

Coordinates

1-545

-41.558834 147.164627,-41.580795 147.147375,-41.582786 147.17939

Caveat

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the Environment Protection and Biodiversity Conservation Act 1999. It holds mapped locations of World Heritage and Register of National Estate properties, Wetlands of International Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

For species where the distributions are well known, maps are digitised from sources such as recovery plans and detailed habitat studies. Where appropriate, core breeding, foraging and roosting areas are indicated under 'type of presence'. For species whose distributions are less well known, point locations are collated from government wildlife authorities, museums, and non-government organisations; bioclimatic distribution models are generated and these validated by experts. In some cases, the distribution maps are based solely on expert knowledge.

Only selected species covered by the following provisions of the EPBC Act have been mapped:

- migratory and
- marine

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed
- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites
- seals which have only been mapped for breeding sites near the Australian continent

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

Acknowledgements

1-546

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [Department of Environment, Climate Change and Water, New South Wales](#)
- [Department of Sustainability and Environment, Victoria](#)
- [Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [Department of Environment and Natural Resources, South Australia](#)
- [Parks and Wildlife Service NT, NT Dept of Natural Resources, Environment and the Arts](#)
- [Environmental and Resource Management, Queensland](#)
- [Department of Environment and Conservation, Western Australia](#)
- [Department of the Environment, Climate Change, Energy and Water](#)
- [Birds Australia](#)
- [Australian Bird and Bat Banding Scheme](#)
- [Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [Museum Victoria](#)
- [Australian Museum](#)
- [SA Museum](#)
- [Queensland Museum](#)
- [Online Zoological Collections of Australian Museums](#)
- [Queensland Herbarium](#)
- [National Herbarium of NSW](#)
- [Royal Botanic Gardens and National Herbarium of Victoria](#)
- [Tasmanian Herbarium](#)
- [State Herbarium of South Australia](#)
- [Northern Territory Herbarium](#)
- [Western Australian Herbarium](#)
- [Australian National Herbarium, Atherton and Canberra](#)
- [University of New England](#)
- [Ocean Biogeographic Information System](#)
- [Australian Government, Department of Defence](#)
- [State Forests of NSW](#)
- [Geoscience Australia](#)
- [CSIRO](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact Us](#) page.

[@ Commonwealth of Australia](#)
[Department of the Environment](#)
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Canberra ACT 2601 Australia
+61 2 6274 1111

Submission to Planning Authority Notice

Council Planning Permit No.	P17-166	Council notice date	17/07/2017	
TasWater details				
TasWater Reference No.	TWDA 2017/01126-NMC	Date of response	1 Aug 2017	
TasWater Contact	Greg Clausen	Phone No.	(03) 6237 8242	
Response issued to				
Council name	NORTHERN MIDLANDS COUNCIL			
Contact details	Planning@nmc.tas.gov.au			
Development details				
Address	Lot 1 MIDLAND HWY, PERTH	Property ID (PID)	2814614	
Description of development	Dual carriageway - Perth link road			
Schedule of drawings/documents				
	Prepared by	Drawing/document No.	Revision No.	Date of Issue
	GHD	Overall Plan (Sheet 30)	B	21.06.2017
Conditions				
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>ASSET ALTERATIONS, CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains which are impacted upon by the proposed highway works. Prior to applying for a Permit to Construct the developer must obtain from TasWater Engineering Design Approval for new and existing TasWater infrastructure to be impacted upon by the proposed highway works. The application for Engineering Design Approval must include engineering design plans prepared by a suitably experienced registered professional engineer showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction. In addition to any other conditions in this permit, all works must be constructed under the supervision of a registered professional engineer in accordance with TasWater's requirements. All additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure are to be at the expense of the developer to the satisfaction of TasWater. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost. At practical completion of the water and sewerage works the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion: <ol style="list-style-type: none"> Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and 				

- specifications and that the appropriate level of workmanship has been achieved;
- b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
8. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
 9. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
 10. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
 11. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

DEVELOPMENT ASSESSMENT FEES

12. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:
 1. \$1114.71 for development assessment;

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

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

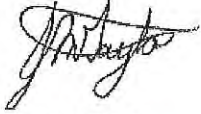
For application forms please visit <http://www.taswater.com.au/Development/Forms>

