



Woolcott Land Services

**Stonehouse Street Rezoning and
Subdivision, George Town
Traffic Impact Assessment**

August 2025



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1. Introduction

1.1 Background

Midson Traffic were engaged by Woolcott Land Services to prepare a traffic impact assessment for a proposed rezoning and subdivision development at 1 Stonehouse Street, George Town.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – George Town, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 1 Stonehouse Street, George Town. The site is currently a vacant lot, zoned 'Future Urban'.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

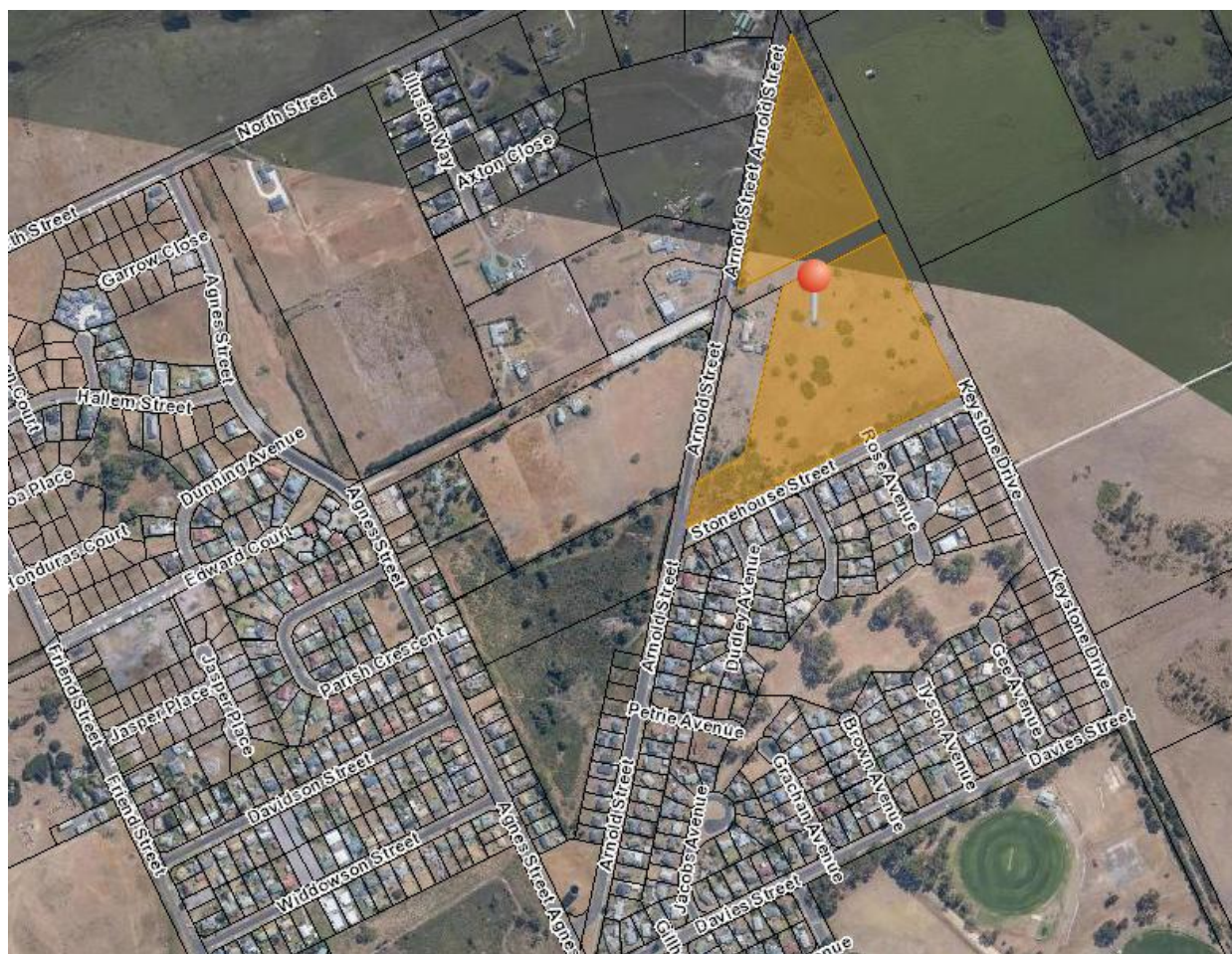


Image Source: LIST Map, DPIPW

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – George Town, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design*, Part 4A: *Unsignalised and Signalised Intersections*, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Stonehouse Street, Arnold Street and Keystone Drive.

Stonehouse Street connects between Arnold Street at its western end and Keystone Drive at its eastern end. It has a straight alignment and is approximately 360 metres in length. It has a sealed pavement width of approximately 8 metres. It carries a relatively low traffic volume of approximately 150 vehicles per day. The general urban speed limit of 50-km/h is applicable to Stonehouse Street.

Three short cul-de-sacs connect to Stonehouse Street along its length (namely Dudley Avenue, Currant Avenue and Rose Avenue). All cul-de-sacs are located opposite the subject site.

