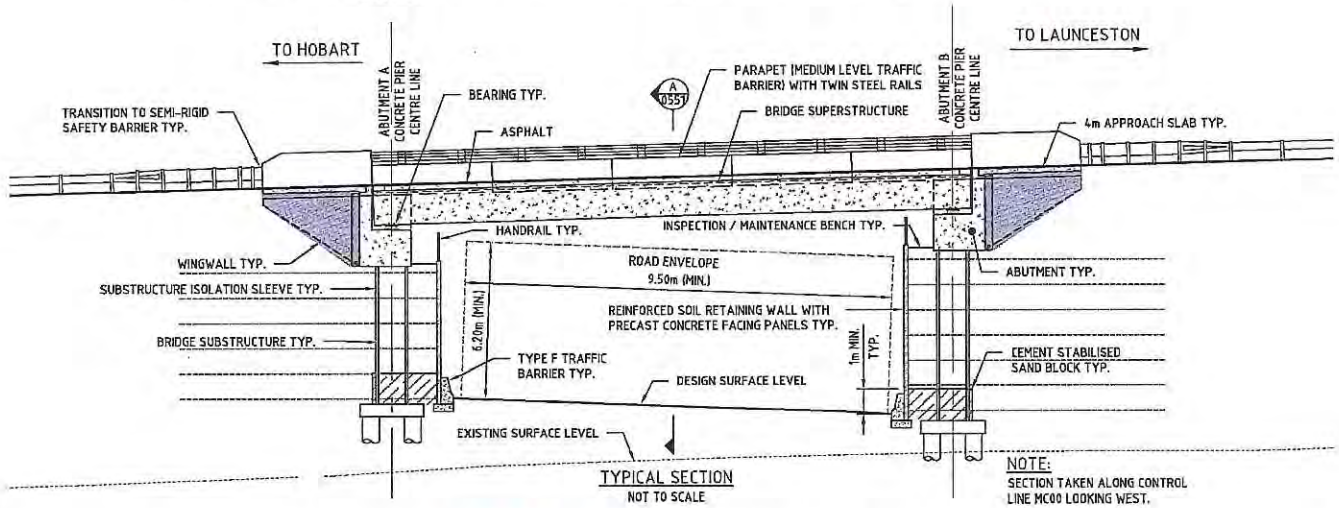
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-S501.dwg	21-Jun-17, 12:41 PM	0501

REGISTRATION NUMBER
A0087.038

REVISION B



PLAN
SCALE 1:250



TYPICAL SECTION
NOT TO SCALE

NOTE:
SECTION TAKEN ALONG CONTROL LINE MC00 LOOKING WEST.

NOTES:
1. DESIGN IN ACCORDANCE WITH AS 5100.
2. DESIGN TRAFFIC LOADS:
   - SM 1600
   - HLP400 (POSITIONED AS PER SPECIFICATION)
3. REFER TO CIVIL DRAWINGS FOR ROAD DESIGN.

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

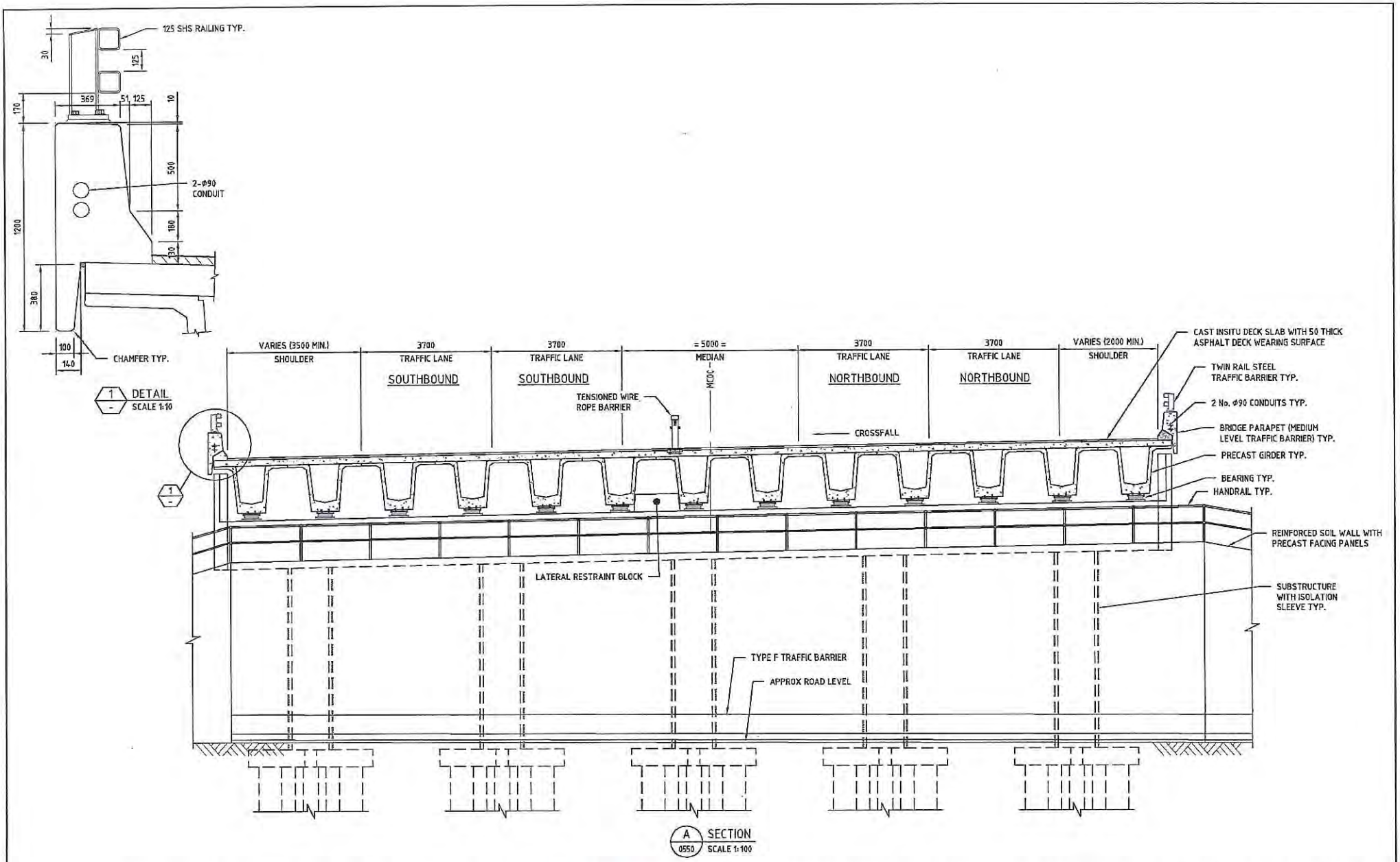
A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2.5 5 7.5 10 12.5
SCALE 1:250

DESIGNED D.IMMS
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
WESTBOUND RAMP UNDERPASS - GENERAL ARRANGEMENT

CONTRACT No.
DRAWING 32-18286-S550.dwg
PRINTED DATE 21-Jun-17, 12:41 PM
SHEET No. 0550
REGISTRATION NUMBER A0087.038
REVISION B



No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
SCALE 1:20
SCALE 1:100

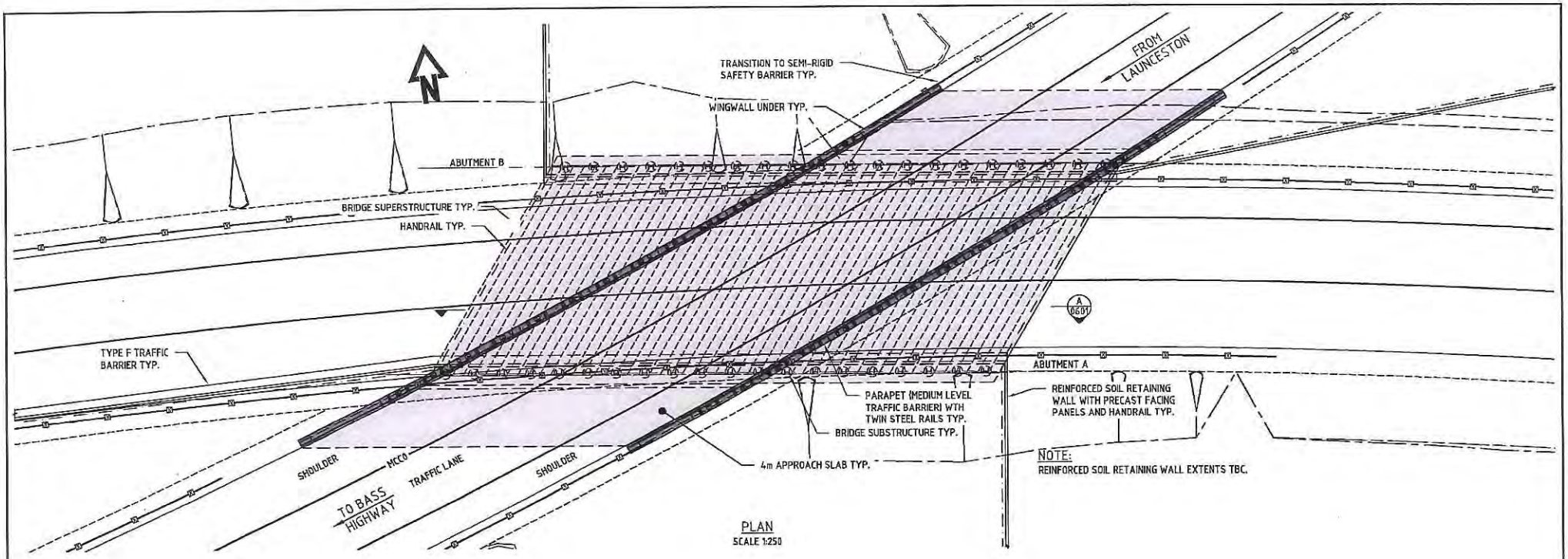
DESIGNED D.IMMS
REVIEWED

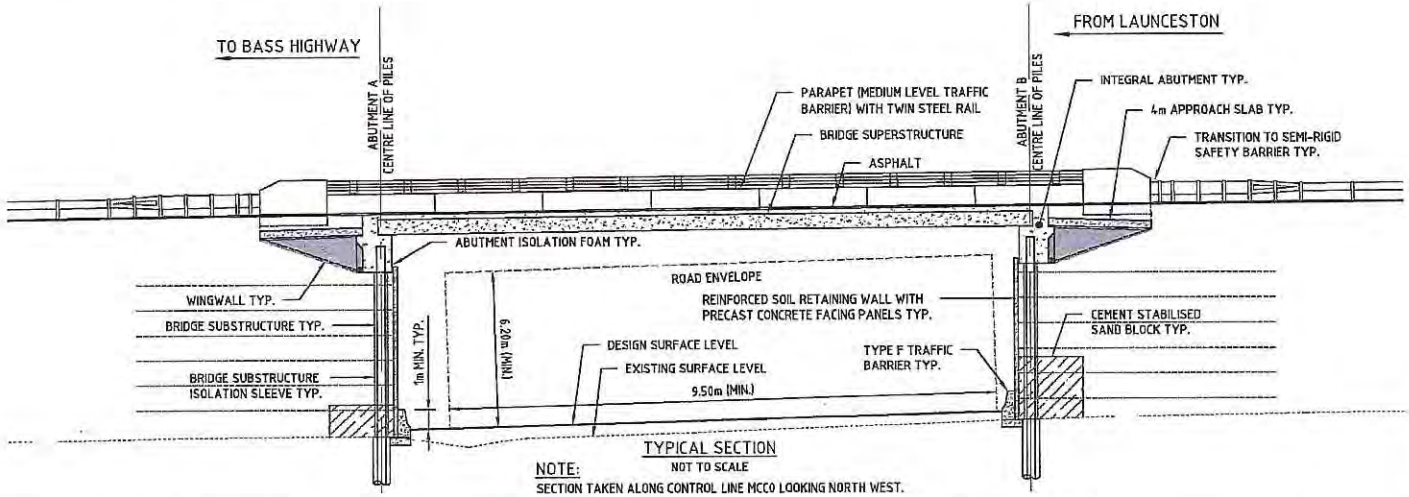
Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
WESTBOUND RAMP UNDERPASS - TYPICAL CROSS SECTION

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-S551.dwg	21-Jun-17, 12:41 PM	0551

REGISTRATION NUMBER
A0087.038

REVISION B





NOTES:
1. DESIGN IN ACCORDANCE WITH AS 5100.
2. DESIGN TRAFFIC LOADS:
   - SM 1600
   - HLP400 (POSITIONED AS PER SPECIFICATION)
3. REFER TO CIVIL DRAWINGS FOR ROAD DESIGN.

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.06.2017

A3 original | This sheet may be prepared using colour and may be incomplete if copied | Co-ordinate System: MGA Zone 55 | Height Datum: A.H.D.

