Prior to the commencement of the meeting, the Mayor will make the following declaration:

> *"I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present*".

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council's website.

CLARENCE CITY COUNCIL (PLANNING AUTHORITY) MEETING

MONDAY 13 JULY 2020

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE

1. APOLOGIES

Nil

2. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE
(File No 10-03-09)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

3. REPORTS OF OFFICERS

NB: Requests for Deputations will be finalised on the Monday prior to the Meeting

3.1 DEVELOPMENT APPLICATION D-2020/009430 - LAND AT THE JUNCTION OF TASMAN HIGHWAY, HOLYMAN AVENUE, KENNEDY DRIVE AND CRANSTON PARADE - TASMAN HIGHWAY/HOBART INTERNATIONAL AIRPORT INTERCHANGE

(File No PDPLANPMTD-2020/009430)

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for a Tasman Highway/Hobart International Airport Interchange on Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade.

RELATION TO PLANNING PROVISIONS

The land is zoned Utilities and Light Industrial and subject to the Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act, 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and Transitional Provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 16 July 2020.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and four representations were received raising the following issues:

- suggested design changes;
- effect of construction works on Richmond;
- effect on business operations;
- lack of capacity for future development;
- stormwater management; and
- riverine inundation hazard area.

Referral responses were also received from the Policy and Conservation Advice Branch of the Department of Primary Industries, Parks, Water and Environment, Aboriginal Heritage Tasmania which are considered in Section 6 of this report.

RECOMMENDATION:

A. That the Development Application for a Tasman Highway/Hobart International Airport Interchange on Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade (Cl Ref PDPLANPMTD-2020/009430) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. GEN AP3 – AMENDED PLAN [line marking adjustment and any consequential widening to the Cranston Parade left hand turn to the Hobart on Ramp to accommodate B-Double movements].

3. Prior to the commencement of works, a plan for the management of construction of the site must be submitted and approved by Council's Manager City Planning. The plan must outline the proposed demolition and construction practices for the site in relation to:
   - identification and disposal of any potential acid sulfate soils in accordance with Tasmanian Acid Sulfate Soil Management Guidelines http://dpipwe.tas.gov.au/Documents/ASS-Guidelines-FINAL.pdf and http://dpipwe.tas.gov.au/Documents/ASS-Operational-FINAL.pdf);
   - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
   - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
   - control of dust and emissions during working hours;
   - construction parking;
   - proposed screening of the site and vehicular access points during work;
   - procedures for washing down vehicles, to prevent soil and debris being carried onto the street; and
   - traffic/pedestrian management.

4. Prior to the commencement of any works associated with this permit, a Vegetation Management Plan (VMP) for the development area must be prepared to the satisfaction of Council's Manager City Planning and implemented to ensure retained values are protected and appropriately managed during construction. Specifically, the VMP will identify the locations of threatened values that are not permitted to be impacted and are required to be marked as exclusion zones. The VMP will delineate areas for the storing and movement of materials and machinery that will not further impact threatened values.

5. The landowner must enter into an agreement with Council under Part 5 of the Land Use Planning and Approvals Act, 1993 in such form as Council may require or create a reservation of the land by a Crown Land Order under Section 8 of the Crown Lands Act 1976. Such an agreement or Order must provide for the following:
   - the protection of offset areas identified by the North Barker Natural Values Assessment for the site dated 16 June 2017. The Part 5 Agreement or Order must be accordance with the recommendations and detail measures and frequencies of weed control, threatened flora species management, and woody shrub and tree control as appropriate. Additionally, sheltering sites for the eastern barred bandicoot must also be provided in accordance with the specifications of the Natural Values Assessment.

   If a Part 5 Agreement is preferred it will be prepared and registered by Council. The landowner is responsible for all Council and Land Titles Office fees and charges. Upon written request from the landowner and payment of relevant fees, Council will prepare the Part 5 Agreement.

6. Prior to the completion of works, a comprehensive signage plan and design of future cycle path connections to Kennedy Drive westbound and Tasman Highway eastbound must be prepared and constructed with the approval of Council's Group Manager Engineering Services.

7. ENG S1 – INFRASTRUCTURE REPAIR.

8. ENG R3 – RURAL ROAD.

9. ENG R5 – ROAD EXTENSION [Delete reference to balance lot].

10. ENG M5 – EROSION CONTROL [after the word "document" add "*and the DPIPWE Wetlands and Waterways Works Manual (http://dpipwe.tas.gov.au/conservation/flora-oftasmania/tasmanias-wetlands/wetlands-waterways-works-manual)*"

11. ENG M6 – CONSTRUCTION FENCING.

12. ENG M7 – WEED MANAGEMENT PLAN.

13. All stormwater runoff from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions (or the MUSIC model) must be submitted to Council's Group Manager Engineering Services for approval prior to the start of works. This report must include the maintenance management regime/replacement requirements for the treatment facility as well as a site rehabilitation plan.

Sufficient stormwater detention is to be provided as part of the development to ensure that the stormwater discharge rates from the site do not exceed that of pre-development.

14. The section of the Tasman Highway east of the overpass bridge and the westbound offramp must be finished with microsurfacing/DGA to reduce expected traffic noise at the tourist park to below 68 dBA in 2030 in accordance with the recommendations of the Tarkarri Engineering Technical Memo dated 9 April 2020.

15. The development must meet all required Conditions of Approval specified by TasWater notice dated 05/06/2020 (TWDA 2020/00714-CCC).

ADVICE 16 – THREATENED SPECIES ADVICE.

ADVICE 17 – ABORIGINAL RELICS ADVICE.

B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

In 2018, State Growth created an interim solution to improve traffic at this location. The interim upgrade has been completed and included:

- minor widening of eastbound carriageway entering roundabout to facilitate provision of additional lane;
- minor widening of eastbound carriageway exiting roundabout to facilitate provision of additional lane;
- minor widening of westbound carriageway entering roundabout to facilitate provision of additional lane;
- minor widening of westbound carriageway exiting roundabout to facilitate provision of additional lane;
- reduction of internal roundabout island to provide for additional lane on the southern and northern sections of the roundabout;

- relocation of traffic signage; and
- associated drainage works.

Also, in 2018 State Growth lodged a development application (reference D-2018/96) with Council which was subsequently approved at Council's Planning Authority Meeting of 17 December 2018.

This approval was to replace the existing roundabout with an overpass to transport traffic over the highway. Entry carriageways veered off the highway on the eastern and western approaches of the Tasman Highway to access a road bridge which crossed the highway just south-west of the existing roundabout. Exit carriageways from the bridge mirrored the approaches forming a diamond shaped alignment for the works. Alterations were proposed to Kennedy Drive to provide a cul-de-sac and to link in with the interchange facilitating access over the highway from the industrial estate. Cranston Parade was to be provided with two-way access to and from the interchange via the west bound on ramp.

Following the issue of the permit, DSG awarded a design and construct tender contract to Hazell Bros who identified the need for an alternative layout to resolve design and construction issues that existed with the approved design.

Hazell Bros developed an amended design layout which is intended to:

- reduce impact to road users during construction;
- reduce the overall effect on natural values;
- maintain functionality and traffic modelling;
- maintain the same active transport routes;
- improve level of service for traffic movements;
- remove signalised intersections; and

- addresses geotechnical constraints associated with soft soils in the bridge design and embankments.

The applicant states that the revised design layout is a result of the detailed design phase of the project where the design is refined to deal with issues that resulted from further investigation beyond which occurred for the development application. The proposed layout has two roundabouts that will provide access to Kennedy Drive and Holyman Avenue that underpass a bridge on the Tasman Highway. A comparison of the approved layout with the proposed layout is provided at Attachment 2.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Utilities under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Part D – Utilities; and
- Part E – Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management Codes.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The proposed interchange is located in proximity to the junction of the Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade. The area is located south of Barilla Bay with Cambridge Industrial Estate, with the Cambridge aerodrome located to the north-west.

Land to the north-east and south is native vegetation, as is the area immediately to the west between Kennedy Drive and the Tasman Highway. Land to the east contains the Hobart Airport Travelodge and Hobart Airport Tourist Park with the airport located further to the east/south-east.

The area is low lying and relatively flat. Run-off from existing roads and built areas follows open drains along the roadside.

North Barker Ecosystem Services undertook a field assessment in November and December 2016. Five threatened vegetation communities were recorded across the site of the proposed works under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBCA) and the Tasmanian Nature Conservation Act 2000.

3.2. The Proposal

The applicant, Hazell Bros, proposes to construct a new grade separated interchange with a "peanut" shaped roundabout controlling traffic flow along the Tasman Highway off-ramps, Kennedy Drive, Holyman Avenue and Cranston Parade. The design is based on constructing two roundabouts on the northern and southern sides of the Tasman Highway to account for all traffic movements to and from the airport heading from either an easterly or westerly direction on the Tasman Highway along with all connections in and out of Kennedy Drive, Holyman Avenue and Cranston Parade (refer to Attachment 3).

The grade separation occurs in raising the level of the Tasman Highway over the interconnecting roads between the two roundabouts. According to the applicant's documentation, the raising of the carriageway of the Tasman Highway enables the provision of a smooth large horizontal curve that will provide a better road user experience when travelling through the intersection on the main alignment. The interchange has been designed to cater for modelled traffic levels up to 2041.

The applicant states that a number of iterations of intersection layouts were considered and the selected design was chosen for the number of advantages it delivers in terms of geometric layout, construction opportunities including performance criteria and the final operations of the interchange.

The proposed layout allows the majority of the intersection to be built and used as a traffic diversion during construction to allow the crossing of the Tasman Highway to be constructed free of traffic.

The applicant's submitted documentation includes a Natural Values Assessment prepared by North Barker Ecosystem Services (NBES), Traffic Study Technical Memorandum prepared by Cardno, Traffic Noise Impact Assessment prepared by Tarkarri Engineering, Water Cycle Management Study prepared by Cardno, Obstacle Limitations Survey prepared by Airport Surveys and Road Lighting Design Report by C5 Pro-Solutions.

NBES originally undertook a Natural Values Assessment which was lodged in support of the 2018 development application. NBES has compared the amended design of the interchange with the original design and associated permits to review whether approvals for impacts to threatened flora, and native vegetation communities are affected. The main findings of NBES are summarised as follows:

- Commonwealth Environment Protection Biodiversity Conservation Act 1999 - the impact to the affected flora and fauna is reduced;
- Tasmanian Threatened Species Protection Act 1995 - there will be a reduced impact to threatened species arising from the amended proposal. There is also opportunity to modify the Offset Area to achieve an improved conservation outcome; and

- Clarence Interim Planning Scheme 2015 - the amended design reduces the extent of clearance of threatened vegetation and impacts on less threatened flora and fauna habitats. All clearance of vegetation is unavoidable and is the minimum necessary for the development. Areas that are now able to be avoided will be protected and secured as an offset.

The Assessment considers that under the Threatened Species Protection Act 1995 any impact on threatened plant species listed will require a "permit to take" from the Conservation Assessment and Wildlife Management Section (CAS) at the Department of Primary Industries, Parks, Wildlife and the Environment (DPIPWE) which has been provided.

The following recommendations are made by the proponent.

An area of "lowland grasslands of Tasmania and Bursaria-Acacia woodland" should be entered into perpetual formal management agreements under the most appropriate mechanism (an offset). The management agreements should detail measures and frequencies of weed control, threatened flora species management, and woody shrub and tree control as appropriate.

The assessment recognises that some sheltering sites for the eastern barred bandicoot may be lost within the footprint. To compensate for this, it is recommended that new shelter sites should be made with piles of cleared native woody plants (mostly black wattle Acacia mearnsii) placed within the areas of the offsets.

One new shelter site will be made for every hectare of native habitat lost – totalling six new shelters. The constructed shelter sites will be located within or on the edges of the remaining vegetation and will be a minimum of 2 cubic metres in size at the time of construction (they are likely to compact later).

This is proposed through reservation of the land under a Crown Land Order under Section 8 of the Crown Lands Act 1976, supported by a management plan.

The recommendation includes the preparation of a Vegetation Management Plan for the area to ensure retained values are protected and appropriately managed and preparation of a Weed Management Plan to control "declared" weeds throughout the works area and environmental weeds within patches of native vegetation.

This is proposed through reservation of the land under a Crown Land Order under Section 8 of the Crown Lands Act 1976, supported by a management plan.

The amended design impacts on the same threatened species to the approved plan; however, the overall impacts to each varies. For four out of five species, the impacts are less. The area of impacted threatened flora habitat will be slightly reduced to 5.63ha.

The area of impacted habitat for the eastern barred bandicoot is 5.63ha.

The extent of impact to native vegetation is slightly increased totalling 6.75ha, compared with 6.51. It is worth noting however, that the original approval relied on assumptions of the extent of impact for services and construction as the detail of these was not known at the time. The impact to DVC is slightly increased to 1.05ha. However, the original 0.8ha calculation failed to take into account a service corridor which would have been needed, so the actual impact on the ground is not changed for that which would have been needed to develop the approved design. The overall impact to threatened vegetation is reduced.

- DVC (Eucalyptus viminalis – E. globulus coastal forest and woodland) - 1.05ha;
- GPL (Lowland Poa labillardierei grassland) – 1.04ha;
- ARS (Saline sedgeland/rushland) – 0.07ha.

Total = 2.16ha

The only species with an increase of impact from that of the approved design results from re-excavation of drains which was not considered in the original assessment. It is worth noting that the only species with an increase impact (gentle rush) has been approved for delisting from the TSPA.

The offset (refer to Attachment 4) includes the same or increased numbers of threatened flora within an area of 8.26ha of native vegetation which is larger than that originally approved.

The offset also includes the creation of six bandicoot shelters. North Barker provides the following commentary on the proposed changes in terms of impacts to natural values:

> *"The amended design reduces the extent of clearance of native vegetation and impacts on less threatened flora and fauna habitats. All clearance of vegetation is unavoidable and is the minimum necessary for the development. Areas that are now able to be avoided will be protected and secured as offset areas".*

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

> *"8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:*
>
> *(a) all applicable standards and requirements in this planning scheme; and*
>
> *(b) any representations received pursuant to and in conformity with ss57(5) of the Act;*
>
> *but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised".*

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the Utilities and Light Industrial Zones and Road and Railway Assets, Waterway and Coastal Protection, Inundation Prone Areas, Airport Buffer, Natural Assets and Stormwater Management Codes with the exception of the following.

- **Utilities Zone**

  Clause 28.4.1 (A1) Building Height - the proposed bridge height is approximately 6m above the natural ground (of the existing Tasman Highway) or 7.8m of the natural level of ground adjacent to the Highway and therefore the bridge deck itself meets the Acceptable Solution of 10m. Two, 10m high CCTV poles are to be installed on the bridge deck bringing the total height to RL21.355. The proposed variation must be considered pursuant to Performance Criteria P1.

Performance Criteria	Proposal
"Building height must satisfy all of the following:	
(a) be consistent with any Desired Future Character Statements provided for the area;	There are no such Statements for the area.
(b) be compatible with the scale of nearby buildings unless the height is necessary for the functional requirements of infrastructure;	The height is required for the functionality of the proposed infrastructure. It is considered compatible with building height.
(c) not unreasonably overshadow adjacent public space;	not applicable
(d) allow for a transition in height between adjoining buildings, where appropriate".	not applicable

- **Road and Railway Assets Code**

  Clause E5.6.2 Road Accesses and Junctions - the proposal creates a new junction (interchange) and must be considered pursuant to Performance Criteria P1. Notwithstanding, it is arguable whether this Development Standard actually applies as the acceptable solution applies to a "new" access or junction, whereas the proposal could arguably be described as an upgrade to an existing junction. However, this point of interpretation is not contested by the applicant or representors so is considered here as part of the assessment.

Performance Criteria	Proposal
"For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:	The Traffic Impact Assessment submitted by the proponent in support of the application demonstrates that the new junction is safe and will improve the efficiency of the road network.
(a) the nature and frequency of the traffic generated by the use;	There is no traffic generated by the use per se, the proposal seeks to accommodate existing traffic and projected increases from present to 2041.
(b) the nature of the road;	The road is a Category 2 State Government highway and intersection for the airport and industrial areas along Kennedy Drive and future zoning along Cranston Parade. The safety and efficiency of the road is considered to be improved during the design lifespan.
(c) the speed limit and traffic flow of the road;	The design is suitable for the speed limit of all roads at the intersection. The traffic flow is considered to be safely and efficiently;
(d) any alternative access;	There are no alternative accesses proposed;
(e) the need for the access or junction;	The need for the upgraded junction is demonstrated;
(f) any traffic impact assessment; and	The Traffic Impact Assessment submitted by the proponent is considered appropriate;
(g) any written advice received from the road authority".	There has been no written advice received from the road authority.

- **Stormwater Management Code**

  Clause E7.7.1(A2) Stormwater Drainage and Disposal - new impervious areas will be greater than 600m^2 and must be considered pursuant to Performance Criteria P2.

Performance Criteria	Proposal
"A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so".	The applicant has not lodged a detailed design at this stage but has demonstrated sufficiently that it will be able to satisfy this criterion. A permit condition can require detailed designs.

- **Waterway and Coastal Protection Code**

  Clause E11.7.1 Buildings and Works – there is no building area on a plan of subdivision approved under this planning scheme and therefore the proposal must be considered pursuant to Performance Criteria P1.

Performance Criteria	Proposal
"Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:	
(a) avoid or mitigate impact on natural values;	Impacts to natural values within the Waterway and Coastal Protection Area (WCPA) are the minimum required to undertake the necessary road widening to complete the project. Avoidance of the threatened wetland habitat (the area intended to be protected by the Waterway and Coastal Protection Area) has been achieved.
(b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;	No adverse effects of this nature are anticipated within the WCPA, but an erosion and sediment control plan will be required.
(c) avoid or mitigate impacts on riparian or littoral vegetation;	No riparian or littoral vegetation will be impacted.
(d) maintain natural streambank and streambed condition, (where it exists);	No such habitats exist on-site.
(e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;	No such habitats exist on-site.

(f) avoid significantly impeding natural flow and drainage;	Existing drains will be maintained so that current flow is not impeded. Additional culverts will be installed under the new road and use existing drains. Detention basins (or similar) are likely to be used to slowly release stormwater off new roads into the existing drains.
(g) maintain fish passage (where applicable);	not applicable
(h) avoid landfilling of wetlands;	No landfilling will be undertaken within the WCPA.
(i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and 'Tasmanian Coastal Works Manual' (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided".	It is not proposed to use machinery within the wetland area.

- **Inundation Prone Areas Code**

  Clause E15.7.5 A1 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas – the proposal exceeds the acceptable solution and must be considered pursuant to Performance Criteria P1.

Performance Criteria	Proposal
"Landfill, or solid walls greater than 5m in length and 0.5m in height, must satisfy all of the following:	
(a) no adverse effect on flood flow over other property through displacement of overland flows;	While overland flows will be affected, there will be no adverse impact to adjoining properties. Figure A-3 "Flood Impacts" of the Cardno report (reproduced here in Attachment 5), demonstrates that all impacts in a 100-year ARI flood event are contained on-site and will not impact neighbouring landowners.

(b) the rate of stormwater discharge from the property must not increase;	In Table 1 - 4 of the Cardno report a cubic metre per second flow rate for all three outlets shows a reduction of comparison peak flow rates from the existing situation even with an allowance for climate change. By utilising detention basins in the design, rate of discharge will not be increased.
(c) stormwater quality must not be reduced from pre-development levels".	The detention basins will ensure that quality is not reduced. The State Stormwater Strategy, 2010 states the following in terms of required stormwater management for development. "*New developments should be designed to minimise impacts on stormwater quality and, where necessary, downstream flooding or flow regimes. Stormwater should be managed and treated at source using best management design practices (eg Water Sensitive Urban Design) to achieve the following stormwater management targets:* • *80 per cent reduction in the annual average load of total suspended solids;* • *45 per cent reduction in the annual average load of total phosphorus;* • *45 per cent reduction in the annual average load of total nitrogen".* The applicant submits the above pollutant reduction targets will be achieved by a system of grassed swales.

- **Inundation Prone Areas Code**

  Clause E15.7.5(A2) Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas – there is no acceptable solution and therefore the proposal must be considered pursuant to Performance Criteria P2.

Performance Criteria	Proposal
"Mitigation measures, if required, must satisfy all of the following: *(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;*	not applicable

(b) not have a significant effect on flood flow".	Flood flows that discharge to Barilla Bay will be mitigated by detention storage and will not have a significant effect.

- **Natural Assets Code**

  Clause E27.8.1A1 Vegetation Clearance or Disturbance – there is no acceptable solution for a minor impact and therefore the proposal must be considered pursuant to Performance Criteria P1.

Performance Criteria	Proposal
"(a) the clearance of native vegetation is the minimum extent necessary for the development (including bushfire hazard minimisation);	The applicant has sought to address the performance criteria and considers clearance to be the minimum extent necessary. The proposal is considered to comply with the performance criterion.
(b) no burning, blasting or construction works involving excavators or multiple truck movements are to occur within 500m (or 1km if in line-of-sight) of an active raptor nest during the breeding season between July to January inclusive;	There are no nests within 1km of the site.
(c) additional mitigation measures are proposed to ensure that the development will satisfactorily reduce all remaining impacts on priority vegetation; and	The applicant has sought to address the performance criteria and provide mitigation. The proposal is considered to comply with the performance criterion. It is recommended that conditions of any approval require the establishment of a Vegetation Management Plan, a Weed Management Plan, fauna shelters and a management agreement to ensure the viability of the remaining priority vegetation.
(d) conservation outcomes and long terms security of any offset is consistent with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority 2013".	The Offset guidelines referred to in P1(d) include a set of principles which can be applied to the proposal. The applicant submits that the off-set is a final component to a mitigation hierarchy, which deliver a net benefit for biodiversity conservation and are permanent. The offset is "like for like", contained on-site and appropriate in the context of the regulatory system.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and four representations were received. The following issues were raised by the representors.

5.1. Suggested Design Changes

The representor suggested several changes to the design of the interchange:

- *"The proposed northern roundabout has both lanes of traffic which enter from the eastbound Tasman Highway (from Hobart) and Kennedy Drive exit back onto the highway towards Sorell, despite the proposal including an overpass and direct link road for these movements respectively. It would instead be far more sensible to have the two lanes from both these roads head towards Holyman Avenue (and Cranston Parade), with the left-hand lane to provide access to Kennedy Drive and the eastbound Tasman Highway (towards Sorell) for the small number of drivers who exit at the interchange by mistake. That is, only one lane of traffic should exit the roundabout towards the eastbound Tasman Highway (towards Sorell)".*

- *"The entrance onto the westbound Tasman Highway (towards Hobart) from the southern roundabout has an unnecessarily short merging lane. This is especially important given that traffic leaving the airport is often bunched up after the arrival of a flight leading to short bursts of high-volume traffic. Many of these vehicles are also tourists who are unfamiliar with Tasmanian roads and may even be used to left-hand driving. The proposed merging lane can easily be extended using the road surface of the existing Tasman Highway to provide a much longer and safer merge".*

- **Comment**

  The applicant notes that the proposal has been designed to all relevant Australian and Tasmanian Road Standards and guidelines and undergoes several independent Road Safety Audit reviews and verifications. Some of the detailed signage and line marking plans are still under the review of the Department of State Growth.

5.2. Effect of Construction Works on Richmond

The representor has expressed concern that the development application does not address the problem that the proposed works, through disruption of vehicle flow along the Tasman Highway, will cause diversion of a significant quantity of vehicles through other parts of Clarence and, in particular, through the town of Richmond, with likely deleterious effects of the town's historic bridge, historic buildings and resident amenity.

- **Comment**

  The off-site traffic impacts of the proposal occurring some 12km away is not a relevant planning matter in itself and therefore cannot be given any determining weight. Notwithstanding, Council's Engineers are aware that there has been a noticeable change in peak traffic flows through Richmond recently, which can be attributed to vehicles avoiding the congestion experienced on the Cambridge/Sorell route. The increase in traffic volume is currently only considered as minor, but potentially may grow during construction of the development if an adequate arrangement cannot be provided by DSG during construction.

  The Richmond Bridge is a significant part of Tasmania's heritage and is managed by DSG. It will be in the interest of all parties to ensure capacity of the Tasman Highway, at Cambridge is maintained or improved during construction. Council officers will continue to monitor traffic volumes in Richmond and will work with DSG to resolve issues if they present. Refusing the proposed development would not provide for any increase in capacity of the Tasman Highway and would only encourage more traffic to utilise Richmond as an alternative route. Council's objective should be to insure the best and most appropriate development proceeds.

5.3. Effect on Business Operations

The representor has asked for more information relating to their business along Kennedy Drive in relation to:

- the approximate month the works will affect their area?

