Figure 2 – LIST Aerial Image

Measured form and function 6ty°

3. The Proposed Development

The proposal is to subdivide the land as shown in Figure 3 below.

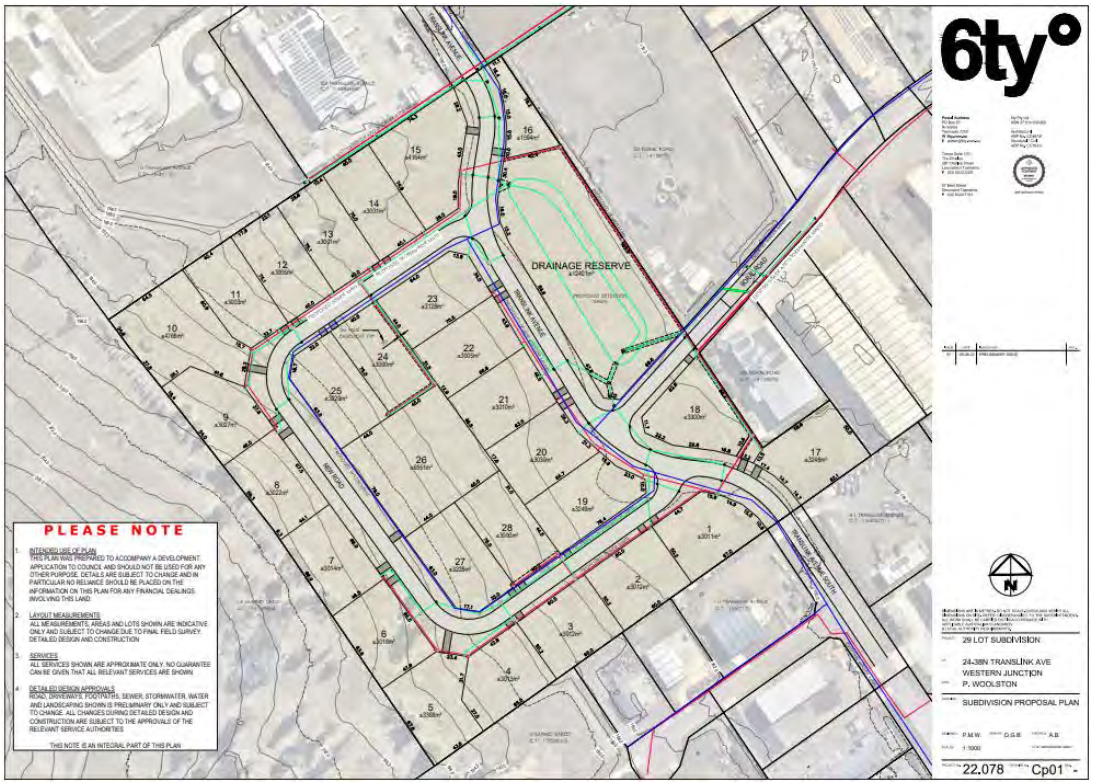

Figure 3 – Proposed subdivision plan.

The subdivision will create some 28 lots and a large reserve to contain the public detention basin that is to be constructed by Council. The road works for the subdivision include the construction of some 430m of Translink Avenue, a connector road that is currently in two, isolated segments as well as an extension of Boral Road to join the new section of Translink Avenue. An internal crescent or loop road provides access to the majority of the lots and is some 610m in length.

4. The Stormwater Catchments

The stormwater catchment for the site, including the additional areas served by diverting stormwater from the north Translink Avenue to the new detention basin, are shown on Figure 4 below.

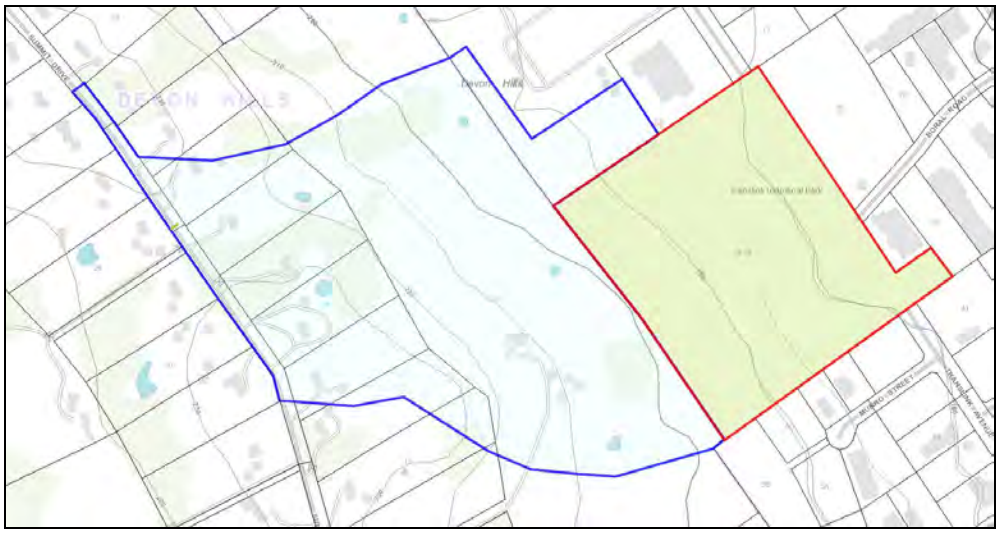

Figure 4 – Extent of upper catchment.

The bulk (25.03 Ha) of the upper catchment is comprised of grazing land that is zoned Rural Resource or are the rear of Low-Density properties accessed of Summit Drive in the Devon Hills locality. There are six residences within the catchment as well as a 520m section of Summit Drive. The current planning scheme does not provide for further subdivision or development in the Low-Density or Rural Resource zoned properties within the upper catchment. This upper catchment is split into a 15.75 Ha section that fall into the North Translink stormwater catchment and 9.28 Ha that falls to Boral Road.

There is a small (1.34 Ha) parcel of Industrially zoned land that is part of the Statewide property and is located at the rear of #22 Translink Avenue. This parcel is currently vacant land that may be further developed in the future and the modelling of the land provides for up to 90% of this parcel to be impervious.

Also included into the catchment of the new detention basin is a section of Translink Avenue North that extends past #22 Tranlink Avenue and the private laneway that forms the northern boundary of #22. For design purposes, it assumed that #22 is fully developed to 90% impervious and has no onsite detention

The lower catchment within the proposed subdivision is to be fully developed with 26 of the 28 lots being directed to the detention basin. The modelling for the catchment is on the basis of these lots being developed to 90% impervious without the provision of additional detention on any of individual lots that can be served by the new detention basin.

Two of the lots within the subdivision, Lots 17 and 18, are below the full supply level of the basin and are designed to discharge directly to the Boral Road stormwater system. The design model assumes that these lots, as a condition of their further development, will be required to provide on-site detention and will perform equivalent to the lot developed to only 10% impervious.

5. Stormwater Hydrological Model

A Watercom Drains model has been developed for the site using a Horton/ILSAX rainfall-runoff model.

Examination of the LIST mapping for both the soil permeability and the waterlogging hazard of the soils found on the site indicate that the soils class for the upper rural catchment is best described as a Type 2.5 soil, having moderate to slowly permeable clays with a low to moderate risk of waterlogging. This upper catchment is unlikely to alter without significant changes to the planning scheme.

For the industrial lands that are to be developed, a Type 3.0 soil is assumed throughout as these portions of the catchment are to be highly developed with a reduced ability to convey stormwater to the underlying soils.

Consideration of the Antecedent Moisture Condition (AMC) of the soil was undertaken using the rainfall records of the nearby Launceston Airport weather station. Looking at the wettest 10 days on record at the new airport rain gauge, the following table was compiled:

Year	Month	Day	Peak Daily Rainfall (mm)	5 day preceding (mm)	AMC	6 day total (mm)
2005	8	31	78.0	18.0	3	96.0
2011	3	24	74.2	14.2	3	88.4
2016	1	29	71.0	0	1	71.0
2012	5	26	67.6	14.6	3	82.2
2020	3	6	54.6	22.4	3	77.0
2017	12	3	47.6	21.6	3	69.2
2013	8	14	47	28.2	4	75.2
2020	8	5	45.2	7.6	2	52.8
2005	9	12	41.4	18.0	3	59.4
2019	3	22	39.4	1.2	2	40.6
				Average	3.0	

Figure 5 – Historical Antecedent Moisture Conditions for Launceston Airport.

For the Drains model, an AMC value of 3.0 was therefore adopted for both the upper catchment and the development site.

The ARR 2019 rainfall and design procedures have been used to generate an ensemble of storm events for up to the 9-hour duration storms in the 0.5% to 200% AEP range corresponding to an extreme event of the 1 in 200-year storm to assess the emergency spillway for the detention basin down to a twice per year event to size the treatable flows for a gross pollutant trap.

6. Stormwater Model Results

Running the ARR 2019 rainfall events through the design model produced the following table of results:

AEP		%	0.5	1	2	5	10	20	50	100	200
ARI		Years	200	100	50	20	10	5	2	1	0.5
Basin	Flood Level	AHD	178.72	178.46	178.27	178.06	177.96	177.88	177.77	177.72	177.64
	Stored Volume	m3	5948	4218	3025	1809	1316	926	511	390	218
	Max Depth	m	1.74	1.48	1.29	1.08	0.98	0.90	0.79	0.74	0.66
	Weir Flows	m3/s	0.773	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Basin CL flows	m3/s	3.68	2.95	2.52	1.58	1.29	1.03	0.75	0.66	0.50
Boral Rd Discharges	Pipe	m3/s	0.605	0.509	0.491	0.461	0.439	0.415	0.404	0.409	0.393
	Kerbs	m3/s	0.572	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000
#22 Existing 600 pipe	Pipe	m3/s	0.865	0.832	0.754	0.435	0.368	0.313	0.223	0.188	0.149
	Surface	m3/s	0.162	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
North Translink Ave road system	Pipe	m3/s	0.353	0.307	0.258	0.202	0.164	0.132	0.098	0.085	0.068
	Kerb	m3/s	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Basin Inflows (south)	Pipe	m3/s	1.760	1.720	1.450	0.969	0.785	0.666	0.478	0.474	0.320
	Surface	m3/s	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Basin Inflows (north)	Pipe	m3/s	1.630	1.550	1.260	0.827	0.671	0.564	0.404	0.359	0.274
	Surface	m3/s	0.372	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Road Sag flows	Surface	m3/s	0.486	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Translink North Overflows	Kerb	m3/s	0.433	0.095	0.001	0.000	0.000	0.000	0.000	0.000	0.000
#22 overflows	Surface	m3/s	0.699	0.276	0.000	0.000	0.000	0.000	0.000	0.000	0.000
#22 600 Pipe Surcharge	to kerb	m3/s	0.162	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Figure 6 – Design system performance.

The detention basin is configured as follows:

- A DN 525 outlet pipe to the Boral Road stormwater system.
- A DN 425 orifice plated fitted to the outlet to limit flows to approximately 0.5 m3/s peak flow.
- A top of wall height of at 178.80 AHD.
- An emergency spillway designed as a 4m wide driveway from Boral Road with a crest level set at 178. 53 AHD.
- The floor of the basin set at 176.98 at the outlet grate.
- The outlet grate is a raised grate above the outlet pipe conforming with the Tasmanian Standard Drawing SW22.

It can be seen that the detention basin effectively reduces flows from the developed catchment to less than 0.51 m3/s into the Boral Road system for the full range of storms up to the 1% AEP event. The existing, undeveloped catchment for the Boral Road system will produce a 1% AEP flow of 1.87 m3/sec without the inclusion of the additional Translink North catchment, demonstrating the effectiveness of the proposed basin.

The requirement of the Northern Midlands Interim Planning Scheme is for stormwater discharges from the title to be no greater than if the land were to be used for rural purposes. The proposed basin and stormwater design, despite having an additional 19.4 Ha of catchment diverted to it, will reduce the 1% AEP stormwater flows to Boral Avenue by 70%.

7. Summary

It can be seen from the modelling of the proposed development that the proposed public detention basin and the subdivision design will exceed the performance requirements of the Northern Midlands Interim Scheme outlined in Section F1.4.1 A10.

The public basin design provides for 26 of the 28 lots being created to be developed to 90% impervious without the need for the construction of individual onsite detention systems on each lot. Two of the lots, Lots 17 and 18, are not drained to the detention basin and will require onsite detention to be provided when these lots develop so as to comply with Section F1.4.5 A1 of the Scheme.

It is suggested that a suitably worded Part 5 Agreement be used to exempt those lots served by the public detention basin from the operation of F1.4.5 of the scheme/

TRAFFIC & CIVIL SERVICES

24-38 TRANSLINK AVENUE INDUSTRIAL SUBDIVISION, WESTERN JUNCTION

TRAFFIC IMPACT ASSESSMENT

SEPTEMBER 2022

24-38 Translink Avenue Industrial Subdivision , Western Junction

TRAFFIC IMPACT ASSESSMENT

- Final
- September 2022

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Contents

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1. Introduction

1.1 Background

An industrial subdivision is proposed between Translink Avenue and Translink Avenue South, Western Junction. A Traffic Impact Assessment (TIA) has been prepared to review the impact of the traffic generated on the adjacent road network. In particular operation of the Evandale Main Road intersections with Translink Avenue and Boral Road are reviewed in detail.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provide details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Translink Avenue, Boral Road and Evandale Main Road.

1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Northern Midlands Interim Planning Scheme 2013
- Austroads Guide to Road Design Part 4A Unsignalised and Signalised Inter. 2021
- Austroads Guide to Traffic Man. Part 6: Inter., Interchanges & Crossings 2020.

1.5 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.6 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 35 years professional experience in road and traffic engineering industry
    - Director Traffic and Civil Services Pty Ltd since May 2017
    - Manager Traffic Engineering, Department of State Growth until May 2017.
    - Previous National committee memberships of Austroads Traffic Management and State Road Authorities Pavement Marking Working Groups
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng
Director Traffic and Civil Services Pty Ltd

2. Site Description

The proposed subdivision site is between Translink Avenue and Translink Avenue South and would result in their connection, a collector road linking the Translink Avenue and Hudson Fysh Drive roundabouts. The land is flat and cleared. Figures 1 and 2 show the site location and adjacent road network respectively.

Figure 1 -Development site

Source: LISTmap, DPIPWE

Figure 2 -Adjacent Road network

Source: LISTmap, DPIPWE

3. Proposed Development

3.1 Description of Proposed Development

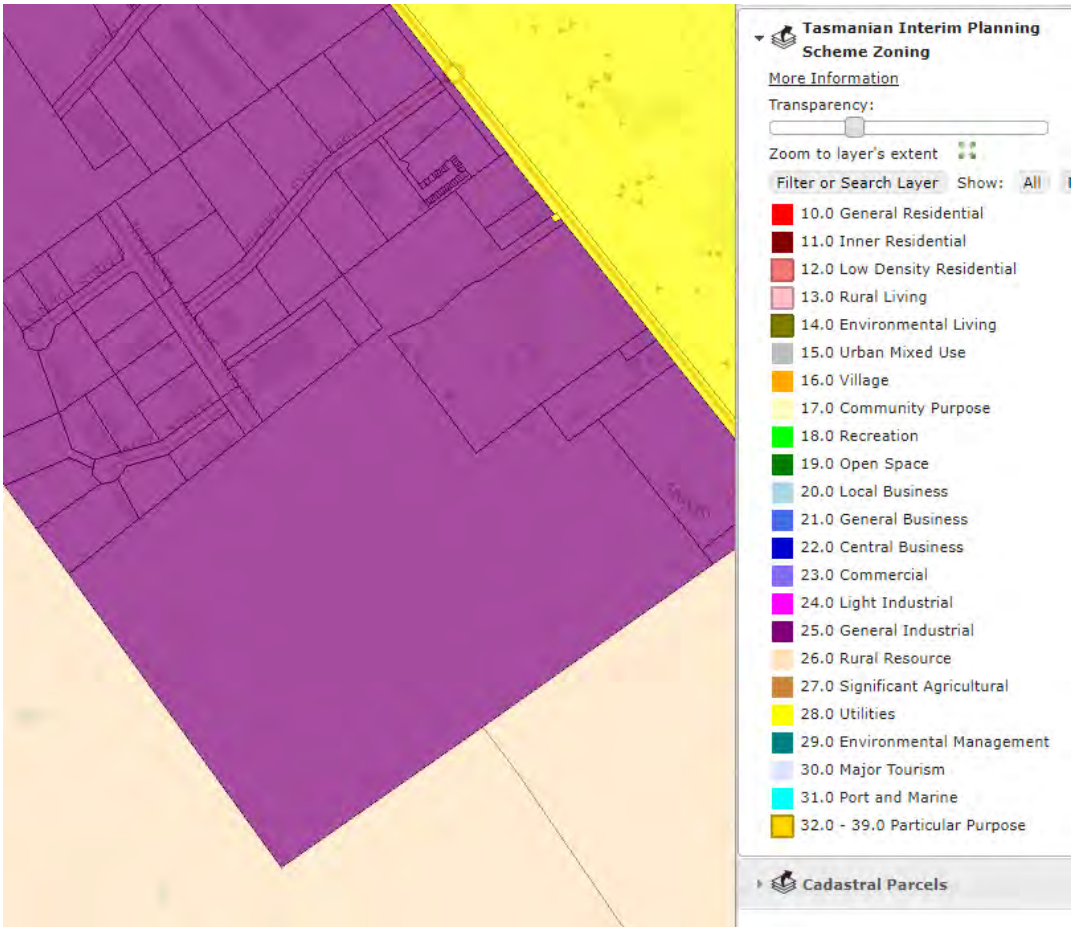
The proposal involves a 28-lot industrial subdivision between Translink Avenue and Translink Avenue South and also with access to Evandale Main Road via Boral Road, see Figures 2 and Appendix A. The proposed development layout is shown in Figure 3.

Figure 3 – Proposed development layout

3.2 Council Planning Scheme

The development site is zoned General Industrial in accordance with the Northern Midlands Interim Planning Scheme 2013, see Figure 4.

Figure 4 – Proposed development site is zoned General Industrial



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

The Northern Midlands Council objective is to maintain traffic safety and transport efficiency of the Council Road network.

3.4 State Road Network Objectives

The Department of State growth objective is to maintain traffic safety and transport efficiency of the State Road network. Also see Appendix G for DSG plans for Evandale Main Road upgrade currently under construction.

4. Existing Conditions

4.1 Transport Network

The proposed development has access to the Midlands Highway to the north via Evandale Main Road and to the south via Evandale Main Road and Leighlands Road.

As the proposal is estimated to generate up to 1,238 vpd once fully developed by 2032, detailed analysis of the most impacted intersections has been undertaken:

- Evandale Main Road / Translink Avenue intersection
- Evandale Main Road /Boral Road junction

The Council Road network accessing the development site is part of the Tasmanian 26m B Double Network, see Appendix D, and well connected to the transport system.

4.2 Evandale Main Road

Evandale Main Road is a Category 2 Regional Freight Route in that State Road Hierarchy from Breadalbane to the Airport Entrance and reduces to a Category 4 Feeder Road from the Airport Access to Evandale. Evandale Main Road is not a Limited Access Road, see Appendix E

From DSG traffic data Evandale Main Road near Breadalbane roundabout has an estimated 9,650 vpd as of 2022 with a compound annual growth rate of 0.3% suggesting 9.944 vpd by 2032.