SCALES
0 2.5 5 7.5 10 12.5
SCALE 1:250

GHD | Tasmanian Government

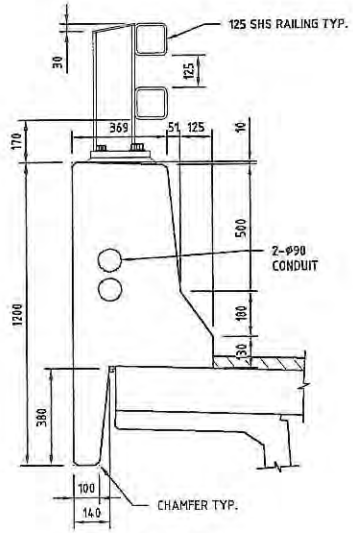
DESIGNED D.IMMS
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
WESTBOUND RAMP OVERPASS - GENERAL ARRANGEMENT

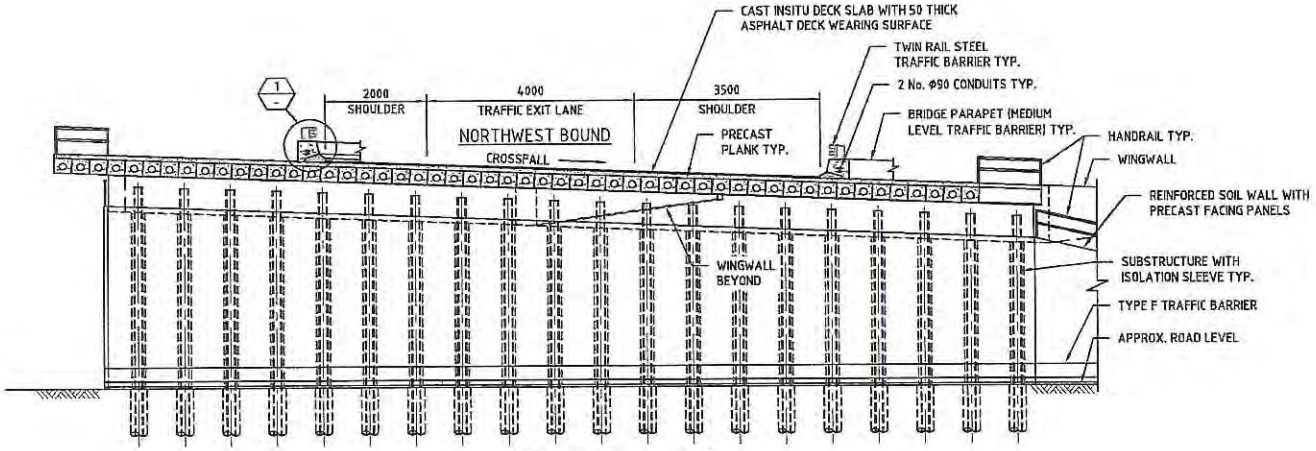
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-S600.dwg	21-Jun-17, 12:41 PM	0600

REGISTRATION NUMBER
A0087.038

REVISION B



1 DETAIL
SCALE 1:10



A 0600 SECTION
SCALE 1:200

NOTE:
SECTION TAKEN ON BRIDGE SKEW.

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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SCALES
SCALE 1:20
SCALE 1:200

DESIGNED D.IMMS
REVIEWED

Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
WESTBOUND RAMP OVERPASS - TYPICAL CROSS SECTION

CONTRACT No.
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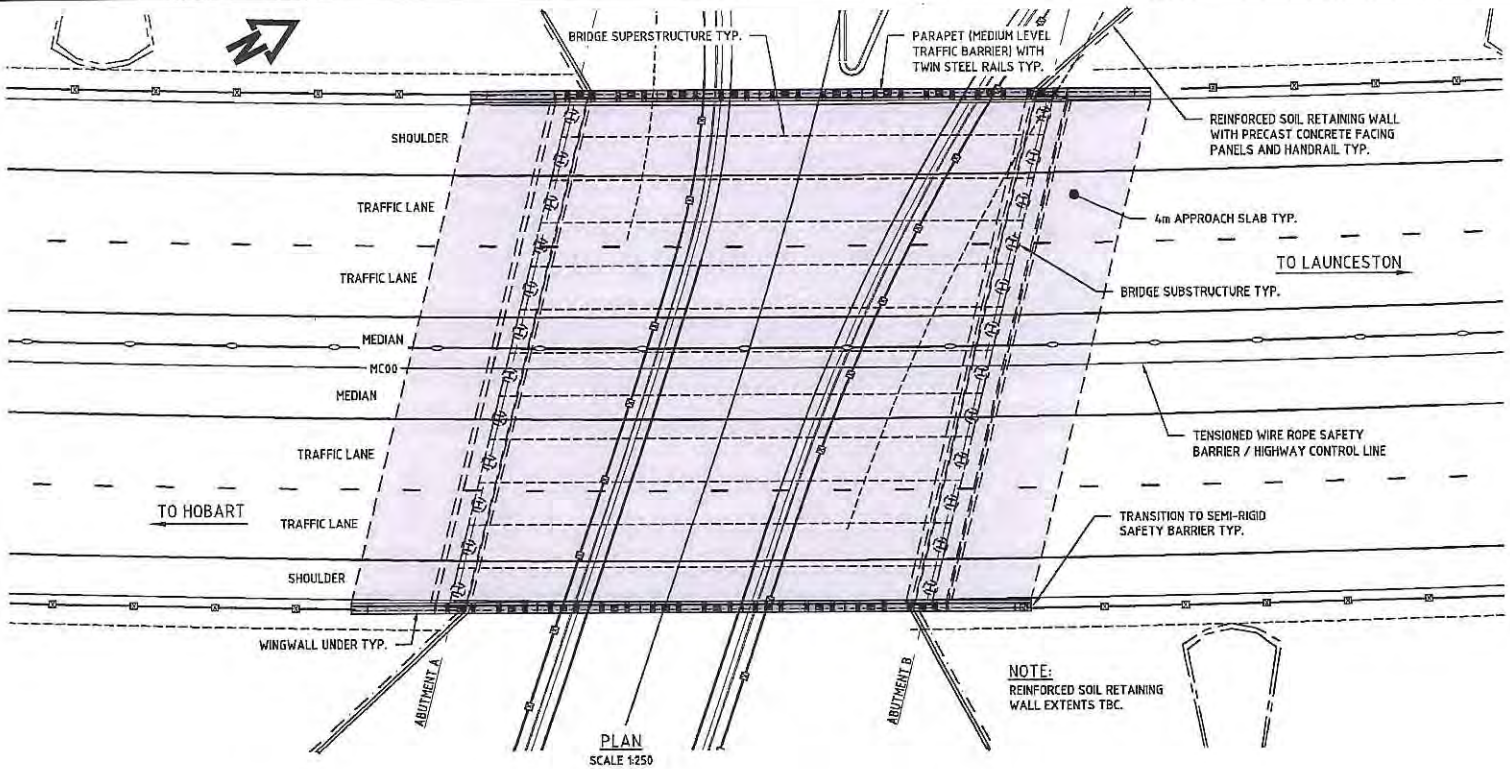
PRINTED DATE 21-Jun-17, 12:41 PM
REGISTRATION NUMBER A0087.038
SHEET No. 0601
REVISION B



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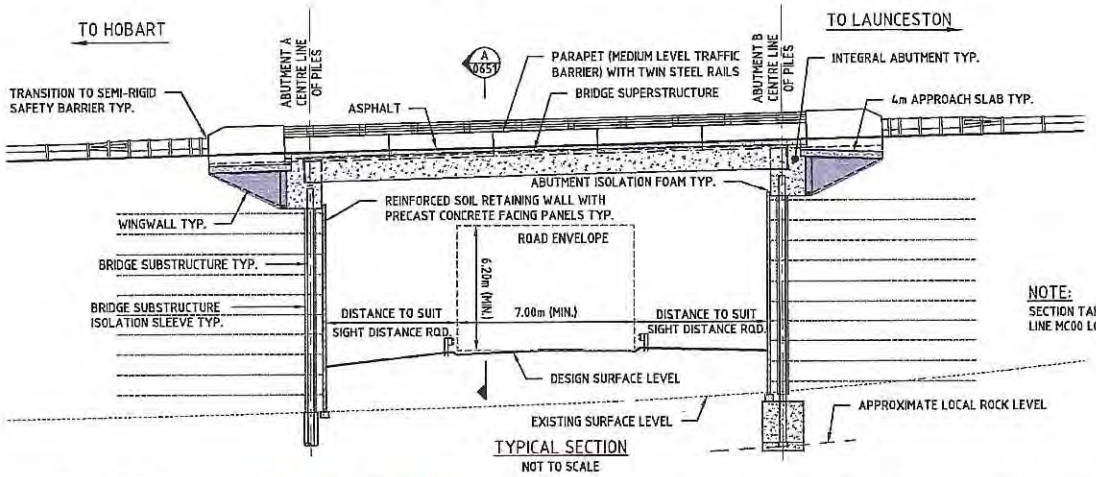

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NOTES:
1. DESIGN IN ACCORDANCE WITH AS 5100.
2. DESIGN TRAFFIC LOADS:
   - SM 1600
   - HLP400 (POSITIONED AS PER SPECIFICATION)
3. REFER TO CIVIL DRAWINGS FOR ROAD DESIGN.

No.	Amendment Description	Initials	Date
B	DA SUBMISSION	S.L.*	21.06.2017
A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
NORTHERN UNDERPASS - GENERAL ARRANGEMENT

CONTRACT No.
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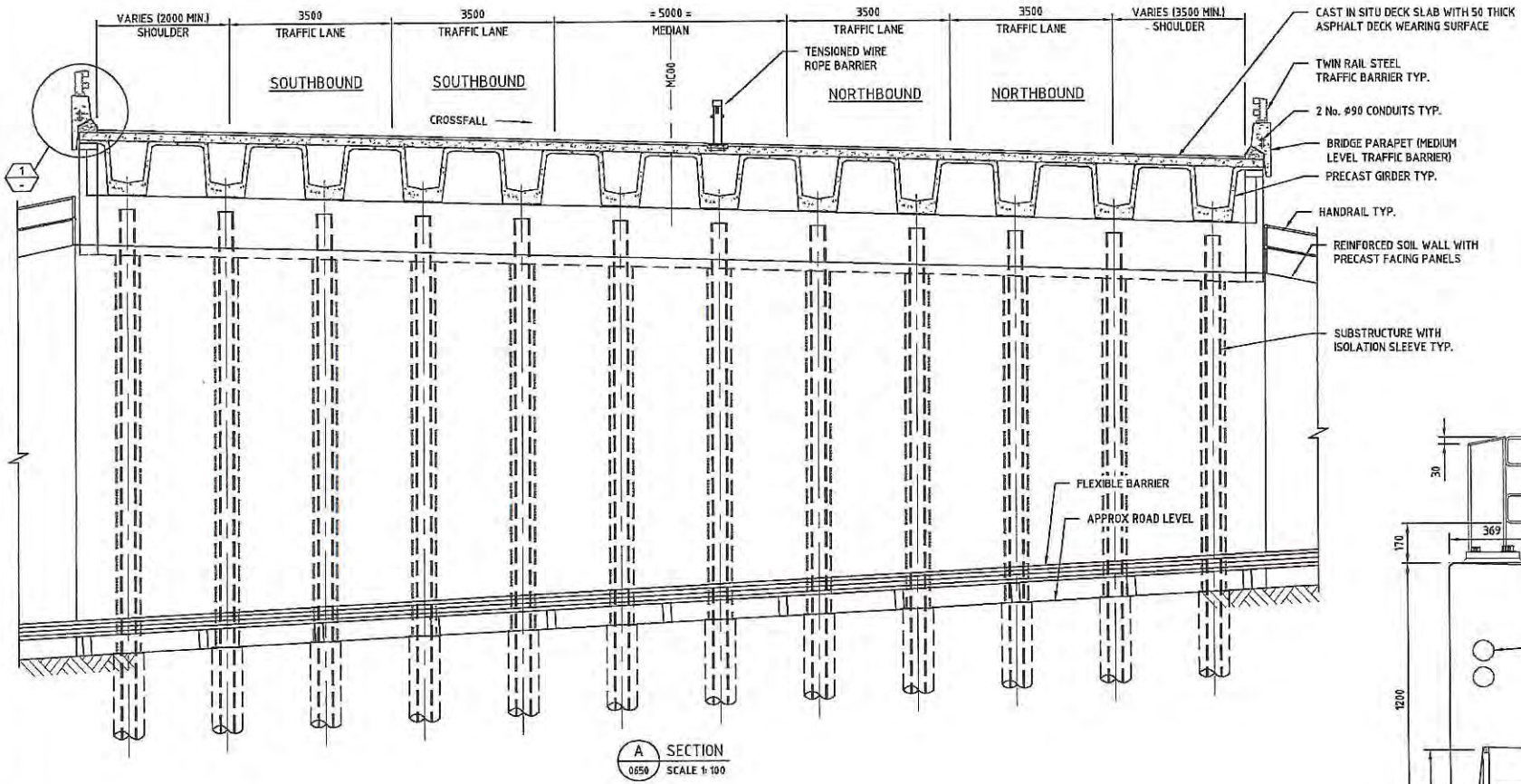

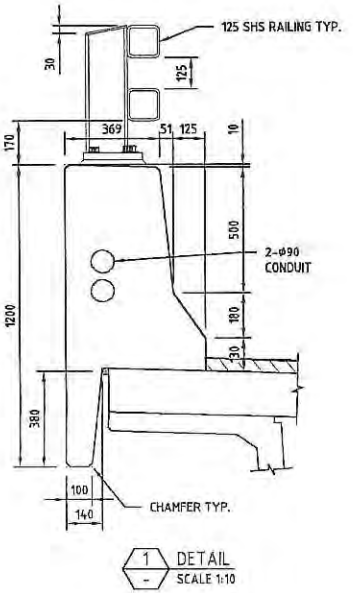

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A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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Department of State Growth

MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

NORTHERN UNDERPASS - TYPICAL CROSS SECTION

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
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REGISTRATION NUMBER
A0087.038

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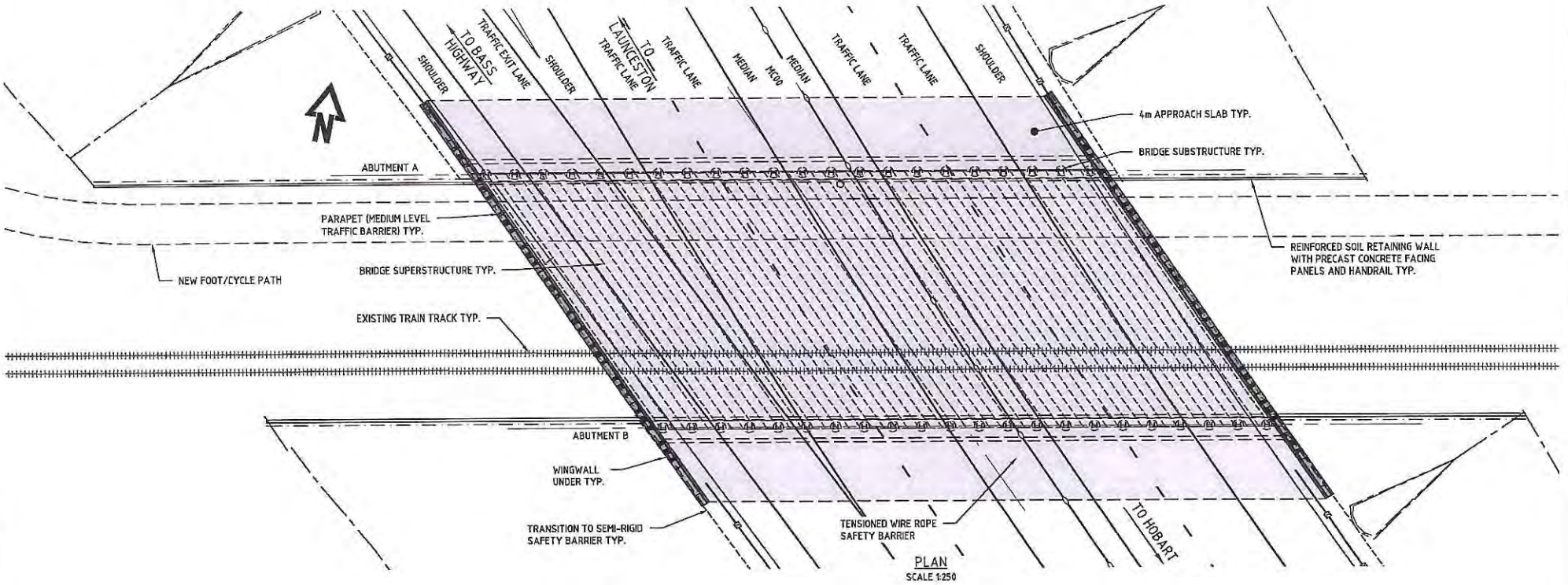

