

DISCRETIONARY APPLICATION

For Public Display

Applicant:

S Thorpe

Location:

8735 Lyell Highway, Ouse

Proposal:

Motor Racing Facility

DA Number:

DA 2021 / 00061

Date Advertised:

21 March 2022

Date Representation Period Closes:

4 April 2022

Responsible Officer:

Louisa Brown (Planning Officer)

Viewing Documents:

The relevant documents may be viewed at Council's website www.centralhighlands.tas.gov.au or at Council's Offices 19 Alexander Street, Bothwell & 6 Tarleton Street, Hamilton during normal office hours.

Representations to:

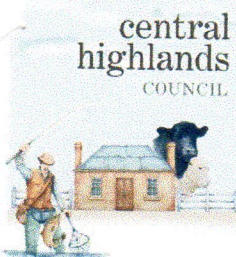
General Manager
19 Alexander Street
BOTHWELL TAS 7030

Email:

development@centralhighlands.tas.gov.au

To whom it concerns

my name is Steve Thorpie i have been around the motor sport scene for most of my life with involvement in running and competing in events. I have been a promoter at powranna motorsport complex for quite a few years which involved organising and running of events at the venue. We now would like to make a new motorsport facility just out of Ouse at a block of land we have purchased. We would like to run 1 event every month with about 50 to 100 people/cars at each event. we would like to operate between the hours of 10am to 10pm on some weekends and 10am to 6pm on other weekends. We have our own fire crew which are all qualified fire fighters as well as all emergency services and insurances. We really think this will be great for the communities as it will bring tourism and income to the towns around the facility



central
highlands
COUNCIL

Development & Environmental Services
19 Alexander Street
BOTHWELL TAS 7030

Phone: (03) 6259 5503
Fax: (03) 6259 5722

www.centralhighlands.tas.gov.au

OFFICE USE ONLY

Application No.: _____

Property ID No.: _____

Date Received: _____

Application for Planning Approval Use and Development

Use this form to apply for planning approval in accordance with section 57 and 58 of the *Land Use Planning and Approvals Act 1993*

Applicant / Owner Details:

Applicant Name

Steven Thorpe

Postal Address

79 Gunn St

Phone No: 0497081449

Bridgewater

7030

Fax No: _____

Email address

tasskidders@gmail.com

Owner/s Name

Stephen Knight

(if not Applicant)

Postal Address

45 Scott Rd

Phone No: 0456869124

Bridgewater

7030

Fax No: _____

Email address:

flyhog21@yahoo.com

Description of proposed use and/or development:

Address of new use and development:

Lot 1 Lyell Hwy

Certificate of Title No:

Volume No

236669-1

Lot No:

1

Prop - 7691983

Description of proposed use or development:

Motorsport complex

ie: New Dwelling / Additions / Demolition
/ Shed / Farm Building / Carport /
Swimming Pool or detail other etc.

Current use of land and buildings:

Vacant

Eg. Are there any existing buildings
on this title?
If yes, what is the main building
used as?

Proposed Material

What are the proposed
external wall colours

What is the proposed roof colour

What is the proposed
new floor area m².

concrete 40 x 25
plus 20 x 6 from Tip in road

What is the estimated value of
all the new work proposed:

\$ 100000.00

Is proposed development to be staged:
Is the proposed development located on land previously used as a tip site?
Is the place on the Tasmanian Heritage Register?
Have you sought advice from Heritage Tasmania?
Has a Certificate of Exemption been sought for these works?

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Tick	✓
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		
Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>		

Signed Declaration

I/we hereby apply for a planning approval to carry out the use or development described in this application and in the accompanying plans and documents, accordingly I declare that:

1. The information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with this development application may be made available to the public. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Central Highlands Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.
2. In relation to this application, I/we agree to allow Council employees or consultants to enter the site in order to assess the application.
3. I am the applicant for the planning permit and I have notified the owner/s of the land in writing of the intention to make this application in accordance with Section 52(1) of the *Land Use Planning Approvals Act 1993* (or the land owner has signed this form in the box below in "Land Owner(s) signature");
Applies where the applicant is not the Owner and the land is not Crown land or owned by a council, and is not land administered by the Crown or a council.

Applicant Signature



(if not the Owner)


Applicant Name (Please print)

Steven Thorpe

Date

15/07/2021

Land Owner(s) Signature



Land Owners Name (please print)

Stephen Knight

Date

15-7-21

Land Owner(s) Signature

Land Owners Name (please print)

Date

✓

<p>1. A completed Application for Planning Approval – Use and Development form. <i>Please ensure that the information provides an accurate description of the proposal, has the correct address and contact details and is signed and dated by the applicant.</i></p>	<input type="checkbox"/>
<p>2. A current copy of the Certificate of Title for all lots involved in the proposal. <i>The title details must include, where available, a copy of the search page, title plan, sealed plan or diagram and any schedule of easements (if any), or other restrictions, including covenants, Council notification or conditions of transfer.</i></p>	<input type="checkbox"/>
<p>3. Two (2) copies of the following information -</p> <ul style="list-style-type: none"> a) An analysis of the site and surrounding area setting out accurate descriptions of the following - <ul style="list-style-type: none"> (i) topography and major site features including an indication of the type and extent of native vegetation present, natural drainage lines, water courses and wetlands, trees greater than 5 metres in height in areas of skyline or landscape importance and identification of any natural hazards including flood prone areas, high fire risk areas and land subject to instability; (ii) soil conditions (depth, description of type, land capability etc); (iii) the location and capacity of any existing services or easements on the site or connected to the site; (iv) existing pedestrian and vehicle access to the site; (v) any existing buildings on the site; (vi) adjoining properties and their uses; and (vii) soil and water management plans. b) A site plan for the proposed use or development drawn, unless otherwise approved, at a scale of not less than 1:200 or 1:1000 for sites in excess of 1 hectare, showing - <ul style="list-style-type: none"> (i) a north point; (ii) the boundaries and dimensions of the site; (iii) Australian Height Datum (AHD) levels; (iv) natural drainage lines, watercourses and wetlands; (v) soil depth and type; (vi) the location and capacity of any existing services or easements on the site or connected to the site; (vii) the location of any existing buildings on the site, indicating those to be retained or demolished, and their relationship to buildings on adjacent sites, streets and access ways; (viii) the use of adjoining properties; (ix) shadow diagrams of the proposed buildings where development has the potential to cause overshadowing; (x) the dimensions, layout and surfacing materials of all access roads, turning areas, parking areas and footpaths within and at the site entrance; (xi) any proposed private or public open space or communal space or facilities; (xii) proposed landscaping, indicating vegetation to be removed or retained and species and mature heights of plantings; and (xiii) methods of minimizing erosion and run-off during and after construction and preventing contamination of storm water discharged from the site. c) Plans and elevations of proposed and existing buildings, drawn at a scale of not less than 1:100, showing internal layout and materials to be used on external walls and roofs and the relationship of the elevations to natural ground level, including any proposed cut or fill. 	<input type="checkbox"/>
<p>4. A written submission supporting the application that demonstrates compliance with the relevant parts of the Act, State Policies and the Central Highlands Interim Planning Scheme 2015, including for industrial and commercial uses, the hours of operation, number of employees, details of any point source discharges or emissions, traffic volumes generated by the use and a Traffic Impact Statement where the development is likely to create more than 100 vehicle movements per day.</p>	<input type="checkbox"/>
<p>5. Prescribed fees payable to Council. An invoice for the fees payable will be issued once application has been received.</p>	

Information

If you provide an email address in this form then the Central Highlands Council ("the Council") will treat the provision of the email address as consent to the Council, pursuant to Section 6 of the Electronic Transactions Act 2000, to using that email address for the purposes of assessing the Application under the Land Use Planning and Approvals Act 1993 ("the Act").

If you provide an email address, the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, **please tick ✓** the box

☐**Heritage Tasmania**

If the Property is listed on the Tasmanian Heritage Register then the Application will be referred to Heritage Tasmania unless an Exemption Certificate has been provided with this Application.
(Phone 1300 850 332 or email enquires@heritage.tas.gov.au)

TasWater

Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)



Department of Primary Industries,
Parks, Water and Environment

GPO Box 1751, Hobart, TAS 7001 Australia
Ph 1300 TAS PARKS / 1300 827 727 Fax 03) 6223 8308
www.parks.tas.gov.au



Enquiries: Gerry Murrell
Phone: (03) 6165 3065
Email: propertyservices@parks.tas.gov.au
Our ref: 21/4366

16 December 2021

Steven Thorpe
79 Gunn Street
BRIDGEWATER TAS 7030

E: tasskidders@gmail.com

Dear Mr Thorpe,

**LODGEMENT OF PLANNING APPLICATION
STEVEN THORPE
MOTORSPORT COMPLEX
LOT 1 LYELL HIGHWAY, OUSE**

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department of Natural Resources and Environment (NRE).

Crown consent is only given to the lodgement of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply, any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

If you need more information regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely,

Jesse Walker
Team Leader (Assessments)

Notice of Termination of Authority and Instrument of Delegation

DELEGATION OF THE DIRECTOR-GENERAL OF LANDS' FUNCTIONS UNDER THE LAND USE PLANNING AND APPROVALS ACT 1993

I, TIMOTHY WILLIAM BAKER, being and as the Director-General of Lands appointed under section 7 of the *Crown Lands Act 1976* ("the Act"), acting pursuant to section 23AA(5A) of the *Acts Interpretation Act*, hereby give notice that the authority of the holders of the offices of Deputy Secretary (Parks & Wildlife Service) (position number 700451), Manager - Crown Land Services (position number 707556), Team Leader - Crown Land Services (Unit Manager, Leases & Licences) (position number 340697) and Team Leader - Crown Land Services (Unit Manager, Policy & Projects) (position number 334958) to perform the functions conferred on the Director-General of Lands, as delegated on 20 December 2020 by Deidre Wilson, then Acting Director-General of Lands, is terminated with immediate effect.

Further, acting pursuant to section 52(IE) of the *Land Use Planning and Approvals Act 1993* ("the Act"), I hereby delegate the functions described (by reference to the relevant provision of the Act and generally) in Schedule I, to the persons respectively holding the offices of Deputy Secretary (Parks & Wildlife Service) (position number 700451), General Manager (Park Operations and Business Services) (position number 708581), Director (Operations) (position number 708050), Manager (Property Services) (position number 707556), Unit Manager (Operations) (position number 702124), and Team Leader (Assessments) (position number 334958) in accordance with the functions delegated to me by the Minister for Parks, being and as the Minister administering the *Crown Lands Act 1976*, by instrument dated 30 November 2021.

SCHEDULE I

Provision	Description of Functions
Section 52(1B)	Signing, and providing written permission for, applications for permits in relation to Crown land.

Dated at HOBART this 7th day of December 2021


.....