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

Declaration

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

Authorised by

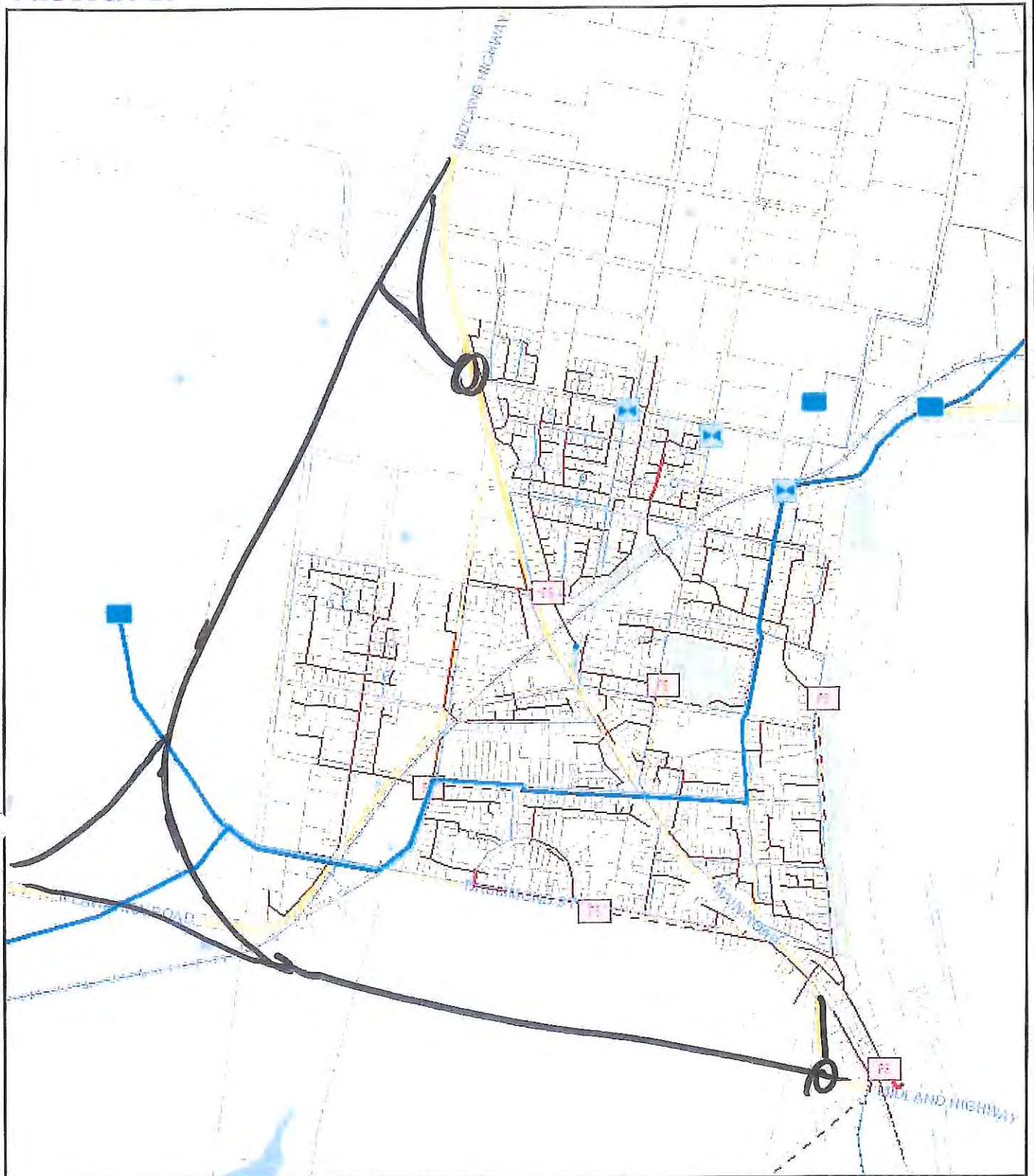


Jason Taylor

Development Assessment Manager

TasWater Contact Details

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



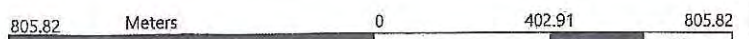
TasWater Infrastructure
— Recycled Water Distribution Main

Private Infrastructure
— Recycled Water Mains - Private

Abandoned Infrastructure



1: 15,863



NOTE: The representation of the TasWater assets shown on this map was derived from data supplied by TasWater. TasWater makes no representation as to the accuracy or completeness of the assets shown on this map.

Paul Godier

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Monday, 31 July 2017 12:03 PM
To: NMC Planning
Cc: Fry, Kathryn (StateGrowth)
Subject: RE: Referral to Department of State Growth of Planning Application P17-166

Follow Up Flag: Follow up
Flag Status: Completed

Our Ref: D17/210808

Rosemary,

Thank you for the above mentioned Planning Application referral.