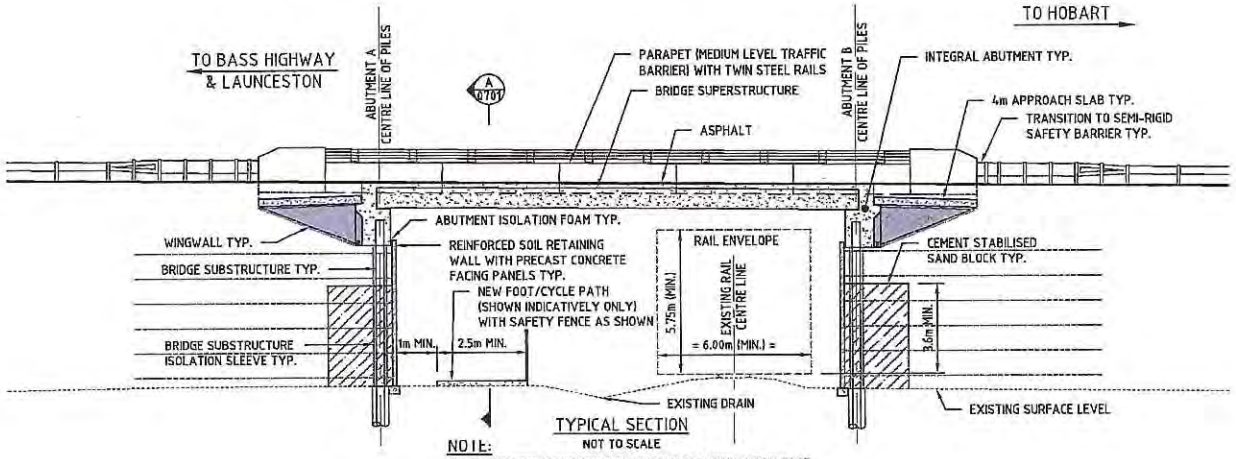

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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
RAILWAY UNDERPASS No.1 - GENERAL ARRANGEMENT

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
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A0087.038

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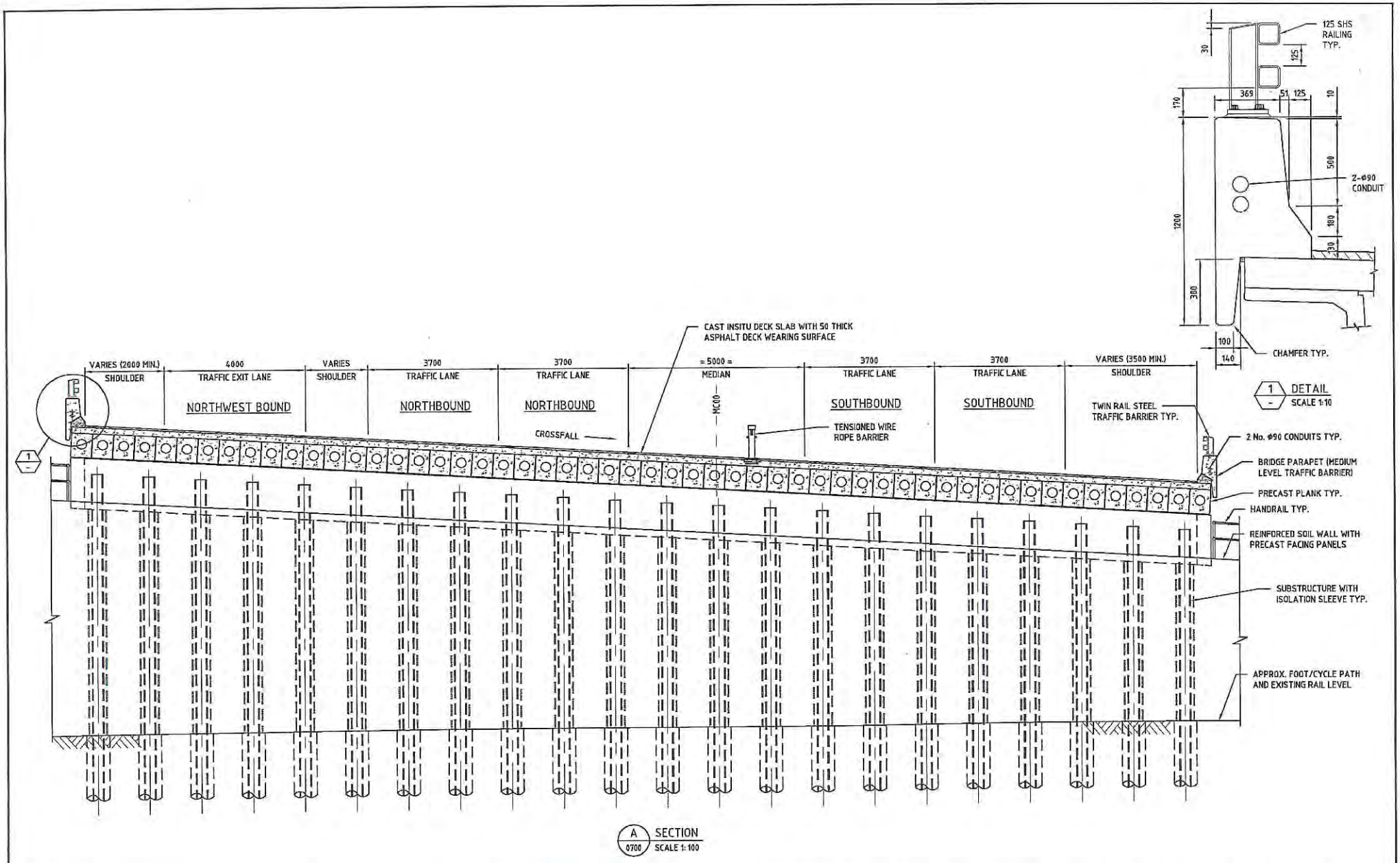

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A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

RAILWAY UNDERPASS No.1 - TYPICAL CROSS SECTION

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
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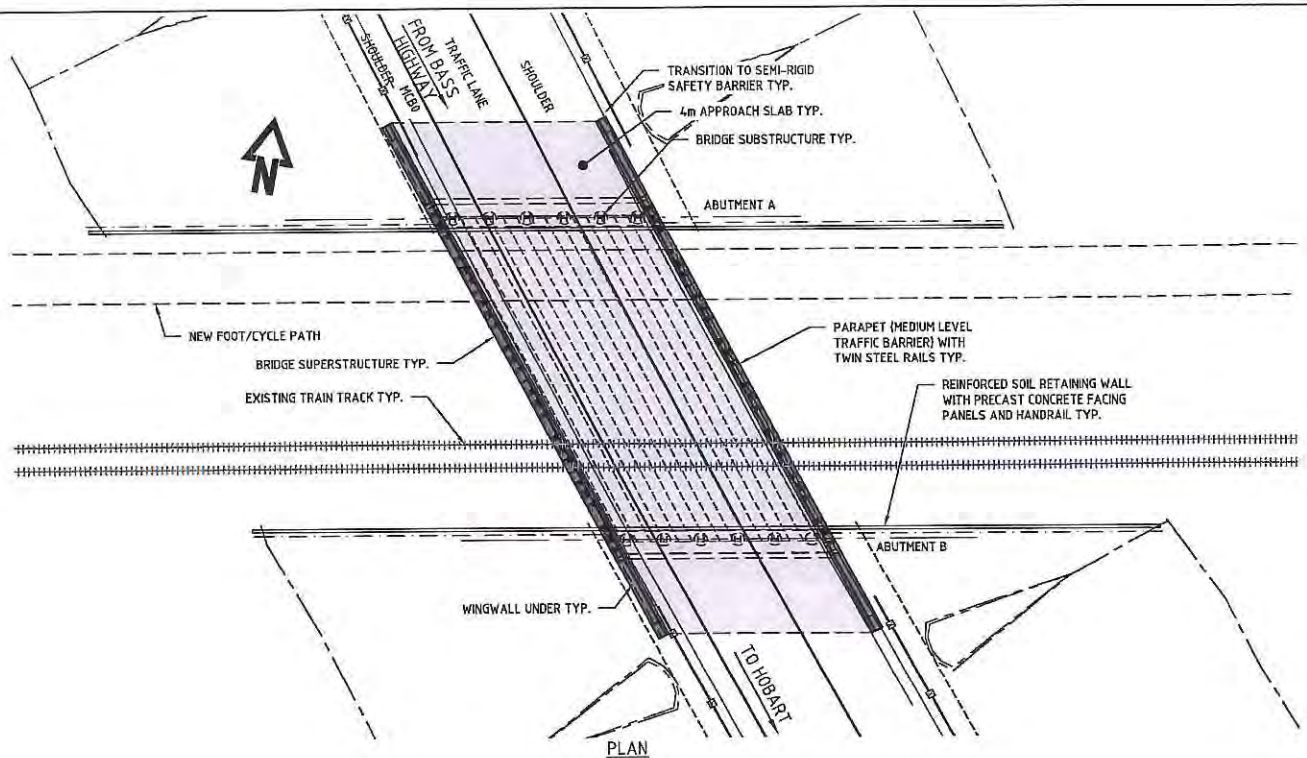

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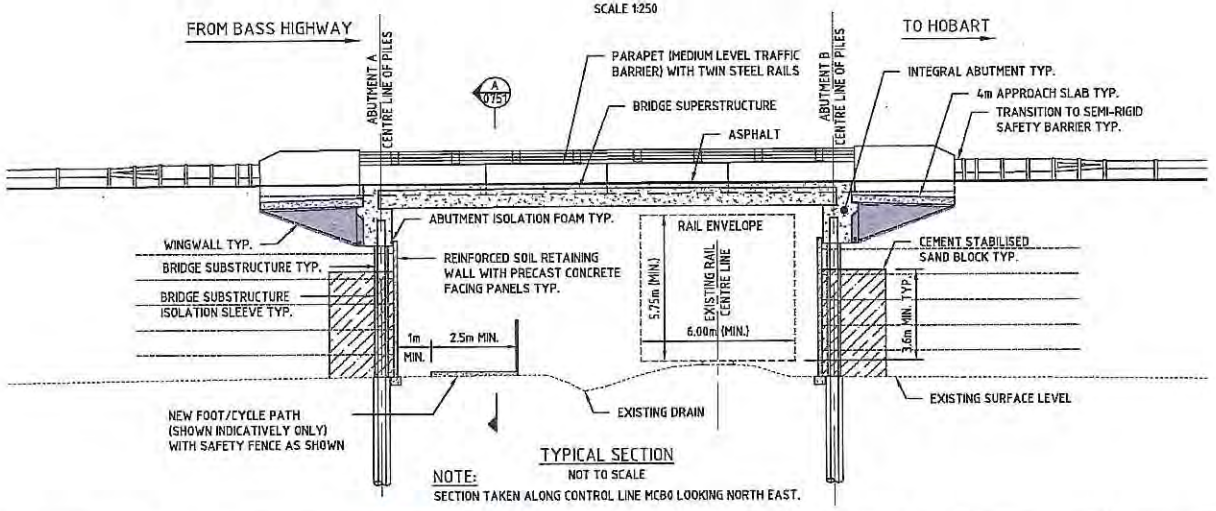

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NOT TO SCALE

NOTE:
SECTION TAKEN ALONG CONTROL LINE MCB0 LOOKING NORTH EAST.