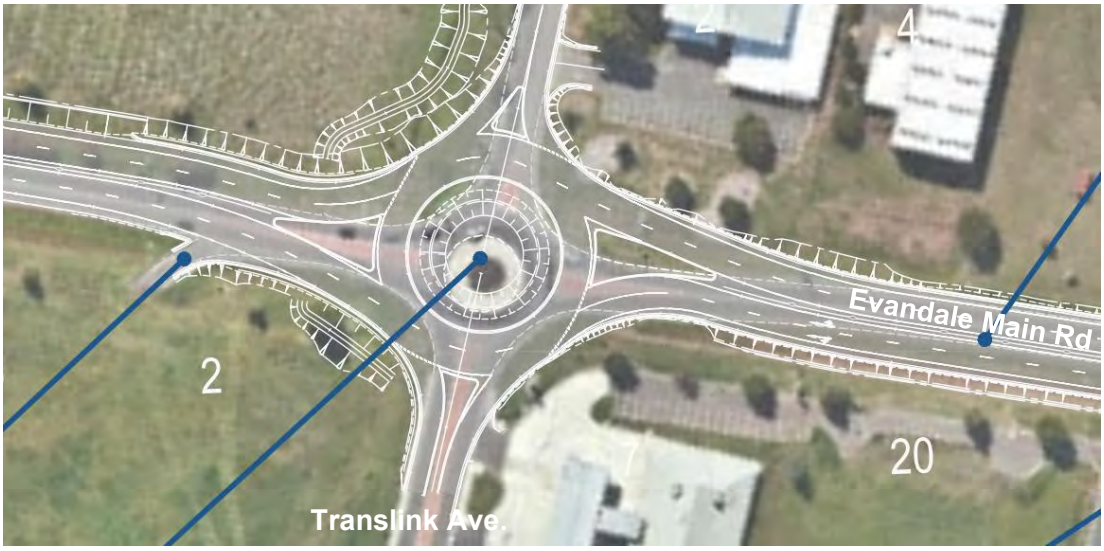
The speed limit on Evandale Main Road is 80km/h and is currently in the process of being upgraded by DSG to a four-lane two-way road with a wire rope safety barrier median. Appendix G shows the design cross section and road layout.

4.3 Evandale Main Road / Translink Avenue Intersection

This intersection is managed with a roundabout designed for 26m B Double access to Translink Avenue and Richard Street. Figure 5-13 show the roundabout layout and sight distances at the along Evandale MR on each approach.

Translink Avenue has low traffic activity which will be increased from sone 900 vpd (2022) to some 1,500 vpd (2032).

Figure 5 – Plan View of Evandale MR / Translink Ave. Roundabout under construction



Source: DSG, State Roads

Figure 6 – Translink Avenue approach to Roundabout

Figure 7 – Looking right along Evandale Main Road from Translink Avenue.

Sight distance right is 150m.

Figure 8 – Evandale Main Road Southern approach to Roundabout

Figure 9 – Looking right along Richard Street from Evandale Main Road

Sight distance right is 100m.

Figure 10 – Evandale Main Road Northern approach to Roundabout

Figure 11 – Looking right along Translink Avenue from Evandale Main Road

Sight distance right is 150m.

Figure 12 – Richard Street approach to Roundabout

Figure 13 – Looking right along Evandale Main Road from Richard Street

Sight distance right is 200m.

4.4 Translink Avenue

Translink Avenue has a minor collector road function and is a sealed urban road with kerb & channel, nature strips and a typically no footpath. The infrastructure is in good condition. The road is 500m in length with a trafficable width of 12m. The speed limit is 50km/h. Figures 14-16 show the nature of the road.

Figure 14 – Translink Avenue Northern approach to development site

Figure 15 – Translink Avenue Southern approach to bend bound for Evandale Main Rd

Figure 16 – Translink Avenue Western approach to John Street roundabout

4.5 Evandale Main Road / Boral Road junction

This junction operates with left in and out movements from Boral Road only with a right turn facility for access to Boral Road. There will be no right turn movements from Boral Road onto Evandale Main Road. Figure 17 -23 show the junction layout and approaches.

Figure 17 – Aerial View of Evandale Main Road / Boral Road junction

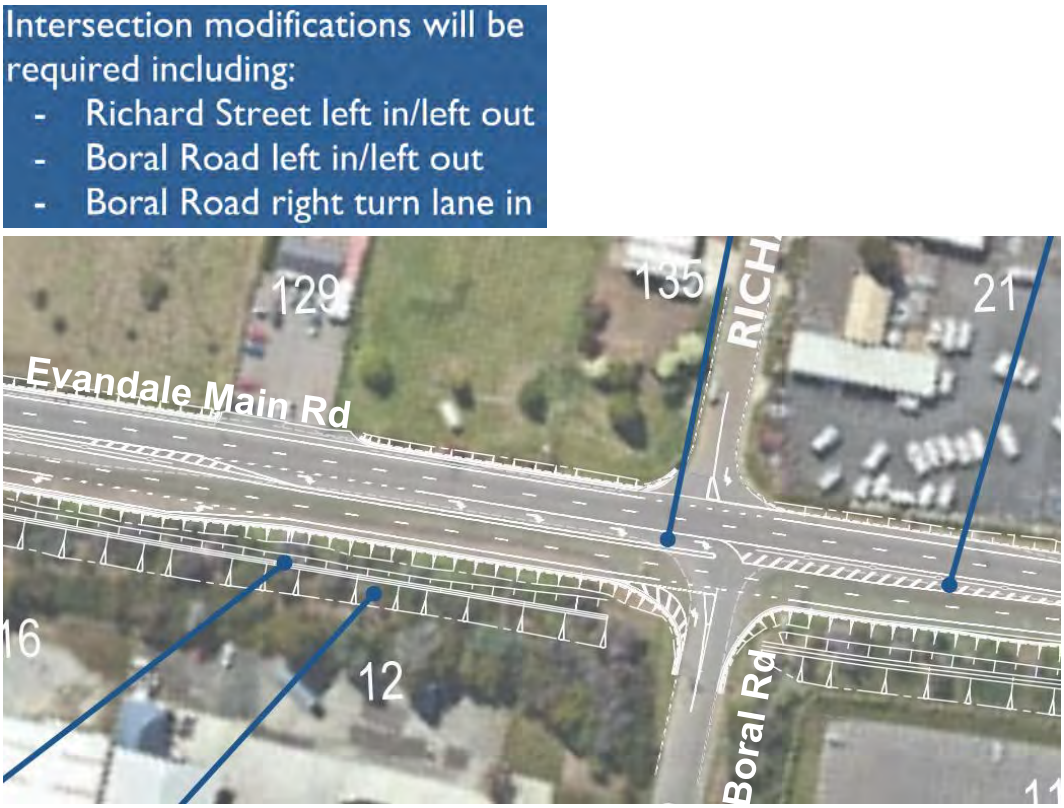


Figure 18 – Boral Road approach to Evandale Main Road

Figure 19 – Looking right along Evandale Main Road from Boral Road

Sight distance right is 200m.

Figure 20 – Looking left along Evandale Main Road from Boral Road

Sight distance left is 200m.

Source: Google Earth

Figure 21 – Evandale Main Road Southern approach to Boral Road

Figure 22– Evandale Main Road Northern approach to Boral Road

Figure 23– Evandale Main Road Northern approach at Boral Road

4.6 Proposed Translink Avenue and Boral Road junctions

These junctions are shown in Figure 24. The Translink Avenue link and Road A are proposed to match existing road standard at some 12m wide from face to face of kerb. The General Urban Speed Limit of 50km/h applies on these roads.

Figure 24 – Proposed Translink Avenue and Boral Road junctions

4.7 Boral Road

The proposal will connect Evandale Main Road with Translink Avenue via Boral Road.

Boral Road is an industrial access road and sealed with kerb and channel, nature strips and a typically no footpath and the infrastructure is in good condition. The road is some 450m in length with a trafficable width of 10m. The speed limit is 50km/h.

4.8 Translink Avenue South

Translink Avenue South extends from the proposed subdivision to Hudson Fysh Drive which intersects Evandale Main Road at a roundabout which also is the primary access to the Launceston Airport.

Translink Avenue South is sealed with kerb and channel and nature strips, see Figure 25. The infrastructure is in good condition and the road is some 350m in length with a trafficable width of 12m. The speed limit is 50km/h.

Figure 25 – Translink Avenue South approach to development site

4.9 Traffic Activity

4.9.1 Evandale Main Road (Eastern leg of the Breadalbane Roundabout)

DSG AADT traffic survey data ,see Appendix C.

- 9,394 vpd (2013)
- 9,650 vpd (2022)
- 9,944 vpd (2032)

16.1 % Heavy Vehicles

Compound Annual Growth Rate of 0.3 % due to background growth.

4.9.2 Translink Avenue (at Evandale Main Road)

TCS traffic survey data is attached in Appendix B.

Approach to roundabout 50vph AM and 95vph PM

Departure from roundabout 22 vph AM and 13vph PM

Estimated AADT is 900 vpd 2022.

4.9.3 Boral Road(at Evandale Main Road)

TCS traffic survey data is attached in Appendix B.

Estimated AADT is 450 vpd 2022.

4.10 Sight Distance Summary (Figure 26)

Figure 26 – Sight Distance Summary

Junction Major Rd - Minor Rd	Speed		Road frontage sight distance		
	Limit (km/h)	Environment (km/h)	Table E4.7.4 SISD (m)	Available Left(m)	Available Right(m)
Evandale - Translink	80	60	115		150
Evandale - Richards	80	60	115		200
Translink - Evandale	50	50	80		150
Richards - Evandale	50	50	80		100
Evandale - Boral	80	80	175	200	200
Translink - Boral	50	50	80	120	150
Translink - Road A (Nth)	50	50	80	120	150
Translink - Road A (Sth)	50	50	80	150	100

E4.7.4 Compliant

4.11 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

DSG advise that as of 24th May 2022 the 5-year reported crash history for Translink Avenue South records no reported crashes and demonstrates no evidence of a crash propensity.

Figures 27 and 28 summarise the crash history.

Figure 27 – 5 Year Reported Crash History Summary

Crash Id	Description	Date	Time	Severity	Light	Speed	Location	Units
2066495	121 - Right through	07-Jul-2017	17:57	First Aid	Night	080	Evandale MR / Translink Ave Rabt	LV & LV
48804116	130 - Veh. in same lane/ rear end	13-Dec-2017	16:00	PDO	Day	080	Evandale MR / Translink Ave Rabt	LV & LV
51182014	113 - Right near	30-Apr-2021	11:10	PDO	Day	080	Evandale MR / Translink Ave Rabt	LV & LV

PDO	Property Damage Only
LV	Light Vehicle

Figure 28 – 5 Year Reported Crash Locations

4.12 Services

No traffic safety concerns were detected with above or below ground services.

4.13 Road Safety Review

From road safety review no road safety issues were identified. Limited road safety review was possible at the Evandale Main Road intersections as construction is not complete, the road is unsealed and traffic management facilities such as line marking, signs and median barrier fences are not in place.

4.14 Safe System Assessment

Translink Ave and Evandale Main Road have been assessed with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Road users are considered along with the most common crash types. The crash risk score is an indication of how well the infrastructure being assessed satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment both roads were determined to be well aligned with the safe system objective and assessed with a crash risk score of :

- Translink Avenue - 14/448 (very low crash risk score)
- Evandale Main Road - 40/448 (low crash risk score)

Figure 29 relates crash risk to SSA crash risk scores. See Appendix F for details.

Figure 29 – Austroads Safe System Assessment alignment between crash score and risk

<40/448 Very low risk score

(40-80)/ 448 Low risk score

(80-180)/448 Moderate to high risk score

>180/448 High risk score

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2032).

5.1 Traffic Growth

The background compound annual growth:

- Translink Avenue South is assumed to be 0%
- Evandale Main Road is assumed to be 0.3%. based on DSG data

5.2 Trip Generation

It is assumed each proposed lot will have an office and warehouse. The applicable traffic generation rates for the proposal are as follows:

Warehouses:

- 4 vehicle trips / day / 100m2 GFA and 0.5 vehicle trips / hour/GFA

Offices at commercial premises:

- 10 vehicle trips / day / 100m2 GFA and 2 vehicle trips / hour/GFA

It is also assumed that each:

- warehouse GFA will be 30% of the lot area A , see Appendix H.
- office GFA will be 7% of the warehouse GFA.

Accordingly, for each lot traffic generation is estimated to be :

- 0.3A/100*4 + 0.3A*7/100/100*10 vpd
- 0.3A/100*0.5 + 0.3A*7/100/100*2 vph.

This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments.

Figure 30 summarises estimated traffic generation per lot and in total.

Figure 31 shows traffic assignment to Evandale MR intersections.

Figure 30 - Estimated traffic generation per lot and in total.

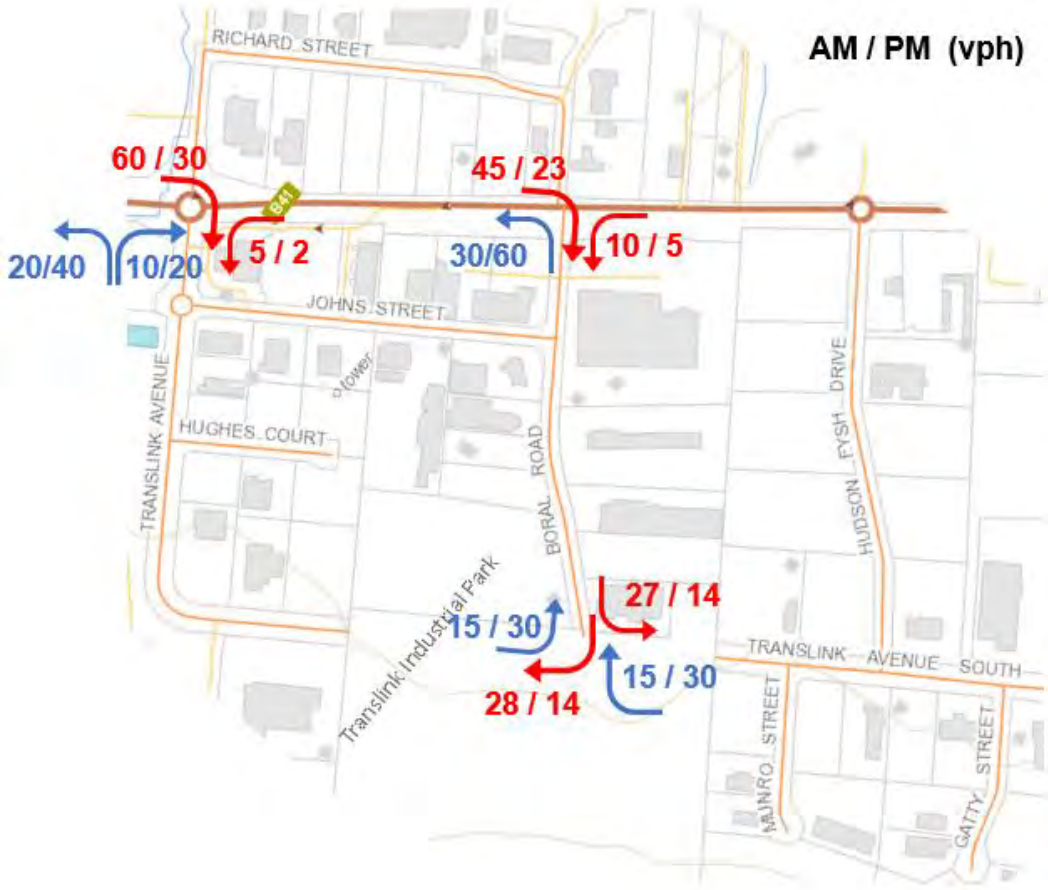
Lot	Lot Area (m2)	Estimated Warehouse GFA (m2)	Estimated Office GFA (m2)	Daily Trip Generation** (vpd)	Peak Hour Trip Generation*** (vph)
1	3,000	900	63	42	6
2	3,001	900	63	42	6
3	3,000	900	63	42	6
4	2,998	899	63	42	6
5	3,352	1,006	70	47	6
6	3,013	904	63	42	6
7	3,008	902	63	42	6
8	3,018	905	63	43	6
9	3,024	907	64	43	6
10	4,765	1,430	100	67	9
11	3,002	901	63	42	6
12	3,004	901	63	42	6
13	3,000	900	63	42	6
14	3,000	900	63	42	6
15	4,161	1,248	87	59	8
16	1,582	475	33	22	3
17	3,246	974	68	46	6
18	3,370	1,011	71	48	6
19	3,249	975	68	46	6
20	3,030	909	64	43	6
21	3,010	903	63	42	6
22	3,005	902	63	42	6
23	3,128	938	66	44	6
24	3,000	900	63	42	6
25	3,229	969	68	46	6
26	6,551	1,965	138	92	13
27	3,228	968	68	46	6
28	3,000	900	63	42	6
Total	**90,974**			**1283**	**175**

* GFA assuming 30% of land area developed

** Assuming 4vpd / 100m2 of GFA

*** Assuming 0.5vph / 100m2 of GFA

Figure 31 – Peak Hour Trip Assignment to Evandale MR intersections (175 vph) 2032



5.3 Trip Assignment

Traffic assignments have been prepared for the following intersections:

- Evandale Main Road / Translink Avenue roundabout – see Figures 32 & 33
- Evandale Nain Road / Boral Road junction – see Figures 34 & 35