Tim Baker
DIRECTOR-GENERAL OF LANDS

SEARCH OF TORRENS TITLE

VOLUME 236669	FOLIO 1
EDITION 4	DATE OF ISSUE 22-Jun-2005

SEARCH DATE : 07-Jan-2022

SEARCH TIME : 10.29 AM

DESCRIPTION OF LAND

Parish of BROUGHAM, Land District of CUMBERLAND
Lot 1 on Plan 236669
Derivation : Whole of Lot 36620 Gtd to MA & GR Pearce
Prior CT 3492/53

SCHEDULE 1

C627948 TRANSFER to STEPHEN BRIAN KNIGHT and PETER ANDREW
KNIGHT as tenants in common in equal shares
Registered 16-Jun-2005 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OS 512

ANNEXURE TO CERTIFICATE OF TITLE VOL. 3492 FOL. 53

REGISTERED NUMBER

236669

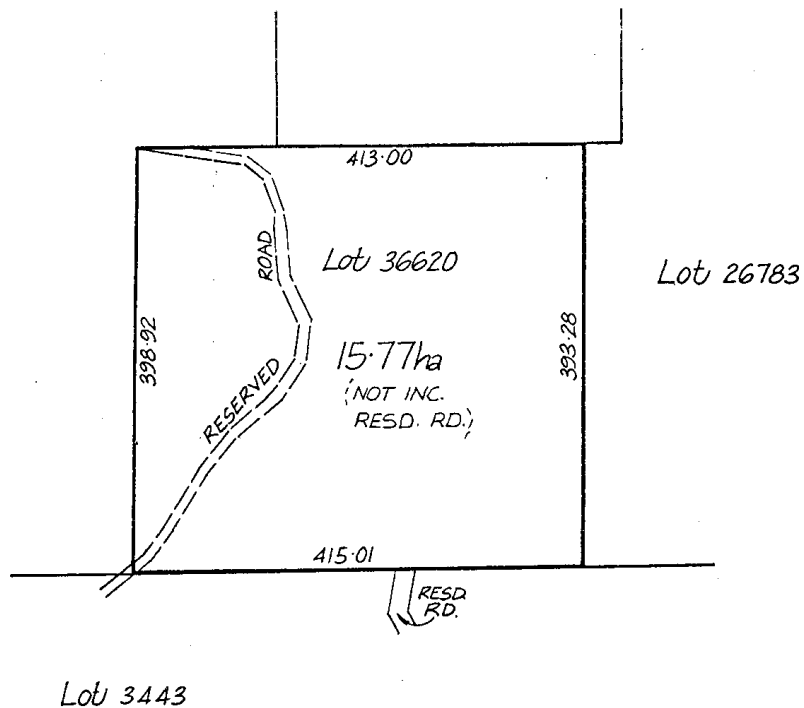
M. Hutchinson
Recorder of Titles



Lot 1 of this plan consists of all the
land comprised in the above-mentioned
cancelled folio of the Register.

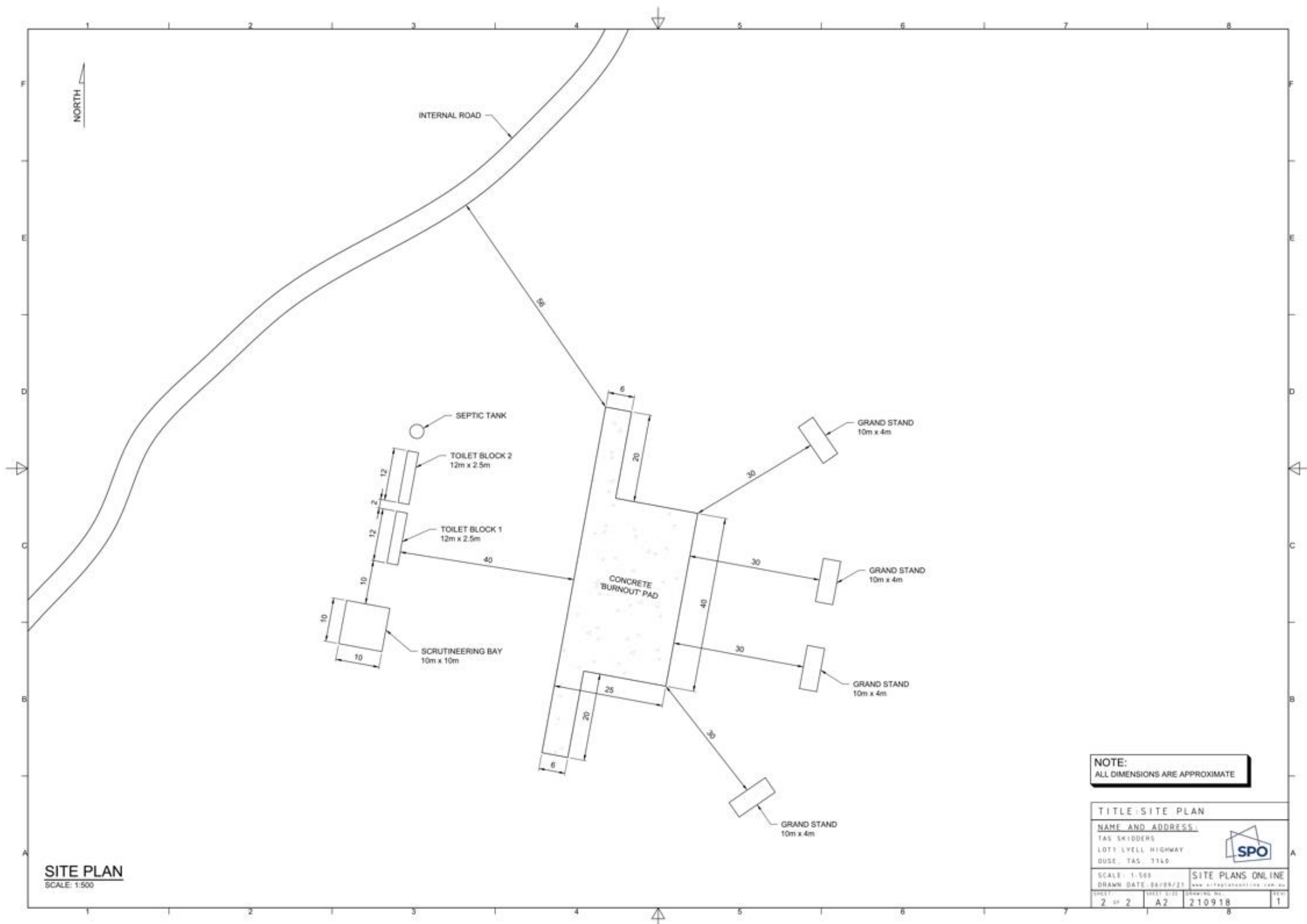
Whole of Lot 36620 Gtd. to
M. A. & G. R. Pearce
Meas. in Metres.

PH. BROUGHAM





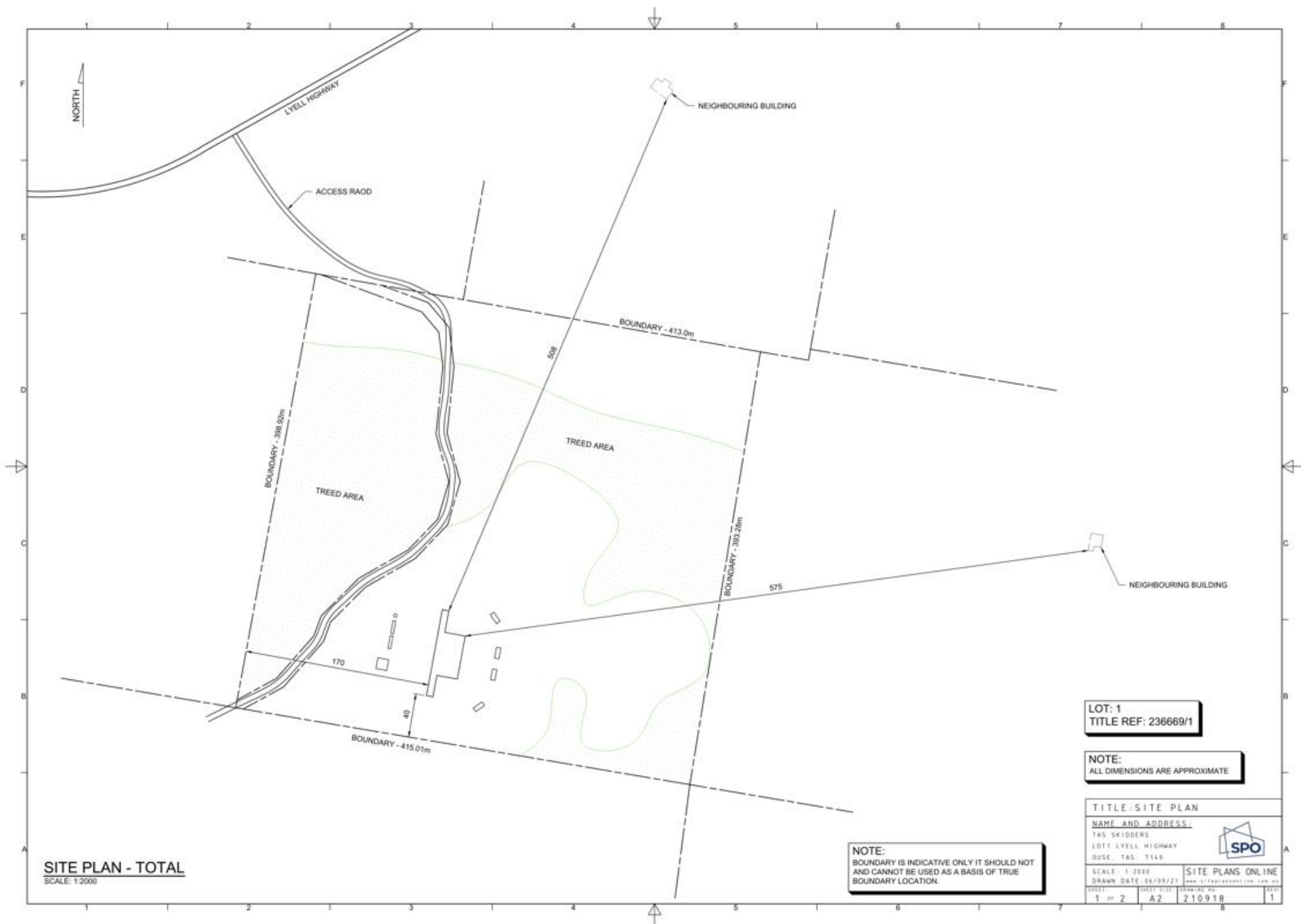




SITE PLAN
SCALE: 1:500

NOTE:
ALL DIMENSIONS ARE APPROXIMATE

TITLE: SITE PLAN			
NAME AND ADDRESS:			
TAS SKIDDERS			
LOT 1 LYELL HIGHWAY			
DUSE, TAS 7140			
SCALE: 1:500		SITE PLANS ONLINE	
DRAWN DATE: 04/09/21		www.siteplansonline.com.au	
SHEET	SHEET SIZE	DRAWING NO.	REV
2 of 2	A2	210918	1



SITE PLAN - TOTAL
SCALE: 1:2000

LOT: 1
TITLE REF: 236669/1

NOTE:
ALL DIMENSIONS ARE APPROXIMATE

NOTE:
BOUNDARY IS INDICATIVE ONLY IT SHOULD NOT
AND CANNOT BE USED AS A BASIS OF TRUE
BOUNDARY LOCATION.



