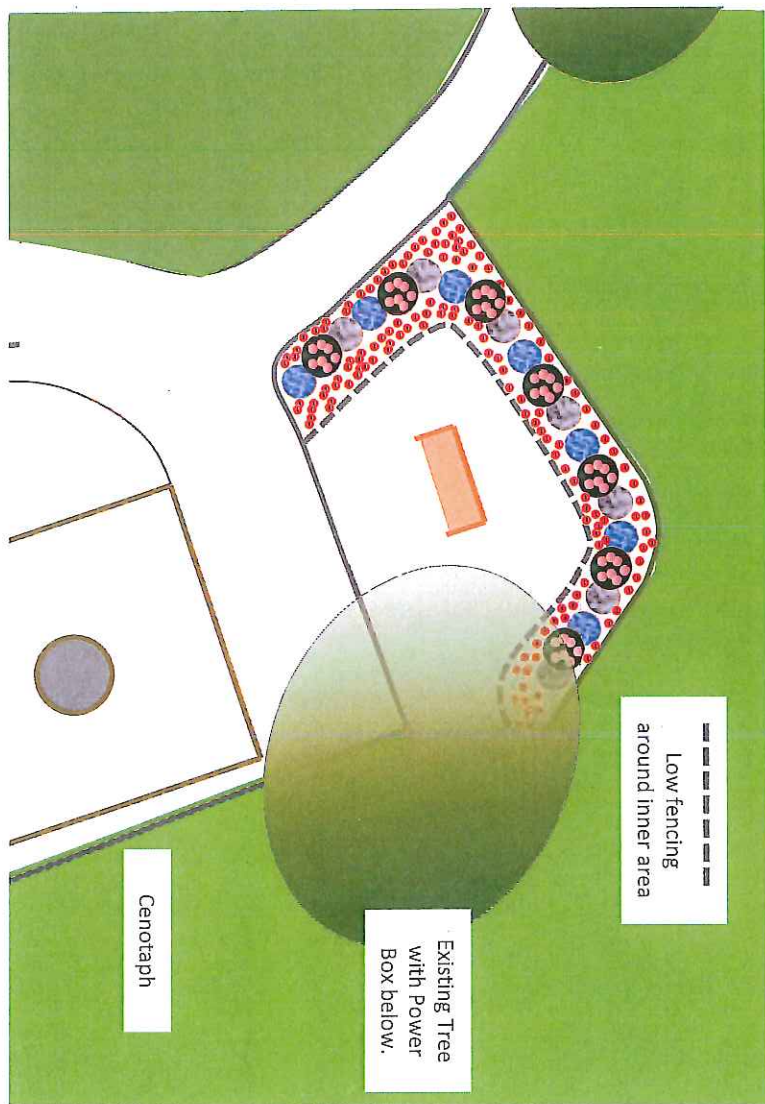
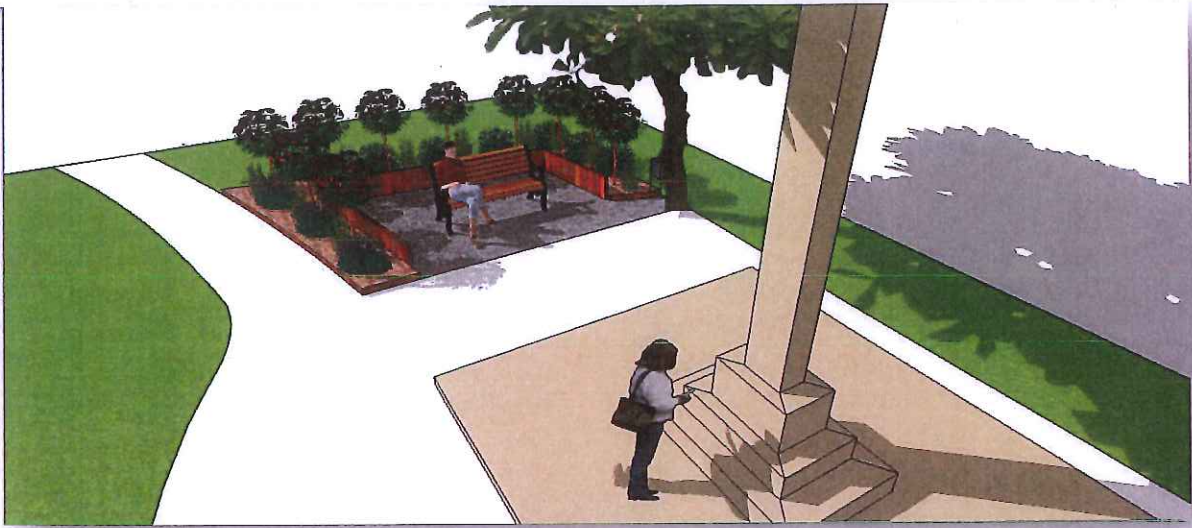


