

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 16 NOVEMBER 2020****TABLE OF CONTENTS**

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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 PDPLANMTD-2020/011629 – 271, 353 AND 481 EAST DERWENT HIGHWAY, 1 GEILSTON CREEK ROAD, 8 AND 18 DEBOMFORDS LANE, GEILSTON BAY - UPGRADE TO EAST DERWENT HIGHWAY AND ALTERATIONS TO ABUTTING ROADS AND INTERSECTIONS, REALIGNMENT AND NEW INTERSECTION OF GEILSTON BAY ROAD WITH DUMBARTON DRIVE, AND REALIGNMENT OF DEBOMFORDS LANE**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an upgrade to East Derwent Highway and alterations to abutting roads and intersections, realignment and new intersection of Geilston Bay Road with Dumbarton Drive, and realignment of Debomfords Lane at 271, 353 and 481 East Derwent Highway, 1 Geilston Creek Road, 8 and 18 Debomfords Lane, Geilston Bay.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential, Community Purpose, Utilities, and Open Space and subject to the Potentially Contaminated Land, Landslide, Road and Railways Assets, Waterway & Coastal Protection, Inundation Prone Areas, Natural Assets, Parking & Access, 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 has been extended to expire on 18 November 2020.

CONSULTATION

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

- landscaping and aesthetic amenity;
- bicycle lanes;
- parking;
- biodiversity;
- climate change;
- Dumbarton Drive;

- reduced speed limit;
- Sugarloaf Road intersection;
- shared use path;
- pedestrian access across the highway; and
- proposed repositioning of the bus stop.

RECOMMENDATION:

A. That the Development Application for Upgrade to East Derwent Highway and alterations to abutting roads and intersections, realignment and new intersection of Geilston Bay Road with Dumbarton Drive, and realignment of Debomfords Lane at 271, 353 and 481 East Derwent Highway, 1 Geilston Creek Road, 8 and 18 Debomfords Lane, Geilston Bay (CI Ref PDPLANPMTD-2020/011629) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. Prior to the commencement of works, a plan detailing the location and design of at least one bench along the eastern side of the East Derwent Highway between the intersection of Geilston Creek Road/Clinton Road/East Derwent Highway and Araluen Street must be submitted and approved by Council's Manager City Planning. The bench(s) must be installed in a location(s) where a blockage to the footpath will not be created, prior to practical completion of the works.
3. The works must be undertaken in accordance with the Ground Conditions Report prepared by Jacobs and dated 7 August 2020.
4. Prior to the commencement of construction, a Construction Environmental Management Plan (CEMP) must be submitted to and approved by Council's Group Manager Engineering Services. The CEMP must be prepared in accordance with the recommended mitigation measures in the Hydraulic Impact Assessment dated 14 August 2020 and the Natural Values Assessment dated 20 August 2020 prepared by Jacobs submitted in support of the development application.
5. All works must be undertaken generally in accordance with "Wetlands and Waterways Works Manual" (DPIWE, 2003).
6. ENG M6 – CONSTRUCTION FENCING.
7. GEN C3 – PARKING DURING CONSTRUCTION [Sufficient].
8. LAND 1A – LANDSCAPE PLAN [insert additional dot point "increased planting schedule, increased landscaping footprint and the identification and protection of trees to be retained."]
9. LAND 6 – REPLACEMENT TREES [delete last two paragraphs].
10. ENG M7 – WEED MANAGEMENT PLAN [delete last paragraph].

11. ENG M1 –DESIGNS DA.
 12. ENG M5 – EROSION CONTROL.
 13. ENG R2 – URBAN ROAD.
 14. ENG S1 – INFRASTRUCTURE REPAIR.
 15. For the purposes of protecting Council's stormwater system all stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010 and consistent with the Stormwater System Management Plan for the relevant catchment. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions or a model using industry accepted proprietary software, such as MUSIC must be submitted to Council's Group Manager Engineering Services for approval prior to the commencement of development. A Maintenance Management Schedule/Regime must also be submitted, and the facility must be maintained in accordance with this schedule.
 16. The development must meet all required Conditions of Approval specified by TasWater notice dated 31 August 2020 (TWDA 2020/01283-CCC).
 17. ADVICE 16 – THREATENED SPECIES ADVICE.
 18. 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

The Department of State Growth (DSG) describes the East Derwent Highway Upgrade from Golf Links Road to Sugarloaf Road as part of the State Government's \$117 million Southern Roads Package commitment in 2018. The objective of the Project is to improve traffic flow and address safety concerns in this section of the corridor. This is to be achieved through duplication of the existing highway to provide two lanes in each direction, as well as intersection upgrades.

The East Derwent Highway is classified as a “Category 3 Road” under the Tasmanian State Road Hierarchy and is a key link in Greater Hobart’s transport network between the Tasman Highway at Montagu Bay and the Midland Highway at Bridgewater, on Hobart’s eastern shore.

DSG has embarked on extensive consultation with key stakeholders and the community since 2018. In respect of Council as a key stakeholder, the initial design was amended to minimise impacts as much as possible on the Geilston Bay Recreation Area which is the subject of preliminary work to draft a recreation masterplan.

Further community consultation was undertaken by DSG prior to the lodgement of the development application.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential, Community Purpose, Utilities, and Open Space under the Scheme.
- 2.2.** The proposal is discretionary because of the use (Utilities – transport network) in some zones and 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;
 - Section 10 – General Residential, Community Purpose, Utilities, and Open Space Zones; and
 - Section E6.0 – Potentially Contaminated Land, Landslide, Road and Railways Assets, Waterway & Coastal Protection, Inundation Prone Areas, Natural Assets, Parking & Access, 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 project site is in Geilston Bay, generally located on the East Derwent Highway between Derwent Avenue/Golf Links Road in the south and Sugarloaf Road in the north. It includes the area to the west in between Derwent Avenue and Dumbarton Drive.

The East Derwent Highway is an 18km long strategic arterial road, paralleling the eastern banks of the Derwent River.

3.2. The Proposal

The proposal is summarised in the applicant's submission as:

Across whole of Project

- Widening of Highway to allow duplication from two to four lanes of traffic north of Golf Links Road and south of Sugarloaf Road (the Highway already has four lanes either side of this).
- New concrete raised central median and safety barrier for the new section of Highway, other than between north of Clinton Road and south of Sugarloaf Road. Provision of a flexible safety barrier in the central median north of Clinton Road.
- New concrete shared path (cycle and pedestrian) generally in front of school and Geilston Bay Recreation Area.
- New 1.5m bicycle lanes along East Derwent Highway with head-start boxes at intersections.

- Reinstatement of streetlights and new streetlights for new sections of Road.
- Removal of vegetation on edge of existing Highway road reserve and locations of new sections of Debomfords Lane and Dumbarton Drive.
- Reinstatement of landscaping to make good disturbed areas.
- New stormwater conveyance infrastructure to supplement the existing system where required, including water sensitive urban design components.
- Reconstruction of existing pavement and surfacing.

Drawing 1301 (southernmost section)

- Upgrade to intersection of Highway and Derwent Avenue/Golf Links Road. The right-turning lane storage lengths for both north and south approaches have also been increased from 50m and 60m, to 90m and 65m, respectively. U-turns have been allowed at the north approach.
- Upgrade to Lindisfarne North Primary School entry from Derwent Avenue to be left-hand in only for northbound traffic. This updated access point will also provide a dedicated left-turn lane with approximately 50m storage length, separated from highway through traffic.

Drawing 1302

- Upgrade to Lindisfarne North Primary School entry from Highway, including upgrade to existing roundabout.
- Removal of intersection of Debomfords Lane and Highway.
- Extension of Debomfords Lane to the north to meet new section of Dumbarton Drive.

- New Lindisfarne North Primary School Access Road (not a public road and located within the School site) linking School to Debomfords Lane.
- Alter intersection of Araluen Street and Highway, converted to a “left in left out” intersection.

Drawing 1303

- Removal of intersection of Geilston Bay Road and Highway. Geilston Bay now ends as a cul-de-sac immediately to the west of the Highway.
- Relocation of intersection of Clinton Road and Highway to the south, to align with new intersection of Highway and Dumbarton Drive. This new 4-way intersection is to have traffic lights. New intersection spans a section of Faggs Creek Gully by way of a culvert under the intersection.
- Alteration of intersection of Clinton Road and Geilston Creek Road.
- New private vehicle access off Geilston Creek Road providing access to 328 and 330 East Derwent Highway.

Drawing 1308/1309

- Creation of new section of Dumbarton Drive from intersection of Geilston Bay Road/ Dumbarton Drive to the Highway (immediately to the south of Faggs Creek Gully). To include shared path and path across Creek linking to Geilston Bay Road.
- Upgrade intersection of Dumbarton Drive and Geilston Bay Road.
- New bio retention basin to manage stormwater, located immediately to south-east of new intersection of Dumbarton Drive and Highway.

Drawing 1306 (northern most section)

- Upgrade to intersection of Sugarloaf Road and Highway. Storage capacity for the right turn lane at the southern approach to the East Derwent Highway/Sugarloaf Road intersection to be increased from 55m to 135m.

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.”

References to these principles are contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential, Community Purpose, Utilities, and Open Space Zones and Potentially Contaminated Land, Landslide, Road and Railways Assets, Waterway & Coastal Protection, Inundation Prone Areas, Natural Assets, Parking & Access, Stormwater Management Codes with the exception of the following.

General Residential Zone

- **Clause 10.3.1(A1) Non-Residential Use** – the proposal will exceed hours of operation criteria (within 8.00am to 6.00pm).

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 10.3.1 as follows.

Clause	Performance Criteria	Assessment
10.3.1(P1)	<i>“Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.”</i>	The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the timing, duration and extent will remain as it is currently.

General Residential Zone

- **Clause 10.3.1(A2) Non-Residential Use** – the proposal will exceed noise criteria.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 10.3.1 as follows.

Clause	Performance Criteria	Assessment
10.3.1(P2)	<i>“Noise emissions measured at the boundary of the site must not cause environmental harm.”</i>	<p>The applicant submitted a Road Traffic Noise Assessment prepared by Jacobs and dated 27 July 2020. The Assessment concludes:</p> <p><i>“Whilst a number of receivers already exceed the target noise level of 63 dB(A) in the existing “no build” scenario, no residential receivers were identified as experiencing a noticeable increase in noise level in the 10-Year Future build scenario. As such, since both of the above criteria are satisfied for all receivers, the assessment has found no receivers will be at risk of environmental harm due to the highway upgrade and therefore Performance Criteria relating to noise requirements for each of the impacted planning zones within the Scheme have been satisfied.”</i></p>

		The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify and remain at current levels.
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General Residential Zone

- **Clause 10.3.1(A3) Non-Residential Use** – external lighting will not be turned off between 6.00pm and 8.00am.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause 10.3.1 as follows.

Clause	Performance Criteria	Assessment
10.3.1(P3)	<p><i>“External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p> <p><i>(b) distance to habitable rooms in an adjacent dwelling.”</i></p>	<p>Existing street lighting along the highway is being upgraded to meet the minimum requirements for Category V5 standard lighting, including at the Sugarloaf Road intersection. New lighting to Category P5 minimum requirements has been provided on the new sections of Dumbarton Drive and Debomfords Lane, with additional lighting requirements along the school access road and shared path.</p> <p>The level of illumination, duration and distance to habitable rooms in adjacent dwellings are all considered to be reasonable.</p>

General Residential Zone

- **Clause 10.3.1(A4) Non-Residential Use** – commercial vehicle movements will exceed 20 movements per day and hours of operation.

The proposed variation must be considered pursuant to the Performance Criteria P4 of Clause 10.3.1 as follows.

Clause	Performance Criteria	Assessment
10.3.1(P4)	<p><i>“Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p> <p><i>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p><i>(e) noise reducing structures between vehicle movement areas and dwellings;</i></p> <p><i>(f) the level of traffic on the road;</i></p> <p><i>(g) the potential for conflicts with other traffic.”</i></p>	<p>The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the timing, number, size, will remain at current levels. The site will accommodate required vehicle manoeuvring. The applicant’s noise assessment has not identified the need for noise reducing structures.</p>

Community Purpose Zone

- **Clause 17.3.1(A1) Hours of Operation** – the proposal will exceed hours of operation criteria.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 17.3.1 as follows.

Clause	Performance Criteria	Assessment
17.3.1(P1)	<i>“Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.”</i>	The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the hours of operation will remain at current levels.

Community Purpose Zone

- **Clause 17.3.1(A2) Noise** – the proposal will exceed noise emissions at the boundary of a residential zone.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 17.3.1 as follows.

Clause	Performance Criteria	Assessment
17.3.1(P2)	<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”</i>	<p>The applicant’s Road Traffic Noise Assessment concludes:</p> <p><i>“Whilst a number of receivers already exceed the target noise level of 63 dB(A) in the existing ‘no build’ scenario, no residential receivers were identified as experiencing a noticeable increase in noise level in the 10-Year Future build scenario. As such, since both of the above criteria are satisfied for all receivers, the assessment has found no receivers will be at risk of environmental harm due to the highway upgrade and therefore Performance Criteria relating to noise requirements for each of the impacted planning zones within the Scheme have been satisfied.”</i></p>

		The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the noise emissions will remain at current levels.
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Community Purpose Zone

- **Clause 17.3.3(P3) External Lighting** – external lighting will not be turned off between 6.00pm and 8.00am.

The proposed variation must be considered pursuant to the Performance Criteria P3 of Clause 17.3.3 as follows.

Clause	Performance Criteria	Assessment
17.3.3(P3)	<p><i>“External lighting, other than flood lighting of sport and recreation facilities, within 50m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p> <p><i>(b) distance to habitable rooms in an adjacent dwelling.”</i></p>	<p>New lighting to Category P5 minimum requirements has been provided along the school access road.</p> <p>The level of illumination, duration and distance to habitable rooms in adjacent dwellings are all considered to be reasonable.</p>

Open Space Zone

- **Clause 19.3.1(A1) Hours of Operation** – Hours of operation of the use within 50m of a residential zone will be exceeded.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 19.3.1 as follows.

Clause	Performance Criteria	Assessment
19.3.1(P1)	<i>“Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.”</i>	The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the hours of operation will remain at current levels.

Open Space Zone

- **Clause 19.3.2(A1) Noise** – Noise emissions will be exceeded where measured at the boundary of a residential zone.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 19.3.2 as follows.

Clause	Performance Criteria	Assessment
19.3.2(P1)	<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”</i>	<p>The applicant’s Road Traffic Noise Assessment concludes:</p> <p><i>“Whilst a number of receivers already exceed the target noise level of 63 dB(A) in the existing ‘no build’ scenario, no residential receivers were identified as experiencing a noticeable increase in noise level in the 10-Year Future build scenario. As such, since both of the above criteria are satisfied for all receivers, the assessment has found no receivers will be at risk of environmental harm due to the highway upgrade and therefore Performance Criteria relating to noise requirements for each of the impacted planning zones within the Scheme have been satisfied.”</i></p> <p>The proposal in-itself will not create additional impact and therefore it is considered reasonable.</p>

Open Space Zone

- **Clause 19.3.3(A1) External Lighting** – external lighting will not be turned off between 6.00pm and 8.00am.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 19.3.3 as follows.

Clause	Performance Criteria	Assessment
19.3.3(P1)	<p><i>“External lighting within 50m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p> <p><i>(b) distance to habitable rooms in adjacent dwellings.”</i></p>	<p>New lighting to Category P5 minimum requirements has been provided along Debomfords Lane.</p> <p>The level of illumination, duration and distance to habitable rooms in adjacent dwellings are all considered to be reasonable.</p>

Open Space Zone

- **Clause 19.3.4(A1) Commercial Vehicle Movements** – commercial vehicle movements will exceed 20 movements per day and hours of operation.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 19.3.4 as follows.

Clause	Performance Criteria	Assessment
19.3.4(P1)	<p><i>“Commercial vehicle movements, (including loading and unloading and garbage removal), to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p>	<p>The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the timing, number, size, will remain at current levels. The site will accommodate required vehicle manoeuvring. The applicant’s noise assessment has not identified the need for noise reducing structures.</p>

	<p>(a) <i>the time and duration of commercial vehicle movements;</i></p> <p>(b) <i>the number and frequency of commercial vehicle movements;</i></p> <p>(c) <i>the size of commercial vehicles involved;</i></p> <p>(d) <i>the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p>(e) <i>noise reducing structures between vehicle movement areas and dwellings;</i></p> <p>(f) <i>the level of traffic on the road;</i></p> <p>(g) <i>the potential for conflicts with other traffic.”</i></p>	
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Local Business Zone

- **Clause 20.3.1(A1) Hours of Operation** – Hours of operation of the use within 50m of a residential zone will be exceeded.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 20.3.1 as follows.

Clause	Performance Criteria	Assessment
20.3.1(P1)	<i>“Hours of operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.”</i>	The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the hours of operation will remain at current levels.

Local Business Zone

- **Clause 20.3.2(A1) Noise** – Noise emissions will be exceeded where measured at the boundary of a residential zone.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 20.3.2 as follows.

Clause	Performance Criteria	Assessment
20.3.2(P1)	<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”</i>	<p>The applicant’s Road Traffic Noise Assessment concludes:</p> <p><i>“Whilst a number of receivers already exceed the target noise level of 63 dB(A) in the existing ‘no build’ scenario, no residential receivers were identified as experiencing a noticeable increase in noise level in the 10-Year Future build scenario. As such, since both of the above criteria are satisfied for all receivers, the assessment has found no receivers will be at risk of environmental harm due to the highway upgrade and therefore Performance Criteria relating to noise requirements for each of the impacted planning zones within the Scheme have been satisfied.”</i></p> <p>The proposal in-itself will not create additional impact and therefore it is considered reasonable.</p>

Local Business Zone

- **Clause 20.3.3(A1) External Lighting** – external lighting will not be turned off between 6.00pm and 8.00am.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 20.3.3 as follows.

Clause	Performance Criteria	Assessment
20.3.3(P1)	<p><i>“External lighting within 50m of a residential zone must not adversely affect the amenity of adjoining residential areas, having regard to all of the following:</i></p> <p><i>(a) level of illumination and duration of lighting;</i></p> <p><i>(b) distance to habitable rooms in adjacent dwellings.”</i></p>	<p>Existing street lighting along the highway is being upgraded to meet the minimum requirements for Category V5 standard lighting, including at the Sugarloaf Road intersection.</p> <p>The level of illumination, duration and distance to habitable rooms in adjacent dwellings are all considered to be reasonable.</p>

Local Business Zone

- **Clause 20.3.4(A1) Commercial Vehicle Movements** – commercial vehicle movements will exceed 20 movements per day and hours of operation.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 20.3.4 as follows.

Clause	Performance Criteria	Assessment
20.3.4(P1)	<p><i>“Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p>	<p>The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the timing, number, size, will remain at current levels. The site will accommodate required vehicle manoeuvring. The applicant's noise assessment has not identified the need for noise reducing structures.</p>

	<p>(d) <i>the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p>(e) <i>noise reducing structures between vehicle movement areas and dwellings;</i></p> <p>(f) <i>the level of traffic on the road;</i></p> <p>(g) <i>the potential for conflicts with other traffic.”</i></p>	
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Utilities Zone

- **Clause 28.3.2(A1) Noise** – Noise emissions will be exceeded where measured at the boundary of a residential zone.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 28.3.2 as follows.

Clause	Performance Criteria	Assessment
28.3.2(P1)	<i>“Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”</i>	<p>The applicant’s Road Traffic Noise Assessment concludes:</p> <p><i>“Whilst a number of receivers already exceed the target noise level of 63 dB(A) in the existing ‘no build’ scenario, no residential receivers were identified as experiencing a noticeable increase in noise level in the 10-Year Future build scenario. As such, since both of the above criteria are satisfied for all receivers, the assessment has found no receivers will be at risk of environmental harm due to the highway upgrade and therefore Performance Criteria relating to noise requirements for each of the impacted planning zones within the Scheme have been satisfied.”</i></p>

		The proposal in-itself will not create additional impact and therefore it is considered reasonable.
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Utilities Zone

- **Clause 28.3.4(A1) Commercial Vehicle Movements** – commercial vehicle movements will exceed 20 movements per day and hours of operation.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause 28.3.4 as follows.

Clause	Performance Criteria	Assessment
28.3.4(P1)	<p><i>“Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50m of a residential zone must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:</i></p> <p><i>(a) the time and duration of commercial vehicle movements;</i></p> <p><i>(b) the number and frequency of commercial vehicle movements;</i></p> <p><i>(c) the size of commercial vehicles involved;</i></p> <p><i>(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);</i></p> <p><i>(e) noise reducing structures between vehicle movement areas and dwellings;</i></p>	<p>The proposal in-itself will not create additional impact and therefore it is considered reasonable. The use will not intensify, and the timing, number, size, will remain at current levels. The site will accommodate required vehicle manoeuvring. The applicant’s noise assessment has not identified the need for noise reducing structures.</p>

	<p><i>(f) the level of traffic on the road;</i></p> <p><i>(g) the potential for conflicts with other traffic.”</i></p>	
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Potentially Contaminated Land Code

- **Clause E2.5(A1) Use Standards** – the Director of the Environment Protection Authority has not certified the land is suitable for the intended use or approved a management plan.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E2.5 as follows.

Clause	Performance Criteria	Assessment
E2.5(P1)	<p><i>“Land is suitable for the intended use, having regard to:</i></p> <p><i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i></p> <p><i>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i></p> <p><i>(c) a plan to manage contamination and associated risk to human health or the environment that includes:</i></p>	<p>not applicable</p> <p>A Grounds Conditions Report prepared by Jacobs and dated 7 August 2020 was submitted in support of the application. The report concludes that contaminant concentrations in soil samples collected near the former landfill and in areas to be excavated (proposed shared user path and new roads at Lindisfarne North Primary School/Geilston Bay Recreation Area) were below the human health and ecological guideline values for public open space land use and ecological significance, respectively.</p> <p>not applicable</p>

	<p>(i) <i>an environmental site assessment;</i></p> <p>(ii) <i>any specific remediation and protection measures required to be implemented before any use commences; and</i></p> <p>(iii) <i>a statement that the land is suitable for the intended use.”</i></p>	
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Potentially Contaminated Land Code

- **Clause E2.6.2(A1) Excavation** – no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E2.6.2 as follows.

Clause	Performance Criteria	Assessment
E2.6.2(P1)	<p><i>“Excavation does not adversely impact on health and the environment, having regard to:</i></p> <p><i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i></p> <p><i>(b) a plan to manage contamination and associated risk to human health and the environment that includes:</i></p> <p><i>(i) an environmental site assessment;</i></p> <p><i>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</i></p> <p><i>(iii) a statement that the excavation does not adversely impact on human health or the environment.”</i></p>	<p>not applicable</p> <p>A Grounds Conditions Report prepared by Jacobs and dated 7 August 2020 was submitted in support of the application. The report concludes that contaminant concentrations in soil samples collected near the former landfill and in areas to be excavated (proposed shared user path and new roads at Lindisfarne North Primary School/Geilston Bay Recreation Area) were below the human health and ecological guideline values for public open space land use and ecological significance, respectively, indicating a low risk to construction worker health.</p>

Landslide Code

- **Clause E3.7.1(A1) Buildings and Works, other than Minor Extensions** – no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E3.7.1 as follows.

Clause	Performance Criteria	Assessment
E3.7.1(P1)	<p><i>“Buildings and works must satisfy all of the following:</i></p> <p><i>(a) no part of the buildings and works is in a High Landslide Hazard Area;</i></p> <p><i>(b) the landslide risk associated with the buildings and works is either:</i></p> <p><i>(i) acceptable risk; or</i></p> <p><i>(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.”</i></p>	<p>No works are proposed within a High Landslide Hazard Area.</p> <p>A Grounds Conditions Report prepared by Jacobs dated 7 August 2020 was submitted in support of the application. The report concludes:</p> <p><i>“We anticipate some excavation may be necessary to undertake the proposed works. With regard to slope and excavation stability, we consider the following:</i></p> <ul style="list-style-type: none"> <i>• In soils, temporary slopes of 1.5m or less should not be steeper than 1H:1V. Permanent slopes of 1.5m or less should not be steeper than 2H:1V.</i> <i>• In rock (highly weathered or better), permanent slopes should not be steeper than 1H:1V.</i> <i>• If permanent slopes steeper than 1H:1V are required, site specific slope stability assessments shall be undertaken by an experienced geotechnical engineer or engineering geologist.</i>

		<ul style="list-style-type: none"> • <i>Personnel should not be permitted to enter excavations unless they are battered or shored appropriately. An assessment of the batter stability should be made by an experienced geotechnical engineer or engineering geologist prior to entering open excavations. Refer to “Code of Practice: Excavation work” by Safe Work Australia (Safe Work Australia, 2018) or relevant Tasmanian guidelines for safe excavation practices.</i> • <i>Excavations below the water table are not expected to be encountered, however localised perched water may be encountered. If excessive groundwater seepage is encountered, flatter batters may be necessary.”</i> <p>The proposal is considered to satisfy the performance criteria.</p>
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Landslide Code

- **Clause E3.7.3(A1) Major Works** – no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E3.7.3 as follows.

Clause	Performance Criteria	Assessment
E3.7.3(P1)	<p><i>“Major works must satisfy all of the following:</i></p> <p><i>(a) no part of the works is in a High Landslide Hazard Area;</i></p>	No works are proposed within a High Landslide Hazard Area.

	<p><i>(b) the landslide risk associated with the works is either:</i></p> <p><i>(i) acceptable risk; or</i></p> <p><i>(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk."</i></p>	<p>The Grounds Conditions Report prepared by Jacobs and dated 7 August 2020, submitted in support of the application, confirms that the risk is acceptable and capable of mitigation.</p> <p>A condition of approval is recommended requiring that works are undertaken in accordance with the recommendations of the report.</p>
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Road and Railway Assets Code

- **Clause E5.6.2(A1) Road accesses and junctions** – the proposal is for new accesses and junction to roads in an area subject to a speed limit of more than 60km/h.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E5.6.2 as follows.

Clause	Performance Criteria	Assessment
E5.6.2(P1)	<p><i>"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:</i></p> <p><i>(a) the nature and frequency of the traffic generated by the use;</i></p> <p><i>(b) the nature of the road;</i></p> <p><i>(c) the speed limit and traffic flow of the road;</i></p> <p><i>(d) any alternative access;</i></p>	<p>A Traffic Impact Assessment (TIA) prepared by Jacobs and dated 14 August 2020 was lodged in support of the application.</p> <p>The TIA demonstrates that the accesses and junctions are safe and do not have an unreasonable impact on the efficiency of the road having regard to the following:</p> <p>complies</p> <p>complies</p> <p>complies</p> <p>not applicable</p>

	(e) <i>the need for the access or junction;</i>	complies
	(f) <i>any traffic impact assessment; and</i>	complies
	(g) <i>any written advice received from the road authority.”</i>	Not applicable no written advice has been received by DSG.

Stormwater Management Code

- **Clause E7.7.1(A2) Stormwater Drainage and Disposal** – the size of new impervious area is more than 600m².

