

2147 East Tamar Highway
Mount Direction -



Important:

PROJECTION: Universal Transverse Mercator (UTM).
HORIZONTAL DATUM: Geocentric Datum of Australia 1984 (GDA84)
MAP GRID: Mapping Grid of Australia (MGA84)
Disclaimer:
Whilst GPM (and its agents) make every reasonable effort to locate and identify features on the land which is the subject of this map not all features are shown. Users are advised to independently verify all data for accuracy and completeness prior to use.

Camping Site No.1 Layout Map

PID Number: 2867329

Client: Craig & Louise McKenzie

Address: "Rocky Forest"
2147 East Tamar Highway

Production Date: 21/06/2018

Assessor: Justin Cashion

Accreditation No.: BFP - 112

Planning Administration
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- Legend**
- Cadastre Parcel Boundaries
 - Individual Camp Site
 - Camp Site No.1
 - Access & Egress Road
 - 10m Contours Statewide
 - Hydrology Lines
 - Aurora High Voltage Conductor
 - Aurora Power Poles

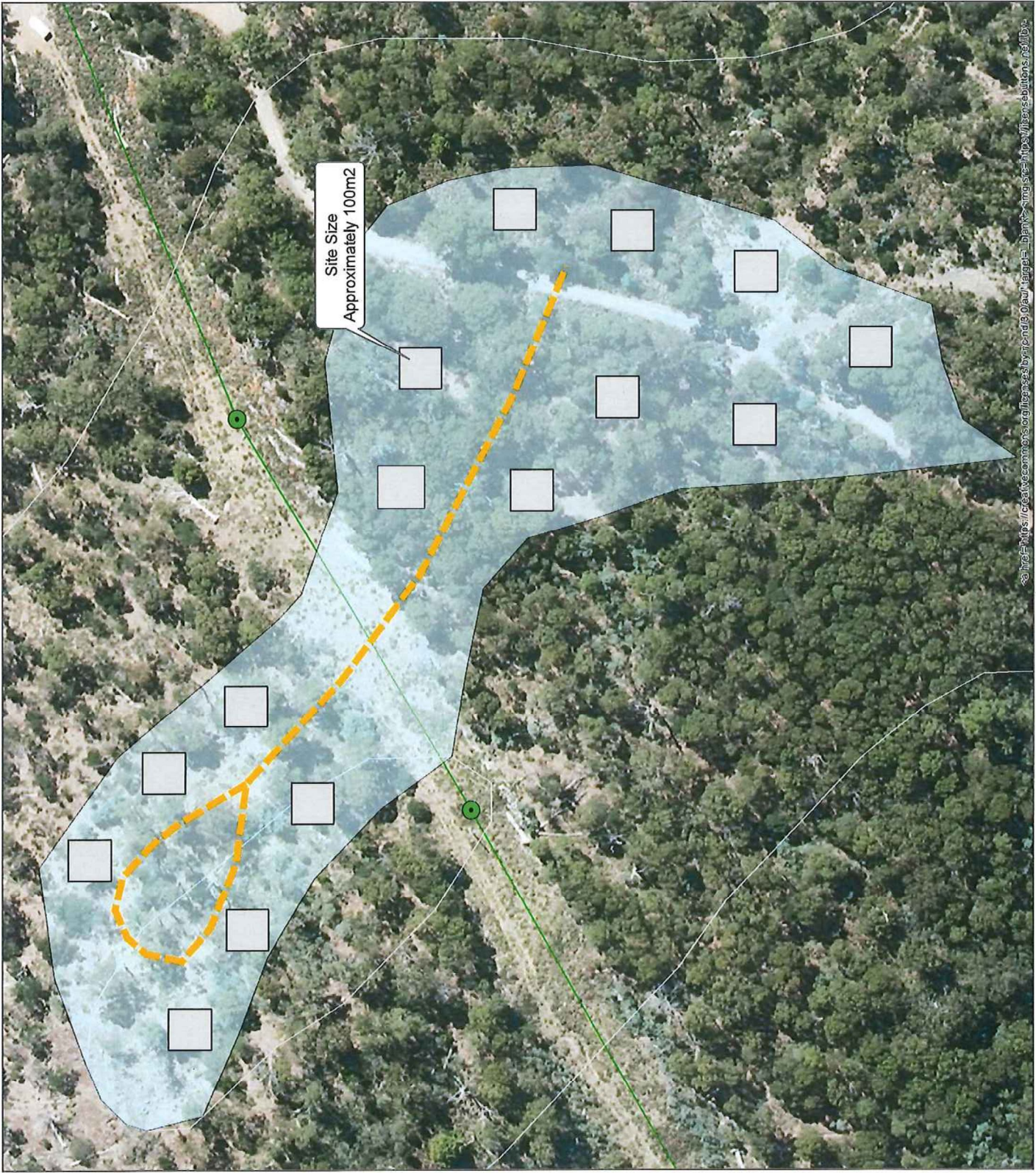
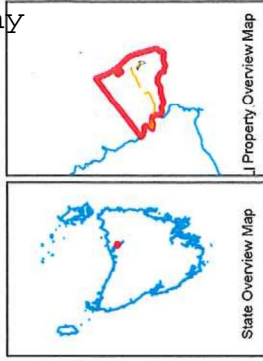
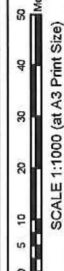