NOTES:
1. DESIGN IN ACCORDANCE WITH AS 5100.
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Department of State Growth
MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS
RAILWAY UNDERPASS No.2 - GENERAL ARRANGEMENT

CONTRACT No.
DRAWING 32-18285-S750.dwg
PRINTED DATE 21-Jun-17, 12:42 PM
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REGISTRATION NUMBER A0087.038
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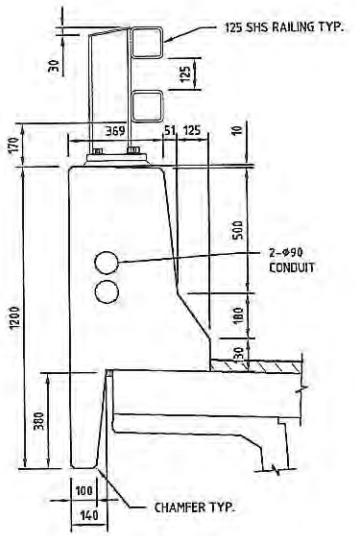

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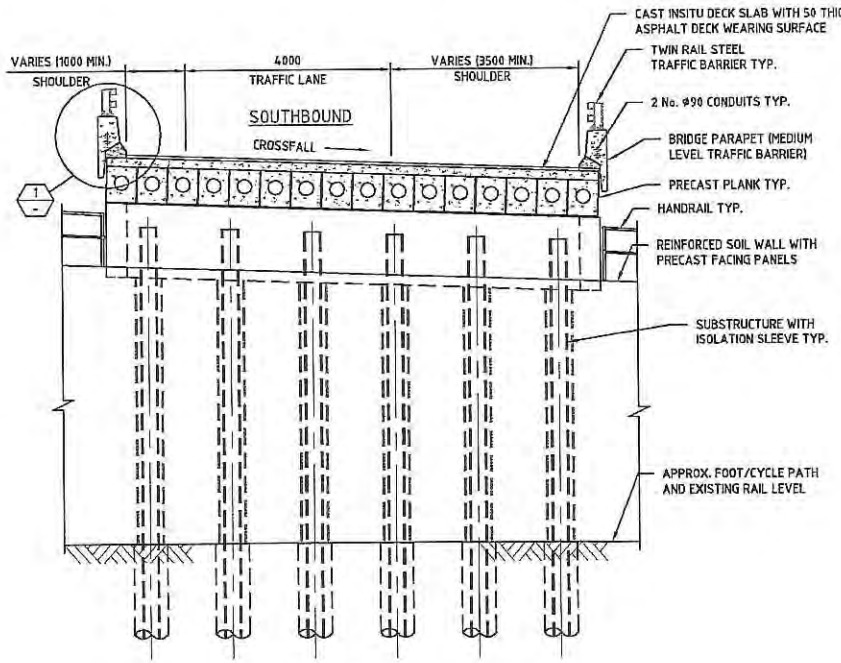

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A	ISSUED FOR CLIENT REVIEW	M.S.G.*	12.05.2017

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MIDLAND HIGHWAY (A0087)
PERTH LINK ROADS
ROADWORKS

RAILWAY UNDERPASS No.2 - TYPICAL CROSS SECTION

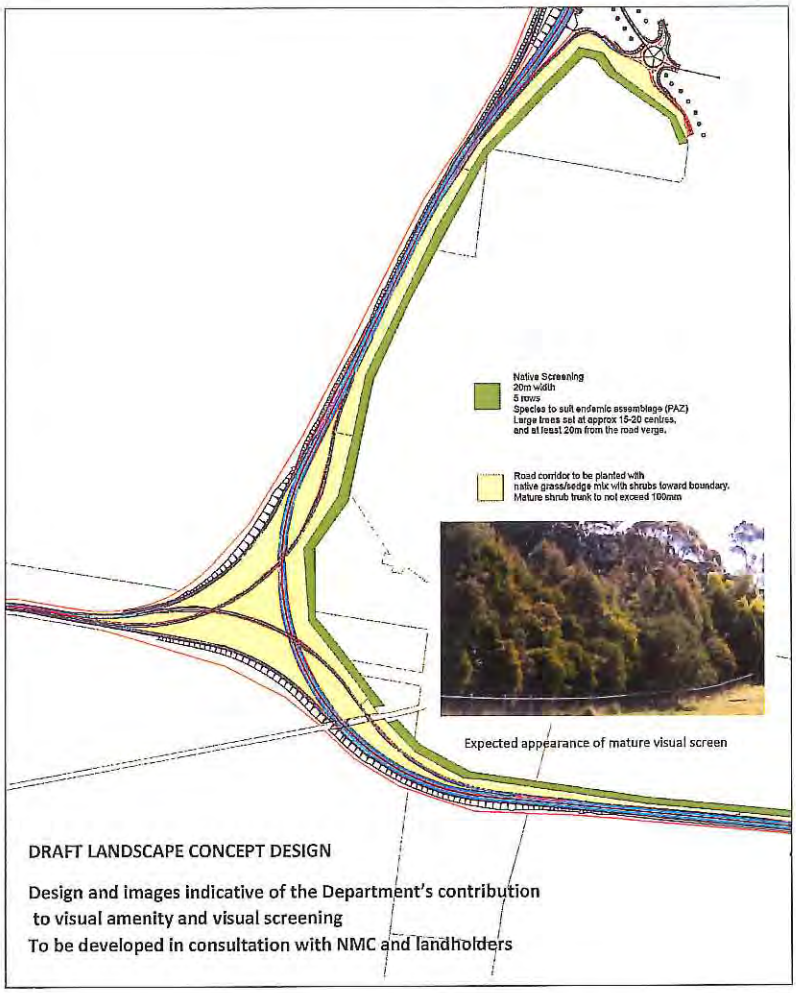
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	32-18285-S751.dwg	21-Jun-17, 12:42 PM	0751

REGISTRATION NUMBER
A0087.038

REVISION B

PERTH LINKS LANDSCAPING CONCEPT DESIGN

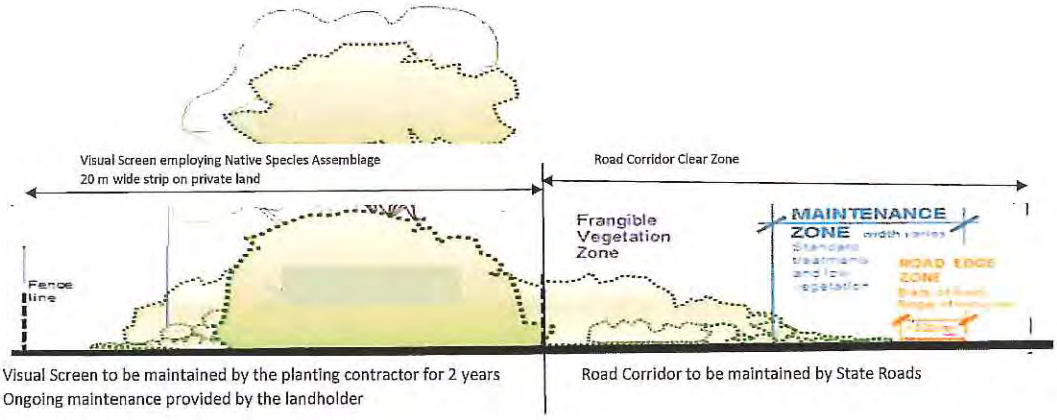
Perth Links Road Design
Interchange



Native Screening Example

Expected appearance after 10 years

Planting One year Five years



Visual Screen to be maintained by the planting contractor for 2 years
Ongoing maintenance provided by the landholder

Road Corridor to be maintained by State Roads

Potential visual screening species selection.

Species lists:

Canopy Tree Species	Common Name
Eucalyptus amygdalina	black peppermint
Eucalyptus pauciflora	cabbage gum
Eucalyptus viminalis	white gum
Eucalyptus ovata	black gum

Typical Understorey Species*	Common Name
Acacia dealbata	silver wattle
Allocasuarina littoralis	black sheoak
Banksia marginata	silver banksia
Bursaria spinosa	prickly box
Exocarpos cupressiformis	native cherry
Aotus ericoides	golden pea
Bossiaea cinerea	showy bossia
Daviesia sejugata	leafy spiky bitterpea
Dillwynia spp.	parrotpea
Epacris impressa	common heath
Hibbertia spp.	guineaflower
Leucopogon spp.	beardheath
Lissanthe strigosa	peachberry heath
Lomatia tinctoria	guitarplant
Platylobium triangulare	arrow flatpea
Pultenaea juniperina	prickly beauty
Stenanthemum pimeleoides	propeller plant
Astroloma humifusum	native cranberry
Acrotriche serrulata	ants delight
Bossiaea prostrata	creeping bossia
Hovea heterophylla	winter purplepea
Pultenaea pedunculata	matted bushpea
Dichondra repens	kidneyweed
Genocarpus tetragynus	common raspwort
Goodenia lanata	trailing native-primrose
Helichrysum scorpioides	curling everlasting
Lagenophora stipitata	blue bottledaisy
Orchidaceae	orchids
Oxalis perennans	grassland woodsorrel
Poranthera microphylla	small poranthera
Viola hederacea	ivyleaf violet
Austrodanthonia spp.	wallabygrass
Austrostipa spp.	speargrass
Deyeuxia spp.	bentgrass
Dichelachne spp.	plumegrass
Ehrharta stipoides	weeping grass
Themeda triandra	kangaroo grass
Dianella revoluta	spreading flaxlily
Lomandra longifolia	sagg
Lepidosperma spp.	swordsedge
Schoenus spp.	bogsedge

Town Entrance Road Landscaping.

Objectives

- Avenue plantings to be used to clearly differentiate the entrance roads from the highway.
- Trees should be reasonably closely spaced so that the canopy is touching (see examples below)
- Tree set-back from highway road verge to be no less than the expected mature tree height
- Ground cover to be "park" turf, with maintenance performed by council
- Planting avenue trees will be a more cost effective method of achiving a good visual amenity landscaping outcome over the large expenditure necessary for elaborate roundabout landscaping designs
- Roundabout design must be considered from the perspective of safety and ease of access for maintence crews

Potential Roundabout Concept Designs – to be developed in consultation with Northern Midlands Council

Objectives

- Highlight the northern and southern entrance to Perth
- Be simple to maintain and have tidy appearance
- Be safe for both road users and maintenance crews
- Be cost effective both for establishment and on-going costs

Design Suggestion

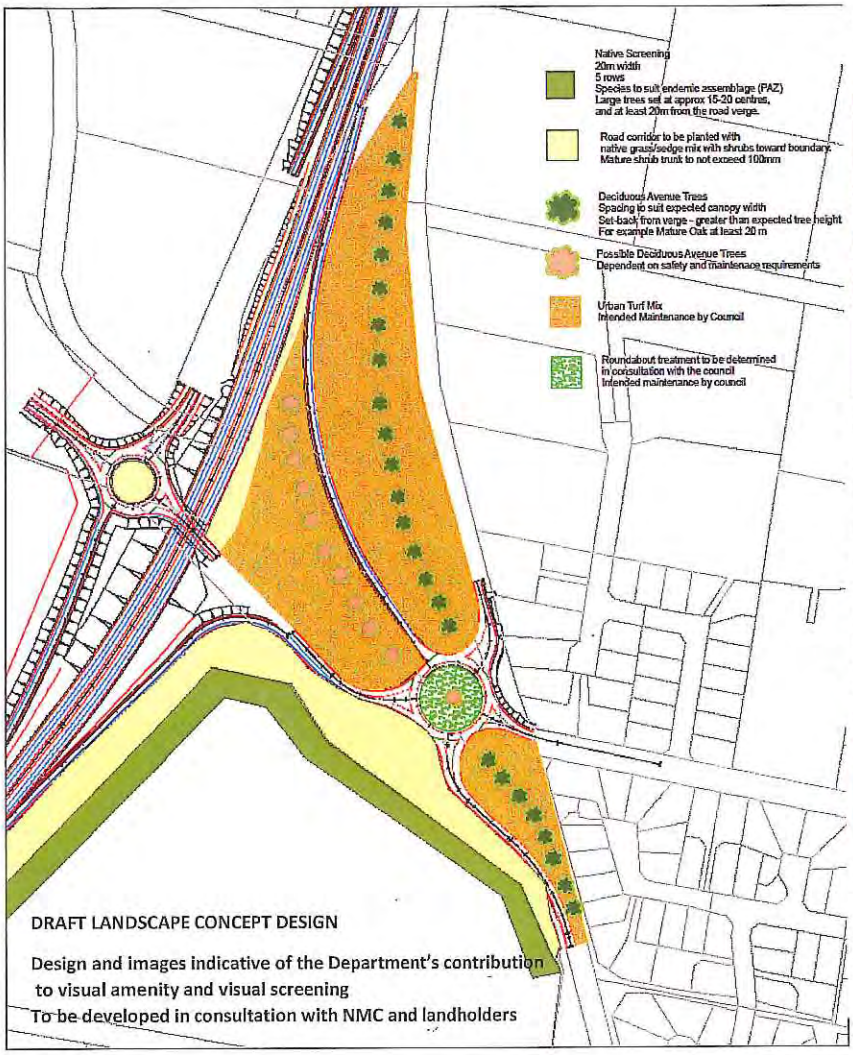
Southern roundabout.

- Paved boundary 5m wide to allow parking of maintenance vehicles
- Central feature – ie house skeleton sculpture plus simple "cottage style"garden
- Remaining area "park" style" turf

Northern Roundabouts.

- Roundabout to interchange - "park" style" turf or native tussock grass
- Roundabout to Perth – as above but Avenue trees included if safety requirements can be met.