As you likely expected, the Department have no objection or comment to make on this proposal ☺

Cheers, Garry

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au



From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Monday, 17 July 2017 4:24 PM
To: Development (StateGrowth) <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application P17-166

17-07-2017

Department of State Growth
via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application P17-166 - Midland Hwy, Illawarra Rd & adjoining properties, including: CT151007/1 & ORS, PERTH

The following planning application has been received under the *Northern Midlands Interim Planning Scheme* 2013.

Paul Godier

From: Einoder, Berni (THS) <berni.einoder@ths.tas.gov.au>
Sent: Monday, 24 July 2017 5:15 PM
To: NMC Planning
Cc: einoder2@bigpond.com
Subject: FW: Link Road plans currently on Advertising at NMC. Ref No. P17-166

Follow Up Flag: Follow up
Flag Status: Completed

Hi to the Mayor and NMC members,
 Although I have written on this subject many times I am happy to make my comments official.

I have two separate problems with this application.**1. I appreciate that the Perth Bypass Highway is being developed in three stages and each is separately funded.**

I appealed to Rene Hidding and the Premier to review the decision to build a new bridge for the Perth bypass sometime in the future.

This new highway may be necessary to allow the large trucks to race to and from Hobart to Burnie.

The problem is, and will still be, the South Esk bridge at Perth.

Imagine, once stage 2 is completed, a double trolley truck will be doing 110 km/hr. on the left lane of the highway from the West and arrive at the silly little roundabout on the Perth side, just before the small bridge, and be met by a similar truck coming towards them from the South.

Surely we need a new wide bridge to cross the river and keep the current bridge for the local traffic on either side.

The roundabout can be an underpass similar to the one planned just North of Perth.

I appreciate that the State/Federal Government has the funds to complete stage 2 as planned .

It will be much more expensive and dreadfully disruptive to the local and highway traffic to start again with stage 3.

I appeal to the State and Federal Governments to find the additional money to build the new bridge as part of stage 2 and do the proper and definitive job now rather than start again in 20 years' time.

2. I have acquired the highway plans. I have not had time to study the lot in detail, but immediately noticed that the underpass near Sheep Wash Creek is totally unacceptable to all present and future plans (sheet 11).

It needs to be at the same site and accommodate the easement road which will allow the Perth people driving to the river; fishing, water-skiing and BBQing They may need to take their car and boat on trailer through this underpass.to get to the river. It must be wide enough so that we can get the tractor, plough, drill, spray and harrows through it. The bridge on the south side of the highway going over the creek is inadequate. It must be strong and wide enough to do the same. The access road over it to Kelly's farm must also be at the same level as the proposed road from the Perth township to the river (the easement) and continuous with the access road that runs parallel along the south side of the highway. I accept that a large truck or semitrailer will have to go around the roundabout near the bridge but my farm machinery and life stock and In addition the access road to Glen Ireh farm needs the curve in and out of the farm gate as proposed but also to be continuous with the access road to the easement road and Kelly's farm.

I can find no plans for the irrigation pipes to get water from the river to my northern paddocks. There is no mention of draining the swamp that will develop North of the Highway. There are no details regarding fencing and noise reduction.

I notice also that the proposed Patina road intersection (B12) is blatantly dangerous. There is no mention of School bus stops or private access off the highway.

Berni. Einoder. A.M.

Glen Ireh Estate..35 Drummond St..Perth..0408039823

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Paul Godier

From: Richard Jones <salesrj@tpg.com.au>
Sent: Thursday, 27 July 2017 11:27 PM
To: NMC Planning
Subject: FW: Link Road plans currently on Advertising at NMC. Ref No. P17-166

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Sent to ECM

Hi to the Mayor and NMC members,

I travel the midlands highway weekly and the progress on the new highway is excellent for both travel time and safety .

I cannot believe you are planning to have a four lane highway feeding onto a two lane bridge over the South Esk River.

This will be very dangerous with accidents from day one and will be the biggest black spot on the Midlands Highway.

I appealed to Rene Hidding and the Premier to review the decision to build a new bridge for the Perth bypass sometime in the future.

This new highway may be necessary to allow the large trucks to race to and from Hobart to Burnie.

The problem is, and will still be, the South Esk bridge at Perth.

Imagine, once stage 2 is completed, a double trolley truck will be doing 110 km/hr. on the left lane of the highway from the West and arrive at the silly little roundabout on the Perth side, just before the small bridge, and be met by a similar truck coming towards them from the South.

Surely we need a new wide bridge to cross the river and keep the current bridge for the local traffic on either side.

The roundabout can be an underpass similar to the one planned just North of Perth.

I appreciate that the State/Federal Government has the funds to complete stage 2 as planned .