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Camping Site No.2 Layout Map

PID Number: 2867329

Client: Craig & Louise McKenzie

Address: "Rocky Forest"
2147 East Tamar Highway
Mt Direction 7252

Production Date: 21/06/2018

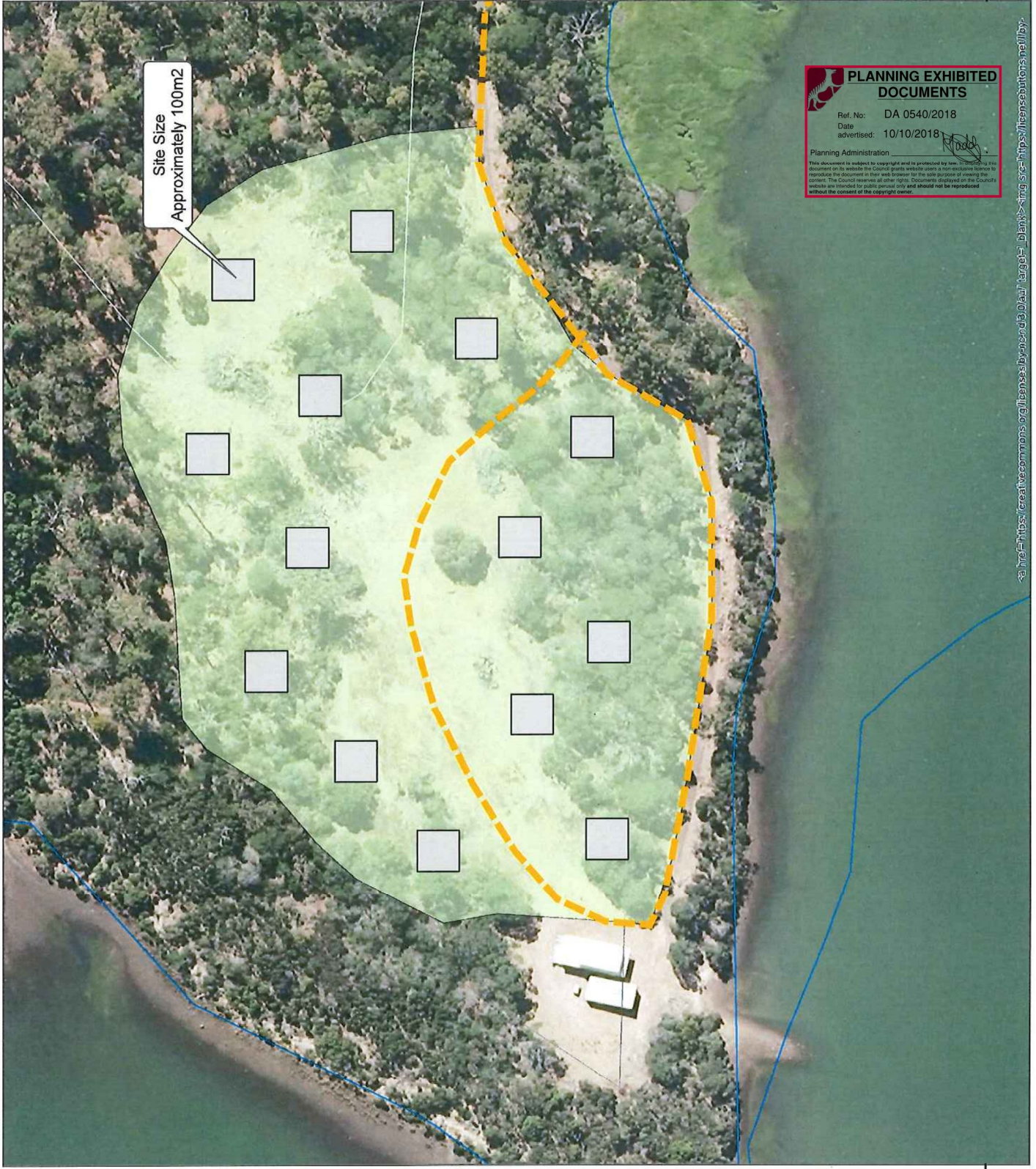
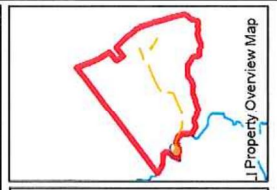
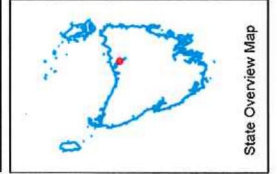
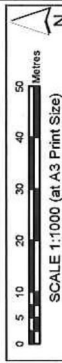
Assessor: Justin Cashion