- the timeframe in days, weeks or months the works will affect their operations?
- will their staff, supplier and customer access be limited at any time during the works?
- is there any other relevant information which we should be aware of which will affect our business operations?
- **Comment**

  The applicant has confirmed that details of the project and upcoming works are on the DSG website (regularly updated with changing stages of the works).

  https://www.transport.tas.gov.au/projectsplanning/road_projects/south_road_projects/hobart_airport_interchange

  Project information notices are to be provided for businesses within the area and VMS boards installed to provide information about the project. If further information is required, contact can be made with the Hobart Airport Interchange Community Liaison Officer by telephone: (03) 6277 7855 or Email: Airport.Interchange@hazellbros.com.au

  It is evident that the relevant agencies are providing appropriate information for those potentially impacted by the works.

5.4. Lack of Capacity for Future Development

The representor has raised a concern in respect of Clause E5.6.2 of the Road and Railway Assets Code which requires consideration of junctions to roads in an area subject to a speed limit of more than 60km/hr. The representor contends that the nature and frequency of traffic generated by the future use of the land as Light Industrial will result in the accesses and junctions not being safe or efficient, having a Level of Service F (fail). It is claimed that the effect of this to the representor's land, which is part of 86ha of land with zoning for Light Industry is that it will require connection to an intersection which will operate at a poor level of service with no alternative access point.

It is further claimed that the design, with the absence of an appropriate intersection, means that B Double vehicles are unable to enter the roundabout, further placing unnecessary and inappropriate restrictions on the use of a strategic parcel of light industrial land. The representor contends that the operation of this interchange and the associated junctions is not considered safe nor efficient.

- **Comment**

  The representor has submitted a review of traffic issues by Milan Prodanovic which is based on a number of assumptions about land use and floor areas of the land zoned Light Industry.

  The land was zoned Light Industry under an "Active Rezoning" under s30E(6) of LUPAA during the development of the Clarence Interim Planning Scheme 2015. The justification for the rezoning was submitted by one of the affected landowners and included a Traffic Report prepared by Pitt & Sherry and dated May 2011, which included the following justification which was accepted by Council and the Tasmanian Planning Commission:

  > *"The application to CCC is for the rezoning of the land to industrial. At this time the size of future lots and specific use of the land is not known except that it would be consistent with the uses of industrial land allowed in the Planning Scheme. The traffic that may be generated as a consequence of the rezoning thus of necessity is broad brush rather than use specific. The Guide to Traffic Generating Developments, which is produced by the Roads and Traffic Authority (RTA) of New South Wales (NSW), is a recognised source of trip generation for different types of development. The Guide indicates in clause 3.10.1 that the overall generation from industrial estates is 28 employees per developed hectare. Table 3.4 provides a distribution of trips over time and indicates that a total of 2.3 trips per employee (2,300 per 1,000 employees in the table) being generated. This results in a total of 60 x 28 x 2.3 = 3864 trips per day form the 60ha rezoned area".*

  This figure has been used by DSG and Cardno in developing the proposal to the current development application.

Given the Pitt & Sherry rezoning justification, the projection of 3,464 vehicles during the afternoon peak hours seems unduly high. In lay terms, the projection in Mr Prodanovic's submission of 22,680 vehicles a day along Cranston Parade (ie servicing the Light Industrial zoned land) is greater than the actual current daily counts of vehicles along major roads in the Clarence municipality such as South Arm Highway, west of Pass Road, (at around 18,000 vehicles per day) and comparable with Rosny Hill Road, as well as Cambridge Road (between Rosny Hill Road and the Mornington roundabout).

Cardno has demonstrated that the proposed configuration will provide, at worse in 2041, a Level of Service C for Cranston Parade during PM peak but is generally Level of Service A and B for all other peaks. The proposal provides an improved efficiency and safety than the current situation. As such, the representor's claim about traffic generation is considered to be excessive.

Cardno has confirmed that the intersection is designed to cater for a 19m semi-trailer. However, B-Double movements could be accommodated with a slight line marking adjustment on the left-hand turn to the Hobart on Ramp (a B-double vehicle has two turntables; one between the truck and first trailer and one between first and second trailers). In discussions with the applicant, it has been agreed to amend the design to achieve this outcome and an amended plan condition of any approval is recommended to ensure that it is achieved.

On this basis, the representor's claims that the proposal does not comply with the requirements for safety and efficiency in Clause E5.6.2(P1) is not accepted.

5.5. Stormwater Management

A representor notes that the applicant's hydrology engineer, Cardno, has undertaken stormwater analysis demonstrating that the inclusion of grassed swales will provide an adequate reduction in the indicator pollutants.

In that documentation it is stated that while there is an additional stormwater outlet to the South, via a 375mm diameter pipe under Cranston Parade discharging to a small existing drainage channel. The representor contends that the 100-year event sheet flow is observed over the existing land to the south and impacts due to the realignment of the outlet for the southern discharge. The representor contends that this means Clause E7.7.1 A4 is not complied with for the 100-year event and that Council should refuse the application.

- **Comment**

  The Cardno report states:

  > *"The 100-year ARI flood impacts show no adverse impacts to neighbouring properties in the proposed development scenario. There is impacts observed due to the realignment of the outlet for the southern discharge. However, the majority of the flow which is conveyed to the north-east remains unchanged in flood level and extent. Any other impacts are due to the redirection of floodwater around the proposed geometry of the Hobart airport interchange.*
  >
  > *In summary there is minimal flood impacts associated with the proposed development. There is a slight change in outlet location to the south and the inclusion of additional flood storage to accommodate the increase in impervious area associated with the development".*

  In Table 1 - 4 of the Cardno report a cubic metre per second flow rate for all three outlets shows a reduction of comparison peak flow rates from the existing situation even with an allowance for climate change. Figure A-3 "Flood Impacts" of the Cardno report (reproduced here in Attachment 5), demonstrates that all impacts in a 100-year ARI flood event are contained on-site and will not impact neighbouring landowners. As such, Acceptable Solutions A3 and A4 of Clause E7.7.1 are considered satisfied.

5.6. Riverine Inundation Hazard Area

The representor contends the plan as proposed will result in changes in flood flow over the area specifically impacted by the development, but also results in additional flooded areas which previously were not impacted.

Furthermore, the representor disagrees with the conclusion reached in the Cardno report that the stormwater discharge following the development will not increase, as with an increase in impervious surfaces, there will be an increase in stormwater runoff (particularly the impact on neighbouring landowners). The representor contends that it is unclear whether there will be substantive change in the quality of the flood waters through this development.

- **Comment**

  As discussed in Section 4.2 of this report, the proposal satisfies the Performance Criteria P1 of Clause E15.7.5 and the flood impacts are contained on-site as discussed above.

  Cardno notes that the proposed intersection (as with any large road project) has the potential to alter floodwater over the site which can cause impacts to surrounding properties. As previously discussed, the submitted Water Cycle Management Study prepared by Cardno and dated 24 April 2020, analysed the flood behaviour to ensure the proposed development has no adverse flow due to flood water displacement.

  There is an increase in impervious areas as a result of the proposed intersection and a corresponding slight increase in runoff volume. This has been controlled through the inclusion of an on-site stormwater detention pond to effectively reduce peak flows in the 100-year rainfall event as shown in Table 1 - 4 of the Water Cycle Management Study.

  The proposal is designed to ensure that stormwater quality is not reduced from pre-development levels by the inclusion of grassed swales to effectively reduce the runoff pollutant concentration.

  The Development Standard is considered to be satisfied.

6. EXTERNAL REFERRALS

External referrals to the Conservation Assessment and Wildlife Management Section (CAS) of the Department of Primary Industries, Parks, Water and Environment; Aboriginal Heritage Tasmania (AHT); and TasWater were undertaken as part of this application.

CAS provided comment which is found in this report at Attachment 6. CAS notes that overall the current development application has a reduction in the impact on natural values and there will be a reduced impact to threatened species arising from the new proposal. DSG applied to CAS for an amendment to its permit to take threatened flora that has been issued for the works associated with the original project design. The amendment allows for a new "take" area but also a modified "offset areas" which will achieve an improved conservation outcome. A condition of the permit to take threatened flora is that an order under Section 8 of the Crown Land Act 1976 be entered into and registered to reserve the specified offset area for conservation. The amended permit to take threatened flora is in accordance with changes presented to Council.

Aboriginal Heritage Tasmania (AHT) confirmed recent discussions with the applicant and the advice subsequently provided (reproduced in Appendix M of the Planning Application) remains current. AHT advises that as outlined in Section 2.7 of the application documentation, the relevant Aboriginal heritage management actions should be implemented to ensure the project proceeds in accordance with the Aboriginal Heritage Act 1975.

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

The application was also referred to the Clarence Bicycle Advisory Committee which considered the effectiveness and safety of bicycling infrastructure. Signage was identified as very important so that cyclists can find the path and do not end up on unsuitable busy roadways. A condition of approval is requested requiring a comprehensive signage plan and appropriate path connections to Kennedy Drive westbound and Tasman Highway eastbound, which is absent from the current plans.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

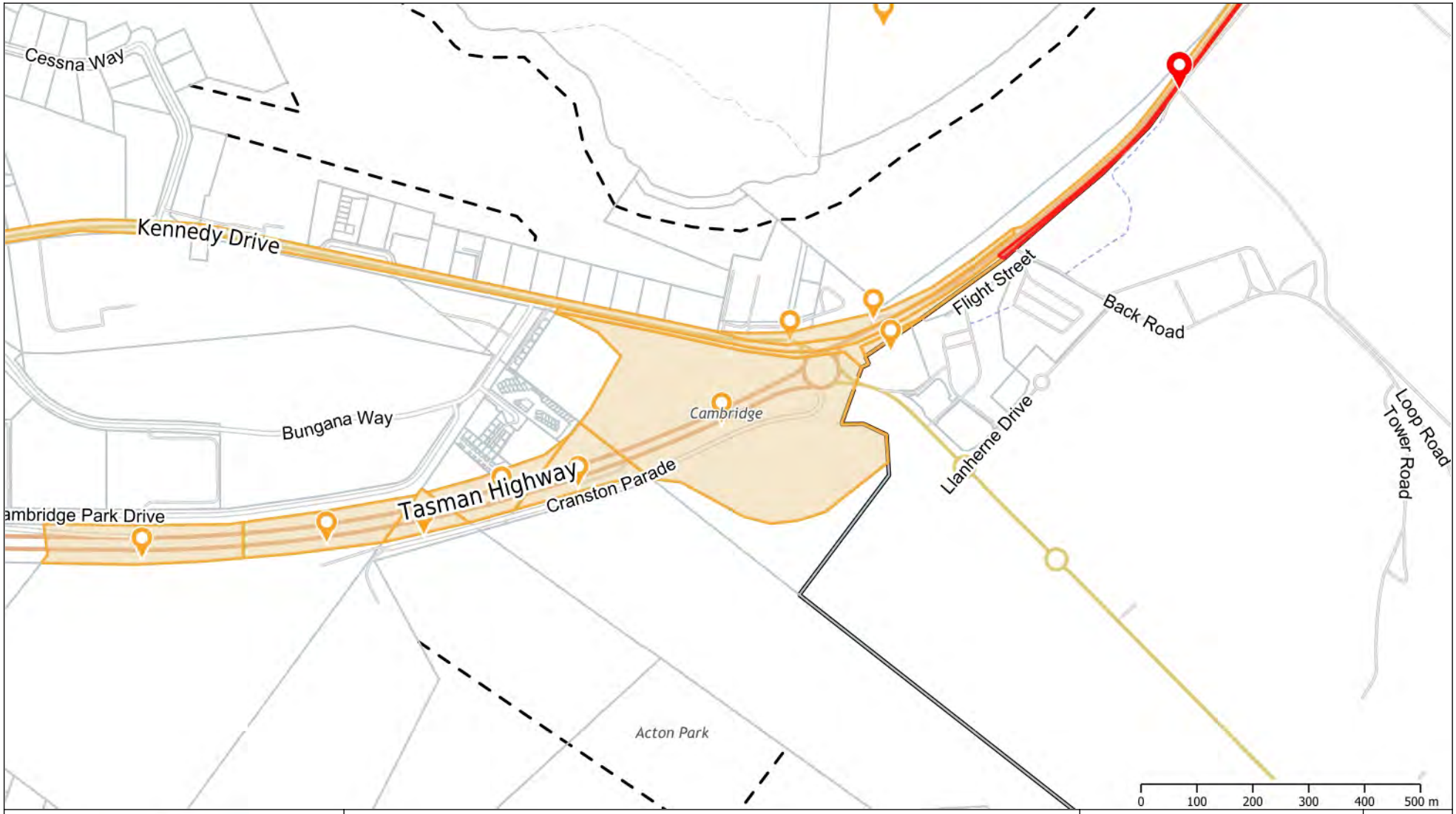
9. CONCLUSION

The proposal for a Tasman Highway/Hobart International Airport Interchange on Land at the junction of Tasman Highway, Holyman Avenue, Kennedy Drive and Cranston Parade is recommended for approval with reasonable and relevant conditions contained in the Executive Summary of this report.

Attachments:
1. Location Plan (1)
2. Approved and Proposed Layouts (1)
3. Proposal Plans (41)
4. Offset Area (1)
5. Flood Impacts (1)
6. Conservation Assessment & Wildlife Management Section Comments (3)
7. Site Photo (1)

Ross Lovell
MANAGER CITY PLANNING

ATTACHMENT 1



Clarence... a brighter place

This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

3/07/2020

1:10000

N

ATTACHMENT 2

0 50 100 150 200 250m

SCALE 1:2500 @A1

Cardno®

LEGEND

- Hobart International Airport boundary
- Pitt & Sherry Tender design
- Hazell Bros. DA submission design

hazellbros

Tasmanian Government

TASMANIAN GOVT. - DEPARTMENT OF STATE GROWTH
HOBART AIRPORT INTERCHANGE

Date	Scale	Size
28/04/2020	1:2500	A1

OVERALL DESIGN COMPARISON
PITT & SHERRY TO HAZELL BROS

Drawing Number

A
Revision

Tasmanian Government

TASMAN HIGHWAY (A0113)

TASMAN HIGHWAY

HOBART AIRPORT INTERCHANGE

CONTRACT NO. 2960

DEVELOPMENT APPLICATION

SETOUT REVIEW NAME - SIGNED . . . DATE -	DESIGNED NAME Len Griffiths SIGNED . . . DATE 07/08/2019	THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE. DESIGN MANAGER (DESIGN ORGANISATION) SIGNED . . . DATE	I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT. PRINCIPAL (DESIGN ORGANISATION) SIGNED . . . DATE	Department of State Growth THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE DESIGN BRIEF AND PROJECT SCOPE. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE. PROJECT MANAGER SIGNED . . . DATE	CONTRACT No. 2960	DRAWING 2019-2960-C1000	PRINTED DATE 19-May-20, 10:41 AM	No. of SHEETS ???
STRUCTURAL REVIEW NAME - SIGNED . . . DATE -	DESIGN REVIEW NAME Scott Spackman SIGNED . . . DATE 07/08/2019			ACCEPTED MANAGER SIGNED . . . DATE	REGISTRATION NUMBER A0113.023 ROAD LINK No. START: LINK 07 / 11.4 FINISH: LINK 11 / 1.08		SHEET No. 1000 REVISION 2

SHEET NUMBER	SHEET DESCRIPTION	No. OF SHEETS	RE-ISSUE DATE					
			DD	25				
			MM	05				
			YY	20				
1000	COVER SHEET	1 OF 1		2				
1001	DRAWING LIST	1 OF 1		2				
1003	KEY PLAN	1 OF 2						
1004	KEY PLAN	2 OF 2						
1011	GENERAL PLAN - CONSTRAINTS	1 OF 1		4				
1100	TYPICAL CROSS SECTIONS	1 OF 6		2				
1101	TYPICAL CROSS SECTIONS	2 OF 6		2				
1102	TYPICAL CROSS SECTIONS	3 OF 6		2				
1103	TYPICAL CROSS SECTIONS	4 OF 6		2				
1104	TYPICAL CROSS SECTIONS	5 OF 6		1				
1105	TYPICAL CROSS SECTIONS	6 OF 6		1				
1115	ALIGNMENT CONTROL PLAN	1 OF 1		2				
1160	DETAIL PLAN	1 OF 26		3				
1161	DETAIL PLAN	2 OF 26		3				
1162	DETAIL PLAN	3 OF 26		3				
1163	DETAIL PLAN	4 OF 26		3				
1164	DETAIL PLAN	5 OF 26		3				
1165	DETAIL PLAN	6 OF 26		3				
1166	DETAIL PLAN	7 OF 26		3				
1167	DETAIL PLAN	8 OF 26		3				
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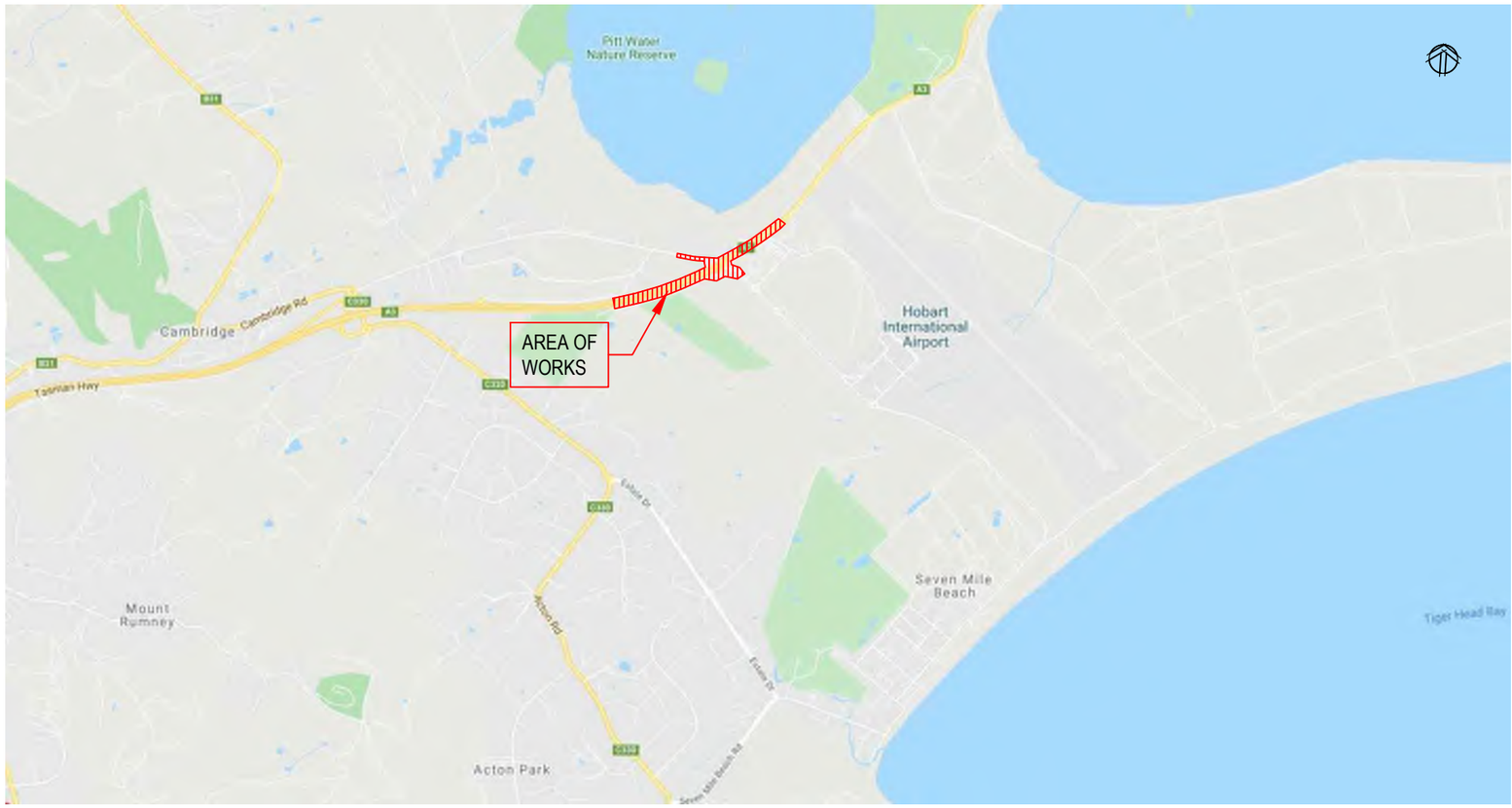
1183	DETAIL PLAN	24 OF 26		3				
1184	DETAIL PLAN	25 OF 26		3				
1185	DETAIL PLAN	26 OF 26		3				
1815	PAVEMENT MARKING, SIGNPOSTING AND SAFETY BARRIERS - SIGNAGE PLAN	1 OF 1		2				
STRUCTURAL								
5000	GENERAL ARRANGEMENT	1 OF 2		2				
5001	TYPICAL SECTION	2 OF 2		2				



nearmap image

LOCALITY PLAN
NTS

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES
N.T.S

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DRAWING LIST
SHEET 1 OF 2

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1001	25-May-20, 9:55 PM	1001

REGISTRATION NUMBER
A0113.023

REVISION 2

LEGEND

SHEET AREA AT 1:500

NOTES

1. ONLY PLAN SHEET AREAS ARE SHOWING ON KEY PLAN

JOINS SHEET 50519083-C-1004

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES

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HORIZONTAL SCALE 1:5000m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

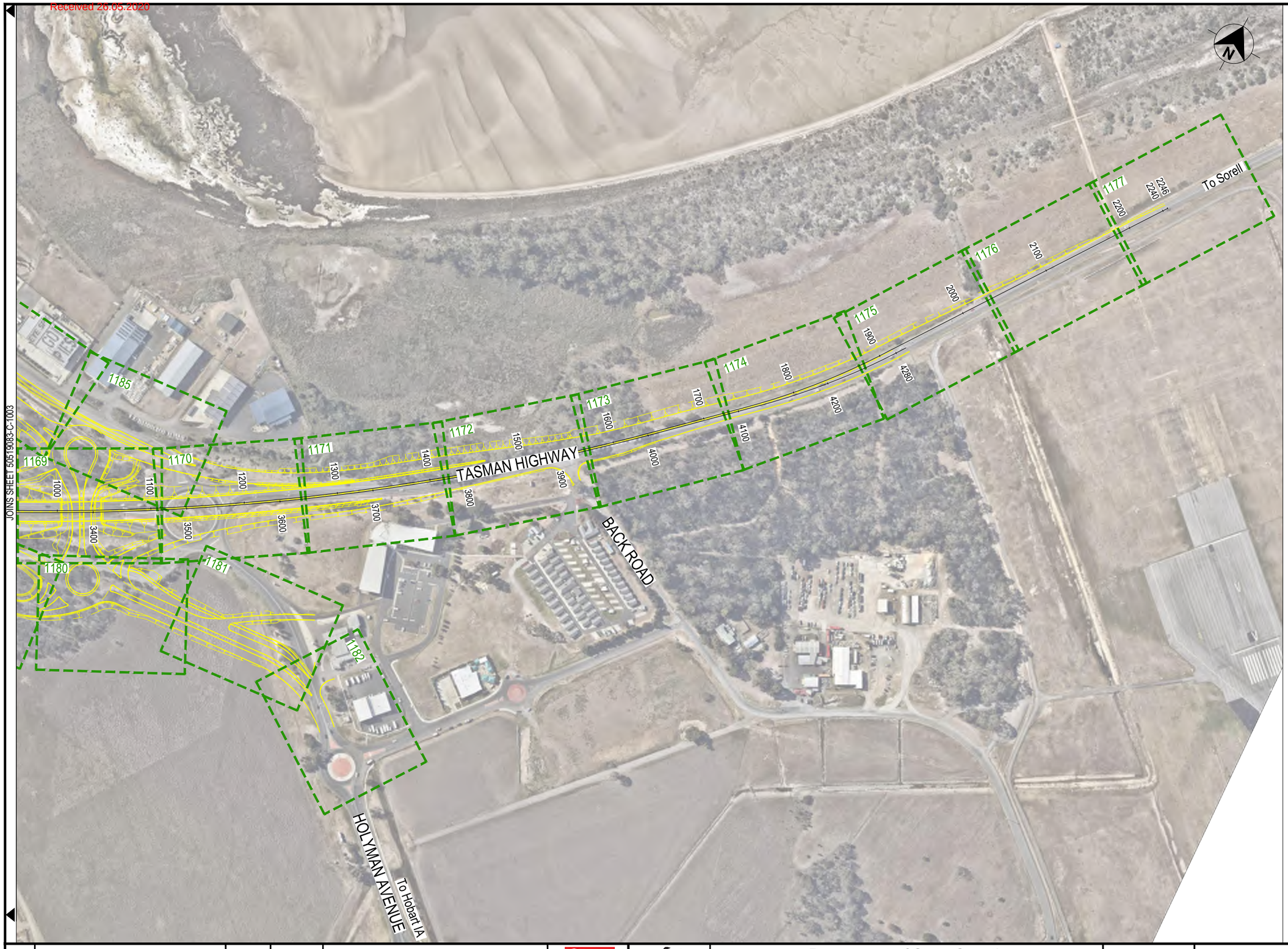
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
KEY PLAN
SHEET 1 OF 2