It will be much more expensive and dreadfully disruptive to the local and highway traffic to start again with stage 3.

I appeal to the State and Federal Governments to find the additional money to build the new bridge as part of stage 2 and do the proper and definitive job now rather than start again in 20 years' time.

Richard Jones
East Launceston
salesrj@tpg.com.au



WOOLCOTT SURVEYS



July 27, 2017

Des Jennings
The General Manager
Northern Midlands Council
P.O. Box 156
Longford TAS 7301

Dear Des,

**RE: REPRESENTATION IN OBJECTION TO PLANNING APPLICATION P17-166
Midland Highway, Illawarra Road and adjoining properties, Perth - Perth Link
roads roadworks (bypass) and associated works.**

Woolcott Surveys on behalf of Holliejett Investments Pty. Ltd. Lodge representation in objection to the above development based on the following grounds.

As is mentioned in the applicants planning report in 10.5.5 E5 Flood Prone Areas Code, *'The Code is applicable as the proposal involves the development of land potentially subject to flooding at a 1% annual exceedance probability'*.

The proposal does not address the following matters in relation to the Flood Prone Areas Code.

5.6.1, P1.1 It must be demonstrated that development

b) where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7.

Response: The Western Perth Drainage Study 2011 (Bullock Consulting) and the Western Perth Stormwater Assessment (September 2015, Hydrodynamica) report that in the 1 in 100 year event Edward Street, Drummond Street and Youl Road Flood due to undersized culverts at Edward Street, Youl Road, the culvert under the Rail line (eastern side of Youl Road) and Drummond Street. Drummond Street in this area is currently a Department of State Growth Road. The modelling of these reports also shows that adjacent private land is also inundated in the 1 in 100 year event. Flooding issues and the related concerns of Councilors were raised in several planning

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applications most notably planning application P16-065 which made it to appeal on these grounds.

We note that the applicant states in 7.7 Drainage of their report that; *'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.'*

Based on the applicants own words and considering the large scale of additional impervious area proposed which will shed water directly into the Sheepwash Creek drainage corridor the development does not demonstrate that P.1.1, b) has been met.

The applicants report also states; *'Northern Midlands Council has commissioned flood studies for Sheepwash Creek under the existing conditions. The resulting report (Hydrodynamica, July 2016) has been used to review the existing conditions influenced by Sheepwash Creek.'*

This abovementioned report (*Hydrodynamica, July 2016*) has not been advertised with this application and thus it is unclear whether it forms part of the applicant's application information. It should be noted that Council were in Appeal Proceedings for application P16-065 on the revised grounds of flooding until September 2016 and the councilors held concerns for flooding in the Western Perth area and specifically to the flooding of Youl Road, Edward Street, Drummond Street and private property.

To reiterate, no Hydrology Modelling and/or Report has been submitted (advertised) which specifically correlates to this application and the massive increase in impervious area within the Sheepwash Creek catchment. It is understood from publicly available information that design of the new highway alignment in this application only commenced within the last six months so how is it possible that the (*Hydrodynamica Report July 2016*) even took the design in this application into account?

The proposal does not meet:

5.6.1, P1.2 Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7.

Response: As noted in previous Council minutes (June 2016) in relation to planning application P16-065, Councilors have voiced their concerns in relation to flooding and in particular any development which would increase the flooding of Youl Road.

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Considering the applicants own application information which states; *'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 application does not demonstrate that *'the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7'*.

The proposal does not meet the following:

5.6.1, P1.3 Where mitigation of flood impacts is proposed or required, the application must demonstrate that:

a) the works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and

Response: No information in the form of Hydrology Modelling and or a Report has been submitted which demonstrates that there will not be interference to the natural water course as a result of the increased discharge from the proposed highway. A specific report directly related to the proposed highway design alignment, drainage structures and channels has not been submitted.

b) the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures;

No information in the form of Hydrology Modelling and or a Report has been submitted which demonstrates that the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures. A specific report directly related to the proposed highway alignment, drainage structures and channels has not been submitted.

d) where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of a approved hazard reduction plan covering the area in which the works are proposed.

The applicant states: *'The detailed design phase will consider any further work done by Council and Hydrodynamica on hazard reduction plans in nearby areas along Sheepwash Creek.'*

Response: The application does not meet *5.6.1, P1.3,d) as the proposed mitigation works are clearly not part of an approved hazard reduction plan covering the area in which the works are proposed.*

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**WOOLCOTT SURVEYS**Summary

The Western Perth Drainage Study 2011 concluded that Youl Road, Edward Street, Drummond Street and private property will all flood in the 1 in 100 year event. In fact Youl Road has flooded as recently as 2015. The Western Perth Drainage Study 2011 noted that this flooding was caused mainly due to undersized culverts at Drummond Street, Youl Road, Edward Street and culvert under the rail line east of Youl Road. Despite this knowledge no works to upgrade these culverts has taken place. The flooding issues in Western Perth would be solved by the upgrading of these culverts as proposed over six years ago in the Western Perth Drainage Study 2011.