Figure 32 – 2022 Traffic assignment for Evandale MR / Translink Ave roundabout

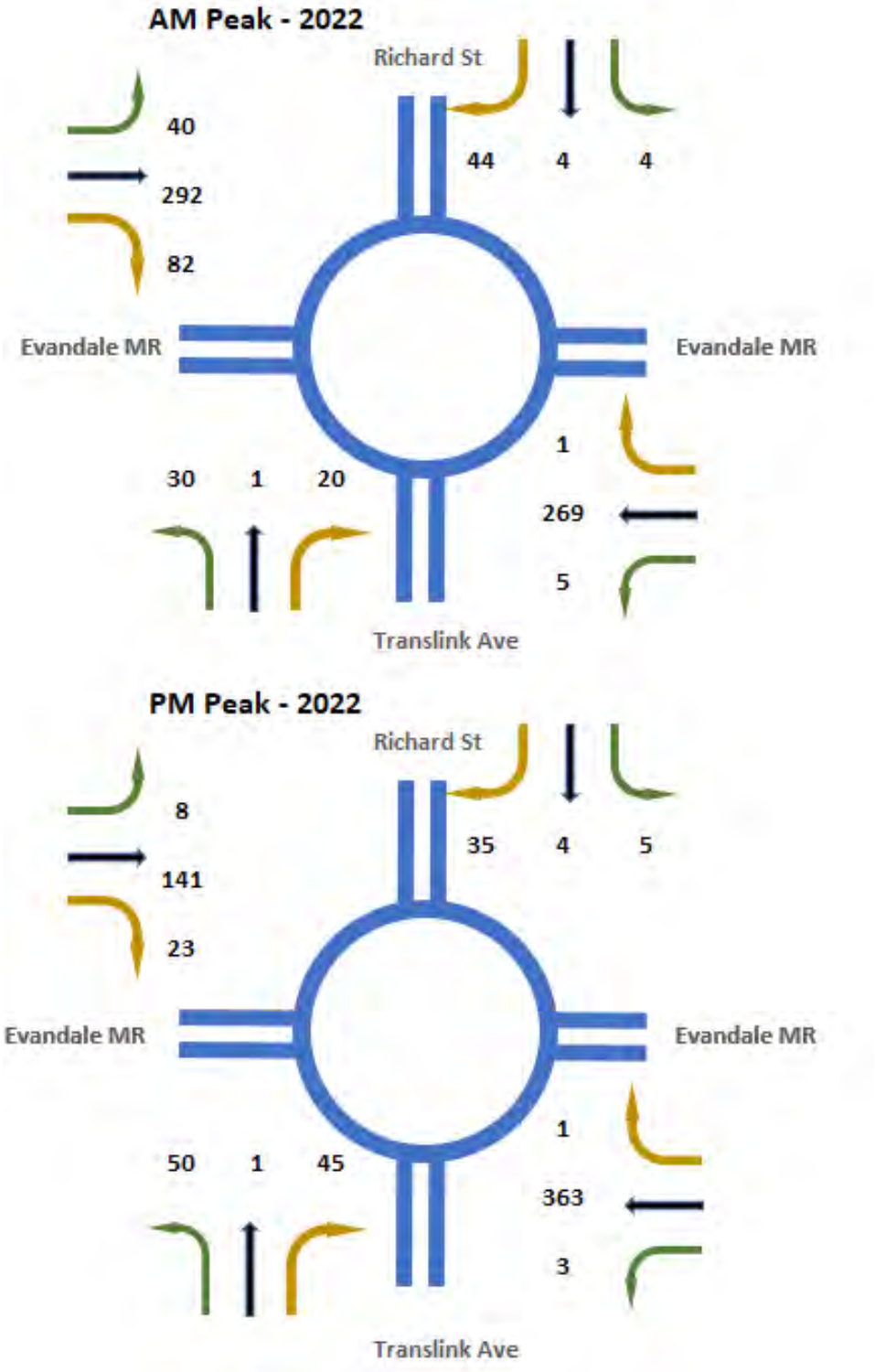
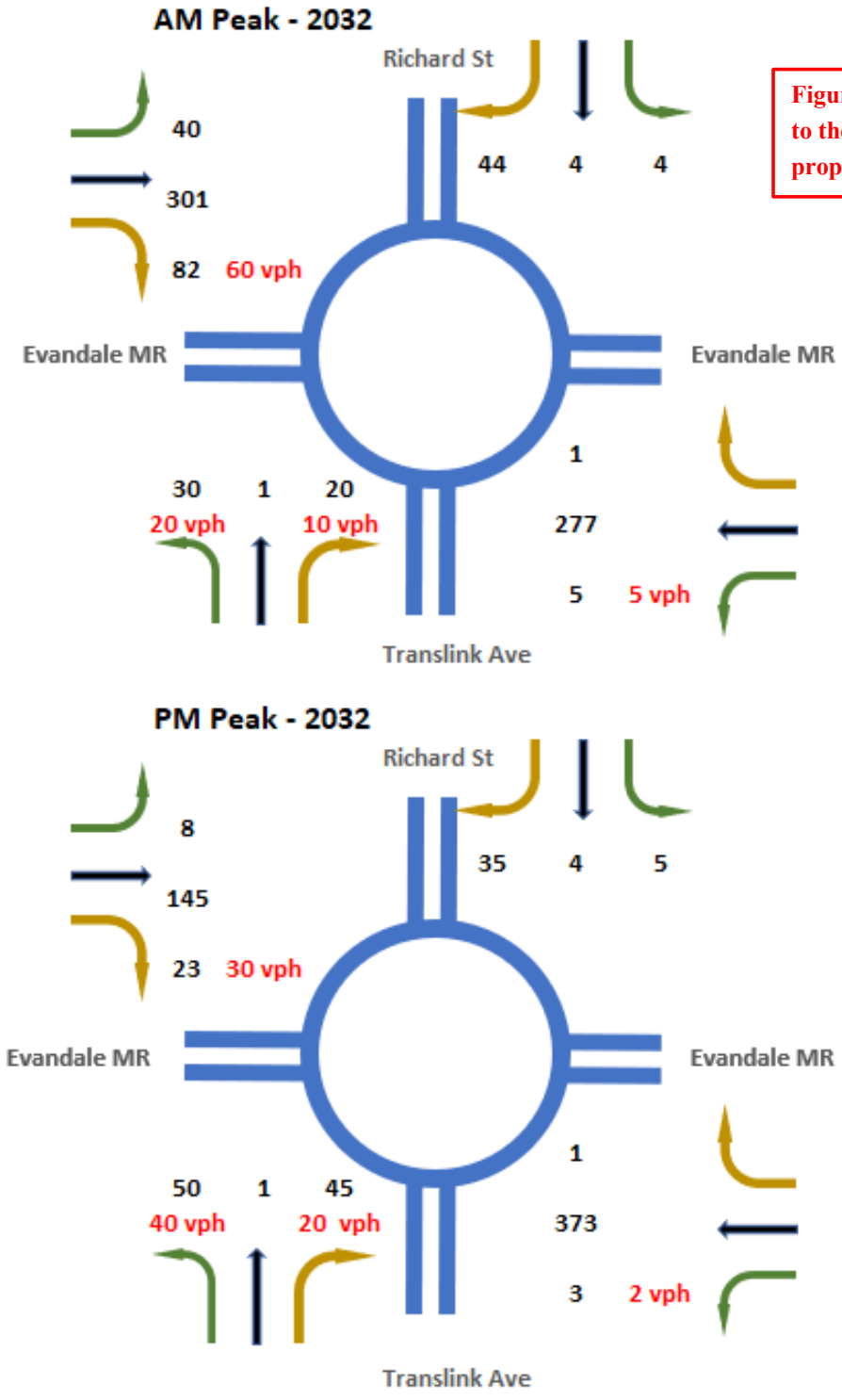


Figure 33 – 2032 Traffic assignment for Evandale MR / Translink Ave roundabout



Figures in red are due to the fully developed proposal.

Figure 34 – 2022 Traffic assignment for Evandale MR / Boral Road junction

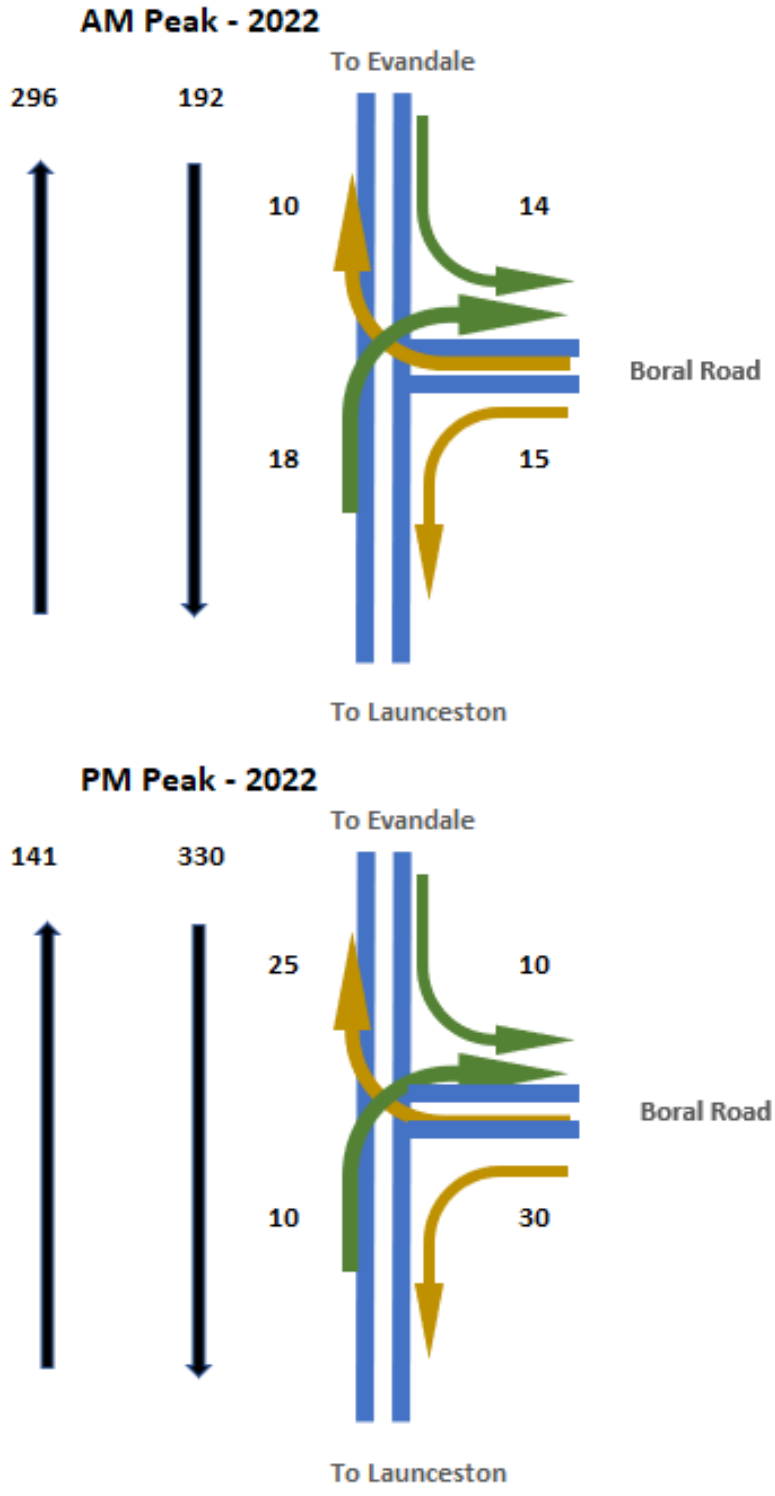
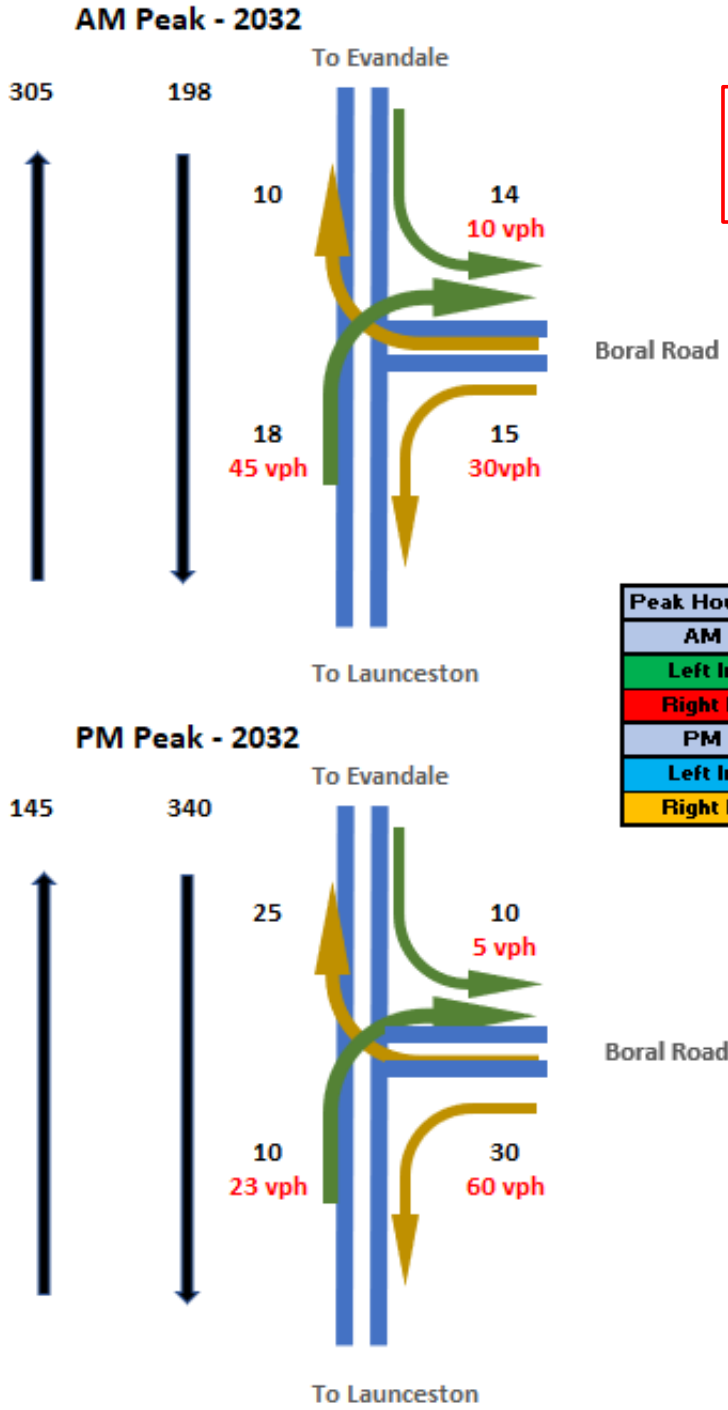


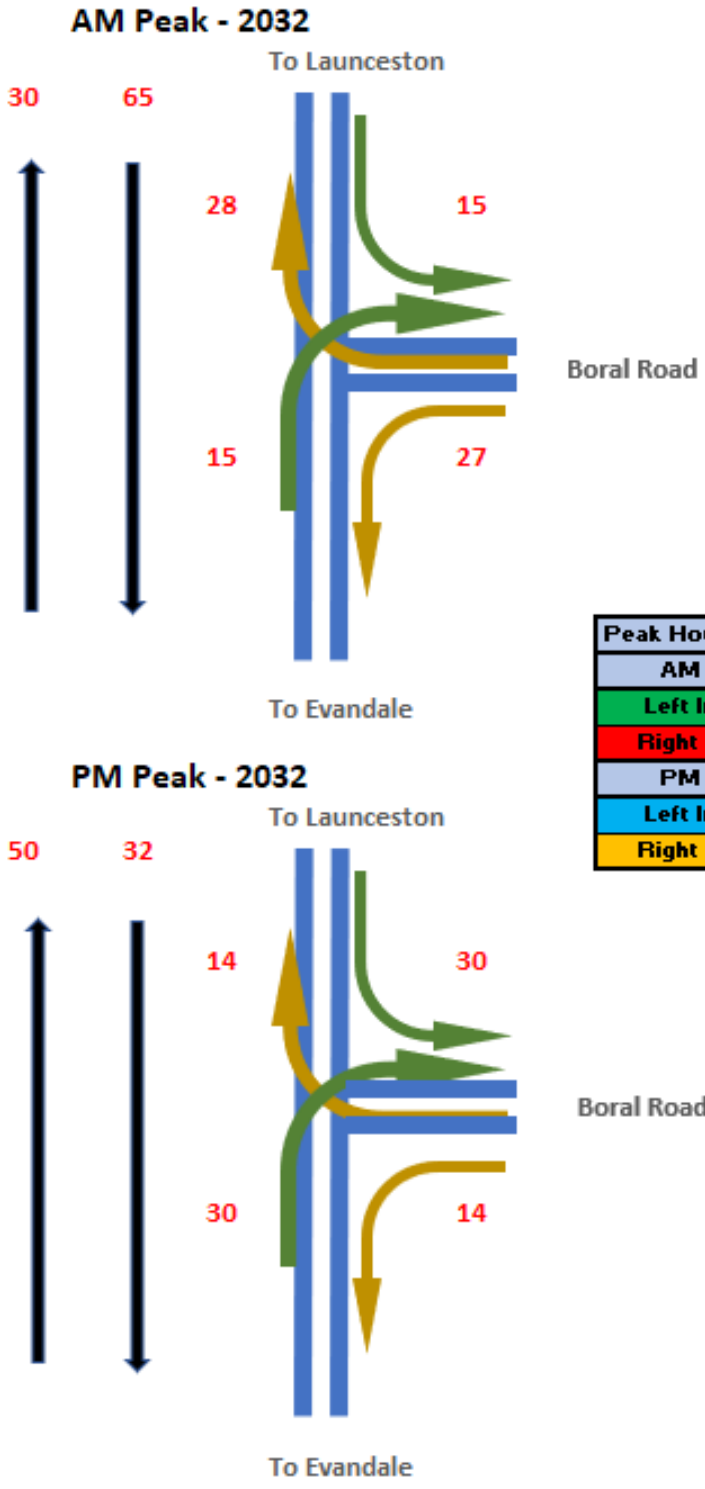
Figure 35 – 2032 Traffic assignment for Evandale MR / Boral Road junction



Figures in red are due to the fully developed proposal.

Peak Hour Movement Summary		
AM	Turns	TEF
Left In	24	198
Right In	63	527
PM	Turns	TEF
Left In	15	340
Right In	33	500

Figure 36 – 2032 Traffic assignment for Translink Avenue / Boral Road junction



Figures in red are due to the fully developed proposal.

Peak Hour Movement Summary		
AM	Turns	TEF
Left In	15	65
Right In	15	110
PM	Turns	TEF
Left In	30	32
Right In	30	112

6. Impact on Road Network

6.1 Impact on the Road Network

The proposal will contribute an estimated 1,283 vpd at 175 vph to Evandale Main Road by 2032. The main impacts will be at the:

- Evandale MR / Translink Avenue roundabout
- Evandale MR / Boral Road junction
- Translink Avenue / Boral Road junction

These intersections have been reviewed in terms of traffic capacity and safety.

6.2 Evandale MR / Translink Avenue Roundabout

6.2.1 Traffic Capacity

Evandale MR / Translink Avenue roundabout has been analysed with SIDRA intersection analysis software, see Appendix I for detailed results.

The roundabout model used in the analysis, see Appendix I, assumes the roundabout has two approach lanes on the Northwest approach consistent with DSG upgrade plans for Evandale Main Road. See Appendix G for the planned DSG works currently underway.

In summary the roundabout will operate at LOS A by 2032 assuming full development of the proposal, see Figure 37 summary. LOS descriptions are attached in Appendix J. LOS A is the highest LOS and indicates that there will be no traffic capacity issues at the intersection.

Figure 37 – Intersection Analysis Summary 2032

Approach	AM Peak				PM Peak			
	Degree of saturation	Delay (secs)	Queue Length (m)	Level of Service	Degree of saturation	Delay (secs)	Queue Length (m)	Level of Service
Evandale MR (SE)	0.107	1.9	4.7	A	0.130	1.4	5.7	A
Richard St (NE)	0.048	7.4	1	A	0.038	6.7	0.8	A
Evandale MR (NW)	0.156	3.1	7.5	A	0.069	3	3.1	A
Translink Ave (SW)	0.074	4.5	1.7	A	0.146	5	3.5	A

6.2.2 Traffic Safety

Evandale MR / Translink Avenue roundabout has been assessed in terms of:

- Sight Distance requirements – compliant.
- 5 Year reported crash history – unable to assess as under construction.
- Austroads Road Safety Audit principles – unable to assess as under construction
- Austroads Safe System Assessment – low crash risk,

Accordingly, the roundabout is considered likely to be safe.

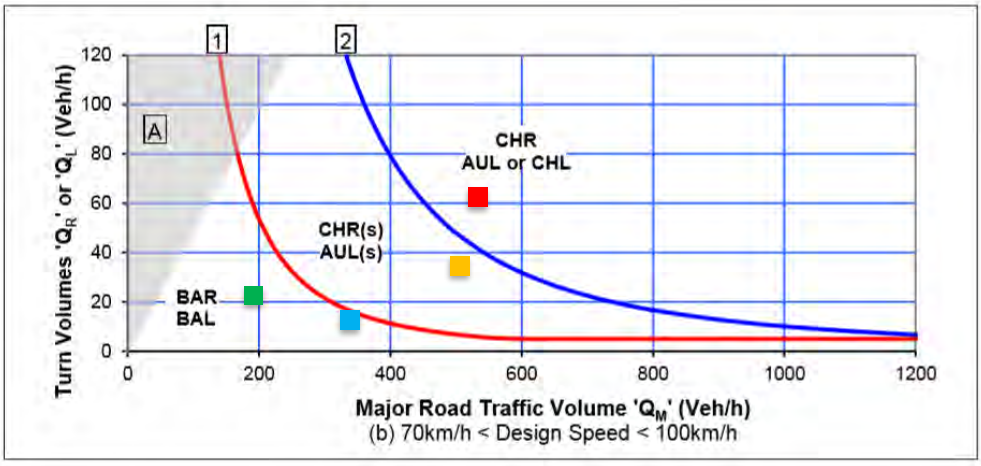
6.3 Evandale Main Road / Boral Road junction

6.3.1 Traffic Capacity

Evandale Main Road / Boral Road junction has been assessed in accordance with Austroads junction warrants. Estimated turning movements by 2032 are summarised in Figure 38 which demonstrates a Channelised Right CHR, and Basic Left (BAL) junction layout is warranted.

Evandale Main Road will have a median right turn lane when construction is completed which will effectively operate as a CHR. A BAL is included in the junction design, see Figure 17. The junction layout will satisfy the Austroads junction layout warrant.