Perth Links Northern Entrance



Examples of desired effect

Buninyong, Victoria

Appropriate set-back for Highway Avenue trees – Mostly Oaks of several varieties

In the area of the Northern and Southern Roundabouts

Lydiard Street Ballarat- Mostly English Elms, some English Oak

Note similar road corridor width to Main Road Perth

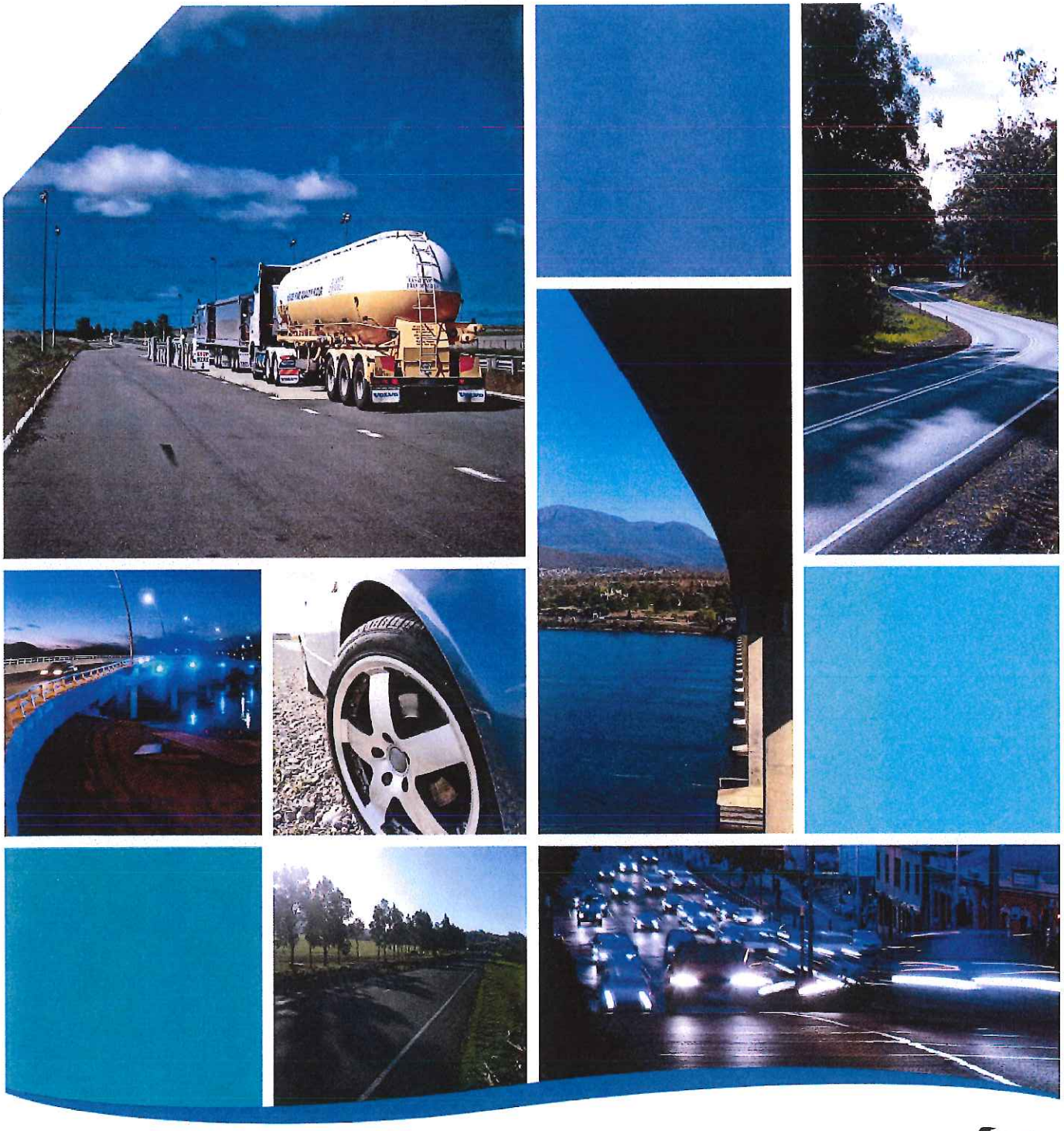
Perth Links Southern Entrance

Midland Highway Safety Upgrades

Perth Link Roads

Development Application Supporting Report

June 2017



Department of State Growth

Tasmanian Government

Table of Contents

1. INTRODUCTION 3
2. BACKGROUND 3
3. STRATEGIC RATIONALE 3
4. PROJECT OBJECTIVES 4
5. OPTIONS ANALYSIS 4
   - 5.1 Concept Design 4
   - 5.2 Preliminary Design 4
6. SITE DESCRIPTION 5
   - 6.1 Location 5
   - 6.2 Titles 5
   - 6.3 Existing Road and Roadside Environment 6
7. PROPOSAL 8
   - 7.1 Design 9
   - 7.2 Bridge Structure 10
   - 7.3 Public Transport 11
   - 7.4 Pedestrians and Cyclists 11
   - 7.5 Local Roads 11
   - 7.6 Private Accesses 11
   - 7.7 Drainage 11
   - 7.8 Utilities and Services 12
   - 7.9 Landscaping 12
   - 7.10 Lighting 12
   - 7.11 Land Acquisition 13
   - 7.12 Geology 13
   - 7.13 Flora & Fauna 14
   - 7.14 Land Capability 14
   - 7.15 Natural Hazards 14
   - 7.16 Historic Heritage 14
   - 7.17 Aboriginal Heritage 14
   - 7.18 Noise 15
   - 7.19 Construction 16
8. STAKEHOLDER ENGAGEMENT 17
9. SITE PHOTOGRAPHS AND MONTAGES 19
10. PLANNING SCHEME 21
    - 10.1 Determining Applications 21
    - 10.2 Planning Scheme Objectives 21
    - 10.3 Use Categorisation 22
    - 10.4 Part C Zones 22
    - 10.5 Part D Codes 31
11. STATE POLICIES 40
    - 11.1 State Policy on the Protection of Agricultural Land 2009 40
    - 11.2 State Policy on Water Quality Management 1997 40
    - 11.3 State Coastal Policy 1996 40
12. CONCLUSION 41

1. Introduction

This report supports a development application by the Department of State Growth (State Growth) to the Northern Midlands Council (the Council) for the proposed Perth Link Roads project to the west and south of Perth. The site constitutes a total length of approximately 5 km.

The upgrade of the Midland Highway at Perth is a component of the staged upgrade of the highway from the South Esk River Bridge (south of Perth) to Breadalbane. The first stage, which commenced in 2016 and is due for completion in 2018, duplicates the highway between Perth and Breadalbane.

The remaining portion of the overall project is the subject of this development application and comprises the construction of the Southern and Western Links, which will realign the Midland Highway around Perth and provide a new connection to Illawarra Main Road.

The purpose of this report is to address the Northern Midlands Interim Planning Scheme 2013 and to consider issues of traffic flow and safety, accesses, natural and cultural values, water quality, land capability, amenity, cycling routes, and accommodation works for any impacted properties.

2. Background

The proposed Perth Link Roads will link with the Perth-Breadalbane duplication project and will re-align the Midland Highway to the west and south of the existing Perth township, with interchanges linking to the major access routes into Perth and through to Devonport.

Completion of these projects will improve road safety by installing central median barriers on the Midland Highway and removing through traffic from the main thoroughfare of Perth; improve transport efficiency (including freight movement between the northern ports and Hobart); and ease traffic congestion within Perth.

The existing highway does not meet contemporary safety and design standards and has sections that significantly impact on the suitability of the National Land Transport Network for safe and efficient transport of freight and passengers across Tasmania.

In conjunction with the current upgrade between Perth and Breadalbane, completion of Perth Link Roads will provide a dual carriageway between Perth and Launceston, addressing current and future capacity constraints.

3. Strategic Rationale

The Perth Link Roads project is a component of the Midland Highway Upgrade Program, a 10-year plan with a total commitment of $500 million from Commonwealth and State governments to upgrade the Midland Highway.

Upgrading of the Midland Highway was identified as a priority by all levels of government. The project is a key component of the Midland Highway Upgrade Program 2014 and Tasmanian Infrastructure Strategy and is identified as a priority project in the Northern Integrated Transport Plan 2013 and the Midland Highway Partnership Agreement 2009.

The AusRAP Star Rating Australia's National Network of Highways 2013 report found that the majority of the Midland Highway rated either only 1 or 2-star, in its 5-star safety rating scale. The Midland Highway upgrade projects will use the 'Safe System' approach, which has been adopted by all Australian state and territory road authorities to achieve the minimum 3 star AusRAP rating. This approach recognises that drivers will make mistakes, which result in crashes and road infrastructure be designed to take account of these errors.

4. Project Objectives

The project will support the key objective for the Midland Highway Action Plan to deliver a minimum 3-Star AusRAP rating for this section of the Midland Highway.

In particular, the project aims to:

- Provide a minimum 110km/h speed environment, consistent with National Land Transport Network standards;
- Provide capacity for projected growth in traffic volume to 2043;
- Provide for future road freight, in terms of productivity (improved geometry for more productive freight vehicles) and efficiency (more consistent speed environment for freight vehicles;
- Provide improved efficiency of the National Land Transport Network, particularly between the north-west and southern regions of Tasmania;
- Allow consolidation of growth of the Perth urban area; and
- Allow remnant portions of the Midland Highway, Illawarra Main Road and Youl Main Road to revert to Local Government ownership.

5. Options Analysis

5.1 Concept Design

A high level Concept Design Report was prepared to consider the alignment, junction treatments, land acquisition and accommodation works, and other ancillary works to complete the project.

5.2 Preliminary Design

Subsequent to the Concept Design Report, the concept design of the junctions was reviewed. Options considered included:

- At-grade and grade-separated options for the southern interchange;
- Provisions for future South Esk River bridge alignment;
- Utilising a temporary roundabout in lieu of constructing on-ramp loop at Illawarra Road interchange;
- Illawarra Main Road 'system' vs a 'service' interchange; and
- Ramp configuration at northern interchange.

Stakeholder consultation during the preliminary design process identified a number of key issues for consideration, including:

- "Entry statement" for accesses into Perth;
- Full connectivity (northbound and southbound access to Perth required); and
- Substandard geometry on the southern side of the South Esk River Bridge.

Considering this, the preliminary design reviewed many of the design elements from the concept and made some changes to the previously provided concept design, including:

- Revision of junction treatment at the Southern Connection and Western Connection;
- Consideration of replacement of the South Esk River Bridge; and
- Highway lane configurations.

The Design section (7.1) shows the final preliminary design.

6. Site Description

6.1 Location

The Project is located in the township of Perth, approximately 14km south of Launceston on the Midland Highway (A0087), starting from the South Esk River Bridge south of Perth township (Link 90/chainage 3.51 or -41° 34' 58.44"; 147° 10' 58.49") and ending at the new duplicated alignment north of Perth at Gibbet Hill (-41° 33' 37.10"; 147° 9' 46.12").

A map of the project location in relation to Perth and the existing road network is shown in Figure 7-1.

6.2 Titles

The following titles (Table 1) are affected by the proposed works and acquisition. A copy of these titles are provided as an attachment:

TABLE 1: LIST OF TITLES AFFECTED BY PROPOSED DEVELOPMENT

Title	Address	Owner	Extent of works	Approximate area of acquisition (m^2)
151007/1	Lot 1 Midland Highway, Perth	Scone Pty Ltd	Re-alignment of Eskleigh Road to new Southern Interchange	22,700
114189/1	Lot 1 Main Road, Perth	Gibson, Taylor and Knights	New southern roundabout and Access works	23,200
40/5436	Main Road, Perth	State Growth	New connection from new southern roundabout to Perth Main Road	NA
139742/1	'Glen Ireh' – 35 Drummond Street, Perth	Einoder	Southern Link Road and Access works	82,200
100598/1	Illawarra Road, Perth	Kelly	Southern Link Road	38,900
102564/3	Acquired road - Illawarra Road	State Growth	New cul-de-sac Western Interchange	NA
18945/7	Acquired road - Illawarra Road	State Growth	New cul-de-sac Western Interchange	NA
102564/2	Acquired road - Illawarra Road	State Growth	New cul-de-sac Western Interchange	NA
18945/4	Acquired road - Illawarra Road	State Growth	Western Interchange	NA
250051/1	'Mountford' – 389 Illawarra Road, Longford	Mountford Nominees Pty Ltd	Southern Link Road	53,000
235359/1	State Rail Network	State Growth	Bridges over railway	NA
131035/1	390 Illawarra Road, Longford	Mountford Nominees Pty Ltd	Western Interchange	184,200
171217/1	Illawarra Road, Perth	Mackinnon	Western Interchange, Western Link Road Access works Northern Interchange	249,240

Title	Address	Owner	Extent of works	Approximate area of acquisition (m^2)
152534/1	Illawarra Road, Perth	Mackinnon	Western Link Road	19,400
170425/1	Illawarra Road, Perth	Mackinnon	Western Link Road	6,300
171216/12	Acquired Road	State Growth	Northern Interchange	NA
170341/11	Acquired Road	State Growth	Northern Interchange	NA
170341/10	Acquired Road	State Growth	Northern Interchange	NA
170340/9	Acquired Road	State Growth	Northern Interchange	NA
19724/2	Acquired Road	State Growth	Northern Interchange	NA
19724/1	Acquired Road	State Growth	Northern Interchange	NA
170340/8	Acquired Road	State Growth	Northern Interchange	NA
170340/7	Acquired Road	State Growth	Northern Interchange	NA
35430/1	Acquired Road	State Growth	Northern Interchange	NA

6.3 Existing Road and Roadside Environment

The Midland Highway currently passes through Perth in a north / south direction, facilitating travel from the south to the north and north-west. The highway currently dissects the eastern and western sections of Perth. Perth also currently provides a link from the Midland Highway to the Bass Highway, via Illawarra Main Road, Drummond Street and Youl Main Road in Perth, for travellers between the south and north west of the state.

Both the Midland Highway and Illawarra Main Road are part of the National Land Transport Network. These roads are both two-lane single carriageway roads with a high number of direct property accesses, road intersections and an at grade rail crossing.

Both the Midland Highway through Perth and the Drummond Street connection to Illawarra Main Road do not meet National Land Transport Network standards and are deficient in terms of current and future productivity needs. The volume of both passenger and heavy vehicles travelling through the town day and night also have a detrimental impact on the safety and amenity of residents.

6.3.1 Existing road network and traffic data

There are three key roads through Perth – Midland Highway, Youl Main Road and Drummond Street (Illawarra Main Road). The Perth Link Roads will change the use of these three roads considerably. Figure 6-1 shows current traffic volumes across these three roads.

Traffic counts for the Midland Highway range from 6800 vehicles per day at the southern entrance to Perth, 5,800 vehicles per day in the middle of Perth and 12,000 vehicles per day north of Perth. The Midland Highway provides for traffic moving between southern and northern Tasmania, and also the north-west and south (via Drummond Street and Illawarra Main Road).

For traffic travelling between north-west and southern Tasmania, Drummond Street/Illawarra Main Road is a key route, and traffic travelling between Perth and Longford use this route. Traffic counts for Drummond Street are 3,700 vehicles per day (18% heavy vehicles) and at Illawarra Main Road (near Pateena Road) are 7,400 vehicles per day. There is a significant proportion of heavy vehicles on this route, reflective of its importance for freight moving between the key north-west ports (Burnie and Devonport) and southern Tasmania.

Youl Main Road provides for traffic moving between Longford (and surrounding areas) and Launceston. It has relatively high traffic volumes with 4800 vehicles per day, with 7% heavy vehicles.

All three of the above roads also provide for localised movements by residents living on these roads.