**Lot 1 Lyell Highway, Ouse (Title
Reference: 236669/1)**

Traffic Impact Assessment

Prepared for
Steven Thorpe

Client representative
Steven Thorpe

Date
28 February 2022

Rev00



Table of Contents

1.	Introduction.....	4
2.	Existing Conditions	4
2.1	Site Location.....	4
2.2	Site Access.....	5
2.3	Surrounding Road Network.....	5
2.3.1	Lyell Highway.....	5
2.4	Traffic Volumes.....	5
2.5	Existing Operation.....	6
2.6	Road Safety.....	6
2.6.1	Crash History	6
3.	Development Proposal	7
3.1	Overview.....	7
3.2	Site Access.....	7
3.3	Car Parking.....	8
3.4	Proposed Development Operation	9
4.	Transport Assessment.....	10
4.1	Traffic Impacts	10
4.1.1	Traffic Generation	10
4.1.2	Traffic Impacts.....	10
4.2	Road Upgrades.....	11
4.2.1	Turn Lanes.....	11
4.2.2	Swept Path Assessment.....	12
4.3	Road Safety Impacts.....	12
4.4	Parking Assessment	12
4.5	Vehicle Access Suitability	12
4.6	Sight Distance Assessment	13
5.	Planning Scheme Assessment – Central Highlands.....	13
5.1	E5 Use Standards.....	13
5.2	E5 Development Standards	14
5.3	E6 Use Standards.....	15
5.4	E6 Development Standards	16
6.	Conclusion.....	21

List of figures

Figure 1: Site Location (Base map source: https://maps.thelist.tas.gov.au/listmap/app/list/map)	4
Figure 5: Proposed access roads (source: site plans)	8
Figure 6: Proposed car parks (source: site plans).....	9
Figure 7: Warrants for turn treatments from Austroads Guide to Traffic Management (AGTM) Part 6: Intersections, Interchanges and Crossings Management.....	11

List of tables

Table 1: Opposing movements and turning vehicles to/from the proposed development	11
Table 2: Sight distance requirements – Lyell Highway/ Existing Access Road Intersection	13

Appendices

Appendix A — Site Plans

Appendix B — Crash History

Appendix C — Concept Design for the Basic Right Turn (BAL) Treatment

Appendix D — Swept Path

Prepared by — Liling Lyu



Date — 28/02/2022

Reviewed by — Leenah Ali-Lavroff



Date — 28/02/2022

Authorised by — Ross Mannering



Date — 28/02/2022

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	LL	LA	RSM	28/02/2022

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1. Introduction

It is proposed to develop a new motorsport facility at the vacant lot located at 8735 Lyell Highway, Ouse (Title Reference: 236669/1). The proposed facility will host motorsport events one day every month on a weekend. At each event, 50 to 100 guests are expected, and the events will run from either 10:00AM to 6:00PM or 10:00AM to 10:00PM.

As part of the Development Application (DA), Central Highlands Council (Council) require a Traffic Impact Assessment (TIA).

Steven Thorpe has engaged pitt&sherry to undertake a TIA for the proposed development.

This report has been prepared in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments (TIA)* and the *Central Highlands Interim Planning Scheme 2015* (the Planning Scheme).

2. Existing Conditions

2.1 Site Location

The site is located at 8735 Lyell Highway, Ouse and is currently vacant. The site has a frontage to Lyell Highway. The site is located approximately 18km north-west of the Ouse township and approximately 110km north of the Hobart City.

The site has a land use classification as 26.0 Rural Resource under the Planning Scheme. Surrounding land use is also 26.0 Rural Resource. The arial view from TheLIST map shows that lands in the surrounding of the site are all either rural forest or farmlands.

Figure 1 shows the location of the site in the local context.

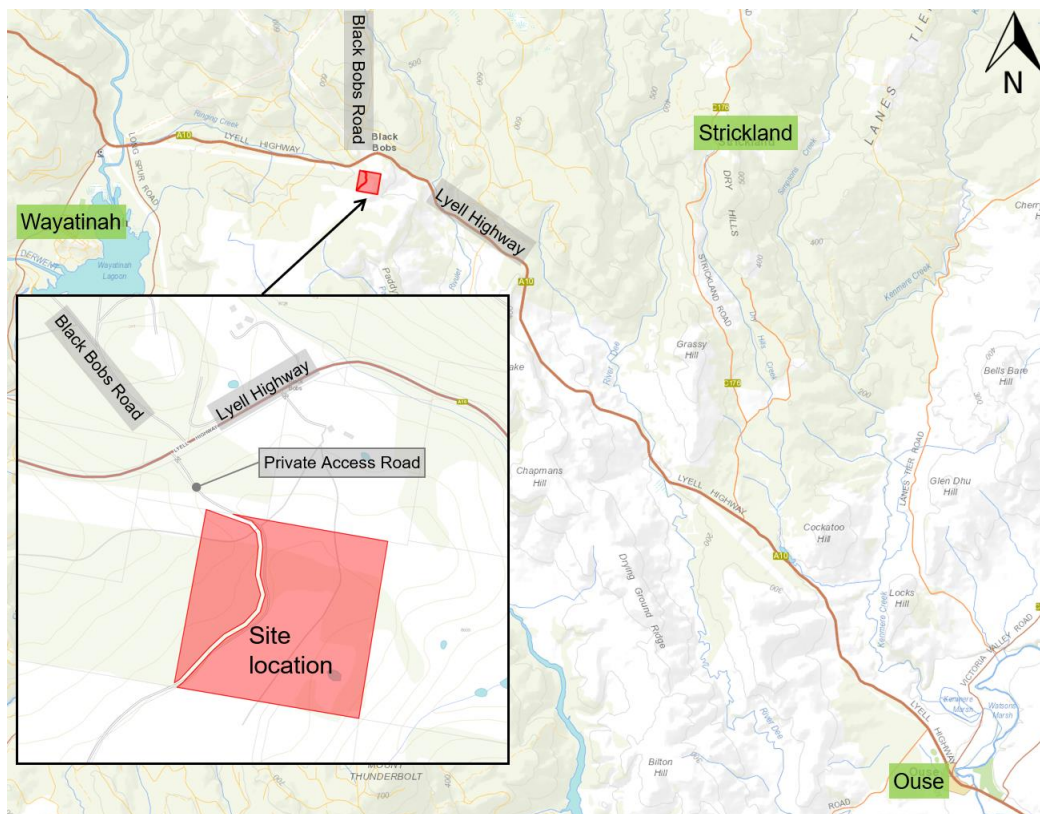


Figure 1: Site Location (Base map source: <https://maps.thelist.tas.gov.au/listmap/app/list/map>)

2.2 Site Access

The site is currently accessed via an unsealed access road off the Lyell Highway. The existing access road currently has a width of 3.5m with widening to 12m in the vicinity of the Lyell Highway.

2.3 Surrounding Road Network

2.3.1 Lyell Highway

The Lyell Highway (shown in Figure 2 and Figure 3) is owned by the Department of State Growth (DSG) and is classified as a Category 3 National/ State Highway under DSG's State Road Hierarchy. Lyell Highway is a two-way highway configured with one lane in each direction. It operates in an east-west direction and has a posted speed limit of 100km/h in the vicinity of the site.

The Lyell Highway connects Hobart and Tasmania's West Coast. An Annual Average Daily Traffic (AADT) of 300¹ vehicles a day with approximately 12% of heavy vehicles was recorded along the Lyell Highway at approximately 16km west of the site in 2021.



Figure 2: Lyell Highway – facing west



Figure 3: Lyell Highway – facing east

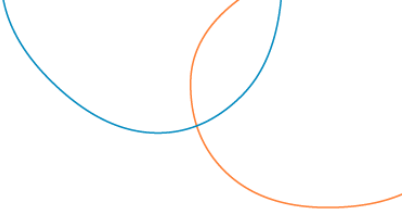
2.4 Traffic Volumes

Existing Traffic Volumes (year 2022)

Traffic data for the Lyell Highway in the vicinity of the site is available from the Department of State Growth GeoCounts webpage. The available traffic data was collected from 3rd June 2021 to 10th June 2021. Analysis of the available traffic data identified that the Lyell Highway has a midday peak hour which occurs between 12:00PM and 1:00PM on weekdays, and between 1:00PM to 2:00PM on weekends.

Based on the peak hours identified, pitt&sherry staff undertook traffic counts along the Lyell Highway at the site access road on 1st February 2022 between 11:30AM and 2:30PM. The traffic volumes counted onsite have verified the traffic data from the GeoCounts webpage. As such the GeoCounts data is considered accurate and a good reflection of existing traffic volumes.

¹ Data sourced from Counter Station A0197270 on GeoCounts webpage.



Considering the intended use of the proposed development, traffic generated in the vicinity of the site would occur at around 10:00AM, 6:00PM and 10:00PM on weekends. Traffic volumes for these times have been adopted from the GeoCounts website and as follows:

- At around 10:00AM approximately 15 vehicles per hour in each direction
- At around 6:00PM approximately 5 vehicles per hour in each direction
- At around 10:00PM approximately 1 vehicles per hour in each direction

Calculated Traffic Volumes in 10 years without a development (year 2032)

The available data from GeoCounts webpage shows negative growth rates between 2018 and 2021 in the vicinity of the site. With conservative consideration, a growth rate of 2% for the traffic volume is adopted for this TIA.

By applying the growth rate of 2% to existing weekend traffic volumes, the weekend traffic volumes for 2032 are calculated and shown below:

- At around 10:00AM approximately 19 vehicles per hour in each direction
- At around 6:00PM approximately 7 vehicles per hour in each direction
- At around 10:00PM approximately 2 vehicles per hour in each direction

2.5 Existing Operation

As discussed, the site is currently vacant. It currently has an existing unsealed access road running through the property.

As stated, the frontage road is the Lyell Highway. In the vicinity of the site, it carries a low volume of vehicles. It was observed on site that the road operates well without any traffic delays.

2.6 Road Safety

2.6.1 Crash History

DSG have provided crash history for the most recent 10-year period in the vicinity of the site. There were four crashes recorded in the past 10 years, shown in Figure 4. One serious injury was recorded at the intersection of Lyell Highway and Black Bobs Road. This crash was a result of a motorcycle colliding with an animal.

The other three crashes involved light vehicles running off the road and were of low consequences.

Overall, although four crashes were recorded in the vicinity of the site, it does not indicate a crash pattern of concern as they are considered to be isolated incidents.

Detailed crash data is included in Appendix B.

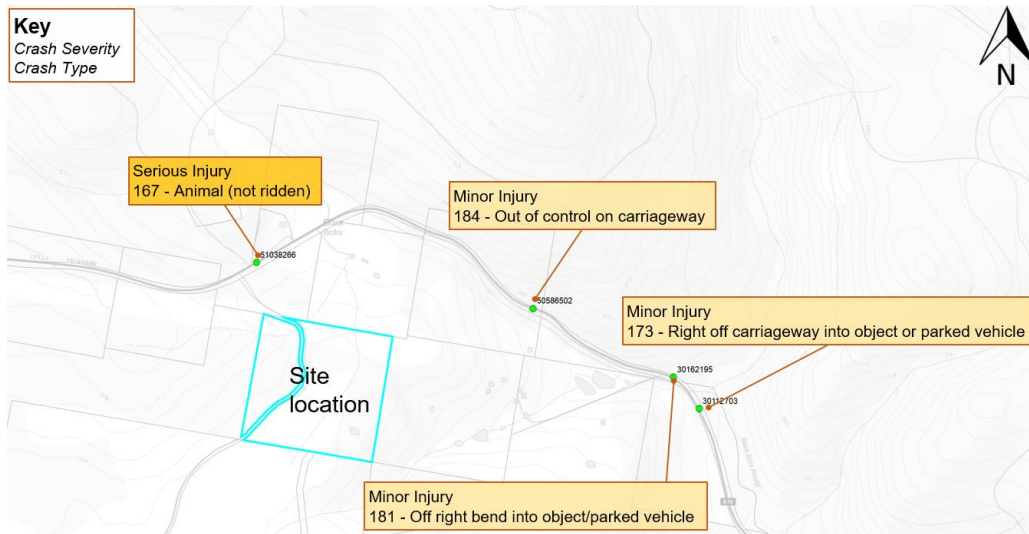


Figure 4: Crash history location (source: DSG)

3. Development Proposal

3.1 Overview

The site plans were provided to pitt&sherry for the proposed development located at 8735 Lyell Highway, Ouse (Title Reference: 236669/1) and are included in Appendix A.