Figure 38 – Austroads Guideline for Evandale MR / Boral Road junction 2032



Peak Hour Movement Summary		
AM	Turns	TEF
Left In	24	198
Right In	63	527
PM	Turns	TEF
Left In	15	340
Right In	33	500

6.3.2 Traffic Safety

Evandale MR / Boral Road intersection has been assessed in terms of:

- Sight Distance requirements – compliant.
- 5 Year reported crash history – unable to assess as under construction.
- Austroads Road Safety Audit principles – unable to assess as under construction
- Austroads Safe System Assessment – low crash risk,

Accordingly, the intersection is considered likely to be safe.

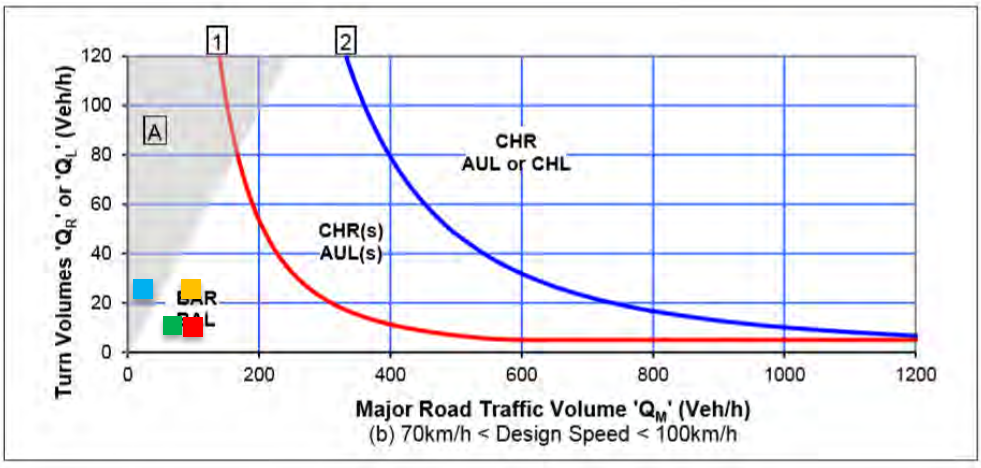
6.4 Proposed Translink Avenue / Boral Road junction

6.4.1 Traffic Capacity

The proposed Translink Avenue /Boral Road junction has been assessed in accordance with Austroads junction warrants. Estimated turning movements by 2032 are summarised in Figure 39 which show a Basic Right (BAR)and Basic Left (BAL) junction layout is adequate.

Translink Avenue will have a road width of 12m when construction is completed which will effectively enable operation as a BAR and BAL junction at Boral Road, see Figure 24.

Figure 39 – Austroads Guideline for Translink Avenue / Boral Road junction 2032



Peak Hour Movement Summary		
AM	Turns	TEF
Left In	15	65
Right In	15	110
PM	Turns	TEF
Left In	30	32
Right In	30	112

6.4.2 Traffic Safety

Hudson Fysh Drive/ Translink Avenue – South junction has been analysed in terms of:

- Sight Distance requirements – compliant.
- 5 Year reported crash history – low crash rate,
- Road Safety review based on Austroads Road Safety Audit principles – no issues.
- Austroads Safe System Assessment – very low crash risk.

Accordingly, the junction is considered safe.

6.5 Proposed Translink Avenue / Road A junctions

6.5.1 Traffic Capacity

The proposed Translink Avenue /Road A junctions have been assessed in accordance with Austroads junction warrants. Estimated turning movements by 2032 will be less than for the r the Translink Avenue / Boral Road junctions summarised in Figure 39 which show a Basic Right (BAR)and Basic Left (BAL) junction layout is adequate.

The Translink Avenue / Road A Southern and Northern junctions will effectively operate as a BAR and BAL layouts. See Figure 24.

6.5.2 Traffic Safety

The Translink Avenue / Road A junctions have been assessed in terms of:

- Sight Distance requirements – compliant.
- Austroads Safe System Assessment – very low crash risk.

Accordingly, the junctions are considered safe.

6.6 Impacts on road users.

6.6.1 Public Transport

The proposal does not impact on public transport provisions.

6.6.2 Delivery Vehicles

The Evandale Main Road / Hudson Fysh Drive / Translink Avenue loop is part of the Tasmanian 26m B Double Network, see Appendix D.

Boral Road is also part of the Tasmanian 26m B Double Network.

6.6.3 Pedestrians and Cyclists

The site is within a General Industrial zone where facilities for pedestrians and cyclists are not required. Pedestrian activity along Evandale Main Road has been observed with people walking along and across the road. Pedestrian facilities are being provided along Evandale MR as part of the current road upgrade by DSG.

6.7 Other impacts

6.7.1 Environmental

No applicable environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.7.2 Street Lighting and Furniture

The existing Evandale Main Road / Hudson Fysh Drive / Translink Avenue – South route is fitted with street lighting and the proposed Translink Avenue – South extension should be provided with streetlighting to the same standard.

6.8 Proposed property access standard

The recommended Urban property access standard is detailed in the LGAT standard drawings TSD-R09-v1 available online at:

https://www.lgat.tas.gov.au/webdata/resources/files/LGAT%20Standard%20Drawings%20Release%20Version%20Dec%202013.pdf

Double driveway width is recommended for proposed crossovers to Council requirements.

6.9 Tasmanian Subdivision Guideline Considerations

No traffic related issues identified.

6.10 Transport Planning Considerations

The proposal does not raise any transport planning issues. The proposal links existing Translink Avenue and Translink Avenue South which is beneficial for traffic circulation enabling internal access without Evandale Main Road.

7. Northern Midlands Interim Planning Scheme 2013

7.1 Road & Railway Assets Code E4

E4.6.1 - Use and road or rail infrastructure

Acceptable Solution A2: *For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day*

A2 is not satisfied as the proposal is estimated to generate 1,283 vpd.

Performance criteria P2: *For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

P2 is satisfied as:

- The proposed crossovers satisfy sight distance requirements.
- From Austroads Safe System Assessment Translink Avenue South is well aligned with the Safe Systems objectives and has a very low crash risk.
- Reported 5 Year Crash History shows no crash propensity on Translink Avenue.
- there are no identified traffic safety issues with the existing road network.
- From intersection analysis there are no traffic capacity issues.
- the proposal is within a General Industrial zone where there no need to cater specifically for pedestrians and cyclists within the road reservation however the roadsides are flat and grassed and pedestrian friendly.

E4.7.2 - Management of Road Accesses and Junctions

Acceptable solution A1: *For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.*

A1 is not satisfied as the proposal involves the following tow-way accesses and junctions:

- access provision for lots 1-28
- Translink Avenue / Boral Road junction
- Translink Avenue / Road A Northern and Southern junctions

Performance criteria P1: *For roads with a speed limit of 60km/h or less, the number, location , layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

P1 is satisfied as:

- The proposed crossovers and junctions satisfy sight distance requirements.
- From Austroads Safe System Assessment the proposed Translink Avenue junctions are assessed as well aligned with the Safe Systems objective.
- Reported 5 Year Crash History shows no crash propensity on Translink Avenue
- there are no identified traffic safety issues with the existing road network.

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

Acceptable solution A1: *An access or junction must comply with the Safe Intersection Sight Distance (SISD) shown in Table E4.7.4 of the Northern Midlands Interim Planning Scheme.*

As demonstrated in Figure 26, the proposal is compliant with Table E4.7.4 requirements.

A1 is satisfied.

8. Recommendations and Conclusions

This traffic impact assessment has assessed the proposed 28 lot industrial subdivision at the Southern end of Translink Avenue South at Western Junction. The proposal is estimated to generate up to 1,283 vpd and 175 vph at peak times once fully developed.

It has been assumed the proposal will be fully developed by 2032 for analysis purposes. The main effects of the proposal on the surrounding road network are expected at:

- Evandale MR / Translink Avenue roundabout
- Evandale MR / Boral Road intersection.

This assessment has reviewed the existing road conditions, crash history, road safety and the transport system. No traffic capacity or safety issues were identified due to the proposal and the five -year reported crash history provides no evidence of a crash propensity.

Austroads Safe System Assessment of Translink Avenue and Evandale Main Road show a low crash risk in line with the Safe Systems objective. Evidence is provided to demonstrate compliance with Road & Railway Assets Code E4 of the Northern Midlands Interim Planning Scheme 2013.

Both the Evandale MR / Translink Avenue roundabout and Evandale MR / Boral Road intersection are determined to operate at LOSA by 2032 with no traffic capacity or safety issues. Likewise, the proposed Tanslink Avenue junctions have no traffic capacity or safety issues.

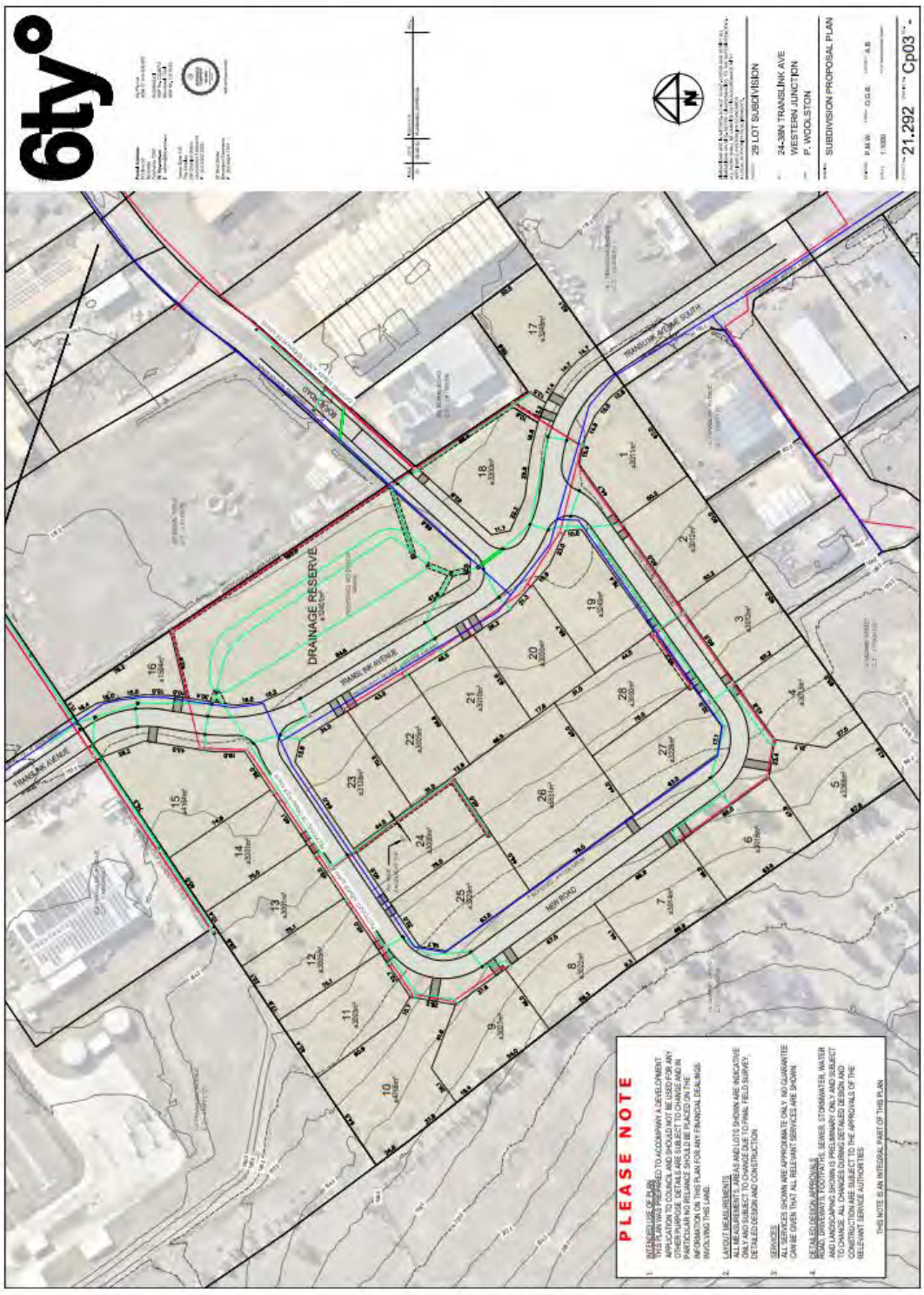
Recommendations:

- *Streetlighting be provided on the TransLink Avenue - extension and Road A in keeping with Council standard.*
- *The proposed accesses be constructed in accordance with LGAT standard drawings TSD-R09-v1 to double width .*

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently at the Evandale Main Road / Translink Avenue roundabout, at the Evandale Main Road / Boral Road intersection. The proposed Translink Avenue junctions are all expected to operate safely and efficiently. Based on the findings of this report and subject to the recommendation above, the proposed development is supported on traffic grounds.

Appendices

Appendix A – Development Plans



Appendix B – Traffic Counts

Notes on TCS traffic turning count surveys.

At the time of traffic surveys, the Evandale Main Road upgrade works were underway and the Translink Avenue approach to the new Evandale Main Road roundabout was closed, and traffic detoured via John Street and Boral Road and on to Evandale Main Road.

Consequently, Boral Road traffic approaching Evandale Main Road was also higher than normal.

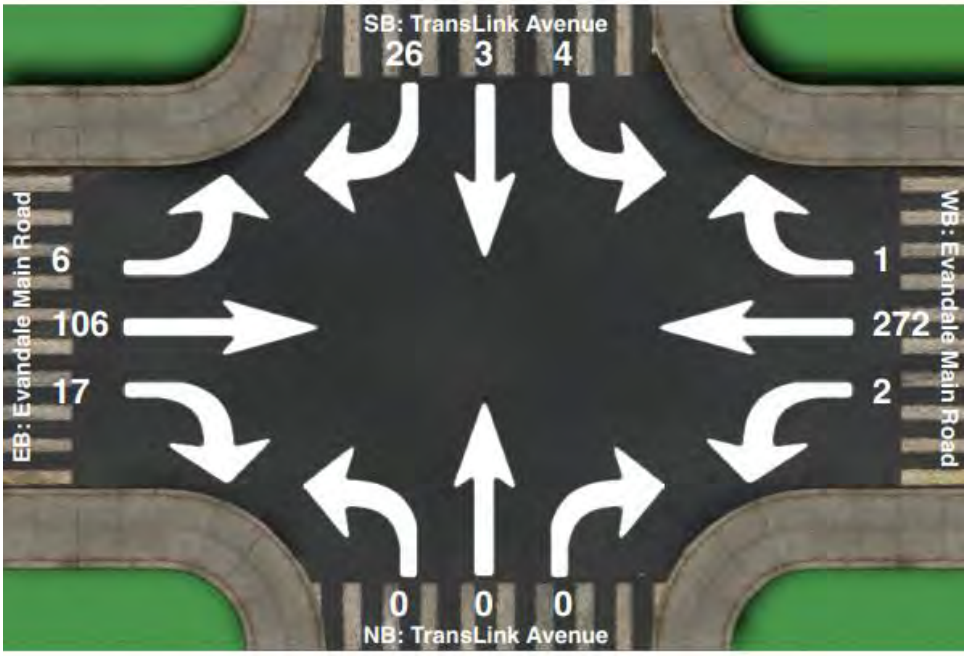
Accordingly, allowance has been made to assign traffic as expected once the roadworks are complete.

Evandale MR / Translink Avenue Roundabout

PM Peak 2022

Intersection Count Summary

Location: TransLink Avenue at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.537051, Lon=147.196271
Date: 2022-08-03
Day of week: Wednesday
Weather: Showers
Analyst: Richard Burk



Intersection Count Summary

16:50 - 17:35

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	4	3	26	2	272	1	0	0	0	6	106	17	437

Location: TransLink Avenue at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.537051, Lon=147.196271
Date: 2022-08-03
Day of week: Wednesday
Weather: Showers
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:50	0	1	1	0	28	0	0	0	0	1	9	3	43
16:55	2	0	2	0	26	0	0	0	0	0	20	1	51
17:00	1	0	6	1	34	0	0	0	0	0	8	4	54
17:05	0	1	5	0	46	1	0	0	0	0	9	1	63
17:10	0	0	6	0	25	0	0	0	0	1	11	6	49
17:15	0	0	2	1	37	0	0	0	0	1	11	1	53
17:20	0	0	0	0	25	0	0	0	0	2	17	1	45
17:25	0	0	3	0	25	0	0	0	0	0	9	0	37
17:30	1	1	1	0	26	0	0	0	0	1	11	0	41
17:35	0	0	0	0	0	0	0	0	0	0	1	0	1

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:50	0	1	1	0	28	0	0	0	0	1	8	2	41
16:55	2	0	2	0	25	0	0	0	0	0	18	1	48
17:00	1	0	6	1	34	0	0	0	0	0	7	3	52
17:05	0	1	5	0	43	1	0	0	0	0	9	1	60
17:10	0	0	6	0	25	0	0	0	0	1	10	5	47
17:15	0	0	2	1	37	0	0	0	0	1	11	1	53
17:20	0	0	0	0	24	0	0	0	0	1	17	0	42
17:25	0	0	3	0	24	0	0	0	0	0	8	0	35
17:30	1	1	1	0	25	0	0	0	0	1	11	0	40
17:35	0	0	0	0	0	0	0	0	0	0	1	0	1

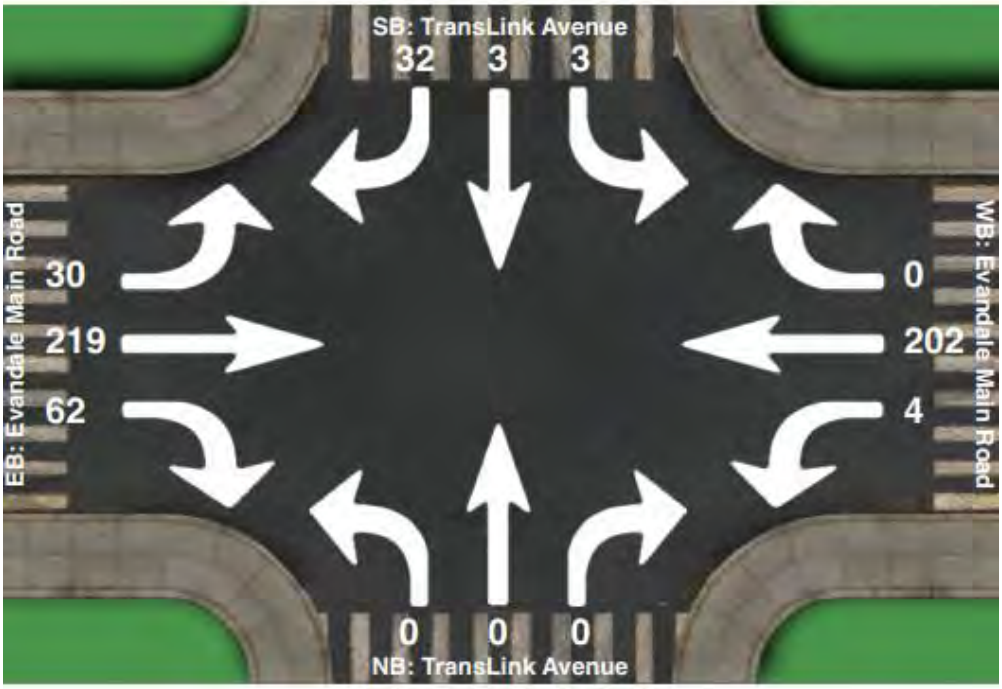
Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:50	0	0	0	0	0	0	0	0	0	0	1	1	2
16:55	0	0	0	0	1	0	0	0	0	0	2	0	3
17:00	0	0	0	0	0	0	0	0	0	0	1	1	2
17:05	0	0	0	0	3	0	0	0	0	0	0	0	3
17:10	0	0	0	0	0	0	0	0	0	0	1	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	1	0	0	0	0	1	0	1	3
17:25	0	0	0	0	1	0	0	0	0	0	1	0	2
17:30	0	0	0	0	1	0	0	0	0	0	0	0	1
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 2022