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1003	25-May-20, 10:07 PM	1003

REGISTRATION NUMBER
A0113.023

REVISION 2



LEGEND

SHEET AREA AT 1:500

NOTES

1. ONLY PLAN SHEET AREAS ARE SHOWING ON KEY PLAN

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

SCALES

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HORIZONTAL SCALE 1:4000m

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

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
KEY PLAN
SHEET 2 OF 2

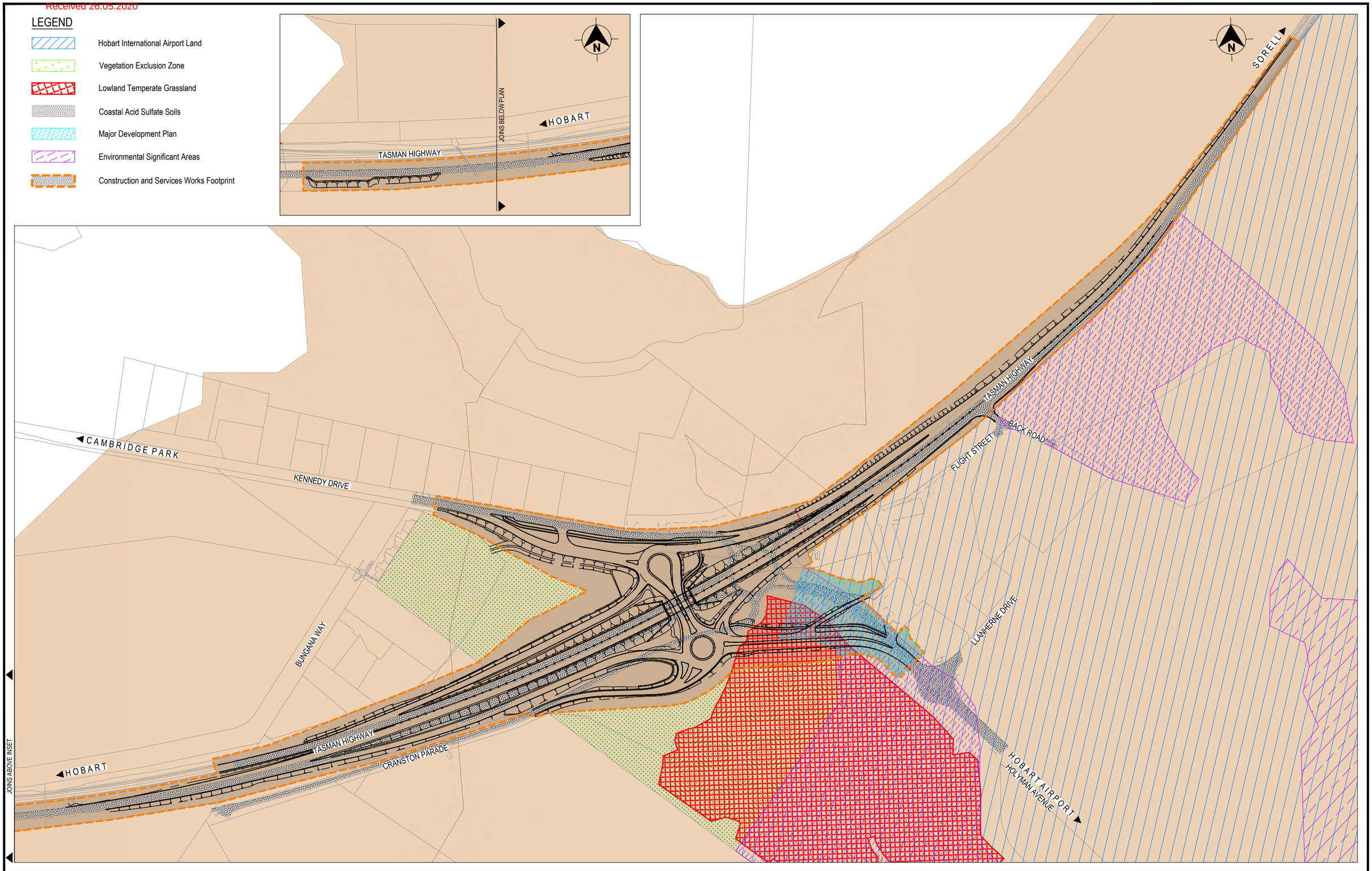
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1004	25-May-20, 10:07 PM	1004

REGISTRATION NUMBER
A0113.023

REVISION 2

LEGEND

- Hobart International Airport Land
- Vegetation Exclusion Zone
- Lowland Temperate Grassland
- Coastal Acid Sulfate Soils
- Major Development Plan
- Environmental Significant Areas
- Construction and Services Works Footprint



No.	Amendment Description	Initials	Date
4	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
2	ADDED SERVICE CORRIDOR	SAS	17/03/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES

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HORIZONTAL SCALE 1:5000m

Co-ordinate System: MGA ZONE 55 **Height Datum:** A.H.D

Hazell Bros | Cardno | Tasmanian Government

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

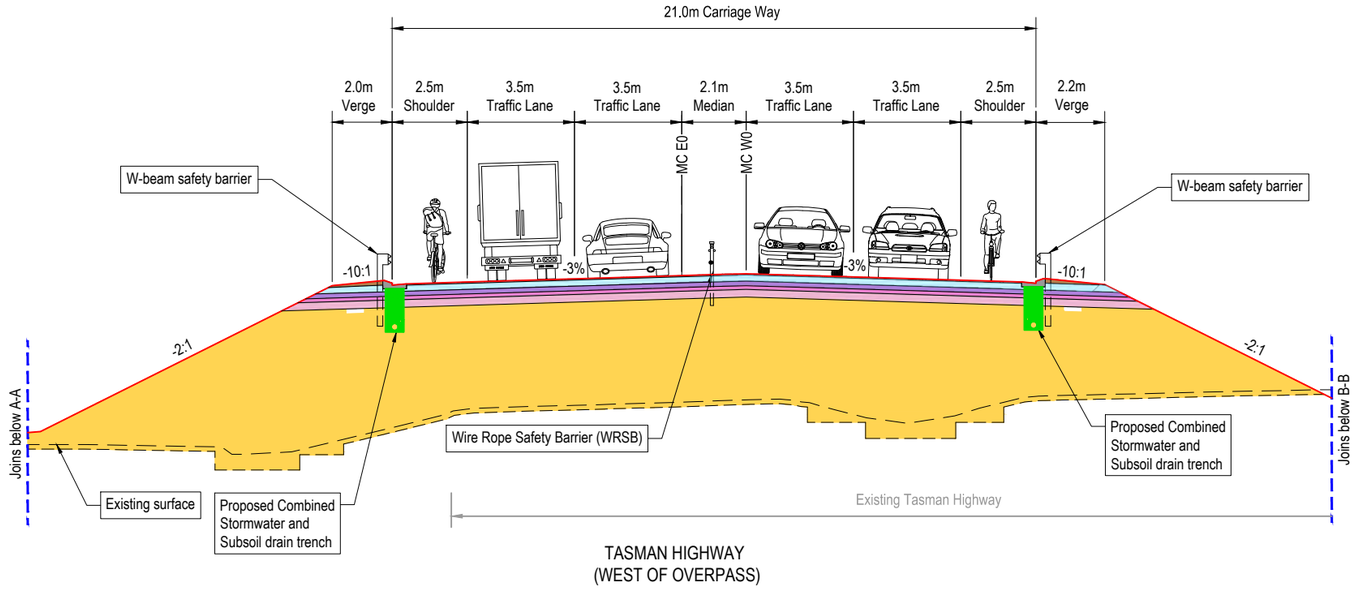
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
GENERAL PLAN - CONSTRAINTS
SHEET 1 OF 1

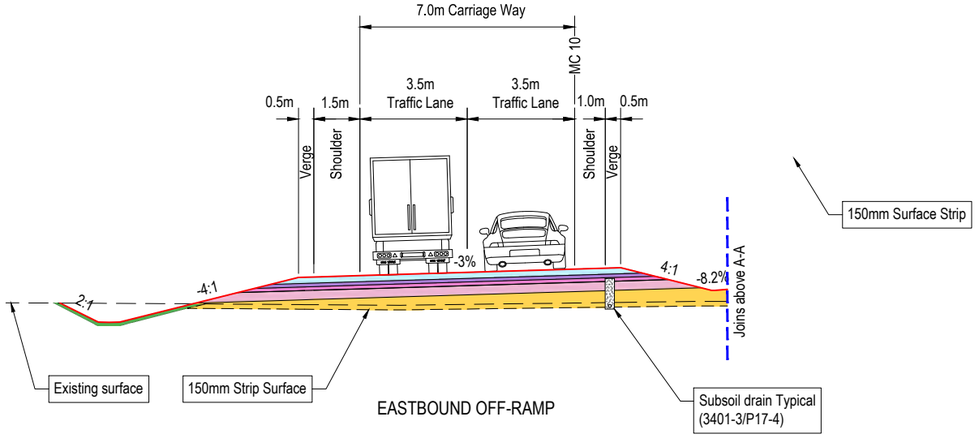
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1011	25-May-20, 10:31 PM	1011

REGISTRATION NUMBER
A0113.023

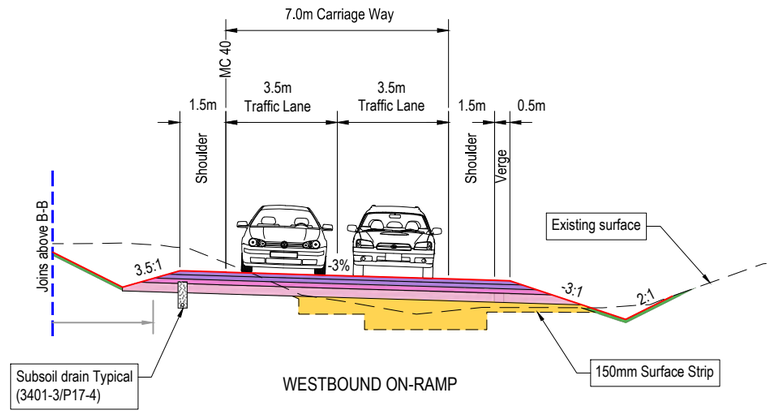
REVISION 4



TASMAN HIGHWAY
(WEST OF OVERPASS)



EASTBOUND OFF-RAMP



WESTBOUND ON-RAMP

TYPCIAL CROSS SECTION 1
MCW0 - CH 3220
(Tasman Highway)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

1. See sheet PV-1710 & PV-1711 for pavement details.
2. Typical sections are typically along road alignment. Batter/drain and crossfall conditions will vary.
3. All earthworks shall be in accordance with the Department of State Growth Roadworks specifications and Standard sections (Series 200)

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

Cardno | Tasmanian Government

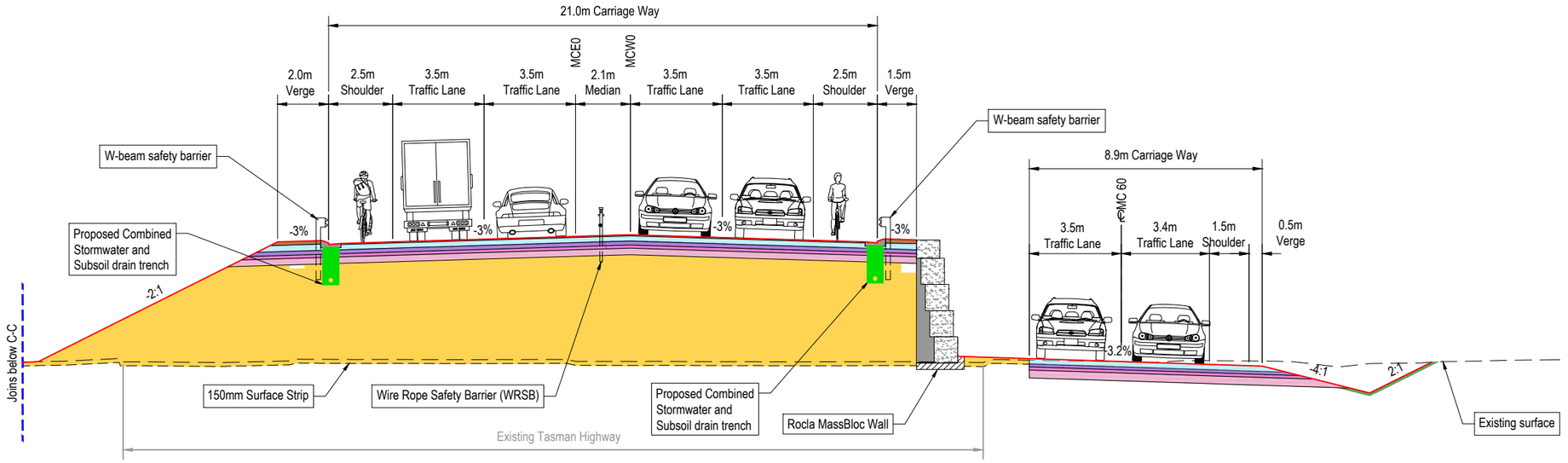
DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 1 OF 6

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1100	26-May-20, 12:47 AM	1100

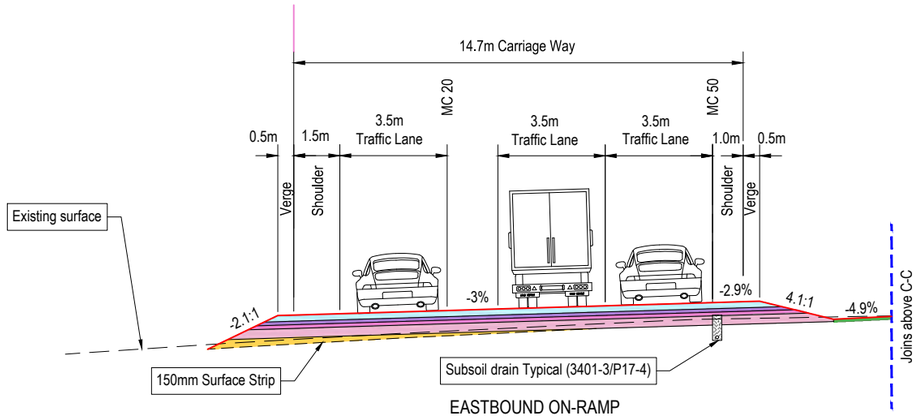
REGISTRATION NUMBER
A0113.023

REVISION 2



TASMAN HIGHWAY
(EAST OF OVERPASS)

WESTBOUND OFF-RAMP



EASTBOUND ON-RAMP

TYPICAL CROSS SECTION 2
MCW0 CHAINAGE 3540
(Tasman Highway)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

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No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

Cardno | Tasmanian Government

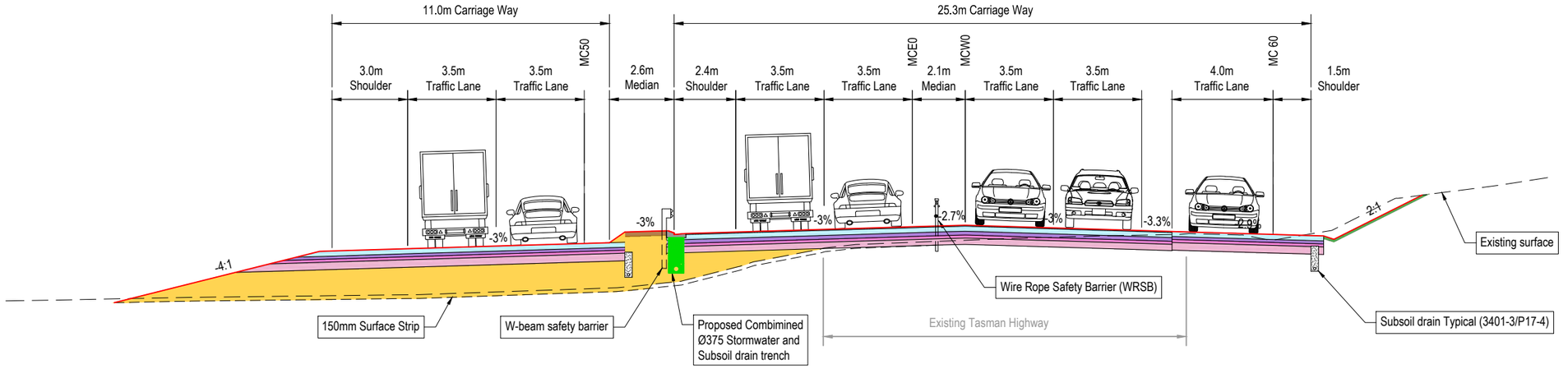
DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 2 OF 6

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1101	26-May-20, 12:47 AM	1101

REGISTRATION NUMBER
A0113.023

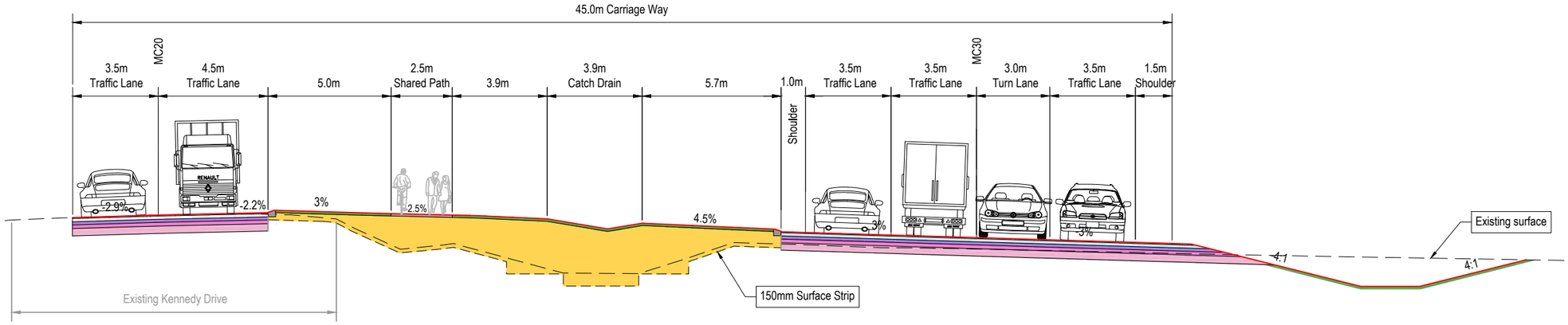
REVISION 2



EASTBOUND ON-RAMP

TYPICAL CROSS SECTION 3
MCW0 CHAINAGE 3760
(Tasman Highway)
SCALE 1:200

WESTBOUND OFF-RAMP



TYPICAL CROSS SECTION 4
MC30 CHAINAGE 240
(Kennedy Drive)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

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No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

Cardno | Tasmanian Government

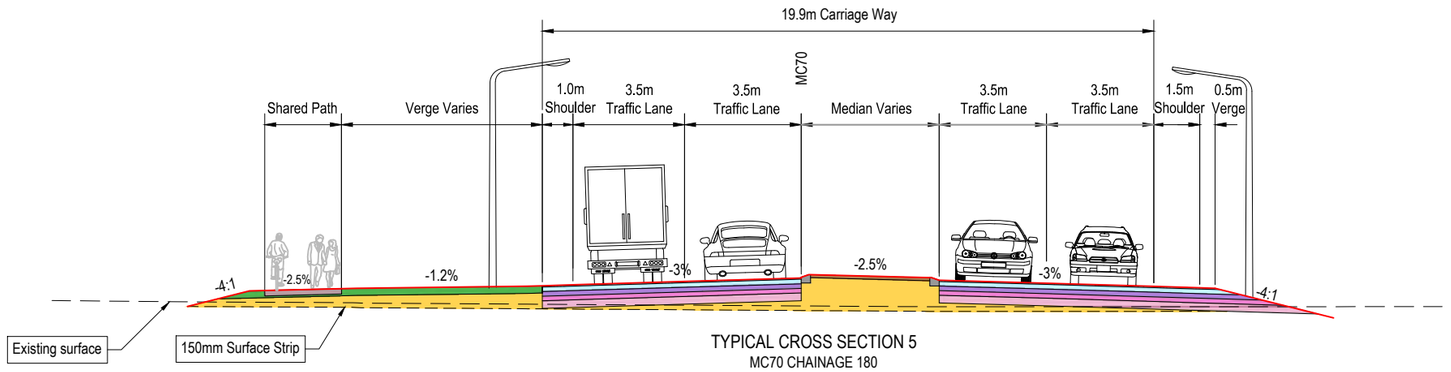
DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 3 OF 6

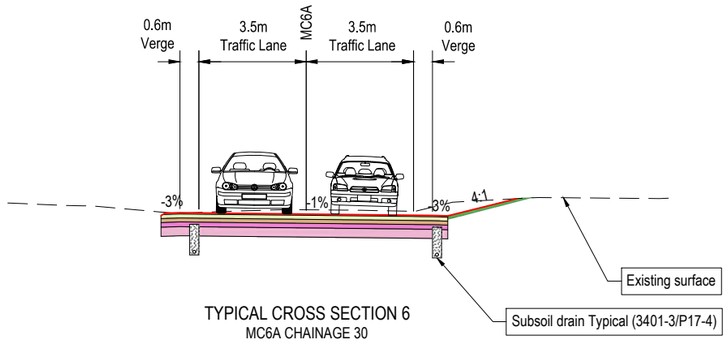
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1102	26-May-20, 12:47 AM	1102

REGISTRATION NUMBER
A0113.023

REVISION 2



TYPICAL CROSS SECTION 5
MC70 CHAINAGE 180
(Holyman Avenue)
SCALE 1:200



TYPICAL CROSS SECTION 6
MC6A CHAINAGE 30
(Back Road)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

1. See sheet PV-1710 & PV-1711 for pavement details.
2. Typical sections are typically along road alignment. Batter/drain and crossfall conditions will vary.
3. All earthworks shall be in accordance with the Department of State Growth Roadworks specifications and Standard sections (Series 200)

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

Cardno | Tasmanian Government

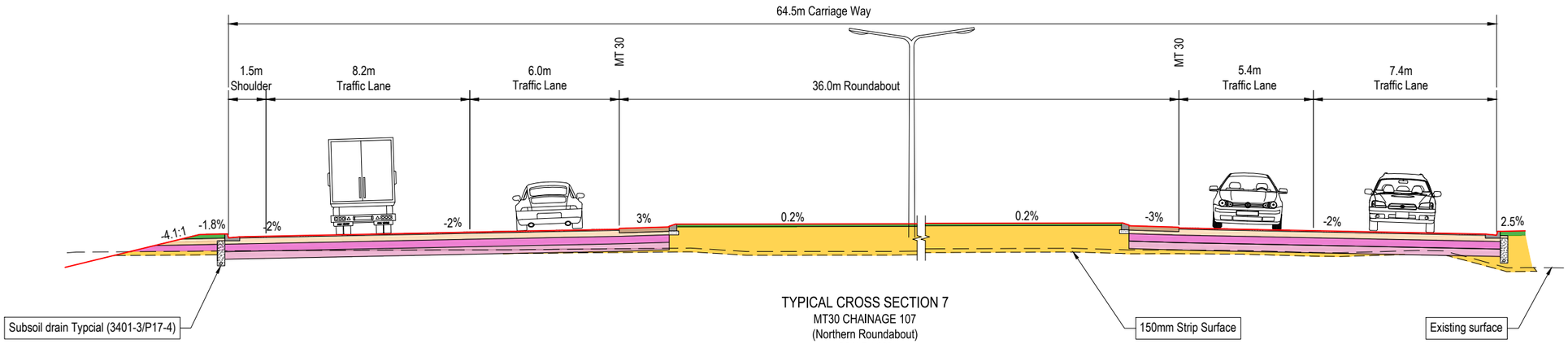
DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 4 OF 6