The plans show among other features, a treed area, two car parks, a pedestrian walking track, and access roads. Based on the provided plans, it is proposed to upgrade the existing access road and introduce another two access roads, one connecting the car parks with the existing access road and the other connecting the pit area with the existing access road.

The facility will host events one day every month on weekends. The events are expected to operate between either 10:00AM and 6:00PM or 10:00AM and 10:00PM. The facility is expected to host approximately 50 to 100 guests at each event.

3.2 Site Access

A layout of proposed access roads for the motorsports facility is shown in Figure 5.

As seen in Figure 5, the existing access road is proposed to remain 3.5m wide with 10° gradient and surfaced with a gravel and cement wash base. It is proposed to install four passing bays along the existing access road. Each of the proposed passing bays is 25m long and 3.2m, spaced at approximately 140m. The proposed passing bays are located such that forward sight distance from the passing bays are considered sufficient.

Two new access roads are proposed to connect the existing access road with the car parks and pit area, respectively. The new access road connecting the car parks is proposed to be 5m wide with 2° gradient and surfaced with a gravel and cement base. The access road connecting the pit area is proposed to be 9m wide.

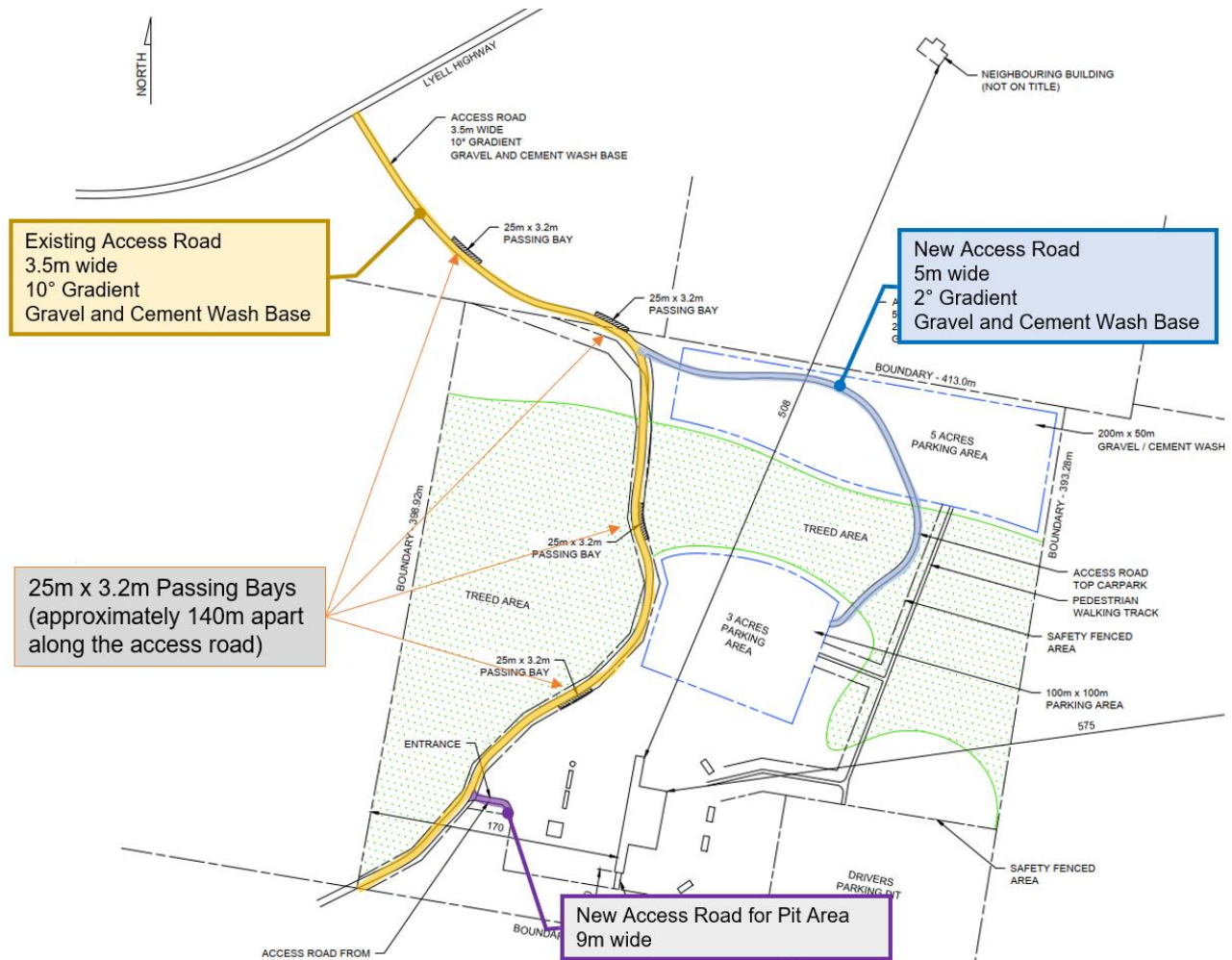


Figure 5: Proposed access roads (source: site plans)

3.3 Car Parking

It is proposed to locate two car parks for the motorsports facility as shown in Figure 6.

The proposed car park No.1 will be 200m long x 50m wide and the proposed car park No.2 will be 100m long x 100m wide. The proposed car park No.1 will be surfaced with cement and gravel wash base while the proposed surface of the car park No.2 is not detailed.

It is understood that the car parking spaces will not be marked. Assuming each parking spaces will be 8m long x 5m wide, taking the circulation roadway in the car park into account, each parking spaces will require an area of 40m². As such, the car park No.1 and the car park No.2 are expected to accommodate 250 vehicles each. In total, it is calculated that 500 parking spaces can be accommodated on site.

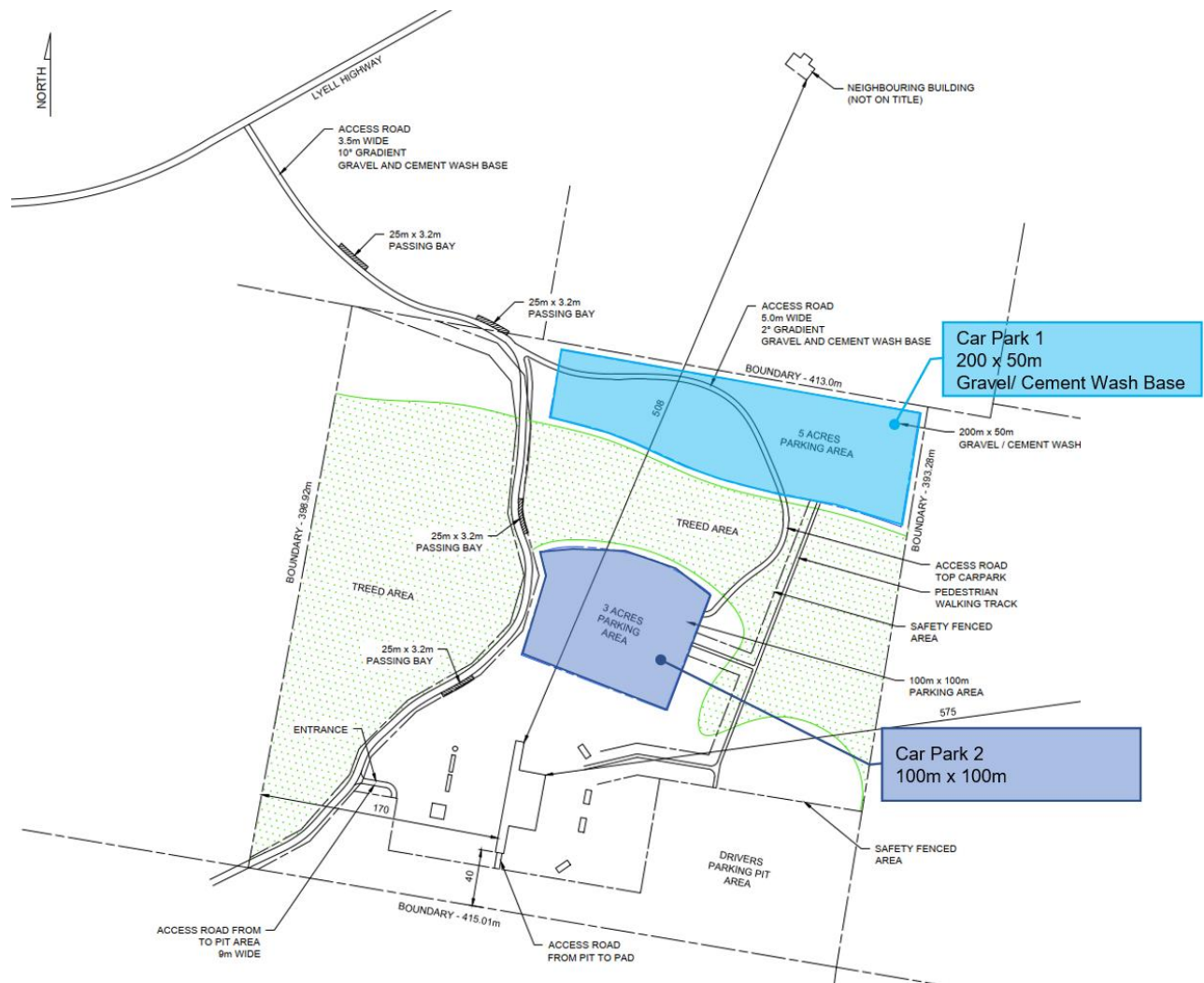


Figure 6: Proposed car parks (source: site plans)

3.4 Proposed Development Operation

As mentioned, the facility will host events one day a month on weekends. The events are expected to be hosted between 10:00AM and 6:00PM or 10:00AM and 10:00PM. The facility is expected to host approximately 50 to 100 guests at each event.

It is anticipated that all guests would arrive at around 10:00AM before the events start and leave the site when the events finish at around 6:00PM or 10:00PM.

It is understood volunteers from the competition group will be helping with the event operation.

4. Transport Assessment

4.1 Traffic Impacts

4.1.1 Traffic Generation

Based on the expected operation of the proposed development and considering the worst-case scenario, it is expected that 100 guests would arrive at the facility at the start of the event and 100 guests would leave at the end of the event. It is also assumed that each guest will arrive to the facility in a light vehicle.

It is anticipated that effectively all traffic generated by the proposed development will come in the westbound direction along the Lyell Highway.

As such, the expected traffic generation for an event day can be summarised as below:

- AM peak hour (at around 10:00AM) 100 vehicles in/ no vehicles out
- PM peak hour (at around 6:00PM or 10:00PM) no vehicles in/ 100 vehicles out

It is anticipated that the proposed development will generate 200 vehicle movements per day on event days.

4.1.2 Traffic Impacts

Immediately post development in 2022

During the AM peak hour, there will be no opposing movements for the vehicles turning left into the site access road. Traffic flow for vehicles entering the site is expected to flow well.

However, with the existing layout of the Lyell Highway in the vicinity of the site access, vehicles may need to slow down along the Lyell Highway before turning left. Due to the potential of significantly reduced speed along the Lyell Highway in the vicinity of the site, it is considered that the risk of rear-end collisions may increase and as such a change to the existing layout may be required. The following Section 4.2 of this report will detail the relevant findings.

During the PM peak hour, the opposing movements for the vehicles exiting the site will be through movements along the Lyell Highway. However, as mentioned in Section 2.4 of this report, the Lyell Highway carries a maximum of approximately 5 vehicles per hour in each direction during the PM peak hour, meaning that vehicles exiting the site would have minimal opposing movements. As such, the traffic generated by the proposed development is expected to exit the site smoothly.

Overall, the traffic generated by the proposed development is anticipated to flow well in and out of the site and it is considered that the proposed development would have minimal impact to the surrounding road network (i.e., Lyell Highway).