Accreditation No.: BFP - 112

Base data from the LIST (www.list.tas.gov.au), © State of Tasmania

Legend

- Cadastre Parcel Boundaries
- Individual Camp Site
- Camp Site No.2
- Access & Egress Road
- 10m Contours Statewide
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- Aurora Power Poles



PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0540/2018
 Date advertised: 10/10/2018

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Traffic Assessment

Proposed Caravan Park

2147 East Tamar Highway, Mount Direction

FOR

Craig McKenzie

SUBMITTED BY:

TERRY EATON
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29 Carey's Road
Bridgenorth Tas 7277

TEL/FAX: (03) 6330 1510

APRIL 2017



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ATTACHMENTS

1. Site Plan



1. Introduction

A proposal is being advanced to develop a caravan park at Rocky Forest, 2147 East Tamar Highway.

Prior to acceptance of a development application by the Launceston City Council a traffic assessment to the satisfaction of the Department of State Growth (DSG) is required.

The owner, Mr McKenzie, has discussed his proposal with officers of DSG with this assessment based on information provided during that process..

This assessment has been undertaken by Terry Eaton, an experienced traffic engineer in regard to traffic assessments.

Preparation of the report has included discussions with Mr McKenzie and a site visit.

2. The Site

The site, No. 2147, is a large rural lot of some 650 acres located on the west side of the East Tamar Highway extending from the highway to the Tamar River.

The land has frontage of some 1,500 metres to the highway with the present driveway located some 170 metres south and opposite the Mount Direction Store / Service Station.

The land is undulating in form and covered by what could be defined as dry forest. A residence is located some 50 metres set back from the highway almost midway between the existing driveway (licenced No. A0265-L30-008) and the service station.

The driveway is constructed with length within the road reserve of some 24 metres from the edge of seal to the gateway. Driveway width of some 3.6 metres at the 4.0 metre wide gateway widening to some 5.5 metres at 10 metres from the edge of seal with further widening to 9.3 metres some 6.0 metres from the edge of seal with edge

of seal throat width of 28 metres. Turn radii at the East Tamar Highway are 9.0 metre seal with gravel shoulder to 10 metre radii entry and 15 metre seal exit respectively. Comparison with fig 6.62 rural property access Austrroads Part 5 indicates compliance with the preferred indented access for single unit trucks.



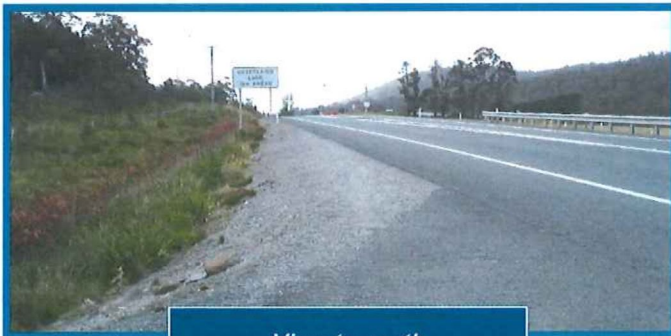
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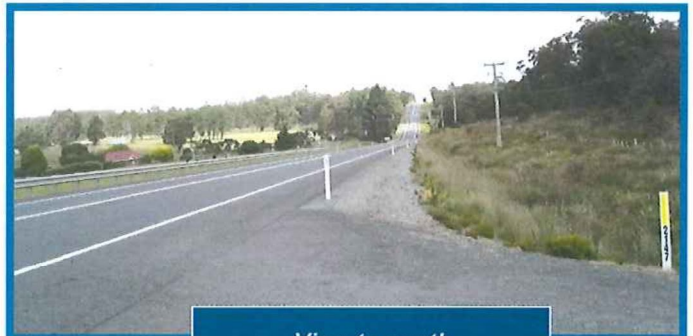
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Sight distance is some 190 metres to the north and in excess of 300 metres to the south.



View to north



View to south

The driveway is limited to use as access to the residence on the property by access licence No. A0265-L30-008.