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause E7.7.1 as follows.

Clause	Performance Criteria	Assessment
E7.7.1(P2)	<i>“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.”</i>	A Hydraulic Impact Assessment dated 14 August 2020 has been prepared by Jacobs in support of the application. The assessment demonstrates sufficient incorporation of water sensitive urban design principles in the design, verified through MUSIC (Model for Urban Stormwater Improvement Conceptualisation) modelling.

Waterway and Coastal Protection Code

- **Clause E11.7.1(A1) Buildings and Works** – the proposal is not within a building area on a plan of subdivision approved by this Scheme.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E11.7.1 as follows.

Clause	Performance Criteria	Assessment
E11.7.1(P1)	<i>“Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:</i>	A Hydraulic Impact Assessment dated 14 August 2020 and a Natural Values Assessment dated 20 August 2020 have been prepared by Jacobs in support of the application.

	<p>(a) <i>avoid or mitigate impact on natural values;</i></p> <p>(b) <i>mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;</i></p> <p>(c) <i>avoid or mitigate impacts on riparian or littoral vegetation;</i></p> <p>(d) <i>maintain natural streambank and streambed condition, (where it exists);</i></p> <p>(e) <i>maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i></p> <p>(f) <i>avoid significantly impeding natural flow and drainage;</i></p> <p>(g) <i>maintain fish passage (where applicable);</i></p> <p>(h) <i>avoid landfilling of wetlands;</i></p> <p>(i) <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."</i></p>	<p>Mitigation measures have been outlined in the Natural Values Assessment which include avoiding impact on natural values.</p> <p>Construction in and around watercourses will occur in small, discrete "disturbance zones" to mitigate erosion and sedimentation impacts, and to ensure in-stream natural habitat and riparian vegetation is maintained and reinstated as much as possible.</p> <p>complies</p> <p>not applicable</p> <p>not applicable</p> <p>Erosion, run-off and sedimentation controls will be implemented as per the Wetlands and Waterways Works Manual and required as part of the CEMP. The assessment against the adjacent criteria, with respect to flow and water quality control measures is also provided in a separate Hydraulic Impact Assessment.</p>
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		<p>This assessment shows that the development will maintain suitability of Faggs Gully Creek and the unnamed tributary of Faggs Gully Creek for native aquatic species.</p> <p>The proposed works do not cause “environmental harm” through any other means to any waterway.</p>
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Waterway and Coastal Protection Code

- **Clause E11.7.1(A4) Buildings and Works** – the proposal involves a new stormwater point discharge into a watercourse.

The proposed variation must be considered pursuant to the Performance Criteria P4 of Clause E11.7.1 as follows.

Clause	Performance Criteria	Assessment
E11.7.1(P4)	<p><i>“Development involving a new stormwater point discharge into a watercourse, wetland or lake must satisfy all of the following:</i></p> <p><i>(a) risk of erosion and sedimentation is minimised;</i></p> <p><i>(b) any impacts on natural values likely to arise from erosion, sedimentation and runoff are mitigated and managed;</i></p> <p><i>(c) potential for significant adverse impact on natural values is avoided.”</i></p>	<p>The project’s upgraded stormwater system includes a new stormwater outlet points along Faggs Gully Creek.</p> <p>The applicants Natural Values Assessment confirms the construction of the new stormwater outlet is not expected to have additional or adverse impacts to natural values along the creek outside of what has already been assessed as lost through the Construction Footprint Works will be undertaken in accordance with “Wetlands and Waterways Works Manual” (DPIWE, 2003).</p>

Coastal Erosion Hazard Code

- **Clause E16.7.1(A1) Buildings and Works** – no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E16.7.1 as follows.

Clause	Performance Criteria	Assessment
E16.7.1(P1)	<p><i>“Buildings and works must satisfy all of the following:</i></p> <p>(a) <i>not increase the level of risk to the life of the users of the site or of hazard for adjoining or nearby properties or public infrastructure;</i></p> <p>(b) <i>erosion risk arising from wave run-up, including impact and material suitability, may be mitigated to an acceptable level through structural or design methods used to avoid damage to, or loss of, buildings or works;</i></p> <p>(c) <i>erosion risk is mitigated to an acceptable level through measures to modify the hazard where these measures are designed and certified by an engineer with suitable experience in coastal, civil and/or hydraulic engineering;</i></p> <p>(d) <i>need for future remediation works is minimised;</i></p>	<p>The works impact a very small fraction of the mapped Coastal Erosion Hazard Area near the confluence of Faggs Gully Creek with the River Derwent. Although the applicant’s Hydraulics Impact Assessment notes the susceptibility of this coastal area to erosion is unknown due to the uncertainty in underlying information, the area is classed as an acceptable hazard zone (all soft sediment shores) and is landwards of likely and possible natural recession limits.</p> <p>Given the existing coastal hazard level is acceptable and works are occurring in the section mapped furthest upstream along the creek (landwards of likely recession limits), the risk to life and natural features posed by erosion hazard and erosion risk from wave run-up is said to be unchanged by the proposed works. Erosion mitigations for flows within Faggs Gully Creek, particularly either side of the new waterway crossing under the Dumbarton Drive/ Geilston Bay Road intersection, will be implemented by the developer. The measures being implemented will assist in reducing downstream erosion risk around the confluence of the creek with the coastline.</p> <p>complies</p>

	(e) <i>health and safety of people is not placed at risk;</i>	complies
	(f) <i>important natural features are adequately protected;</i>	complies
	(g) <i>public foreshore access is not obstructed where the managing public authority requires it to continue to exist;</i>	Access to and through the area and public foreshore will not be lost, compromised or obstructed by any future coastal erosion in the works area.
	(h) <i>access to the site will not be lost or substantially compromised by expected future erosion whether on the proposed site or off-site;</i>	complies
	(i) <i>provision of a developer contribution for required mitigation works consistent with any adopted Council Policy, prior to commencement of works;</i>	not applicable
	(j) <i>not be located on an actively mobile landform."</i>	The works are not being undertaken in a known actively mobile landform.

5. REPRESENTATION ISSUES

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

5.1. Landscaping and Aesthetic Amenity

A representor contends the landscaping plan submitted is unsatisfactory both in terms of replacing the flora removed and creating a visually appealing urban landscape for current and future generations.

The project involves removal of mature trees including a stand of Eucalypts from south of the Derwent Avenue/East Derwent Highway intersection, along the western side of the highway adjacent to the Lindisfarne North Primary School and beyond. These trees are believed to be an integral element of the landscape and provide a distinguishing visual identity for both the immediate area and surrounding suburbs.

The representor believes the objective should be to improve the area through more intensive planting and retention of existing flora.

A number of trees identified for removal appear to be some distance from either the new carriageway and/or proposed footpaths or services. Where possible these should be retained, even if minor changes in the design are required in order to do so. By way of example, the large Eucalypt located in the triangular shaped parcel boarded by Nubeena Street, Derwent Avenue and the East Derwent Highway has been identified for removal. This instead could form the basis for a new complementary planting to improve what is currently a vacant, unattractive “no-man’s land”.

A representor notes from the project documents that a large number of mature trees will be removed to make space for the widened highway and would like to see a re-planting process to replace (and increase) the trees that will be removed with suitable native trees.

A representor is concerned that this project also has an opportunity to improve the aesthetic amenity of the area through appropriate landscaping works but will become an eyesore.

- **Comment**

The highway duplication will require the removal of some native and exotic trees. DSG is proposing to plant new native trees and provide low level planting that will create habitat for local fauna.

DSG confirms that the final planting arrangement and species list in the vicinity of the school will be undertaken in conjunction with further discussions with the school so that the plantings suit the latter's requirements regarding amenity, safety and maintenance.

DSG intends that as the design is worked through, more detailed landscaping plans will be developed. Where it is unclear whether existing trees can be retained on-site, an arborist will be engaged to determine whether it is safe for the existing tree to be retained. DSG has confirmed its commitment to retain trees during construction and avoid the removal of trees as far as possible whilst ensuring safety. It has also confirmed a commitment to improving the landscaping schedule and increasing the landscaping footprint.

With the agreement of DSG, a condition is proposed to any approval requiring detailed landscaping plans which include an increased planting schedule, increased landscaping footprint and the identification and protection of trees to be retained.

5.2. Bicycle Lanes

A representor commented provision should be made for a bike path along the length of the upgraded section, with a view to strategically improving the biking infrastructure within and from Geilston Bay over a 20-year horizon.

Another representor expressed concern that separated bicycle lanes have not been included in the proposal and considers this a missed opportunity given the likely substantial increase in residents in the local area, due to increased housing, a likely increase in the local primary schools capacity, and the pending upgrade of the Tasman Bridge.

- **Comment**

There is a shared use path proposed along the length of the upgraded section. This shared path connects with the foreshore trail via Geilston Bay Road.

DSG will provide on-road cycle lanes and connections to off-road shared paths. DSG confirms there is no capacity within the project footprint to additionally provide grade separated cycle lanes on the highway.

5.3. Parking

A resident of Araluen Street has submitted a representation in respect of a lack of parking which is exacerbated by the businesses on the corner of the street with the East Derwent Highway. The representor contends that planning permit D-2018/245 for Sush Holdings accepted provision for staff parking on the gravel area on the opposite side of the East Derwent Highway and that no staff car parking should occur in Araluen Street.

Another representor contends that in 1975, DSG agreed with the then business owners to make provision for car parking on the same gravel area on the opposite side of the East Derwent Highway.

- **Comment**

Planning permit D-2018/245 was approved at Councils Meeting of 9 July 2018. The approval did not rely on car parking on the gravel area on the opposite side of the Highway. DSG also made it clear through the referral process that it intended widening the carriageway and that this parking would be removed.

DSG is proposing on road parking for five vehicles between Araluen Street and Clinton Road, where there is currently room for two.

DSG has confirmed that it is not possible to move the bus stop closer to Clinton Road as there is a bus route that turns right into Clinton Road and the bus will need the room from the currently shown location to get across to the right turn lane to make that manoeuvre.

DSG has confirmed that it has no record of an agreement to provide the gravel carpark for patrons of the local businesses.

However, it is noted that the gravel carpark is not a designated carpark and has no status as such. The proposal will incorporate a net gain of three car parking spaces. There is no requirement for the use “transport network” to provide any additional car parking spaces under the Scheme.

5.4. Biodiversity

A representor notes that the plans identify the removal of single *E risdonii* and *E morrisbyii*, and many mature blue gums, and the supporting documentation acknowledges the value of these species in the context of a highly urbanised landscape. The documentation identifies the value of the mature blue gums as potential foraging habitat for swift parrots but does not identify the role of these trees as foraging habitat for non-threatened native species, including eastern and green rosellas, black cockatoos and sulphur-crested cockatoos.

The representor believes the proposal has an opportunity to enhance the biodiversity values by planting appropriate understorey vegetation through the length of the proposed upgrade which should include the threatened understorey plants identified as being in the footprint of the construction works or on adjacent land. The representor also suggests that for each blue gum, *E risdonii* and *E morrisbyii* removed, the proponent replants two of every species.

- **Comment**

None of the vegetation in this particular location is afforded any protection under the Scheme and therefore this matter cannot be given any determining weight. Notwithstanding, as discussed in Section 5.1 (above), DSG has indicated a commitment to improving the landscaping schedule and increasing the landscaping footprint.

5.5. Climate Change

A representor contends that climate change is inadequately addressed in the project. The upgrade will facilitate greater movement of vehicles (with associated emissions) and misses opportunities to mitigate some of the urban impacts of climate change.

- **Comment**

There are no specific Scheme standards that deal with this issue and therefore it cannot be given determining weight. Notwithstanding, further mitigation is desirable through increased landscaping as discussed above at Section 5.1 (above).

5.6. Dumbarton Drive

A representor expressed concern about a “blind” corner at top of Dumbarton Drive and cars speeding down the hill. Without the intersection at the bottom of the hill, the representor believes vehicles will drive faster over Geilston Creek Road to Debomfords Lane.

- **Comment**

This section of Dumbarton Road is outside the application footprint and falls under the jurisdiction of Council as the Roads Authority. Council’s Development Engineer has considered the submission and notes that the curve on Dumbarton Drive, where the access to the mentioned property is located, is not blind and is considered adequate for a residential street. There is a slight downward grade that could have the potential to encourage speeding for “inattentive” drivers but is not dissimilar to many other streets in the general area.

5.7. Reduced Speed Limit

A representor contends that there needs to be a lower speed limit on East Derwent Highway as cars and trucks come over the hill from Risdon Vale at speed, making it dangerous to exit from Geilston Creek Road and, in future, speeding to the traffic lights.

- **Comment**

The Geilston Creek Road/East Derwent Highway intersection will benefit from improved safety as a result of the project, due to the provision of the signalised intersection.

The proposed new signalised intersection at Clinton Road is more likely to result in reduced travelling speeds at this intersection as vehicles travelling south will be slowing down when approaching the lights, rather than increasing speed.

DSG has indicated it will not be reducing the speed of the highway as part of the proposal.

5.8. Sugarloaf Road Intersection

A representor contends that the intersection with Sugarloaf Road is not improved as south bound traffic must exit onto the highway which has a speed limit of 80km at this point. The representor believes there is enough land to achieve a safer outcome. The TIA also fails to consider future growth in the area.

- **Comment**

The applicant has prepared a TIA to support the development application which demonstrates that an acceleration lane at Sugarloaf Road heading south is not warranted due to the low traffic volumes coming out of this intersection.

The TIA observed that in both the weekday AM and PM peaks, the 95th percentile queue lengths travelling south from Sugarloaf Road was less than 10 cars (compared to 21 and 14 turning right). Saturdays was less than five. This is most likely because of the alternate route to travel south using Clinton Road to access the highway.

The TIA undertook a traffic survey to arrive at a current situation base model. It then accounted for more than a hundred extra dwellings that were currently planned to be constructed as part of the subdivision to the north-west of the project area.

To attempt to account for construction of dwellings that are not yet planned the TIA performed a sensitivity check, where even more traffic was added to the model and the effects of this increased future potential traffic volumes on the system were analysed against the base case and the “normal” future volumes. This method is detailed on Pages 24-25 of the TIA.

5.9. Shared Use Path

The representor requests that the new footpath on the western side of East Derwent Highway that abuts existing footpath along to Derwent Avenue intersection be a shared use footpath to enable low speed bicycle usage as well. While the representor supports a shared use path along the highway from the northern side of the East Derwent Highway intersection, including the southern side enables consistency of use on to the northern shared bike path portion, as well as safer low-speed bike access to the shops (children could ride their bike to the fish and chip shop or families can all go to the butcher together on our bikes). The 1.5m wide in-road bike lane is not suitable for children.

- **Comment**

The applicant notes that the proposal provides a shared-use path on the western side of the highway that connects the school to the shops on the northern side of the intersection with Derwent Avenue. Children travelling between the school and shops are not required to ride their bikes on the road at any stage and will be able to ride on the shared-use path that is being provided.

5.10. Pedestrian Access across the Highway

A representor contends that Araluen Street is a main arterial pedestrian access point for a large part of Geilston Bay and pedestrians will be denied ready access to the recreation area as the proposal includes a dividing pedestrian fence the entire length. The proposal requires a 180m walk to the proposed traffic lights at the intersection of Geilston Creek Road/Clinton Road/East Derwent Highway.

The representor believes that safety concerns arise as some people may be tempted to scale the proposed fence. There is an existing pedestrian island currently in regular use by the community and this proposal has failed to replace it.

- **Comment**

DSG considers that the existing pedestrian refuge presents a high risk to pedestrians and is considered unsafe to retain. The pedestrian refuge has been replaced with a much safer alternative, being the signalised intersection a short walk away at the Clinton Road intersection.

A similar treatment to the proposed fence (as is referred to in the submission) is in use near Eastlands Shopping Centre on Rosny Hill Road, which is designed to be of a height that will deter people from attempting to scale the fence, while not impeding driver vision and sight lines. DSG believes that providing a break in the fence would negate the purpose of the fence, which is to discourage school children attempting to cross the highway. It is acknowledged that Araluen Street is a pedestrian thoroughfare, however encouraging people to cross the East Derwent Highway here without adequate treatment would be unsuitable.

5.11. Proposed Repositioning of the Bus Stop

A representor contends that the proposed position of the bus stop is inadequate, creating a walk of 280m to the proposed traffic lights at the intersection of Geilston Creek Road/Clinton Road/East Derwent Highway, then a further walk to the main arterial pedestrian route at Araluen Street. The proposal has not taken into consideration passengers who are old and frail, people with limited mobility, parents with prams and school children. Repositioning of the bus stop could allow ready usage of a replacement pedestrian island.

- **Comment**

DSG notes that the current design will result in longer walking distances to cross the East Derwent Highway from the bus stop; and that this has been carefully considered.

However, DSG believes that the safety of older persons, people with limited mobility, parents with prams and school children crossing a 4-lane highway with vehicles travelling at 70km/h is of more importance than the extra few minutes of walking caused by the central barrier. DSG has considered providing a bench along the route for older persons to rest. It is recommended that a condition of approval be the provision of at least one bench along this section of the highway where installation will not create a blockage to the footpath.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, Aboriginal Heritage Tasmania (AHT) and the Conservation Assessment and Wildlife Management Section (CAS) of the Policy, Advice and Regulatory Services Branch (DPIPWE).

TasWater has provided a number of conditions to be included on the planning permit if granted.

AHT confirmed that Aboriginal heritage assessments have been undertaken by the DSG and several Aboriginal heritage sites were identified within the application area. A number of mitigation and management strategies have been recommended for the project and a permit has been issued under the Aboriginal Heritage Act 1975 to enable works within an Aboriginal heritage site. Provided the works proceed in accordance with the recommended mitigation and management strategies and the terms of the Permit, there are no further requirements under the Aboriginal Heritage Act 1975 and there is no objection to the development proceeding.

CAS provided the following comments:

- Threatened Flora - There are two threatened flora species located within the construction footprint which will need to be removed for the proposed road works: *Eucalyptus risdonii* and *Eucalyptus morrisbyi*, both listed under the Threatened Species Protection Act 1995 (TSPA). A permit to take threatened flora has been applied for by the proponent to allow for the removal of the trees. This a separate issue to the consideration of the development application.

- Threatened Fauna - There are a number of large Eucalyptus globulus (blue gum) trees within the area surveyed for the construction footprint that have potential to provide important foraging habitat for the swift parrot (Lathamus discolor), listed as endangered under the TSPA and critically endangered under the Environment Protection and Biodiversity Conservation Act 1999 (EPBCA). CAS recommends that impacts to E. globulus from the proposed road works are avoided as much as possible in order to minimise loss of swift parrot foraging habitat.
- Weeds and Diseases - A large number of weed species listed under the Weed Management Act 1999 were observed during the natural values field survey, including broom, boneseed, blackberry, Scotch thistle, willow, African boxthorn and gorse. Vehicles and machinery moving on and off-site and construction materials such as soil, sand or gravel imported onto the site have the potential to spread weeds and/or diseases around the works footprint and to other work sites that use the same vehicles and machinery. It is important that good hygiene practices are put in place to minimise the risk of weeds and/or diseases being introduced to spread around the construction site. Information about practical hygiene measures to implement can be found in Appendix 1 of the DPIPW (2015) Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies.

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.

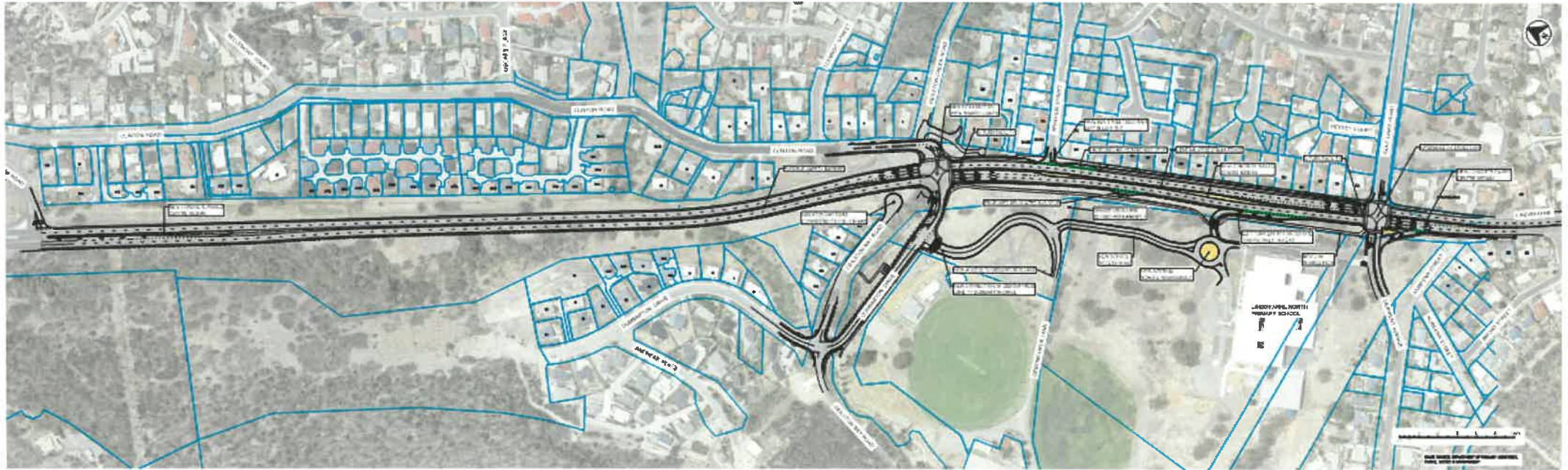
9. CONCLUSION

The proposal for an upgrade to the East Derwent Highway and alterations to abutting roads and intersections, realignment and new intersection of Geilston Bay Road with Dumbarton Drive, and realignment of Debomfords Lane at 271, 353 and 481 East Derwent Highway, 1 Geilston Creek Road, 8 and 18 Debomfords Lane, Geilston Bay is recommended for approval subject to reasonable and relevant conditions.

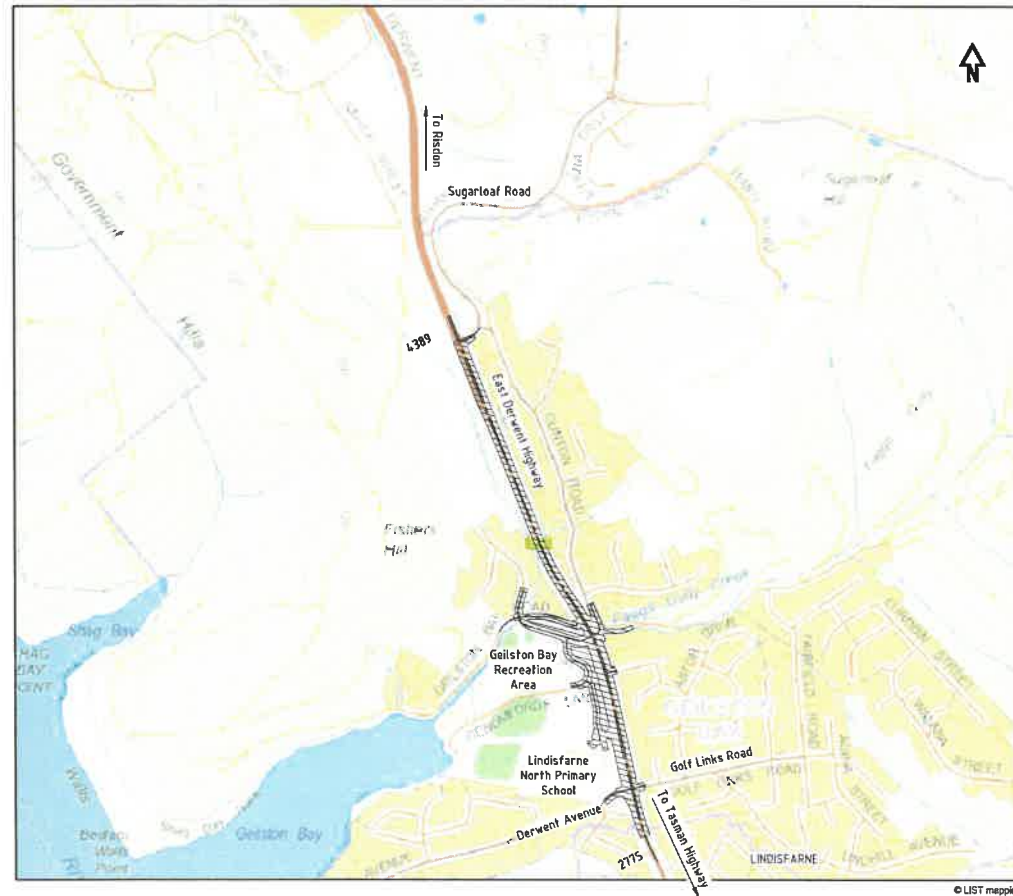
Attachments: 1. Location Plan (1)
2. Proposal Plans (45)



Ross Lovell
MANAGER CITY PLANNING

Attachment 1 Location Plan



Attachment 2 Proposal Plans



				SCALES N.T.S		 		Department of State Growth		CONTRACT No. 3203	DRAWING IS262318-8000-CR-DRG-1002.dwg	PRINTED DATE 21-Aug-20, 11:32 AM	SHEET No. 1002	
								EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY LOCALITY PLAN		REGISTRATION NUMBER A0029.008				
P1	PRELIMINARY ISSUE FOR DA		CJ	21/08/2020			DESIGNED	D. PUXTY						
No.	Amendment Description		Initials	Date	Co-ordinate System: GDA94 / MGA55		Height Datum: AHD83	REVIEWED	A. PAOLUCCI					REVISION P1
A3 original	This sheet may be prepared using colour and may be incomplete if copied													

DEPARTMENT OF STATE GROWTH



EAST DERWENT HIGHWAY UPGRADE (A0029.008)

GOLF LINKS ROAD TO SUGARLOAF ROAD

GEILSTON BAY

DRAWING LIST	
SHEET No.	DRAWING TITLE
1001	COVER SHEET
1002	LOCALITY PLAN
1011	DRAWING LIST SHEET 1
1021	KEY PLAN
1101	TYPICAL CROSS SECTIONS SHEET 1
1102	TYPICAL CROSS SECTIONS SHEET 2
1103	TYPICAL CROSS SECTIONS SHEET 3
1104	TYPICAL CROSS SECTIONS SHEET 4
1105	TYPICAL CROSS SECTIONS SHEET 5
1106	TYPICAL CROSS SECTIONS SHEET 6
1301	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 1 - EAST DERWENT HIGHWAY
1302	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 2 - EAST DERWENT HIGHWAY
1303	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 3 - EAST DERWENT HIGHWAY
1304	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 4 - EAST DERWENT HIGHWAY
1305	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 5 - EAST DERWENT HIGHWAY
1306	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC01 SHEET 6 - EAST DERWENT HIGHWAY
1307	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC11 SHEET 7 - LOCAL ROAD
1308	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC14 SHEET 8 - LOCAL ROAD
1309	GENERAL ARRANGEMENT PLAN AND LONGITUDINAL SECTION MC12 SHEET 9 - LOCAL ROAD
1310	LONGITUDINAL SECTION MC02 SHEET 10 - EAST DERWENT HIGHWAY
1311	LONGITUDINAL SECTION MC02 SHEET 11 - EAST DERWENT HIGHWAY
1312	LONGITUDINAL SECTION MC02 SHEET 12 - EAST DERWENT HIGHWAY
1313	LONGITUDINAL SECTION MC14, MC15 & MC16 SHEET 13 - LOCAL ROAD
1314	LONGITUDINAL SECTION MC21, MC22, MC23 & MC24 SHEET 14 - LOCAL ROAD