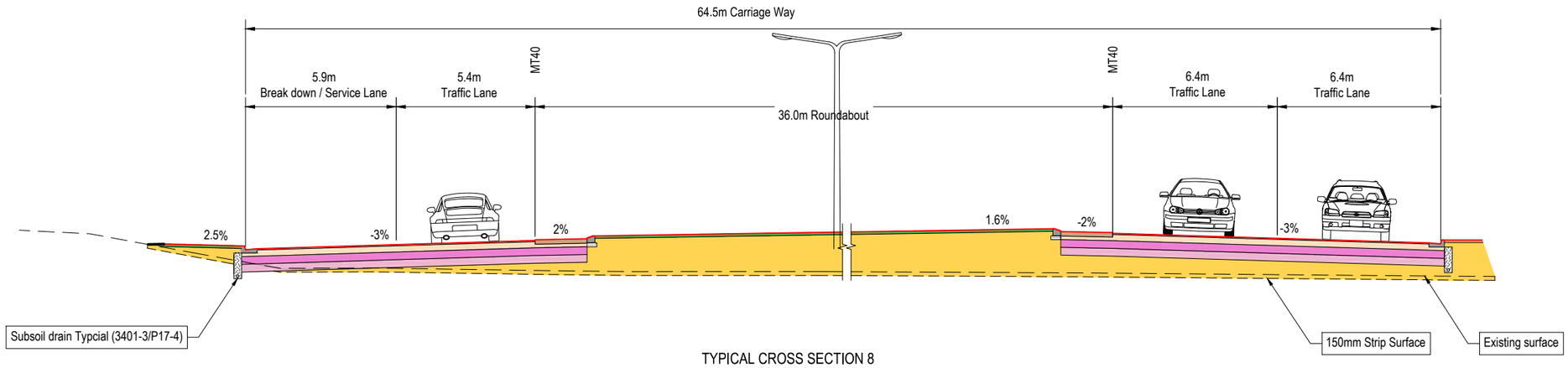
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1103	26-May-20, 12:47 AM	1103

REGISTRATION NUMBER
A0113.023

REVISION 2



TYPICAL CROSS SECTION 7
MT30 CHAINAGE 107
(Northern Roundabout)
SCALE 1:200



TYPICAL CROSS SECTION 8
MT40 CHAINAGE 3
(Southern Roundabout)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

1. See sheet PV-1710 & PV-1711 for pavement details.
2. Typical sections are typically along road alignment. Batter/drain and crossfall conditions will vary.
3. All earthworks shall be in accordance with the Department of State Growth Roadworks specifications and Standard sections (Series 200)

No.	Amendment Description	Initials	Date
1	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020

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

SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

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

Cardno | Tasmanian Government

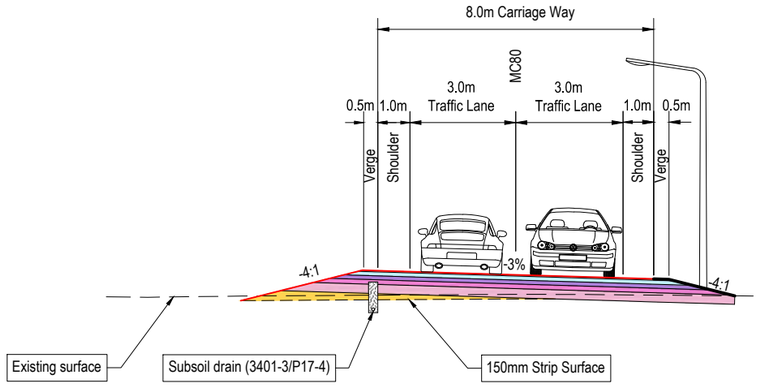
DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 5 OF 6

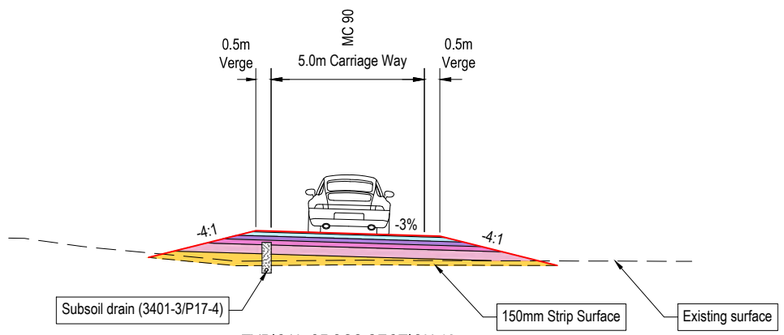
CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1104	26-May-20, 12:47 AM	1104

REGISTRATION NUMBER
A0113.023

REVISION 1



TYPICAL CROSS SECTION 9
MC80 CHAINAGE 140
(Cranston Parade)
SCALE 1:200



TYPICAL CROSS SECTION 10
MC90 CHAINAGE 80
(Service Station Access Road)
SCALE 1:200

LEGEND

- Dense Graded Asphalt Wearing Coarse
- DGS20
- Class 1 crushed rock
- Class 3 crushed rock
- Type A Fill
- Type B Fill
- Minor Concrete Works
- Shared Path
- General Fill
- Grassed Verge/Swale

Kerb types (3402-7/P37-2)

- M1
- M2
- B1
- C1

GENERAL NOTES:

1. See sheet PV-1710 & PV-1711 for pavement details.
2. Typical sections are typically along road alignment. Batter/drain and crossfall conditions will vary.
3. All earthworks shall be in accordance with the Department of State Growth Roadworks specifications and Standard sections (Series 200)

No.	Amendment Description	Initials	Date
1	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020

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SCALES
0 2.0 4.0 6.0 8.0
HORIZONTAL SCALE 1:200m

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

Cardno | Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
TYPICAL SECTIONS
SHEET - 6 OF 6

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1105	26-May-20, 12:47 AM	1105

REGISTRATION NUMBER
A0113.023

REVISION 1

				SCALES		Department of State Growth	CONTRACT No. 2960 / DRAWING 2019-2960-C1120 / PRINTED DATE 20-May-20, 8:48 AM / SHEET No. 1115
						TASMAN HIGHWAY (A0113) TASMAN HIGHWAY HOBART AIRPORT INTERCHANGE ALIGNMENT CONTROL PLAN SHEET - 1 OF 1	REGISTRATION NUMBER A0113.023
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	22/05/2020				REVISION 2
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020			DESIGNED LEN GRIFFITHS	
No.	Amendment Description	Initials	Date			REVIEWED SCOTT SPACKMAN	
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: MGA ZONE 55	Height Datum: A.H.D		

TR 157366/100
LGA SUBDIVISION ROAD
CLARENCE CITY COUNCIL

EXIT FROM CAMBRIDGE PARK DRIVE

TR 54470/1
ACQUIRED ROAD
THE CROWN

TASMAN HIGHWAY

From Hobart

To Sorell

TR 146586/6
TAMZIN PETA HOOKWAY
STIRLING MATHEW HOOKWAY

TR 146586/5
PETER HOOKWAY
TAMZIN PETA HOOKWAY

JOINS SHEET 50520038-C-1161

LEGEND

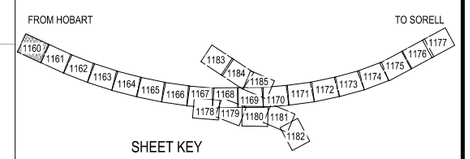
PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL



SHEET KEY

Utility information shown on plans does not depict any more than the presence of a service, based on available documentary evidence. The presence of a utility service, its size and location should be confirmed by field inspection, prior to the commencement of roadworks and the relevant utility plans obtained by dialling PH 1100 or Fax 1300 652 077(Dial before you dig). Caution should be exercised when working within the vicinity of all utility services.

No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 1 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1160	26-May-20, 1:28 AM	1160

REGISTRATION NUMBER
A0113.023

REVISION 3

JOINS SHEET 50520038-C-1160

JOINS SHEET 50520038-C-1162

TR 157366/100
LGA SUBDIVISION ROAD
CLARENCE CITY COUNCIL

TR 54471/1
SUBDIVISION ROAD
THE CROWN

Match smoothly to existing pavement

Connect to existing barrier system

From Hobart

Limit of works

TASMAN HIGHWAY

To Sorell

Install W-Beam

Proposed new layby
7m x 100m

Adjust existing stormwater outlet
to suit new batter

Ø375

LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- SW — STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- D — SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TB — TITLE BOUNDARY
- DC — DIGITAL CADASTRAL BOUNDARY
- E(OH) — OVER HEAD POWERLINE
- S — SEWER MAIN / MANHOLE
- W — WATER MAIN
- WR — WATER MAIN - RECYCLED
- Ø300 Ø300 — STORMWATER
- Ø300 Ø300 — STORMWATER - REMOVE
- T(FO) — FIBRE OPTIC COMMUNICATIONS
- T — COMMUNICATIONS
- G — GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL

1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185

SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazell Bros / Cardno — Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

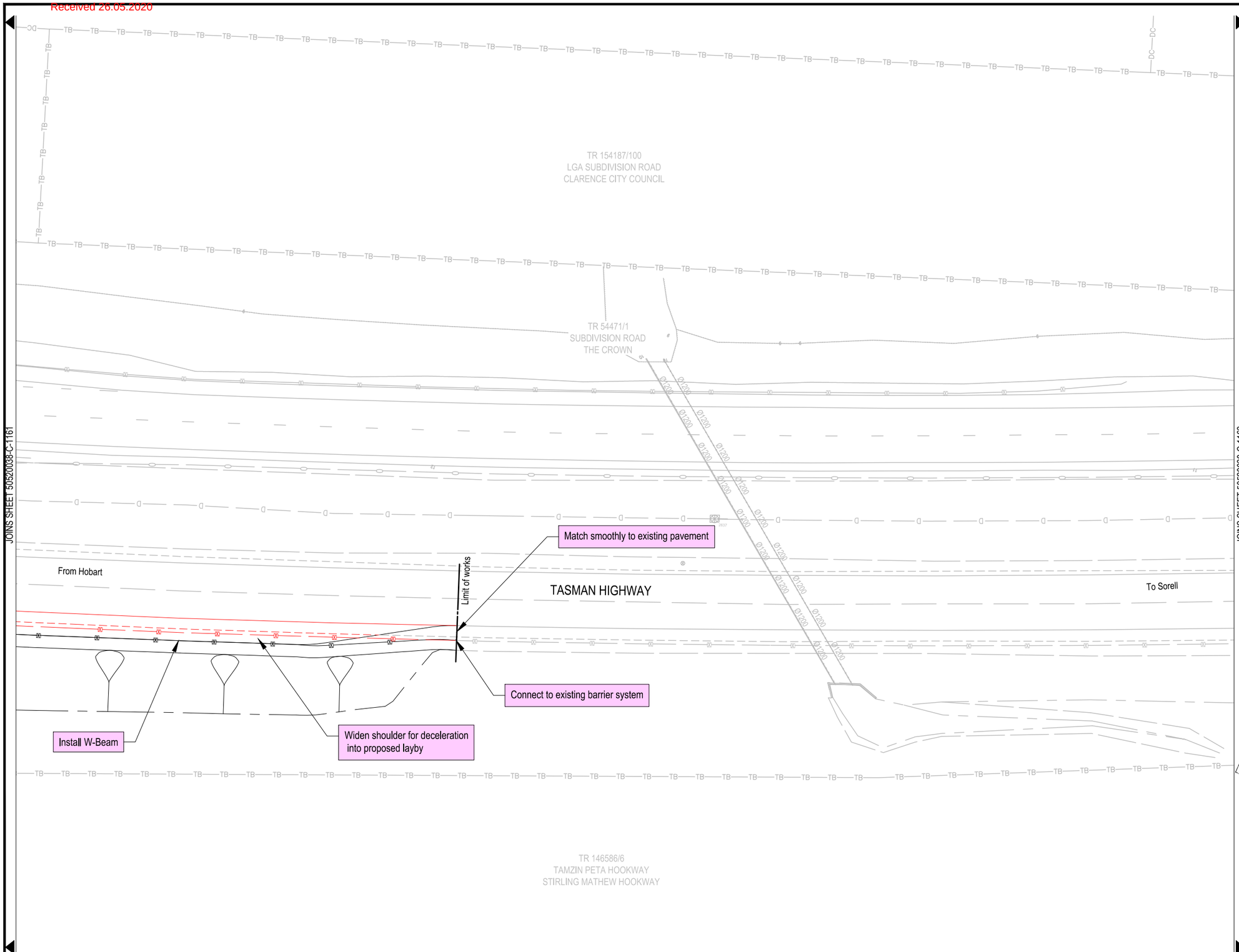
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 2 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1161	26-May-20, 1:28 AM	1161

REGISTRATION NUMBER
A0113.023

REVISION 3



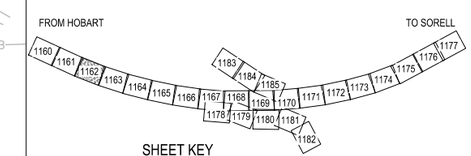
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20

HORIZONTAL SCALE 1:500m

Co-ordinate System: MGA ZONE 55 **Height Datum:** A.H.D

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

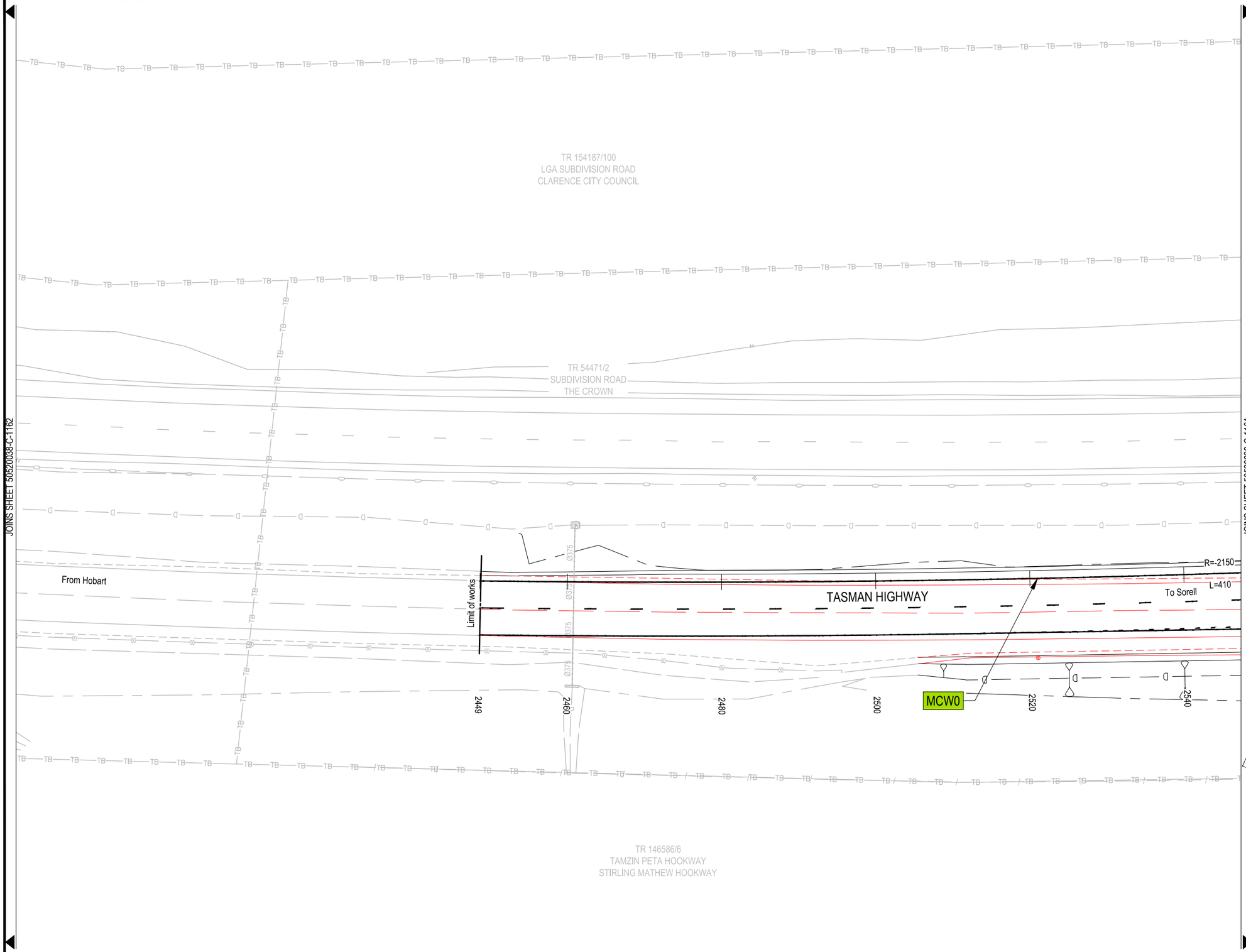
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 3 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1162	26-May-20, 1:29 AM	1162

REGISTRATION NUMBER
A0113.023

REVISION 3



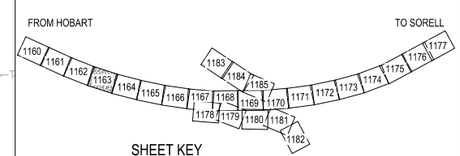
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

Co-ordinate System: MGA ZONE 55 **Height Datum:** A.H.D

Hazellbrae Cardno Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

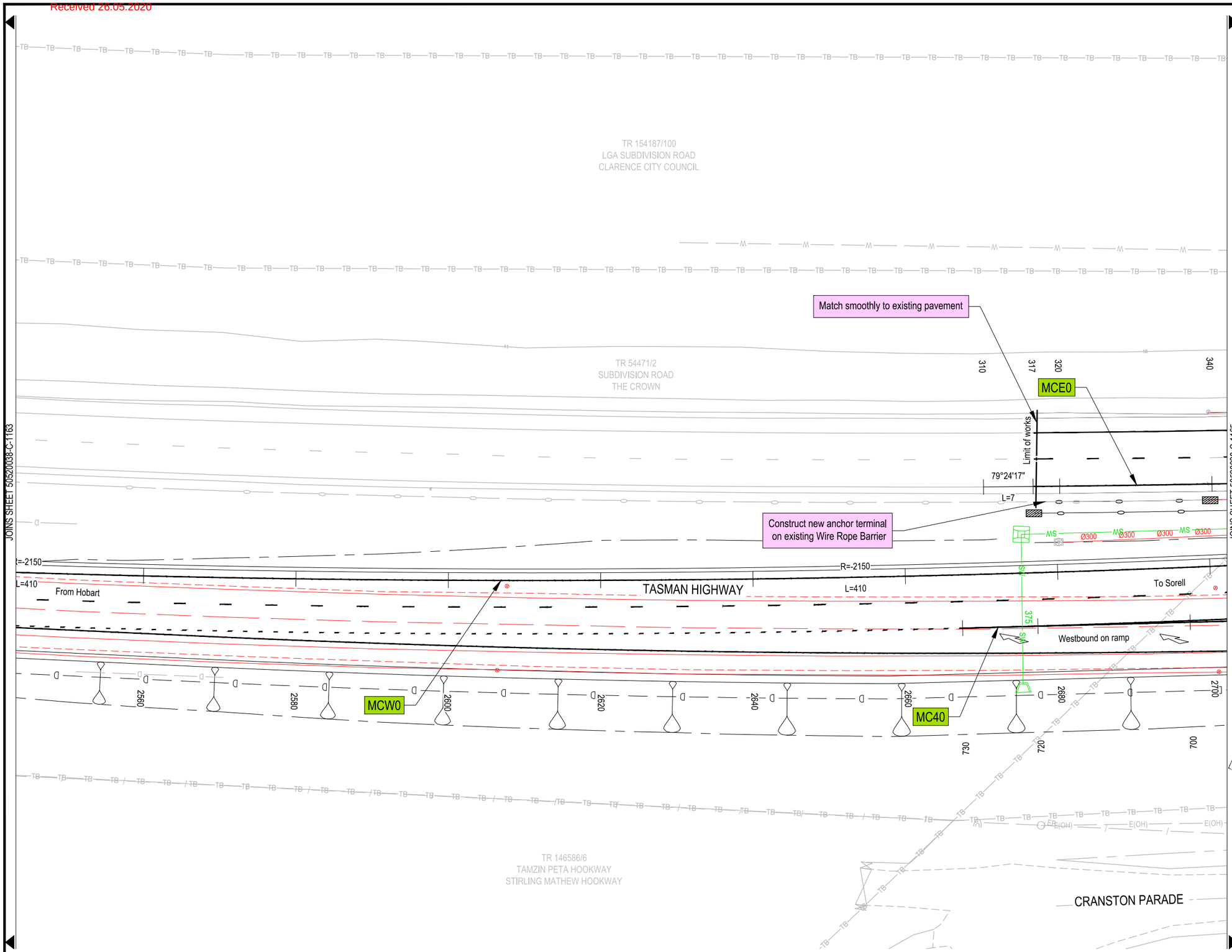
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 4 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1163	26-May-20, 1:29 AM	1163

REGISTRATION NUMBER
A0113.023

REVISION 3



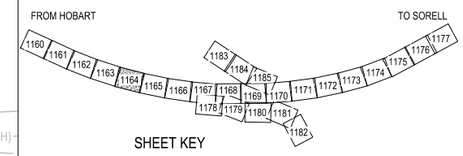
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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No.	Amendment Description	Initials	Date
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2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

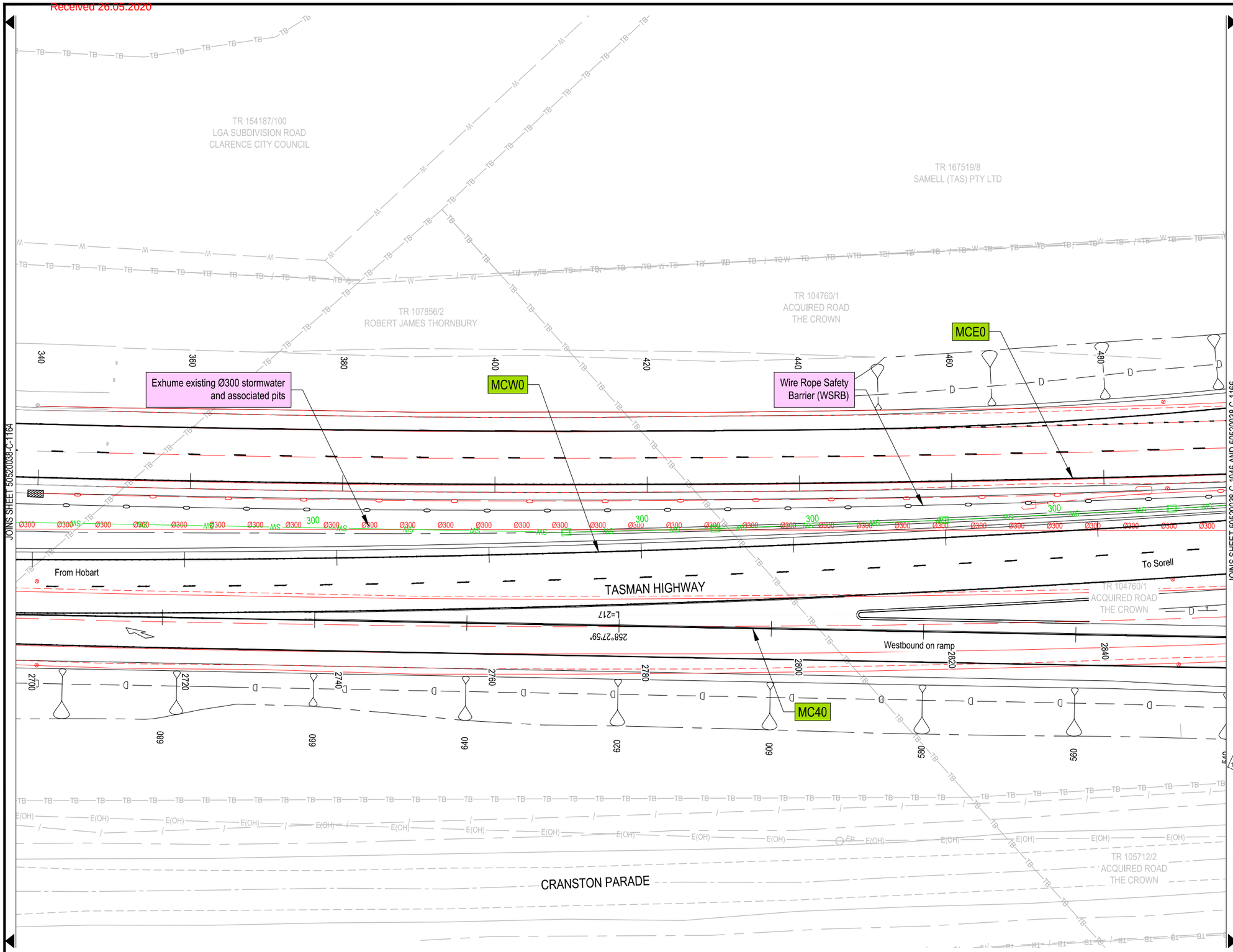
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 5 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1164	26-May-20, 1:29 AM	1164

REGISTRATION NUMBER
A0113.023

REVISION 3



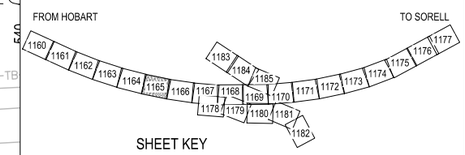
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