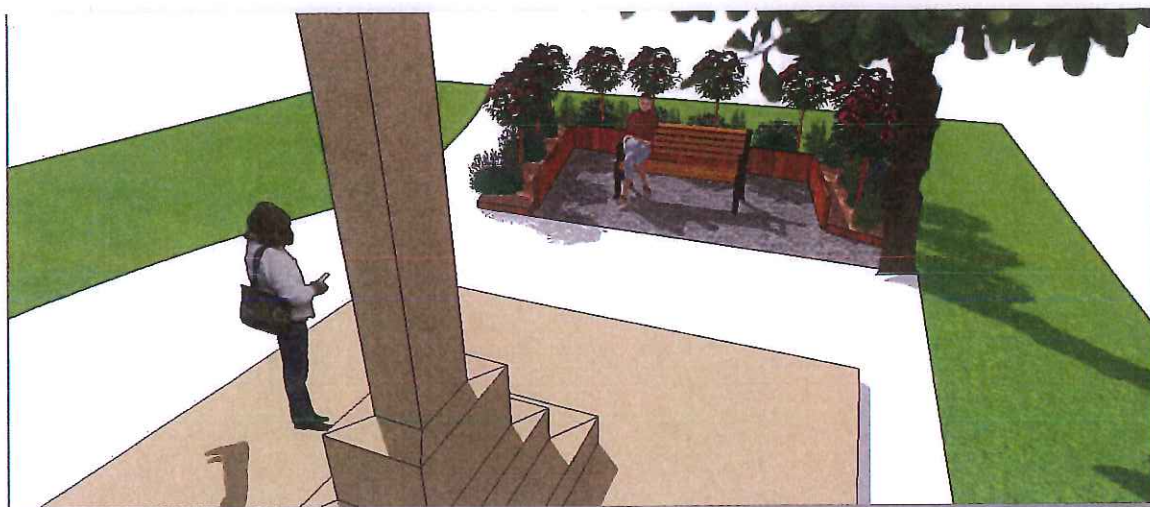
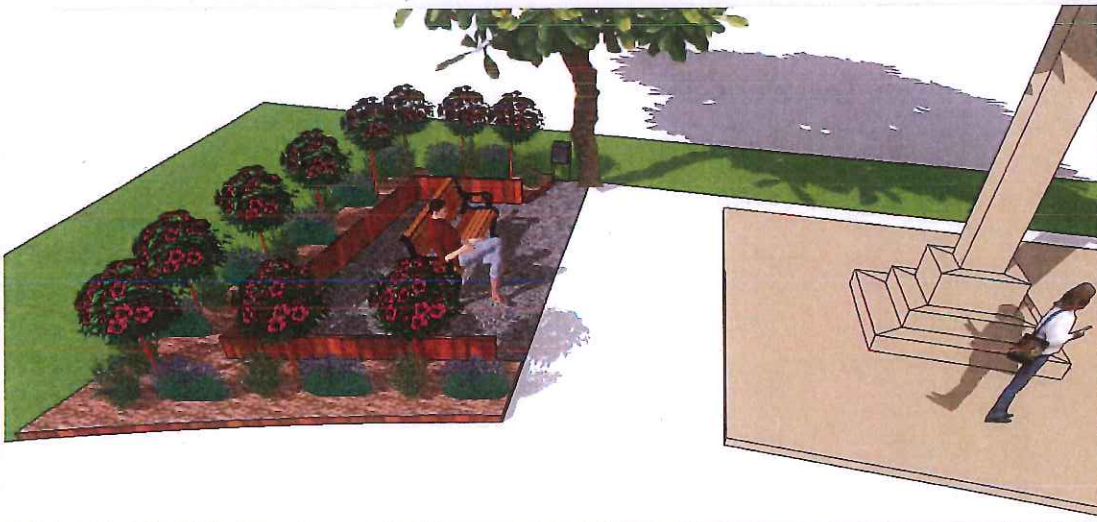
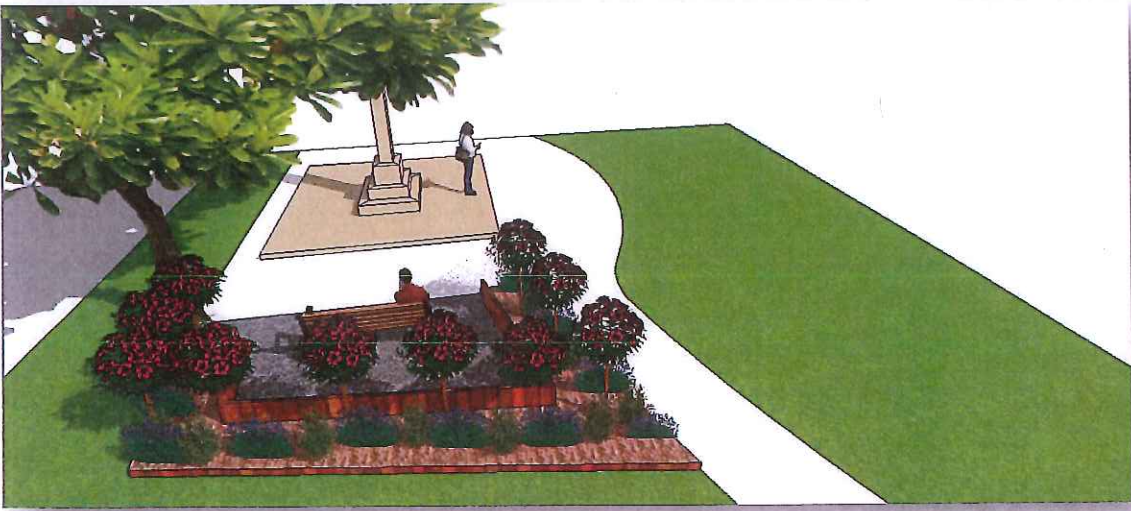
Proposed Revamped Longford Cenotaph Garden. April 2018
 A border of alternating Standard Rose, Lavender, Rosemary, and Poppy plantings; surrounding a contemplative seating area dedicated to **Women Who Served.**



