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The Engineering Company Pty Ltd	22 January 2026

Transport Impact Assessment

Proposed Car Park and Storage Use

1 MacKenzie Drive, Somerset

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

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Project
1 MacKenzie Drive, Somerset

Prepared for
The Engineering Company Pty Ltd

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants were engaged by The Engineering Company Pty Ltd to prepare a Transport Impact Assessment for a proposed car park and storage use on land at 1 MacKenzie Drive in Somerset.

1.2. Purpose and Structure of this Report

The purpose of this report is to identify and assess the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the *Tasmanian Planning Scheme – Waratah-Wynyard*.

This report is structured as outlined below:

— **Section 1:** Introduction

— **Section 2:** Assessment of existing transport conditions on the site and key streets surrounding the site

— **Section 3:** A description of the proposed development

— **Section 4:** Assessment of site access arrangements and carpark layout

— **Section 5:** Assessment of parking supply

— **Section 6:** Assessment of the potential traffic and transport impacts of the proposal

— **Section 7:** A review of the proposal against the relevant provisions of the Planning Scheme

— **Section 8:** Conclusions

1.3. References

The following documents and resources have been referred to during the preparation of this report:

— Concept layout (Dwg No. 24106-CLP01-002, Issue A), prepared by Ratio Consultants

— Tasmanian State Planning Provisions

— Waratah-Wynyard Local Provisions Schedules

— Australian/New Zealand Standard AS/NZS 2890.1, *Parking facilities – Part 1: Off-street car parking,* 2004

— National Construction Code (NCC) 2022

— Transport for NSW, Guide to Transport Impact Assessment, 2024

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2. Existing Conditions

2.1. Location and Environment

The subject site is 1 MacKenzie Drive, Somerset. It is located on the corner of MacKenzie Drive and Bass Highway and has frontage onto both of these roads. The location of the subject site in context of the surrounding road network is shown in Figure 2-1.

Figure 2-1: Subject Site Location



Source: LISTMap © State of Tasmania (maps.thelist.tas.gov.au)

The site is located within the General Residential Zone as defined by the Planning Scheme. It is located immediately to the east of the General Industrial Zone which includes the neighbouring property at 15265 Bass Highway, Somerset.

An aerial view of the site is provided in Figure 2-2 below.

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Figure 2-2: Aerial View of the Site



Source: Nearmap Imagery (dated 24 March 2025)

The subject site is generally rectangular in shape, with a northern frontage to Bass Highway of approximately 22 metres and an eastern frontage to MacKenzie Drive of approximately 97 metres, giving an overall site area of approximately 3,236 sqm.

2.2. Road Network

Bass Highway is a State Highway under the care and management of the Department of State Growth. It connects between Launceston and Marrawah and provides access to the north-west region of Tasmania including Ulverstone, Devonport, Burnie, Wynyard and Smithton.

In the vicinity of the site, Based Highway is a two-lane road with a posted speed limit of 70 km/h. A channelised right turn lane is provided on Bass Highway for turns into MacKenzie Drive.

The section of the North West Coastal Pathway between Burnie and Wynyard has been completed, and travels past the subject site as an off-road shared use path facility along the northern side of Bass Highway

The view along Bass Highway approaching the T-junction with MacKenzie Drive is shown in Figure 2-3.

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Figure 2-3: Bass Highway Looking East



Source: google.com/maps (image dated: March 2025)

MacKenzie Drive is a council managed local road providing access to the western end of the Somerset residential area. It provides through access to Beaufort Street, and includes direct access to a number of residential properties along its length.

In the vicinity of the site, MacKenzie Drive has a sealed carriageway width of approximately 8.5 metres, accommodating two-way traffic movements and unrestricted on street kerbside parking on both sides of the road.

MacKenzie Drive is subject to the default urban speed limit of 50km/h and constructed footpath is provided on the northbound side of the road, along the subject site's eastern frontage. A typical view along MacKenzie Drive in the vicinity of the site is shown in Figure 2-4.