DRAWING LIST	
SHEET No.	DRAWING TITLE
1601	STORMWATER DRAINAGE LAYOUT PLAN SHEET 1
1602	STORMWATER DRAINAGE LAYOUT PLAN SHEET 2
1603	STORMWATER DRAINAGE LAYOUT PLAN SHEET 3
1604	STORMWATER DRAINAGE LAYOUT PLAN SHEET 4
1605	STORMWATER DRAINAGE LAYOUT PLAN SHEET 5
1611	STORMWATER LONGITUDINAL SECTIONS SHEET 1
1612	STORMWATER LONGITUDINAL SECTIONS SHEET 2
1613	STORMWATER LONGITUDINAL SECTIONS SHEET 3
1621	STORMWATER DRAINAGE CULVERT AND SUBSOIL SETOUT TABLES
1654	STORMWATER TYPICAL DETAILS
1655	BIO RETENTION BASIN DETAILS
1901	LANDSCAPING LAYOUT PLAN SHEET 1
1902	LANDSCAPING LAYOUT PLAN SHEET 2
1903	LANDSCAPING LAYOUT PLAN SHEET 3
1904	LANDSCAPING LAYOUT PLAN SHEET 4
1905	LANDSCAPING LAYOUT PLAN SHEET 5
2001	LIGHTING AND ISOLUX LAYOUT PLAN SHEET 1
2002	LIGHTING AND ISOLUX LAYOUT PLAN SHEET 2
2003	LIGHTING AND ISOLUX LAYOUT PLAN SHEET 3
2004	LIGHTING AND ISOLUX LAYOUT PLAN SHEET 4
2005	LIGHTING AND ISOLUX LAYOUT PLAN SHEET 5
2011	LIGHTING SCHEDULES

				SCALES N.T.S		 <small>JACOBS Engineering Architecture Interior Design Sustainability</small>	 <small>Thames Water Government</small>	Department of State Growth			CONTRACT No. 3203	DRAWING IS262318-9000-CR-DRG-1011.dwg	PRINTED DATE 21-Aug-20, 11:32 AM	SHEET No. 1011
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P1	PRELIMINARY ISSUE FOR DA			CJ	21/08/2020									
No.	Amendment Description			Initials	Date									
A3 original	This sheet may be prepared using colour and may be incomplete if copied				Co-ordinate System: GDA94 / MGA55		Height Datum: AHD83							



KEY LAYOUT 1
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1301
SHEET 1601
SHEET 1901
SHEET 2001

KEY LAYOUT 2
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1302
SHEET 1601
SHEET 1901
SHEET 2001

KEY LAYOUT 3
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1303
SHEET 1602
SHEET 1902
SHEET 2002

KEY LAYOUT 4
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1304
SHEET 1602
SHEET 1902
SHEET 2002

KEY LAYOUT 5
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1305
SHEET 1603
SHEET 1903
SHEET 2003

KEY LAYOUT 6
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1306
SHEET 1603
SHEET 1903
SHEET 2003

KEY LAYOUT 7
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1307
SHEET 1604
SHEET 1904
SHEET 2004

KEY LAYOUT 8
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1308
SHEET 1604
SHEET 1904
SHEET 2004

KEY LAYOUT 9
GENERAL ARRANGEMENT PLAN
STORMWATER DRAINAGE LAYOUT PLAN
LANDSCAPING LAYOUT PLAN
LIGHTING AND ISOLUX LAYOUT PLAN

SHEET 1309
SHEET 1605
SHEET 1905
SHEET 2005

LEGEND

LAYOUT 1

GENERAL ARRANGEMENT PLANS
STORMWATER DRAINAGE PLANS
LANDSCAPING LAYOUT PLANS
LIGHTING AND ISOLUX LAYOUT PLANS

P1	PRELIMINARY ISSUE FOR DA	CJ	21/08/2020
No.	Amendment Description	Initials	Date
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SCALES
N.T.S



DESIGNED D. PUXTY
REVIEWED A. PAOLUCCI

Department of State Growth
EAST DERWENT HIGHWAY UPGRADE
GOLF LINKS ROAD TO SUGARLOAF ROAD
GEILSTON BAY
KEY PLAN

CONTRACT No.
3203

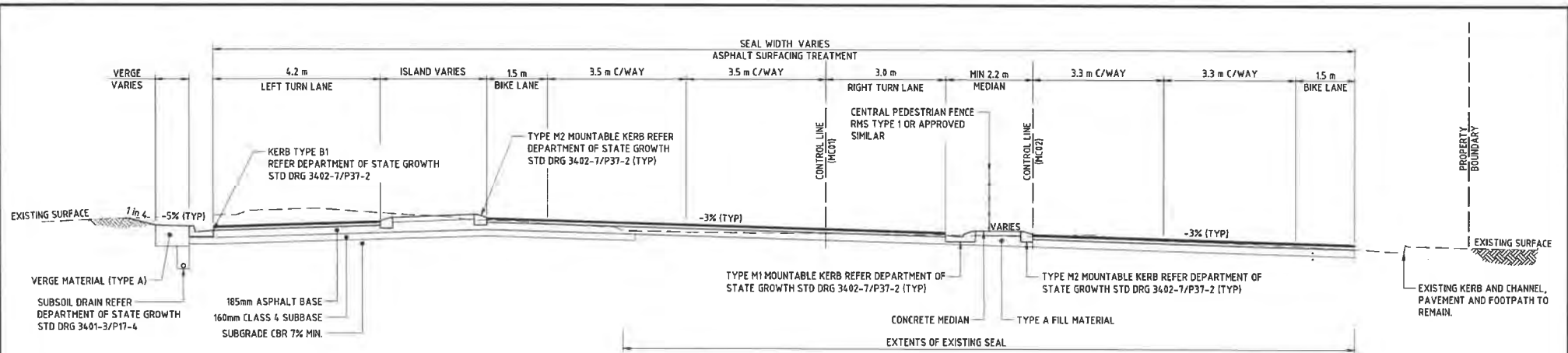
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SHEET No.

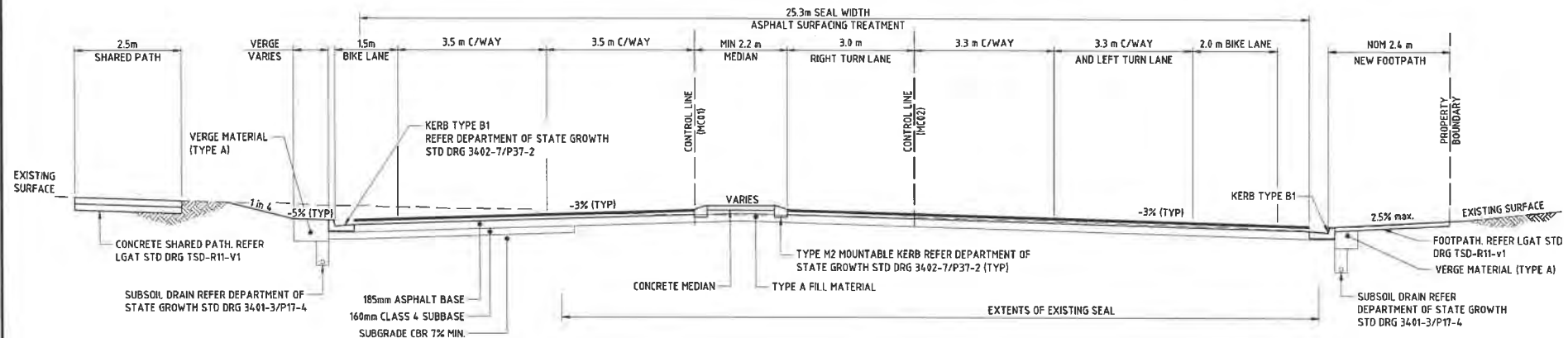
1021

REVISION P1



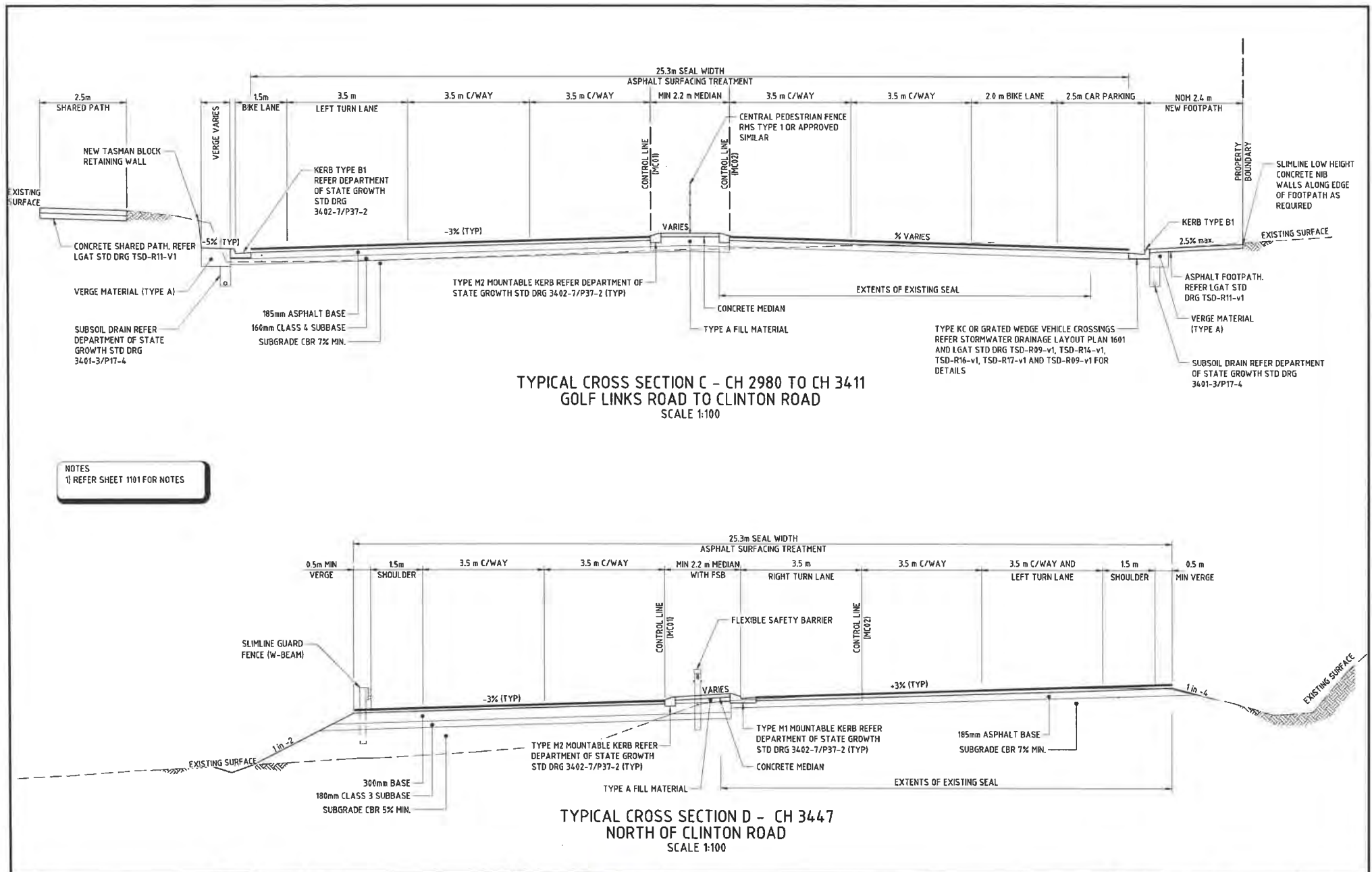
TYPICAL CROSS SECTION A - CH 2775 TO CH 2950
SOUTH OF GOLF LINKS ROAD
SCALE 1:100

NOTES
1) FOR ROAD DESIGN LAYOUT PLANS REFER GENERAL ARRANGEMENT DRAWINGS,
SERIES 1300






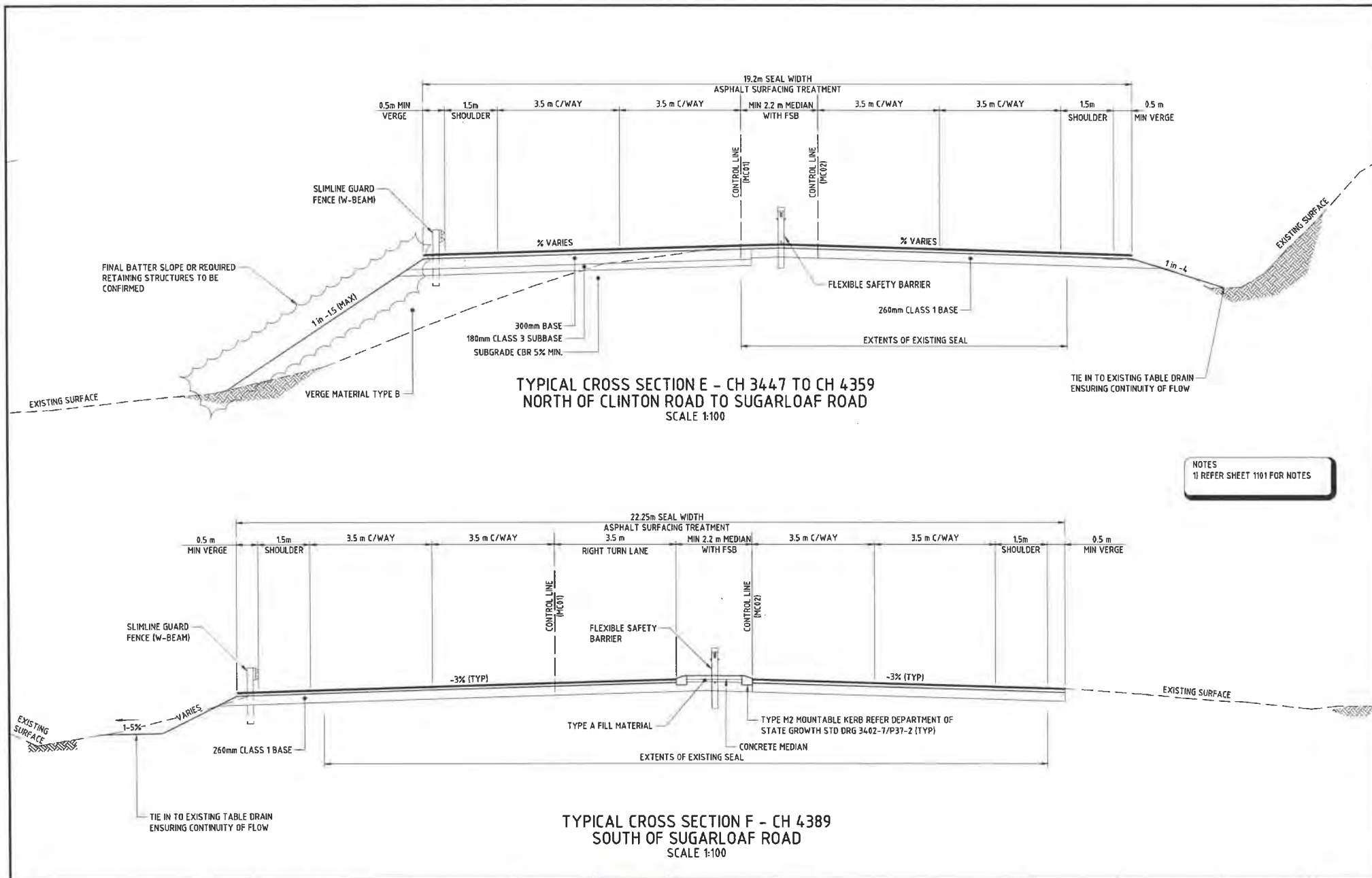
TYPICAL CROSS SECTION B - CH 2980
NORTH OF GOLF LINKS ROAD
SCALE 1:100

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P1		PRELIMINARY ISSUE FOR DA		CJ		21/08/2020		DESIGNED D. PUXTY		<div>REGISTRATION NUMBER</div> <div>A0029.008</div>				REVISION P1	
A3 original		This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System: GDA94 / MGA55		Height Datum: AHD83		REVIEWED A. PAOLUCCI							



NOTES
1) REFER SHEET 1101 FOR NOTES

				SCALES		 <small>JACOBS Engineering & Construction SPECIALISTS</small>	 <small>Thames Water Government</small>	Department of State Growth			CONTRACT No.	DRAWING	PRINTED DATE	SHEET No. 1102 REVISION P1
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No.	Amendment Description			Initials	Date									
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							REVIEWED A. PAOLUCCI							



NOTES
1) REFER SHEET 1101 FOR NOTES

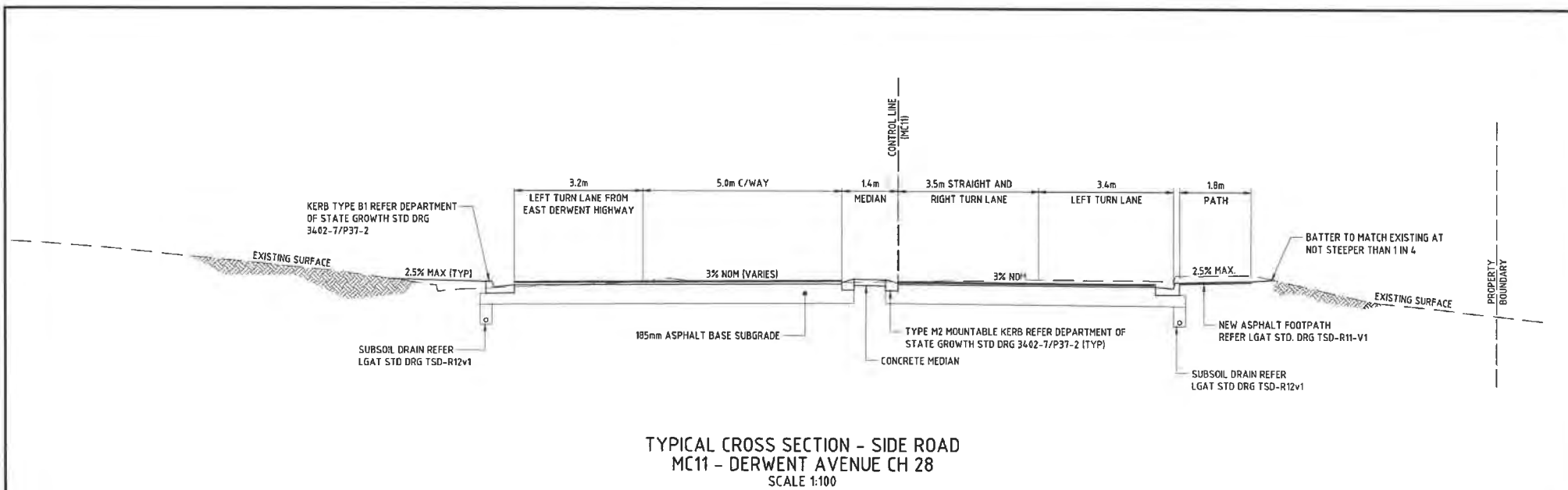
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No.	Amendment Description	Initials	Date
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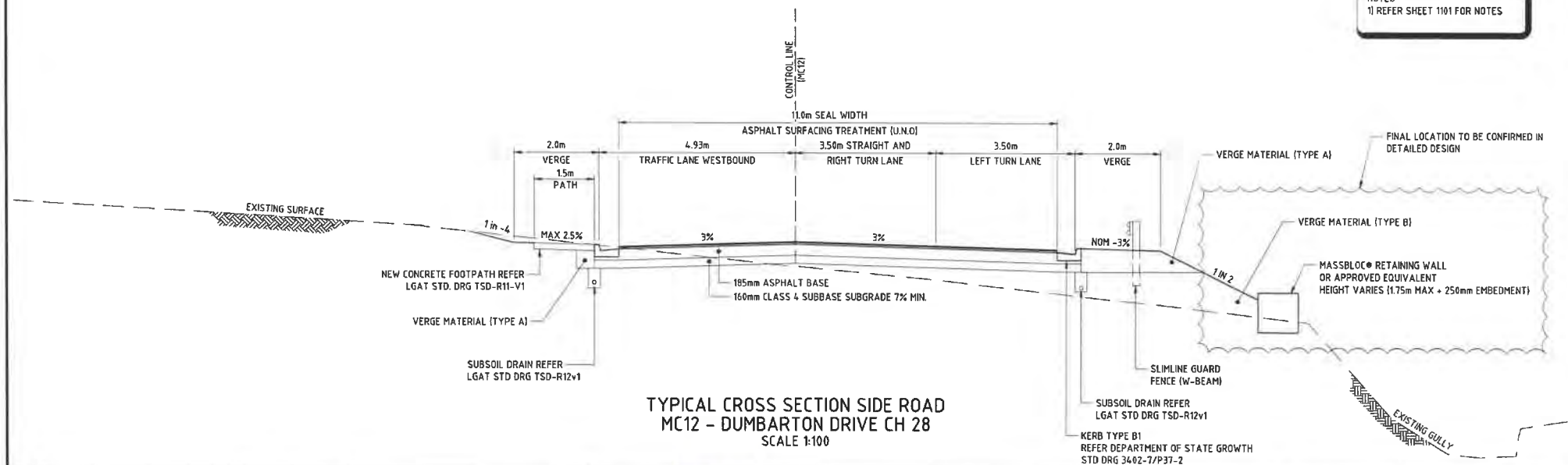
DESIGNED	D. PUXTY	REVIEWED	A. PAOLUCCI

Department of State Growth EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY TYPICAL CROSS SECTIONS SHEET 3	
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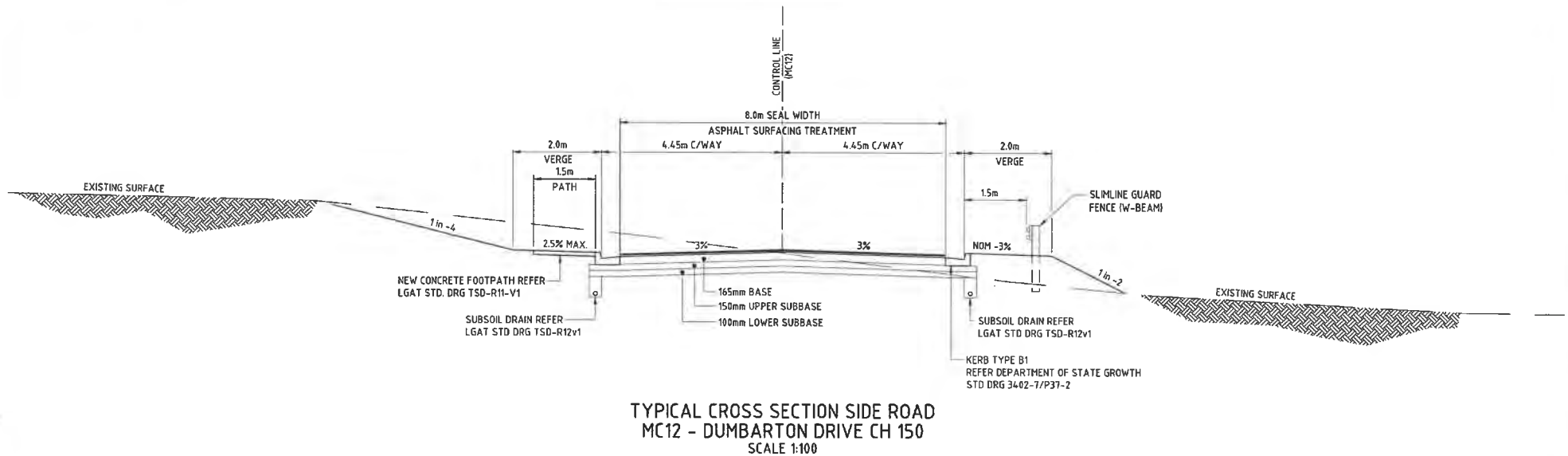
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REGISTRATION NUMBER A0029.008			REVISION P1