10-year post development in 2032

As mentioned in Section 2.4 of this report, expected traffic volumes for 2032 along the Lyell Highway are expected to be low. As the expected traffic volumes for 2032 are similar to traffic volumes in 2022, the impact from the proposed development is considered to be minimal in 2032.

4.2 Road Upgrades

4.2.1 Turn Lanes

As discussed in Section 4.1.2 of this report, since the vehicles would significantly reduce their speed along the Lyell Highway to make a left turn to enter the site, the potential risk of rear end crashes may increase along the Lyell Highway.

With the above consideration, it is suggested that a turning treatment be provided at this location so as to reduce the potential risk of crashes along the Lyell Highway. The turning treatment has been assessed with reference to the *Austroads Guide to Traffic Management (AGTM) Part 6: Intersections, Interchanges and Crossings Management*.

The AGTM Part 6 specifies warrants for providing turn treatments at unsignalised intersections. **Error! Reference source not found.** below shows the volumes of traffic at intersections subject to a speed limit of 100km/h which would warrant turn treatments.

Based on the traffic volumes presented in Section 2.4, the major road traffic volumes and turning vehicle volumes are shown in Table 1.

Table 1: Opposing movements and turning vehicles to/from the proposed development

Event Peak Hour	Q _M Right (veh/h)	Q _M Left (veh/h)	Q _R (veh/h)	Q _L (veh/h)
AM (10:00AM)	15	15	0	100
PM (6:00PM)	5	5	100	0
PM (10:00PM)	1	1	100	0

Figure 3.25: Warrants for turn treatments on major roads at unsignalised intersections

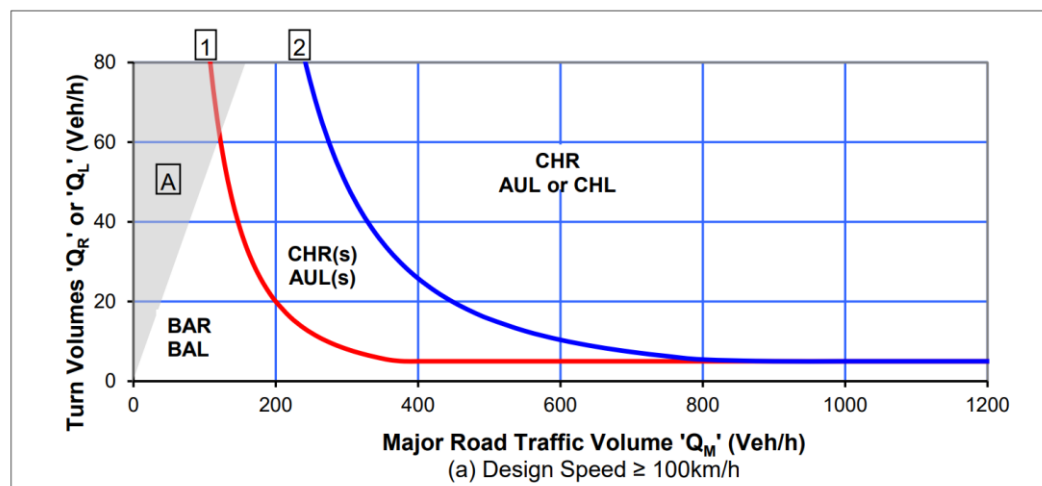
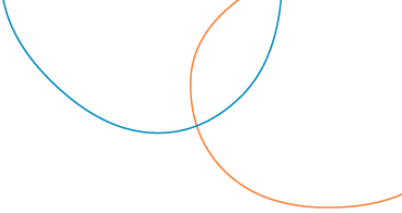


Figure 7: Warrants for turn treatments from *Austroads Guide to Traffic Management (AGTM) Part 6: Intersections, Interchanges and Crossings Management*

Based on the assessment of opposing movements shown in Table 1, the warrants on the AGTM Part 6 suggest that a Basic Left Turn (BAL) should be provided.

Referring to the *Austroads Guide to Road Design (AGRD) Part 4A: Unsignalised and Signalised Intersections*, a high-



level concept design has been completed for the BAL treatment. The concept design is included in Appendix C.

4.2.2 Swept Path Assessment

Swept path assessment attached in Appendix D has been undertaken for an 8.8m medium rigid vehicle as this is the largest vehicle expected to access the site. The swept path assessment shows that the 8.8m vehicle would be able to navigate the turning movements at the site access road near the Lyell Highway should the BAL be installed.

It is however noted in the swept path assessment that due to the existing width of 3.5m for the site access, only one vehicle can enter or exit the access at a time. This may result in some delays should a vehicle be entering and exiting at the same time. As such, it is recommended to provide shoulder widening to the south of the access as shown on the concept plans included in Appendix C such that vehicles can concurrently enter and exit the site using the site access.

4.3 Road Safety Impacts

As discussed in Section 2.6 of this report, the existing crash history does not indicate a road safety issue in the vicinity of the site.

Should a BAL treatment be installed on site, the left turning vehicles generated by the proposed development would be able to reduce their speed in the dedicated left-turn lane. As such, the risk of a rear-end collision resulting from turning vehicles slowing down would be reduced in the AM peak hour.

As discussed, in the PM peak hour, the traffic exiting the site would have minimal opposing movements. It is anticipated therefore that the proposed development would have minimal impact from a road safety perspective.

Overall, the increased vehicular traffic generated by the proposed development is not expected to increase the number or severity of the crashes in the vicinity of the site subject to the BAL treatment being installed.

4.4 Parking Assessment

The Planning Scheme specifies that the number of car parking spaces required is subject to a traffic and parking impact assessment.

As mentioned, the facility is expected to host approximately 50 to 100 guests at each event. It is considered that the facility will need to provide a minimum of 100 parking spaces so as to accommodate the maximum expected number of guests.

As it is proposed to provide 500 car parking spaces on site, there will be ample parking spaces to meet the parking demand and therefore meeting the Planning Scheme requirement.

4.5 Vehicle Access Suitability

As mentioned, the existing access road has a width of 3.5m, the new access roads connecting the car park will have a width of 5m, and the new access road connecting the pit area will have a width of 9m. The existing access road width would be sufficient for one-way traffic movements and the new access roads would have sufficient widths for two-way traffic movements.

The proposed development will be used to host motorsports event once every month. Due to the specific use of the facility, traffic generated by the proposed development is expected to predominantly travel in the same direction at the same time (i.e., all vehicles will enter the facility in the AM peak hour and exit the facility in the PM peak hour). Therefore, it is expected that the opposing traffic along the site access roads will be minimal. In the unlikely event opposing movements do occur, the proposed passing bays may be used.

There are four 25m long x 3.2m wide passing bays spaced at approximately 140m proposed along the existing access road. These four passing bays will be 25m long x 3.2m wide each and is expected to accommodate four vehicles each. These four passing bays are located such that oncoming vehicles may be readily sighted.

As such, the proposed arrangements of the existing and new access roads are considered suitable for the proposed development.

4.6 Sight Distance Assessment

The Safe Intersection Sight Distance (SISD) at the existing site access road near Lyell Highway have been recorded during the site visit. The SISD have been assessed against both the AGRD Part 4A and the Planning Scheme as shown in Table 2.

The available SISD at the Lyell Highway/ Existing Access Road Intersection are equal to or exceed the Planning Scheme sight distance requirements and therefore meet the Austroads SISD requirements.

Table 2: Sight distance requirements – Lyell Highway/ Existing Access Road Intersection

Direction	Vehicle Speed	SISD Requirements		Available SISD	Meets Requirements
		Austroads Guide	Planning Scheme		
Facing West	100 km/h	248m	250m	250m	Yes
Facing East	100 km/h	248m	250m	>300m	Yes

5. Planning Scheme Assessment – Central Highlands

5.1 E5 Use Standards

E5.5.1 Existing road accesses and junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A2</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p> <p>Performance Criteria P2</p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <p>a) the increase in traffic caused by the use</p>	<p>Satisfies Performance Criteria P2</p> <p>As the proposed development is expected to generate a maximum of 200 vehicle movements on the event days, it is unable to comply with Acceptable Solution A2. It does however satisfy Performance Criteria P2 as follows:</p> <p>a) The traffic generated by the proposed development will be 50-100 vehicles on event days which will occur one day a month on weekends at 10:00AM, 6:00PM (or 10:00PM)</p> <p>b) The proposed development is a motorsports facility, as such it is expected to predominantly generate light vehicles which are already catered for on the surrounding road network</p> <p>c) Based on observations on site, the existing access road operates well at the site</p>

<ul style="list-style-type: none"> b) the nature of the traffic generated by the use c) the nature and efficiency of the access or the junction d) the nature and category of the road e) the speed limit and traffic flow of the road f) any alternative access to a road g) the need for the use h) any traffic impact assessment i) any written advice received from the road authority 	<p>As mentioned, should the proposed development be established, the vehicles are expected to enter and exit the site smoothly and efficiently</p> <ul style="list-style-type: none"> d) The Lyell Highway is a Category 3 National/ State Highway and carries approximately 300 vehicles per day in the vicinity of the site. The proposed development is not expected to have a significant impact to the Lyell Highway due to its low traffic activity in the vicinity of the site e) In the AM peak hour on event days, should the BAL be installed, turning traffic would be removed from the through traffic lane to turn left, thereby not causing obstruction to through traffic and preserving overall traffic flow. <p>In the PM peak hour on event days, the right turning vehicles from the access road are obligated to give way to the through traffic, therefore they are not expected to impact the through traffic along the Lyell Highway.</p> <p>Thus, the speed limit is expected to remain consistent with safe and efficient access to the proposed development</p> <ul style="list-style-type: none"> f) There is no alternative access to and from the proposed development g) The proposed development will provide a new entertainment facility and stimulate the tourism industry as well as the economy for the surrounding communities h) This Traffic Impact Assessment has been prepared for the proposed development and identifies that the proposed development is not expected to have any major impacts on the safety and operation of the road network; and i) The Department of State Growth (DSG) own and maintain the Lyell Highway. No written advice has been received regarding this matter from the DSG at this stage.
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5.2 E5 Development Standards

E5.6.2 Road accesses and junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	Complies with Acceptable Solutions A1 As the proposed development will use the existing access road off the Lyell Highway, it complies with Acceptable Solutions A2.

E5.6.4 Sight distance at accesses, junctions and level crossings

Objective:

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Sight distances at: <ul style="list-style-type: none"> a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1 b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia 	Complies with Acceptable Solutions A1 Based on recorded sight distances at the location of the proposed site access road, the available sight distance is equal to or in excess of the requirements set out in Table E5.1 as well as the Austroads Guide. As such, it complies with Acceptable Solutions A1.

5.3 E6 Use Standards

E6.6.1 Number of Car Parking Spaces

Objective:

To ensure that:

- a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.
- b) a use or development does not detract from the amenity of users or the locality by:
 - i. preventing regular parking overspill;
 - ii. minimising the impact of car parking on heritage and local character.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site car parking spaces must be: <ul style="list-style-type: none"> a) no less than the number specified in Table E6.1 except if: <ul style="list-style-type: none"> i. the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan 	Complies with Acceptable Solutions A1 The Table E6.1 specifies that the required car parking spaces for motor racing facility is subject to traffic and parking assessment. This TIA has been prepared for the proposed development and has identified that the proposed number of 500 car parking spaces is in excess of the requirements determined. As such, it complies with Acceptable Solutions A1.