Figure 2-4: MacKenzie Drive Looking North



Source: google.com/maps (image dated: February 2025)

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2.3. Sustainable Transport

Public Transport

The proposed development has convenient access to public transport service, with the nearest bus stop located approximately 90 metres south of the site along MacKenzie Drive, or about a minute walk. This stop (MacKenzie Drive after Oak Avenue) is serviced by Route 197, providing connections between west Wynward and Burnie City and generally operate at hourly intervals between 7:01am and 5:52pm on weekdays and 8:36am and 5:36pm on weekends.

Walking and Cycling Facilities

The North West Coastal Pathway passes by the subject site and provides safe and convenient walking and cycling access to Wynyard, Somerset and Burnie.

Footpaths are provided along the site's eastern frontage along MacKenzie Drive and at least one side of the road in the surrounding local streets.

2.4. Crash History

The most recent five-year crash history (November 2020 to November 2025) obtained from the Department of State Growth indicates that no crashes were recorded along MacKenzie Drive, including its intersections, during this period.

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3. The Proposal

3.1. Planning Scheme Amendment

The proposal involves a combined Planning Scheme Amendment and Development Application for the subject site at 1 MacKenzie Drive, Somerset. The Amendment would introduce a Site-Specific Qualification to the land to allow additional uses including:

— Storage

— Vehicle Parking

— Manufacturing and Processing

With respect to the Manufacturing and Processing use, this would be limited to only be utilised for storage and vehicle parkin associated with an adjacent Manufacturing and Processing Use.

The intent of the Amendment is to allow the subject site to be used in conjunction with the adjacent land at 15265 Bass Highway, Somerset, which is an existing Manufacturing and Processing use run by The Engineering Company.

3.2. Proposed Development

The proposed Development Application involves the construction of a new off-street car park and expanded storage facilities to serve the adjacent site at 15265 Bass Highway. The proposal would replace existing parking facilities that are currently accessed directly from Bass Highway.

More specifically, the proposed development will consist of the following:

— A new double-width access point via a new 6-metre-wide crossover from MacKenzie Drive located approximately 70 metres south of the Bass Highway intersection.

— A total of 73 car parking spaces, including two accessible car parking spaces.