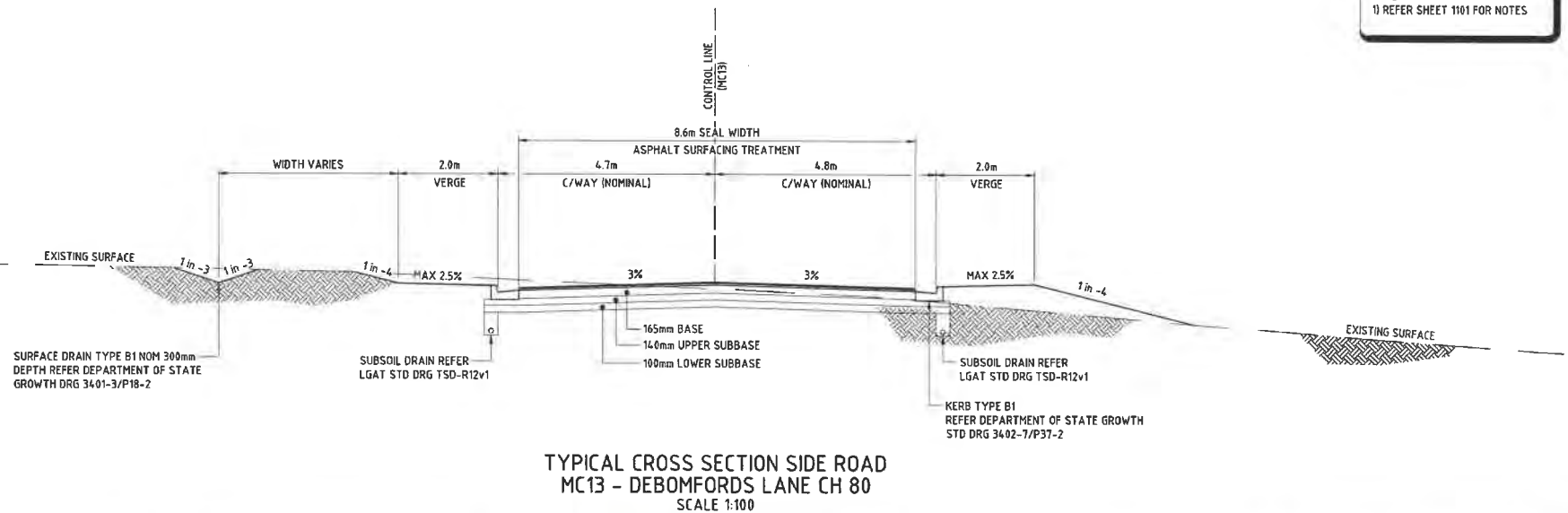
NOTES
1) REFER SHEET 1101 FOR NOTES



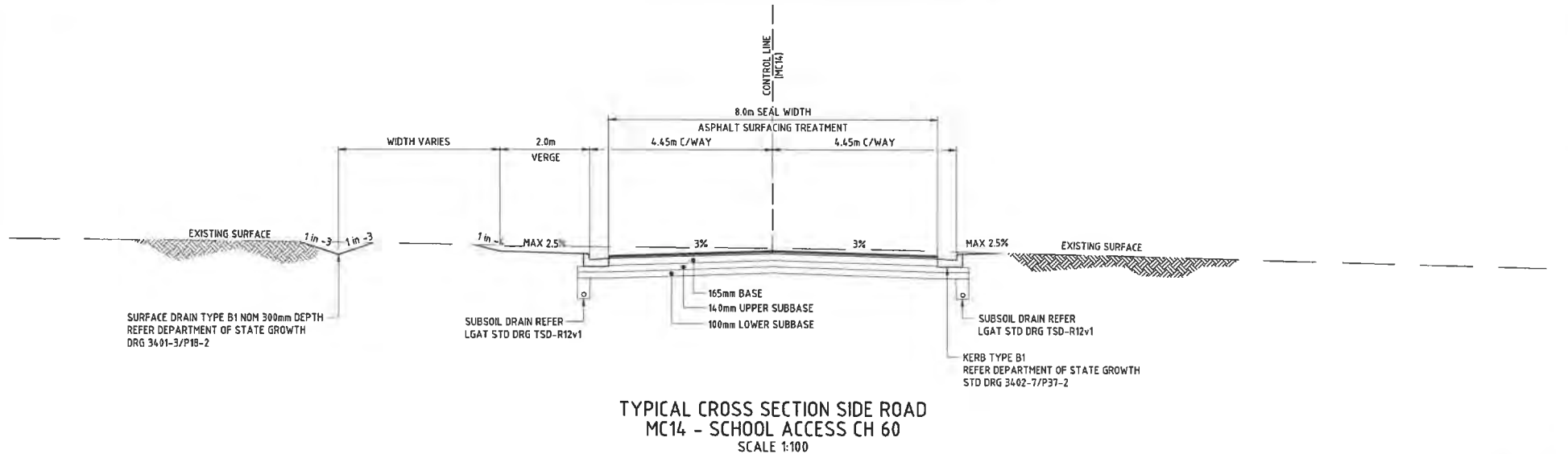
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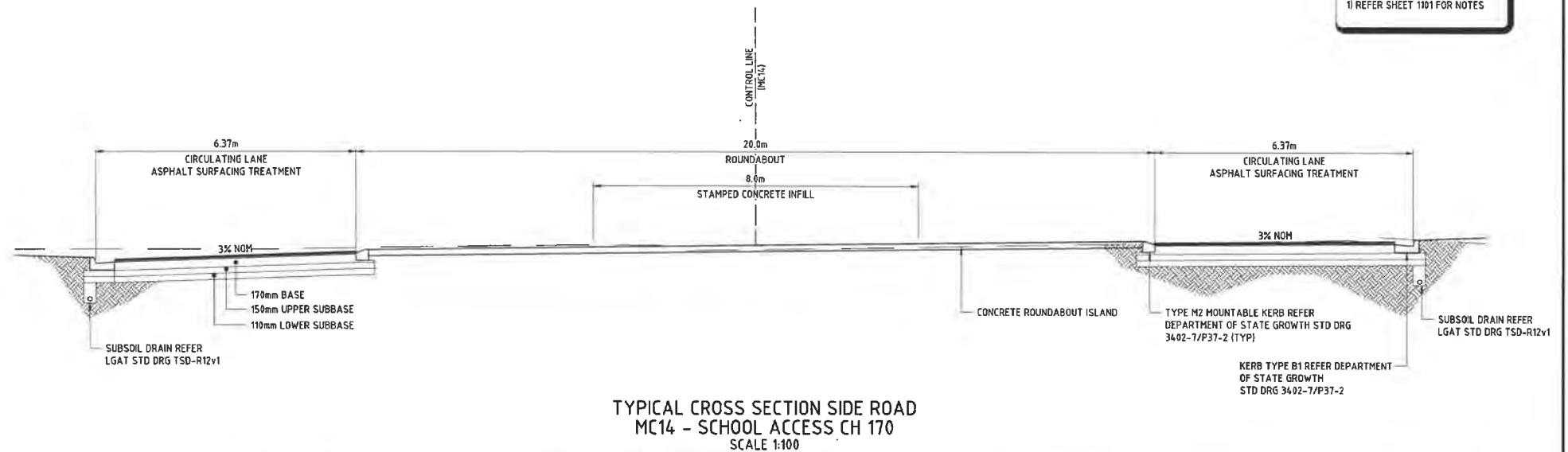
NOTES
1) REFER SHEET 1101 FOR NOTES



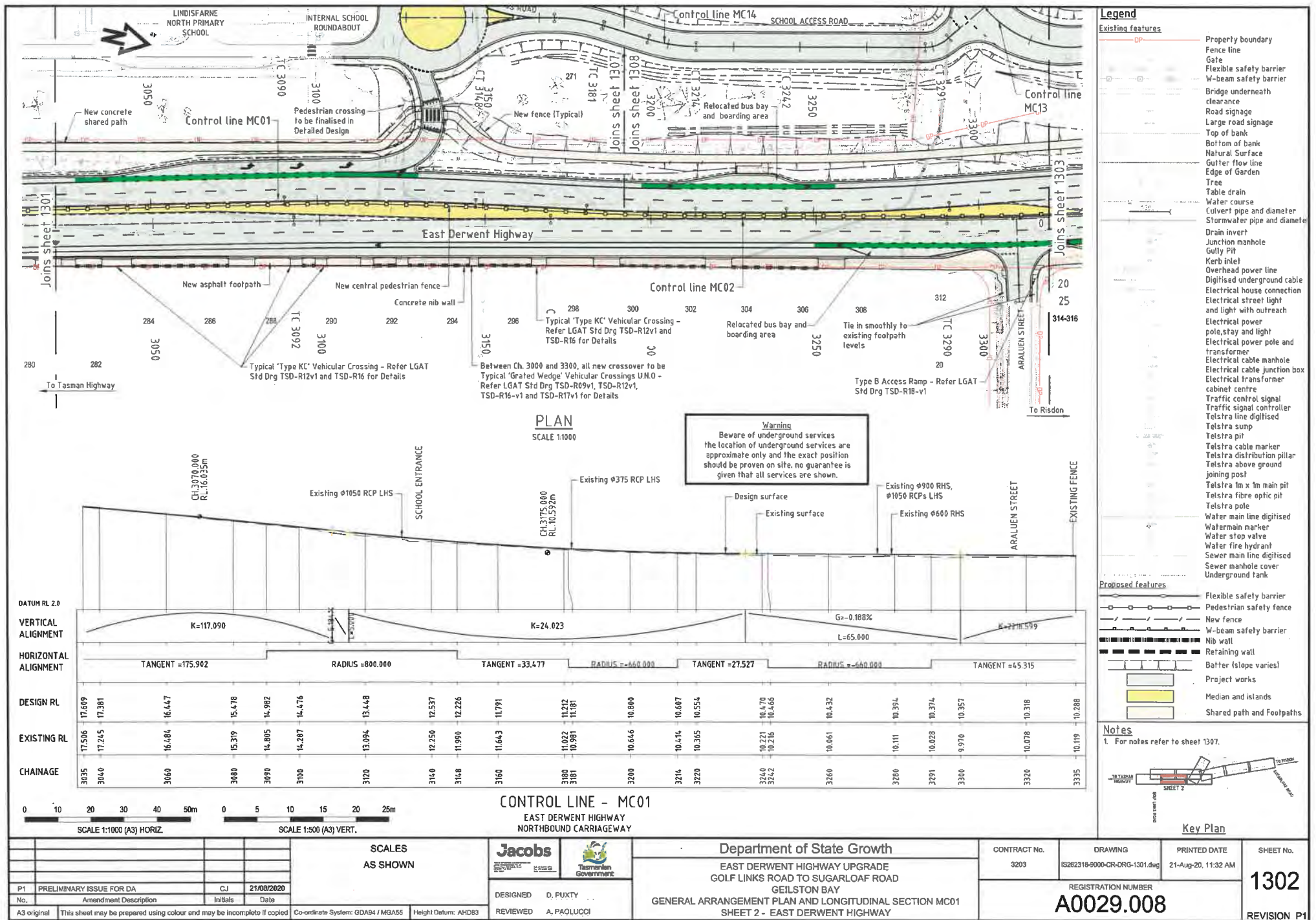
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P1	PRELIMINARY ISSUE FOR DA	CJ	21/08/2020			DESIGNED R.COWLING REVIEWED A. PAOLUCCI				REGISTRATION NUMBER A0029.008		REVISION P1	
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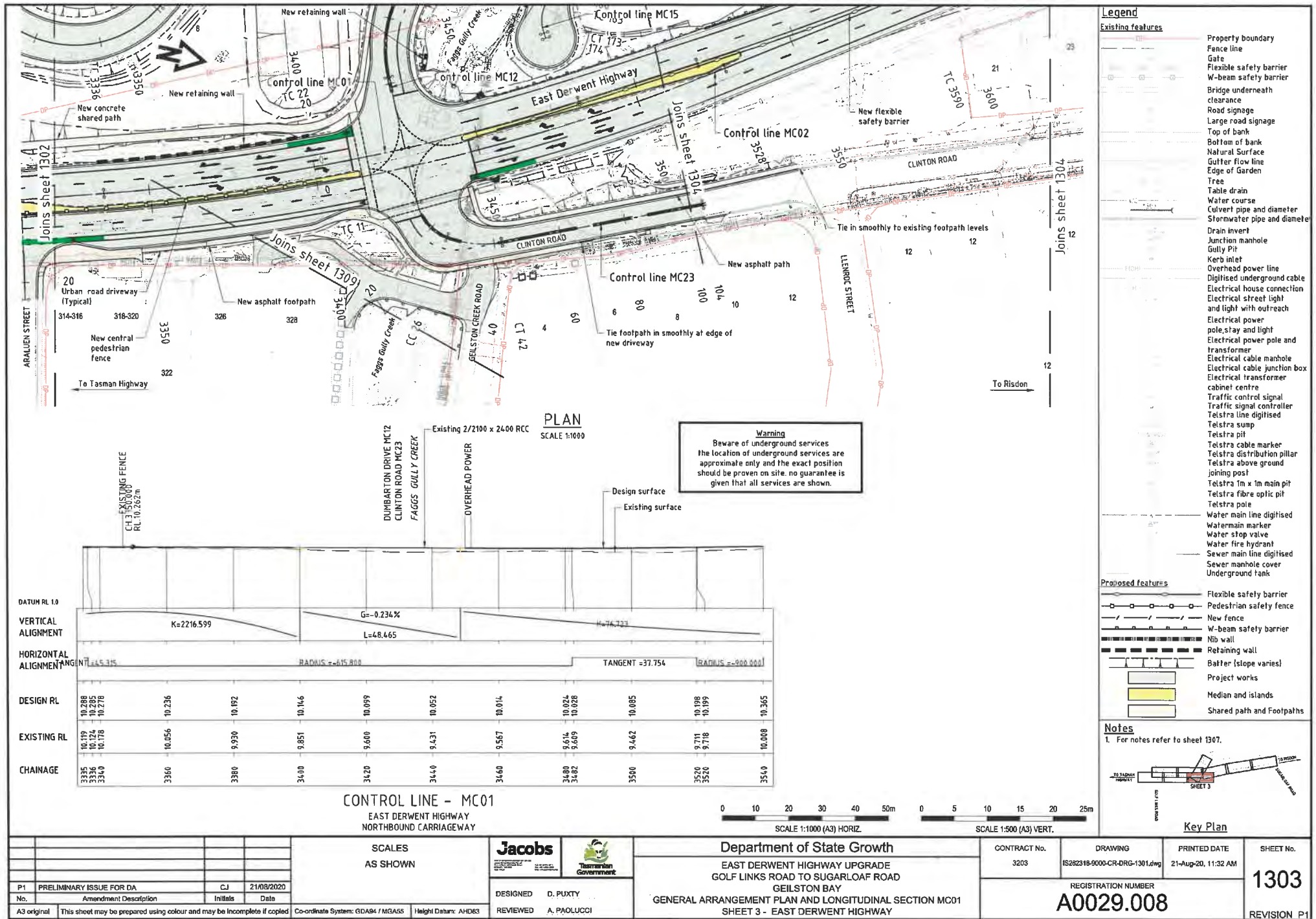


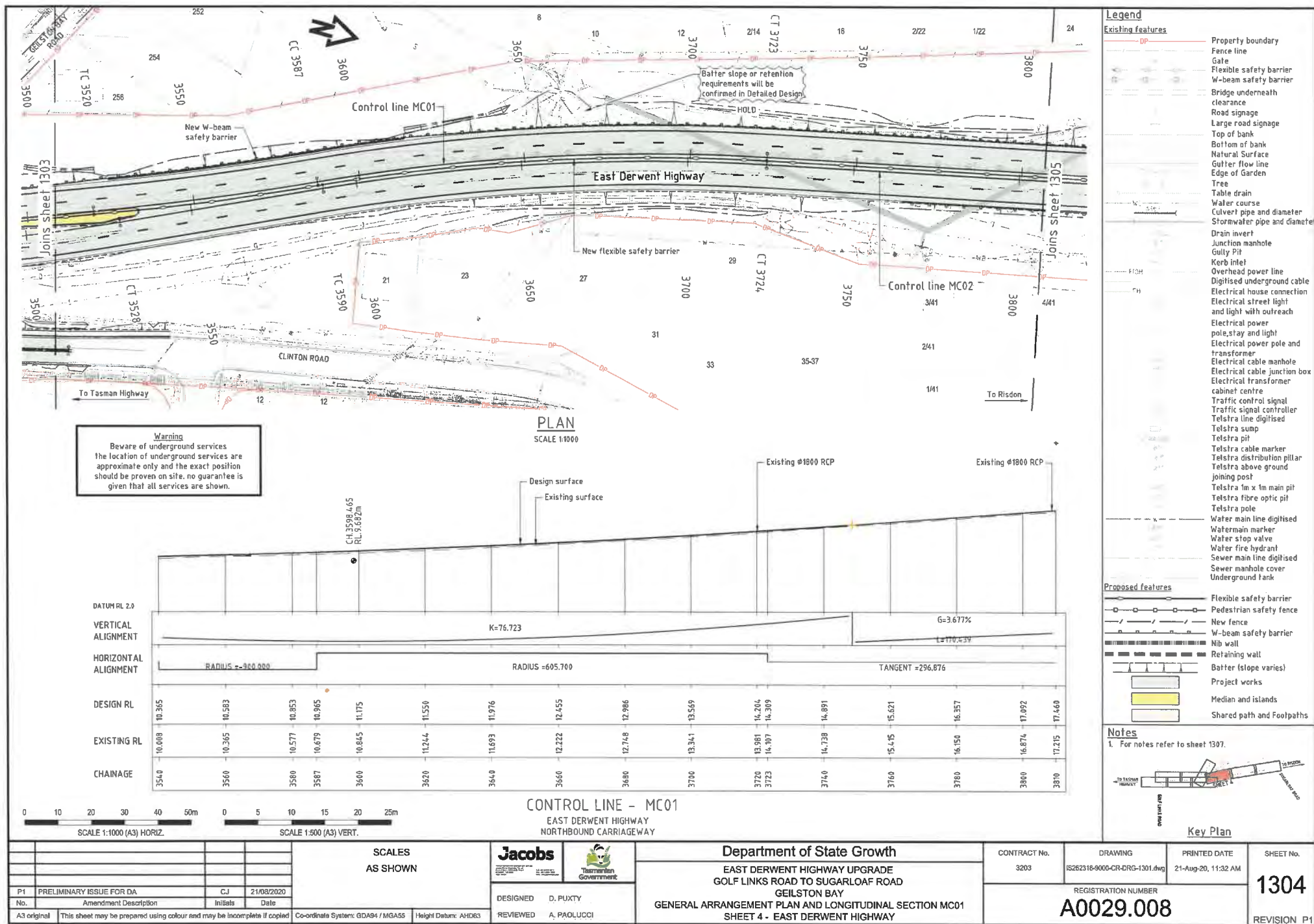
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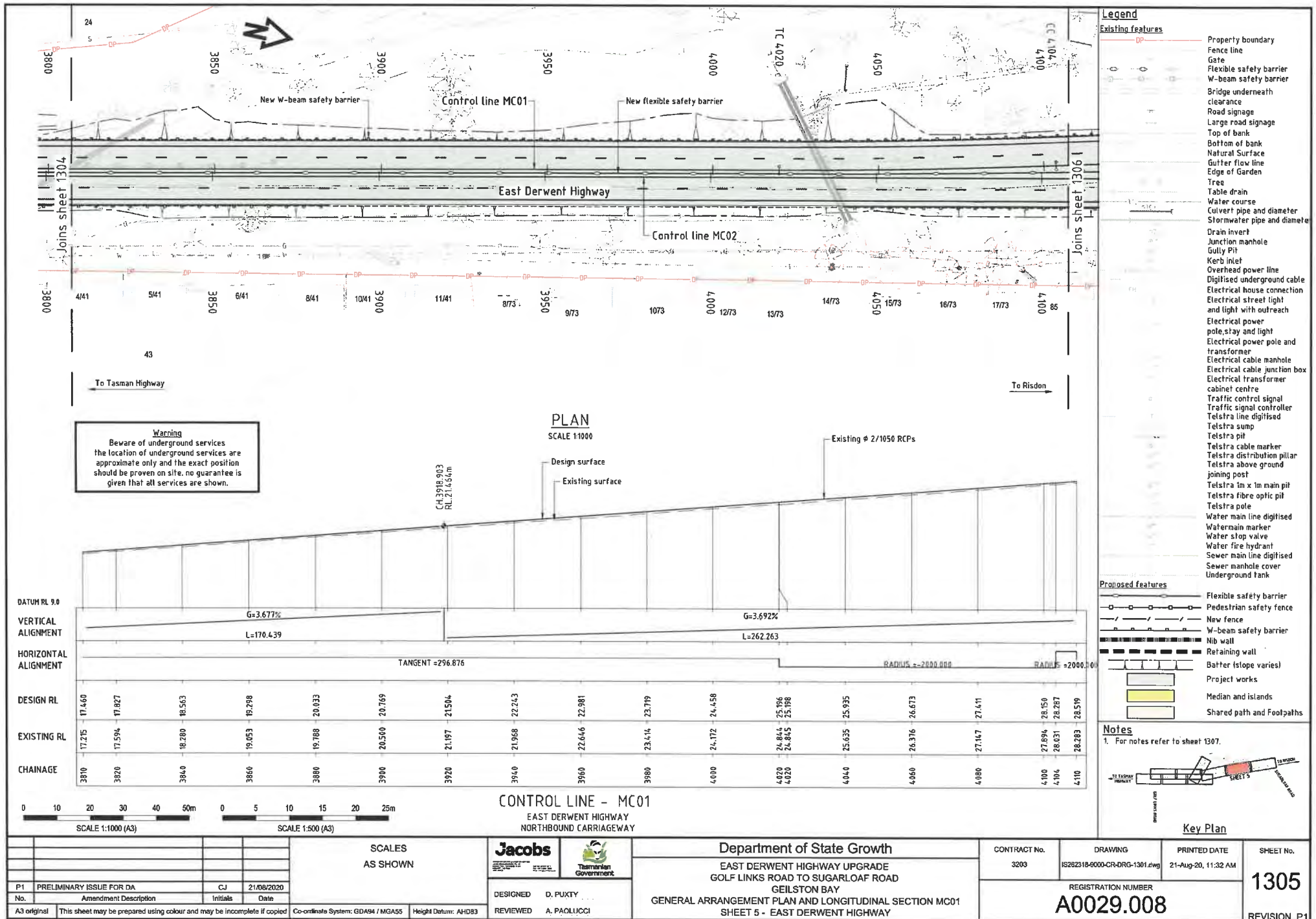


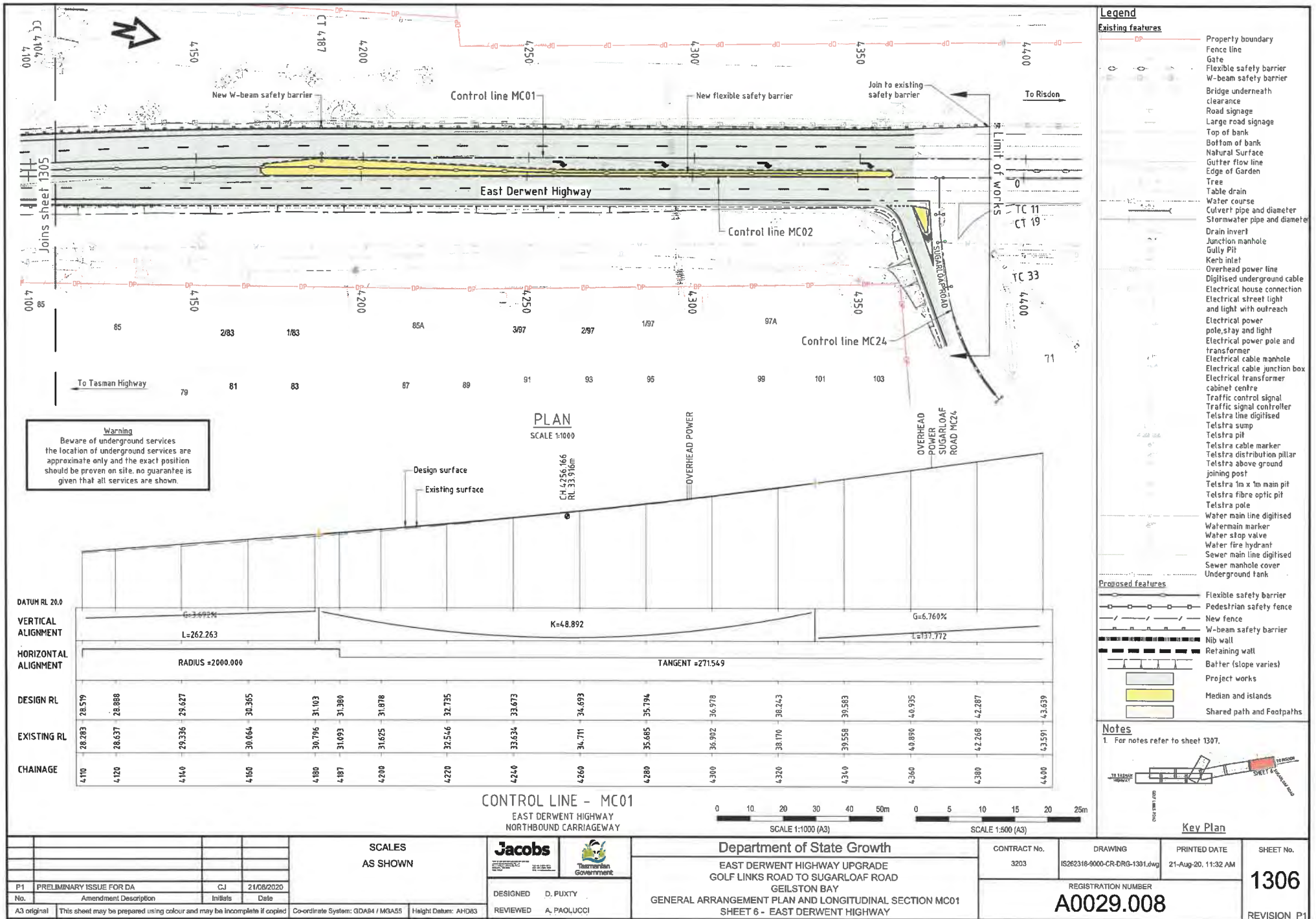
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No.	Amendment Description	Initials	Date							
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: GDA94 / MGA55	Height Datum: AHD83	DESIGNED R. COWLING				
						REVIEWED A. PAOLUCCI				