3. The Proposal

The proposal is to develop up to 30 caravan sites with amenities block in a bush setting – proposed site I on attachment plan. The development to be accessed by the existing driveway serving the residence on the site.

Preliminary discussions on the proposal have been held with the Traffic Management Branch, Launceston, who have advised “The department would be willing to consider an application for the use of the access for the proposed use provided it is limited to left turn in / left turn out only”.

4. East Tamar Highway

The East Tamar Highway is classified in the DSG State Road Hierarchy as a Category 1 primary freight route.

In proximity to the driveway for No. 2147 the highway is constructed with one traffic lane for each direction some 3.5 metres wide, double centre lines with break at the driveway, edge lines and 2.0 metre sealed shoulders with some 0.6 metre gravel shoulders.

The road facilities provide for a single lane for both directions for some distance from south of the driveway to the north the north bound traffic lane extends past the right turn lane to the service station at No. 2174, start of taper some 50 metres beyond the driveway. The south bound 2 lane section past the service station tapers back to one lane with the taper ending some 30 metres north of the driveway.

It is understood that future planning is to install a central barrier to prevent right turns from property driveways along this section of the highway.



5. Traffic Data

- **East Tamar Highway**

Historical traffic data suggests an indicative AADT of some 5,000 vehicles.

- **Existing site**

Indicative ADT value at 10 two-way vehicle movements per day.

- **Proposed Development**

The NSW Guide to Traffic Generating Development suggests for caravan parks average traffic generation at 3 trips per caravan site per day. Indicative traffic for 30 sites at 90 two-way trips.

6. Assessment

6.1 Road and Railway Assets Code

E4.5.1 P1 The vehicle movements to and from the site at 100 vehicles is in excess of 10 vehicle movements per day.

- a) The increase in traffic will increase the use on the west side traffic lane from 2,500 vehicles per day to 2,590, that is a 3.6% increase.

An estimate of the single lane capacity at L.O.S. "C" indicates a value of 345 vehicles per hour. Based on a 12% peak hour factor, considered near the upper limit for the location, suggests a peak hour value of some 310 vehicles, that is less than the L.O.S. "C" value
- deemed acceptable

- b) The traffic generated by the use is caravans and camper vans with the proposal seen as supportive to the local tourism industry. Indications are that the provision for overnight tourist stays are seen as important to the region's economy.
- c) The access is assessed as suitable to service rigid truck access to / from the highway and is considered adequate for use by car / caravan combinations and motor homes efficiently.
- d) The East Tamar Highway is a Category 1 road in the State Road Hierarchy with the road standard considered commensurate to this use. The available access junction layout is considered satisfactory for the road provision.
- e) The existing highway is speed zoned at 100 km/h with the available sight distance to the south providing in excess of a 10 second gap time to the driveway use. This value is considered to provide for the safe entry / exit to the site for the proposed use.
- f) No alternative access is available to the location of the site to the local road network.
- g) The use is seen as supportive of the local tourist industry by providing for overnight stays close to East Tamar Tourist attractions.
- h) This document
- i) The TIA has taken in to account the advice of DSG's Traffic Branch officers.

E4.5.2 Not applicable

E4.6.1 A1.1 The scope of the land available for the development will permit any buildings to be located at least 50 metres from the East Tamar Highway. The building location to take this requirement into consideration with the detailed site planning.

E4.6.2 A1 The proposal is to use the existing access.

E4.6.3 Not applicable

E4.6.4 A1 The proposal to be limited to left turn entry / exit such that the appropriate sight distance requirement is to vehicles approaching from the south.

The available sight distance is well in excess of the 250 metre requirement as per table E4.6.4.

6.2 Access Licence

The proposed development is deemed to comply with Section E4.0 of the Launceston Interim Planning Scheme, the purpose of which is:

- a. Protect the safety and efficiency of the road and railway networks, and
- b. Reduce conflicts between sensitive uses and major road and railway networks.

Accordingly, the proposed changes to the access licence to include the proposed 30 space caravan park is not considered to impact on road safety and highway efficiency in proximity to the site.

The request is that access licence No. A0265-L30-008 be changed by the addition of a 30 space caravan park to the schedule of uses.

7. Conclusion

A traffic assessment for a proposed caravan park at 2147 East Tamar Highway, Mount Direction, indicates compliance with Section E4.0 of the Launceston Interim Planning Scheme provided the requirements of the Department of State Growth, that is access for the site be limited to left turn entry / left turn exit movements only.

No traffic safety or road efficiency issues are contemplated in amending access licence No. A0265-L30-008 to include a 30 space caravan park.

Terry Eaton