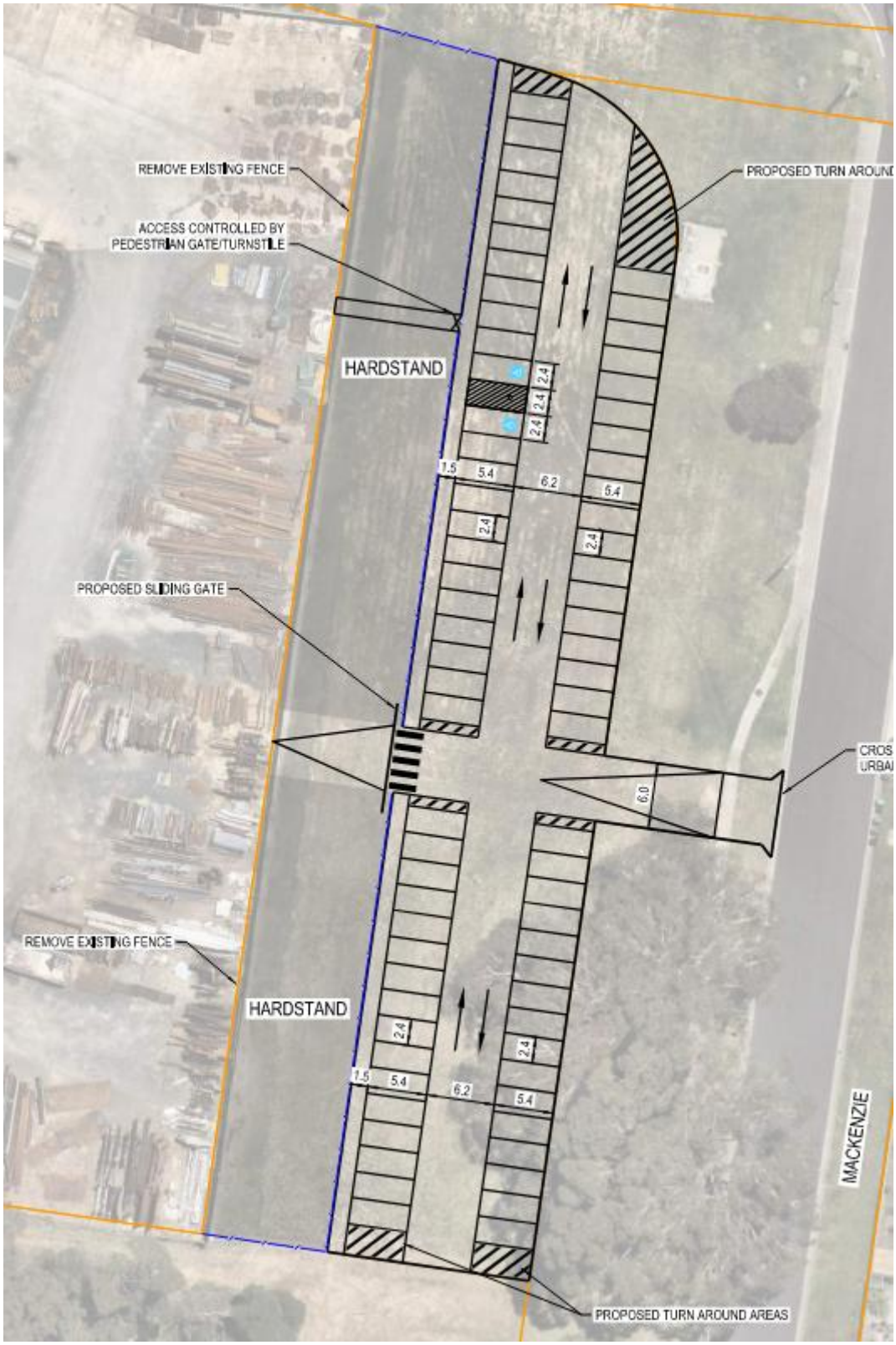
— Two hardstand areas, separated by a gated accessway, having a total area of approximately 1,200 m^2.

— Pedestrian facilities including marked footway and pedestrian turnstile.

An excerpt of the proposed car park layout is shown in Figure 3-1, also attached to Appendix A.

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Figure 3-1: Proposed Car Park Layout



Source: Ratio Consultants, Dwg No. 24106-SLP01-002, Rev A

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4. Design Assessment

4.1. Access Arrangements

Clause C2.6.3-A1 of the Planning Scheme states:

"A1 The number of accesses provided for each frontage must:

(a) be no more than 1; or
(b) no more than the existing number of accesses, whichever is the greater"

Access to the proposed car park is via a new crossover on MacKenzie Drive, located along the eastern site boundary, as indicated in Figure 4-1 below. The site would have only one access point and therefore complies with the acceptable solution.

Figure 4-1: Proposed Site Access Point



4.2. Sight Distance Assessment

The available sight distance at the site access has been assessed against the requirements of Australian/New Zealand Standard AS/NZS 2890.1, *parking facilities – Part 1: Off-street car parking* (2004).

Sight distance at access driveway is measured from a point 2.5 metres back from the edge of the frontage road and increases with the design speed. The subject site is located near the T-

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junction of MacKenzie Drive and Bass Highway. For 50km/h, which is the speed limit of MacKenzie Drive, the normal requirement is 45 metres.

The sight distance at the access point is demonstrated in Figure 4-2 below.

Figure 4-2: Sight Distance Assessment



Based on the above sight distance assessment, there is sufficient sight distance from access point, with at least 45 metres of available sight distance, in accordance with normal AS guidelines, for a prevailing vehicle speed of 50km/h.

There is also sufficient sight distance to the footpath which crosses the site access given that any fence will be set back from the footpath alignment as shown.