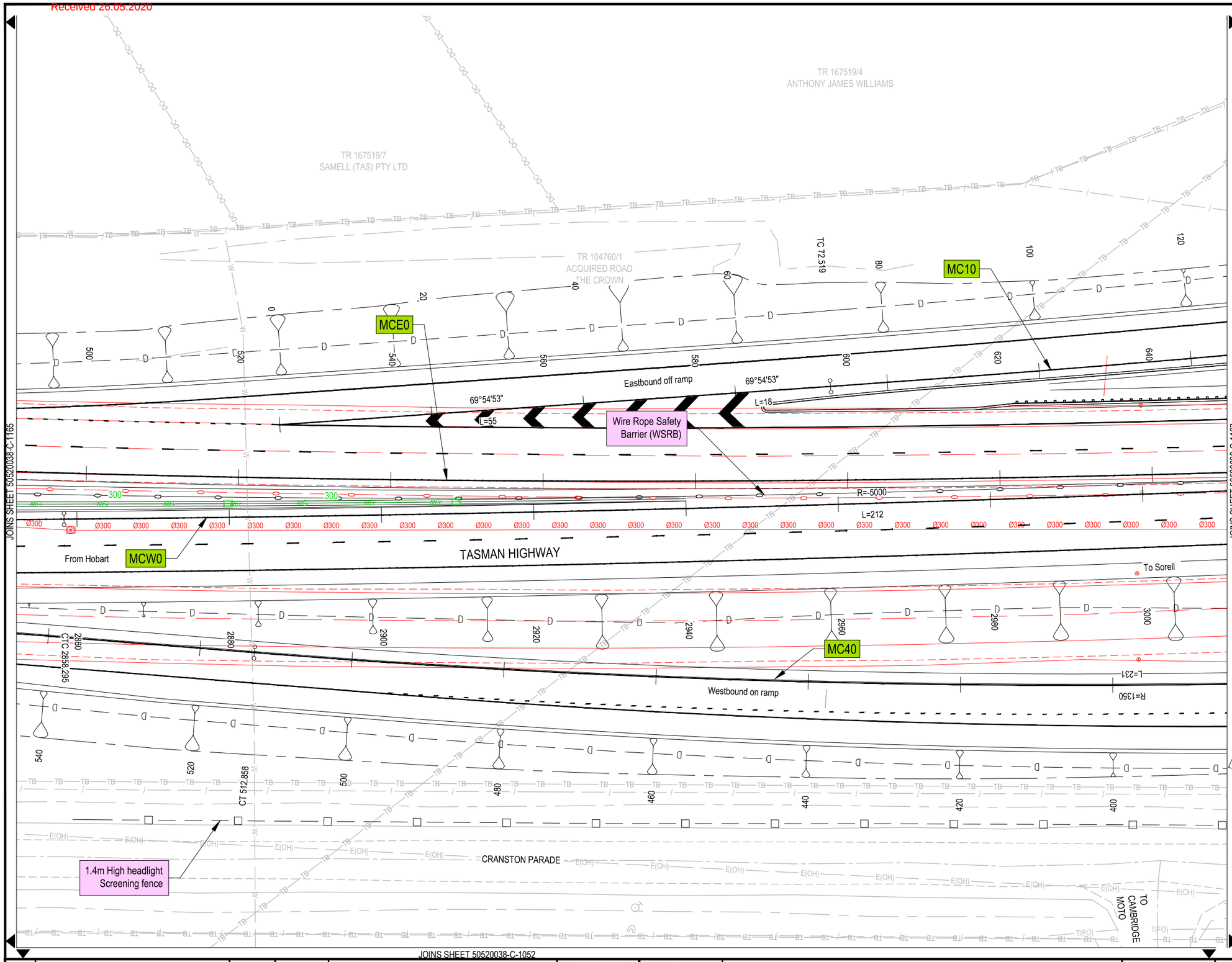
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 6 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1165	26-May-20, 1:29 AM	1165

REGISTRATION NUMBER
A0113.023

REVISION 3



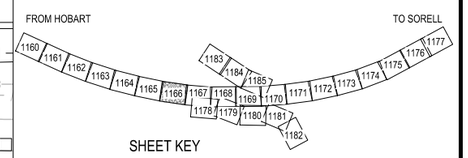
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 7 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1166	26-May-20, 1:30 AM	1166

REGISTRATION NUMBER
A0113.023

REVISION 3

Exhume existing Ø300 stormwater and associated pits

TR 104760/1
ACQUIRED ROAD
THE CROWN

MC10

Eastbound off ramp

R=-2966

L=230

W-Beam safety barrier

MCE0

R=-2660

L=835

TASMAN HIGHWAY

From Hobart

To Sorell

MCW0

MC40

Westbound on ramp

Demolish existing concrete pad and remove layby

MC40

1.4m High headlight Screening fence

TR 105712/3
ACQUIRED ROAD
THE CROWN

CRANSTON PARADE

Limit of works

65°49'17"

L=8

JOINS SHEET 50520038-C-1166

JOINS SHEET 50520038-C-1168

JOINS SHEET 50520038-C-1053

LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

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- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART TO SORELL

SHEET KEY

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SCALES

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HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

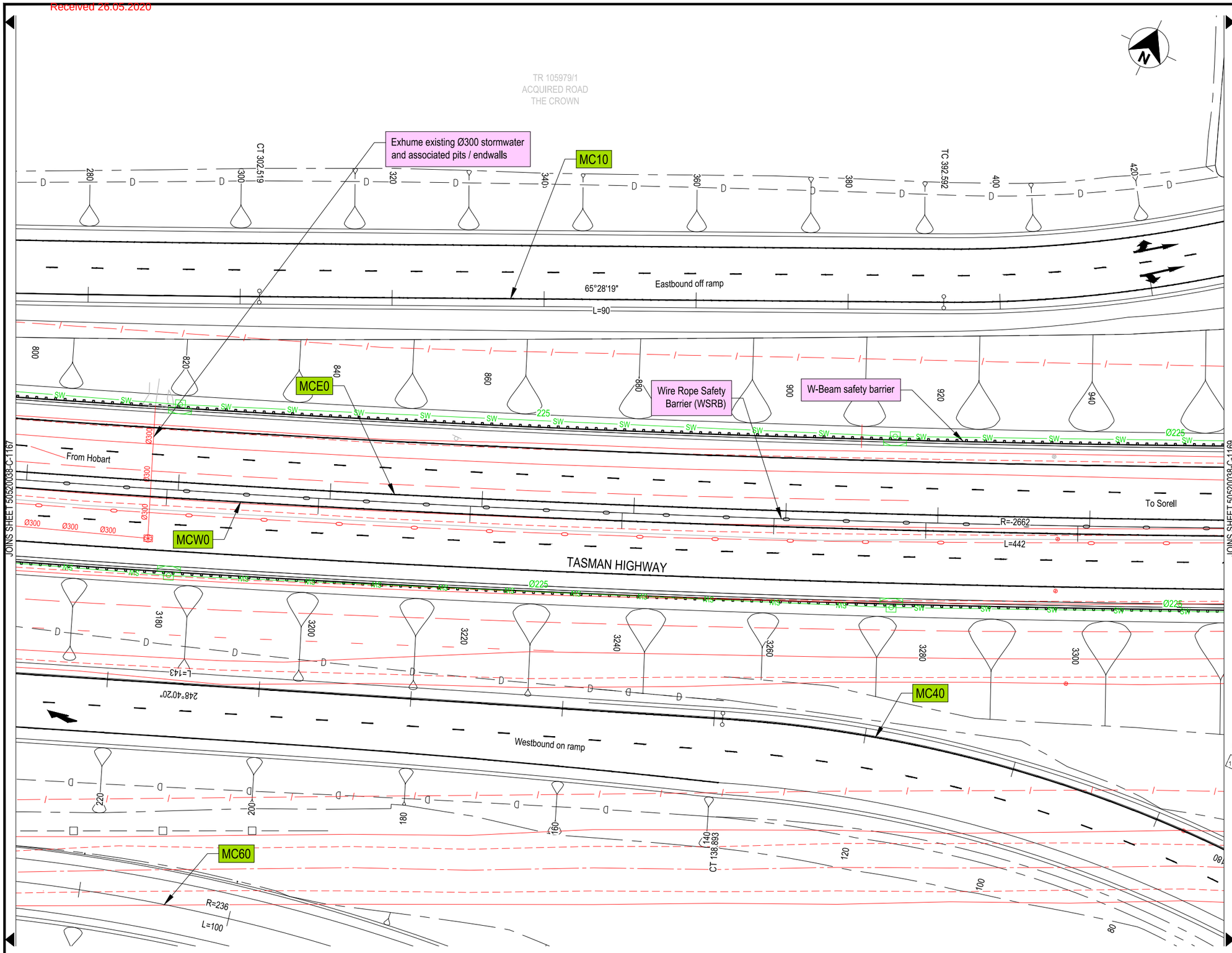
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 8 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1167	26-May-20, 1:30 AM	1167

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
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- SWALE DRAIN
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EXISTING

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FROM HOBART — TO SORELL

SHEET KEY

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

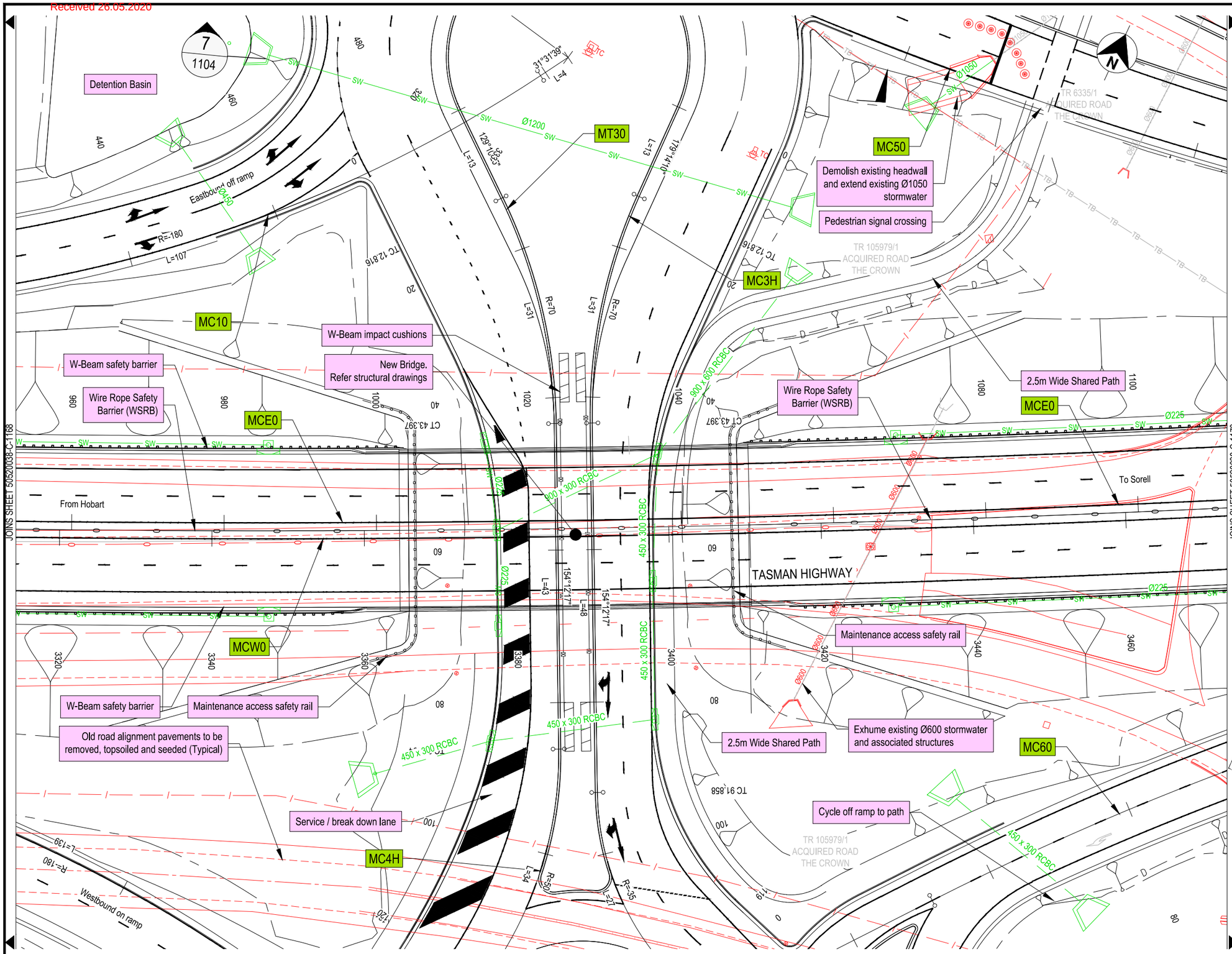
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 9 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1168	26-May-20, 1:30 AM	1168

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
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- BOX CULVERT
- STORMWATER STRUCTURES
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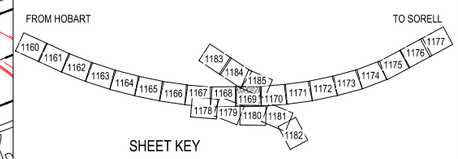
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL



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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

hazellbros Cardno — Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

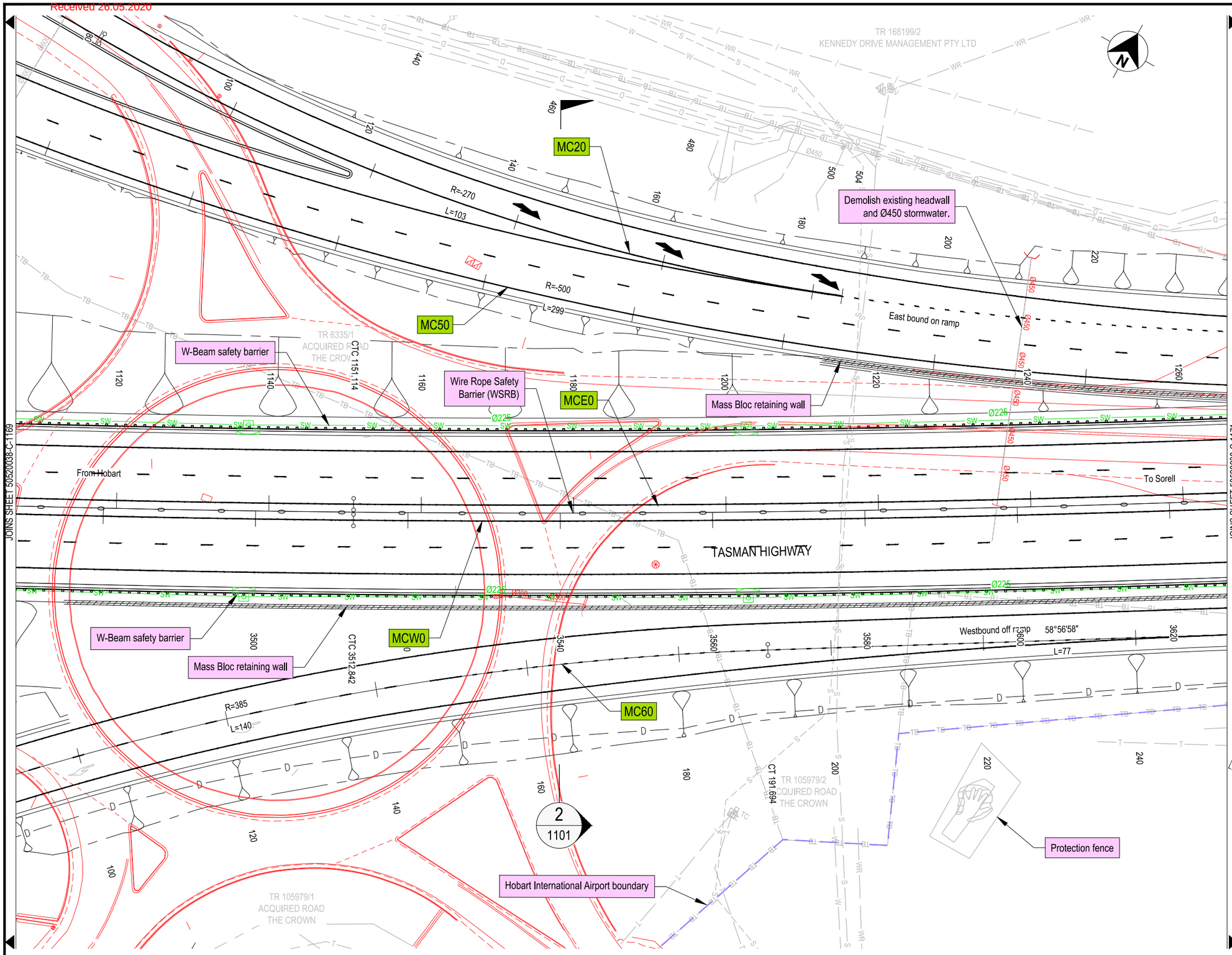
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 10 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1169	26-May-20, 1:30 AM	1169

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

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- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
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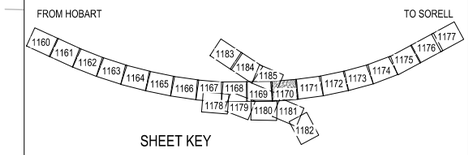
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

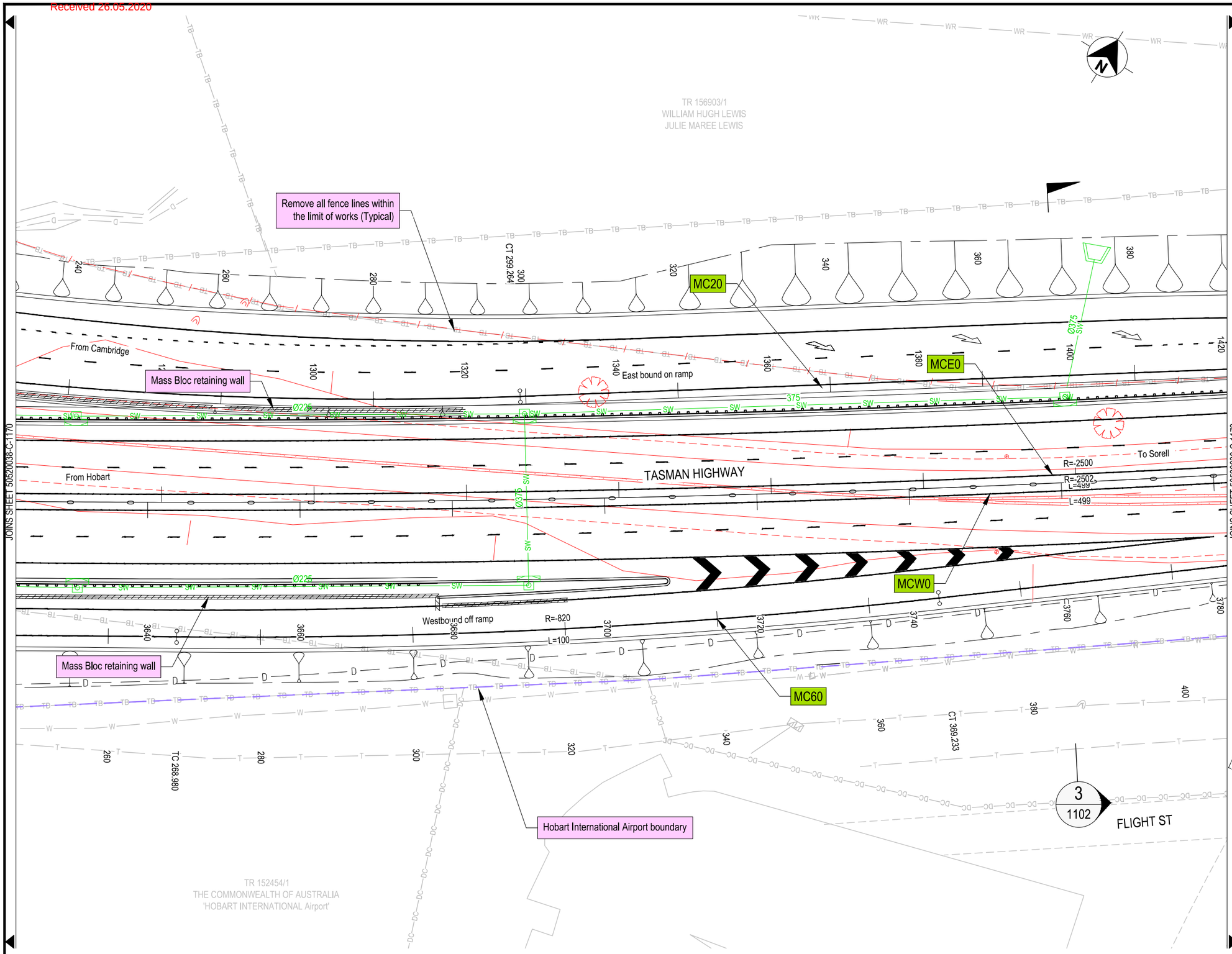
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 11 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1170	26-May-20, 1:31 AM	1170

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

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- WATER MAIN - RECYCLED
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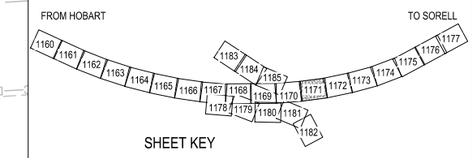
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

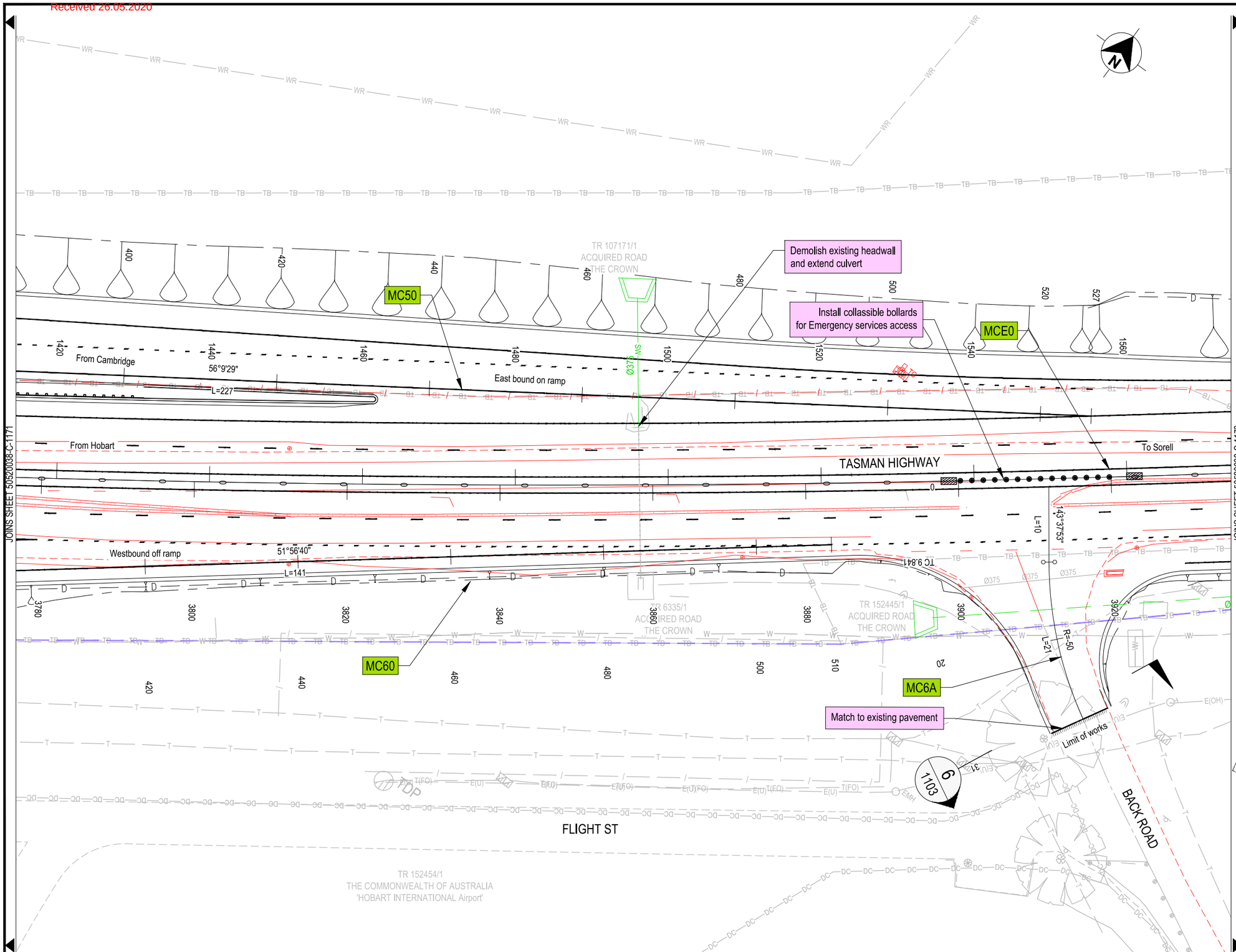
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 12 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1171	26-May-20, 1:31 AM	1171