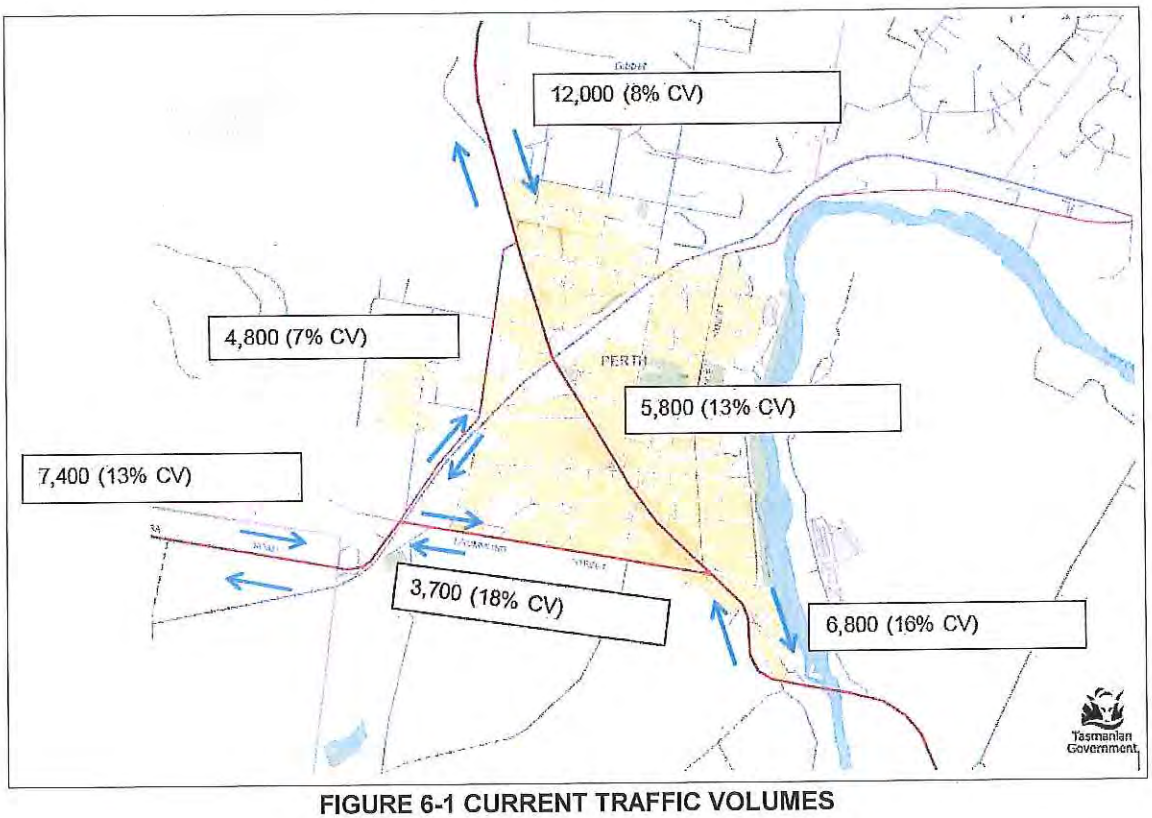


FIGURE 6-1 CURRENT TRAFFIC VOLUMES

6.3.2 Crash Data

The Department's crash data between 2012 and 2017, for the project area is summarised in below. Between 1 January 2012 and 3 January 2017, a total of 59 crashes were recorded, including two fatal crashes and 19 casualty crashes.

FIGURE 6-2 CRASH LOCATIONS AND SEVERITY 2012 - 2017

Source: Google Earth, Department of State Growth (2012-2017)

6.3.3 Public Transport

Within Perth there are bus stops in Drummond Street, Scone Street, Clarence Street and Arthur Street Main Rd which service the route Launceston-Evandale-Perth-Longford-Cressy operated by Tassielink Transit. Between Launceston and Cressy, there are eleven weekday services and three Saturday services in each direction.

6.3.4 Pedestrian and Cyclist Movements

Currently, along the Midland Highway, Youl Road and Illawarra Main Road (Drummond Street) no specific provisions currently exist for cyclists, however the roads within and surrounding Perth are relatively well used by cyclists due to the flat terrain. Within Perth, footpaths are provided on most roads to encourage pedestrians.

Post-construction, pedestrian and cyclist movements travelling from north to south through Perth will most likely remain on the existing Midland Highway, which provides a more direct route. The removal of through traffic will also improve amenity and safety for pedestrians and cyclists using this route.

Pedestrian and cyclist movements to or from Illawarra Main Road will be encouraged to remain on the existing road network, even though general traffic will need to use the new Perth Links. A pedestrian/cyclist underpass and pathway will be provided to connect Illawarra Main Road with Drummond Street and Youl Road.

7. Proposal

It is proposed to construct a dual carriageway around Perth consisting of a Southern Link and a Western Link. The Southern Link will connect the Midland Highway to Illawarra Main Road and the Western Link will connect Illawarra Main Road to the Midland Highway in the north.

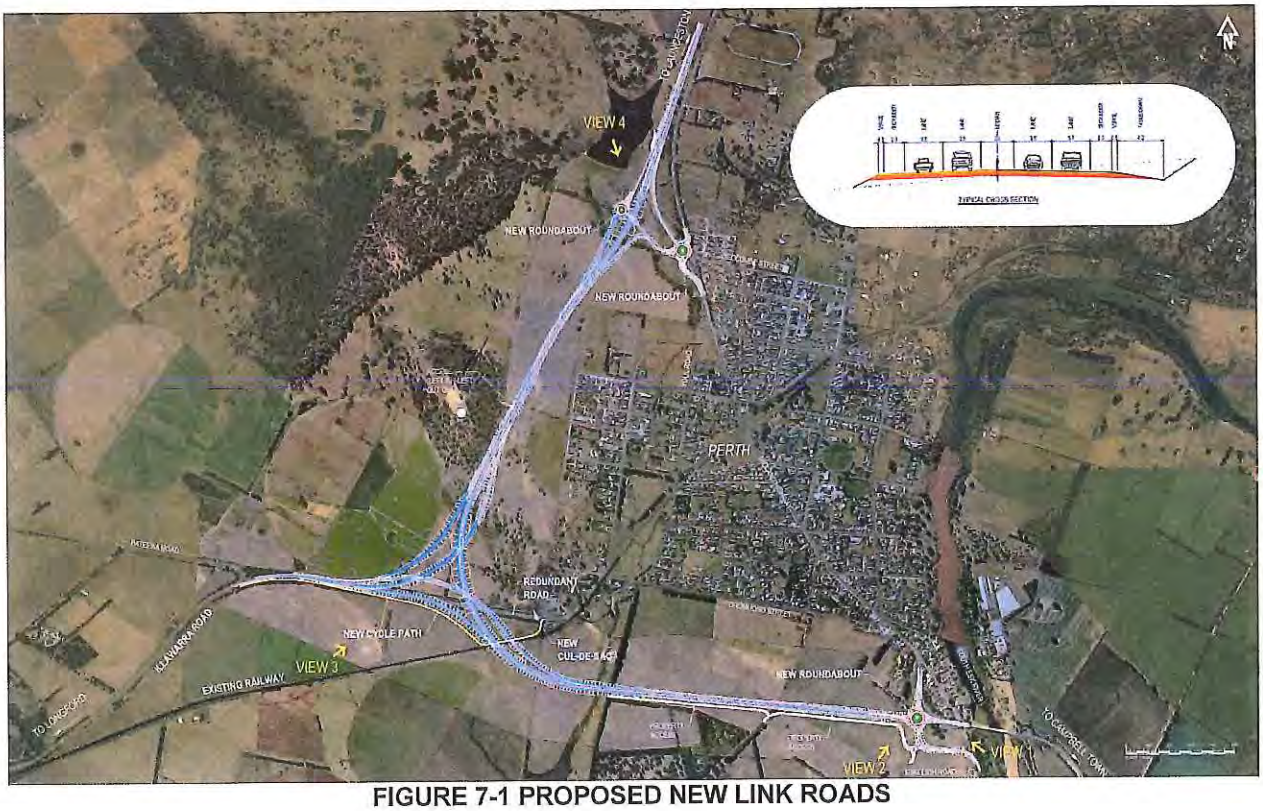


FIGURE 7-1 PROPOSED NEW LINK ROADS

7.1 Design

The Perth Link Roads project involves construction of three new junctions and a 5 km road to move traffic from the existing Midland Highway to west of Perth on the new link road.

The Perth Link Road includes two distinct sections of dual carriageway:

- Southern Link - South Esk River Bridge to Illawarra Main Road; and
- Western Link - Illawarra Main Road to the beginning of the Perth-Breadalbane duplication[1].

The Western Link aims to remove most of the vehicles currently using Youl Main Road, shift the majority of traffic travelling through Perth onto the Midland Highway, and remove a level railway crossing from the National Land Transport Network (the level crossing will still exist, but only crosses the local road).

The Southern Link aims to shift most of the vehicles currently using Drummond Street to the new road, along with vehicles from the existing Midland Highway through Perth.

Access to Perth and other destinations will be provided for in one of the three junctions. The three junctions proposed are:

- South – a roundabout at the southern entrance to Perth, including local access for Eskleigh and other properties to the south of the Link Roads
- Western – a grade-separated service interchange between the new junction of Illawarra Main Road and the Link Roads (Midland Highway), including on and off ramps for vehicles travelling between the north-west and south
- North – a grade separated interchange, with two roundabouts to provide access from the Midland Highway to the north of Perth

The design also includes a pedestrian and cycle path from Drummond Street to Illawarra Main Road, which incorporates an underpass to separate pedestrians and cyclists from the new dual carriageway.

7.1.1 Design Speed

The design speed adopted for the project is 110 km/h, consistent with the adjacent sections of the National Land Transport Network. It is anticipated that the posted speed will be 110 km/h for the majority of the length of the Perth Link Roads. For the roundabout at the southern entrance to Perth it is expected that this will be posted at a 60 km/h speed limit, consistent with the existing speed limit across the South Esk River bridge.

The design has been developed in accordance with the Department of State Growth's specifications and guidelines, Austroads Guidelines and relevant Australian Standards.

7.1.2 Design Vehicle

The design vehicle adopted for the Perth Link Roads alignment is a Performance Based Standards Level 3A vehicle (e.g. B-triple) for the main carriageway and Illawarra Main Road ramps. The accesses into Perth (north and south) are designed for a 26m B-double.

7.1.3 Road safety improvements

The works are forecast to decrease crash frequency on the Midland Highway, Youl Main Road and Drummond Street, with 10 fewer crashes per year (including 3 injury crashes).

Currently, crashes in the study area occur at an overall rate of 65 crashes per 100MVKT[2], resulting in 12 crashes per year. The rate on individual links in the existing network varies from 11 crashes per

[1] The Perth to Breadalbane duplication is currently under construction.

100MVKT up to more than 300 crashes per 100MVKT. A rate of 12 crashes per 100MVKT has been adopted for the new Perth Links.

By 2043, it is expected that crashes would occur approximately 17 times per year. The construction of the Perth Links would reduce this by 10 crashes per year. In terms of casualty crashes, where a person is injured, these are expected to reduce by more than 3 injury crashes per year as a result of the Perth Links project.

7.1.4 Typical Cross Sections

The road cross section will vary between different sections of the project, such as the main highway, ramps, and service roads. The typical cross section for the Perth Link Roads is provided in .

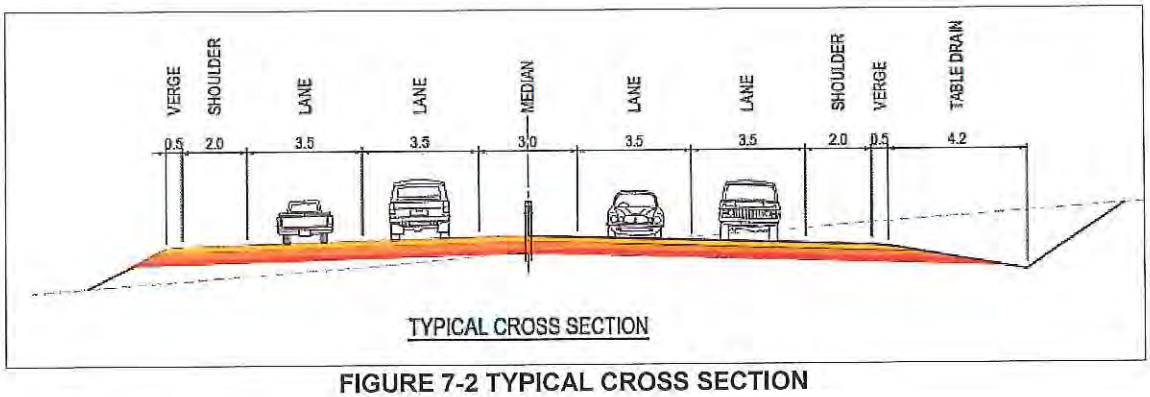


FIGURE 7-2 TYPICAL CROSS SECTION

The proposed cross section generally includes:

- 2 x 3.5m traffic lanes in both directions
- 3.0 m centre median (with flexible safety barrier)
- 2.0m sealed shoulders
- 0.5m unsealed verge

Some sections will have flexible safety or other traffic barrier, where an appropriate clear zone for vehicles cannot be provided or roadside hazards exist. The proposed geometry is consistent with that provided on other Category 1 Roads across the State Road network.

7.2 Bridge Structure

In addition to the earthworks and pavement construction, the project includes the construction of six (6) bridges and four (4) boxed culvert structures, as listed below:

- Northern Interchange – Underpass
- Western Interchange – Westbound Underpass
- Western Interchange – Southbound Underpass
- Western Interchange – Westbound Overpass
- Western Interchange – Rail Underpass No.1
- Western Interchange – Rail Underpass No.2
- Northern Sheepwash Creek Frog Culvert and Stock Underpass (Ch 4080)
- Southern Sheepwash Creek Frog Culvert and Stock Underpass (Ch 1480)

There are no changes to existing South Esk River bridge under the proposed design.

[2] MVKT – million vehicle kilometres travelled

7.3 Public Transport

The re-routing of the road connection between Illawarra Main Road and Drummond Street will necessitate a restructuring of the existing Launceston-Evandale-Perth-Longford-Cressy bus route.

The bus operator will be consulted during detailed design and construction, and a range of potential options for bus routes post-construction. More detail on public transport is provided in the Traffic Impact Assessment.

7.4 Pedestrians and Cyclists

Pedestrian and cyclist movements travelling from north to south through Perth will most likely remain on the existing Midland Highway, which provides a more direct route. The removal of through traffic will also improve amenity and safety for pedestrians and cyclists using this route.

Pedestrian and cyclist movements to or from Illawarra Main Road will be encouraged to remain on the existing road network, even though general traffic will need to use the new Perth Links. A pedestrian/cyclist pathway (including an underpass under the new Perth Link Roads) will be provided to connect Illawarra Main Road with Drummond Street and Youl Road.

7.5 Local Roads

Through traffic using Drummond Street, Youl Road and Midland Highway (Main Road) will be diverted onto the new Link roads. Traffic on Drummond Street is expected to decrease by 2,400 vehicles per day , when the Link Road is constructed. Similarly, traffic on Youl Road is expected to decrease by 5,500 vehicles, and traffic on the existing Midland Highway (Main Road) through Perth, is expected to have a daily reduction of 6,400 vehicles.