The representors are willing to mediate with the applicant.

Please let us know if you wish to discuss.

Yours faithfully

Woolcott Surveys

Colin Smith

Registered Land Surveyor

Planning Officer

WOOLCOTT SURVEYS

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PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au

From: Dee Alty [<mailto:dee.alty@gmail.com>]

Sent: Friday, 28 July 2017 12:36 PM

To: Des Jennings <des.jennings@nmc.tas.gov.au>

Subject: Objection to the planning application from State Growth regarding the Perth bypass Illawarra road end.

To whom it may concern

I wish to object to the removal of the local access from Longford to Perth on the grounds that local communities will be cut off from one another and local businesses such as IGA Longford and Service Tas will lose Perth custom. Further that many older people and those unable to drive will be cut off from community activities from both ends. Added to this are the questions I raised as attached to Dept of State Growth which haven't been properly addressed, just excuses why it can't be done. I believe the deadline is today, therefore I have not been able to put a proper objection in to be in time, hence this hasty response.

Please take this as a formal objection.

Thank you.

Dee Alty

Longford resident

QUESTIONS TO DEPARTMENT OF STATE GROWTH

Local access to Perth from Longford

I query the predictive figures of the population growth in the area, and also query the local traffic plus the bypass traffic figures.

This year

How many movements of local traffic?

How many movements of bypass traffic?

Why would you get local traffic going onto the highway and then off again to access their local towns?

Is the Perth Main Road going to be accessed by bypass traffic? If not, then local traffic numbers should not change much.

If the bulk of the traffic from the south are going onto the bypass to go either to Launceston or to North West, why should that affect the amount of traffic within the town?

If the entry to Illawarra road remained requiring a turn off the new road, why would through traffic want to turn off into the town?

Travel time

Travel time is not really a problem – its more what traffic local residents have to deal with. Older people do not like driving on and off highways, they find it intimidating. – they are more likely to take the old road to Kings Meadows rather than go to Longford on a highway.

Noise

Presumably any new developments will take into account where the new road runs and provide barriers. However, signs on air brakes restrictions etc should still continue if there are houses adjacent.

Connectivity of Longford to Perth and vice versa.

Continuity between the towns – family connections, sporting, schools, health, IGA shopping , church and mens shed etc. Without the local road links, there are barriers for locals.

What is the current status of the Illawarra Road

Question asked last time without an answer. Who deals with the maintenance, upkeep etc of the Illawarra Road. Who owns the roundabout?

How and when is the Midlands Highway going to connect to the Bass Highway?

Raelene Bullen
44 Phillip Street
PERTH TAS 7300

Dear Mr Jennings

**PLANNING APPLICATION P17-166 - Midland Highway, Illawarra Road and adjoining properties,
Perth - Perth Link roads roadworks (bypass) and associated works**

I refer to the abovementioned planning application and wish to support the implementation of the proposed landscaping plan to provide visual and acoustic to surrounding property owners. I support the application on the basis that a 20-metre-wide landscaping strip is maintained (on private land) and that the edge of the road reserve is no closer to 44 Phillip Street, Perth than shown on the exhibited plans. I wish to also support the application on no link road from the new highway into Illawarra Road. Please note, that this is not a negative representation to the application.

20-metre-wide landscaping

When the new section of highway opened earlier this year, the noise from the highway was very audible from my property and was causing loss of sleep and impacting on me when I was outdoors. This has somewhat decreased, but on very still mornings, it causes loss of sleep and annoyance. Given that this highway will essentially be 50m from the edge of my property and a likely to have a minimum 80km/h speed limit, the noise levels will be dramatically more than the existing highway and hence the need for the landscaping between it and my property. Furthermore, with my property marked for 'future residential' the need for visual and noise buffer is needed. I encourage the council to ensure that a condition is placed upon the planning permit to ensure that the landscaping is planted within the proposed timelines and maintained.