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

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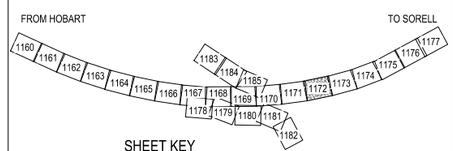
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

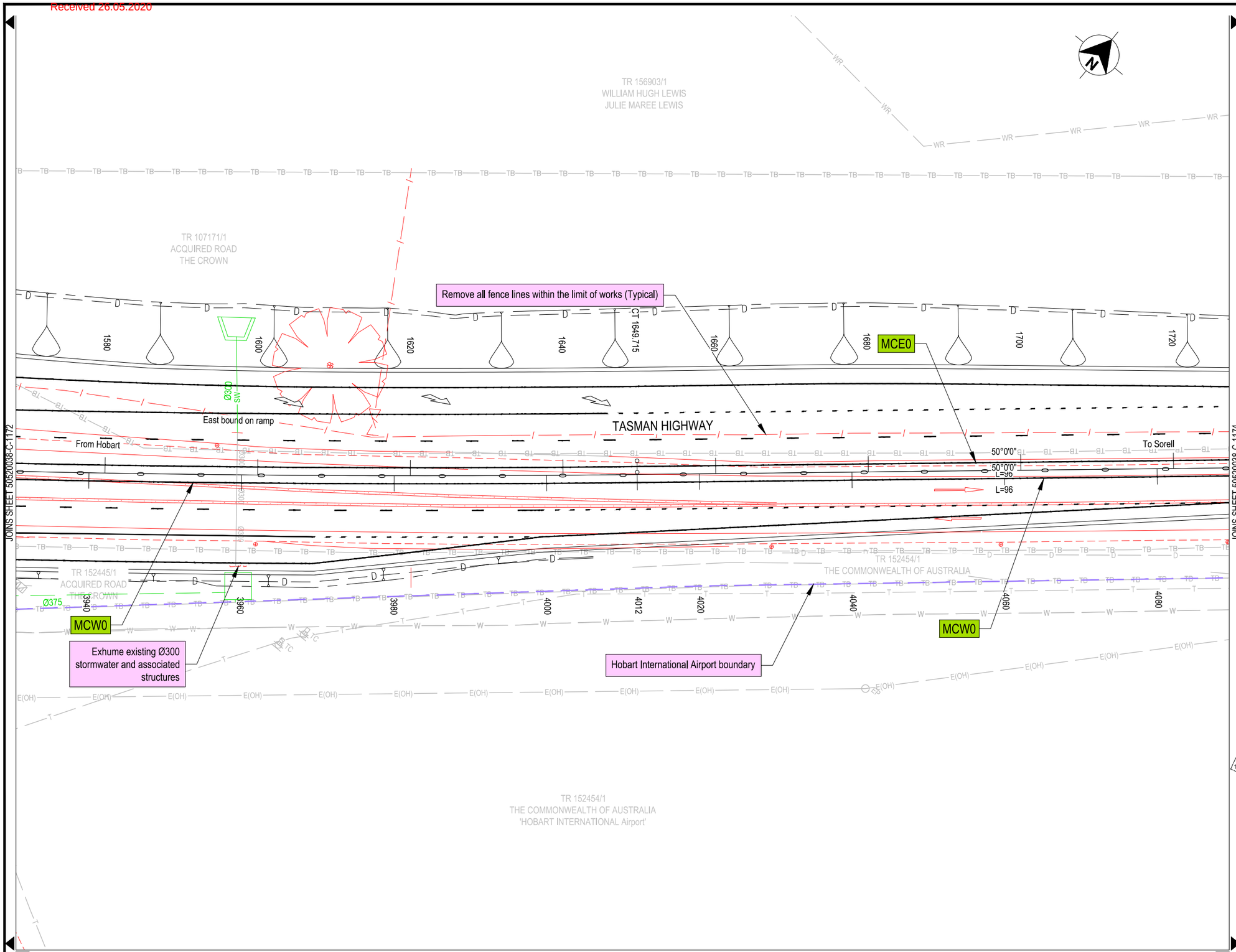
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 13 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1172	26-May-20, 1:31 AM	1172

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

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- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

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- COMMUNICATIONS
- GAS
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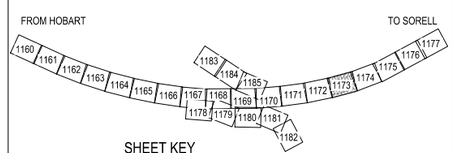

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SCALES
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Co-ordinate System: MGA ZONE 55 | Height Datum: A.H.D

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

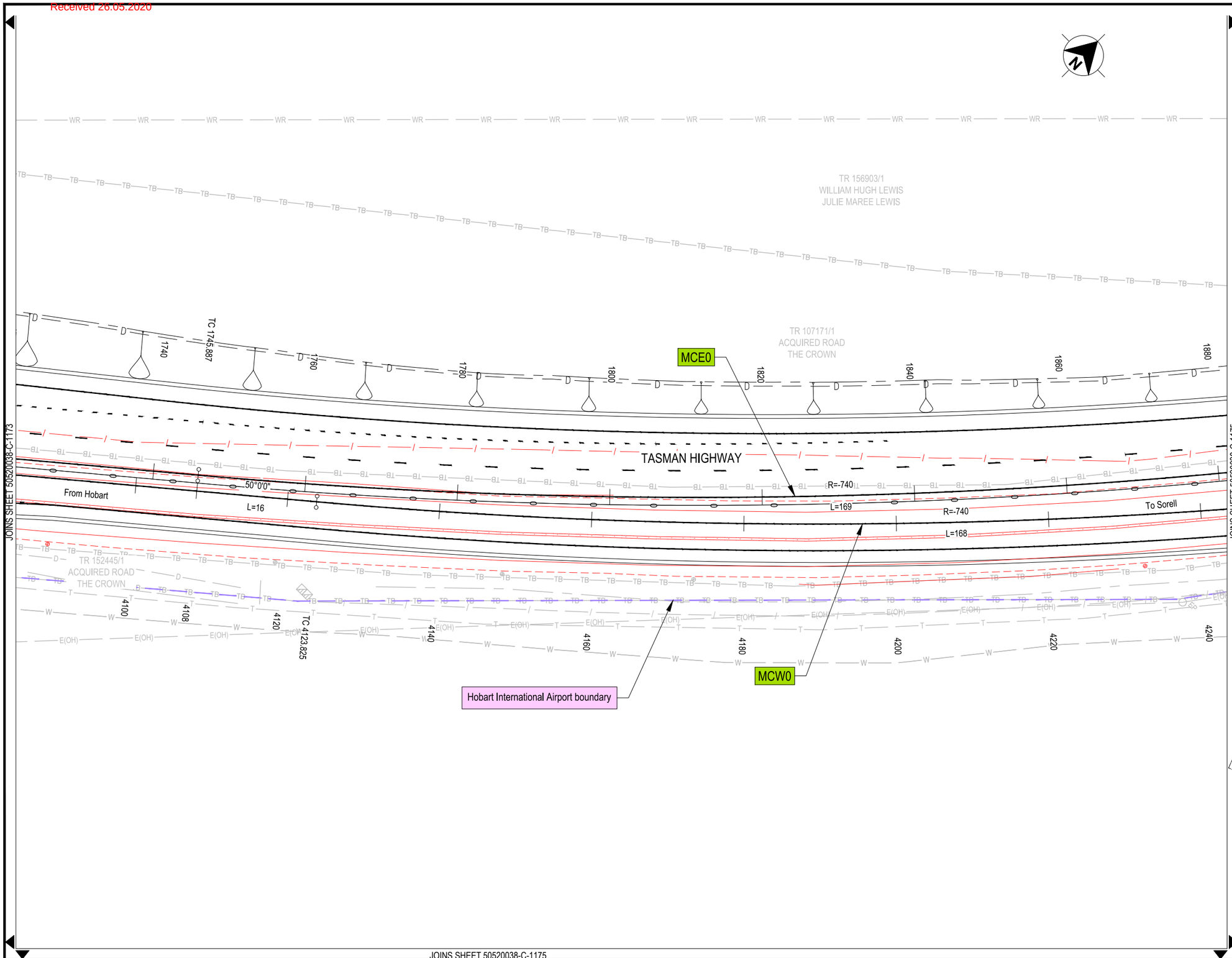
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 14 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1173	26-May-20, 1:31 AM	1173

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

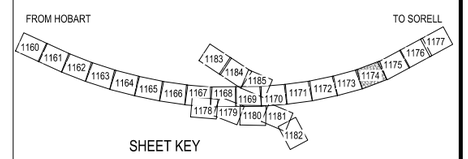
PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL



SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

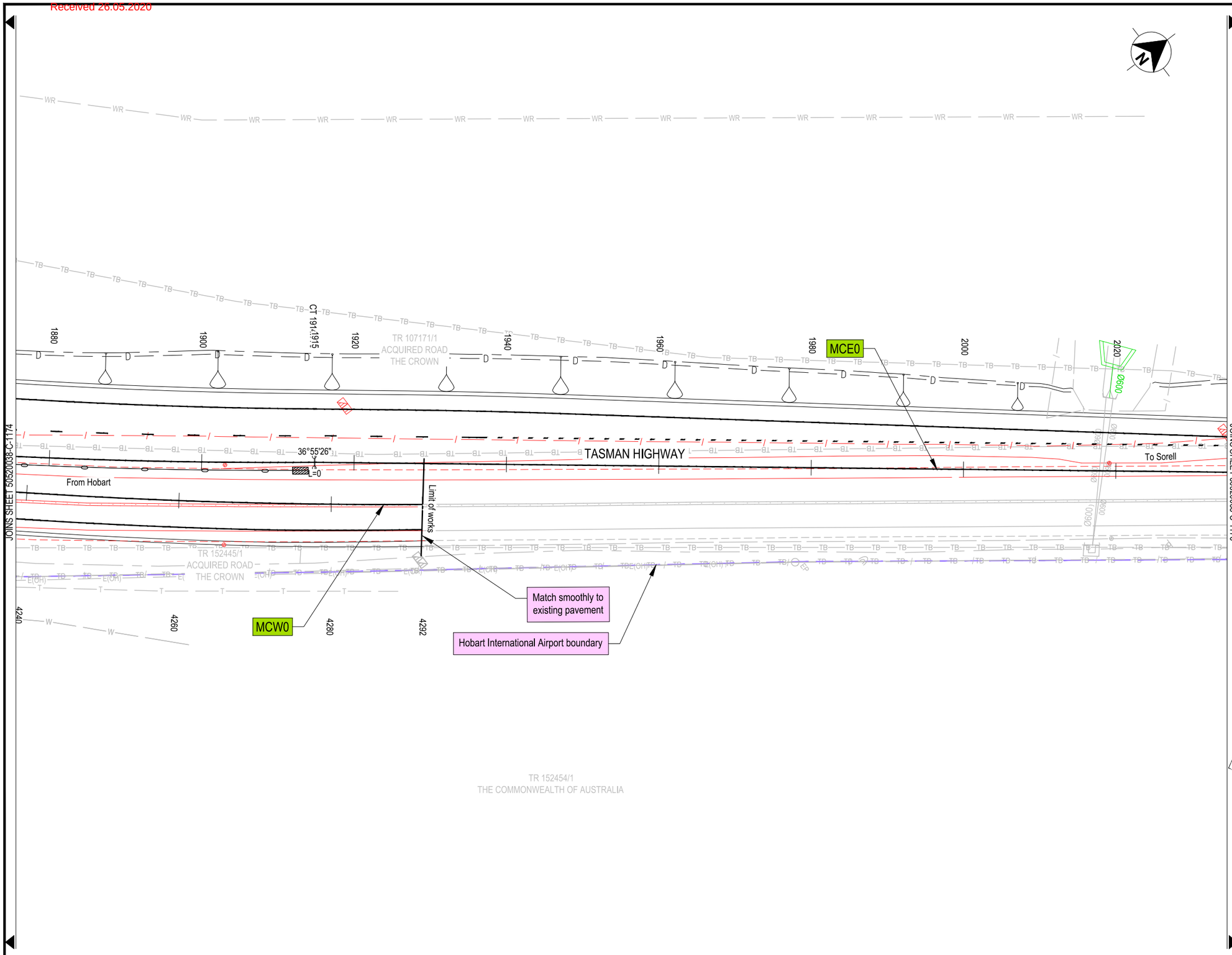
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 15 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1174	26-May-20, 1:32 AM	1174

REGISTRATION NUMBER
A0113.023

REVISION 3



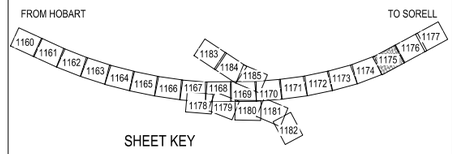
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- SW — STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- D — SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TB — TITLE BOUNDARY
- DC — DIGITAL CADASTRAL BOUNDARY
- E(OH) — OVER HEAD POWERLINE
- S — SEWER MAIN / MANHOLE
- W — WATER MAIN
- WR — WATER MAIN - RECYCLED
- Ø300 Ø300 — STORMWATER
- Ø300 Ø300 — STORMWATER - REMOVE
- T(FO) — FIBRE OPTIC COMMUNICATIONS
- T — COMMUNICATIONS
- G — GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

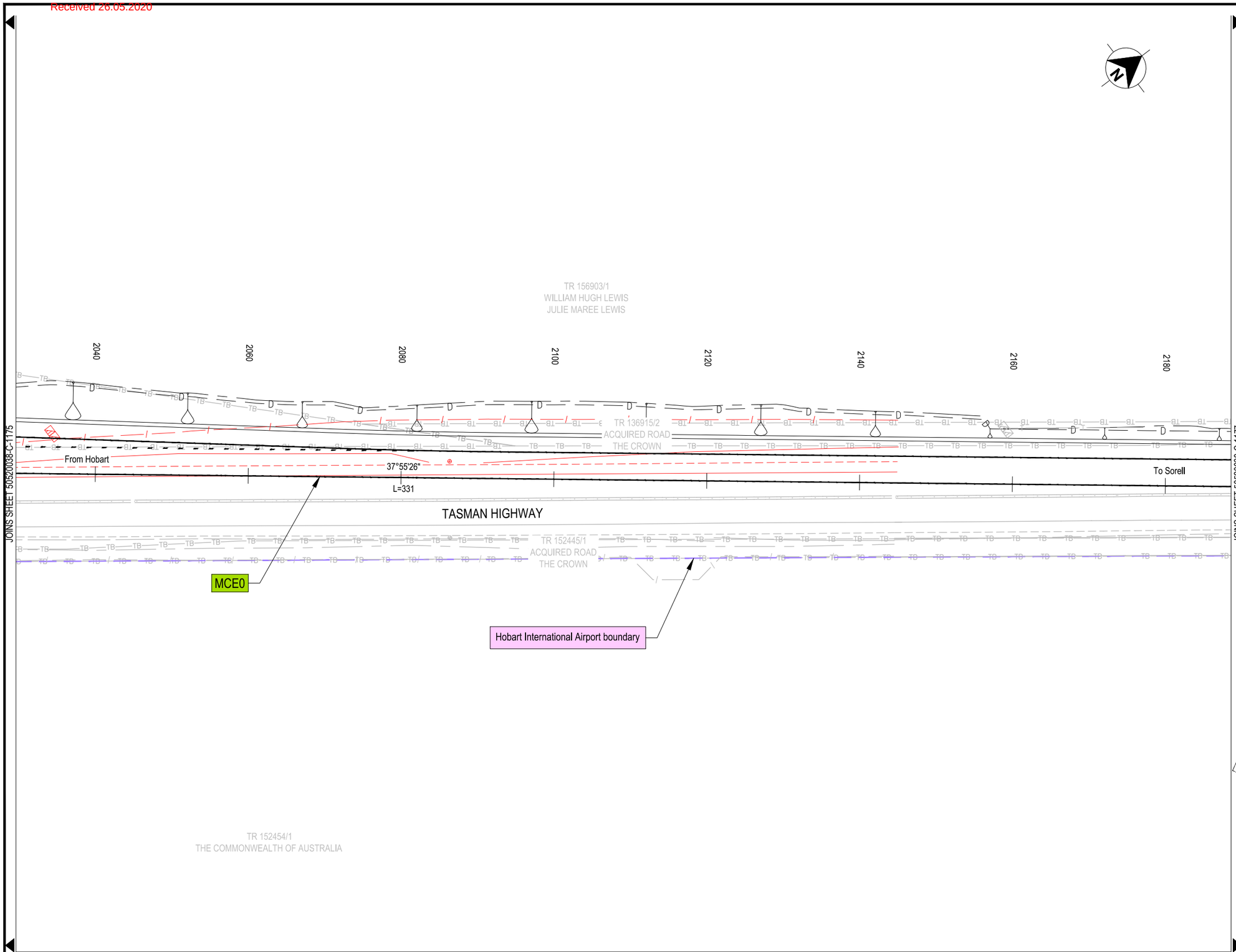
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 16 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1175	26-May-20, 1:32 AM	1175

REGISTRATION NUMBER
A0113.023

REVISION 3



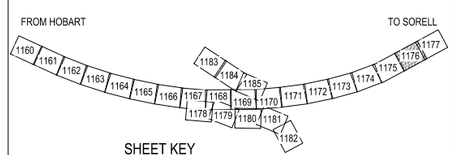
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- SW — STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- D — SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TB — TITLE BOUNDARY
- DC — DIGITAL CADASTRAL BOUNDARY
- E(OH) — OVER HEAD POWERLINE
- S — SEWER MAIN / MANHOLE
- W — WATER MAIN
- WR — WATER MAIN - RECYCLED
- Ø300 — STORMWATER
- Ø300 — STORMWATER - REMOVE
- T(FO) — FIBRE OPTIC COMMUNICATIONS
- T — COMMUNICATIONS
- G — GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazell Bros | Cardno | Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

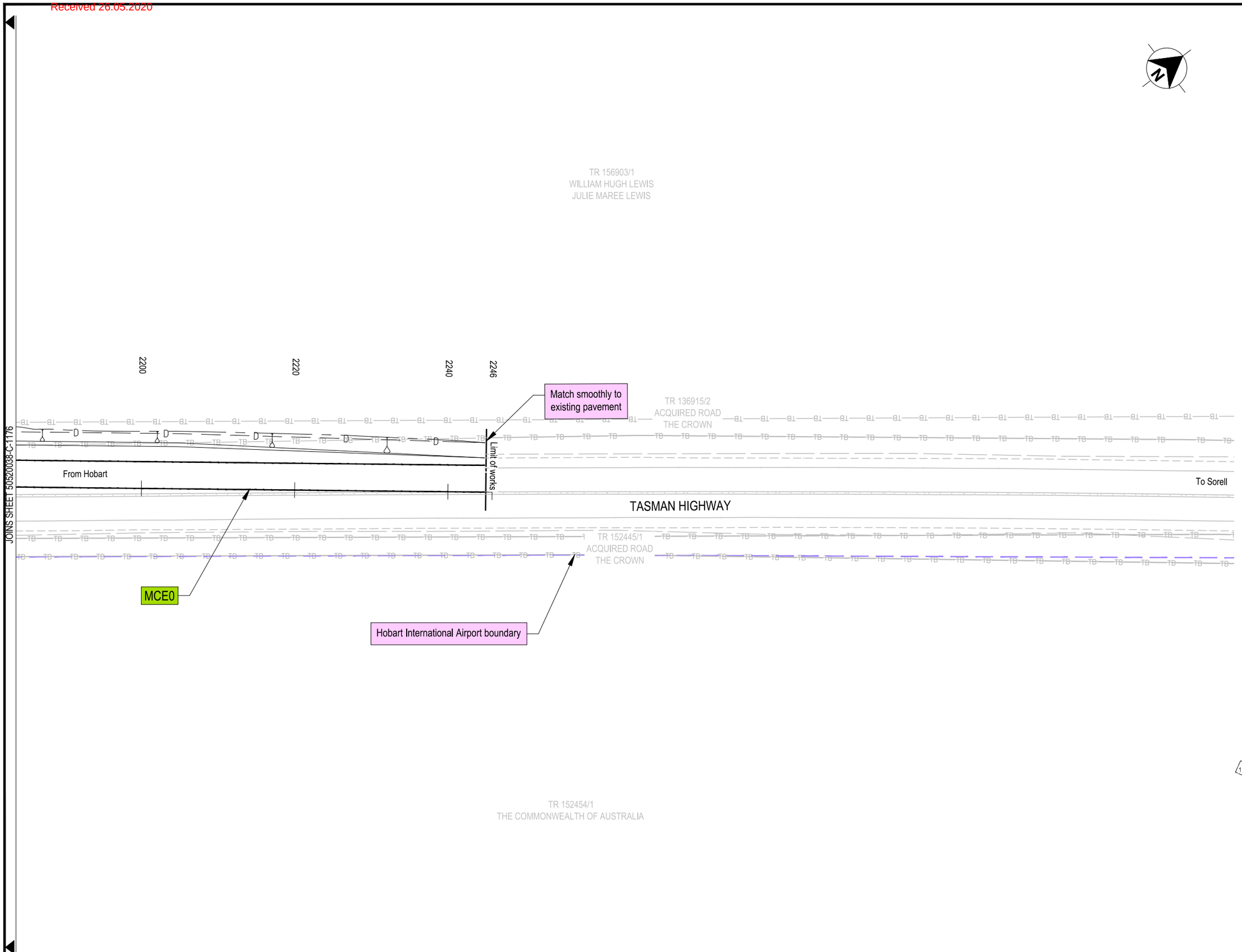
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 17 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1176	26-May-20, 1:32 AM	1176

REGISTRATION NUMBER
A0113.023

REVISION 3



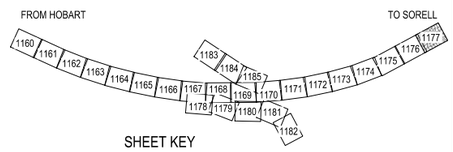
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE (SW)
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN (D)
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY (TB)
- DIGITAL CADASTRAL BOUNDARY (DC)
- OVER HEAD POWERLINE (E(OH))
- SEWER MAIN / MANHOLE (S)
- WATER MAIN (W)
- WATER MAIN - RECYCLED (WR)
- STORMWATER (Ø300 Ø300)
- STORMWATER - REMOVE (Ø300 Ø300)
- FIBRE OPTIC COMMUNICATIONS (T(FO))
- COMMUNICATIONS (T)
- GAS (G)
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Haselbore | Cardno | Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

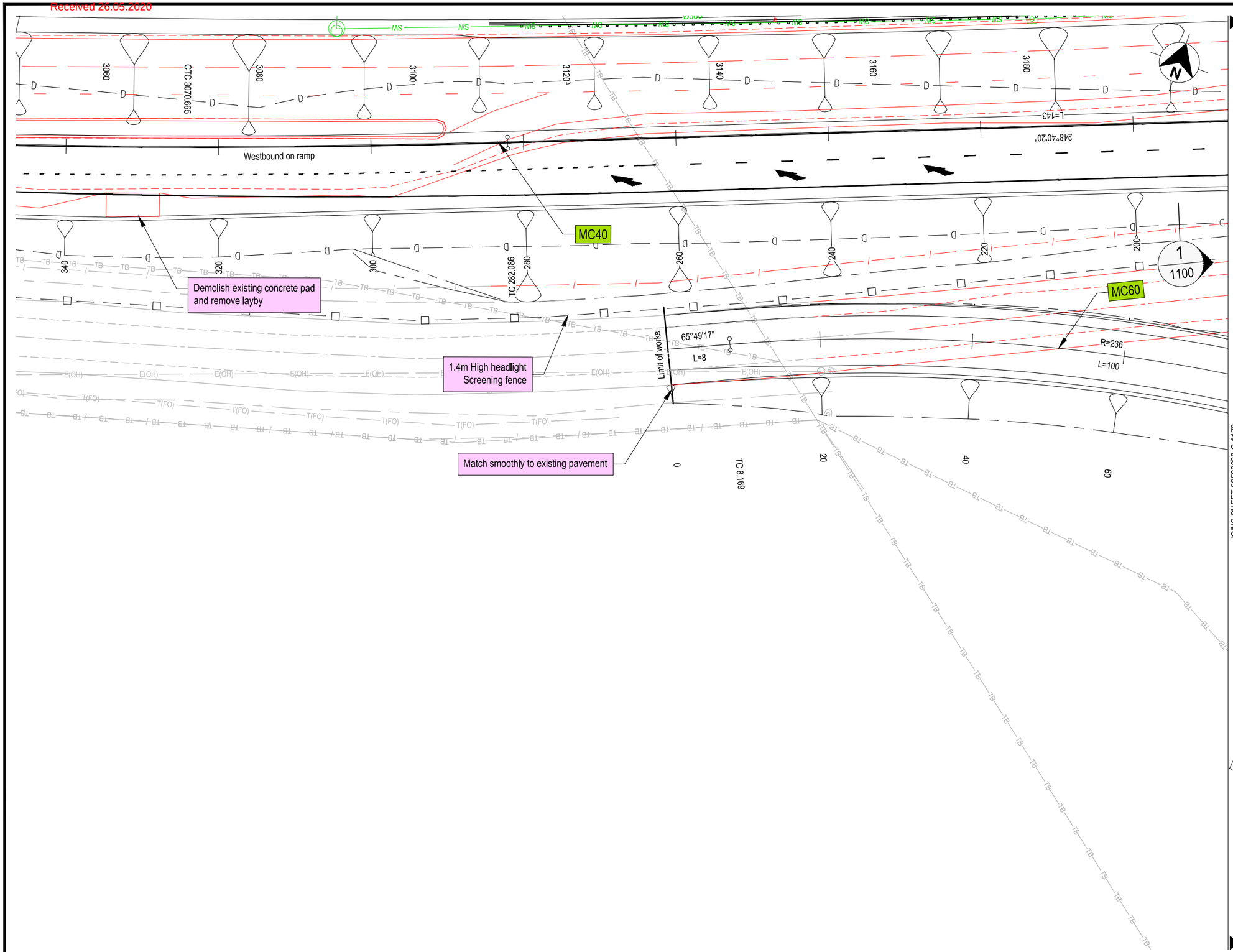
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 18 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1177	26-May-20, 1:32 AM	1177