The proposal will reduce travel time for the majority of routes for trips between the north and the west (Longford to Launceston). For traffic travelling from the South to the North of Perth travel times will be essentially be the same as via the current network, but in most other cases travel times will be improved.

The proposal will divert significant volumes of traffic away from Drummond Street, Youl Road and the Midland Highway. As discussed in Section 6.3.3, the majority of crashes in the study area have occurred on these roads, and crash frequency is expected to decrease where traffic activity is reduced as a result of traffic diverting to the new Perth Link Roads.

7.6 Private Accesses

As the Perth Link Roads project is a greenfield construction project, there is limited changes to existing local private accesses. The Department has been consulting with landholders who are directly affected, to ensure that the design includes appropriate property accesses where feasible.

7.7 Drainage

The existing stormwater network within the project area generally follows natural drainage lines, and there is limited formal stormwater infrastructure.

The main creek in the project area is Sheepwash Creek. The alignment for the Perth Link Roads crosses Sheepwash Creek in two locations – at the northern end of the works (near the northern interchange) and near the eastern side of the Illawarra Main Road interchange.

The main culverts along Sheepwash Creek have been designed to convey flood flows and maintain the existing flow of water. Council has recently commissioned a flood study for this area (conducted

by Hydrodynamica), and the results of this have been used to inform the drainage design for the Perth Link Roads.

The two culverts are adjacent to crossings (underpasses) also provided to allow access between land each side of the highway for light vehicles and stock. These crossings would also provide additional drainage capacity in high flow events. Crossings have been maintained in their current location where practicable. Where relocation is required, localised diversion of the waterway has been minimised.

Stormwater drainage from the new pavements will be diverted through new culverts and/or more typically along the new table drains constructed at the base of the new road embankments. The stormwater drains will eventually discharge into the existing waterways.

The project has adopted a fauna-friendly culvert design, to maintain habitat connectivity for frogs across the local landscape. The design adopted is similar to that used for the Perth-Breadalbane duplication, with drainage culverts designed and constructed in accordance with the Department's Green and Gold Frog Management Guidelines.

The drainage system will convey runoff from all pavement areas and adjacent verges and earthworks, and all runoff affected by the Perth Link Roads to suitable discharge locations for rainfall events up to and including the 1 in 100 ARI event.

Drainage easements are to be acquired for any new drainage outfalls on private property (excludes discharge directly to existing creeks).

7.8 Utilities and Services

7.8.1 Overhead Power

There are a number of overhead power lines and support poles around the southern, western and northern junctions on the Perth Link Roads.

The majority of these will need to be relocated to enable the construction to proceed. Some sections will be replaced with underground conduits due to local site conditions and constraints. The Department is in consultation with TasNetworks regarding the proposed design and the construction program for works.

7.8.2 Telecommunications Cables

There are a number of existing telecommunication cables (including fibre-optic cable) that will be affected by the proposed highway. The Department is currently consulting with relevant infrastructure owners on relocation of these service utility assets.

7.8.3 Sewer and Water

TasWater has confirmed there are water and sewer assets located in the area that will be affected by the roadworks. The Department is currently consulting with TasWater on relocation of these service utility assets.

7.9 Landscaping

The Department has been in discussion with Northern Midland Council regarding landscaping and is currently considering select replacement planting within the broader project area.

A concept landscaping plan has been developed and is attached. Its key objectives are to highlight the entrances to Perth and provide visual screening of the highway; be simple to maintain and have tidy appearance; be safe for both road users and maintenance crews; and be cost effective to establish. The broad elements of the plan include road landscaping at the following locations:

- Avenue tree plantings beside Main Road at the town entrances.
- Road landscaping at the southern and northern roundabouts (dependent on safety and maintenance requirements).
- Row plantings along the new carriageways on the Perth side, comprising a strip of minimum 20 metres wide of dense native vegetation with scattered tall trees. This will help screen the view of the new highway from houses and reduce light spillage from vehicle and intersection lights. Planting is planned to occur near the beginning of construction, subject to the availability of plants and suitable weather conditions to give them the best chance of survival and growth.

The Department will continue to work with Council and landowners to finalise landscaping works during detailed design and construction.

7.10 Lighting

Street lighting will be required for many of the new junctions. The Department is also in consultation with TasNetworks regarding design and installation of new street lighting at appropriate locations across the project.

The lighting design for the Perth Link Roads has used the below assumptions:

- main carriageways do not require lighting;
- traffic islands, roundabouts, gore areas and terminals lit to AS1158.1.1 "Road lighting" category V5;
- LED lights will be used where practical;
- all wiring to be underground and must be installed in accordance with relevant Australian Standards and any requirements of relevant Authorities; and
- low loss control gear must be used.

A detailed lighting plan for the works will be developed in the detailed design phase, in close consultation with TasNetworks. A key consideration for the detailed lighting plan will be to minimise light spill into surrounding areas, and implement shielding, where required.

7.11 Land Acquisition

The Perth Link Roads will be predominantly constructed on greenfield and acquisition will be required from a number of rural properties. Acquisition is required from nine titles, owned by six entities, as detailed in Table 1 under Section 6.2.

7.12 Geology

The Department has undertaken geotechnical investigations as part of the design development process. The geotechnical investigations indicate that the natural sub-grade for the Perth Link Roads consists of medium to high plasticity clays, clayey/silty gravel, basalt and dolerite bedrock. Investigations have included interpretations, inferred design values and recommendations on the following items:

- Inferred geology along the alignment;
- Subgrade conditions and recommendations for road pavements;
- Excavations and suitable batter slopes for cuttings;
- Re-use of available materials;
- Batter slopes for road embankments;
- Foundation types, bearing capacities and estimated settlements for bridge and culvert structures; and
- Earthquake load design parameters.

It is anticipated that further investigations will be required during the detailed design phase.

7.13 Flora & Fauna

Flora and fauna assessments have been undertaken and compiled by Mark Wapstra of Environmental Consulting Options Tasmania and David James in May 2017 (see attached reports). The assessments found that the project area is within a highly modified landscape with no "critical habitats", "priority vegetation communities", or "vulnerable and threatened species" identified.

However, the assessment did identify potential habitat for Tasmanian *Threatened Species Protection Act 1995*– and Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*-listed threatened fauna within the project's footprint. The assessment notes that mitigation measures have been included in the design to ensure that disturbance to such potential habitat will be minimised, including installation of specially-designed culverts to allow fauna movement (in relation to the green and gold frog) thereby maintaining connectivity. During construction, the Department's standard environmental management protocols will be applied to ensure impacts to flora and fauna are effectively managed.

A project-level weed and hygiene management plan will be developed, as part of the Construction Management Plan, to ensure that appropriate weed management actions are undertaken during construction.

7.14 Land Capability

The development site comprises land identified as Class 4 (land well suited to grazing but which is limited to occasional cropping or a very restricted range of crops) and Class 5 (land unsuited to cropping and with slight to moderate limitations to pastoral use). As such, there is no Prime Agricultural Land located within the development site.

The southernmost portion of the site is within a Water District (Lower South Esk Scheme Map extending from Perth / Evandale to Campbelltown). However, the affected land is situated between the proposed southern link and Drummond Street and is identified as the South Perth Outline Development Plan (ODP) in Council's recently adopted Perth Structure Plan. The South Perth ODP 'is designated as an emerging residential area and represents a prime opportunity for redevelopment to accommodate the town's future growth' (GHD and Northern Midlands Council, Perth Structure Plan – A Strategy for the Future, 2017, p. 12).

7.15 Natural Hazards

No natural hazards have been identified within the project footprint.

7.16 Historic Heritage

There are no registered historic heritage sites within the project area. The Tasmanian Heritage Register listed 'Mill Race, Charles Berryman Reserve' at Lot 1 Old Bridge Rd, Perth is the closest historic heritage listed property to the proposed works, however the works will not affect this property.

7.17 Aboriginal Heritage

Aboriginal Heritage Tasmania undertook a desktop assessment and recommended that a site survey be conducted. The Aboriginal Heritage Assessment was undertaken by Cultural Heritage Management Australia in September 2016 and May 2017.

During the course of the field assessment, two Aboriginal sites (under the definitions under the *Aboriginal Relics Act 1975*) were identified, both which are isolated artefacts. A permit is required where the works impact on any Aboriginal sites under the *Aboriginal Relics Act 1975*. The Department

is currently working with Aboriginal Heritage Tasmania to ensure that the permit requirements for this project are met.

Additionally as part of the Construction Management Plan, the construction contractor will be required to implement an Unanticipated Discovery Plan to manage any unanticipated finds encountered during construction.

7.18 Noise

The area comprises an existing highway (Midland Highway), along with two other key routes for traffic – Drummond Street and Youl Main Road. The proposal will change the nature of traffic noise within the Perth area.

The Perth Link Roads project required a noise assessment under the Department's *Tasmanian State Road Traffic Noise Management Guidelines* (Guidelines). The Guidelines are endorsed by the Environmental Protection Authority (EPA) Tasmania as the Department's strategy for managing traffic noise.

A noise assessment, consistent with the assessment process outlined in the Guidelines was undertaken in May 2017. The assessment included all sensitive receivers (i.e. buildings) within 300 m either side of the road project, as required by the Guidelines, and 205 residences were within the assessment area. The noise assessment involved two key elements:

- a baseline noise survey to establish the existing noise environment parameters, and verify the noise model results;
- development of a noise model (consistent with the Guidelines).

From the model, a series of traffic noise predictions were generated. This included modelling five scenarios:

- Current (2017)
- Post-construction (2019), without Perth Link Roads
- Post-construction (2019), with Perth Link Roads
- 10 years post-construction (2029), without Perth Link Roads
- 10 years post-construction (2029), with Perth Link Roads

The modelling showed that 89% of receivers assessed experienced a decrease in noise levels, when comparing no build and build scenarios for the year 2029. The majority of residences that experienced increased noise as part of the works are on Napoleon Street on the western side of Perth.

The detailed noise modelling results were assessed against the noise criteria within the Guidelines to determine whether any buildings qualified for noise mitigation. The results are presented in the Noise Assessment report, and a summary is provided below.

Under current conditions, the modelling under the Noise Assessment found that existing road traffic noise at identified receivers is generally under the 63 dB(A) $L_{A10\ 18hr}$ target criteria, with the 63 dB(A) $L_{A10\ 18hr}$ target criteria exceeded at 46 receivers.

Following construction of the Perth Link Roads, 42 of these residences (i.e. currently exceeding the target) are predicted to have future noise levels below the 63 dB(A) $L_{A10\ 18hr}$ target criteria.

Road traffic noise is predicted to exceed the 63 dB(A) $L_{A10\ 18hr}$ target criteria at four dwellings under the predicted 2029 traffic volumes. Two of these dwellings have existing noise levels higher than 63 dB(A) and predicted traffic noise levels are lower than 68 dB(A), and are ineligible for mitigation under the Guidelines.

The Noise Assessment modelled two dwellings as being eligible for consideration of noise mitigation under the Guidelines. It is considered that the most cost-effective and practical mitigation measures

for these dwellings will be to undertake building specific architectural treatments. Consistent with the Guidelines, existing noise attenuating architectural features of this property will be investigated, with a range of potential building treatments considered, in consultation with the property owner.

7.19 Construction

The Department is planning to deliver this project under a detailed Design and Construct contract. This would mean that that construction contractor would be responsible for detailed design, development of construction methodology and management of construction works. Tendering for this contract is expected between August and October 2017, with contract award in December, and construction works planned to commence in early 2018. It is expected that the works will be conducted over a 30 month construction period.

7.19.1 Construction Traffic Management

The construction methodology and staging of the intersection upgrade is a major consideration, given the high traffic volumes along the Midland Highway and Illawarra Main Road. Due to the nature of the works, disruption to traffic will be unavoidable at some stages of the construction phase of the project.

The detailed design phase of the project will consider ways in which this can be minimised. The final construction methodology and program will also need to consider traffic management as a priority. The construction contractor will be required to develop a construction methodology and traffic management plan that provides minimal disruption to road users and residents.

Construction for the project is intended to be undertaken during normal construction hours. The need to ensure minimal disruption to road users may necessitate rare overnight or Sunday works. If these works are required, they will generally consist of works necessary for transitional traffic arrangements or that are unable to be undertaken during busier traffic times. All practical steps will be undertaken to minimise impacts of noise and disturbance to surrounding residents. Where possible, State Growth undertakes stakeholder engagement prior to road works through provision of advance warnings and the like, particularly for works outside of normal hours, where local residents and regular road users are advised in advance of such works.

7.19.2 Construction Environmental Management Plan

State Growth requires all contractors to submit a Construction Environmental Management Plan (CEMP) that demonstrates compliance with best practice guidelines and relevant legislation and regulation.

The CEMP must be compliant with the Department's Section 176 Environmental Specification. CEMPs are reviewed and approved by the Department's Environmental Approvals and Compliance Officer, prior to site award to ensure the contractor has effectively identified and attributed construction related environmental risks, and has the systems and processes in place to effectively mitigate risk and respond to and report environmental incidents and emergency scenarios.

All construction contractors must have ISO 14001 certification. A copy of the State Growth-approved CEMP and final Weed and Hygiene Management Plan can be provided to Council during construction for information purposes if required.

8. Stakeholder Engagement

State Growth has undertaken active engagement with stakeholders, including the Northern Midlands Council (both salaried staff and elected members), local residents, Heritage Tasmania, bus operators, RACT, Tasmanian Transport Association, Perth Local District Committee, property owners, business owners and commercial operators.

In the initial stage of the project, a Stakeholder Engagement Plan was developed which identified stakeholders and categorised their level of interest in or influence over the project, as well as the best means and timing for reaching these stakeholders.

Stakeholder engagement activities undertaken have included briefings to Councillors and management (including the Perth Local District Committee), individual meetings with key stakeholders, multiple meetings with individual landowners, telephone discussions, two public displays of the preliminary design, an online forum seeking feedback as well as correspondence introducing the project and advertising the public display.

Information about the project is available on the Department of State Growth – Midland Highway website at http://www.midlandhighway.tas.gov.au/projects/perth_link_roads.

The Department has received considerable feedback from the local community regarding the project. This includes:

- Around 230 people attending two public displays
- 34 comments on an online forum
- Nine (9) letters and emails to the Department

The public displays and online forum were advertised by:

- Web – project webpage and Northern Midlands Council web page
- Facebook sites – Council and RACT
- Email – Council groups, including the local district committees
- Print media adverts – Examiner newspaper
- Poster – local businesses
- Letter drop to houses in Perth (second display only).