Intersection Count Summary

Location: TransLink Avenue at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.537051, Lon=147.196271
Date: 2022-08-04
Day of week: Thursday
Weather: Showers
Analyst: Richard Burk



Intersection Count Summary

08:10 - 08:55

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	3	3	32	4	202	0	0	0	0	30	219	62	555

Turn Count Summary

Location: TransLink Avenue at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.537051, Lon=147.196271
Date: 2022-08-04
Day of week: Thursday
Weather: Showers
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:10	1	0	4	2	21	0	0	0	0	2	19	5	54
08:15	0	0	5	1	17	0	0	0	0	3	27	7	60
08:20	1	0	10	0	23	0	0	0	0	2	24	7	67
08:25	0	1	3	0	20	0	0	0	0	4	31	11	70
08:30	0	0	3	0	30	0	0	0	0	0	4	2	39
08:35	0	2	2	0	22	0	0	0	0	2	29	6	63
08:40	0	0	0	0	21	0	0	0	0	7	41	11	80
08:45	1	0	3	1	18	0	0	0	0	0	11	9	43
08:50	0	0	1	0	30	0	0	0	0	9	31	3	74
08:55	0	0	1	0	0	0	0	0	0	1	2	1	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:10	1	0	2	2	18	0	0	0	0	2	17	5	47
08:15	0	0	5	1	16	0	0	0	0	2	27	7	58
08:20	1	0	7	0	19	0	0	0	0	1	21	7	56
08:25	0	1	3	0	19	0	0	0	0	4	26	11	64
08:30	0	0	1	0	25	0	0	0	0	0	4	1	31
08:35	0	2	2	0	22	0	0	0	0	2	25	6	59
08:40	0	0	0	0	19	0	0	0	0	5	41	9	74
08:45	1	0	3	1	17	0	0	0	0	0	11	8	41
08:50	0	0	0	0	25	0	0	0	0	8	29	2	64
08:55	0	0	0	0	0	0	0	0	0	1	2	1	4

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:10	0	0	2	0	3	0	0	0	0	0	2	0	7
08:15	0	0	0	0	1	0	0	0	0	1	0	0	2
08:20	0	0	3	0	4	0	0	0	0	1	3	0	11
08:25	0	0	0	0	1	0	0	0	0	0	5	0	6
08:30	0	0	2	0	5	0	0	0	0	0	0	1	8
08:35	0	0	0	0	0	0	0	0	0	0	4	0	4
08:40	0	0	0	0	2	0	0	0	0	2	0	2	6
08:45	0	0	0	0	1	0	0	0	0	0	0	1	2
08:50	0	0	1	0	5	0	0	0	0	1	2	1	10
08:55	0	0	1	0	0	0	0	0	0	0	0	0	1

Evandale MR / Boral Road junction

AM Peak 2022

Turn Count Summary

Location: Boral Road at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.539361, Lon=147.198380
Date: 2022-08-04
Day of week: Thursday
Weather: Showers
Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:58	0	0	0	0	10	1	2	0	2	0	14	0	29
09:00	0	1	1	2	18	1	3	0	2	0	24	1	53
09:05	2	2	0	3	15	0	7	0	3	0	0	0	32
09:10	0	0	0	0	10	0	2	0	0	0	12	0	24
09:15	0	0	0	0	11	2	3	0	4	0	39	1	60
09:20	0	0	1	1	16	1	2	0	3	0	36	5	65
09:25	0	0	1	1	16	0	3	1	1	0	23	2	48

Car traffic

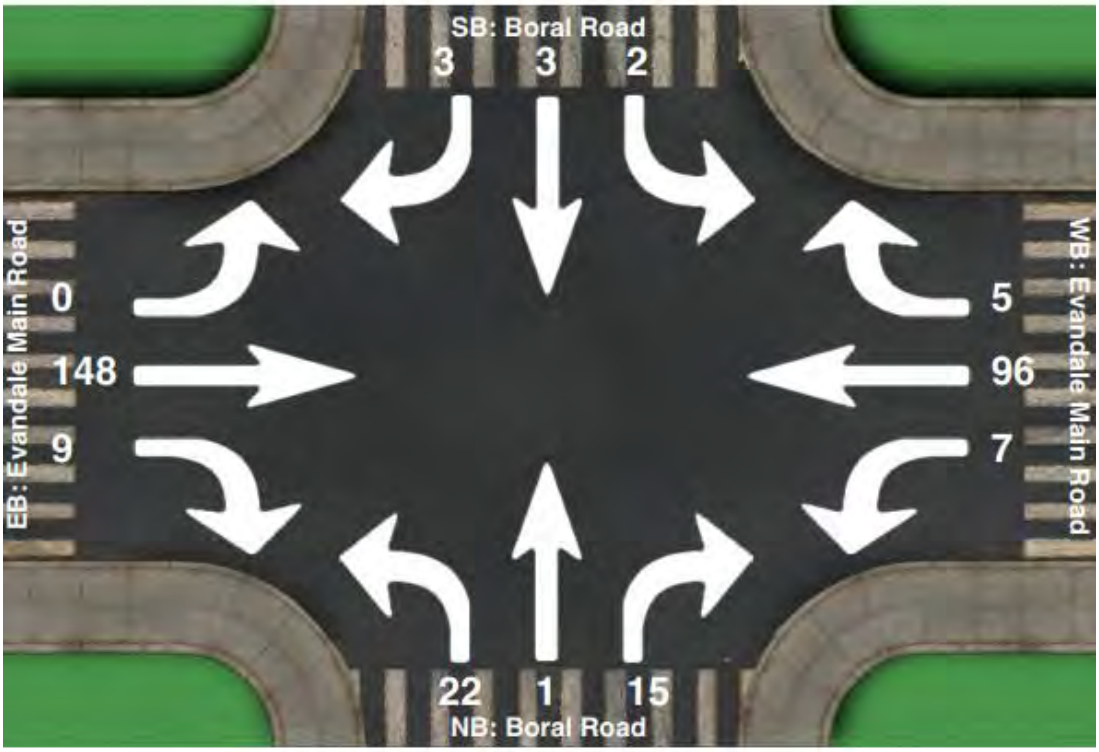
Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:58	0	0	0	0	8	1	2	0	1	0	13	0	25
09:00	0	1	0	2	18	1	2	0	2	0	23	0	49
09:05	1	2	0	3	15	0	5	0	3	0	0	0	29
09:10	0	0	0	0	9	0	1	0	0	0	11	0	21
09:15	0	0	0	0	9	1	2	0	4	0	38	1	55
09:20	0	0	1	1	15	1	2	0	2	0	34	4	60
09:25	0	0	0	1	16	0	3	1	1	0	23	2	47

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:58	0	0	0	0	2	0	0	0	1	0	1	0	4
09:00	0	0	1	0	0	0	1	0	0	0	1	1	4
09:05	1	0	0	0	0	0	2	0	0	0	0	0	3
09:10	0	0	0	0	1	0	1	0	0	0	1	0	3
09:15	0	0	0	0	2	1	1	0	0	0	1	0	5
09:20	0	0	0	0	1	0	0	0	1	0	2	1	5
09:25	0	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Count Summary

Location: Boral Road at Evandale Main Road, Breadalbane
GPS Coordinates: Lat=-41.539361, Lon=147.198380
Date: 2022-08-04
Day of week: Thursday
Weather: Showers
Analyst: Richard Burk



Intersection Count Summary

08:58 - 09:28

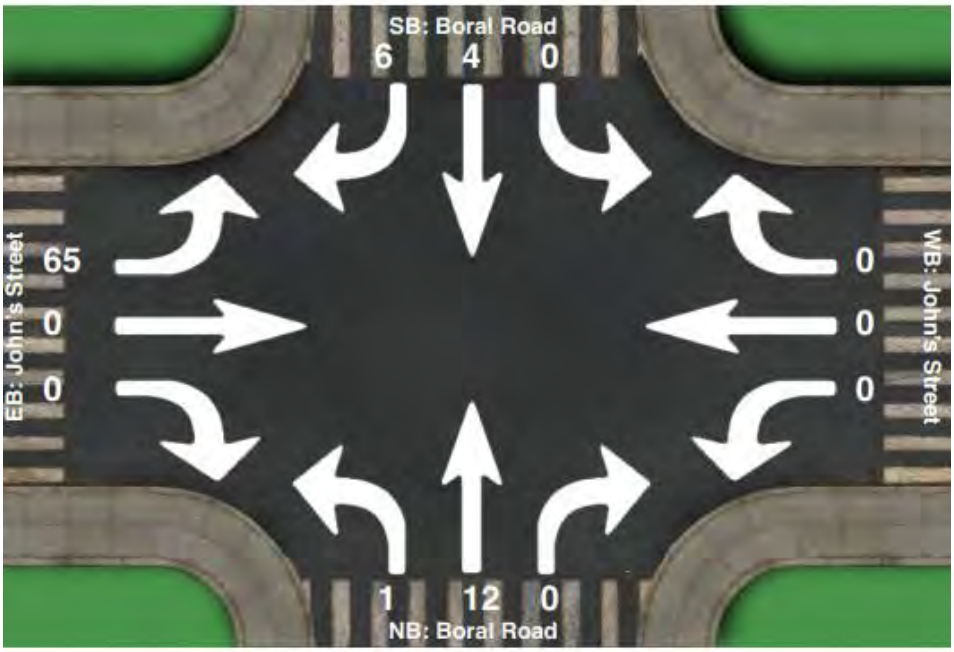
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	2	3	3	7	96	5	22	1	15	0	148	9	311

Boral Rd / John Street Junction

PM Peak 2022

Intersection Count Summary

Location: Boral Road at John's Street, Western Junction
GPS Coordinates: Lat=-41.539565, Lon=147.197807
Date: 2022-05-19
Day of week: Thursday
Weather: Fine
Analyst: Sid Saxby



Intersection Count Summary

16:53 - 17:23

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	4	6	0	0	0	1	12	0	65	0	0	88

Turn Count Summary

Location: Boral Road at John's Street, Western Junction
GPS Coordinates: Lat=-41.539565, Lon=147.197807
Date: 2022-05-19
Day of week: Thursday
Weather: Fine
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:53	0	1	3	0	0	0	0	2	0	3	0	0	9
16:55	0	1	1	0	0	0	1	2	0	7	0	0	12
17:00	0	1	1	0	0	0	0	0	0	7	0	0	9
17:05	0	1	1	0	0	0	0	1	0	17	0	0	20
17:10	0	0	0	0	0	0	0	1	0	16	0	0	17
17:15	0	0	0	0	0	0	0	2	0	10	0	0	12
17:20	0	0	0	0	0	0	0	4	0	5	0	0	9

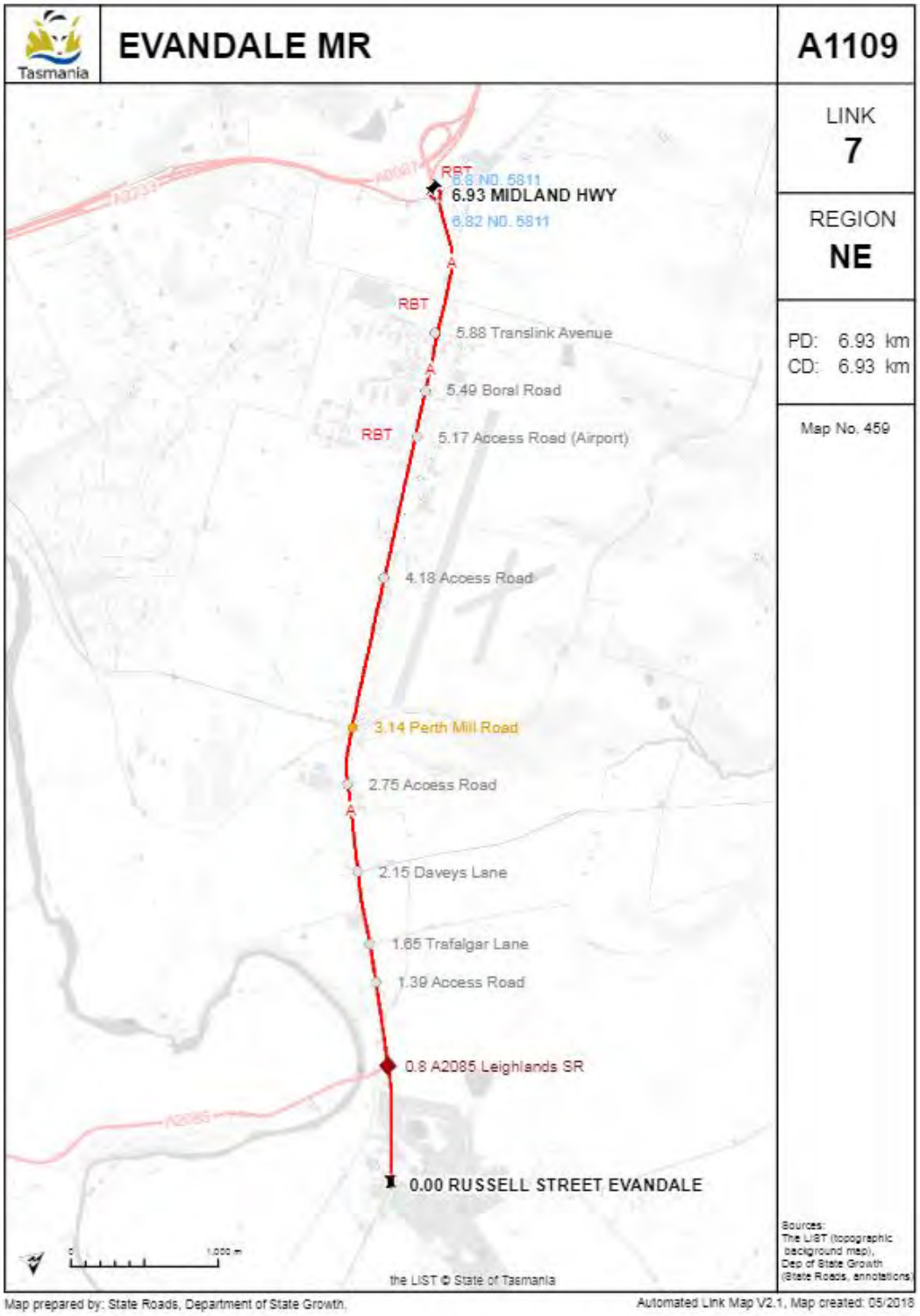
Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:53	0	0	1	0	0	0	0	2	0	3	0	0	6
16:55	0	0	1	0	0	0	1	2	0	6	0	0	10
17:00	0	1	1	0	0	0	0	0	0	7	0	0	9
17:05	0	0	0	0	0	0	0	1	0	16	0	0	17
17:10	0	0	0	0	0	0	0	1	0	15	0	0	16
17:15	0	0	0	0	0	0	0	2	0	7	0	0	9
17:20	0	0	0	0	0	0	0	3	0	5	0	0	8

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:53	0	1	2	0	0	0	0	0	0	0	0	0	3
16:55	0	1	0	0	0	0	0	0	0	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05	0	1	1	0	0	0	0	0	0	1	0	0	3
17:10	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0	0	3	0	0	3
17:20	0	0	0	0	0	0	0	1	0	0	0	0	1

Appendix C – Evandale Main Road Traffic Data



Site 0000A1109100

A1109100
Description: Evandale Main Road 230m E Of Midland Hwy [UTS L 7/5.17 - 6.82]
City: Breadalbane
Route number: A1109

Site Data

80 km/h

Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
East	4,271	4,089	28,621
West	4,284	4,111	28,777
Total	8,555	8,200	57,398

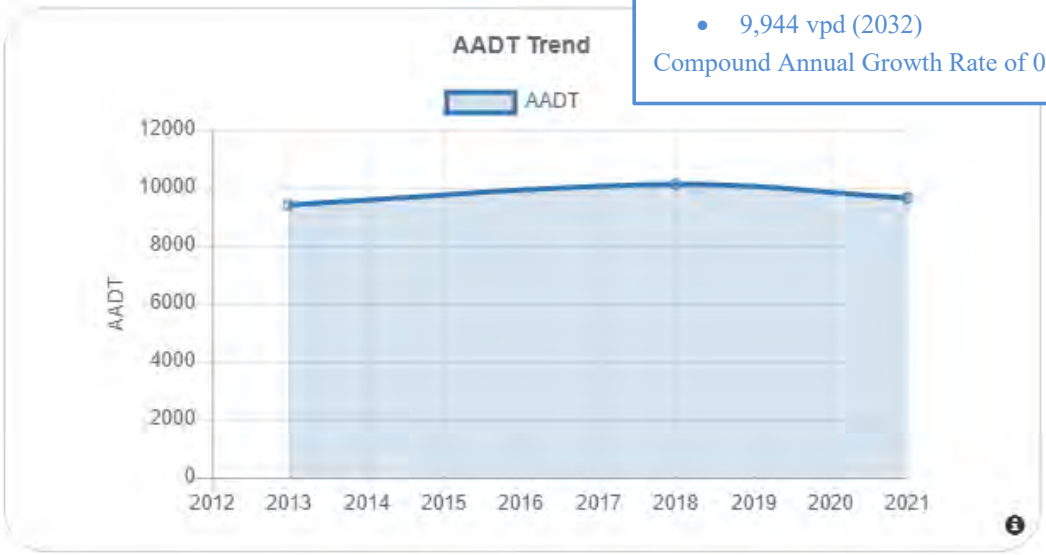
Annual Statistics

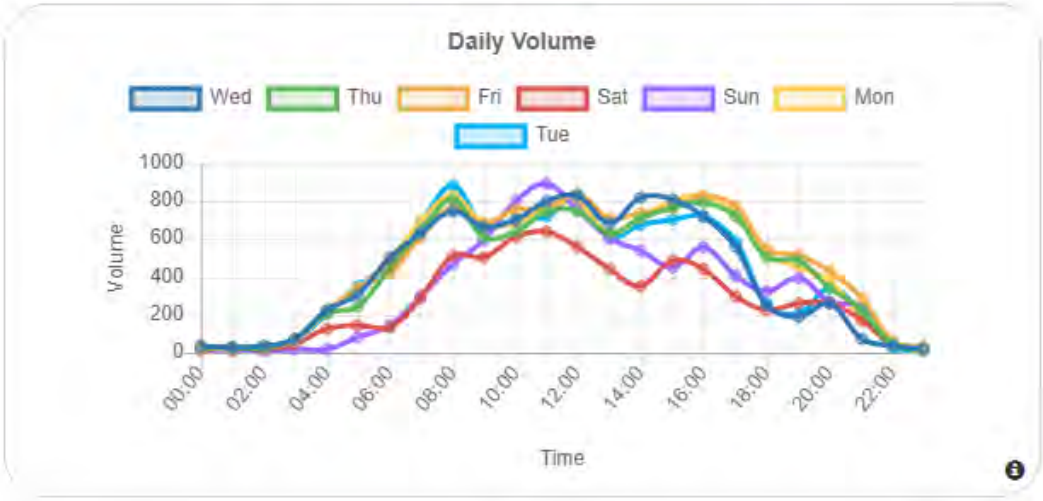
Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	-	9,394	-	-	-	-	10,120	-	-	**9,624**
% HV	-	10.4%	-	-	-	-	16.1%	-	-	**14.6%**

AADT

- 9,394 vpd (2013)
- 9,624 vpd (2021)
- 9,650 vpd (2022)
- 9,944 vpd (2032)

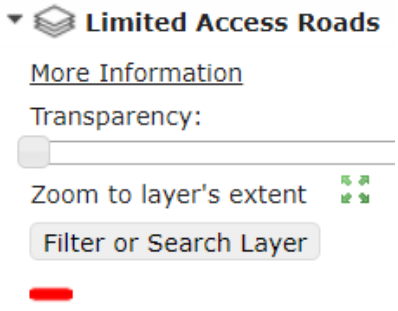
Compound Annual Growth Rate of 0.3%.