4.3. Construction of Parking Area

Clause C2.6.1-A1 of the Planning Scheme states:

"A1 All parking, access ways, manoeuvring and circulation spaces must:

(a) be constructed with a durable all weather pavement;
(b) be drained to the public stormwater system, or contain stormwater on the site; and
(c) excluding all uses in the Rural Zone, Agriculture Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement."

The proposed car park is to be constructed with a mix of asphalt and hardstand surfaces. Formalised parking areas will be paved with asphalt, which is durable and suitable for withstanding typical weather conditions experienced in a standard car park. Accordingly, the proposed surfacing is considered appropriate for the intended use and complies with the acceptable solution of Clause C2.6.1-A1.

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4.4. Design and Layout of Parking Areas

Clause C2.6.2-A1.1 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:
(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6;
(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
(iii) have an access width not less than the requirements in Table C2.2;
(iv) car parking space dimensions which satisfy the requirements in Table C2.3;
(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;
(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and
(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or
(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6."

The nature of the proposed use results in the parking facility being classified as User Class 1A under AS/NZS 2890.1, with the proposed car park intended for staff parking only. The minimum dimensional requirements for Class 1A are as follows:

— Parking width : 2.4 metres

— Parking length : 5.4 metres

— Accessway width : 5.8 metres

All proposed parking spaces have been designed in accordance with the above requirements. Specifically, a minimum accessway width of 6.2 metres has been provided, along with parking width of 2.4 metres and lengths of 5.4 metres. Accordingly, the proposed car parking area complies with AS/NZS 2890.1.

Overall, the site layout appears to be generally levelled and in accordance with the standard.

Accordingly, the proposed development therefore complies with Clause C2.6.2-A1.1 (b) of the planning scheme.

4.5. Accessible Car Parking

Clause C2.6.2-A1.2 of the Planning Scheme states:

"Parking spaces provided for use by persons with a disability must satisfy the following:

(a) be located as close as practicable to the main entry point to the building;
(b) be incorporated into the overall car park design; and
(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities."

The current version of the Code is the *National Construction Code (NCC) 2022 Volume One - Building Code of Australia Class 2 to 9 buildings*. Based on the use classes included in the Site-Specific Qualification, the proposed carpark could be used to service either:

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— A Storage use, falling into Class 7b, or

— A Manufacturing and Processing use, falling into Class 8.

Part D4 of the Code sets out the requirements for accessible car parking for Class 7b and Class 8 buildings as 1 accessible space for every 100 carparking spaces or part thereof.

Given that a total of 73 parking spaces are provided for the development, the proposal is required to provide at least one accessible car parking space.

The proposed development includes two (2) accessible car parking spaces, in excess of the NCC requirements, and with dimensions and adjacent shared area generally in compliance with the Standard and is conveniently fronting the proposed footway in close proximity to the pedestrian turnstile and access point. Accordingly, the proposal therefore complies with the acceptable solution of Clause C2.6.2-A1.2.

4.6. Loading Bays

The proposed development does not include any new building and therefore Clause C2.5.4 Loading Bays is not applicable to this development application.

Furthermore, it is noted that the proposed carpark is intended to service the adjacent use at 15265 Bass Highway, which provides a heavy vehicle access point directly on Bass Highway. The proposed carpark is therefore not intended to generate movements by heavy vehicles (e.g. commercial vehicles) and Clause C2.6.6 Loadings Bays also does not apply.

In the event an alternative development is proposed on the site in the future, generally in accordance with the Site-Specific Qualification, the needs and requirements of that development would be separately assessed.

4.7. Pedestrian Access and Layout

Clause C2.6.5-A1.1 & A1.2 of the Planning Scheme states:

"A1.1 Uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:
(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and
(b) be signed and line marked at points where pedestrians cross access ways or parking aisles

A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building."

A new pedestrian footpath is proposed within the on-site car park, together with a line-marked pedestrian crossing to facilitate safe pedestrian movement and enhance connectivity across the site. The proposed accessible car parking spaces will front the new footpath, which provides a width of 1.5 metres and a gradient not steeper than 1 in 14. Pedestrian access to the site will be controlled via a turnstile gate. Accordingly, the proposal satisfies Acceptable Solutions C2.6.5-A1.1 and C2.6.5-A1.2 of the Planning Scheme.

