

14 December 2019

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Mr John Ramsay
Delegate (Chair)
Tasmanian Planning Commission
By email: tpcadmin@planning.tas.gov.au

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Dear Mr Ramsay,

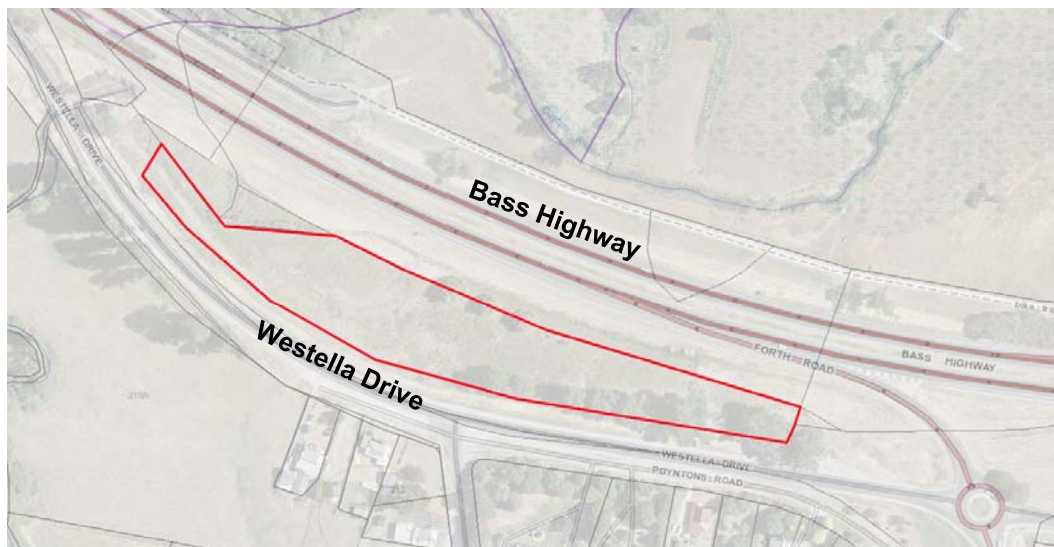
**CENTRAL COAST DRAFT LOCAL PROVISIONS SCHEDULE (LPS) RESPONSE
TO FURTHER SUBMISSION FROM DEPARTMENT STATE GROWTH FOR
REPRESENTATION 84, WESTELLA DRIVE, TURNERS BEACH**

The purpose of this letter is to provide a written submission to the matters identified in the further submission made by the Department of State Growth (DSG) in response to the Section 35F report made by the Central Coast Council in relation to representation 84.

The matters raised by DSG that related to representation 84 were concerned about direct access onto the State Road network, in this case Bass Highway, and consideration of traffic network impacts that may occur should the zoning sought by representation 84 be supported.

The site located at Westella Drive has approximately 388m of frontage to Bass Highway along its northern boundary and approximately 394m of frontage to Westella Drive along its southern boundary (refer to Figure 1). Westella Drive is a local road under the administration of Council.

Figure 1 - aerial image of the site showing the location of Bass Highway and Westella Drive.



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

In their submission, DSG indicate that direct access onto the State Road network is not supported where frontage to a lower category road exists. In this instance, it is envisioned that all future use and development of the site, whether under the Rural zone or the zoning sought by representation 84, would be accessed from Westella Drive.

An access and traffic impact assessment focussing on commercial development of the site has been prepared by Traffic and Civil Services. It concluded that commercial development of the site is feasible and support on traffic grounds adding that the existing Bass Highway interchanges are constructed to a high standard and have capacity to accommodate increased traffic volumes. It also demonstrated that suitable access off Westella Drive can be achieved which satisfies the Austroads Safe Intersection Sight Distance Requirements subject to minor upgrades to Westella Drive. The access and traffic impact assessment is submitted in conjunction with this response.

On this basis, it is submitted that the zoning sought by representation 84 can be supported on traffic impact grounds.

Should any further information or clarification be required, please do not hesitate to contact me

Yours faithfully

6ty° Pty Ltd



George Walker

Director/Planning Consultant

3rd January 2020

Mr George Walker

Director

6ty°

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ACCESS AND TRAFFIC IMPACTS OF COMMERCIAL DEVELOPMENT OF CT 115441/1, WESTELLA DRIVE, TURNERS BEACH

This letter is to provide advice on access and traffic impacts arising from commercial development of CT 115441/1 Westella Road, Turners Beach. Sight distance, impact on the broader network and the standard of access required.

1) The Site

The site consists of a long narrow land parcel some 1.35Ha in area and characteristically some 370m long and 40m wide. The land is currently zoned Rural Resource in accordance with the Central Coast Interim Planning Scheme. Figure 1 shows the site.