Highway in proposed location

As my property and surrounding properties are likely to be rezoned in the future for residential use, if the highway is moved closer to my property, or the landscaping strip is incorporated into the road reserve, it will impact on the potential development of my land. I only support the proposal in its current location. Whilst I don't intend to subdivide the land, it will be done in the future, with the township hemmed in by the river and the proposed highway. Strategically, Council has noted the potential for subdivision in the recently completed west Perth plans and it is likely that my property will be done subdivided within the next 10-15 years. If the highway is moved closer, the 50m overlay from the Roads & Railway code from the Planning Scheme will apply and be detrimental to future development of my property. I have spoken to Department of State Growth, who have provided me with plans of the existing 50m overlay, which does encroach on my property, but not enough to cause major issues.

Link Road

I support the application on having no link road from the highway onto Illawarra Road. There is no need for this to be opened, the two accesses from the north and the south are adequate and it is only a small travel distance for anyone within the Perth township to enter/exit. Closing the access will ensure that the proposed southern development will prosper and for this area to feel like a township.

If either the proposed location of the highway is moved, or the 20m landscaping becomes part of the carriage way, I note that the application will have to be readvertised, which planning advice will be sought and a negative representation will be submitted to the application.

Raelene Bullen

1-563

Cuillins Pty Ltd
390 Illawarra Road
Longford TAS 7301

29th July 2017


The General Manager
The Northern Midlands Council
Smith Street
LONGFORD TAS 7301

Dear Sir,

Please find my attached representation regarding the DSG Midland Highway Perth Link Road (SDAP17-16).

I am available for further comment should you require it any anytime.

Yours Sincerely



Hugh Mackinnon JP. RFD.
Managing Director
Mountford Nominees Pty Ltd/Cuillins Pty Ltd

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
RECD 28 JUL 2017					
GM			MYB		
PROM			CHR		
CEM			PLAN		✓
EDM			BLO		
WM			ILT		
HR					

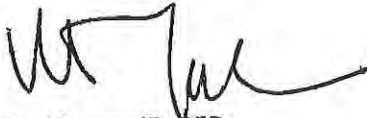
Submission re: DA Reference P17-166
DSG Midland Highway, Illawarra Road and Private Property Accesses
From: HC Mackinnon/Cuillins Pty Ltd/Mountford Nominees Pty Ltd

1. The design as submitted is to meet a traffic speed of 110 km/hr to the year 2043, and to a "safe system" approach.
2. Private accesses are critical to the major land holders of the adjacent farming operations. Road safety is the key parameter of the Project/Application and of major concern to HC Mackinnon in so far as the safety of his staff, movement of stock, plant and heavy logistic vehicles and equipment, e.g. B Doubles.
3. HCM/Mountford Nominees Pty Ltd lose key accesses that must be redesigned and replaced to meet the ongoing and increasing operational requirements of the farm. The farm has invested (with Federal and State assistance) and is a very significant employer in the Municipality. Staff, service an internal/external operational logistics, are severely impacted by the new road and under the provisions advised for stage 3 of the B52 (Pateena to Longford).
4. We have been fortunate that the Minister and his staff have made an on site visit to the Pateena Road/B52 intersection and is aware of our concerns and impacts for the foreseeable future.
5. The proposed new private access at Pateena.
This road is deficient in SISD and dangerous for staff, farm machinery, B Double service vehicles etc. The GHD TIA in the DA has not taken into account any of:
 - Private rural land accesses, their safety or future growth needs as per the 2043 time frame and the State Governments \$10 billion agriculture plan by the year 2050.
 - The impact of daily school bus pull off, turn around and long term safety aspects at Pateena Road or;
 - Any vehicle turning facility at Pateena Road,A complete TIA including the above is required.
6. 7.18 Noise
The project objective (to 2043) is inter alia, see para 4 objective, to allow for the growth of the Perth urban area.
No sound projections have been done to protect the future urban developments from new and increased vehicle noise and light interface.
Design infrastructure of sound and light walls are required to not fetter future urban development due to the increase in road noise. This must meet Aus Roads/Aus RAP National highway standards.

7. Paragraph 6.3.3 addresses the MTT public transport needs but does not address the private bus and school bus needs and their safety within the plan.
8. Paragraph 7.14 land capabilities
This section of the DA gives no consideration to land currently zoned general residential at North West Perth (HC Mackinnon). It is referred to in the Perth Structure Plan page 27 as "West Perth are to accommodate future residential growth to compliment the Perth ODP area".
9. The current vegetation plan is not included in the Development Application, and makes no allowance for the replacement of:
 - Rural trees lost
 - Reinstatement of the Heritage Highway Landscaping Concept, and
 - The vegetation needs of adjacent rural businesses and land holders.

Conclusion

The DA requires an amended TIA, a plan for the implementation of sound mitigation structures within the construction area and reviewed safety design for private accesses and school bus usage.



HC Mackinnon JP. RFD.