Public displays
Two separate events provided community members with the opportunity to view the design plans and project information, and provide feedback. These were held at the Perth Community Centre with approximately 110 people attending the first on the afternoon of Saturday, 18 March 2017 and around 120 attending the second on the evening of Wednesday, 17 May 2017.
Project team members were available to answer questions and to actively seek and record feedback from attendees.

The design was also displayed at the Northern Midlands Council offices in Longford from 20 March to 3 April 2017.

Online forum
An online forum (Social Pinpoint) was available from 10 - 17 May 2017. Social Pinpoint allowed the public to provide general feedback about the project or to 'pin' specific comments to a location of their choice on the design plan, with the ability for others to like or dislike comments made. 34 comments were made and 30 likes and 1 dislike of the comments recorded.

Direct contact with the Department
Nine (9) individual letters and emails relating to the project were sent directly to the Department.

Summary of feedback

The majority of feedback received at the public displays, via correspondence and Social Pinpoint was positive, with participants seeing the proposal as an opportunity for the town to unite. Positive feedback also related to the timing of construction (bringing it forward), safety improvements (heavy vehicles away from Main Street), and the cycleway. A number of comments congratulated the Department on a "great design". Reasons given for this included taking heavy vehicles off the Perth main street and providing Perth residents with a high standard road for the future. Respondents were often keen for the project to commence as soon as possible.

Concerns were raised over the impact of noise and light on residential amenity, the potential impact of stormwater and flooding, the bridge not being replaced as part of the project, and tree plantings and screenings.

The local access at the Illawarra Road interchange was the most commented upon issue. It was raised as both a positive (improved amenity and safety) and negative (increased travel time for west Perth residents on the journey between Perth and Longford). Across the public displays, Social Point and correspondence, the feedback recorded showed the majority (68%) of respondents not wanting local access at the Illawarra Road interchange, and 32% in favour of local access at the Illawarra Road interchange into west Perth.

Concerns about noise impact from the highway came mainly from residents around the outskirts of Perth. This theme was closely related to calls for screening and landscaping. There was also concern that the design could exacerbate existing storm water issues. Some participants wanted to ensure commercial activity in Perth was not reduced and that visitors were still attracted into Perth. Some respondents wanted the South Esk River Bridge upgraded to 4 lanes.

There was also considerable interest in the design of the cycleway.

Concerns raised through feedback have been addressed where appropriate in Section 10 of this report for compliance against the applicable Planning Scheme standards.

9. Site Photographs and Montages

FIGURE 9-1 SOUTH OF PERTH LOOKING NORTH-EAST

FIGURE 9-2 SOUTH OF PERTH LOOKING NORTH-WEST

FIGURE 9-3 WEST OF PERTH LOOKING EAST

FIGURE 9-4 NORTH OF PERTH LOOKING SOUTH

10. Planning Scheme

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

10.1 Determining Applications

In determining a permit application Council must have regard to (Clause 8.10.1):

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with ss57(5) of the Act,

An assessment in accordance with subclause 8.10.1(a) is provided in Section 10 of this report. In determining any discretionary aspects of the proposal, Council must, in addition to 8.10.1, have regard to 8.10.2:

(a) the purpose of the applicable zone;

(b) any relevant local area objective or desired future character statement for the applicable zone;

(c) the purpose of any applicable code; and

(d) the purpose of any applicable specific area plan.

but only insofar as each such purpose, local area objective or desired future character statement is relevant to the particular discretion being exercised.

The proposal is permitted within the Utilities Zones. The proposal requires exercise of discretion within the General Residential and Rural Resource Zones in relation to use and development.

The proposal also requires discretion under the following Codes:

- E4 Road & Railway Assets Code.
- E5 Flood Prone Areas Code
- E9 Water Quality Code

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

None of the subdivision standards apply to the use and development as the land is to be compulsorily acquired under the *Land Acquisition Act 1993* and is not subject to the *Land Use Planning and Approvals Act 1993.*

10.2 Planning Scheme Objectives

The following local principle and strategy under Clause 2.2.2.7 of the Scheme relevantly states the following in relation to transport:

> *b) Recognise the regional importance of, and protect the viability of, State Highways for the movement of goods, services and people, and the role of rail to augment the road transport system.*

The following planning scheme objective under Clause 3.2.3 of the Scheme recognises the benefits of the proposal to divert through-traffic from the town centre:

> *Proposed State highway construction projects at Perth to improve the junction of the NW / Launceston / Hobart links and divert through-traffic from the town centre can substantially improve the outlook for Perth. Residential and consequently retail and community services development should be directed into sites east of the bypass corridor and close to the existing town centre.*

10.3 Use Categorisation

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

Utilities:

Use of land for utilities and infrastructure including:

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

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

10.4 Part C Zones

The existing Midland Highway is zoned:

- Utilities

Land to be used for the proposed new Link Roads is zoned:

- General Residential; and
- Rural Resource

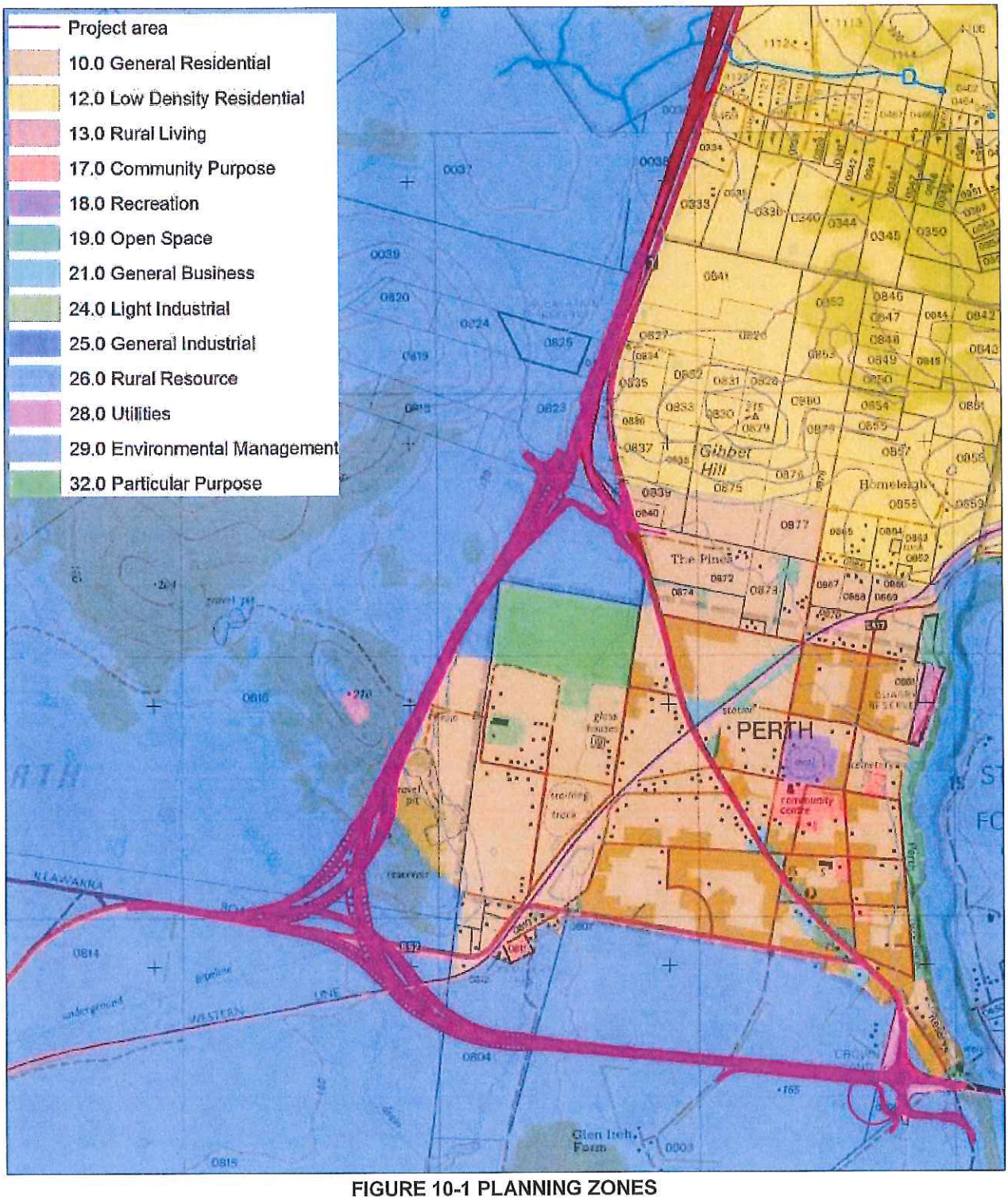


FIGURE 10-1 PLANNING ZONES

Source: the LIST; ECOtas

10.4.1 10.0 General Residential Zone

Approximately 1.6 hectares of land within the General Residential zone will be required for the construction of the western link road.

10.1 Zone Purposes, Local Area Objective and Desired Future Character Statement

The General Residential Zone Purpose is:

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
10.1.1.3 Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.
10.1.1.4 To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.

The Local Area Objectives relevantly provides for:

To consolidate growth within the existing urban land use framework of the towns and villages.
To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.
To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.

The proposed new highway alignment requires acquisition of approximately 1.6 hectares of land, within the General Residential zone (as described in Section 7.11 above). While the land is zoned general residential, it is currently used for rural purposes and is comprised of a single parcel of land (CT 152534/1), 21.1 hectares in area. The proposed western link road will therefore only require 7.5% of the parcel of land within the zone.

The proposed link roads will define the boundary of the Perth growth areas in accordance with the Perth Structure Plan endorsed by Council at the Council meeting on 10 April 2017 and consolidate growth within the existing urban land use framework of Perth in accordance with the local area objective.

A noise assessment (against the *Tasmanian State Road Traffic Noise Management Guidelines*) and traffic impact assessment have been undertaken (both attached) to ensure that impacts to adjacent land uses are not unreasonable and mitigated where required.

10.2 Use Table

Utilities, other than minor utilities, are a discretionary use within the zone.

10.3 Use Standards

The portion of the works within the General Residential Zone meets the Amenity Use Standards objective by ensuring that there will be no unreasonable loss of amenity to nearby residential uses. The proposal also complies with the specific performance criteria 10.3.1, Amenity, which requires:

Acceptable Solution/Performance Criteria	Compliance Statement
P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.	Complies. Traffic noise assessments were conducted in April 2017 in accordance with the *Tasmanian State Road Traffic Noise Management Guidelines* (Guidelines). These Guidelines are endorsed by the EPA. The assessment determined that only two dwellings are eligible for mitigation measures (under the Guidelines). Existing noise attenuating architectural features of these dwellings will be investigated in the

	detailed design phase and considered in accordance with the Guidelines. In consultation and agreement with the property owners, the Department will implement appropriate measures to mitigate noise at these dwellings. It should also be noted that noise levels for the majority of residences have been modelled as decreasing when comparing 'no build' and 'build' scenarios for the year 2029 (see attached Noise Assessment).
P3 External lighting must demonstrate that: a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) all direct light will be contained within the boundaries of the site.	Complies. The main carriageways do not require lighting. Street lighting is only proposed at the roundabouts and on and off ramps where necessary to maintain appropriate levels of safety. The lighting will be lit to AS1158.1.1 "road lighting" category V5 and designed to minimise light spill to avoid unreasonable impacts on the adjoining land and to contain all direct light within the boundary of the site.

The proposal also complies with all Acceptable Solutions under 10.3.2, Residential Character – Discretionary Uses, in that there will be no storage of goods, material or waste.

10.4 Development Standards

The portion of the works within the General Residential Zone meets the Non-Residential Development Standards objective by ensuring that all non-residential undertaken in the Residential zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby properties. This is achieved by meeting the specific performance criteria 10.4.14, Non-Residential Development, which requires:

Acceptable Solution/Performance Criteria	Compliance Statement
P1 Development must be designed to protect the amenity of surrounding residential use and must have regard to: a) the setback of the building (road) to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoin dwellings; and	Complies. The main carriageway portion within the General Residential zone is located on the western edge of Perth township and some distance from existing houses. It impacts on areas that have yet to be developed for residential purposes. No existing dwelling will have its amenity, solar access, privacy, or private open space unreasonably impacted. A Traffic Noise Assessment has been undertaken in accordance with the Department's Tasmanian State Road Traffic Noise Management Guidelines. Only two dwellings are eligible for consideration of noise mitigation, under the Guidelines.
b) the setback of the building (road) to a road frontage and if the distance is appropriate to the location and character of the area, the efficient use of the site, the safe and efficient use of the road and the amenity of residents; and	Complies. As noted above, the provision has limited application to the particular circumstances of the proposed non-residential development.

c) the height of development having regard to: i) the effect of the slope of the site on the height of the building; ii) the relationship between the proposed building height and the height of existing adjacent buildings; and iii) the visual impact of the building when viewed from the road and from adjoin properties; and iv) the degree of overshadowing and overlooking of adjacent properties; and	Complies. There are no properties on the adjacent General Residential zoned land, and this area is yet to be subdivided. Visual impact will be managed by implementation of appropriate landscaping, consistent with the concept landscaping plan.
d) the level and effectiveness of physical screening by fences or vegetation; and	Complies. The Department has developed a concept landscaping plan for the Perth Link Roads. This plan will be further developed in consultation with Council and landowners, and will provide for vegetation screening of the Link Road from this area.
e) the location and impacts of traffic circulation and parking and the need to locate parking and the need to locate parking away from residential properties.	Not Applicable
f) the location and impacts of illumination of the site; and	Complies. The main carriageway portion within the General Residential zone do not require lighting.
g) passive surveillance of the site; and	Not applicable.
h) landscaping to integrate development with the streetscape.	Complies. The Department has been in discussions with Northern Midlands Council regarding landscaping and will continue to work with Council and landowners to finalise landscaping works during detailed design and construction. In the context of integrating the development into the 'streetscape' it is noted that the Perth Structure Plan Report shows a 'green edge' being developed on the western boundary adjacent to future infill housing in the balance of the General Residential Zone. The concept landscape plan that forms part of this Development Application will integrate with this approach.

10.4.2 26.0 Rural Resource Zone

10.1 Zone Purposes, Local Area Objective and Desired Future Character Statement

The Rural Resource Zone Purpose is:

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