Figure 1 – Site Location CT 115441/1 Westella Road, Turners Beach



Source: The List, DPIPWE

2) The Transport Network

The local transport system consists of local roads connected to Westella Drive and the Bass Highway. Westella Drive is connected with the Bass Highway via Turners Beach Road and Eastland's Drive Interchanges 1060m east and 2100m west of the development site respectively. There is also an on ramp to the Bass Highway from the Forth Road roundabout.

Bass Highway is a Limited Access State Road. The Bass Highway and Westella Drive are part of the Tasmanian 26m B Double Network.

The Bass Highway interchanges are constructed to a high standard and have capacity for much more traffic. The Turners Beach Road / Westella Drive intersection is managed with a roundabout and the Eastland Drive / Westella Drive intersection is managed with a channelized Right Turn facility, both intersections operating at traffic levels well below capacity.

Westella Drive has a Collector Road function linking the local road network south of the Bass Highway with the Bass Highway. Forth Road and Stubbs Road form a rural loop extending south of Westella Drive to Forth.

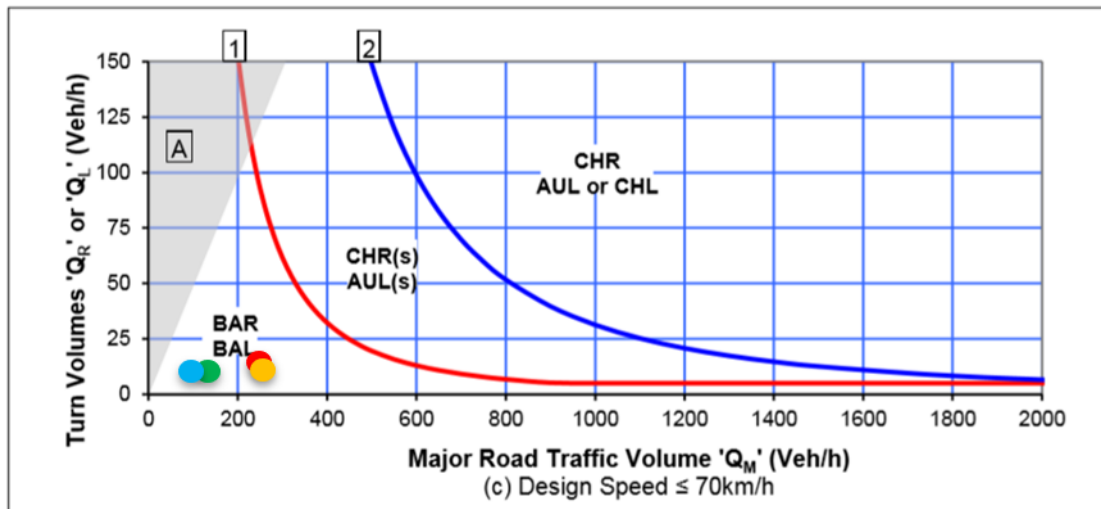
The development site has the advantage of nearby access to the Forth Road roundabout for west bound access to the Bass Highway and the Turners Beach Road roundabout for east bound access to the Bass Highway.

3) Access requirements

Traffic activity on Westella Drive is estimated at 2,300 vpd and the speed limit in the vicinity of the development site is 60km/h. Commercial development of the site warrants BAR and BAL access standard based on Austroads Guidelines, the volume of through traffic, the role and function of the road and estimated turning traffic generated by development of the site. Figure 2 shows access layout required. Figure 4 shows indicative BAR and BAL layout.

Adequate sight distance is available to satisfy Austroads Safe Intersection Sight Distance requirements, see figure 3.

Figure 2 – BAR and BAL Access Layout based on Austroads guidelines



Peak Hour Movement Summary(vph)		
AM	Turns	Total Effected Flow
Left In	10	140
Right In	10	250

Peak Hour Movement Summary(vph)		
PM	Turns	Total Effected Flow
Left In	10	100
Right In	10	250

Figure 3 – Safe Intersection Site Distance (SISD) requirements

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Austroads	Current	
			Road frontage sight distance SISD (m)	Available	
				Left(m)	Right(m)
Westella Drive - Stubbs Road	60	60	123	250	250
Westella Drive - LCS Access	60	60	123	185	205

Compliant
 Non Compliant
 Marginal

Through traffic activity on Westella Drive of over 500 vph (or 5,000 vpd) and right turn activity of over 25 vph at the development site access could potentially trigger upgrading from a BAR to a CHR(s). A BAR is a basic right turn facility while a CHR(s) is a channelized short right turn lane facility.

5) Council access standards

Council access standards should be satisfied for Commercial development:

- Provision of driveable culvert headwalls
- Setback of property gate at least 20m from edge of seal on Westella Drive
- Sealing of the property access from edge of seal on Westella Drive to the property gate.

6) Conclusion

The commercial development of the site is feasible and supported on traffic grounds subject to the considerations described above and satisfaction of Central Coast Interim Planning Scheme 2013 requirements.

7) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 30 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully



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Director

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