Managing Director

Mountford Nominees Pty Ltd/Cuillins Pty Ltd

26 July 2017



Department of State Growth

STATE ROADS DIVISION

Enquiries Kathryn Fry

Ph (03) 6166 3382 Fax

Email Kathryn.Fry@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

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

7 August 2017

Dear Mr Jennings

PERTH LINK ROADS

PLANNING APPLICATION P17-166

Thank you for the opportunity to respond to the representations to Planning Application P17-166 – Perth Link Roads. Please see the Department's response below.

It is noted that while many of the comments are specific to this particular proposal, there were also a number of comments that were outside the scope of this project and / or the applicable planning provisions. Nevertheless, the Department will continue to meet and work with landowners and the broader community to resolve concerns as the project moves into the detailed design phase.

Representation 1

The bridge has approximately 30 years of life remaining. Replacing this bridge early would come at a significant cost in both the construction of a new bridge and the depreciation write-down of the existing bridge. This would impact on the ability of the project to complete the full upgrade of other Midland Hwy sections as outlined in the Midland Highway 10 Year Action Plan.

The roundabout design proposed provides both a gateway to the township of Perth and safe all direction access to residents both sides of the highway. The roundabout also assists in reducing traffic speeds of vehicles travelling from the north before navigating the bridge.

Currently traffic volumes south of Perth do not warrant the duplication of the highway. In the future when the bridge is replaced an assessment at this time might require additional lanes. It is prudent that the Department prioritises funding in this way and delivers on the outcomes outlined in the action plan. The Department is satisfied that the plan balances the needs of the local community and motorists.

Access to the river has been retained by the provision of a new access road and associated easement. Therefore, there is no need to go through the underpass structure near Sheep Wash Creek to access the river.

There are two culverts proposed at the downstream end of Sheep Wash Creek that work in combination to accommodate a 100 year ARI storm event. This is in line with design requirements for the proposal. The larger of the proposed culverts will also cater as a stock underpass in low creek flows and is of adequate size to provide both stock and tractor access. Larger machinery will need to use the road network to cross the highway.

The proposal incorporates the representations requests with regard to the levels of the access roads.

It is also agreed that the access road to Glen Ireh Farm can be modified as requested. The revision shall show a continuous easement road to the Kelly farm gate, with a junction to Glen Ireh. The detailed design will ensure these requests are met.

Conduits for future services and temporary irrigation pipes will be installed as part of the works, exact locations shall be confirmed during the detailed design phase of the project.

Longitudinal drainage will be provided along the length of the highway, on both sides. These drains will discharge to either Sheep Wash Creek or South Esk River, as described in the planning submission.

Existing fencing removed as part of the project will be replaced with new fencing of an equal or better standard. The principle adopted is 'like for like' replacement. During the detailed design process, the landowners will have an opportunity to work with the contractor on fencing details. If a higher standard of fencing is selected by the landowner, this may impact on the compensation payable to the landowner.

The Pateena Road junction meets all requirements under Austroads design guidelines for 100km/h speed limits and associated Safe Intersection Sight Distance requirements.

Private accesses off the highway have been consolidated with safe access provided to all properties via the new interchanges and internal tracks. Both Midland Highway and Illawarra Road will continue to be limited access roadways.

There are no public bus stops proposed on the highway. The Department of State Growth Passenger Transport Group have had discussions with bus operators regarding the number and location of bus stops within Perth. The Department has also consulted with other stakeholders and the bus stop on Pateena Road, near the Illawarra Road junction is under consideration for improvement.

Representation 2

Please see response to Representation 1 regarding the existing bridge, which does not form part of this current proposal.

Representation 3

A response to each section of the representation is provided below.

5.6.1, P1.1 – No hydrology has been submitted to demonstrate compliance and the Hydrodynamica study quoted preceding highway design

- Council engaged Hydrodynamica to undertake the referenced hydrology study and report. Council therefore owns this report and State Growth did not have permission to lodge the report as part of the Development Application.

- The peak flow at the points the highway crosses Sheepwash Creek has been taken from the Hydrodynamica study (Hydrodynamica, July 2016). This flow has been used to verify the size of the proposed culverts.
- The Hydrodynamica Study (Hydrodynamica, July 2016) also demonstrated that the peak flow in Sheepwash Creek currently occurs during longer duration events (as expected based on the catchment size and the effect of McKinnon's Dam). The proposed works will provide a swifter route for runoff from the impervious areas such that runoff from these areas will flow through Sheepwash Creek well before the peak occurs in Sheepwash Creek. This will then result in (i) a higher total volume of flow down Sheepwash Creek; and (ii) No increase in peak flow in Sheepwash Creek.
- The proposed highway will collect the catchment and divert flows away from the problem flooding area of Napoleon Street and directly into Sheepwash Creek. This will result in a reduction of nuisance flooding which currently occurs along Napoleon Street.
- The Hydrodynamica Study (July 2016) and the above (as submitted in the drainage report) demonstrate no increase in flooding.