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

Objective:

To ensure that a use or development provides sufficient accessible car parking for people with a disability.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Car parking spaces provided for people with a disability must: <ul style="list-style-type: none"> a) satisfy the relevant provisions of the Building Code of Australia b) be incorporated into the overall car park design 	Complies with Acceptable Solutions A1 The site plans do not include any accessible parking spaces. The Building Code of Australia (BCA) does not specify the required number of accessible parking spaces for the proposed use. Therefore, it is considered that accessible parking spaces are not required for the proposed development.

c) be located as close as practicable to the building entrance	Should any accessible parking space be required, the proposed car parks will have ample space to accommodate them at a location close to the building entrance or pedestrian walkway.
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E6.6.3 Number of Motorcycle Parking Spaces

Objective:

To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>Performance Criteria P1</p> <p>The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <ul style="list-style-type: none"> a) motorcycle parking demand b) the availability of on-street and public motorcycle parking in the locality c) the availability and likely use of other modes of transport d) the availability and suitability of alternative arrangements for motorcycle parking provision 	<p>Satisfies Performance Criteria P1</p> <p>As the proposed development provides no motorcycle parking, it is unable to comply with Acceptable Solutions A1. It does however satisfy Performance Criteria P1 as follows:</p> <ul style="list-style-type: none"> a) As the proposed development will be a car motorsport facility, it is expected that there will be a low demand in motorcycle parking b) There is no dedicated on-street or public motorcycle parking available in the vicinity of the site c) Most guests attending the event are expected to arrive by car and the use of motorcycle is expected to be low d) A total of 500 car parking spaces are provided on site while the expected maximum occupancy is 100 vehicles. As such, there are ample parking spaces to accommodate motorcycle parking where needed

5.4 E6 Development Standards

E6.7.1 Number of Vehicular Accesses

Objective:

To ensure that:

- a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
 - (i) the number of vehicle access points; and
 - (ii) loss of on-street car parking spaces;
- b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
- c) vehicle access points do not have a dominating impact on local streetscape and character.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1	Complies with Acceptable Solution A1

The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	As the proposed development will only have one access point which is existing along off the Lyell Highway, it complies with Acceptable Solution A1.
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E6.7.2 Design of Vehicular Accesses

Objective:

To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities. <p>Performance Criteria P1</p> <p>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> a) avoidance of conflicts between users including vehicles, cyclists and pedestrians b) avoidance of unreasonable interference with the flow of traffic on adjoining roads c) suitability for the type and volume of traffic likely to be generated by the use or development d) ease of accessibility and recognition for users 	<p>Satisfies Performance Criteria P1</p> <p>A design is not provided for the where the new access roads intersects with the existing access road. The TIA is not able to access if the driveways design complies with the Acceptable Solution A1. It does however satisfy Performance Criteria P1 as follows:</p> <ul style="list-style-type: none"> a) The plans show that the new access roads in the proposed development are predominantly light vehicles b) The new accesses are 5m wide and 9m wide each. These widths are suitable for two-way traffic flow c) The design of the new driveways is considered appropriate and suitable as expected traffic flow is expected to be one-way only, for both AM and PM hours d) The new driveways are considered accessible and suitable for light vehicles. The vehicles expected to be generated by the proposed use will be regular visitors who are expected to be familiar with the site

E6.7.3 Vehicular Passing Areas Along an Access

Objective:

To ensure that:

- a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists
- b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site

Acceptable Solution/ Performance Criteria	Comment
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<p>Acceptable Solution A1</p> <p>Vehicular passing areas must:</p> <ul style="list-style-type: none"> a) be provided if any of the following applies to an access: <ul style="list-style-type: none"> i. it serves more than 5 car parking spaces ii. is more than 30 m long iii. it meets a road serving more than 6000 vehicles per day b) be 6 m long, 5.5 m wide, and taper to the width of the driveway c) have the first passing area constructed at the kerb d) be at intervals of no more than 30 m along the access <p>Performance Criteria P1</p> <p>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> a) avoidance of conflicts between users including vehicles, cyclists and pedestrians b) avoidance of unreasonable interference with the flow of traffic on adjoining roads c) suitability for the type and volume of traffic likely to be generated by the use of development d) ease of accessibility and recognition for users 	<p>Satisfies Performance Criteria P1</p> <p>Although four passing bays are proposed, they are located at intervals of approximately 140m. Thus, it is unable to meet Acceptable Solution A1. It does however satisfy Performance Criteria P1 as follows:</p> <ul style="list-style-type: none"> a) The site plans proposes four passing bays to be located along the access way. Thus, it is expected to avoid conflicts between road users b) Considering the proposed four passing bays and the expected low volume of opposing movements, the interference with the Lyell Highway traffic flow is unlikely c) In the AM and PM peak hour, the traffic generated by the proposed development is expected to be predominantly one-way. Minimal opposing movements may occur. Thus, the proposed passing bays are considered to be suitable for the proposed development d) The proposed passing bays are considered easily accessible according to the site plans. Should navigation signs be installed when the facility is established, it will satisfy this sub-clause
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E6.7.4 On-Site Turning

Objective:

To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <ul style="list-style-type: none"> a) it serves no more than two dwelling units b) it meets a road carrying less than 6000 vehicles per day 	<p>Complies with Acceptable Solution A1</p> <p>The existing access road allows one-way travel with vehicles able to pass using the passing bays and the proposed two new access roads are adequate for two-way travel. It is considered that there will also be ample space for people turning at the proposed car parks.</p> <p>Should the proposed development be established, it would allow vehicles to exit the site in a forward direction. Based on this, the proposed development complies with Acceptable Solutions A1.</p>

E6.7.5 Layout of Parking Areas

Objective:

To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</p> <p>Performance Criteria P1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.</p>	<p>Supports Performance Criteria P1</p> <p>It is understood that the car parking spaces will not be marked, so the assessment on the layouts of the parking areas are not applicable for this clause. However, the car parking area proposed will have ample space to provide safe parking environment and ease of access, egress and manoeuvring on site.</p>

E6.7.6 Surface Treatment of Parking Areas

Objective:

To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <ol style="list-style-type: none"> paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway drained to an approved stormwater system <p>unless the road from which access is provided to the property is unsealed.</p> <p>Performance Criteria P1</p> <p>Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:</p> <ol style="list-style-type: none"> the suitability of the surface treatment the characteristics of the use or development measures to mitigate mud or dust generation or sediment transport 	<p>Complies with Acceptable Solution A1</p> <p>The car park No.1 is proposed to be surfaced with Gravel and Cement Wash Base, as such it complies with Acceptable Solution A1.</p> <p>The surface type for the car park No.2 was not detailed in the site plans. Should the car park be treated with a durable all-weather pavement, it will comply with Acceptable Solutions A1.</p>

E6.7.7 Lighting of Parking Areas

Objective:

To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:

- enables easy and efficient use
- promotes the safety of users

- c) minimises opportunities for crime or anti-social behaviour
- d) prevents unreasonable light overspill impacts

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p> <p>Performance Criteria P1</p> <p>Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:</p> <ul style="list-style-type: none"> a) enables easy and efficient use of the area b) minimises potential for conflicts involving pedestrians, cyclists and vehicles c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points d) prevents unreasonable impact on the amenity of adjoining users through light overspill <p>is appropriate to the hours of operation of the use.</p>	<p>Can comply with Acceptable Solution A1</p> <p>Referring to Table 2.5 from the AS/NZS 1158.3.1:2005, it is considered that the following rank will be applied to the criteria:</p> <ul style="list-style-type: none"> • Medium Night time vehicles and/or pedestrian movements • Low Fear of crime. <p>Based on the above, it is considered that lighting subcategory PC1 is applicable to the proposed development.</p> <p>Should lighting for the proposed development be provided in accordance with the requirements of clause 3.1 “Basis of Design” and clause 3.6 “Car parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting, the proposed development will comply with Acceptable Solution A1.</p>

E6.7.8 Landscaping of Parking Areas

Objective:

To ensure that large parking and circulation areas are landscaped to:

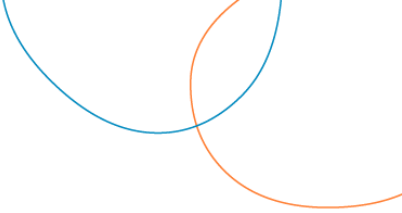
- a) relieve the visual impact on the streetscape of large expanses of hard surfaces
- b) screen the boundary of car parking areas to soften the amenity impact on neighbouring properties
- c) contribute to the creation of vibrant and liveable places
- d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.</p>	<p>Complies with Acceptable Solution A1</p> <p>The treed area is greater than the parking area at the proposed development. The proposed development is also expected to be surrounded by trees. As such, it Complies with Acceptable Solution A1.</p>

E6.7.14 Access to a Road

Objective:

To ensure that access to the road network is provided appropriately.



Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Access to a road must be in accordance with the requirements of the road authority.	Can comply with Acceptable Solution A1 As discussed in this TIA, it is suggested that the layout of the access to the Lyell Highway be upgraded as per concept plans attached in Appendix C. Should the layout be upgraded and be approved by DSG near the Lyell Highway, it will comply with the Acceptable Solution A1.

6. Conclusion

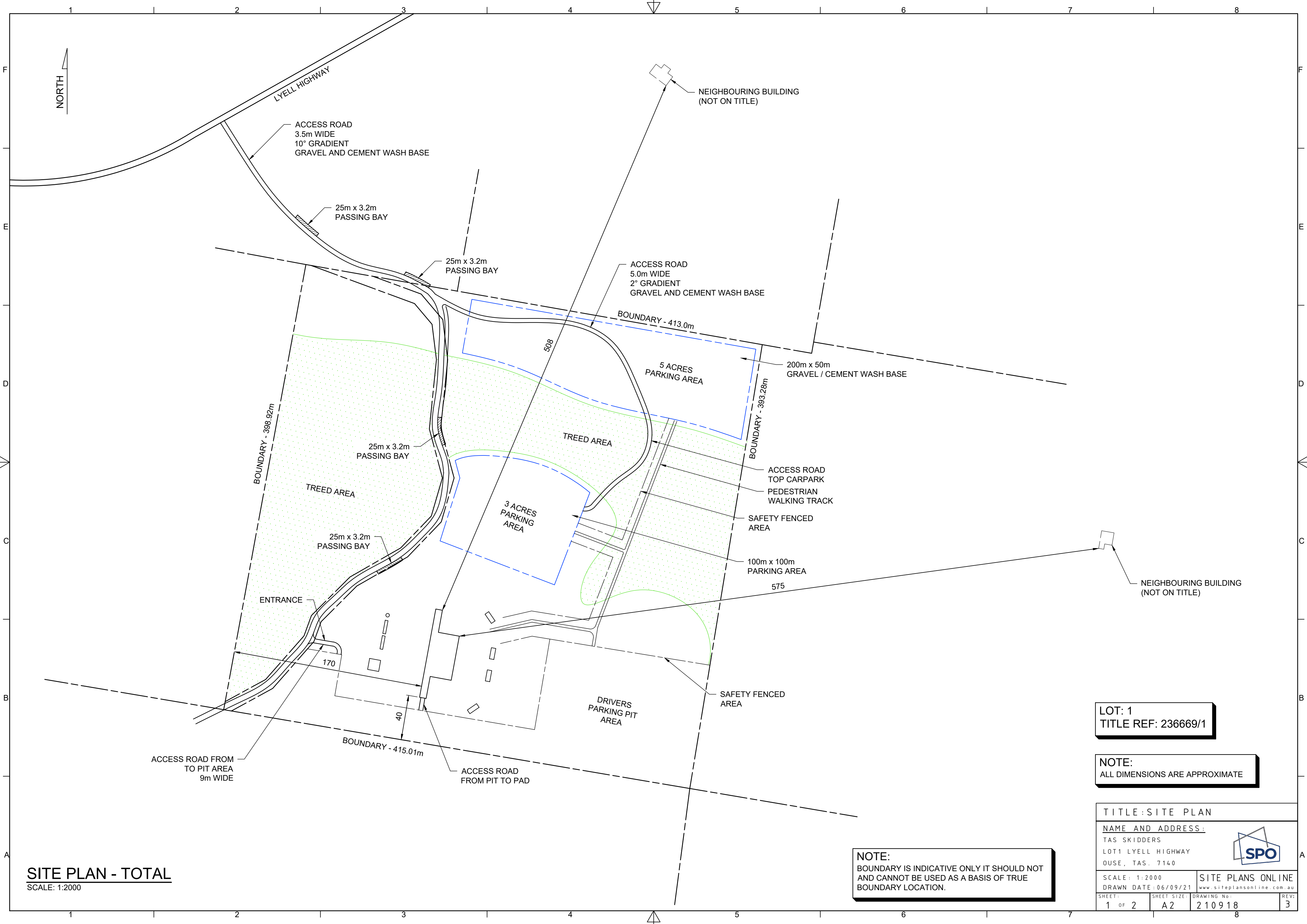
Steven Thorpe has engaged pitt&sherry to undertake a TIA for the proposed motorsports facility on the existing vacant land, which is located at 8735 Lyell Highway, Ouse (Title Reference: 236669/1). The analysis presented in this TIA can be summarised as follows:

- The crashes along the Lyell Highway in the vicinity of the site are isolated events that are typical of a high-speed environment and no crash patterns of concern have been identified
- The proposed parking supply is sufficient to meet the expected parking demand
- The site access arrangements are considered appropriate for the use of the proposed development
- The additional traffic generated by the proposed development is expected to have minimal impact on the Lyell Highway
- It is recommended that a BAL treatment be provided for westbound vehicles entering the proposed development.