Appendix D – Tas 26m B Double Network

Appendix E – Limited Access State Roads



Appendix F – Safe System Assessment

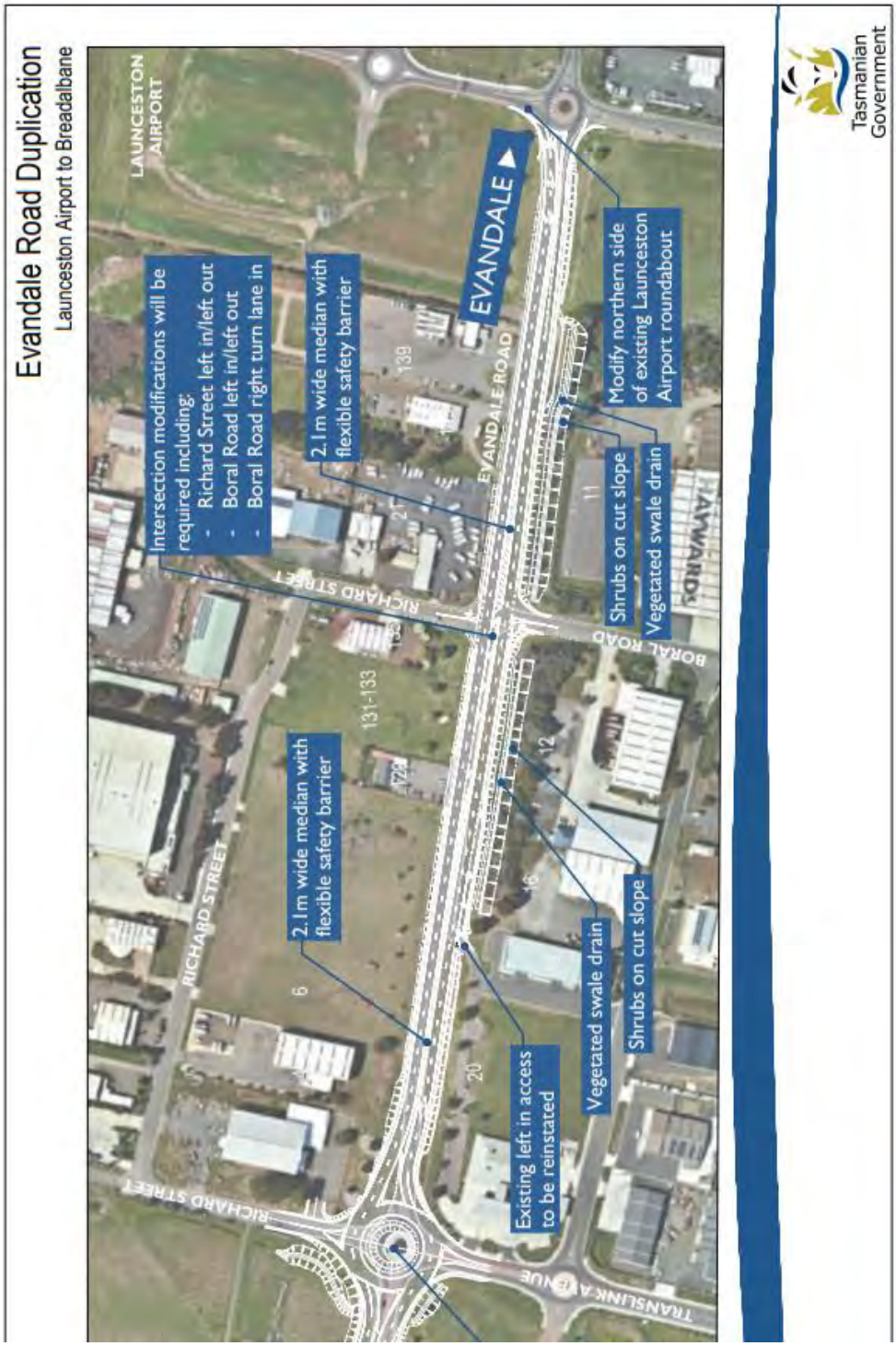
Safe System Assessment **Evandale MR (Translink Avenue to Hudson Fysh Drive)**

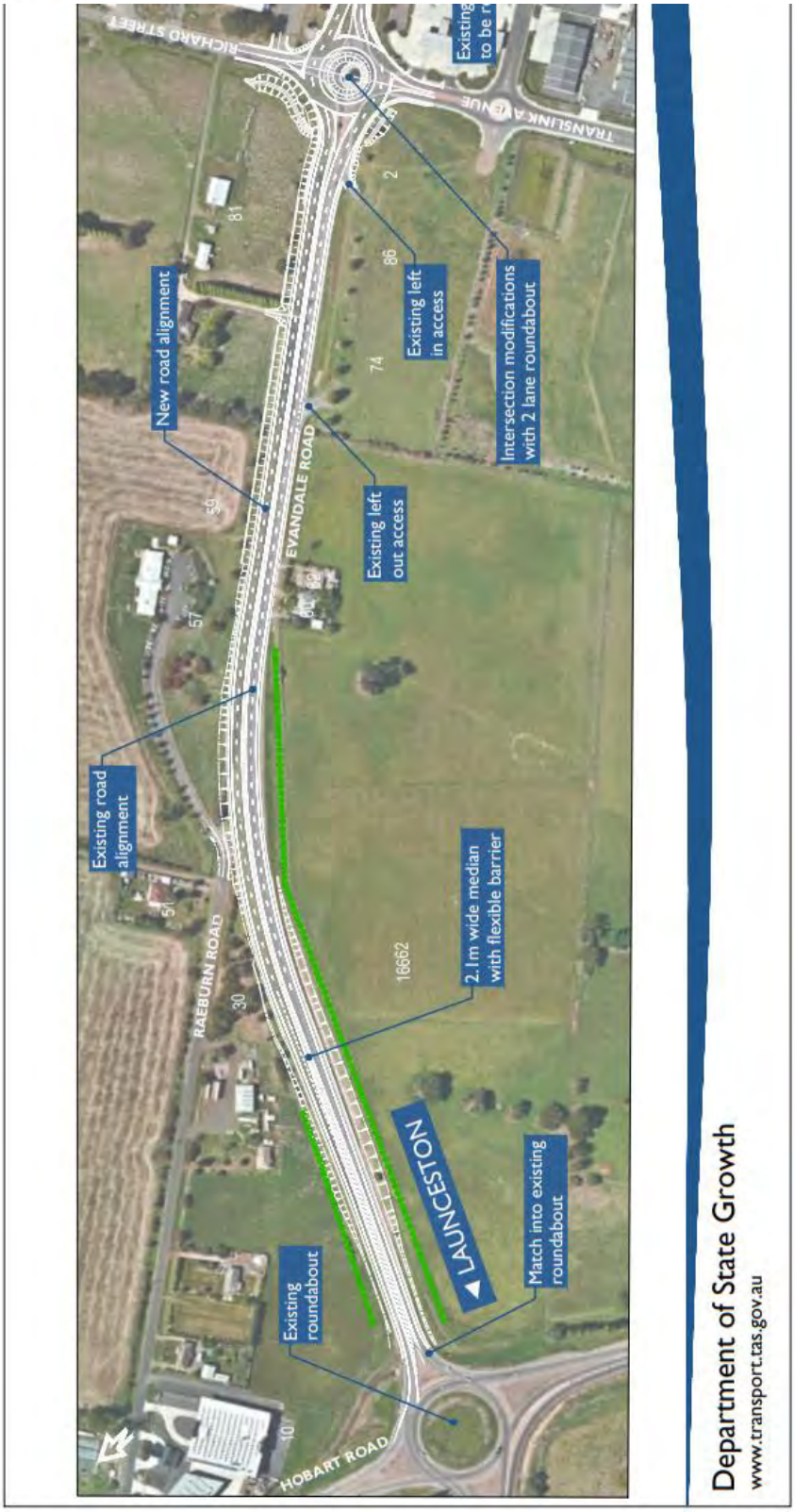
		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**AADT Evandale MR 9,650 vpd**	Moderate traffic volume, no crashes	Moderate traffic volume, no crashes	Translink Avenue 900vpd at roundabout, 2 PDO and 1 first aid crash over last 5 years	Boral Road 450vpd at Evandale Main Road, no crashes	Some pedestrian activity	Some cyclist activity	Some motorcyclist activity	
	Score / 4	2	2	2	2	2	2	2	
Likelihood	**Justification**	Straight wide road, high standard delineation, adequate sight distance and barrier system	Median wire rope safety barrier	Alberta roundabout layout and 26m B Double Route	Intersection with No right turn onot main road, 26m B Double Route	Wide shared facilities for pedestrians and cyclists along Wes side of the road.	Wide shared facilities for pedestrians and cyclists along Wes side of the road.	Consistent seal condition and high road standard.	
	Score / 4	1	1	1	1	1	1	1	
Severity	**Justification (80km/h speed limit)**	Moderate speed environment	Moderate speed environment	Moderate speed environment calmed by roundabouts	Moderate speed environment	High speed environment for pedestrians	High speed environment for cyclists	High speed environment for motor cyclists	
	Score / 4	2	2	2	2	4	4	4	**Total /448**
Product	**Total Score /64**	**4**	**4**	**4**	**4**	**8**	**8**	**8**	**40**

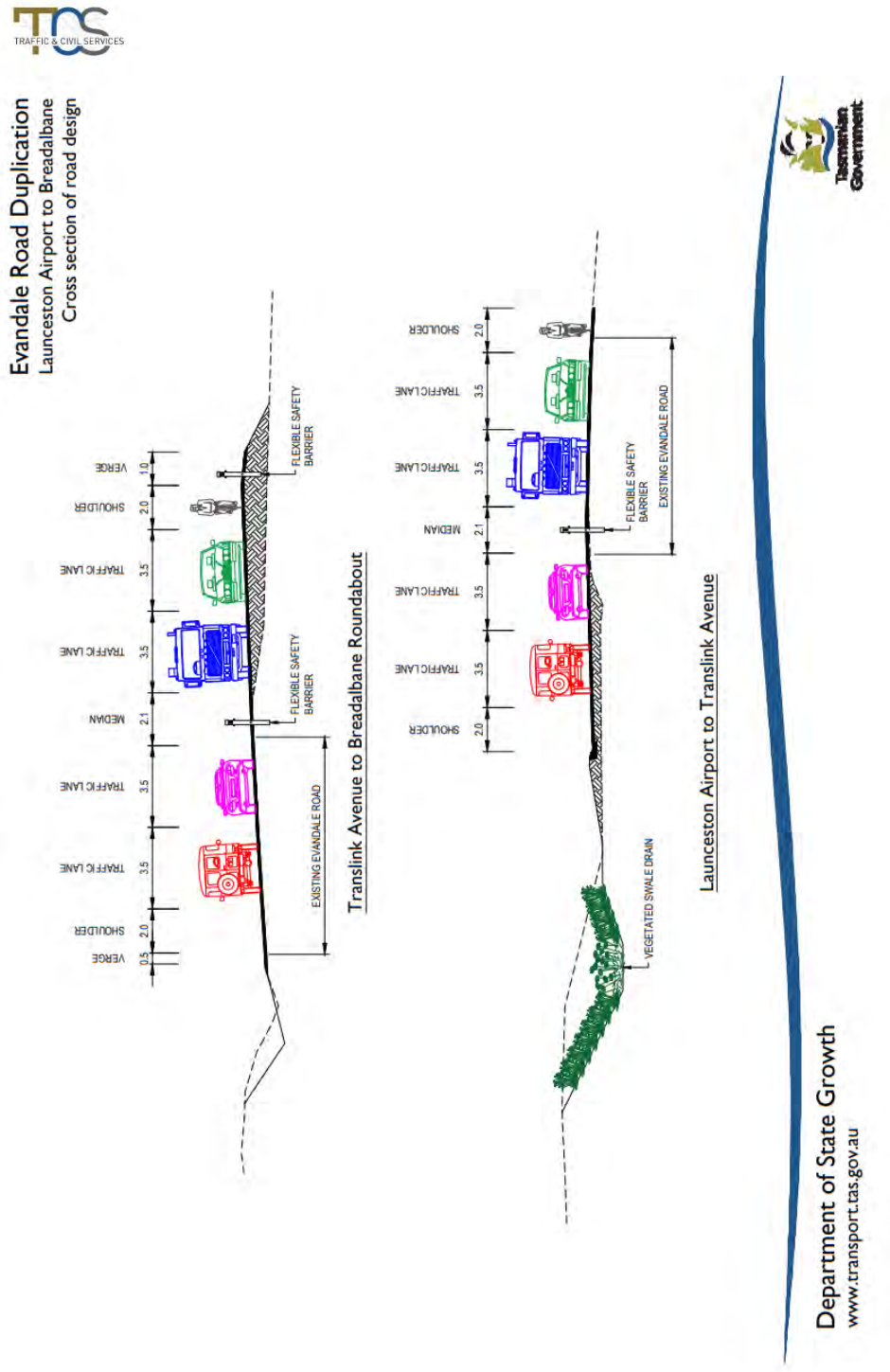
Safe System Assessment **Translink Avenue**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**AADT Translink Avenue 1,500 vpd**	Low traffic volume, no crashes	Low traffic volume, no crashes	Evandale MR 9,650vpd at roundabout, 2 PDO and 1 first aid crash over last 5 years	At Boral Road 450vpd , no crashes	Low pedestrian activity	Low cyclist activity	Low motorcyclist activity	
	Score /4	1	1	2	1	1	1	1	
Likelihood	**Justification**	Straight wide urban street (12m) with forgiving roadsides and adequate sight distance	Straight wide urban street (12m) with forgiving roadsides and adequate sight distance	Roundabout at Evandale MR	BAR & BAL junction at Boral Road	No Footpaths, pedestrian friendly grassed nature strips	No specific cyclist facilities, wide road and on street parking	Consistent seal condition	
	Score /4	1	1	1	1	1	1	1	
Severity	**Justification (50km/h speed limit)**	Low speed environment	Low speed environment	50km/h speed environmnat at roundabout approaches	Low speed environment	Moderate speed environment for pedestrians	Moderate speed environment for cyclists	Moderate speed environment for motorcyclists	
	Score /4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**1**	**1**	**2**	**1**	**3**	**3**	**3**	**14**

Appendix G – DSG Plans for Evandale Main Road Upgrade




RICHARD STREET
TRANSLINK AVENUE
EVANDALE ROAD
RAEBURN ROAD
HOBART ROAD
LAUNCESTON
New road alignment
Existing road alignment
Existing left out access
Existing left in access
Intersection modifications with 2 lane roundabout
2.1m wide median with flexible barrier
Match into existing roundabout
Existing roundabout
16662
Department of State Growth
www.transport.tas.gov.au

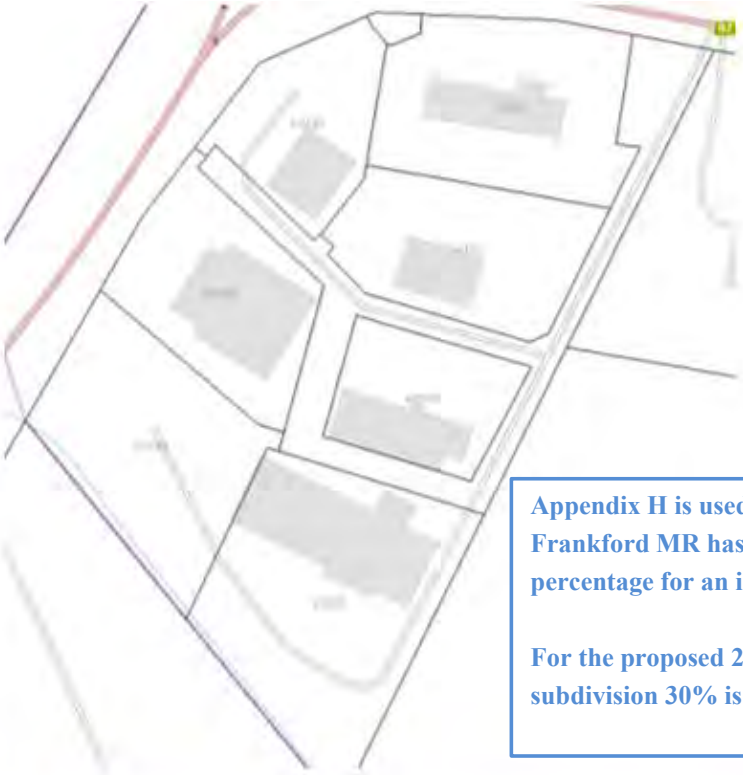


Source: State Roads Website

Source: Department of State Growth - State Roads Website

Evandale Road duplication - Launceston Airport to Breadalbane – Transport Services

Appendix H – 6138 Frankford MR GFA Summary



Appendix H is used here as a benchmark. 6183 Frankford MR has 23% typical floor area percentage for an industrial zoned lot.

For the proposed 24-38 Translink Avenue subdivision 30% is assumed as lot sizes are less.