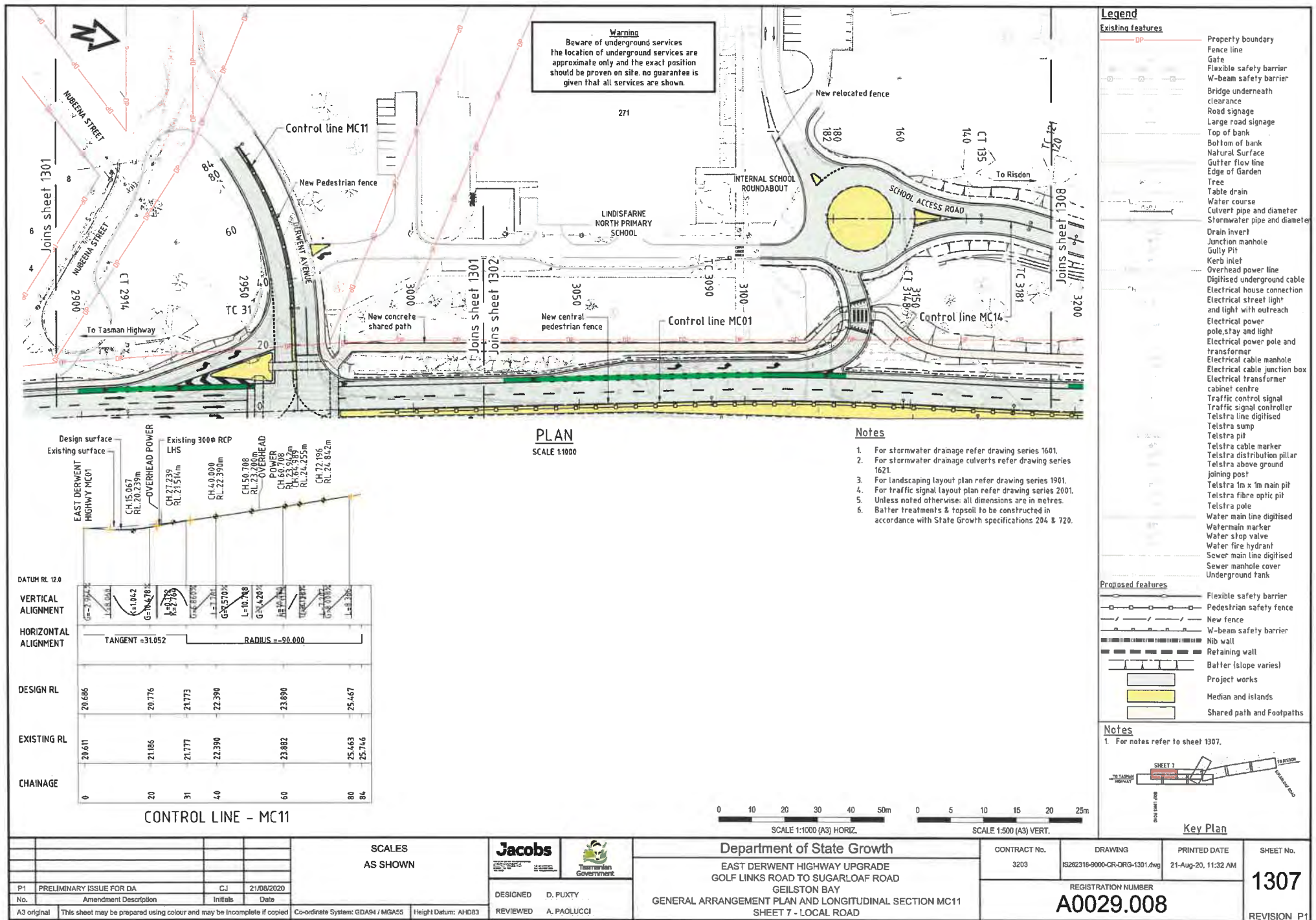


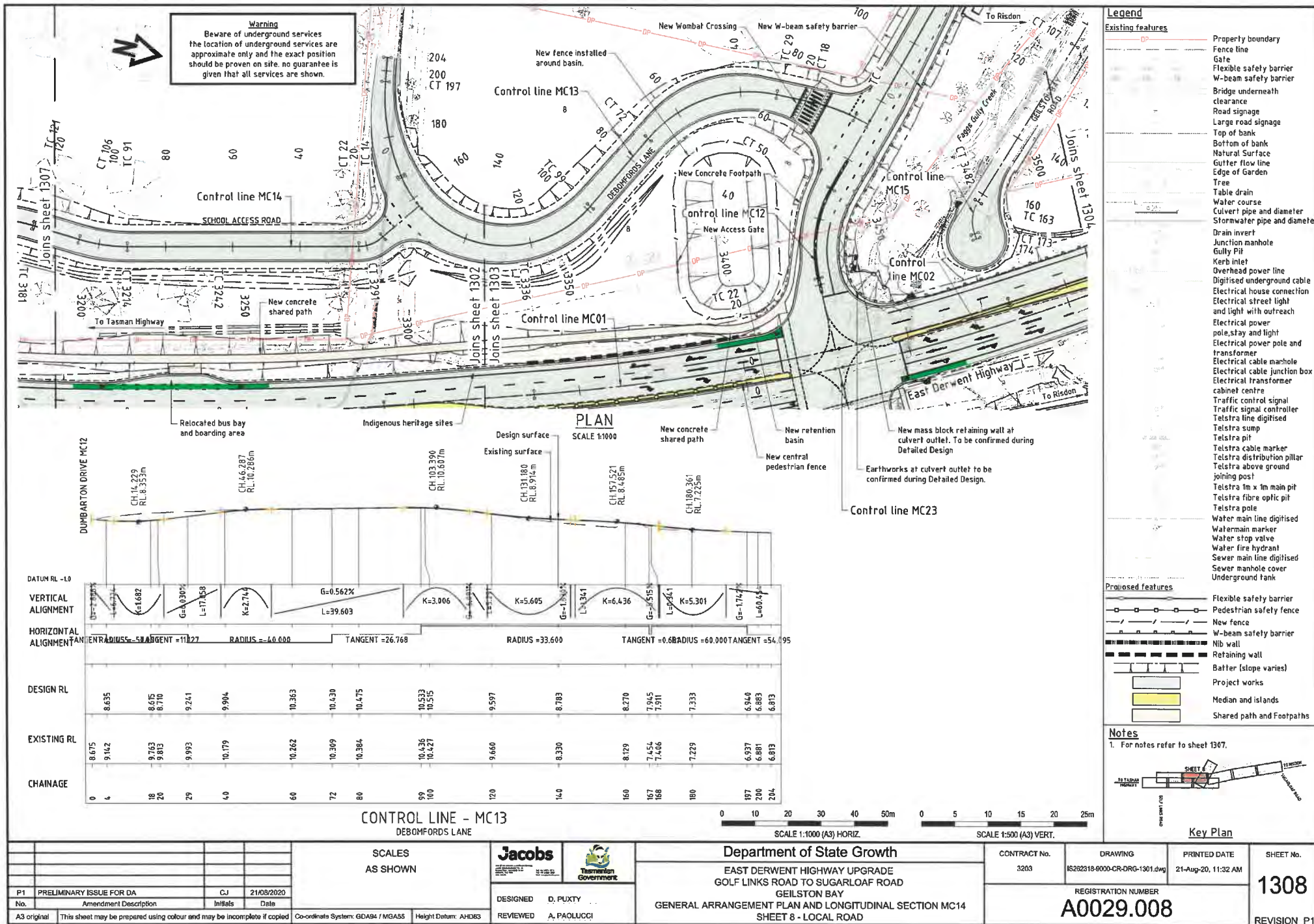


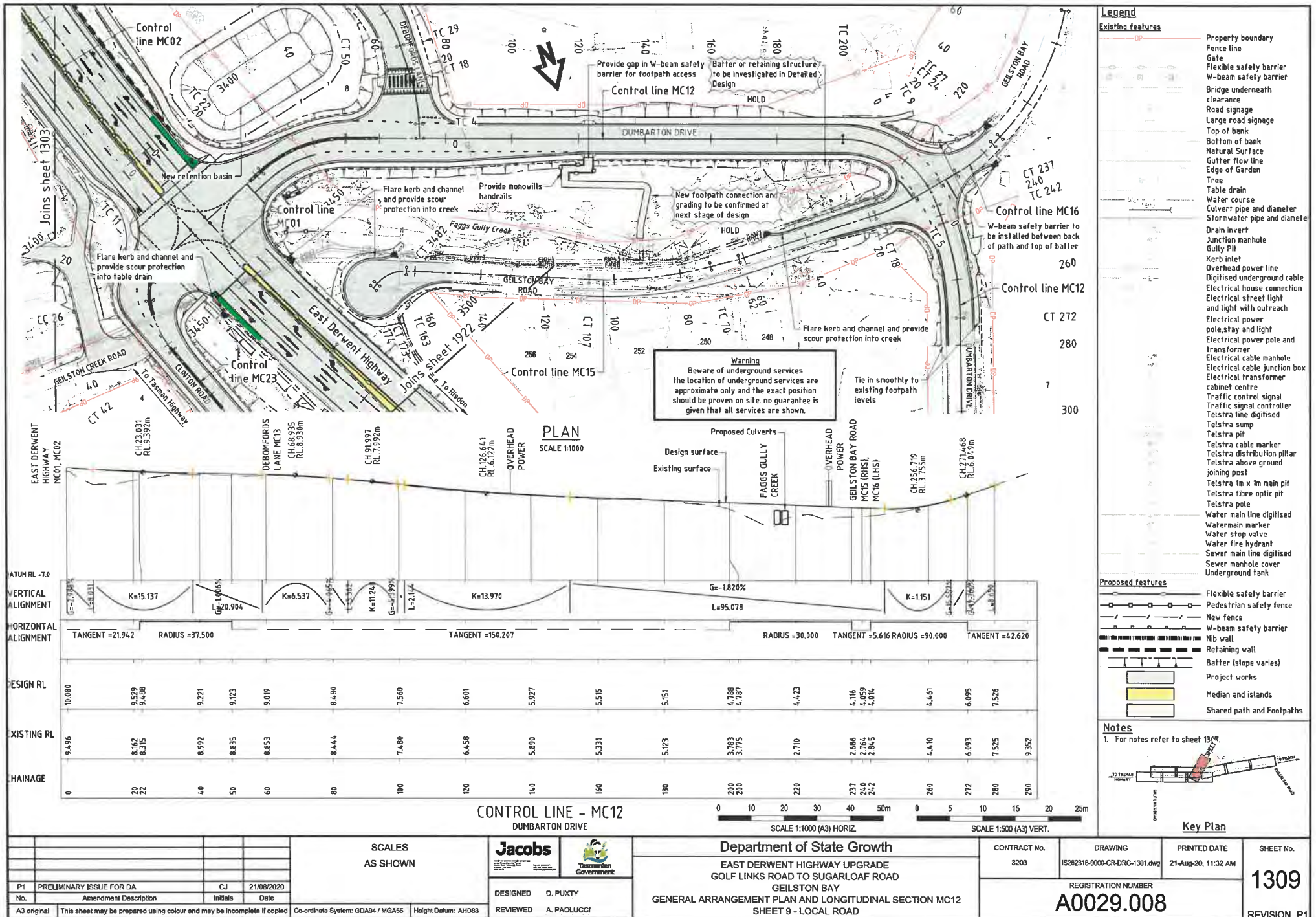


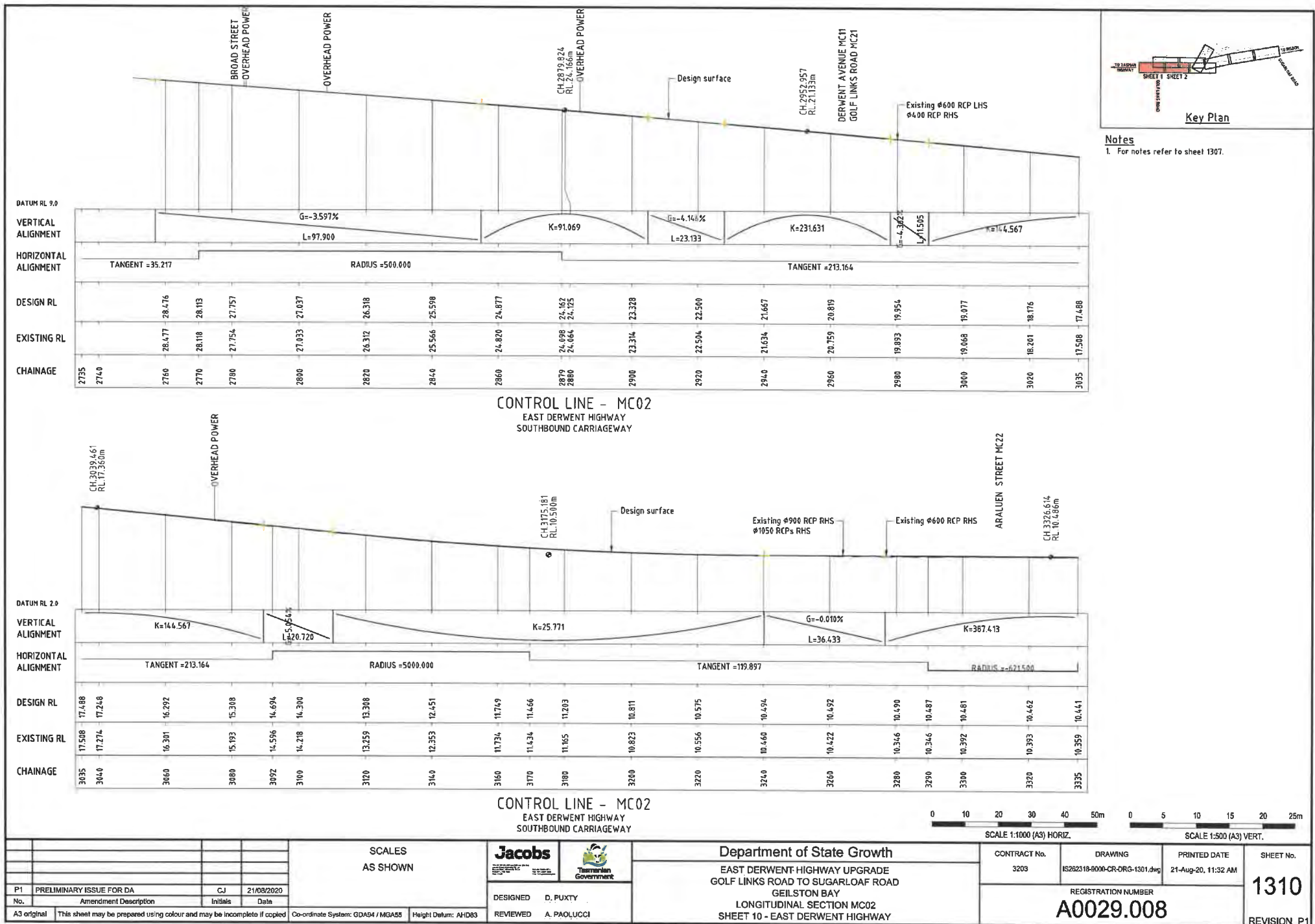


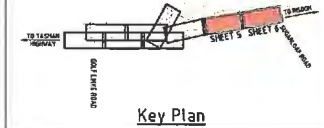






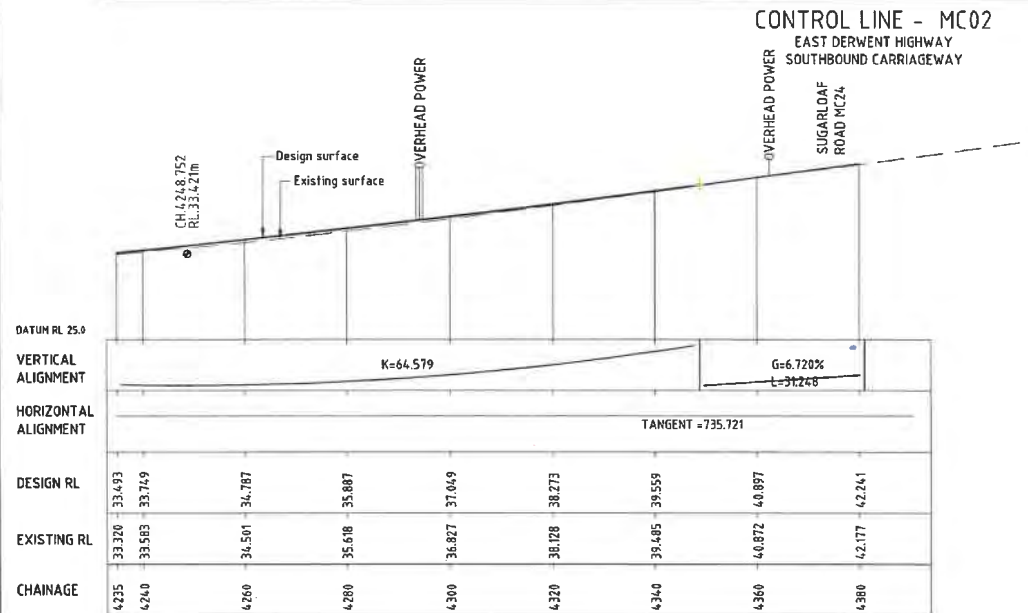
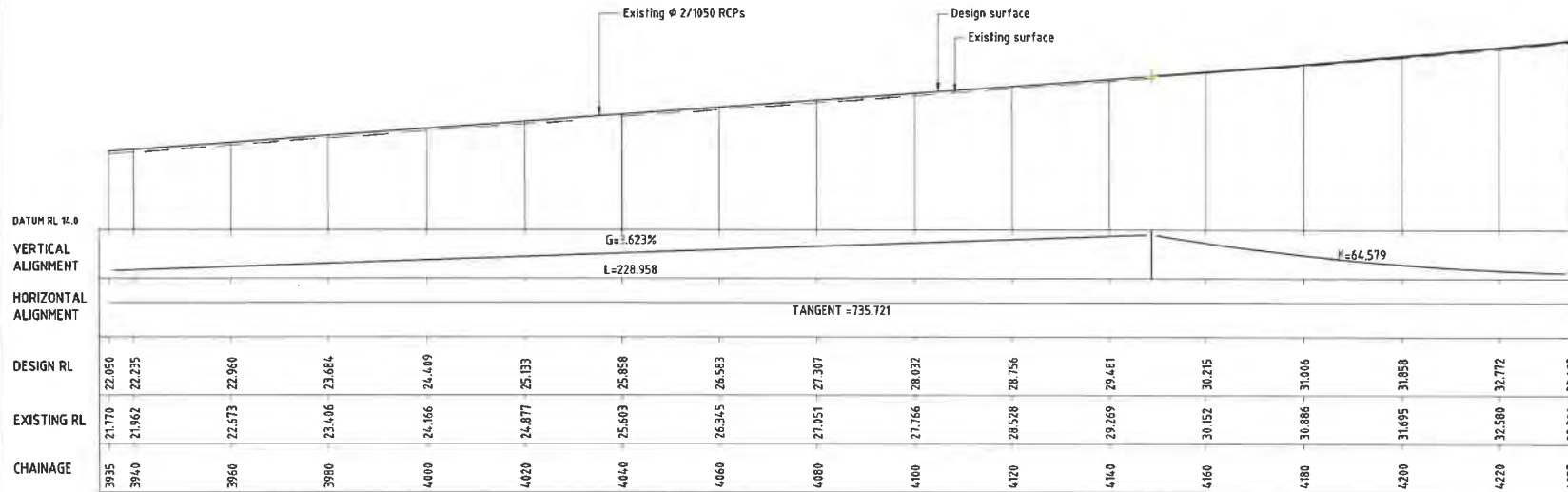






Notes

- For notes refer to sheet 1307.



CONTROL LINE - MC02
EAST DERWENT HIGHWAY
SOUTHBOUND CARRIAGEWAY



P1 PRELIMINARY ISSUE FOR DA			
No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		

SCALES
AS SHOWN

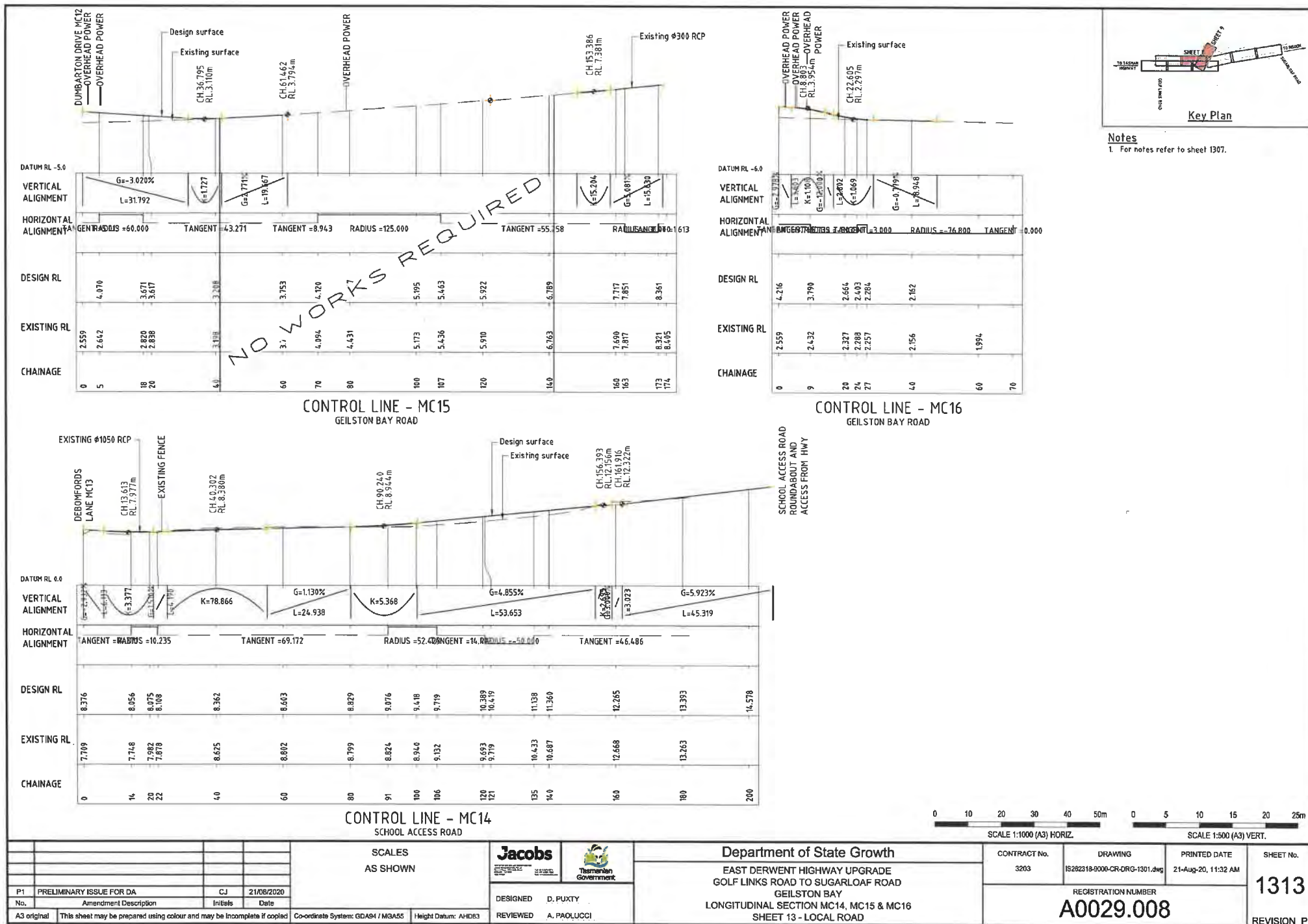
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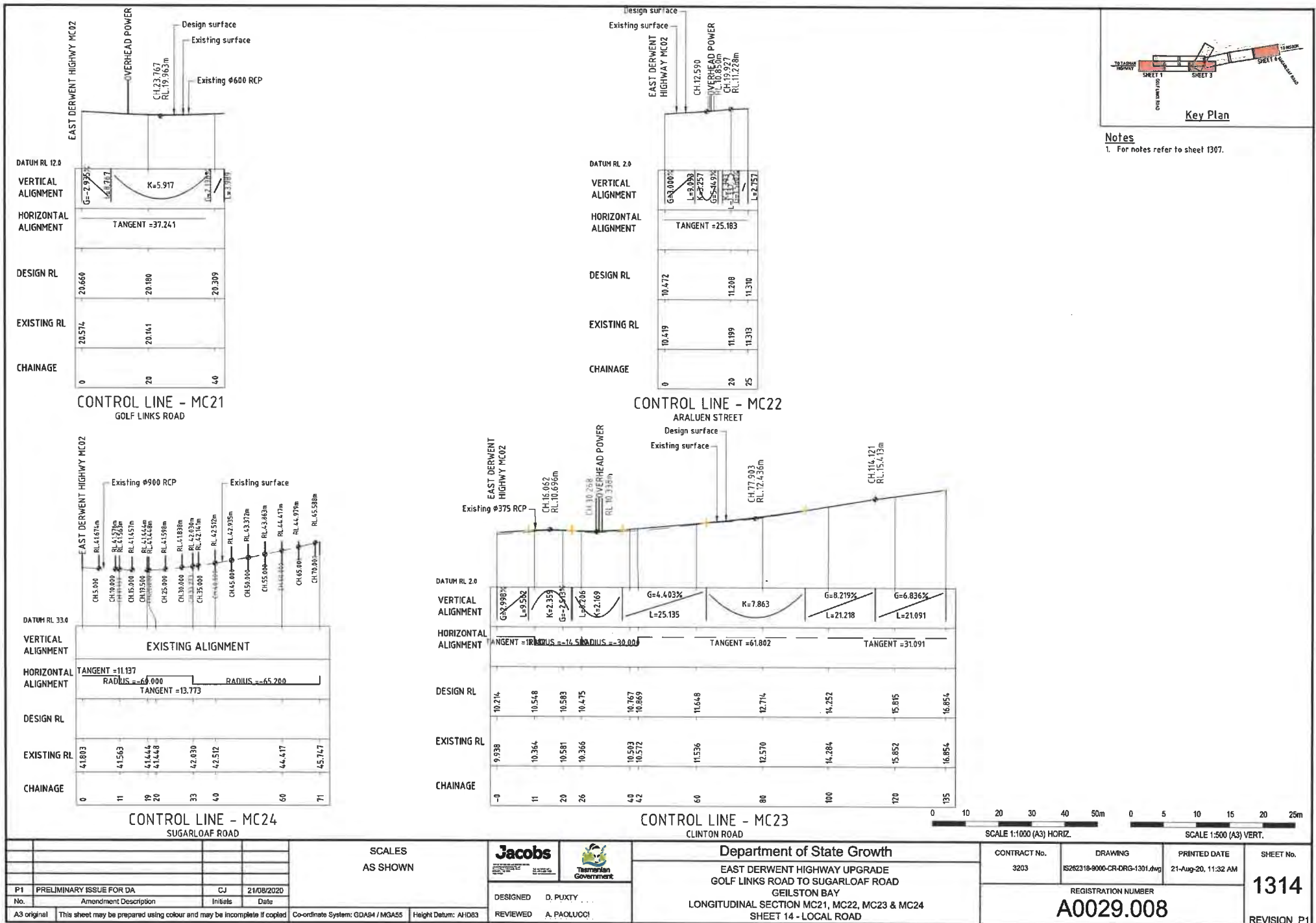