Site Plans

Appendix A



SITE PLAN - TOTAL
SCALE: 1:2000

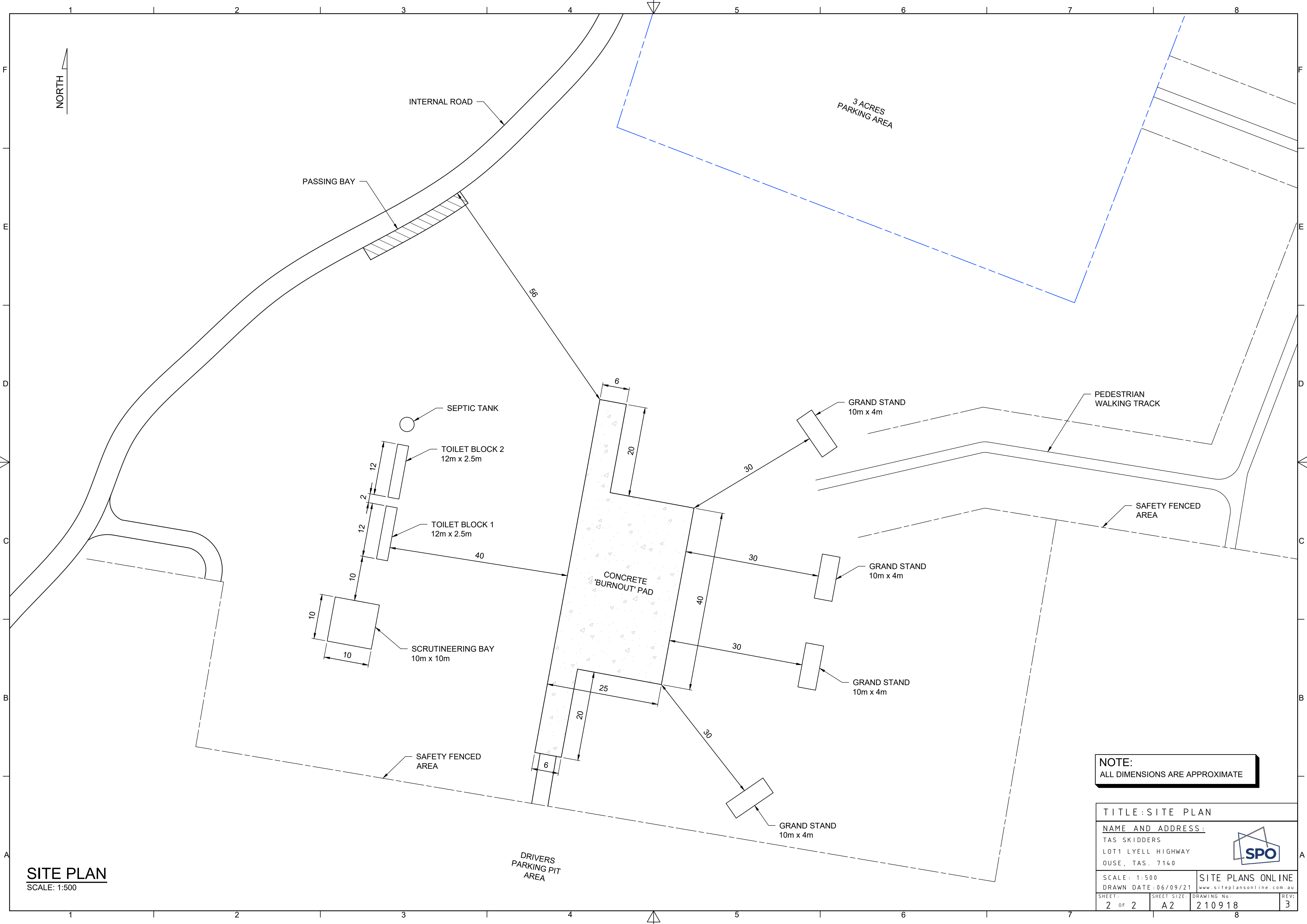
NOTE:
BOUNDARY IS INDICATIVE ONLY IT SHOULD NOT
AND CANNOT BE USED AS A BASIS OF TRUE
BOUNDARY LOCATION.

LOT: 1
TITLE REF: 236669/1

NOTE:
ALL DIMENSIONS ARE APPROXIMATE

TITLE: SITE PLAN			
NAME AND ADDRESS:			
TAS SKIDDERS			
LOT1 LYELL HIGHWAY			
OUSE, TAS. 7140			
SCALE: 1:2000		SITE PLANS ONLINE	
DRAWN DATE: 06/09/21		www.siteplansonline.com.au	
SHEET:	SHEET SIZE:	DRAWING No:	REV:
1 OF 2	A2	210918	3





SITE PLAN
SCALE: 1:500

NOTE:
ALL DIMENSIONS ARE APPROXIMATE

TITLE: SITE PLAN			
NAME AND ADDRESS: TAS SKIDDERS LOT1 LYELL HIGHWAY OUSE, TAS. 7140			
SCALE: 1:500		SITE PLANS ONLINE www.siteplansonline.com.au	
SHEET: 2 OF 2	SHEET SIZE: A2	DRAWING No: 210918	REV: 3

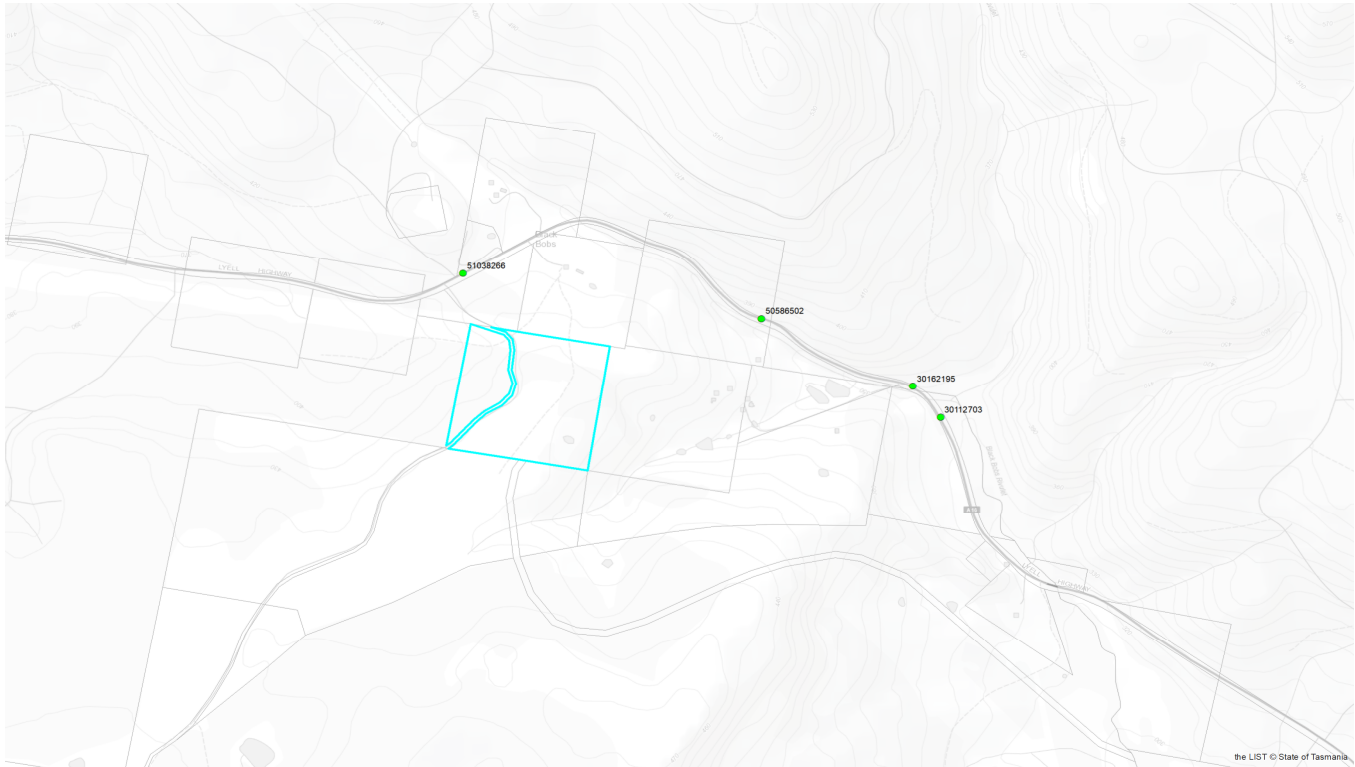




Crash History

Appendix B

ID	VCRN	DESCRIPTION	CRASH_DATE	CRASH_TIME	SEVERITY	VISITED	SURFACE_TY	LIGHT_COND	CENTRELINE	SPEED_ZONE	LOCATION_D	UNIT_NO	UNIT_TYPE	LATITUDE	LONGITUDE
30112703		173 - Right off carriageway into object or parked vehicle	09-May-2012	17:00	Minor	Yes	Sealed	Dawn / Dusk	Double continuous	100	Lyell Highway, Ouse, Central Highlands	1	Light Vehicle	-42.3821069161	146.5872513025
30162195		181 - Off right bend into object/parked vehicle	30-Dec-2012	17:00	Minor	Yes	Sealed	Daylight	Double continuous	100	Lyell Highway, Ouse, Central Highlands	1	Light Vehicle	-42.3812243120	146.5862736244
50586502	20000931	184 - Out of control on carriageway	08-Feb-2020	18:30	Minor	Yes	Sealed	Daylight	Double broken	100	Lyell Highway, Ouse, Central Highlands	1	Light Vehicle	-42.3793033869	146.5809600966
51038266	21002519	167 - Animal (not ridden)	27-Mar-2021	09:15	Serious	Yes	Sealed	Daylight	Double continuous	100	Lyell Highway, Ouse, Central Highlands	1	Motorcycle	-42.3780183824	146.5704658661



1. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

2. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

3. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

4. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

5. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

6. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

7. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

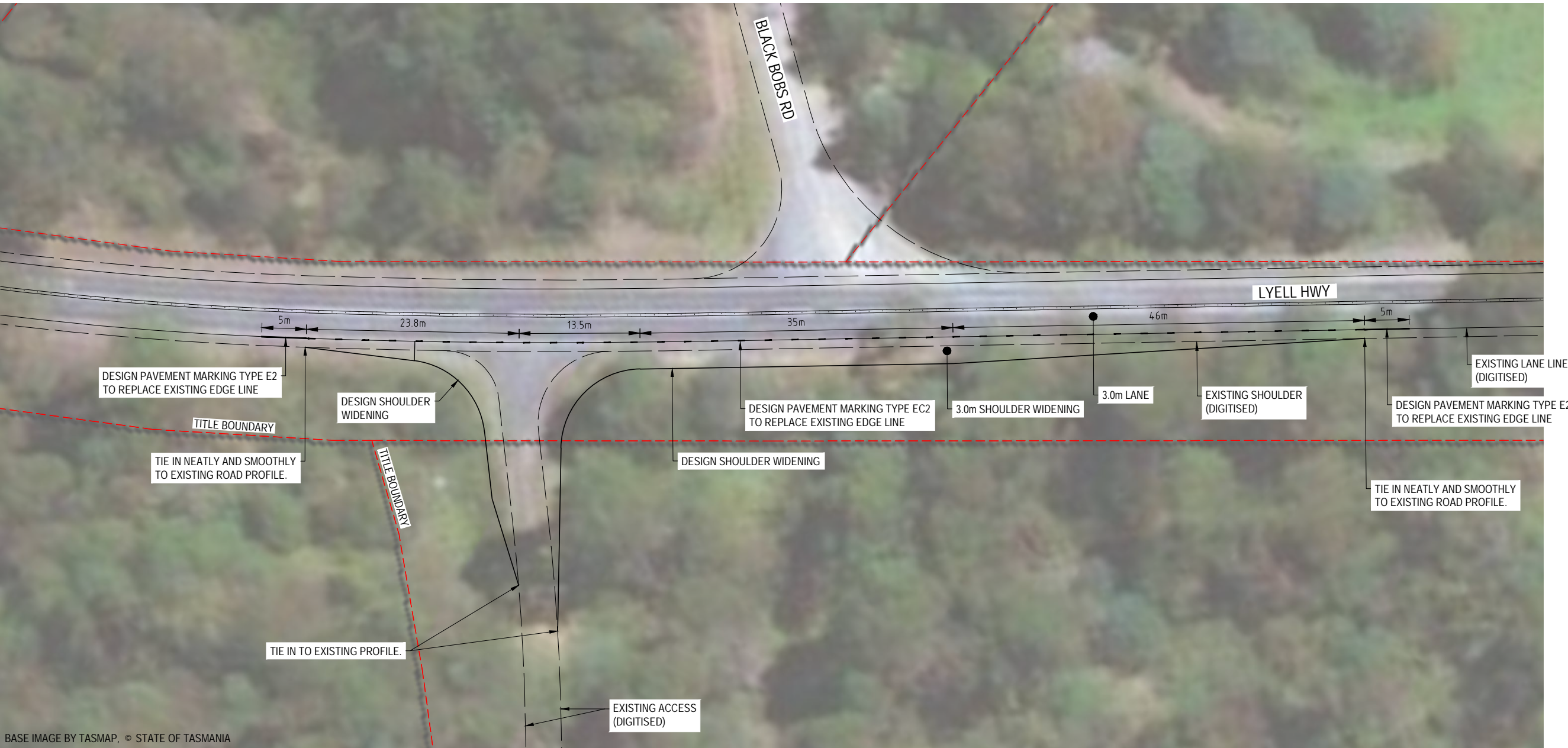
8. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

9. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

10. The map is a topographic map of the Lyell Highway area in Ouse, Central Highlands, Tasmania. It shows the road layout, including the Lyell Highway and the Ouse River. The map is overlaid with a grid of latitude and longitude coordinates.

Concept Design for the Basic Right Turn (BAL) Treatment

Appendix C



-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

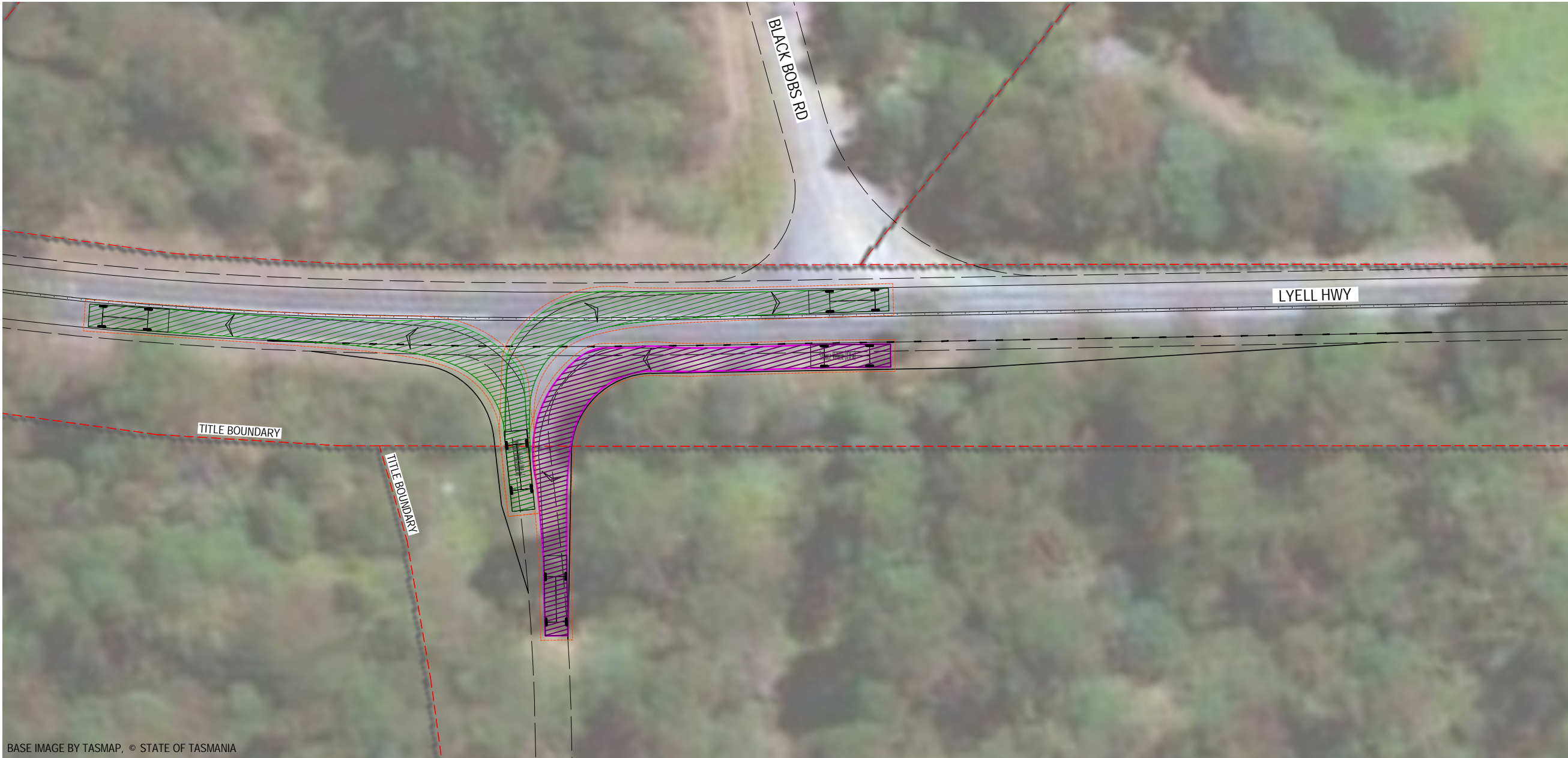
TO PROTECT THE ENVIRONMENT, CLEARING SHOULD BE IN ACCORDANCE WITH THE SPECIFICATION PART G2 AND CONFINED TO THAT REQUIRED FOR EARTHWORKS, DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND GRASSES NOT AFFECTED BY THE ABOVE WORKS SHOULD BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

- NOTES:
- 1. DESIGN SPEED = 110km/hr
 - 2. DESIGN VEHICLE = 8.8m SERVICE VEHICLE
 - 3. GEOMETRIC DESIGN IN ACCORDANCE WITH AUSTRROADS PART 4A SECTION 8.
 - 4. LINE MARKING IN ACCORDANCE WITH DEPARTMENT OF STATE GROWTH STANDARD DRAWINGS.
 - 5. DESIGN BASED ON GEOREFERENCED AERIAL IMAGERY AND TITLE BOUNDARY INFORMATION FROM THELIST.

REFERENCE FILES ATTACHED: S-P.22.0051-001-CIV-XRF-1950; S-P.22.0051-001-CIV-XRF-1850; S-P.22.0051-001-CIV-XRF-1500; S-P.22.0051-001-CIV-XRF-1125; S-P.22.0051-001-CIV-XRF-1110										SCALE (PLOTTED FULL SIZE) 1:500		SHEET SIZE A3	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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Swept Path

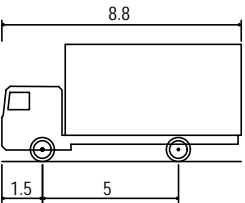
Appendix D



BASE IMAGE BY TASMAP, © STATE OF TASMANIA

NOTES:

1. DESIGN VEHICLE = 8.8m SERVICE VEHICLE



Service Vehicle (8.8 m)
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12.500m

-WARNING-
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TO PROTECT THE ENVIRONMENT, CLEARING SHOULD BE IN
ACCORDANCE WITH THE SPECIFICATION PART G2 AND
CONFINED TO THAT REQUIRED FOR EARTHWORKS,
DRAINAGE AND FENCING. EXISTING TREES, SHRUBS AND
GRASSES NOT AFFECTED BY THE ABOVE WORKS SHOULD
BE RETAINED AND DISTURBED AS LITTLE AS POSSIBLE.

REFERENCE FILES ATTACHED: S-P.22.0051-001-CIV-XRF-1950; S-P.22.0051-001-CIV-XRF-1850; S-P.22.0051-001-CIV-XRF-1500; S-P.22.0051-001-CIV-XRF-1125; S-P.22.0051-001-CIV-XRF-1110

DRAWING REVISION HISTORY					
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	ISSUE FOR APPROVAL	DPM	DPM	LA	25/02/2022

APPROVED	
ORIGINAL COPY ON FILE "e" SIGNED BY	
SIGNED	
DATE	

SCALE (PLOTTED FULL SIZE)	SHEET SIZE
1:500	A3
5 0 5 10 15 20 SCALE IN METRES - 1:500	

pitt&sherry

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pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT	STEVEN THORPE
PROJECT	LOT 1 LYELL HIGHWAY - TIA TITLE REFERENCE: 236669/1
STATUS	PRELIMINARY

DRAWING TITLE SWEPT PATH ASSESSMENT		
DATUMS:	MGA55/GDA94	CLIENT No.
DRAWING No.	S-P.22.0051-01-CIV-SKT-0002	REVISION A
Feb. 25, 22 - 16:07:51 Name: S-P.22.0051-01-CIV-SKT-0002.dwg Updated By: David McKenzie		



Traffic Impact Assessment – Lot 1 Lyell Highway, Ouse (Title Reference: 236669/1)

**Pitt & Sherry
(Operations) Pty Ltd**
ABN 67 140 184 309

Phone 1300 748 874
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