Lot	Lot Area	GFA	GFA / Lot Area	Daily Trip Generation**	Peak Hour Trip Generation***
	(m2)	(m2)	(%)	(vpd)	(vph)
1	7,400	1,040	14	42	5
2	5,670	720	13	29	4
3	4,190	745	18	30	4
4	3,810	1,151	30	46	6
5	5,740	1,982	35	79	10
6	10,100	2,687	27	107	13
Total	**36,910**	**8,325**	**23**	**333**	**42**

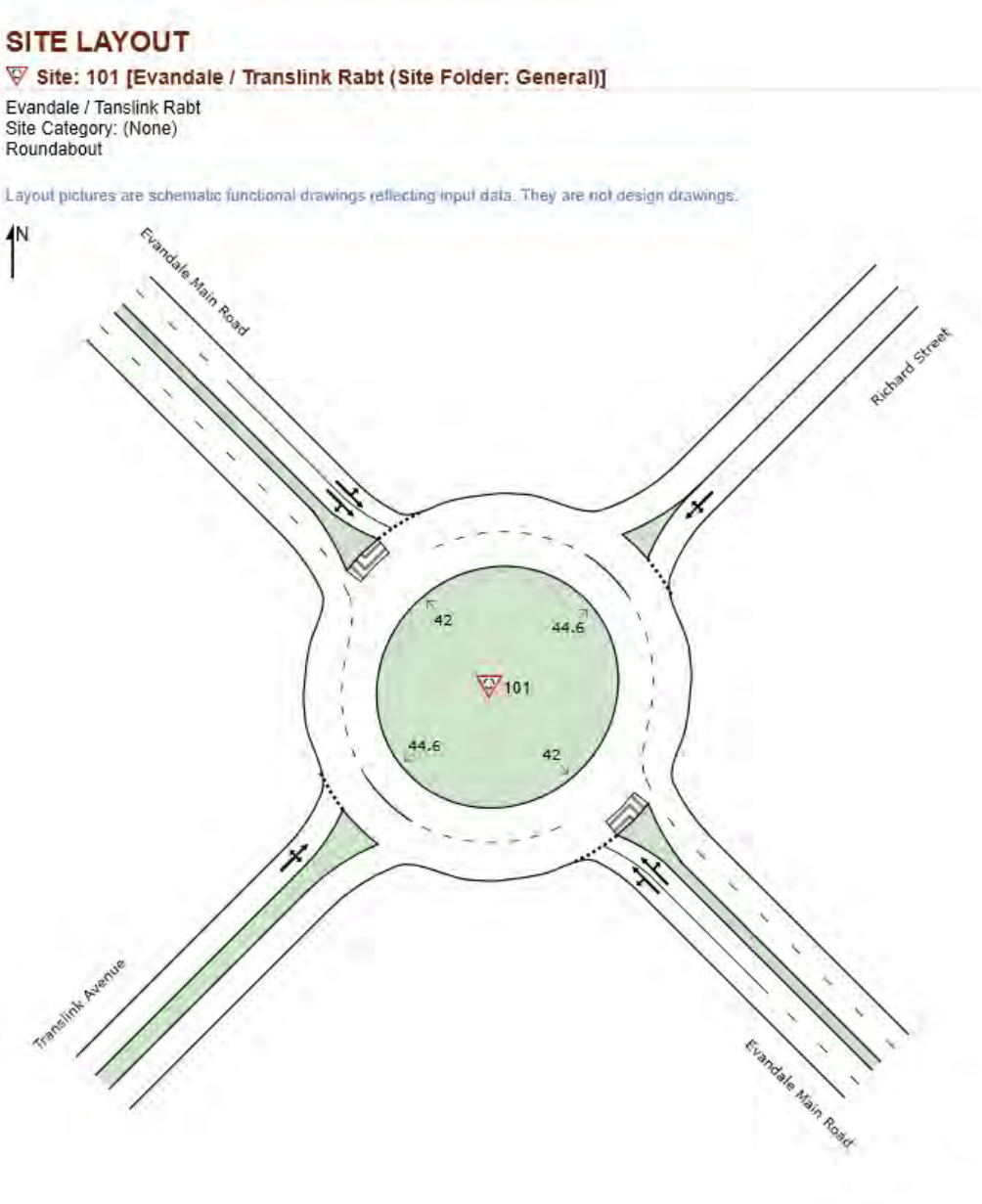
** Assuming 4vpd / 100m2 of GFA

*** Assuming 0.5vph / 100m2 of GFA

Appendix I – Intersection Analysis

Evandale MR / Translink Ave Roundabout

Roundabout Model



AM Peak 2032

MOVEMENT SUMMARY

Site: 101 [Evand / Tran AM 2032 (Site Folder: General)]

Evandale / Tanslink Rabt
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h]	INPUT VOLUMES HV [ ] %	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	95% BACK OF QUEUE Dist [ ] m
SouthEast: Evandale Main Road										
4	L2	10	10.0	11	10.0	0.107	2.6	LOS A	0.6	4.7
5	T1	277	10.0	292	10.0	0.107	1.8	LOS A	0.6	4.7
6	R2	1	10.0	1	10.0	0.107	8.5	LOS A	0.6	4.5
Approach		288	10.0	303	10.0	0.107	1.9	LOS A	0.6	4.7
NorthEast: Richard Street										
7	L2	4	5.0	4	5.0	0.048	2.5	LOS A	0.1	1.0
8	T1	4	5.0	4	5.0	0.048	1.8	LOS A	0.1	1.0
9	R2	44	5.0	46	5.0	0.048	8.3	LOS A	0.1	1.0
Approach		52	5.0	55	5.0	0.048	7.4	LOS A	0.1	1.0
NorthWest: Evandale Main Road										
10	L2	40	10.0	42	10.0	0.156	2.0	LOS A	1.0	7.5
11	T1	301	10.0	317	10.0	0.156	1.1	LOS A	1.0	7.5
12	R2	142	10.0	149	10.0	0.156	7.6	LOS A	1.0	7.3
Approach		483	10.0	508	10.0	0.156	3.1	LOS A	1.0	7.5
SouthWest: Translink Avenue										
1	L2	50	5.0	53	5.0	0.074	2.4	LOS A	0.2	1.7
2	T1	1	5.0	1	5.0	0.074	1.7	LOS A	0.2	1.7
3	R2	30	5.0	32	5.0	0.074	8.2	LOS A	0.2	1.7
Approach		81	5.0	85	5.0	0.074	4.5	LOS A	0.2	1.7
All Vehicles		904	9.3	952	9.3	0.156	3.1	LOS A	1.0	7.5

PM Peak 2032

MOVEMENT SUMMARY

Site: 101 [Evand / Tran PM 2032 (Site Folder: General)]

Evandale / Tanslink Rabt
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h]	INPUT VOLUMES HV] %	DEMAND FLOWS [Total veh/h]	DEMAND FLOWS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	95% BACK OF QUEUE Dist] m
SouthEast: Evandale Main Road										
4	L2	5	10.0	5	10.0	0.130	2.2	LOS A	0.8	5.7
5	T1	373	10.0	393	10.0	0.130	1.4	LOS A	0.8	5.7
6	R2	1	10.0	1	10.0	0.130	8.0	LOS A	0.7	5.6
Approach		379	10.0	399	10.0	0.130	1.4	LOS A	0.8	5.7
NorthEast: Richard Street										
7	L2	5	5.0	5	5.0	0.038	2.2	LOS A	0.1	0.8
8	T1	4	5.0	4	5.0	0.038	1.5	LOS A	0.1	0.8
9	R2	35	5.0	37	5.0	0.038	8.0	LOS A	0.1	0.8
Approach		44	5.0	46	5.0	0.038	6.7	LOS A	0.1	0.8
NorthWest: Evandale Main Road										
10	L2	8	10.0	8	10.0	0.069	2.1	LOS A	0.4	3.1
11	T1	145	10.0	153	10.0	0.069	1.2	LOS A	0.4	3.1
12	R2	53	10.0	56	10.0	0.069	7.8	LOS A	0.4	3.0
Approach		206	10.0	217	10.0	0.069	3.0	LOS A	0.4	3.1
SouthWest: Translink Avenue										
1	L2	90	5.0	95	5.0	0.146	2.6	LOS A	0.5	3.5
2	T1	1	5.0	1	5.0	0.146	1.9	LOS A	0.5	3.5
3	R2	65	5.0	68	5.0	0.146	8.4	LOS A	0.5	3.5
Approach		156	5.0	164	5.0	0.146	5.0	LOS A	0.5	3.5
All Vehicles		785	8.7	826	8.7	0.146	2.8	LOS A	0.8	5.7

Appendix J – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Aboriginal Heritage SEARCH RECORD

This search for

24-38 TRANSLINK AV WESTERN JUNCTION TAS 7212 (PID 3610103)

has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

This Search Record has been requested for Ashley Brook at 2:56PM on 25 September 2022 and delivered to abrook@6ty.com.au.
This Search Record expires on 25 March 2023.
Your personal Search Identification Number is PS0235465.

Please be aware that the absence of records on the Aboriginal Heritage Register for the nominated area of land does not necessarily mean that the area is devoid of Aboriginal relics. If at any time during works you suspect the existence of Aboriginal relics, cease works immediately and contact Aboriginal Heritage Tasmania for advice.

It is also recommended that you have on hand during any ground disturbance or excavation activities the Unanticipated Discovery Plan, to aid you in meeting requirements under the *Aboriginal Heritage Act 1975* should Aboriginal relics be uncovered. There are requirements that apply under the *Aboriginal Heritage Act 1975*. It is an offence to destroy, damage, deface, conceal or otherwise interfere with relics without a permit granted by the Minister. There is an obligation to report findings of relics as soon as practicable.

This Search Record is confirmation that you have checked the Aboriginal Heritage Property Search website for this property. This Search Record will expire in six months from the search date.

If you have any queries please do not hesitate to contact Aboriginal Heritage Tasmania on **1300 487 045** or at **aboriginal@dpac.tas.gov.au**.

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:
Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:
A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:
Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@dpac.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:
Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:
Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

Step 3:
A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

Step 4:
If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:
Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Community Partnerships and Priorities
Department of Premier and Cabinet
GPO Box 123 Hobart TAS 7001

Telephone: 1**300 487 045**
Email: **aboriginal@dpac.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

Rosemary Jones

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Monday, 31 October 2022 12:20 PM
To: NMC Planning
Subject: RE: TasNetworks Referral PLN22-00222 24-38 Translink Ave Western Junction CN22-204477
Attachments: TasNetworks Referral PLN22-00222.pdf; Application Form - Planning - signed by General Manager PLN-22-0222.pdf; Folio Plan 141987-6.pdf; Folio Plan 175445-2.pdf; Folio Text - 141987-6.pdf; Folio Text 175445-2.pdf; Planning Submission - 24-38 Translink Avenue, Western Junction - Proposed 29-Lot Subdivision.pdf; Proposal Plan of Subdivision - 24-38 Translink Avenue, Western Junction - Proposed 29-Lot Subdivision.pdf; RegistryOfDeed-C588368.pdf; Schedule of Easements 141987.pdf; Schedule of Easements 175445-2.pdf

Hi Rosemary

Thank you for your email on 26 October 2022 referring the abovementioned development.

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks on 1300 137 008 or our Subdivisions team at SubdivisionsTeam@tasnetworks.com.au at their earliest convenience.

Regards

TasNetworks Powering a Bright Future

Megan Loftus
Connections Advisor
Customer Connections Team

P (03) 6324 7583 |**E** council.referrals@tasnetworks.com.au
1 Australis Dr, Rocherlea 7248
PO Box 419, Launceston TAS 7250

www.tasnetworks.com.au
@TasNetworks
/TasNetworks

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Wednesday, 26 October 2022 10:37 AM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: TasNetworks Referral PLN22-00222 24-38 Translink Ave Western Junction CN22-204477

Good morning,

Please see referral attached.

Rosemary Jones

Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
| W: www.northernmidlands.tas.gov.au
[northernmidlands.tas.gov.au]

employer of choice

Tasmania's Historic Heart

REFERRAL OF DEVELOPMENT APPLICATION PLN-22-0222 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 200500.1
Date: 12 October 2022
Applicant: 6ty° Pty Ltd
Proposal: 29 Lot Subdivision Including Provision of Associated Infrastructure & Minor Boundary Adjustment (Part 5 Agreement, Bush Fire Prone Area, Road & Railway Assets Code)
Location: 24 - 38 Translink Ave & 25 Boral Rd, Western Junction

W&I referral PLN-22-0222, 24 - 38 Translink Ave & 25 Boral Rd, Western Junction

Planning admin: W&I fees paid.

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

Is there is a house on one of the lots?	*No*
Is it connected to all Council services?	*No*
Are any changes / works required to the house lot?	*No*
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	*Yes*

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	*Yes*
Is the property connected to Council's stormwater services?	*Yes*
If so, where is the current connection/s?	*Proposed subdivision connects to Council's system in Translink Avenue (North) and Boral Road*
Can all lots access stormwater services?	*Lots 27 & 28 do not have connection points show although there should be no issue with access being provided. Proposed lots 16 and 17 fall away from the connections so we would like more information as to how much of these lots will be able to be serviced (as discussed with Paul yesterday)*
If so, are any works required?	*Yes, as per plan*
Is stormwater detention required	*Yes. A new detention basin 'drainage reserve' is proposed, which appears to be in accordance with discussions between NMC and developer. Paul to confirm that drainage reserve size is as per agreements with developer*
Has a stormwater detention design been submitted	*No. Concept designs had been provided for discussion with Council, as according to my understanding, there is/will be a*

	separate agreement regarding it. The Developer's designer is working on a separate joint project for detailed design of the detention basin
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	*Yes, it is actually design for the 1% AEP (100 year event) with overflows to the road in excess of that. I note it overtops in the 1:200 year (0.5% AEP) event.*
If no to above , has the design for 100 – year ARI been done.	*As above*
If yes to any of the above, does it comply with Councils stormwater policy	*N/A this is a unique project, the parameters for which have been discussed with the designer and the developer of the course of the last few years*
Is the design approved by works & infrastructure	*The layout is generally in accordance with our expectations, however drainage reserve area, basin capacity and performance criteria need to be confirmed against agreements/previous proposals with Council*
Please quote drawing numbers and any other relate documentation (email etc.)	*I don't have access to the document/agreements referred above. Check with Paul*
Additional Comments/information	No
Stormwater works required:	
Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection. Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection	
Is there kerb and gutter at the front of the property?	*No*
Are any kerb-and-gutter works required?	*Yes, for the extent of all new subdivision roadways*

Road Access:

Does the property have access to a made road?	*Yes, new roads to be constructed*
If so, is the existing access suitable?	*As above*
Does the new lot/s have access to a made road?	*As above*
If so, are any works required?	*Yes, all new lots require access off new/proposed subdivision roads*
Is off-street parking available/provided?	*N/A*
Road / access works required:	
Works to be in accordance with Standard Drawing TSD R09 and TSD R16 - concrete driveway crossover & apron from the edge of the road to the property boundary of each Lot	
Is an application for vehicular crossing form required?	*Yes*
Is a footpath required?	*Yes; Footpath on both sides of Translink Avenue extension, footpath on one side of the road everywhere else*
Extra information required regarding driveway approach and	*No*

departure angles	
Are any road works required?	*None other than proposed*
Are street trees required?	*Yes*
Additional Comments:	

Engineer's comment:

Please request further information;
"1. Please provide information to confirm that lots 16 and 17 can be drained by the lot connections provided.
2. Please revise stormwater design plan to show connections for all lots."

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

STANDARD CONDITIONS FOR SUBDIVISIONS

W.1 Stormwater

a) Each lot must be provided with a 150mm connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

b) A suitably designed gross pollutant trap must be installed on all stormwater outlets.

c) Prior to the commencement of any stormwater works on site a detailed stormwater design plan shall be provided to Council for approval. The plan shall include long sections for all stormwater mains and long sections and cross sections for all open drains.

d) Prior to the commencement of any stormwater works on site detailed modelling shall be provided to Council for approval

W.2 Access (Urban / Industrial)

e) A concrete driveway crossover and apron must be constructed from the edge of the road to the property boundary of each Lot in accordance with Council standard drawing TSD R09 and the Type KCRB & B1 (Heavy vehicles) on Standard drawing TSD-R16.

f) Minimum driveway width to be 5.5m

W.3 As constructed information

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

W.4 Municipal standards & certification of works

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

W.5 Works in Council road reserve

a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.

b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.6 Works on Council Infrastructure

The applicant must complete a Council Road Opening Permit prior to constructing any infrastructure in the road reserve which will be become Council responsibility including kerb and channel, footpaths and stormwater. Works must not commence until the permit has been approved by Council.

W.7 Roadworks

c) Prior to the commencement of any roadworks on site detailed design plans including road long sections and cross sections must be provided to Council for approval.

d) All roads must be constructed to a minimum width of 11m from face of kerb to face of kerb and kerb alignment must be matched with the existing kerb.

e) A 1.8m wide concrete footpath must be constructed on both sides of Translink Ave and one side of all other roads.

f) All roads must be hotmix sealed and constructed in accordance with Council Standards and to the Satisfaction of the Works Manager.

W.8 Bonds

g) The works shall be subject to a maintenance period of a minimum of 12 months.

h) Prior to the commencement of the maintenance period the applicant shall pay a maintenance bond to Council based on 5% of the total cost of the works calculated from Council's standard unit rates.

i) The bond shall be returned following a satisfactory final completion inspection at the end of the maintenance period.

W.9 Easements to be created

Easements must be created over all Council owned services in favour of the Northern Midlands Council. Such easements must be created on the final plan to the satisfaction of the General Manager.

W.10 Pollutants

a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.

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

W.11 Nature strips

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

W. 12 Planting of Street Trees

a) Wherever practical a street tree must be provide on the frontage of each lot.

b) Before the final plan is sealed, a bond or bank guarantee of $400 per lot must be provided to the Council.

c) The developer must provide a landscape plan and plant the street trees in accordance with the plan at the end of the 12-month maintenance period. If the trees are not planted, Council may use the bond/bank guarantee to ensure the plantings occur.

d) Each tree is to be provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal

Cameron Oakley (Consultant Engineer)
Stormwater & Road conditions discussed with Des Jennings (GM) Leigh McCullagh (Works Manager) and Paul Godier (Senior Planner) 11/10/22
Date: 12/10/22

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0222		**Council notice date**	26/10/2022
TasWater details				
TasWater Reference No.	TWDA 2022/01741-NMC		**Date of response**	05/06/2023
TasWater Contact	Elio Ross	**Phone No.**	0467 874 330	
Response issued to				
Council name	NORTHERN MIDLANDS COUNCIL			
Contact details	Planning@nmc.tas.gov.au			
Development details				
Address	24-38 TRANSLINK AV , WESTERN JUNCTION		**Property ID (PID)**	3610103
Description of development	29 Lot Subdivision & Boundary Adjustment			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
6ty°	Project: 21.292 Sheet: CP03 (Subdivision Plan)	01	06/09/2022
6ty°	Project: 21.292 Sheet: CP06 (Staging Plan)	01	23/05/2023

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply connection and sewerage system and connection to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   Advice: *In accordance with Section '5.11.2 Connections to water mains' Dry connections (drillings/tapings) shall not be provided in industrial or commercial developments as the location and size of property services can only be determined at the time of application to connect in conjunction with building development. Therefore, a DN100mm take off point to each lot just outside of the property boundary, within the nature strip (road reserve) for a future connection. Isolation valves shall be provided for all property services.*

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction of the subdivision, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater and show, all existing, redundant and/or proposed property services and mains.
5. Plans submitted with the application for Engineering Design Approval must show;
    a. New sewer mains to be a minimum size of DN225.
    b. Direct the new sewer mains via gravity north to the existing DN225 sewer main (ID: A702735) on Western Junction Ave, where possible.
    c. Any new sewer mains directed to the maintenance hole (ID: A702655) on Boral Rd must be kept as high invert level as possible.
6. Prior to applying for a Permit to Construct the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
7. 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.
8. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
9. Prior to TasWater issuing a Consent to Register a Legal Document, the applicant or landowner as the case may be, must pay $28500 to TasWater to upgrade the emergency storage at TasWater's Evandale Main Rd (airport) Sewage Pumping Station (Asset number: WEJSP02) to accept the development, indexed annually by 3.31% or as otherwise approved by the Economic Regulator from the date of the Submission to Planning Authority Notice until the date it is paid to TasWater.

    Based on 28 lots this development requires an additional 5.7 m^3 of emergency storage. TasWater will accept a per lot payment, based on 28 lots, commensurate with the number of that discharge to the above mentioned pump station in each stage released. (Ie. $1017.85 per lot (indexed annually) connected to the sewer that falls to Sewage Pumping Station (Asset number: WEJSP02))

    Advice: In accordance with TasWater's 'Developer Charges Policy' for developments located within Serviced Land where insufficient capacity is available within an existing system, the developer pays the costs of Extension, including connection, to that system and Expansion of the system to the level of capacity required to service the development.
10. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
11. 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.

12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, 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:
13. 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.
14. A request for a joint on-site inspection with TasWater's authorised representative must be made.
15. 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.
16. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

    Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.
17. 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". TasWater will release any security held for the defect's liability period.
18. 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.
19. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

PART 5 AGREEMENT

20. Prior Consent to Register a Legal Document being issued, a Part 5 agreement must be obtained to limit any future devlopmnets on the lots contained in stage 2 (lots 3 to 13, 24 to 28) prior to TasWater completing the required upgrades to allow for capacity to the sewerage network to support Stage 2 of the the development.

    Prior to TasWater issuing Consent to Register a Legal Document for the Plan of Subdivision, the Owner must enter into a Part 5 Agreement pursuant to section 71 of the Land Use Planning and Approvals Act 1993 with the Council and TasWater for lots contained in stage 2 (lots 3 to 13, 24 to 28) on the Plan of Subdivision to the effect that:

    (a) Limit any future devlopmnets on the lots, until such time where TasWater has completed the required upgrades to allow for capacity to the sewerage network to support Stage 2 of the the development.

    Advice: TasWaters Western Junction Sewage Treatment Plant does not have any spare capacity to support this development. However, TasWater is currently working on short term upgrades & long term strategies to increase capacity for Western Junction catchchment. To this end TasWater is willing to accept the stage one release (12 lots) but limit the remaining lots until the sewerage network has capacity.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

21. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.

    Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

22. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and requirements.