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5. Parking Assessment

5.1. Statutory Car Parking Requirements

The parking requirements for the proposed development have been assessed under each of the options that would be allowable under the proposed Site-Specific Qualification as follows:

— **Option 1:** Storage

— **Option 2:** Vehicle parking

— **Option 3**: Manufacturing and Processing (associated with an adjacent Manufacturing and Processing Use only)

The corresponding car parking requirements for each of the potential land use, as specified in Table C2.1, are summarised in Table 5-1 below.

Table 5-1: Planning Scheme Table C2.1 Parking Rates

Planning Scheme Land Use	Car Parking Requirement	Bicycle Parking Requirement
Storage	1 space per 200m^2 of the site area or 1 space per 2 employees, whichever is greater	No requirement
Vehicle parking	No requirement	No requirement
Manufacturing and Processing	1 space per 200m^2 of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees

5.2. Car Parking Assessment

Clause C2.5.1-A1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space."*

Noting that the proposed development is not subject to any exclusions listen in (a) to (d) of Clause C2.5.1-A1, and there is no container refund scheme space, the requirements of Table C2.1 would directly apply. Application to the potential land use car parking rates listed in Table 5-1 result in the car parking requirement summarised in Table 5-2.

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Table 5-2: Statutory Car Parking Requirement

	Assessed Options/ Use	Measure (Site Area, Floor Area or No. of Employees)	Parking Requirement
1	Storage	3,236 m^2 or 52 employees	16 spaces or 26 spaces
2	Vehicle parking	3,236 m^2	No requirement
3	Manufacturing and Processing (associated with adjacent use only)	11,200 m^2 (estimated floor area) or 52 employees	56 spaces or 35 spaces

On the basis of the above assessment, considering the three potential scenarios for the use of the subject land (storage, vehicle parking associated with 1 MacKenzie Drive, or manufacturing and processing for the adjoining site), the maximum car parking demand is calculated to be 56 spaces in accordance with the Table C2.1 parking rates, as summarised in Table 5-2.

A total of 73 car parking spaces is proposed within the new car park, which exceeds the statutory requirement. Accordingly, the proposed car parking provision meets and exceeds the requirements of Table C2.1. The proposal therefore complies with Clause C2.5.1-A1 of the Planning Scheme.

5.3. Bicycle Parking Spaces

The proposal is not required to provide any on-site bicycle parking spaces under the Table C2.1 requirements for either the *Storage* or *Vehicle Parking use.* While no bicycle parking is proposed for the *Manufacturing and Processing use*, the site does not present any specific spatial constraints that would prevent bicycle parking from being accommodated if required in the future.

Accordingly, the proposal is considered to comply with the acceptable solutions of Clause C2.5.2-A1 of the planning scheme.

5.4. Motorcycle Parking

With reference to Clause C2.2.2 of the Planning Scheme, Clause C2.5.3 'Motorcycle parking numbers' does not apply to any of the proposed land uses allowed by the Site-Specific Qualification and therefore no dedicated motorcycle parking is required.

Motorcycles could be accommodated in car parking spaces if necessary.

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6. Traffic Impacts

6.1. Expected Trip Generation

No increase in traffic generation is anticipated as the proposal does not introduce any new or intensified land use. The proposed development relates solely to the relocation of the existing staff car park, which is currently accessed directly from Bass Highway. Staff vehicle movements will be accommodated via the new car park access on MacKenzie Drive.

As a result, while the overall volume of traffic associated with the use remains unchanged, the distribution of vehicle movements within the local road network would shift from Bass Highway to MacKenzie Drive, which represents a redistribution of existing traffic rather than the creation of additional trips.

Given a total of 73 car parking spaces proposed, and assuming each parking space is used twice per day (once in the morning, and once in the afternoon), the expected daily traffic volume added to MacKenzie Drive could be up to around 150 additional vehicle movements per day.