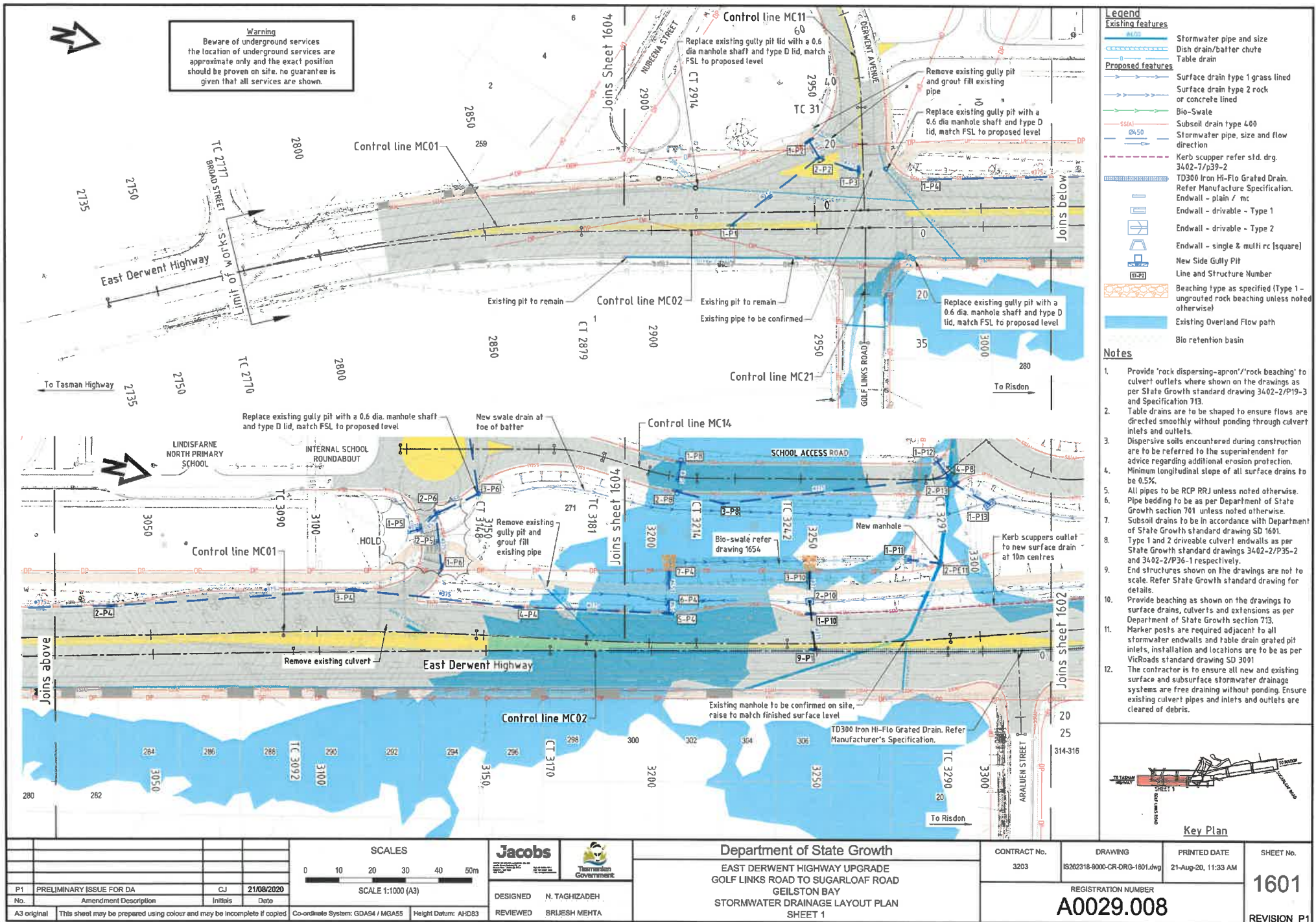
DESIGNED D. PUXTY
REVIEWED A. PAOLUCCI

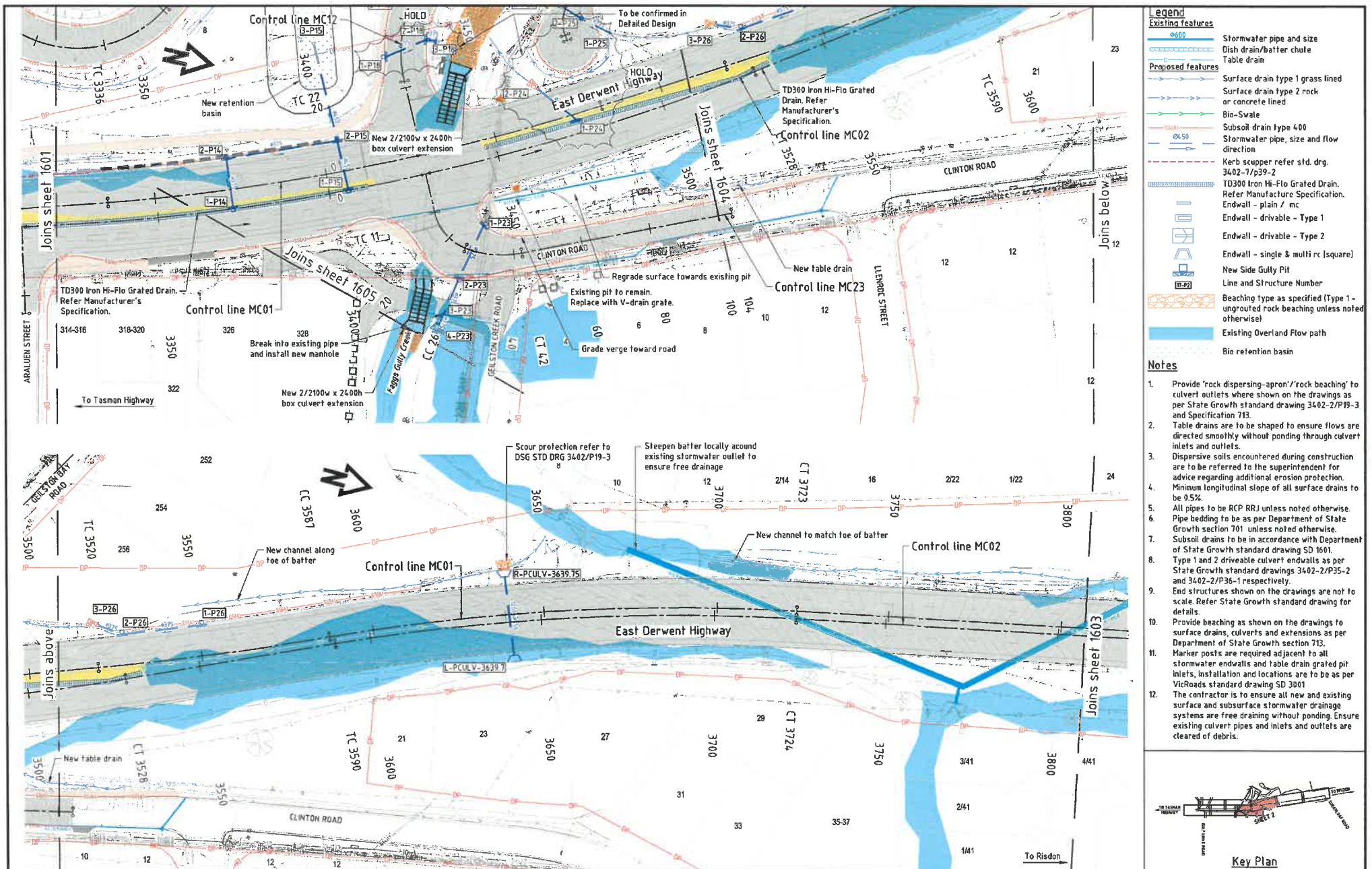
Department of State Growth
EAST DERWENT HIGHWAY UPGRADE
GOLF LINKS ROAD TO SUGARLOAF ROAD
GILSTON BAY
LONGITUDINAL SECTION MC02
SHEET 12 - EAST DERWENT HIGHWAY

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
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REGISTRATION NUMBER A0029.008			REVISION P1

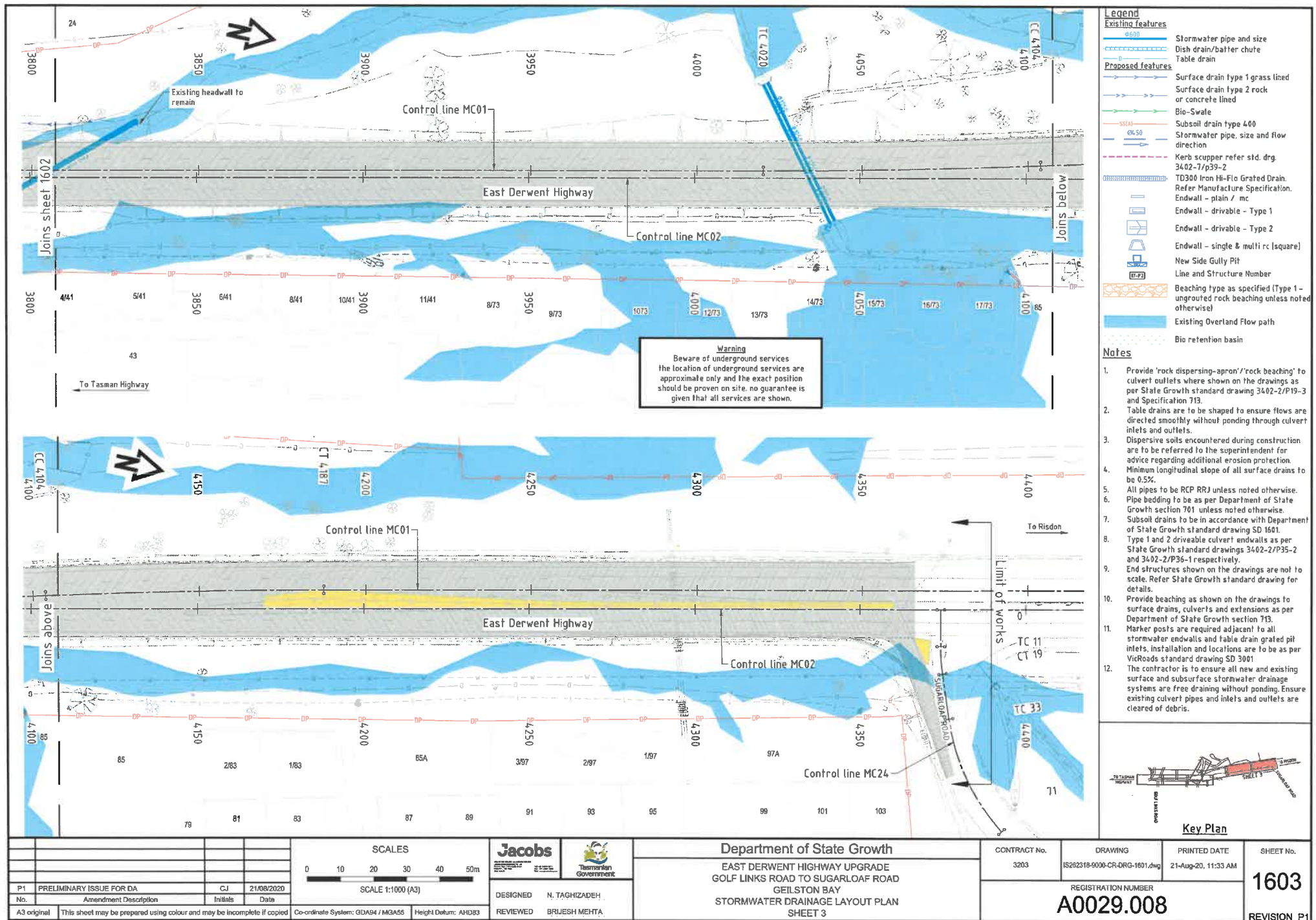


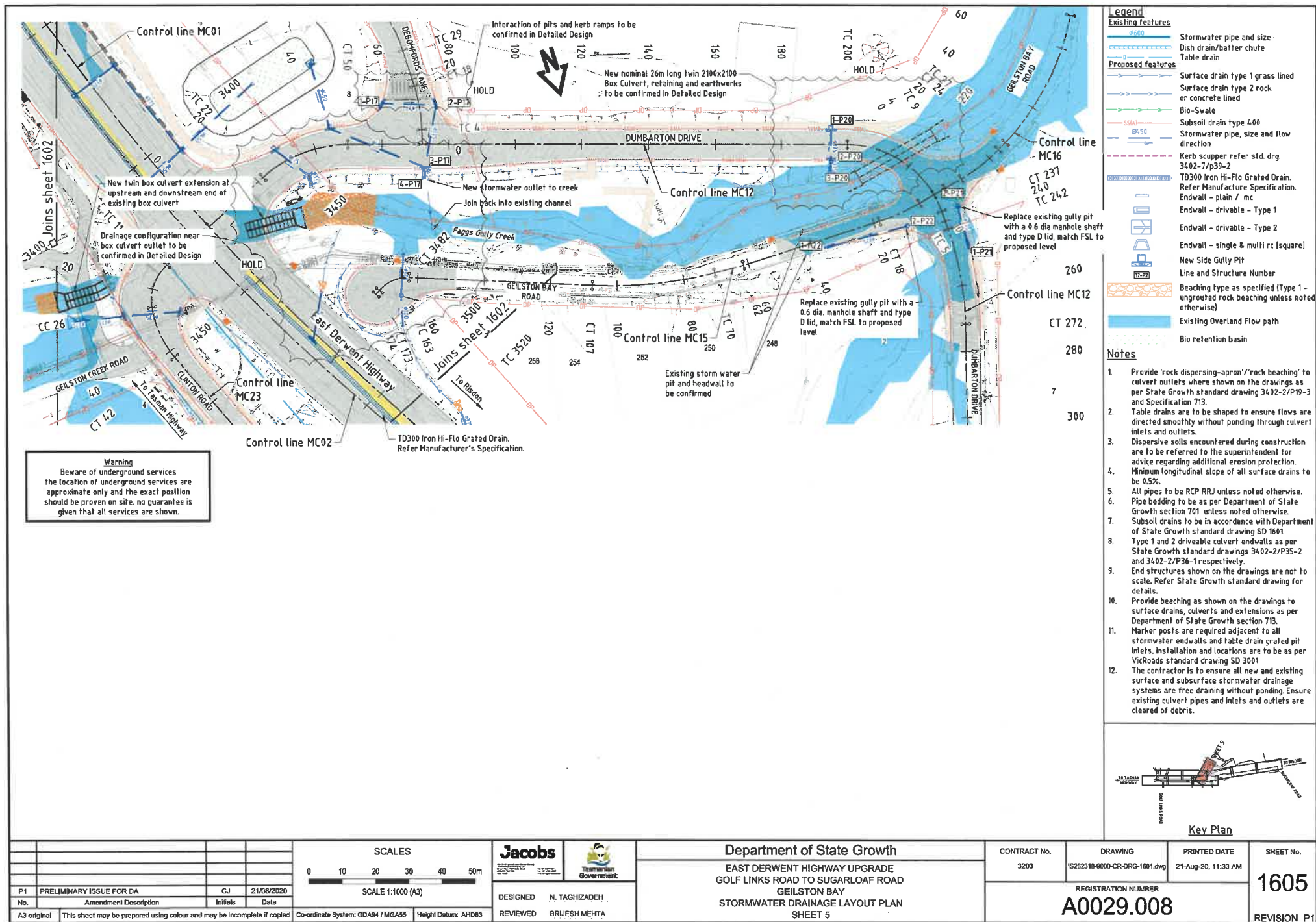


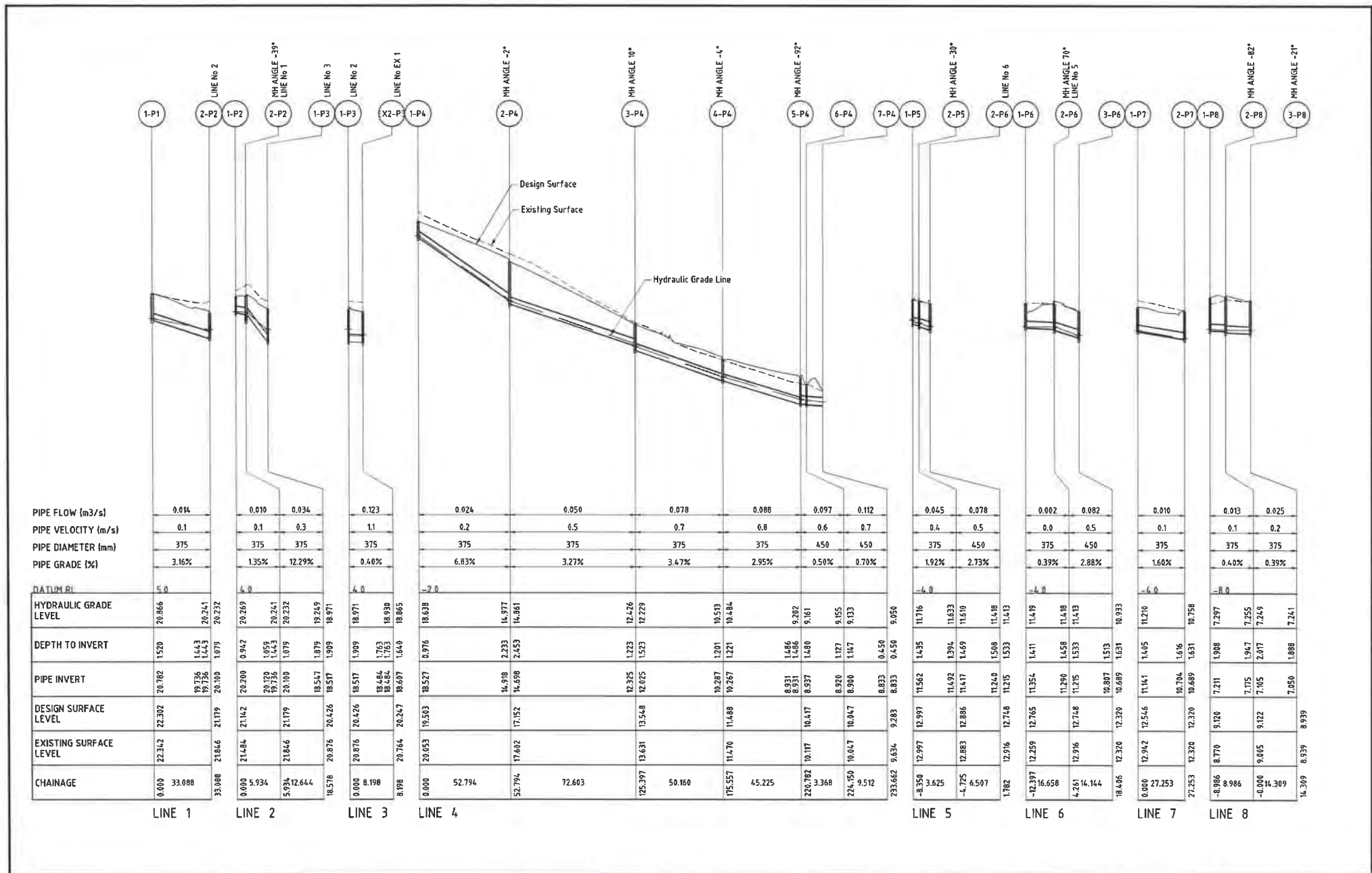




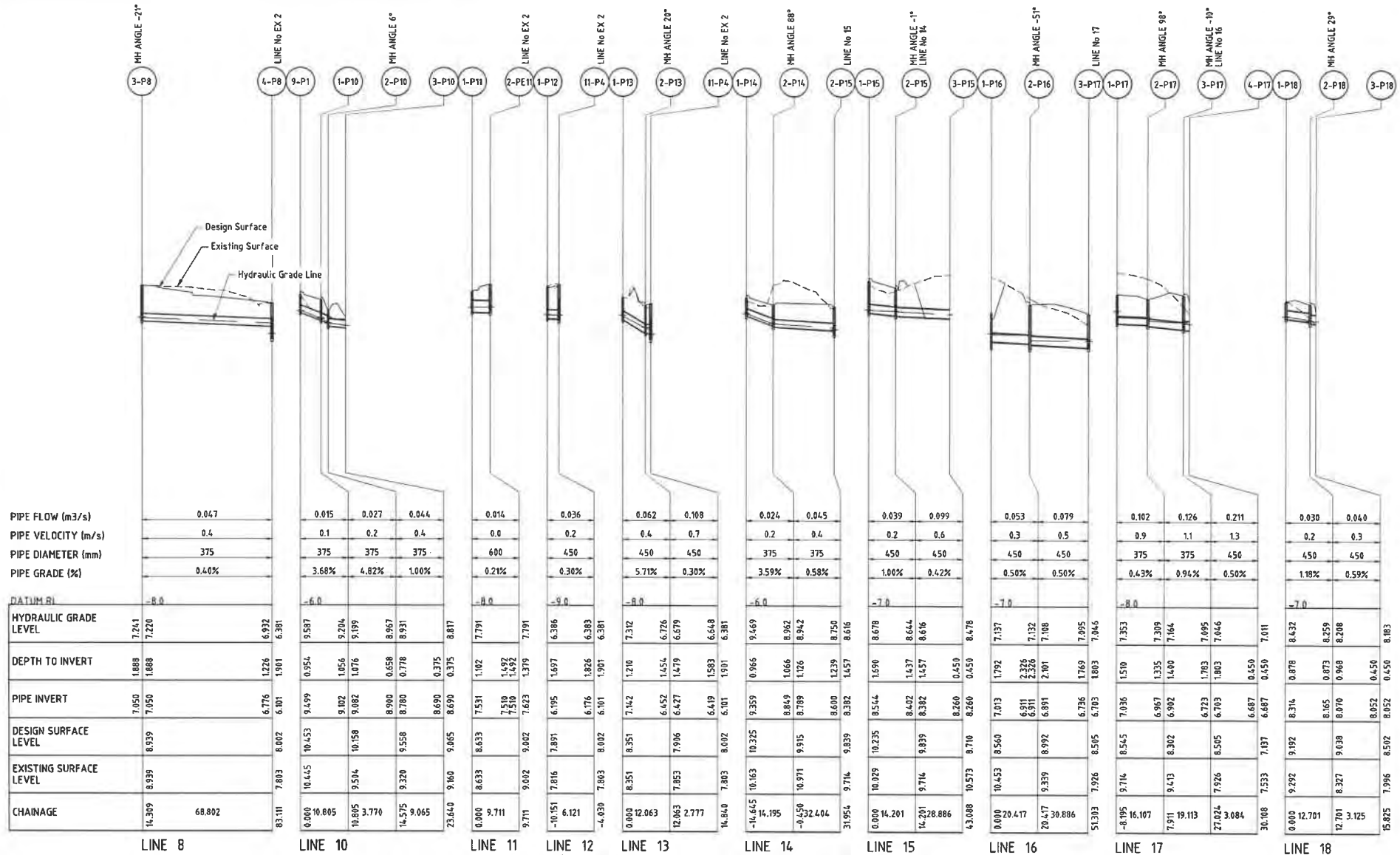
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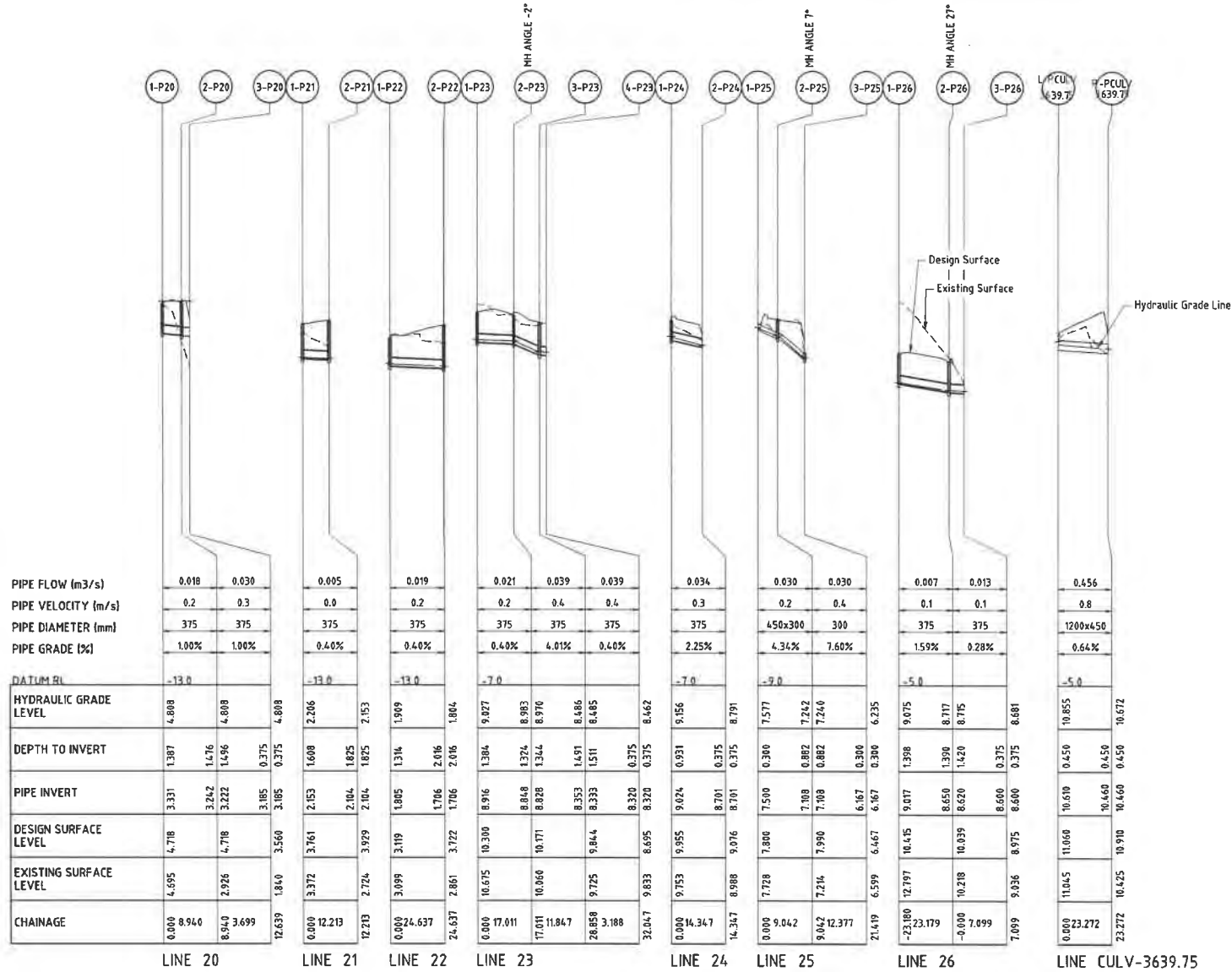




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SCALES 0 10 20 30 40 50m SCALE 1:1000 (A3)				Jacobs Tasmanian Government		Department of State Growth EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GELSTON BAY STORMWATER LONGITUDINAL SECTIONS SHEET 2		CONTRACT No. 3203	DRAWING IS262318-9000-CR-DRG-1811.dwg	PRINTED DATE 21-Aug-20, 11:34 AM	SHEET No. 1612
P1 PRELIMINARY ISSUE FOR DA No. Amendment Description A3 original This sheet may be prepared using colour and may be incomplete if copied				DESIGNED N. TAGHIZADEH REVIEWED BRUESH MEHTA		REGISTRATION NUMBER A0029.008		REVISION P1			



			<div>SCALES</div> <div><div><div></div><div></div><div></div><div></div><div></div></div><div>01020304050m</div></div>		<div><div><div>Jacobs</div><div>Engineering Construction Environment</div></div><div><div><div><div></div><div>Thamesian Government</div></div></div></div></div>		<div>Department of State Growth</div> <div>EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY STORMWATER LONGITUDINAL SECTIONS SHEET 3</div>			<div>CONTRACT No.</div> <div>3203</div>	<div>DRAWING</div> <div>IS262316-9000-CR-DRG-1511.dwg</div>	<div>PRINTED DATE</div> <div>21-Aug-20, 11:34 AM</div>	<div>SHEET No.</div> <div>1613</div>
P1	PRELIMINARY ISSUE FOR DA	CJ	21/08/2020	SCALE 1:1000 (A3)	<div>DESIGNED</div> <div>N. TAGHIZADEH</div>		<div>REGISTRATION NUMBER</div> <div>A0029.008</div>				REVISION P1		
No.	Amendment Description	Initials	Date	<div>Co-ordinate System: GDA94 / MGA95</div> <div>Height Datum: AHD83</div>		<div>REVIEWED</div> <div>BRUNSH MEHTA</div>							
A3 original	This sheet may be prepared using colour and may be incomplete if copied												

PIT NAME	PIT TYPE	STD DRG NO
1-P1	Side Entry Pit - DSG Pits on Mountable Kerb M1	3402-9/P24-4
1-P2	Grated Pit with Deflector - DSG Pits on Mountable Kerb M1	3402-9/P29-1
2-P2	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
1-P3	Grated Pit with Deflector - DSG Pits on Mountable Kerb M1	3402-9/P29-1
1-P4	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P4	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
3-P4	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
4-P4	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
5-P4	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
6-P4	Grated Pit / Table Drain - DSG	3402-9/P22-4
7-P4	Drivable Culvert Endwall Type 1 - DSG Outlet	3402-2/P24-2
1-P5	V Gutter 'C' Type Pit - DSG	3402-9/P15-3
2-P5	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
1-P6	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P6	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
3-P6	Access Pit / Manhole - DSG	3402-9/P23-5
1-P7	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
1-P8	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P8	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
3-P8	V Gutter 'C' Type Pit - DSG	3402-9/P15-3
9-P1	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
1-P10	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P10	Grated Pit / Table Drain - DSG	3402-9/P21-2
3-P10	Drivable Culvert Endwall Type 1 - DSG Outlet	3402-2/P24-2
1-P11	Catch Pit - DSG pit in Table Drain	3402-9/P22-4
1-P12	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P25-4
1-P13	V Gutter 'C' Type Pit - DSG	3402-9/P15-3
2-P13	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
1-P14	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P14	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
1-P15	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P15	Side Entry Pit - DSG Pits on Barrier Kerb B1 on 1050 Manhole	3402-9/P25-4
3-P15	Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P16	Grated Pit / Table Drain - DSG	3402-9/P21-2
2-P16	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
1-P17	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P17	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
3-P17	Side Entry Pit - DSG Pits on Barrier Kerb B1 on 1050 Manhole	3402-9/P25-4
4-P17	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P18	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P18	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4