23. In the event that the property sewer connection for affected lots cannot control the lot for a gravity connection, the Plan of Subdivision Council Endorsement Page for those affected lots is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater cannot guarantee sanitary drains will be able to discharge via gravity into TasWater's sewerage system.

    Advice: See WSA 02—2014-3.1 MRWA Version 2 section 5.6.5.3 Calculating the level of the connection point

DEVELOPMENT ASSESSMENT FEES

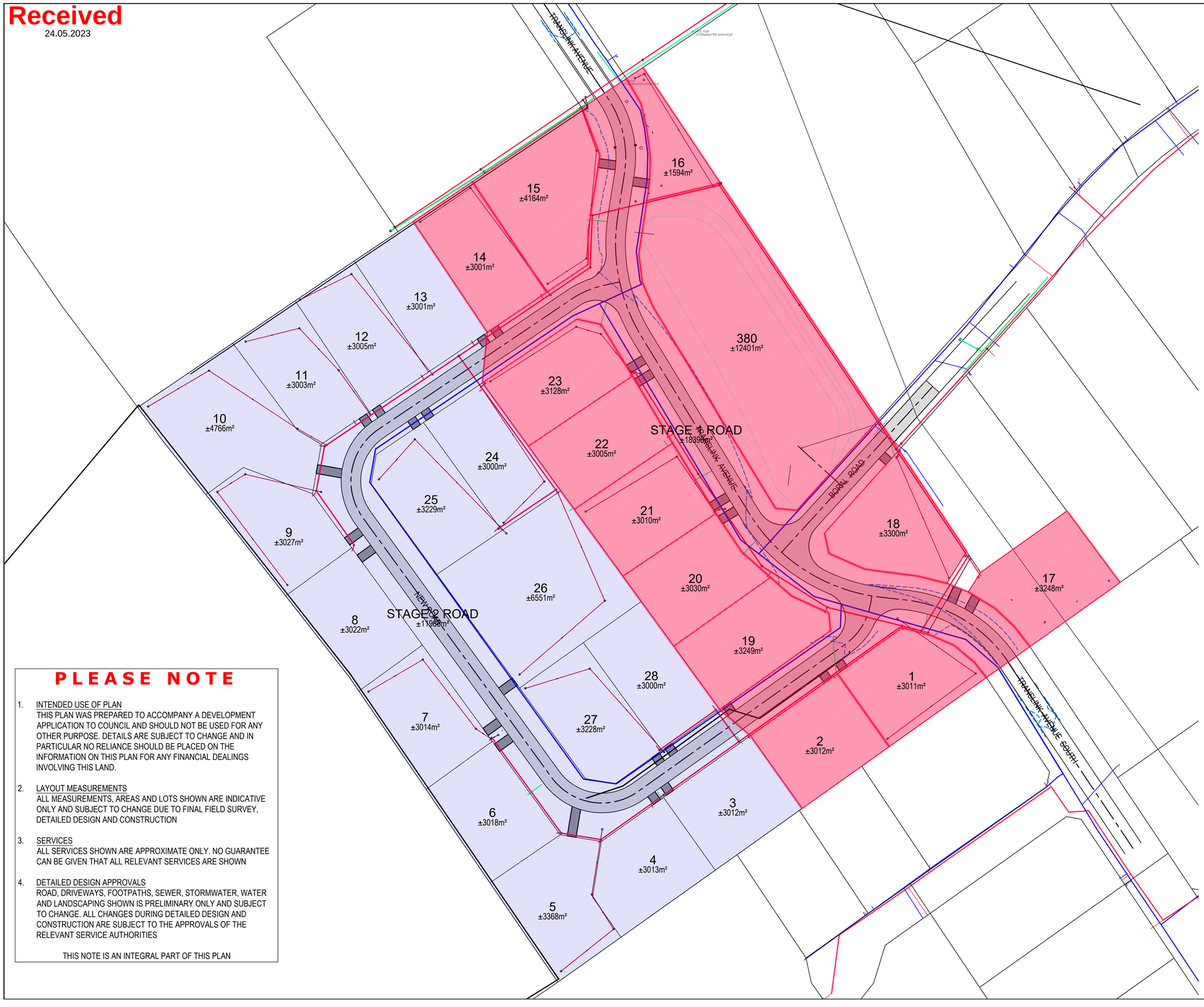
24. The applicant or landowner as the case may be, must pay a development assessment fee of $1,220.97 and a Consent to Register a Legal Document fee of $239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

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

25. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice
General For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form **Service Locations** Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater. (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies. (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.
Declaration
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

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



PLEASE NOTE

1. INTENDED USE OF PLAN
   THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.

2. LAYOUT MEASUREMENTS
   ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION

3. SERVICES
   ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN

4. DETAILED DESIGN APPROVALS
   ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
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6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY ISO 9001
QMS Certification Services

ISSUE	DATE	ISSUED FOR	REV.
01	23.05.23	APPROVAL	-

N

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: 29 LOT SUBDIVISION

AT: 24-38N TRANSLINK AVE
WESTERN JUNCTION

FOR: P. WOOLSTON

DRAWING: SUBDIVISION STAGING PLAN

DESIGNED: P.M.W. DRAWN: O.G.B. CHECKED: A.J.B.

SCALES: 1:1000 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.292 DRAWING No. Cp06 REV. -

Rosemary Jones

From: Jamie Buckby
Sent: Monday, 19 June 2023 12:13 PM
To: NMC Planning
Cc: 'Lisa Lucas'
Subject: Planning development - Translink
Attachments: Stormwater runoff.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Reference: PLN-22-0222
24-38 Translink Ave etc

Dear Northern Midlands Council (to whom it may concern)

We are the property owners of 13 Summit Drive, Devon Hills which is adjacent to the proposed subdivision by Woolston. Whilst not opposed in principal to the subdivision we would like to make the following comments and proposed changes to the application.

Stormwater
We have three (3) natural water courses leaving our property and enter into the proposed subdivision for which I consider important and do not wish to have obstructed. Please refer to attached map.

1. The purple shown area is, I consider is the most significant and at times of heavy rain being of similar flows to a small creek. We have a roadside drain down our driveway from Summit Drive which captures water from the area shown. All this water is directed into a natural path to the Woolston boundary fence via a dam.
2. The red area captures water from behind our house, sheds and other adjacent areas and is directed to the fence line via pipes and drains. Whilst not considered as much flow to the previous area is at time running significantly.
3. The 3rd area shown in yellow isn't considered a major runoff, however we would not want this run-off to be impeded.

There are several clauses in the application which do not address this issue.

- Clause 1.2.4. No mention of dealing with stormwater
- Clause 2.4. Not true, there are water courses.
- 2.7. No reference to dealing with run-off from 13 Summit Drive
- Clause 4.2.2 (A9). Don't believe this address adjoining land run-off.

Fencing
There is no reference to any security fencing between the new subdivision and 13 Summit Drive.

1. Any replacement fencing to be at the developers cost.
2. We are to be notified with at least 2 weeks' notice before any adjoining fencing is removed.

Artificial Light
There is no mention (although may be a requirement of individual lot developers) to reduce any "spotlights" being directed onto our property.

Noise
Whilst this maybe a consideration for each lot developers, what limits do the council have the powers to enforce.

1. There is no mention to limiting noise during the construction process, ie daylight hours only.
2. We would like to be notified if any blasting occurs. Ie frightening horses in adjoining paddocks.

3. At times the roads around Translink are used by “hoons” in the middle of the night. As this subdivision will come closer to our house what measures can the council do to limit this activity in the new roads of the subdivision?
4. What plans do the council have to limit and check post development the purchasers of the lots comply with the noise requirements of the planning scheme.

Buffer zone

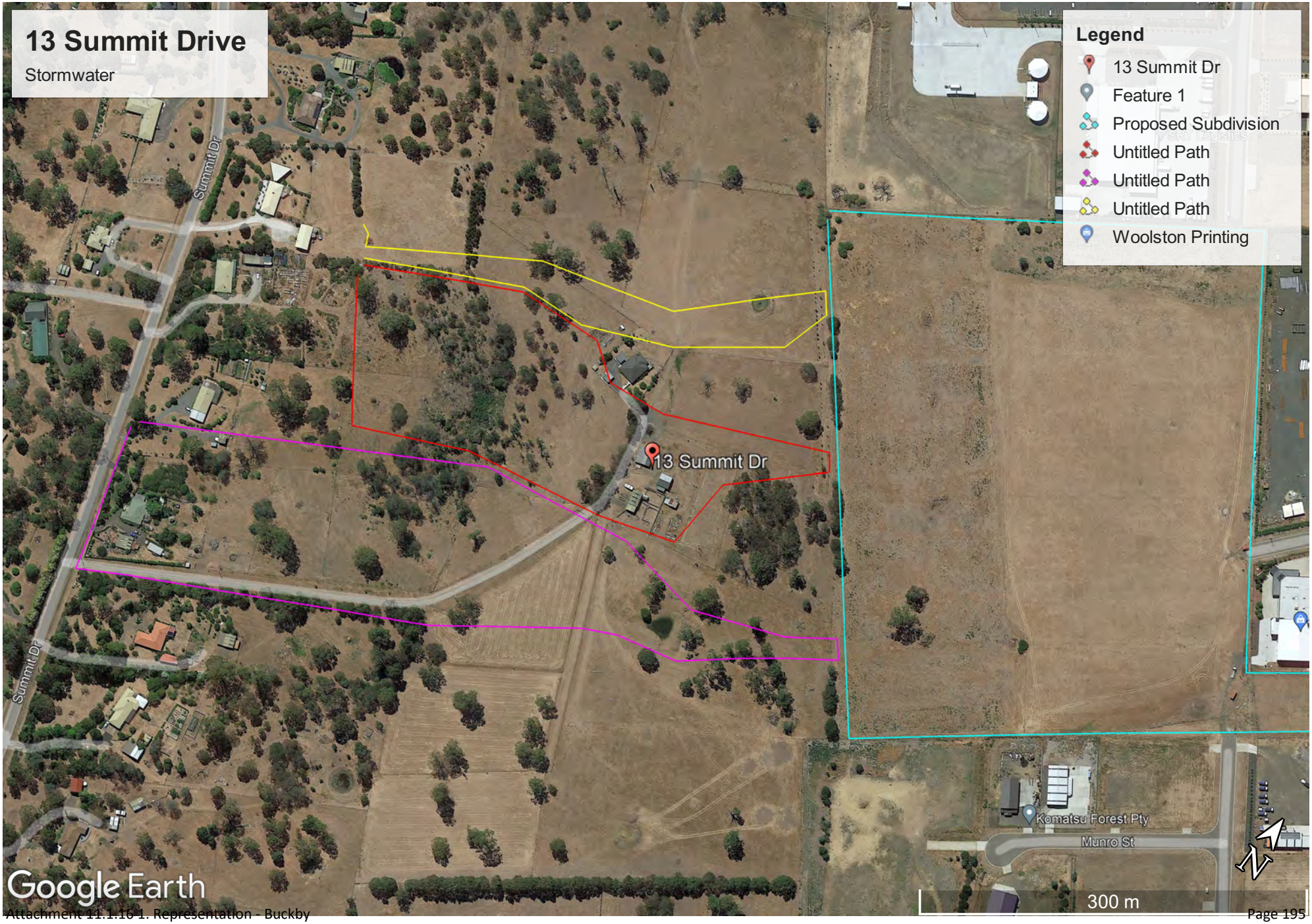
- During the development application for the Statewide Distribution Centre a buffer zone with a tree line was included. We would like to see this included in the application for the Southern boundary to assist in the scenic protection area adjacent.

Other

- Several years ago we viewed a convict built settlement for which we believe to be the residences for convicts building the roads in the area. This contained old foundations, bricks, bottles, a well etc. It would be good to view any possible relics of significance before excavation occurred. This is situated in the far North West corner of block 10.
- We understand the height limit of 12m is on all developments as per the planning scheme for this area. We would like the limit of buildings on blocks 5 – 10 inclusive to have a limit of 6m to protect our view of the mountains.

Regards

Jamie and Lisa Buckby
13 Summit Drive
Devon Hills, Tas, 7300
M:


13 Summit Drive
Stormwater
Legend
13 Summit Dr
Feature 1
Proposed Subdivision
Untitled Path
Untitled Path
Untitled Path
Woolston Printing
Summit Dr
Summit Dr
13 Summit Dr
Komatsu Forest Pty
Munro St
Google Earth
300 m

FJA Solutions

Launceston 7250
Phone:
Mobile:
Email:
ABN no: 47 201 501 063

21/06/2023

Dear General Manager,

RE: PLN-22-0222 - 24-38 TRANSLINK AVE, 25 BORAL RD & BORAL RD, TRANSLINK AVE & TRANSLINK AVE SOUTH WESTERN JUNCTION

I refer to the above application relative to a 29 lot industrial subdivision.

We have been engaged by Translink Industrial Pty Ltd as owners and developers of land in this area to lodge a representation in regard to this matter.

Translink Industrial are not opposed to the development per ce, in fact they strongly support development of this type in this area. What they would like to achieve is to draw to the attention of the developer, and council the deficiencies in servicing of this area. These comments will draw on the protracted negotiations Translink Industrial has had with both Taswater and Transend in regard to servicing their approved subdivision.

Water supply – When the supporting report states:

Water mains will be extended from Translink Avenue, Translink Avenue South and Boral Road. They will extend along the roads to be constructed to provide water connections for Lots 1 to 28

It might not be that simple. Our engineer has established (in discussions with Taswater) that there is insufficient water pressure in the system to establish the required fire fighting system for any subdivision. This is particularly true for any development above the 180m contour.

Sewer – Taswater have advised that, again, there is not any capacity in their sewerage system to cater for Translink Industrial's approved subdivision. As a result, the approved subdivision has been restricted to three stages. After that it is the advice that major upgrades will be required to gain extra capacity. In discussions it was ascertained that there is no "protected allocation" of services for vacant land. With this in mind the same issues should await this development when approaches are made to Taswater.

What we want to highlight is that through lengthy discussions some consideration has been given by Taswater to servicing the approved subdivision and we seek some assurance that these gains will not be allocated somehow to the proposed development.

Transend – The supporting report does not discuss power to the site (supplied using Transend infrastructure). In discussions our engineer has had with Transend severe power capacity issues have been raised. Again, through these discussions some concessions have been made by Transend to allow stages of the approved subdivision to proceed.

What is sought here is similar to the request under Taswater – that is that any capacity gains in terms of power supply allocated to the approved subdivision are not suddenly transferred to the proposed development.

Detention basin – Just a minor point – or at least a point of clarification – the supporting report on page 3 it is stated in regard to storm water:

They will discharge into the Drainage Reserve, where a public detention basin will be constructed by Council.

Is this correct? Council are constructing (and paying for) the detention basin?

If we can get some assurances that the gains negotiated by Translink Industrial in regard to servicing their development will be protected in some way (and not transferred to the proposed development) then this representation will have achieved its objective.

Yours faithfully,

IAN ABERNETHY

Director

Karen Jenkins

From: Maree Bricknell
Sent: Thursday, 22 June 2023 8:38 AM
To: NMC Planning
Subject: FW: PLN -22-0222 TransLink

Maree Bricknell

Corporate Services Manager | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
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From: Des Jennings
Sent: Thursday, June 22, 2023 8:37 AM
To: Robert Harrison
Cc: Mary Knowles Paul Godier Maree Bricknell Gail Eacher
Subject: Re: PLN -22-0222 TransLink

Hi Robert,
Thank you for the advice. Regards Des

Sent from my iPhone

On 22 Jun 2023, at 8:04 am, Robert Harrison wrote:

Good morning Des and Mary,
Just to let you know asked Ian Abernethy to raise an objection on the above DA not that we do not want the development to proceed as we certainly do as the connection of the road is what everyone wants.

However we needed to note the problems of Taswater with sewerage capacity and water pressure as well as the major concern of TasNetworks and lack of power for the area.

We feel this objection may help in raising the profile of these concerns.

Correction in objection lodged by Ina Abernethy on our behalf.
Ian was in a hurry and catching a plane early this morning and an error may need to be noted in that he refers to Transend when it should have been TasNetworks if that could be noted. I have cc'd Paul Godier into this email for this reason.

Kind regards,

Rob

Robert Harrison

for TransLink Industrial Pty Ltd

Our Ref: 21.292

Measured form and function

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7 July 2023

Mr Paul Godier
Senior Planner
Northern Midlands Council
By email: planning@nmc.tas.gov.au

Dear Paul,

PLN-22-2022 – RESPONSE TO ISSUES RAISED IN REPRESENTATIONS – 24-38 TRANSLINK AVENUE, WESTERN JUNCTION

I refer to your recent request for a response to the issues raised in the representations to PLN-22-2022. The key issues raised in the first representation are considered under the headings which follow, noting that the second representation is generally seeking assurances from the relevant infrastructure authorities.

Issue 1: Stormwater

There are three natural water courses leaving the property at 13 Summit Drive, Devon Hills which enter into the proposed subdivision. The concerns relate to any potential future obstruction of these watercourses.

There are several clauses which have not been addressed –

a. *Clause 1.2.4: No mention of dealing with stormwater.*
b. *Clause 2.4: Not true, there are watercourses.*
c. *Clause 2.7: No reference to dealing with runoff from 13 Summit Drive.*
d. *Clause 4.2.2(A9): Don't believe this addresses adjoining land run-off.*

6ty° Response

It is acknowledged that the managing of unconcentrated surface water flows from the land upslope will need to be considered as part of the planned development within the subject site.

In preparing the current subdivision proposal, the natural movement of surface water across the site and adjacent land within the broader catchment has been extensively modelled in conjunction with the Northern Midlands Council to arrive at a unified detention basin design, which will be developed in conjunction within the proposed subdivision.

a. Clause 1.2.4 of the Planning Submission sets out the proposed Service Infrastructure (water supply, sewerage and stormwater) required for the subdivision referring to the Stormwater Management Report, prepared by 6ty° Pty Ltd and dated 1.09.2022, for the proposed subdivision development.

b. Clause 2.4 of the Planning Submission addresses Topography and Drainage stating that there are no water bodies or watercourses within the site. There are no perennial water bodies or watercourses located

on the site, however there may be overland flow paths or natural drainage lines which appear following heavy rain events.

c. Clause 2.7 of the Planning Submission deals with the existing Service Infrastructure (water supply, sewerage and stormwater) arrangements for the site. The Stormwater Management Report addresses how stormwater will be managed on the site at subdivision stage. Future development of lots will also need to consider appropriate stormwater management.

d. Clause 4.2.2(A9) of the Planning Submission addresses Clause F1.4.1 A9 relating to drainage of roads and other land in accordance with Figures F1.3 and F1.4 of the Scheme. Extensive modelling has been undertaken as detailed in the Stormwater Management Report prepared for the proposed subdivision development.

Issue 2: Fencing

There is no reference to any security fencing between the new subdivision and Summit Drive. The representor/s request any replacement fencing to be at the developers cost and that they are to be notified with at least 2 weeks' notice before any adjoining fencing is removed.

6ty° Response

Boundary fencing will require consideration as part of future building development on the lots within the subdivision and its installation is generally managed through the *Boundary Fences Act 1908*.

Issue 3: Artificial Light

There is no mention (although may be a requirement of individual lot developers) to reduce any "spotlights" being directed onto the property at 13 Summit Drive, Devon Hills.

6ty° Response

No external lighting is proposed as part of the subdivision application. Future development of individual lots will be required to comply with the applicable standards of the Planning Scheme relating to external lighting and amenity.

Clause NOR-S1.6.1 addresses External Lighting in addition to the General Industrial Zone – clause 19.3.1 Discretionary uses and Agriculture Zone – clause 21.3.1 Discretionary uses. The Acceptable Solution (A1) states:

> *External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.*

There is no corresponding performance criterion for this standard, so compliance is mandatory. Although this standard refers explicitly to the Launceston Airport, P1 of clause 19.3.1 deals with acceptable impacts that industrial activities might have on surrounding properties.