6.2. Impact to Road Safety

No significant detrimental road safety impacts are anticipated due to the proposed development. This is based on the following:

- The proposal will not generate additional traffic, as it services the existing Storage use and only redistributes staff vehicle movements from Bass Highway to MacKenzie Drive.
- Light and heavy vehicle movements will be separated, with staff vehicles using the new MacKenzie Drive access and heavy vehicles continuing to use the existing Bass Highway access, reducing potential conflicts and improving safety.
- MacKenzie Drive is a lower-speed, lower-order road that provides a safer access environment, with adequate sight distance and a suitable road alignment to support safe vehicle and pedestrian movements.
- The intersection of Bass Highway and MacKenzie Drive includes an existing channelised right turn lane to accommodate any queuing on Bass Highway.

The crash history does not suggest that there are any specific road safety deficiencies in the vicinity of the site that might be exacerbated by the proposed development.

6.3. Assessment of Clause C3.5.1

Given that the proposed includes a new proposed access point via MacKenzie Drive, the proposal relies on the performance criteria of Clause C3.5.1-P1 which states the following:

> *"P1 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:*

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(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 relevant factors are addressed as follows:

Any increase in traffic caused by the use

The proposal will not generate additional traffic, as it is intended to service the existing Storage use on the adjoining land. No changes to the scale or intensity of operations are proposed.

However, the proposal would redistribute traffic from the existing access point on Bass Highway to the new access point on MacKenzie Drive. There would be an increase in turning movements at the Bass Highway / MacKenzie Drive intersection and additional traffic in the short (70 metre) section of road between the intersection and the proposed site access.

The increase in traffic on MacKenzie Drive could be up to 73 vehicle movements per hour during the commuter peak periods, assuming full utilisation of the proposed carpark and all users arriving or departing within the same hour.

The nature of the traffic generated by the use

The proposed development will generate movements by light vehicles only. Heavy vehicle traffic associated with the existing use at 15265 Bass Highway will utilise the existing Bass Highway site access point, without reliance on MacKenzie Drive.

The nature of the road

MacKenzie Drive is a local road with a posted speed limit of 50 km/h, which is a lower-order road environment compared with Bass Highway (70 km/h). Relocating staff vehicle access to MacKenzie Drive provides a safer and more appropriate access arrangement, reducing conflict with higher-speed highway traffic.

As outlined in Section 4.2, the proposed access point provides adequate sight distance and is located along a relatively straight section of road, enabling vehicles to safely exit and merge with existing traffic on MacKenzie Drive.

The existing intersection of Bass Highway and MacKenzie Drive provides a channelised right turn facility to accommodate any queuing.

Effects on safety and efficiency

The proposal does not generate additional traffic and only redistributes existing staff vehicle movements from Bass Highway to MacKenzie Drive. Given that MacKenzie Drive is a lower order road, and the intersection provides a dedicated right turn lane to accommodate any queuing on the Highway, there would be a net benefit to overall road safety and traffic efficiency as a result of the proposal.

Accordingly, the proposal is consistent with the performance criteria of Clause C3.5.1-P1.

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7. Planning Scheme Assessment

The proposed development has been assessed against the relevant, traffic and transport related provisions of the *Parking and Sustainable Transport Code* and the *Road and Railway Assets Code.* A summary of compliance is provided in the following table.

Clause	Response	Reference
C2.5.1 Car parking numbers	Complies with A1	Section 5.2
C2.5.2 Bicycle parking numbers	Complies with A1	Section 5.3
C2.5.3 Motorcycle parking numbers	Not applicable	-
C2.5.4 Loading bays	Not applicable	-
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable	-
C2.6.1 Construction of parking areas	Complies with A1	Section 4.3
C2.6.2 Design and layout of parking areas	Consistent with P1	Section 4.4
C2.6.3 Number of accesses for vehicles	Complies with A1	Section 4.1
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not assessed	-
C2.6.5 Pedestrian access	Complies with A1.1 and A1.2	Section 4.7
C2.6.6 Loading bays	Not applicable	-
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable	-
C2.6.8 Siting of parking and turning areas	Not assessed	-
C2.7 Parking Precinct Plan	Not applicable	-
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Consistent with P1	Section 6.3

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8. Conclusion

This Transport Impact Assessment report has assessed the potential traffic and transport impacts of the proposed Site-Specific Qualification at 1 MacKenzie Drive in Somerset, and development application for construction of a carpark and storage areas.