PIT NAME	PIT TYPE	STD DRG NO
3-P18	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P20	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P20	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
3-P20	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P21	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P21	Access Pit / Manhole - DSG	3402-9/P23-5
1-P22	Grated Pit with Deflector + DSG Pits on Barrier Kerb B1	3402-9/P28-2
2-P22	Access Pit / Manhole - DSG	3402-9/P23-5
1-P23	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P23	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
3-P23	Access Pit / Manhole - DSG	3402-9/P23-5
4-P23	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P24	Grated Pit with Deflector - DSG Pits on Mountable Kerb M1	3402-9/P29-1
2-P24	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
1-P25	RC Endwall Single Skew Pipe - DSG Outlet	3402-2/P13-3
2-P25	Access Pit / Manhole - DSG	3402-9/P23-5
3-P25	Existing Headwall	Existing Headwall
1-P26	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
2-P26	Side Entry Pit - DSG Pits on Barrier Kerb B1	3402-9/P25-4
3-P26	Plain Endwall 300-525 Dia - DSG Outlet	3402-2/P24-2
2-PE11	Access Pit / Manhole - DSG	3402-9/P23-5
EX2-P3	Access Pit / Manhole - DSG	3402-9/P23-5
4-P8	Access Pit / Manhole - DSG	3402-9/P23-5
L-PCULV-3639.7	RC Endwall Single Skew Pipe - DSG Outlet	3402-2/P13-3
R-PCULV-3639.7	RC Endwall Single Skew Pipe - DSG Outlet	3402-2/P13-3

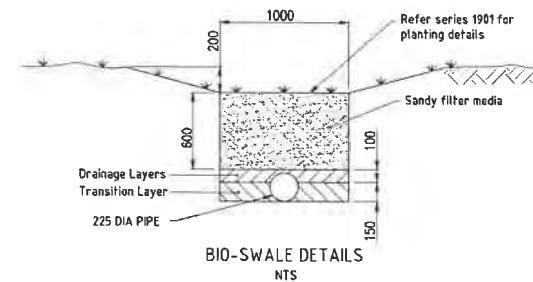
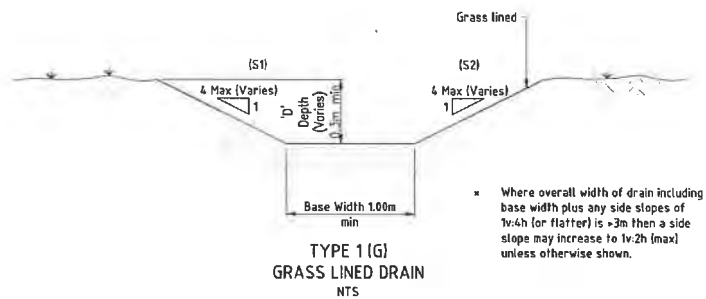
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No.	Amendment Description	Initials	Date
A3 original	This sheet may be prepared using colour and may be incomplete if copied		



SCALES	
N.T.S	
Co-ordinate System: GDA94 / MGA85	Height Datum: AHD83

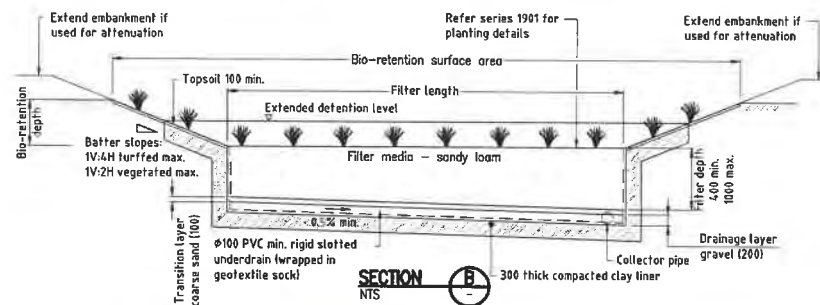
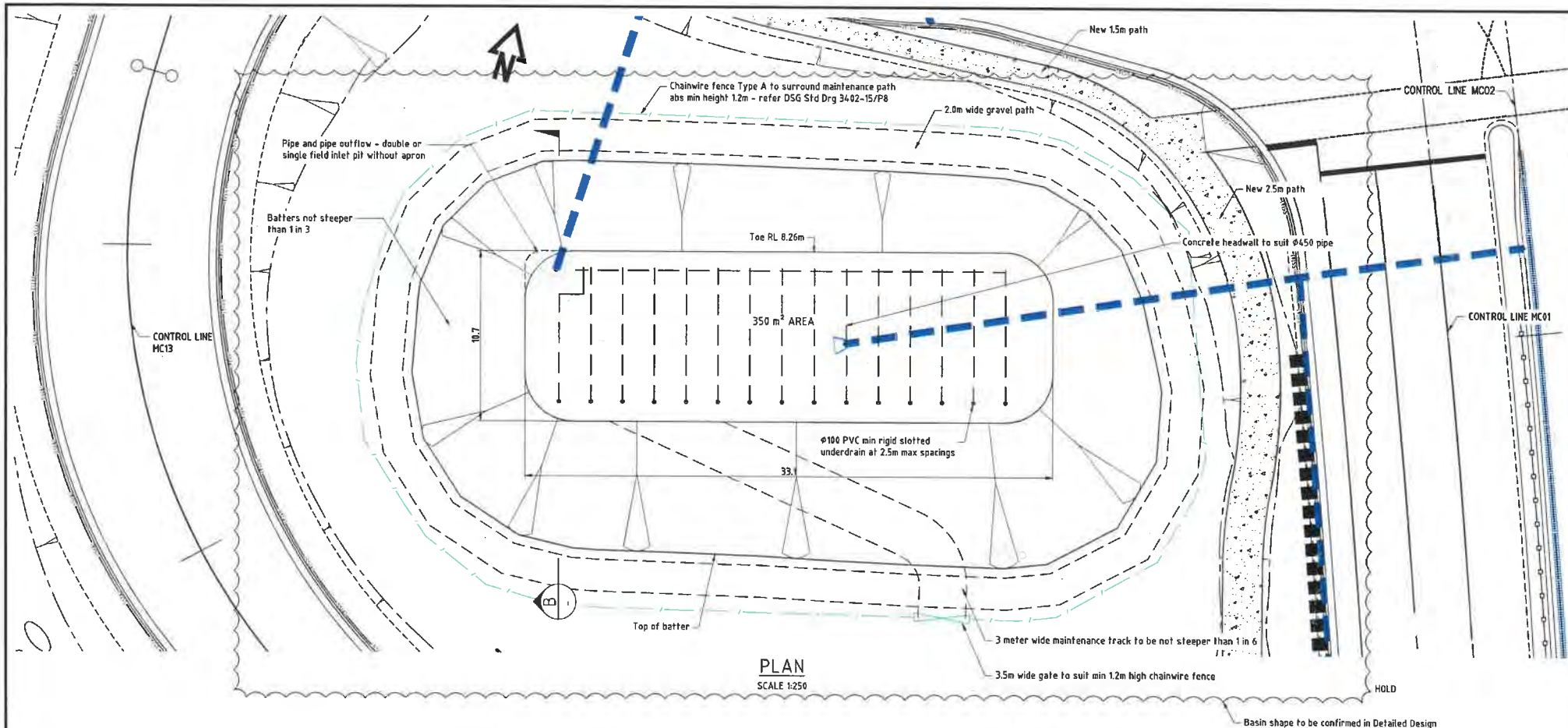
Jacobs	
DESIGNED	N. TAGHIZADEH
REVIEWED	BRJESH MEHTA

Department of State Growth
EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY STORMWATER DRAINAGE CULVERT SETOUT TABLES

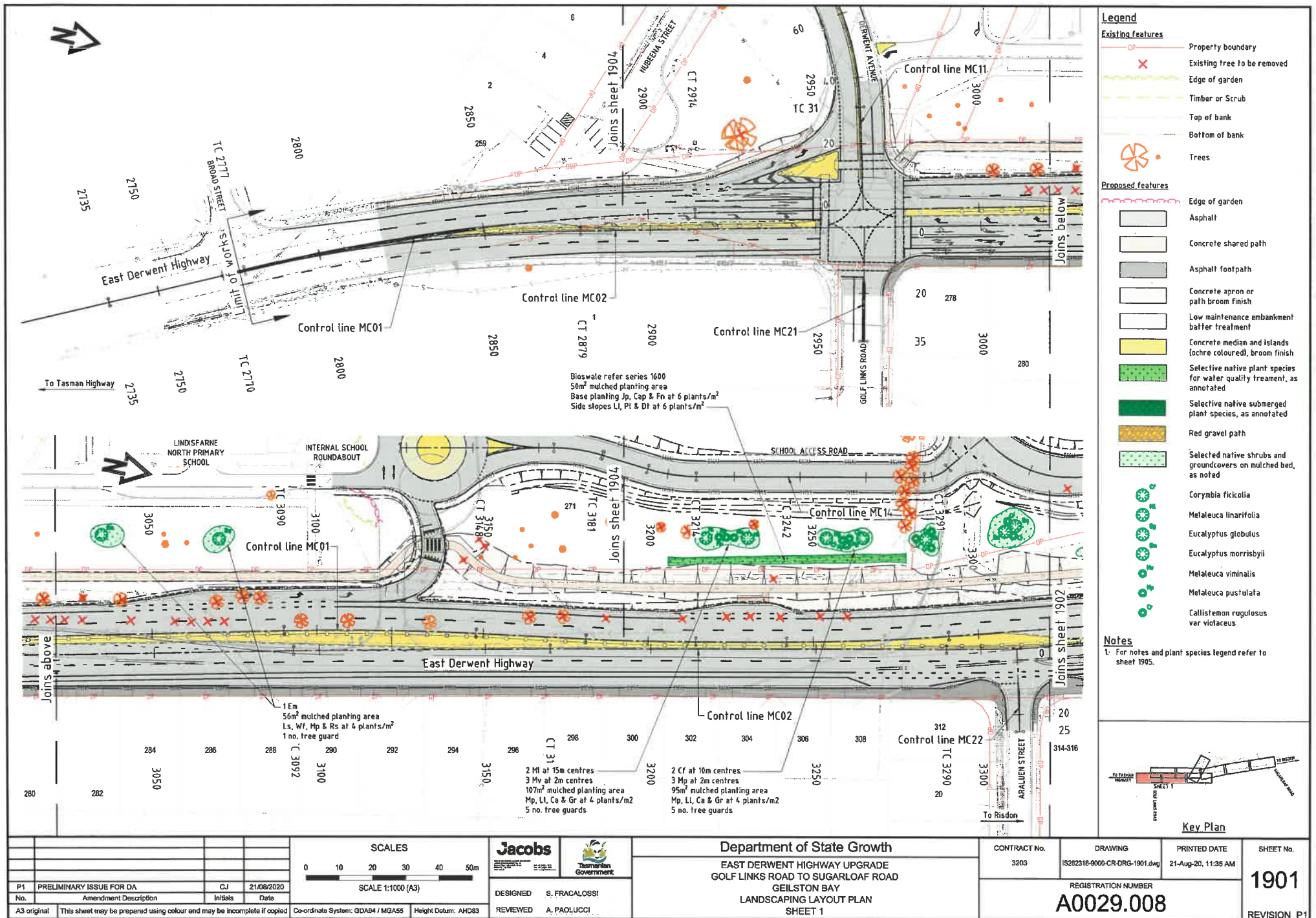
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REGISTRATION NUMBER A0029.008			REVISION P1

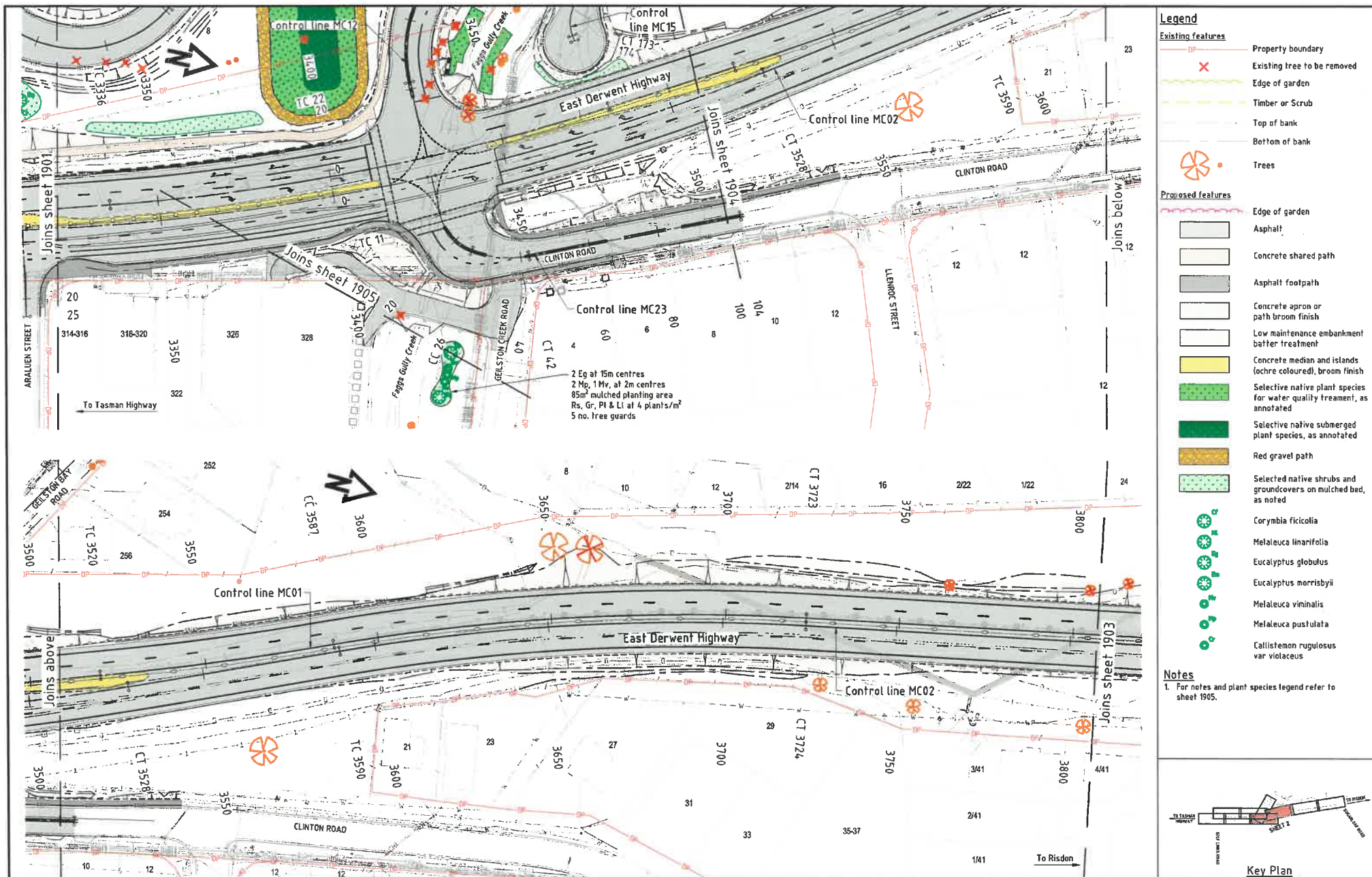


				SCALES N.T.S		 <small>JACOBS Engineering & Construction Pty Ltd 100 Collins Street Melbourne VIC 3000 Australia T: +61 (0)3 9592 9000 F: +61 (0)3 9592 9001 E: info@jacobs.com.au</small>	 <small>Tasmanian Government</small>	Department of State Growth			CONTRACT No. 3203	DRAWING IS262318-9000-CR-DRG-1651.dwg	PRINTED DATE 21-Aug-20, 11:34 AM	SHEET No. 1654
P1 PRELIMINARY ISSUE FOR DA		CJ 21/08/2020		DESIGNED N. TAGHIZADEH				EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY STORMWATER TYPICAL DETAILS			REGISTRATION NUMBER A0029.008			REVISION P1
No.	Amendment Description			Initials	Date	Co-ordinate System: GDA84 / MGA56		Height Datum: AHD83	REVIEWED BRJESH MEHTA					
A3 original		This sheet may be prepared using colour and may be incomplete if copied												



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Legend

Existing features

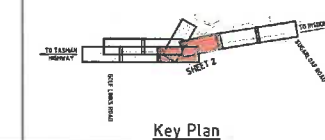
- Property boundary
- Existing tree to be removed
- Edge of garden
- Timber or Scrub
- Top of bank
- Bottom of bank
- Trees

Proposed features

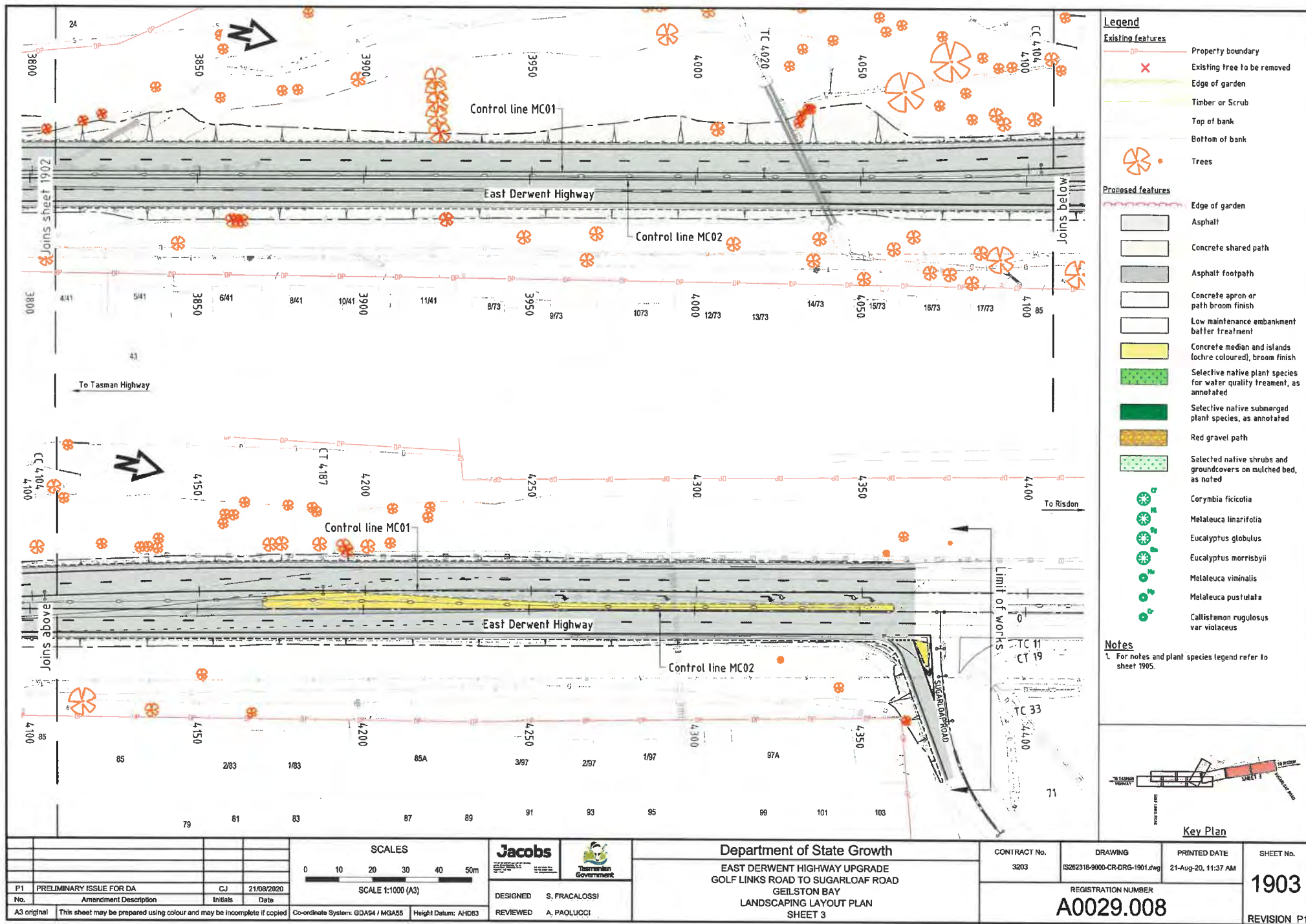
- Edge of garden
- Asphalt
- Concrete shared path
- Asphalt footpath
- Concrete apron or path broom finish
- Low maintenance embankment batter treatment
- Concrete median and islands (ochre coloured), broom finish
- Selective native plant species for water quality treatment, as annotated
- Selective native submerged plant species, as annotated
- Red gravel path
- Selected native shrubs and groundcovers on mulched bed, as noted
- Corymbia ficicollia
- Melaleuca linarifolia
- Eucalyptus globulus
- Eucalyptus morrisbyi
- Melaleuca viminalis
- Melaleuca pustulata
- Callistemon rugulosus var violaceus

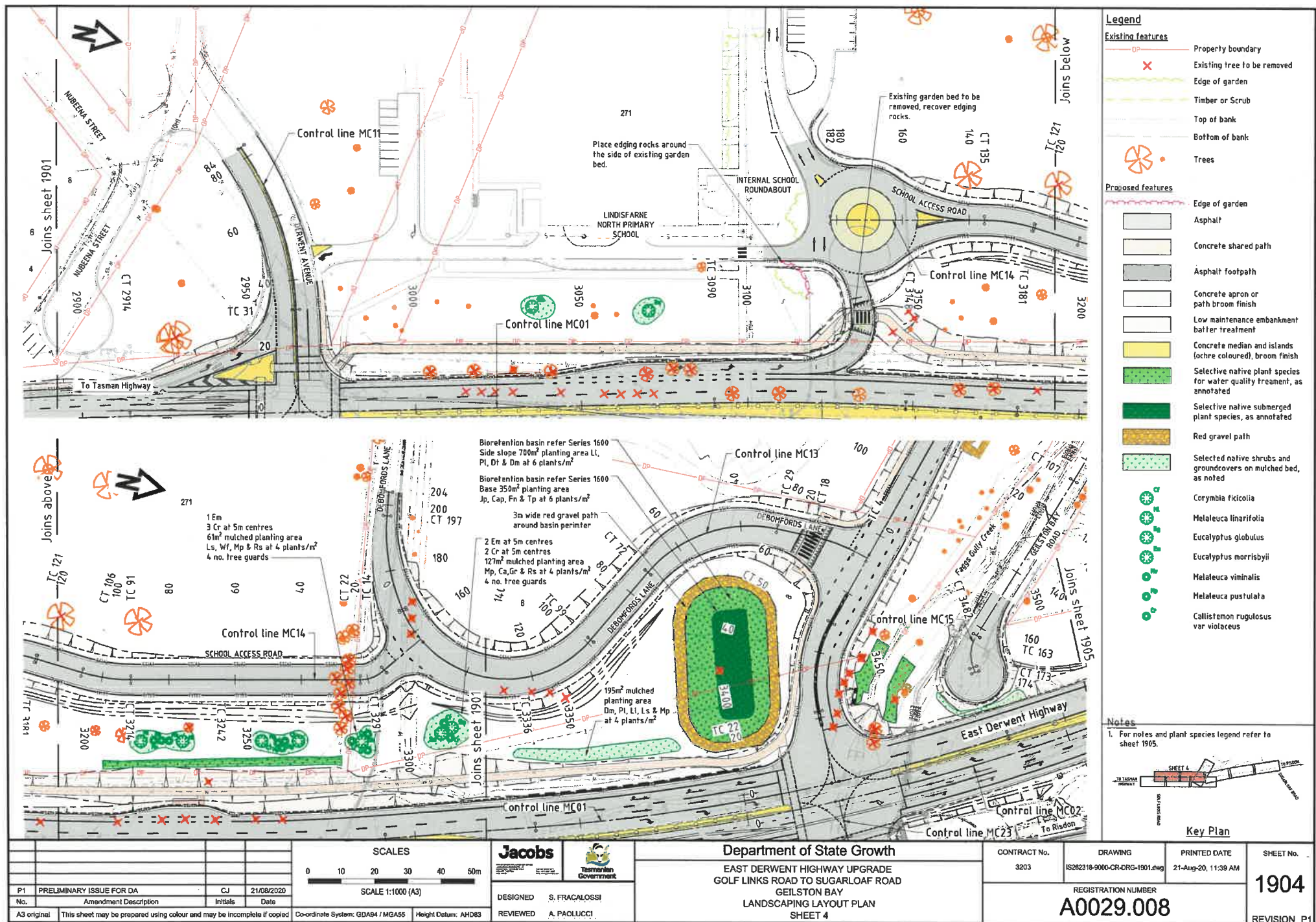
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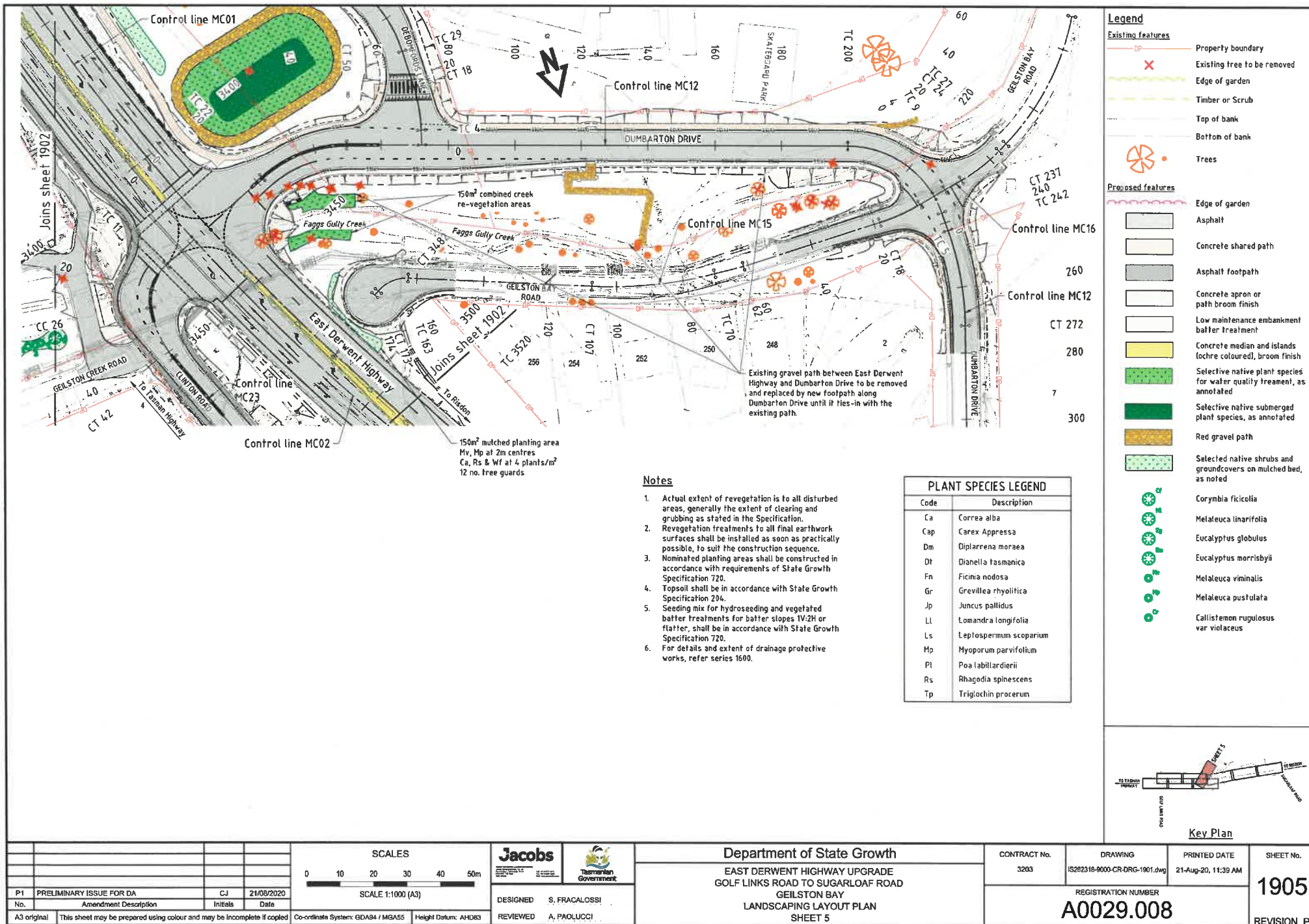
1. For notes and plant species legend refer to sheet 1905.