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

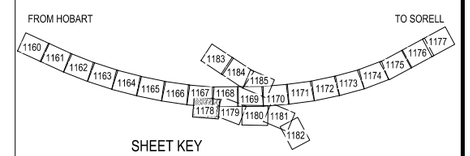
- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

JOINS SHEET 50520038-C-1179

FROM HOBART — TO SORELL



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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20

HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

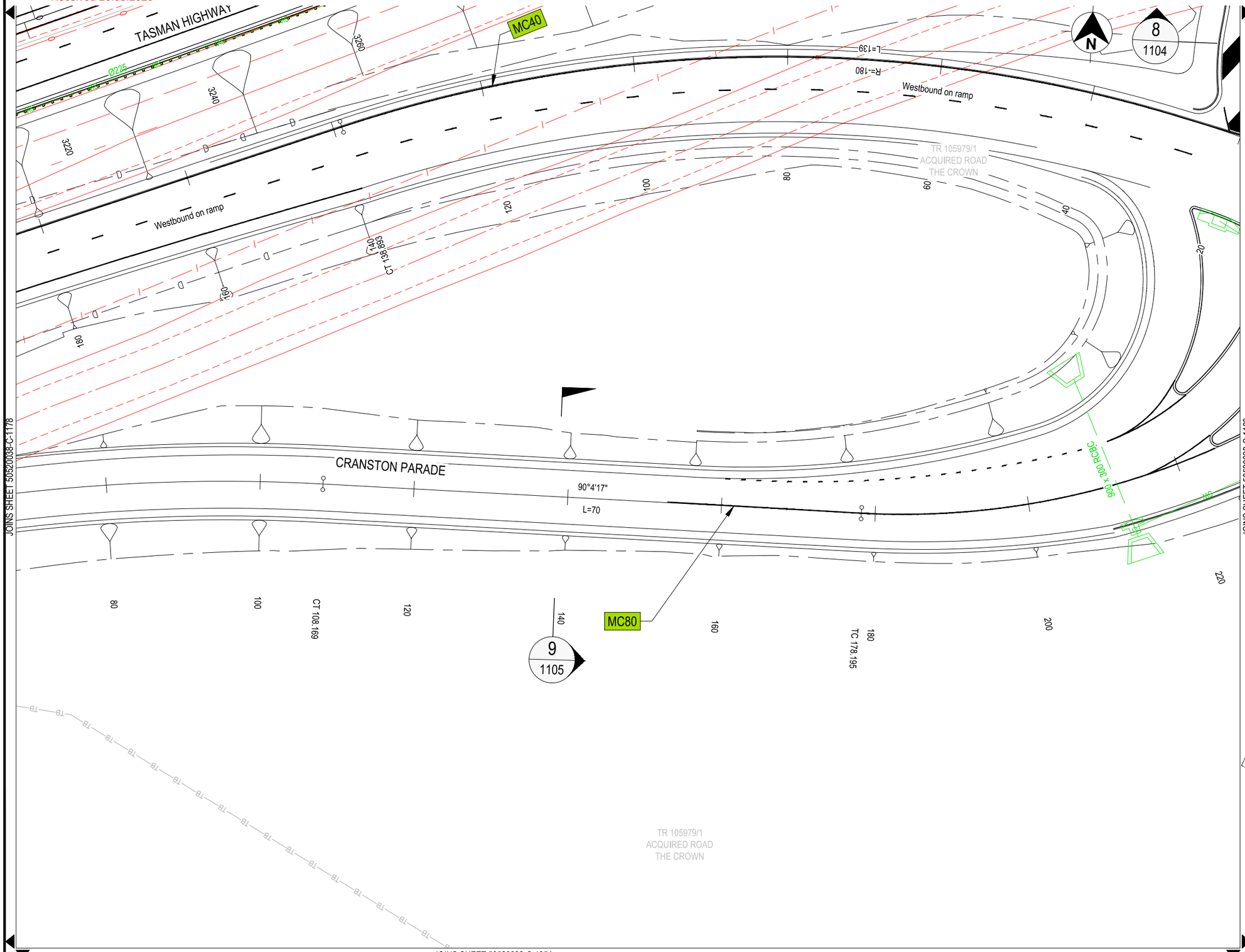
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 19 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1178	26-May-20, 1:33 AM	1178

REGISTRATION NUMBER
A0113.023

REVISION 3



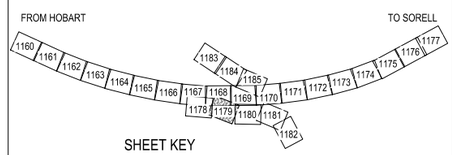
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

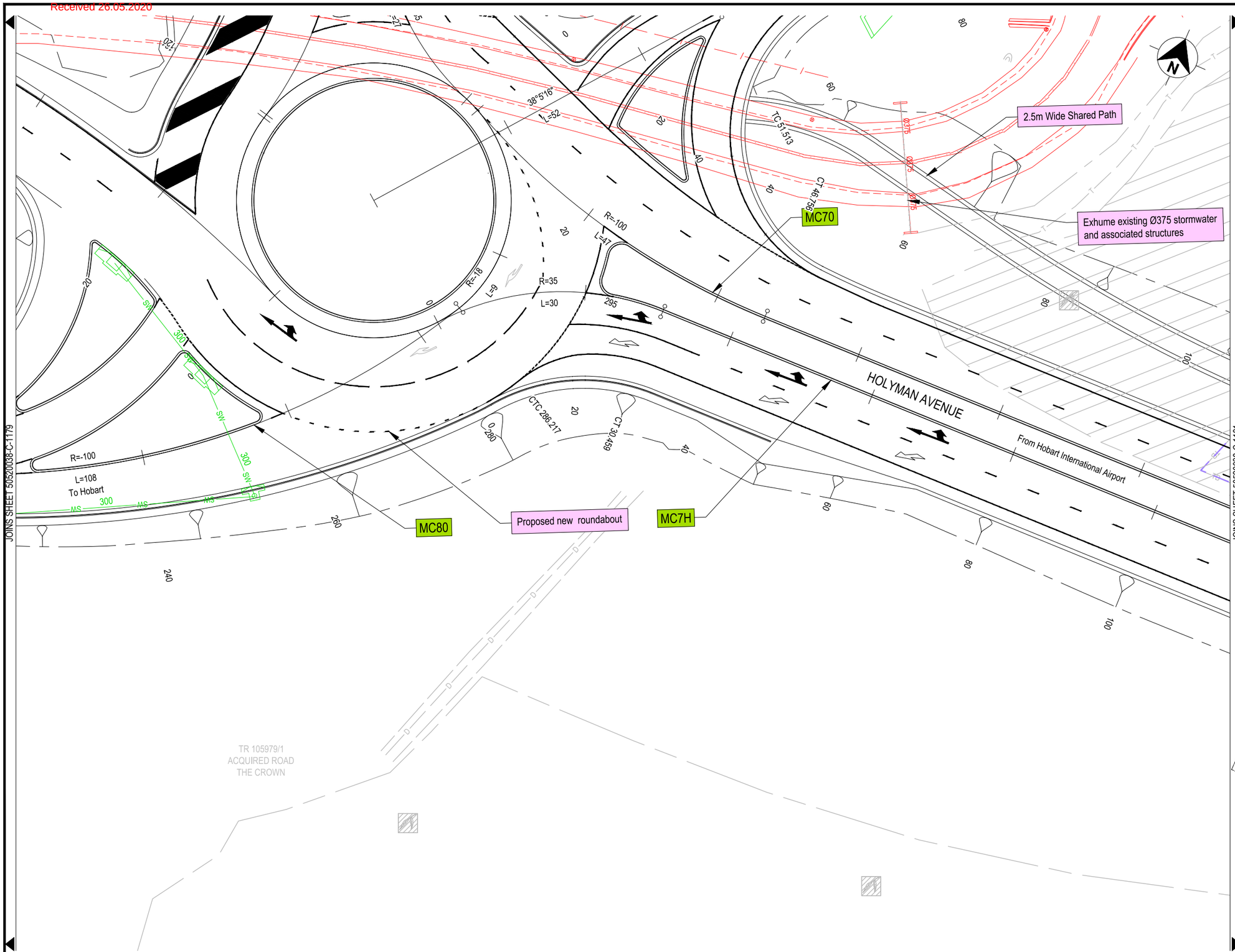
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 20 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1179	26-May-20, 1:33 AM	1179

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

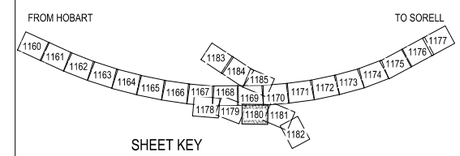
PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL



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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazell Bros — Cardno — Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 21 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1180	26-May-20, 1:33 AM	1180

REGISTRATION NUMBER
A0113.023

REVISION 3

JOINS SHEET 50520038-C-1180

JOINS SHEET 50520038-C-1182

Service station Access Road

MC90

2.5m Wide Shared Path

MC70

MC7H

HOLYMAN AVENUE

To Hobart International Airport

Hobart International Airport boundary

Match smoothly to existing pavement

2.5m Wide Shared Path

Limit of works

TR 152454/1
THE COMMONWEALTH OF AUSTRALIA
HOBART INTERNATIONAL Airport

10
1105

5
1102

TC 50.923

TC 201.718

TC 199.524

CT 120.923/120

CT 21.824/20

TC 8.933

R=525
L=70

R=123
L=100

R=130
L=105

67°2'47"
L=6

59°24'48"
L=51

88°55'16"
L=155

88°55'16"
L=169

450 x 300 RCBC

SW 375

LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- SW — STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- D — SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
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- S — SEWER MAIN / MANHOLE
- W — WATER MAIN
- WR — WATER MAIN - RECYCLED
- Ø300 Ø300 — STORMWATER
- Ø300 Ø300 — STORMWATER - REMOVE
- T(FO) — FIBRE OPTIC COMMUNICATIONS
- T — COMMUNICATIONS
- G — GAS
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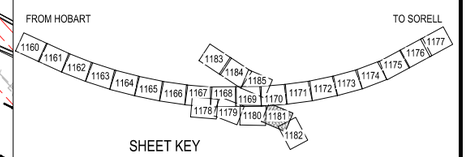
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL



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1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

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HORIZONTAL SCALE 1:500m

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

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

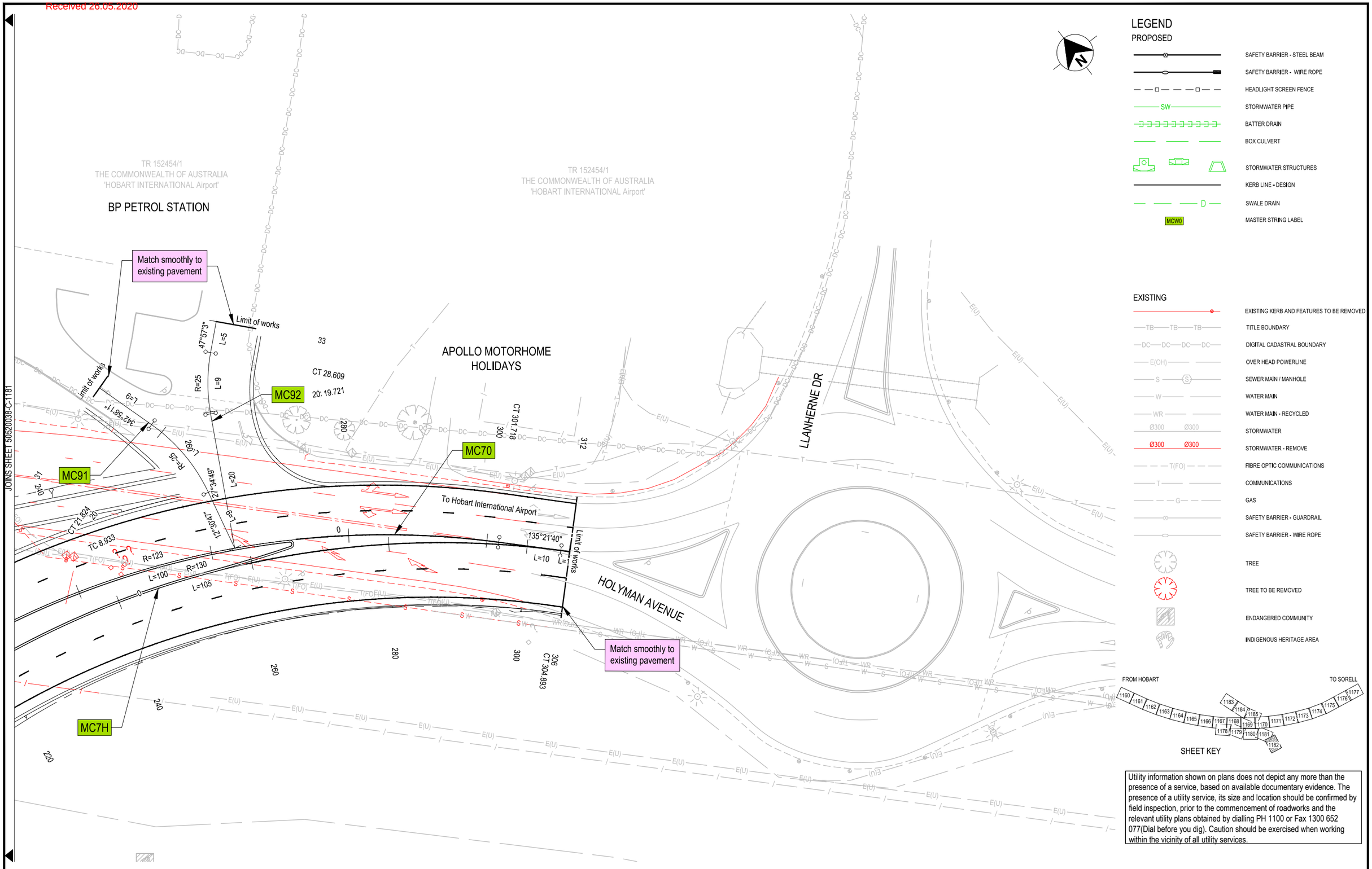
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 22 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1181	26-May-20, 1:34 AM	1181

REGISTRATION NUMBER
A0113.023

REVISION 3



LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- SW — STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- D — SWALE DRAIN
- MCW0 — MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TB TB TB — TITLE BOUNDARY
- DC DC DC DC — DIGITAL CADASTRAL BOUNDARY
- E(OH) — OVER HEAD POWERLINE
- S (S) — SEWER MAIN / MANHOLE
- W — WATER MAIN
- WR — WATER MAIN - RECYCLED
- Ø300 Ø300 — STORMWATER
- Ø300 Ø300 — STORMWATER - REMOVE
- T(FO) — FIBRE OPTIC COMMUNICATIONS
- T — COMMUNICATIONS
- G — GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazelwood Cardno — Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth

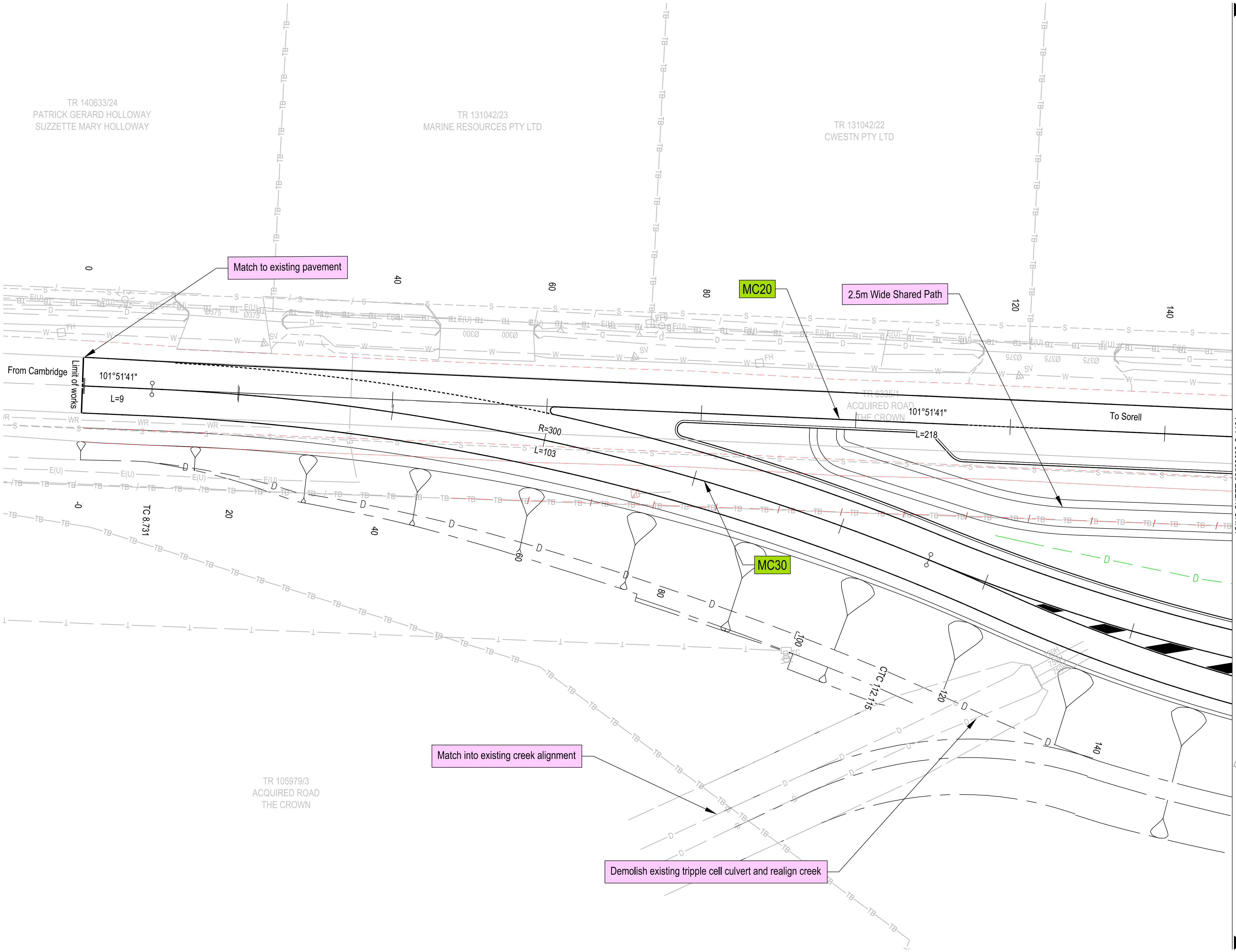
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 23 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1182	26-May-20, 1:34 AM	1182

REGISTRATION NUMBER
A0113.023

REVISION 3

Received 26.05.2020



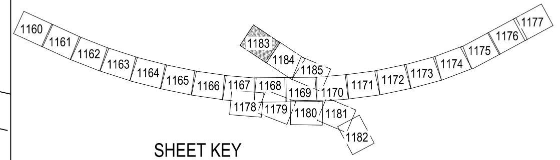
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MCW0 MASTER STRING LABEL

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- Ø300 Ø300 STORMWATER
- Ø300 Ø300 STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

hazellbros Cardno Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

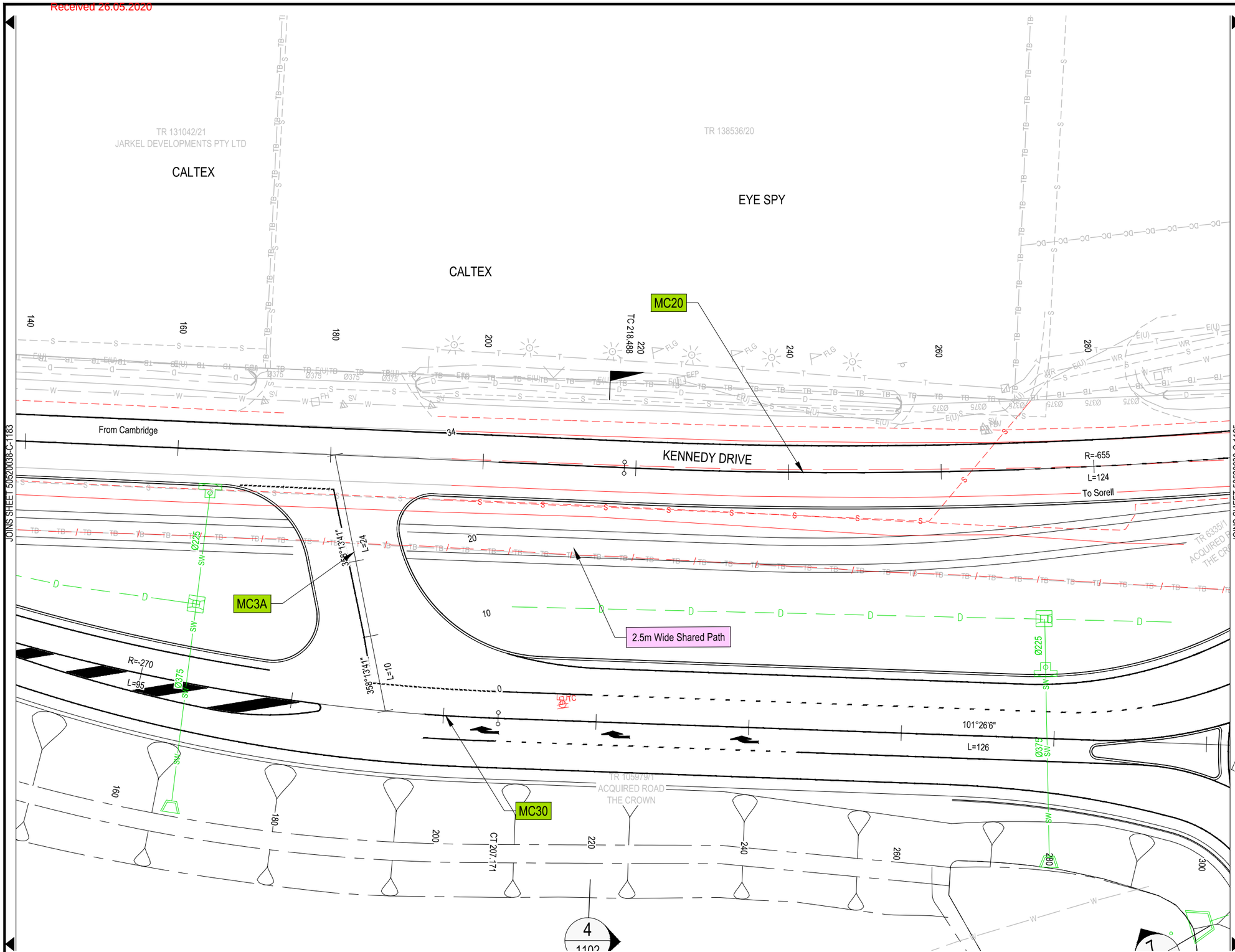
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 24 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1183	26-May-20, 1:34 AM	1183

REGISTRATION NUMBER
A0113.023

REVISION 3



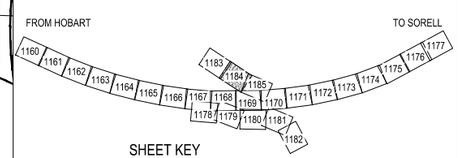
LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA



SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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

SCALES

0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazelbrook Cardno | Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 25 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1184	26-May-20, 1:34 AM	1184

REGISTRATION NUMBER
A0113.023

REVISION 3

JOINS SHEET 5052038-C-1184

TR 168199/1
WH & JM LEWIS PTY LTD
EAST COAST CAR RENTALS / LEWIS MARINE

TR 168199/0
STRATA CORPORATION NUMBER 168199

TR 168199/0
STRATA CORPORATION NUMBER 168199

From Cambridge

East bound on ramp

91°0'23"