- Roses: Standards = 90cm
 -RSL Rose or Gallipoli: Red
 -Peace Rose Me: Yellow Flush Pink.
 -Remember Me: Fawn, Cream, Yellow, Salmon
- Low growing Rosemary and Lavender.
 Alternating plantings.
- Poppies: Scattered throughout the garden border.

Seat dedication wording:
*"Dedicated to All Women
 Who Have Served and
 Those Still Serving"*





May 7, 2018

Des Jennings
General Manager
Northern Midlands Council
13 Smith Street
Longford Tas 7301
Email: des.jennings@nmc.tas.gov.au

Dear Mr Jennings

RE: Parking Restrictions – Hudson Fysh Drive, Western Junction

Launceston Drive Park Fly (LDPF) has now been in business for more than 6 months and the business is going well. The response from the public has been overwhelmingly positive and reassures us that people want more affordable parking with better service. Thanks to all the support from Council.

I am writing to you about the parking issue on Hudson Fysh Drive. I was in touch in July 2017 and there has been no significant change since that time. The parking limits along the boundary of our Lots in Hudson Fysh Drive need to be considered with operation of Launceston Drive Park Fly (LDPF). We have a commercial interest here to have vehicles park in our facility but there is matters of safety to consider as well.

LDPF provides a safer alternative to street parking. LDPF has created a secure parking facility, at lower cost for long term airport parking. Street parking is not secure. There have been various examples of vehicles' having their windows smashed and items stolen when parking on Hudson Fysh Drive overnight – a crime/safety issue. This type of behavior is not something we want near to our facility and in general within the area.

There are increased vehicle movements due to customers entering and exiting the car park, as well as the shuttle bus running forward and back to the airport. The car park is operational 24 hours per day and 7 days per week, with the shuttle bus running 16+ hours per day. In addition, the heavy vehicle traffic using Hudson Fysh Drive, including B-doubles, etc with much greater stopping distances need to be considered. This is particularly an issue with customers (and the shuttle bus) waiting to turn right into LDPF and heavy vehicles having to veer unsafely between customers and parked vehicles. This is exasperated when car carriers pull up in the no standing zone opposite LDPF to drop off hire cars to Thrifty and others as there is nowhere for them to park creating a bottle neck.

Currently parking is available within 25m of LDPF entrance which we consider is not acceptable. The Northern Midlands Interim Planning Scheme 2013 section E4.7.4 specifies Safe Intersection Sight Distances (SISDs) requirements for Accesses. Based on the 85th percentile speeds on Hudson

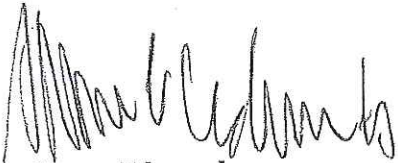
Fysh Drive (50-km/h), the Planning Scheme requires SISD values of 80 metres. With reference to the attached car park plan, a no parking zone should be made from Evandale Rd to 80m past the entrance to the car park to allow for SISDs on either side of the entrance. Without adequate SISDs there is an increased risk of collisions between car park users and traffic due to poor visibility, particularly heavy vehicle traffic. Worst case conditions for visibility need to be considered such as at night and when raining heavily. There is also an issue with heavy vehicles having to veer as mentioned previously.