A pedestrian footpath is located on the southern side of Stonehouse Street. A wide road verge is located on the northern side of Stonehouse Street adjacent to the subject site.

Stonehouse Street is shown in Figure 2.

Figure 2 Stonehouse Street



Arnold Street connects between Agnes Street at its southern end and North Street at its northern end. It provides a minor collector road function for the predominantly residential catchment that it connects to.

The general urban speed limit of 50-km/h is applicable to Arnold Street. It carries a relatively low traffic volume near the Stonehouse Street junction (estimated to be less than 200 vehicles per day). The sealed pavement width of Arnold Street is approximately 8 metres.

Stonehouse Street connects to Arnold Street at a T-junction with Arnold Street having priority. Arnold Street at the Stonehouse Street junction is shown in Figure 3.

Figure 3 Arnold Street



Keystone Drive is a local residential street that connects between Stonehouse Street and Davies Street, a distance of approximately 400 metres. The general urban speed limit of 50-km/h is applicable to Keystone Drive. It carries a relatively low traffic volume of approximately 150 vehicles per day.

Keystone Drive looking south from the Stonehouse Street corner is shown in Figure 4.

Figure 4 Keystone Drive



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 31st July 2025 for Stonehouse Street, Arnold Street and Keystone Drive.

The findings of the crash data is summarised as follows:

- No crashes were reported in Stonehouse Street or Keystone Drive during this period.
- Two crashes were reported in Arnold Street:
 - 8:20am, Thursday 17th February 2022 – ‘cross-traffic’ collision at the intersection of Arnold street and North Street resulting in Minor injury.
 - 11:00pm, Saturday 2nd April 2022 – ‘other-straight’ single vehicle crash south of Stonehouse Street junction resulting in property damage only.

The crash data does not indicate that there are any existing road safety issues associated with the network that might be exacerbated by traffic generated by the proposed development.

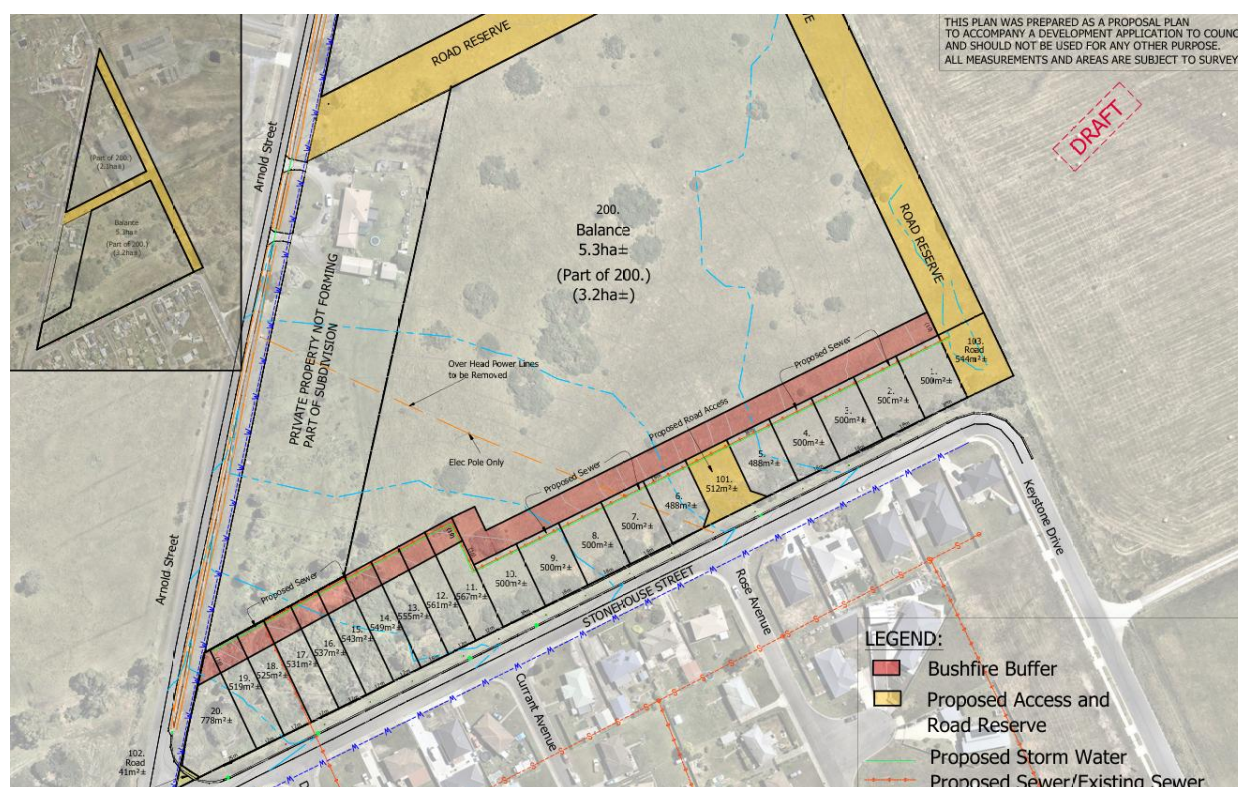
3. Proposed Development

3.1 Development Proposal

The proposed development involves rezoning the land from Future Urban to General Residential. The proposal also includes a 20-lot residential subdivision. A balance lot will be retained for future subdivision. Road corridors that will eventually form an extension of Keystone Drive and a new road through the middle of the subject site are also proposed.