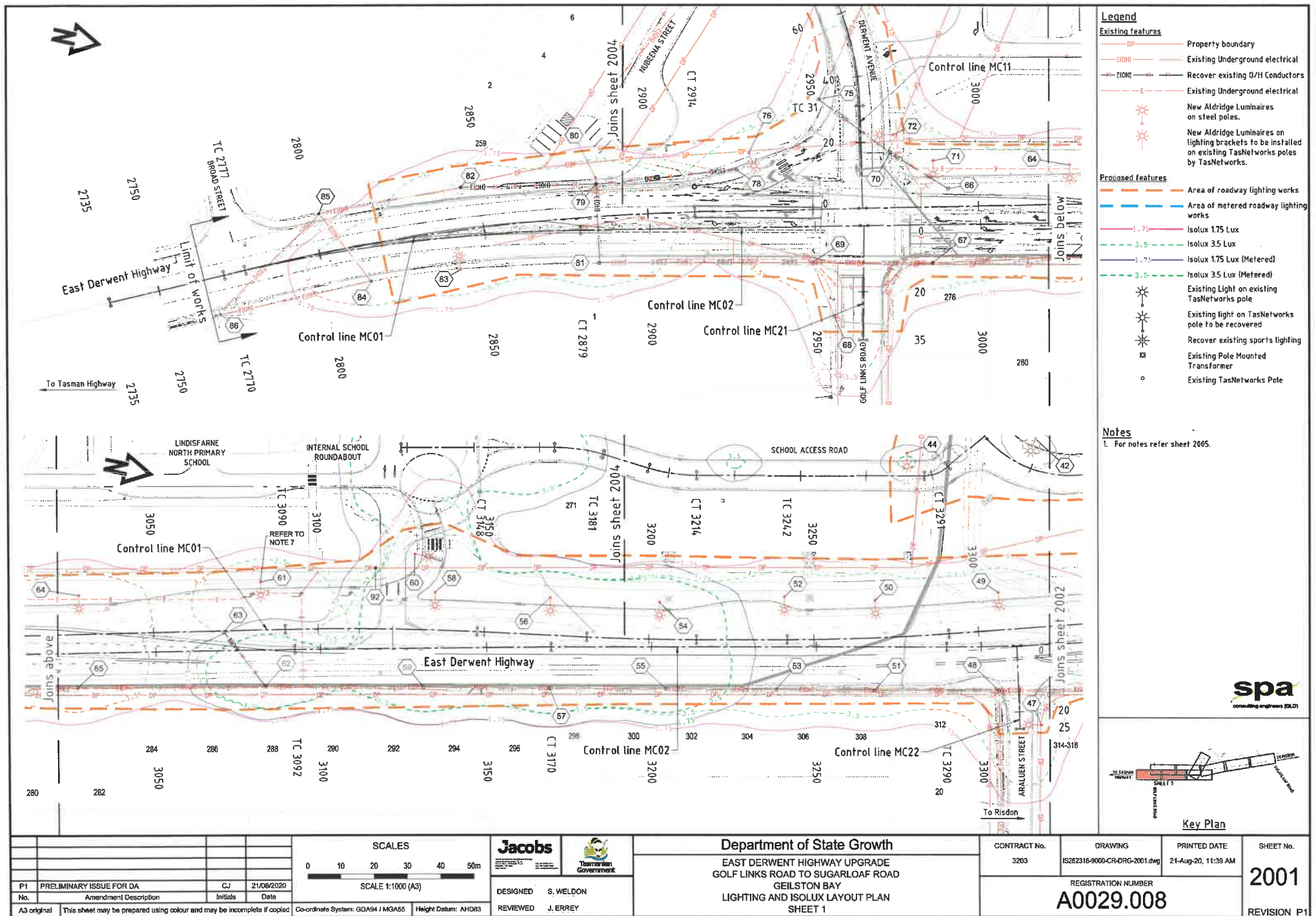


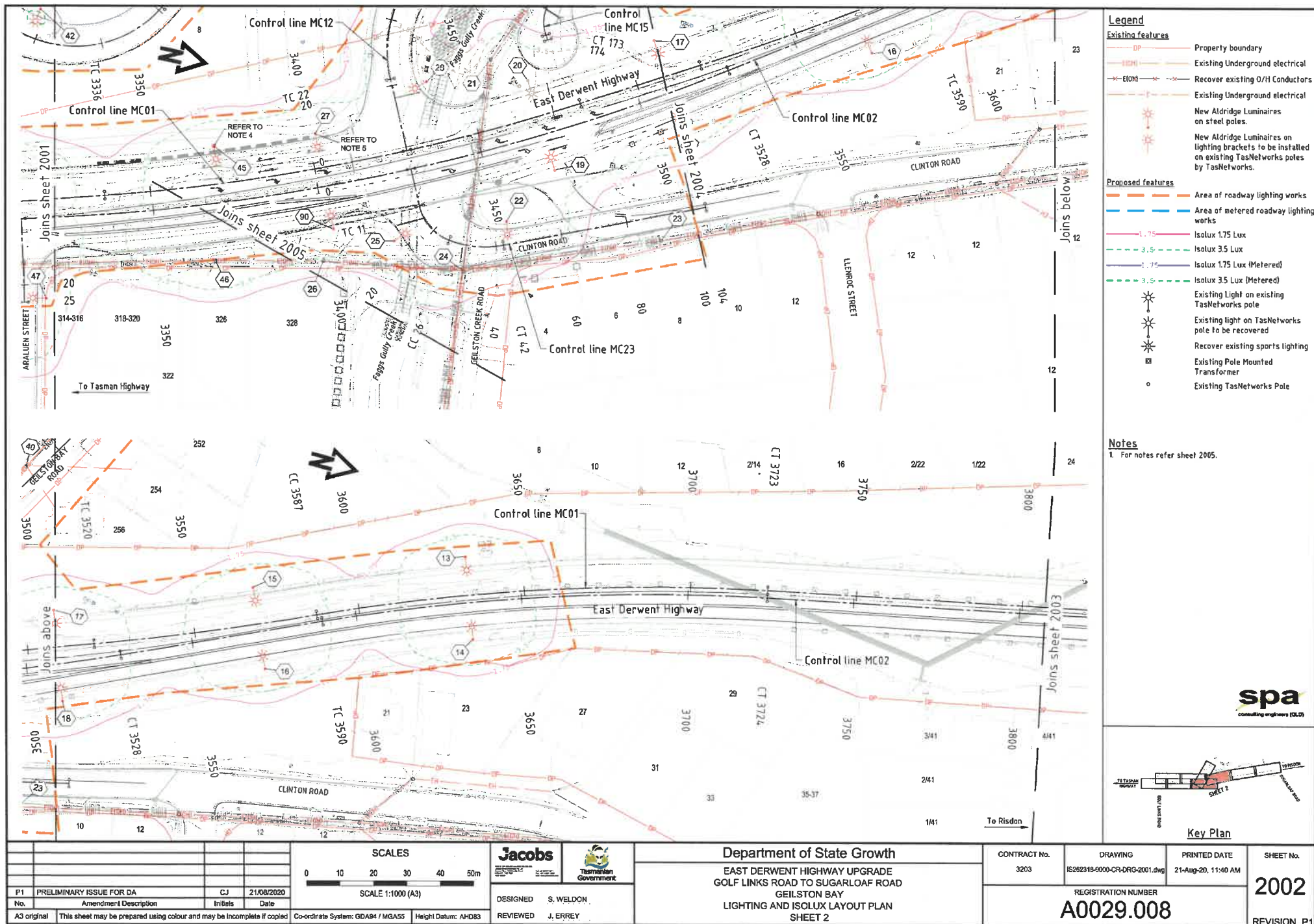
				Department of State Growth EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY LANDSCAPING LAYOUT PLAN SHEET 2	CONTRACT No. 3203	DRAWING IS262319-9000-CR-DRG-1901.dwg	PRINTED DATE 21-Aug-20, 11:36 AM	SHEET No. 1902
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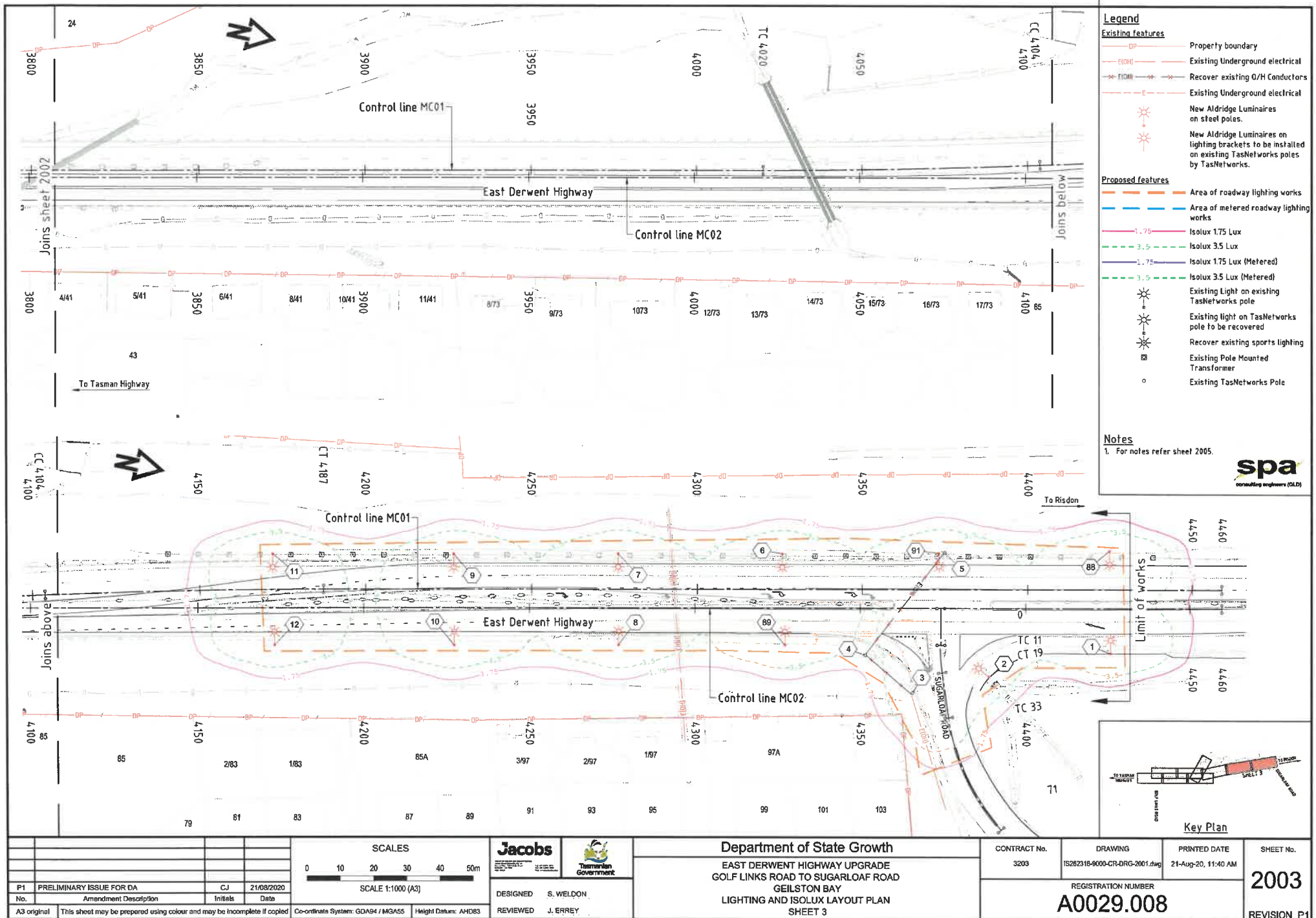


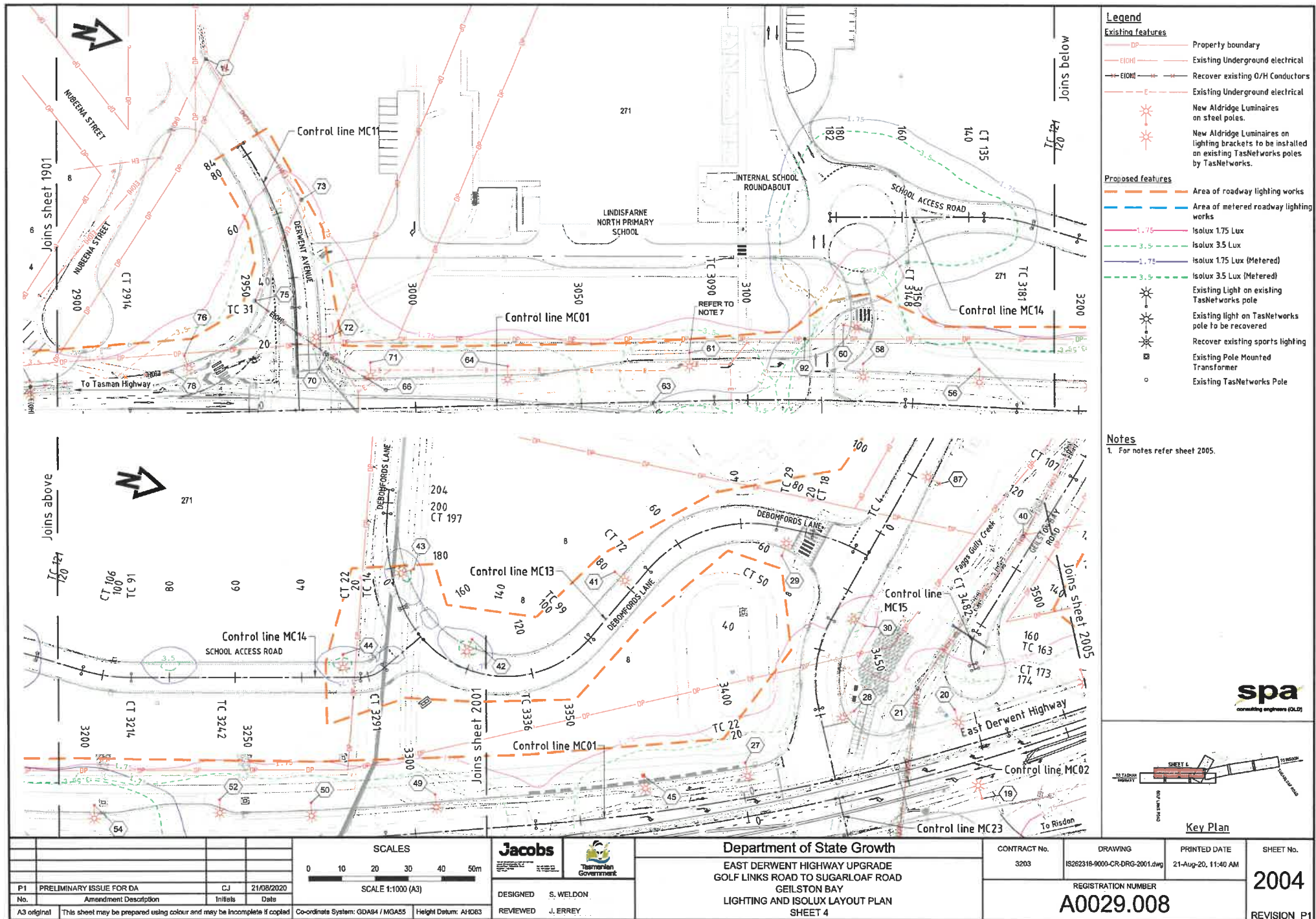


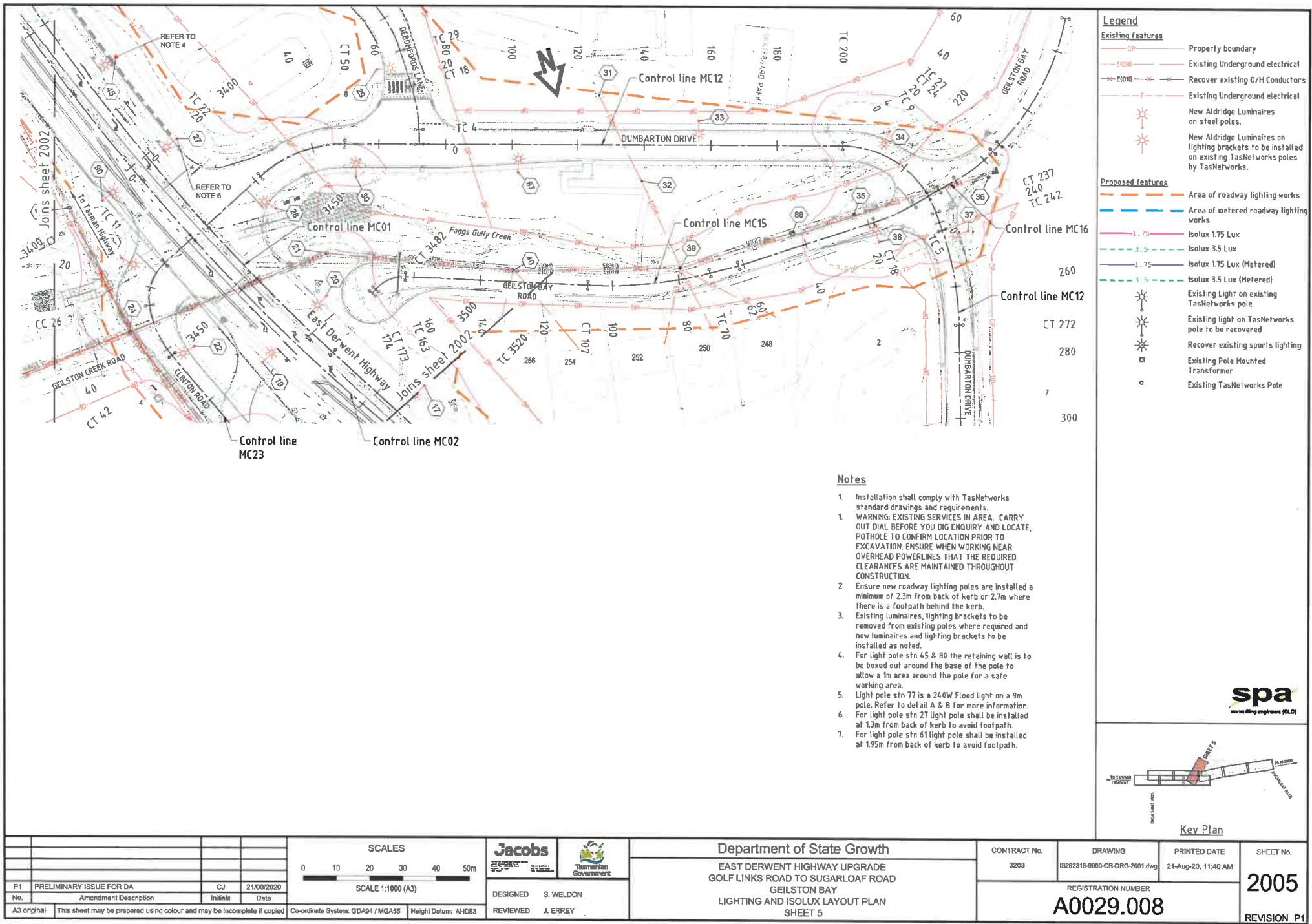












Legend

Existing features

- Property boundary
- Existing Underground electrical
- Recover existing O/H Conductors
- Existing Underground electrical
- New Aldridge Luminaires on steel poles.
- New Aldridge Luminaires on lighting brackets to be installed on existing TasNetworks poles by TasNetworks.

Proposed features

- Area of roadway lighting works
- Area of metered roadway lighting works
- Isolux 1.75 Lux
- Isolux 3.5 Lux
- Isolux 1.75 Lux (Metered)
- Isolux 3.5 Lux (Metered)
- Existing Light on existing TasNetworks pole
- Existing light on TasNetworks pole to be recovered
- Recover existing sports lighting
- Existing Pole Mounted Transformer
- Existing TasNetworks Pole

- Notes**
1. Installation shall comply with TasNetworks standard drawings and requirements.
 1. WARNING: EXISTING SERVICES IN AREA. CARRY OUT DIAL BEFORE YOU DIG ENQUIRY AND LOCATE, POTHOLE TO CONFIRM LOCATION PRIOR TO EXCAVATION. ENSURE WHEN WORKING NEAR OVERHEAD POWERLINES THAT THE REQUIRED CLEARANCES ARE MAINTAINED THROUGHOUT CONSTRUCTION.
 2. Ensure new roadway lighting poles are installed a minimum of 2.3m from back of kerb or 2.7m where there is a footpath behind the kerb.
 3. Existing luminaires, lighting brackets to be removed from existing poles where required and new luminaires and lighting brackets to be installed as noted.
 4. For light pole stn 45 & 80 the retaining wall is to be boxed out around the base of the pole to allow a 1m area around the pole for a safe working area.
 5. Light pole stn 77 is a 240W Flood light on a 9m pole. Refer to detail A & B for more information.
 6. For light pole stn 27 light pole shall be installed at 1.3m from back of kerb to avoid footpath.
 7. For light pole stn 61 light pole shall be installed at 1.95m from back of kerb to avoid footpath.

spa
sustainable engineering (P/L)

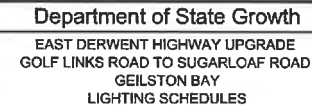
Key Plan

				SCALES				Department of State Growth EAST DERWENT HIGHWAY UPGRADE GOLF LINKS ROAD TO SUGARLOAF ROAD GEILSTON BAY LIGHTING AND ISOLUX LAYOUT PLAN SHEET 5		CONTRACT No. 3203	DRAWING IS262316-9000-CR-DRG-2001.dwg	PRINTED DATE 21-Aug-20, 11:40 AM	SHEET No. 2005 REVISION P1			
P1	PRELIMINARY ISSUE FOR DA	CJ	21/08/2020	0 10 20 30 40 50m												
No.	Amendment Description	Initials	Date	SCALE 1:1000 (A3)		DESIGNED	S. WELDON	REGISTRATION NUMBER A0029.008								
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System: GDA94 / MGA55		REVIEWED	J. ERREY									
				Height Datum: AHD83												

LIGHTING SCHEDULE						2/3
STATION	ACTION	LUMINAIRE TYPE	MOUNTING TYPE	TARIFF/OWNER	MOUNTING HEIGHT (m)	OUTREACH SIZE (m)
51	RECOVER	14W SLED	POLE MOUNTED BRACKET	S G & T	2.7	1.5
51	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
52	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
53	RECOVER	14W SLED	POLE MOUNTED BRACKET	S G & T	7.8	1.2
53	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
54	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
55	RECOVER	17W SLED	POLE MOUNTED BRACKET	S G & T	8.2	1.7
55	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
56	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
57	RECOVER	14W SLED	POLE MOUNTED BRACKET	S G & T	6.5	1.2
57	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
58	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
59	RECOVER	14W SLED	POLE MOUNTED BRACKET	S G & T	8.3	1.5
59	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
60	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
61	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
62	RECOVER	14W SLED	POLE MOUNTED BRACKET	S G & T	6.3	1.5
62	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
63	RECOVER	S250C	POLE	S G & T	10.5	1.5
64	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
65	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	8	3
65	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
66	RECOVER	S250C	POLE	S G & T	10	1.5
67	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	10	1.5
67	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
68	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	8.6	1.5
68	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
69	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	9.7	1.5
69	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
70	RECOVER	S250C	POLE	S G & T	8.5	1.5
71	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	CCC	10.5	3
72	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
73	RECOVER	S250C	POLE	S G & T	8.1	1.5
73	INSTALL	14W SLED	POLE MOUNTED BRACKET	CCC	7.5	2
75	RECOVER	S250C	POLE	S G & T	9.5	1.5
75	INSTALL	75W VLED	POLE MOUNTED BRACKET	CCC	10.5	3
76	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
78	RECOVER	S250C	POLE	S G & T	10.4	1.5
79	RECOVER	S250C	POLE	S G & T	10.4	1.5
80	INSTALL	75W VLED	POLE	S G & T	10.5	3
81	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	NA	NA
81	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
82	RECOVER	S250C	POLE MOUNTED BRACKET	S G & T	NA	NA
82	INSTALL	75W VLED	POLE MOUNTED BRACKET	S G & T	10.5	3
83	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
84	EXISTING	UNKNOWN	POLE MOUNTED BRACKET	S G & T	NA	NA
85	EXISTING	UNKNOWN	POLE MOUNTED BRACKET	S G & T	NA	NA
86	EXISTING	UNKNOWN	POLE MOUNTED BRACKET	S G & T	NA	NA
87	INSTALL	14W SLED	STEEL RIGID POLE	CCC	7.5	2
88	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
89	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
90	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
91	INSTALL	75W VLED	STEEL RIGID/FRANGIBLE POLE	S G & T	10.5	3
92	RECOVER	S250C	STEEL POLE	S G & T	7.4	0.8

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