The key findings are as follows:

— The proposed development provides 73 car parking space on site, which exceeds the planning scheme requirement for any of the allowable uses.

— The proposed car park layout has been designed generally in accordance with the relevant Australian Standards for User Class 1A employee parking.

— Travel to the site by alternative means (walking, cycling and by public transport) is reasonably well supported by proposed on site facilities and the external transport network.

— There is sufficient sight distance at the proposed access point for the prevailing vehicle speeds on MacKenzie Drive.

— The proposed development is not expected generate any additional traffic but rather redistribute traffic from the existing Bass Highway access to MacKenzie Drive with up to around 150 additional vehicle movements per day using MacKenzie Drive.

— The proposal is likely to result in net overall benefit to traffic efficiency and road safety in the area by relocating access for light vehicles to MacKenzie Drive.

Based on the findings of this report, the proposal is not expected to create significant adverse traffic and parking impacts and therefore is supported on traffic and transport grounds.

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Appendix A Proposed Concept Layout Plan

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KEY

2.2m - 2.4m HIGH COLOURBOND FENCE TO MATCH EXISTING

REMOVE EXISTING FENCE

ACCESS CONTROLLED BY PEDESTRIAN GATE/TURNSTILE

PROPOSED TURN AROUND AREA

PROPOSED DEVELOPMENT

HARDSTAND

PROPOSED SLIDING GATE

BASS HIGHWAY

RESIDENTIAL

DRIVE

CROSSOVER TO BE DESIGNED AS PER TSD-R09-v3 URBAN ROADS DRIVEWAYS

REMOVE EXISTING FENCE

HARDSTAND

RESIDENTIAL

MACKENZIE

PROPOSED TURN AROUND AREAS

1.5 5.4 6.2 5.4 2.4 2.4 2.4 2.4 6.0

N

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

UNFINISHED DRAWING
SUBJECT TO FURTHER AMENDMENT
FOR DISCUSSION PURPOSES ONLY
INFORMATION SHOWN IS CURRENT AS AT
DATE : × / × / ×
CONTACT : ×

ISSUE	APP'D	DATE	COMMENTS
A	M.P.	21.10.25	INITIAL ISSUE

GENERAL NOTES

3 AERIAL IMAGE OBTAINED FROM NEARMAP DATED 14/12/2024
4 ALL DIMENSIONS ARE IN METRES AND MEASURED TO THE INVERT OF KERB AND CHANNEL
5 DECLARED ROAD - BASS HIGHWAY (SPEED ZONE 80KM/H)
6 LOCAL ROAD - MACKENZIE DRIVE (SPEED ZONE 50KM/H)

DESIGNED	D. HUYNH
CHECKED	M. PETRUSMA
APPROVED	M. PETRUSMA
SCALE 1: 500@ A3	0 5 10

ratio:
RATIO CONSULTANTS PTY LTD
https://ratio.com.au/

1 MACKENZIE DRIVE, SOMERSET, TAS
Waratah-Wynyard Council
PROPOSED DEVELOPMENT CONCEPT LAYOUT

DATE	SHEET NO.	DRAWING NO.	ISSUE
21.10.25	01 of 01	24106-CLP01-002	A

CAD File: 24106T-CLP-002.dgn

Document Set ID: 1256729
Version: 1, Version Date: 13/04/2026

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KEY

2.2m - 2.4m HIGH COLOURBOND FENCE TO MATCH EXISTING

REMOVE EXISTING FENCE

ACCESS CONTROLLED BY PEDESTRIAN GATE/TURNSTILE

PROPOSED TURN AROUND AREA

PROPOSED DEVELOPMENT

HARDSTAND

PROPOSED SLIDING GATE

BASS HIGHWAY

RESIDENTIAL

DRIVE

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