5.6.1, P1.2 – Development subject to medium risk must demonstrate that the risk is mitigated through to low risk level

- The proposed development is low risk within the road corridor and the risk downstream of the development does not change.

5.6.1, P1.3 (a) – works will not unduly interfere with natural water course processes through restriction or changes to flows

- The creek is highly disturbed through Perth, however, provision is made for low flows via a smaller culvert which will mitigate potential environmental impacts due to piping flows. The seasonal timing and magnitude of peak and low flows will not be affected by the works although the total volume of flows may be slightly increased. This is not expected to have adverse environmental effects.

5.6.1, P1.3 (b) – Works will not increase extent of flooding or risk to structures

- As per (1) above.

5.6.1, P1.3 (d) – No specific mitigation works are proposed.

- Other than those noted in the submission, no specific mitigation works, are proposed, excepting diversion of flows currently contributing to Napoleon Street flooding. The highway has been included in Hydrodynamica's current (ongoing) works on flood mitigation in the area.

The detailed design and construction contract will require the contractor to ensure no increase in peak flow through the Perth Township along Sheepwash Creek as a consequence of the works.

Representation 4

The traffic impact comments raised, have all been addressed at Section 10.5 of the planning submission and within the submitted Traffic Impact Assessment, which concludes that the proposal is compliant with Code E4 'Road and Railway Assets Code' and Code E6 'Car Parking and Sustainable Transport Code'.

The Department's Traffic Engineering Branch assesses required signage for State Roads and air brake restriction signs will be installed where appropriate as part of the detailed design phase.

In response to the representor's query, Illawara Main Road and the Longford roundabout is a Category 1 State Road and part of the National Land Transport Network. Illawara Main Road connects the Midland Highway with the Bass Highway and is maintained by the Department of State Growth through the Department's North East maintenance contract.

The preliminary design process was informed by active engagement with stakeholders, including briefings to Councillors and management, meetings with individual landowners, two public display sessions and an online forum seeking feedback. The proposed design is the balance of addressing comments and concerns raised through the community engagement process and ensuring the safety and efficiency of the State road network.

Representation 5

This representation was not a negative representation to the proposal. The representation specifically supported the submitted Landscape Concept Design which will provide visual and acoustic screening, the proposed position of the highway and the proposed no link road from the Western Connection directly onto the Perth Township side of Illawarra Road.

Representation 6

The Department recognises the importance of access for farm operations and the relocated accesses are a balance of prioritising the safety of the road and landowner access requirements. Where an existing access to Illawarra Road was either impractical to reinstate/construct in its current location, or it did not meet safety requirements, then a new access has been provided at an alternative location. The Department will continue to work with landowners through the detailed design process to ensure the balance of safe and efficient access arrangements are met.

The Department confirms that the junction at Pateena Road will meet the required Safe Intersection Sight Distances for 100 km/h. A complete TIA, as required by E4 'Road and Rail Assets Code', forms part of the submission. The TIA demonstrates compliance with the use standards at Clause E4.6.1 and all relevant development standards.

The proposal required a noise assessment under the Department's *Tasmanian State Road Traffic Noise Management Guidelines* (the Guidelines) and a noise assessment was undertaken in May 2017. The Guidelines are the noise assessment and mitigation tool used for State roads in Tasmania. Noise levels for the majority of residences were modelled as decreasing when comparing 'no build' and 'build' scenarios for the year 2029. Only two dwellings were eligible for mitigation measures, which will be undertaken in consultation with the landowners.

Additionally, vegetation screening along the Perth Township edge of the highway will provide amenity screening adjacent to the land allocated for future residential development.

During the pre-lodgement stakeholder engagement process, both the driver of the local school bus route and the owner of TassieLink were consulted to understand and take into consideration their use of the Perth local road network.

The representation raises concern that no consideration to the land capability of land currently zoned General Residential has been given. The zoning of the land is known, understood and considered, including its confirmation through the Perth Structure Plan.

1-570

A landscaping concept design has been submitted as part of the application and includes a 20 m wide native screening zone and road landscaping. The landscaping plan will continue to be developed in consultation with landowners, stakeholders and Council.

Kind regards

A handwritten signature in black ink that reads "Kathryn Fry". The signature is written in a cursive style with a large, looping 'F'.

Kathryn Fry
Planning Officer
Environmental & Development Approvals