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Trip generation was determined from the TfNSW Guide. The TfNSW Guide states the following traffic generation rate for low density residential dwellings in regional areas:

- AM peak hour 0.83 vehicles per hour/ dwelling
- PM peak hour 0.84 vehicles per hour/ dwelling
- Daily 7.53 vehicles per day/ dwelling

This equates to a traffic generation of 151 vehicles per day, with a peak of 17 vehicles per hour. All traffic will be generated along the Stonehouse Street frontage (ie. not at a concentrated location).

4.2 Trip Assignment

Based on the connectivity of the subject site with the surrounding network, the majority of traffic will access the site via right-in/ left-out movements at the junction of Stonehouse Street with Arnold Street.

4.3 Access Impacts

The proposed subdivision will create 20 new driveway accesses along the frontage of Stonehouse Street.

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority*".

Written consent has not been received by the road authority (Council) for the driveway accesses for each lot. The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*

(h) *any advice received from the rail or road authority”.*

The following is relevant with respect to the development proposal:

- a. Increase in traffic. The increase in traffic will be 7-8 vehicles per day at each new access driveway, with an average peak generation of 0.84 vehicles per hour. All accesses can cater for this increase in traffic volume at a high level of efficiency, noting that this is consistent with other driveway accesses within the surrounding network. The total traffic volume increase as a result of the subdivision will be 151 vehicles per day, which will be experienced on Stonehouse Street and Arnold Street.
- b. Nature of traffic. The traffic generated by the development will be residential in nature, which is consistent with the existing traffic utilising the surrounding road network.
- c. Nature of road. Stonehouse Street is a very low volume local access road that services residential property along its length. The nature of the road is compatible with the traffic generated by the proposed subdivision.
- d. Speed limit and traffic flow. Stonehouse Street has a speed limit of 50-km/h. Based on the relatively short length of Stonehouse Street, vehicle speeds are typically travelling at or near the speed limit near the subject site. It carries a very low traffic volume of approximately 150 vehicles per day.
- e. Alternative access. No alternative access is available or considered necessary.
- f. Need for use. The driveway accesses are required to service the lots associated with the proposed subdivision.
- g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.
- h. Road authority advice. The road authority requires a TIA be prepared in support of the proposed subdivision.

Based on the above assessment, the access satisfies the requirements Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. Importantly the proposed accesses are consistent with other driveway accesses within the surrounding network. The Accesses are within a very low traffic volume and low speed environment.

4.4 Sight Distance

The Australian Standards, AS2890.1, provides the relevant sight distance requirements for residential and domestic driveways.

AS2890.1 requires a minimum frontage sight distance of 45 metres for vehicle speeds of 50-km/h. The horizontal and vertical alignment of Stonehouse Street is straight, with available sight distance exceeding AS2890.1 requirements for each driveway location.

4.5 Pedestrian Impacts

The proposed development is likely to generate a small amount of pedestrian activity. The existing footpath infrastructure is considered to be of a high standard in the existing road network to cater for these pedestrian movements.

4.6 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed subdivision. This is based on the following:

- The surrounding road network is able to adequately absorb the relatively low amount of traffic generated by the proposed development (peak of 17 vehicles per hour, which equates to an average of approximately 1 vehicle movement every 3.5-minutes).
- The existing road safety performance of Stonehouse Street and connecting roads does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development. Noting specifically that no crashes have been reported in Stonehouse Street or Keystone Drive in the most recent 5-year period.
- Adequate sight distance is available at the proposed driveway locations in Stonehouse Street in relation to the prevailing vehicle speeds and posted speed limit of 50-km/h. The horizontal and vertical alignment of Stonehouse Street is straight, with the wide road verge providing unrestricted sight distance in both directions from each of the proposed lots of the subdivision.
- The proposed development is located in a predominantly residential area, and as such movements into and out of the subject site will not be seen as an uncommon event by other motorists.

5. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed development at 1 Stonehouse Street, George Town.

The key findings of the TIA are summarised as follows:

- The traffic generation of the subdivision is likely to be 151 vehicles per day with a peak of 17 vehicles per hour when fully developed.
- The traffic generation associated with the proposed subdivision will not have any significant detrimental impacts on road safety or efficiency.
- All lots will have direct driveway access onto Stonehouse Street. The access arrangements satisfy the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The available sight distance at each driveway access satisfies AS2890.1 requirements for residential driveways.

Based on the findings of this report the proposed development is supported on traffic grounds.

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Document Status

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