There is a further issue to consider, and that is vehicles regularly parking illegally in the no standing zone outside LDPF while waiting to collect people from the airport. This is understandable as people want somewhere safe and close to the airport to wait. This certainly creates a safety hazard and at times people are even parking across the entrance of LDPF when customers or the shuttle bus try to exit or enter. This situation would be rectified if these vehicles had a short term parking zone (1 hour) to park within. Our suggestion would be to have the first 80m of parking as a 1-hour zone, as shown on the attached car park plan. This would create a safe area to wait within that is close to the airport and not on Evandale road.

We appreciate the desire of council to provide free public parking close to the airport. This can still be achieved by having free parking on Hudson Fysh Drive from 80m south west of the car park entrance if desired.

It would be appreciated if this matter could be further considered.

Sincerely,



Steven Edmunds

Fysh Unit Trust
C/- 145 Financial
145 Hobart Road
Kings Meadows, TAS, 7249

Enc.



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

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1. Introduction

1.1 Background

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

1.2 Traffic Impact Assessment (TIA)

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

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

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

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

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

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

E4.5.2 A TIA for roads must be undertaken in accordance with Traffic Impact Assessment Guidelines, Department of Infrastructure, Energy and Resources¹ September 2007.

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

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

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

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

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

1.3 Statement of Qualification and Experience

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

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

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

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

Figure 1 Subject Site & Surrounding Road Network



Source: LIST Map, DPIPWE

1.6 Reference Resources

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

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

2. Existing Conditions

2.1 Transport Network

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

2.1.1 Evandale Road

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

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

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

Figure 2 Evandale Road



2.1.2 Hudson Fysh Drive

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

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

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

Figure 3 Hudson Fysh Drive



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

Figure 4 Launceston Airport Access



2.2 Pedestrian Activity

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

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

2.3 Road Safety Performance

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

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

The findings of the crash data is summarised as follows:

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

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

3. Proposed Development

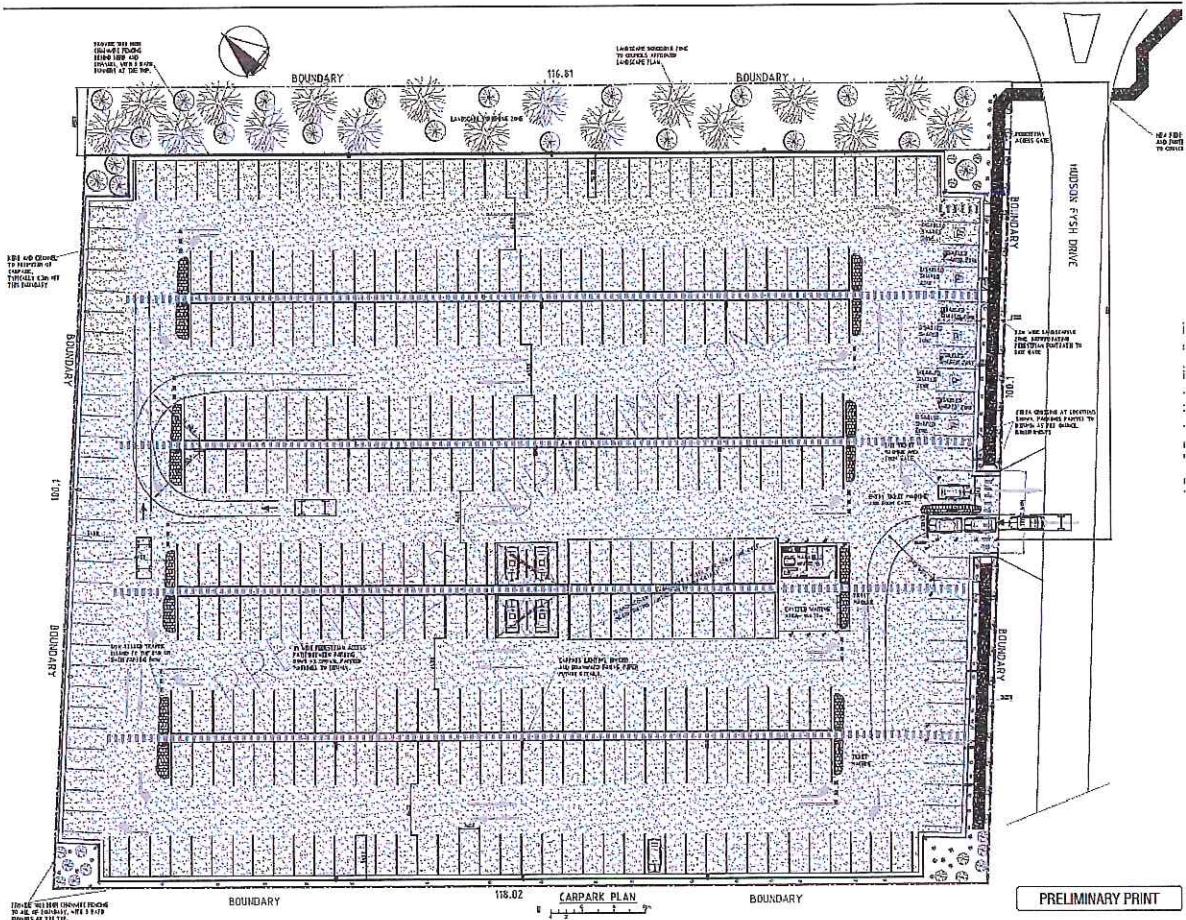
3.1 Development Proposal

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

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

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

Figure 5 Proposed Development



4. Traffic Impacts

4.1 Traffic Generation

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

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

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

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

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

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

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

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

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

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

4.1.1 Planning Scheme Requirements

Acceptable Solution A3 of E4.6.1 of the Planning Scheme states that *"For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%"*. In this case, the proposed development generates approximately 66 vehicles per day on Evandale Road (ignoring the fact that these movements are likely to be existing without the development as noted at the end of Section 4.1).

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

4.2 Access Impacts

4.2.1 Access Location

The Acceptable Solution A1 of E4.7.2 of the Planning Scheme states that *"for roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit"*. In this case, only one access is proposed on Hudson Fysh Drive (50-km/h), and therefore the Acceptable Solution A1 of E4.7.2 is met.

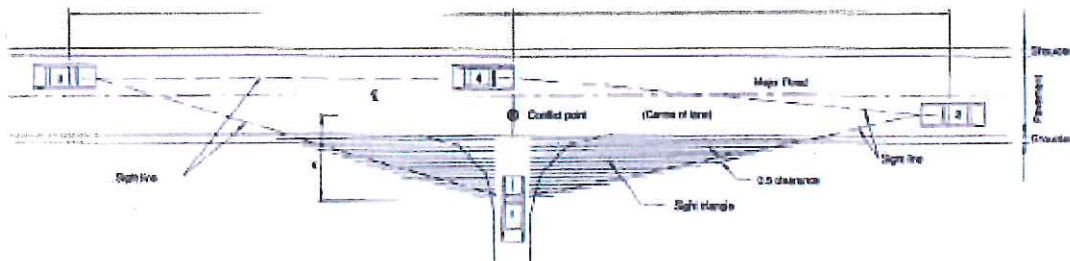
The Acceptable Solution A2 of E4.7.2 of the Planning Scheme states that *"for roads with a speed limit of more than 60km/h the development must not include a new access or junction"*. In this case, no access is proposed on Evandale Road (signed greater than 60-km/h), and therefore the Acceptable Solution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

4.2.2 Sight Distance Requirements

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

Figure 6 Planning Scheme Sight Distance Requirements

<p>Objective</p> <p>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>



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

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

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

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

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

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

4.3 Junction Assessment

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

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

4.4 Pedestrian Impacts

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

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

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

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

4.5 Traffic Efficiency

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

4.6 Road Safety Impacts

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

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

5. Parking Assessment

5.1 Parking Provision

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

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

5.2 Planning Scheme Requirements

5.2.1 Car Parking Requirements

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

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

5.2.2 Taxi, Motorcycle and Bicycle Requirements

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

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

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

5.2.3 Parking for People with a Disability

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

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

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



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

5.3 Car Parking Layout

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

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

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

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

5.4 On-Street Parking

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

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

6. Conclusions

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

The key findings of this report are as follows:

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

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



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Document Status




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





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Base data from theLIST, © State of Tasmania. For actual boundaries refer Title Plan.
 Base image by TASMAR, © State of Tasmania
 Where shown, aerial photography is indicative only and should not be used as an accurate comparison of title boundaries.
 Where shown, underground services are diagrammatic only. Actual location of services are to be confirmed on site.

No parking 
Parking permitted 
No standing 

19/06/2018
 1:1100