L=58

TR 6335/1
ACQUIRED ROAD
THE CROWN

CT 499,232

37°31'39"

L=4

179°14'10"

L=13

129°10'25"

TR 105979/1
ACQUIRED ROAD
THE CROWN

TC 12.816

TC 400.415

From Hobart

LEGEND

PROPOSED

- SAFETY BARRIER - STEEL BEAM
- SAFETY BARRIER - WIRE ROPE
- HEADLIGHT SCREEN FENCE
- STORMWATER PIPE
- BATTER DRAIN
- BOX CULVERT
- STORMWATER STRUCTURES
- KERB LINE - DESIGN
- SWALE DRAIN
- MASTER STRING LABEL (MCW0)

EXISTING

- EXISTING KERB AND FEATURES TO BE REMOVED
- TITLE BOUNDARY
- DIGITAL CADASTRAL BOUNDARY
- OVER HEAD POWERLINE
- SEWER MAIN / MANHOLE
- WATER MAIN
- WATER MAIN - RECYCLED
- STORMWATER
- STORMWATER - REMOVE
- FIBRE OPTIC COMMUNICATIONS
- COMMUNICATIONS
- GAS
- SAFETY BARRIER - GUARDRAIL
- SAFETY BARRIER - WIRE ROPE
- TREE
- TREE TO BE REMOVED
- ENDANGERED COMMUNITY
- INDIGENOUS HERITAGE AREA

FROM HOBART — TO SORELL

SHEET KEY

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No.	Amendment Description	Initials	Date
3	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	17/04/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 5.0 10 15 20
HORIZONTAL SCALE 1:500m

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

Hazell Bros / Cardno — Tasmanian Government

DESIGNED LEN GRIFFITHS
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
DETAIL PLAN
SHEET - 26 OF 26

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1185	26-May-20, 1:35 AM	1185

REGISTRATION NUMBER
A0113.023

REVISION 3

2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR INFORMATION	SAS	21/04/2020
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

SCALES

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

DESIGNED LEN GRIFFITHS

REVIEWED SCOTT SPACKMAN

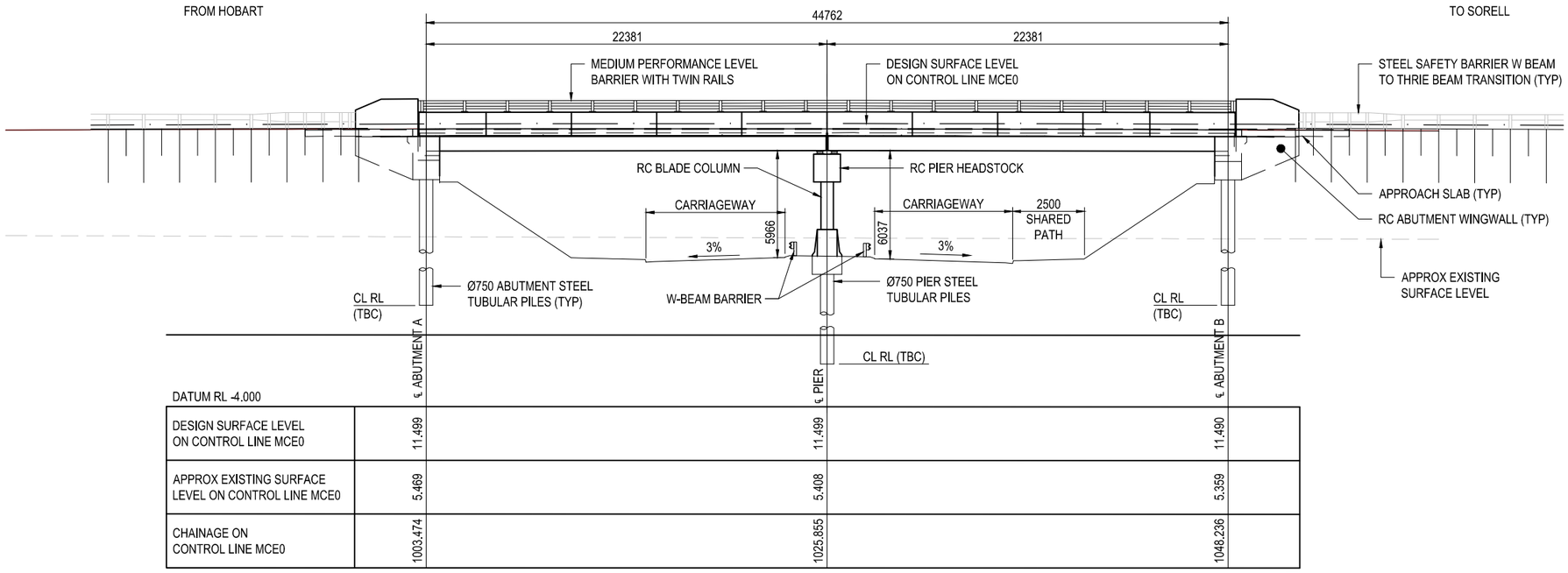
Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
ROADSIDE FURNITURE, LINEMARKING AND SAFETY BARRIERS
SIGNAGE PLAN

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-C1815	25-May-20, 10:38 PM	1815

REGISTRATION NUMBER
A0113.023

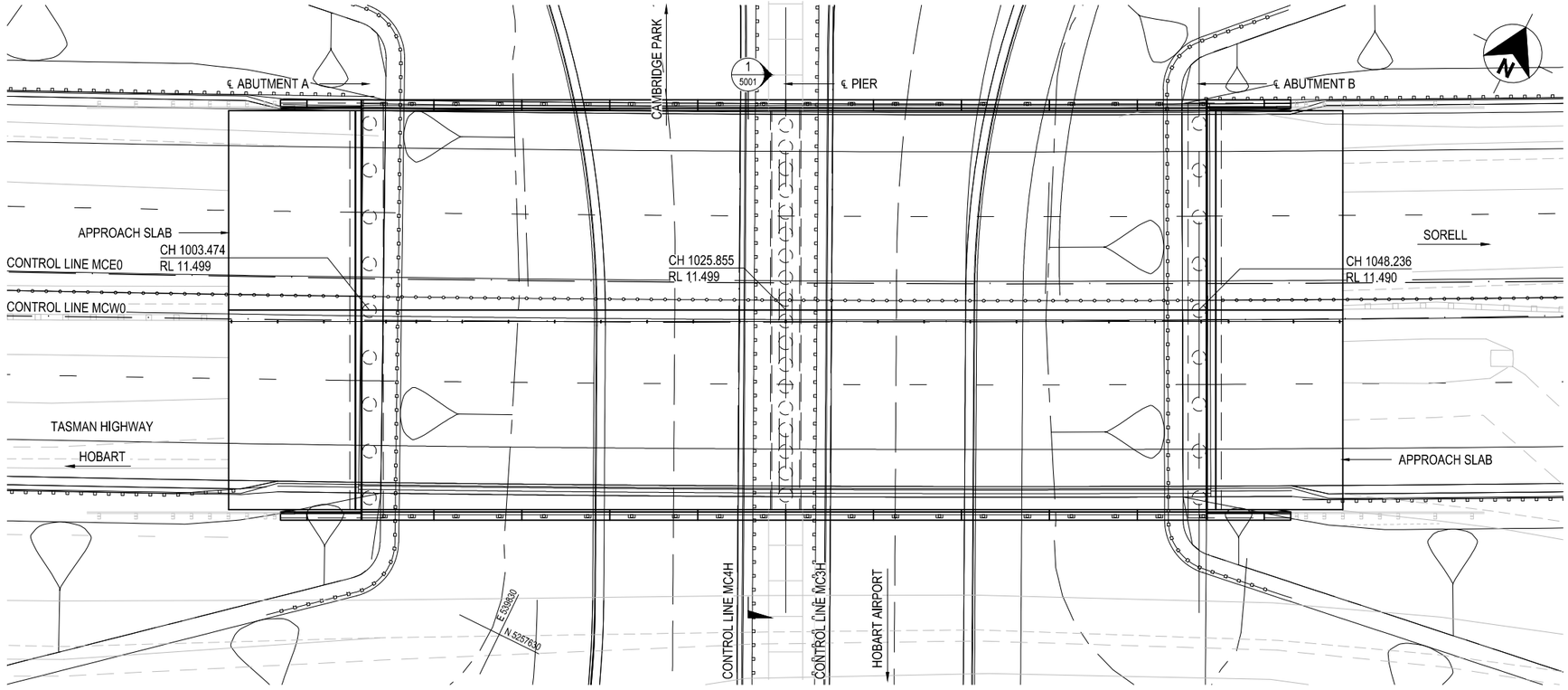
REVISION 2



DATUM RL -4.000

	℄ ABUTMENT A	℄ PIER	℄ ABUTMENT B
DESIGN SURFACE LEVEL ON CONTROL LINE MCE0	11.499	11.499	11.490
APPROX EXISTING SURFACE LEVEL ON CONTROL LINE MCE0	5.469	5.408	5.359
CHAINAGE ON CONTROL LINE MCE0	1003.474	1025.855	1048.236

ELEVATION



PLAN

NOTES
1. SCALE 1:300.
2. FOR OTHER NOTES RELATING TO THIS SHEET, SEE SHEET No. 5001

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES
0 3.0 6.0 9.0 12.0
SCALE 1:300m

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

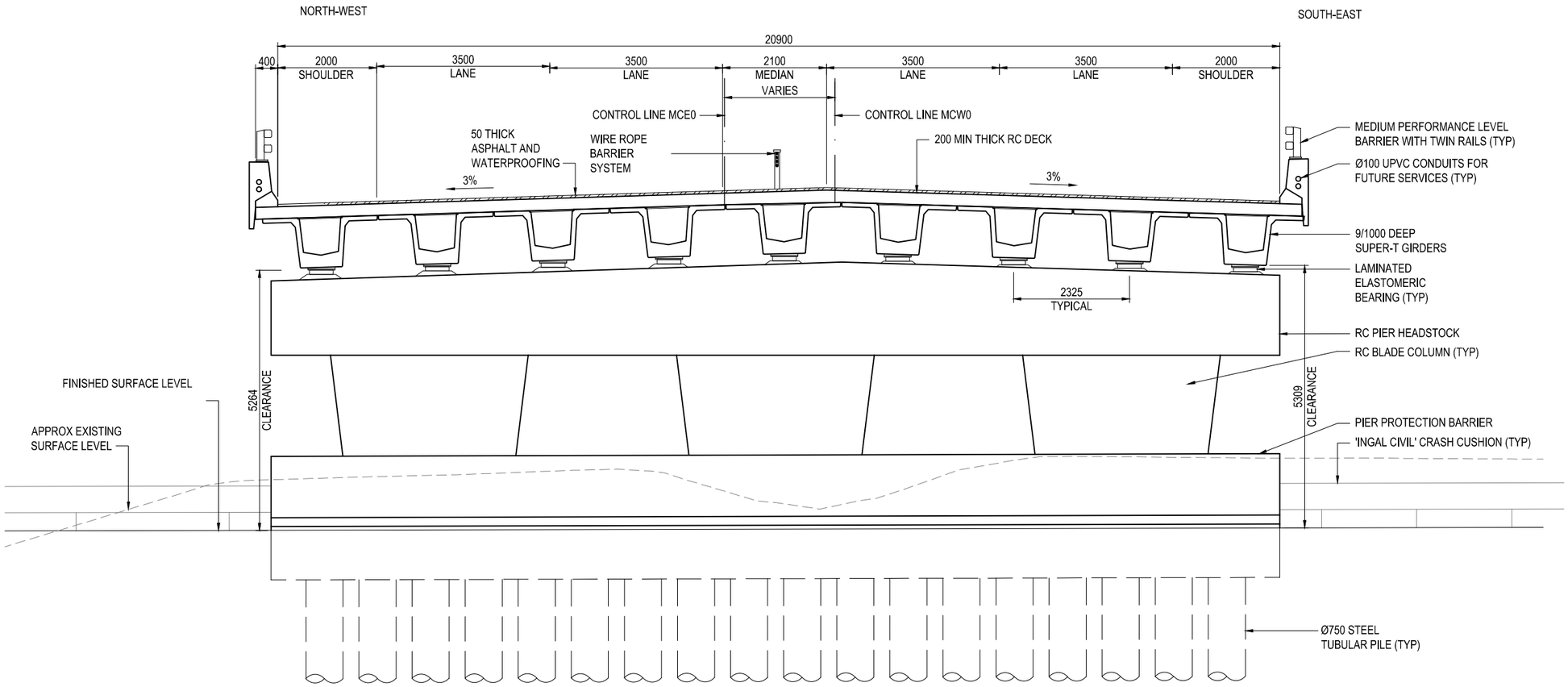
DESIGNED JIN KIM
REVIEWED SCOTT SPACKMAN

Department of State Growth
TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE BRIDGE OVERPASS
GENERAL ARRANGEMENT

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-ST5000	25-May-20, 10:54 PM	5000

REGISTRATION NUMBER
A0113.023

REVISION 2



SECTION 1 / 5000

NOTES

1. SCALE 1:100.
2. DIMENSIONS ARE IN MILLIMETRES.
3. ALL CHAINAGES, HEIGHTS, HORIZONTAL CURVES AND VERTICAL CURVES ARE IN METRES.
4. ALL CO-ORDINATES ARE GDA94/MGA ZONE 56
5. HEIGHTS ARE REDUCED TO AUSTRALIAN HEIGHT DATUM (AHD)
6. CL DENOTES CONTRACT LEVEL.
7. TBC DENOTES TO BE CONFIRMED

No.	Amendment Description	Initials	Date
2	ISSUED FOR COUNCIL DA SUBMISSION	SAS	25/05/2020
1	ISSUED FOR 20% DETAIL DESIGN	SAS	28/02/2020

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SCALES

0 1.0 2.0 3.0 4.0
SCALE 1:100m

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

DESIGNED JIN KIM

REVIEWED SCOTT SPACKMAN

Department of State Growth

TASMAN HIGHWAY (A0113)
TASMAN HIGHWAY
HOBART AIRPORT INTERCHANGE
HOLYMAN AVENUE BRIDGE OVERPASS
TYPICAL SECTION

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
2960	2019-2960-ST5001	25-May-20, 10:52 PM	5001

REGISTRATION NUMBER
A0113.023

REVISION 2

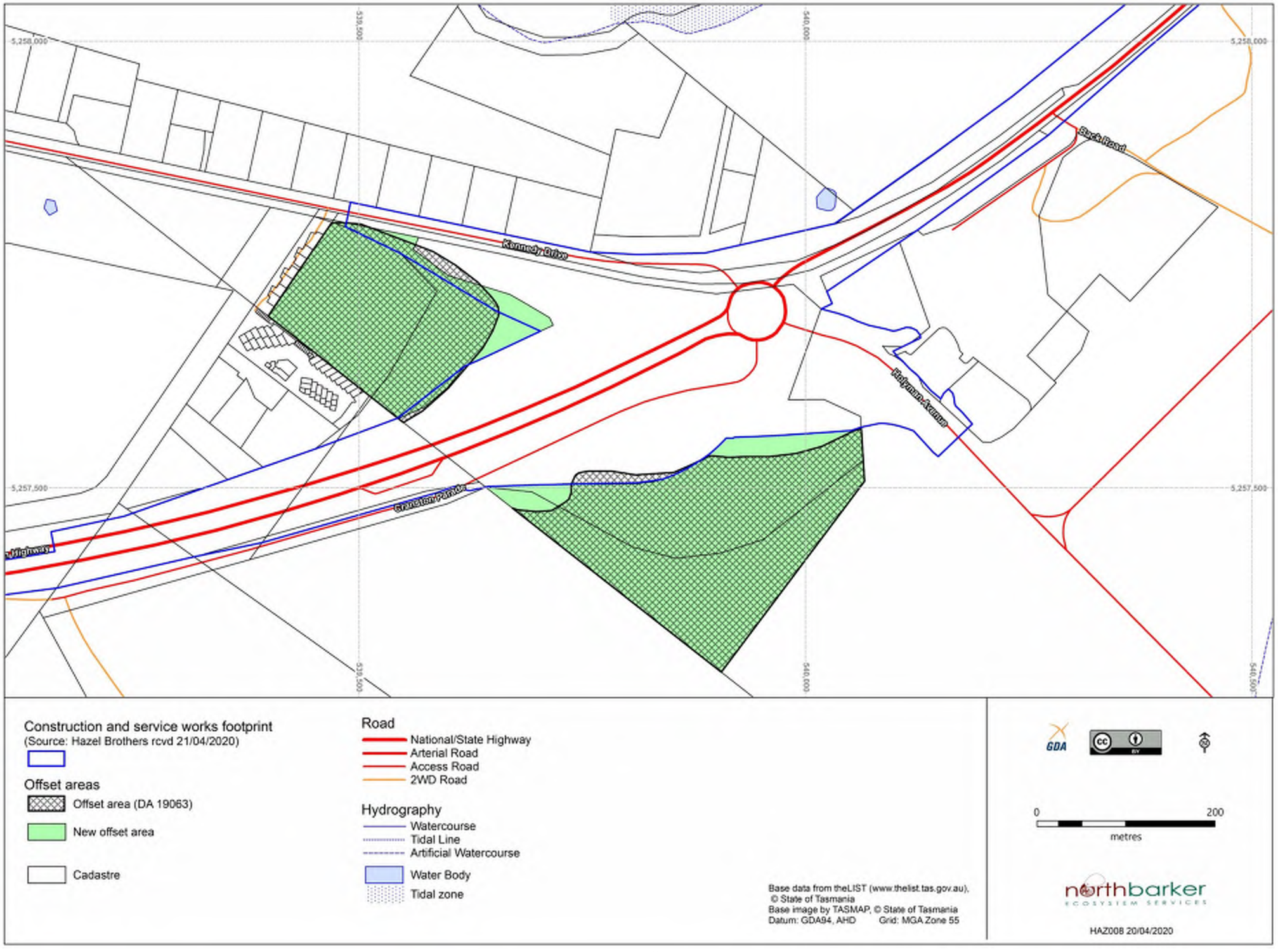

Figure 4: Hobart Airport Interchange – Offset and Exclusion Areas

NORTH

Legend:

Impacts (m):

- Was Wet Now Dry
- < -0.3
- -0.3 - -0.2
- -0.2 - -0.1
- -0.1 - -0.05
- -0.05 - -0.02
- -0.02 - 0.02
- 0.02 - 0.05
- 0.05 - 0.1
- 0.1 - 0.2
- 0.2 - 0.3
- > 0.3
- Was Dry Now Wet

Aerial Imagery Supplied by Nearmap

Cardno

Level 2/14 Wormald St
Symonston ACT 2609
Tel: (02) 6112 4500

Date
24/4/2020

Size
A3

Scale
1:3000

0 0.0046 0.0092 km

Flood Impacts

100 Year ARI Flood Extent

Hobart Airport Interchange

FIGURE A-3

REV A

From: Lond-Caulk, Clare <Clare.Lond-Caulk@dpipwe.tas.gov.au>
Sent: Wednesday, 17 June 2020 3:47 PM
To: Rebecca Anning; City Planning
Cc: Atkin, Charlotte
Subject: CAS COMMENTS: Hazell Bros - construction of Hobart Airport Interchange - Tasman Highway

Dear Rebecca (and Bruce)

Thank you for your email and the opportunity to comment on the development application PDPLANPMTD-2020/009430 – Tasman Highway Hobart International Airport Interchange. Conservation Assessments (CAS) has reviewed the information provided and can make the following comments.

Advice has previously been provided to Clarence City Council for the original Hobart Airport Interchange Upgrade D-2018/96 and again for a minor amendment proposal D-2019/96.

Overall the current development application has a reduction in the impact on natural values and there will be a reduced impact to threatened species arising from the new proposal. State Growth have applied to CAS for an amendment to their permit to take threatened flora that has been issued for the works associated with the original project design. The amendment allows for a new 'take' area but also a modified 'offset areas' which will achieve an improved conservation outcome. A condition of the permit to take threatened flora is that an order under *Section 8* of the *Crown Land Act 1976* be entered into and registered to reserve the specified offset area for conservation. The amended permit to take threatened flora is in accordance with changes presented to Council.

A number of points from the original advice provided in September 2018 still apply and detailed below:

Threatened Fauna
The proposed works area occurs in Lowland grasslands, which are habitat for the tussock skink (*Pseudemoia pagenstecheri*) which is listed as vulnerable under the *Threatened Species Protection Act 1995* (TSPA). CAS notes that tussock skink had previously been detected nearby, but were not detected in a survey by North Barker Ecosystem Services during October 2016 to February 2017. CAS's guidance on surveying this species (on the Threatened Species Link website) states that "Methods of survey include pitfall trapping and use of temporary artificial habitat (e.g. tiles placed amongst tussock grass) but note that such methods are likely to require specialist input with respect to the design of the sampling regime". The Flora and Fauna report did not outline the rationale for using the selected methodology and as such CAS cannot verify its appropriateness for detecting the species. CAS recommends further information be provided on how the survey methodology was chosen (e.g. by a specialist, based on literature), in order to determine its suitability.

Given the proximity of a detection in 2016 less than 350 m from the development footprint, CAS considers that there is the potential for tussock skink to be present within the works area. As such, CAS recommends that an additional survey be repeated as late as possible prior to development impacting the potential habitat (but still during a suitable time of year for detection). If tussock skinks are detected, then CAS should be contacted for advice on how to proceed (e.g. for management recommendations and permit requirements). This may include translocation to suitable and secure habitat nearby, and/or habitat restoration of degraded areas adjacent or near to other known populations.

The masked owl (*Tyto novaehollandiae subsp. castanops*) which is listed under the TSPA has previously been recorded within 500m of the proposed development, and a nest observed within 1500m. Habitat for the masked owl occurs in the proposed works area within the *Eucalyptus viminalis–Eucalyptus globulus* coastal forest and woodland (DVC). CAS notes that the North Barker survey did not detect any nest hollows in the DVC, but no information was provided regarding survey methodology and therefore PCAB cannot comment on its suitability. Surveys for masked owl habitat (including hollows) should be carried in accordance with the FPA Fauna Technical Note 17 (http://www.fpa.tas.gov.au/__data/assets/pdf_file/0015/127500/Fauna_Tech_Note_17_Masked_owls.pdf). CAS can verify the suitability of the consultant's methodology if provided.

Wetlands

As the proposed development is adjacent to a wetland of international significance (Ramsar site), CAS recommends that all impacts are contained on site and that any construction activities, runoff or spills are adequately managed to prevent contamination or impact on the wetlands.

In areas where excavation, track building, or construction activities are planned around wetlands and waterways, the proponent should adhere to the legislation, policies and guidelines set out in the DPIPWE Wetlands and Waterways Works Manual (http://dpipwe.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual).

A number of points from the original advice provided in September 2018 have been incorporated into the new development application and are detailed below:

Weeds and Diseases

A number of declared weeds that are listed under the *Weed Management Act 1999* have been recorded from the works area. CAS supports the commitment in the development application that requires that prior to the construction phase, State Growth will require the contractor to prepare and implement a Weed Management Plan for the full extent of the project. CAS recommends that the plan be developed in accordance with DPIPWE (2015) *Weed and Disease Planning and Hygiene Guidelines – Preventing the spread of weeds and diseases in Tasmania*.

Acid Sulfate Soils

Acid Sulfate Soil (ASS) predictive mapping indicates that much of the proposed development has a high likelihood of containing ASS. These are naturally occurring soils, which are benign if undisturbed and natural hydrological regimes are maintained; but if they are sufficiently disturbed, water quality and vegetation growth can be directly negatively impacted by acidity and mobilised metals. Rainfall will flush these products to the lowest points in the area, which can lead to change in species composition and density within wetlands and other important habitats.

The development application details that field sampling has been undertaken and test results indicate the presence of acid sulfate soils in some parts of the footprint. CAS supports the commitment that an ASS Management Plan will be developed prior to construction works. CAS recommends that disturbance to ASS be minimised and that the ASS Management Plan be developed in accordance with the Tasmanian Acid Sulfate Soil Management Guidelines.

CAS has no other comments or concerns regarding the amendment to the proposed works at this stage. If you have any queries about the above comments, please contact Charlotte Atkin (charlotte.atkin@dpipwe.tas.gov.au, ph: 6165 4383).

Regards

Clare Lond-Caulk
Section Head - Conservation Assessment and Wildlife Management Section
Policy, Advice and Regulatory Services Branch, DPIPWE
Tel: (03) 616 54416, Email: Clare.Lond-Caulk@dpipwe.tas.gov.au

My current work hours are 8 to 4.30 Monday- Friday

ATTACHMENT 7

Clarence... a brighter place	This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.	3/07/2020 1:10000	N