



Devonport City Council

PUBLIC NOTICE

APPLICATION FOR PLANNING PERMIT

Section 57(3) Land Use Planning Approvals Act 1993

An application for a planning permit has been made which may affect you.

Application Details

Application Number:	PA2025.0196
Proposed Use or Development:	Visitor Accommodation (Self-contained camping)
Address of the Land:	150-158 Stony Rise Road, Stony Rise
Date of Notice:	17/01/2026

You are invited to view the application and any documents and plans accompanying it on the ground floor of the paranaple centre at 137 Rooke Street, Devonport or on Council's website www.devonport.tas.gov.au

Any person may make a representation relating to the application in accordance with section 57(5) of the *Land Use Planning Approvals Act 1993*, during a period of 14 days commencing on the date of this notice.

Your representation must:

- be received by close of business on **03/02/2026**;
- be in writing; and
- addressed to the Chief Executive Officer, Devonport City Council:
 - P.O. Box 604, Devonport, Tasmania, 7310; or
 - townplanning@devonport.tas.gov.au

If you make a representation then Council must consider your submission before making its decision on the application.



150-158 Stony Rise Road Stony Rise



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Devonport City Council



**VISITOR ACCOMMODATION,
150-158 STONY RISE ROAD,
STONY RISE**

TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

October 2025

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Version	Date	Reason for Issue
Draft	September 2025	Draft issued for client feedback
Final	October 2025	Final issued

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1. Introduction

Callum Smith (developer) has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment to evaluate the traffic implications of a temporary visitor accommodation use at 150-158 Stony Rise Road, Stony Rise.

This assessment evaluates the expected traffic generation from a temporary visitor accommodation use and the manner in which additional traffic movements will access and exit the development site via Stony Rise Road.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

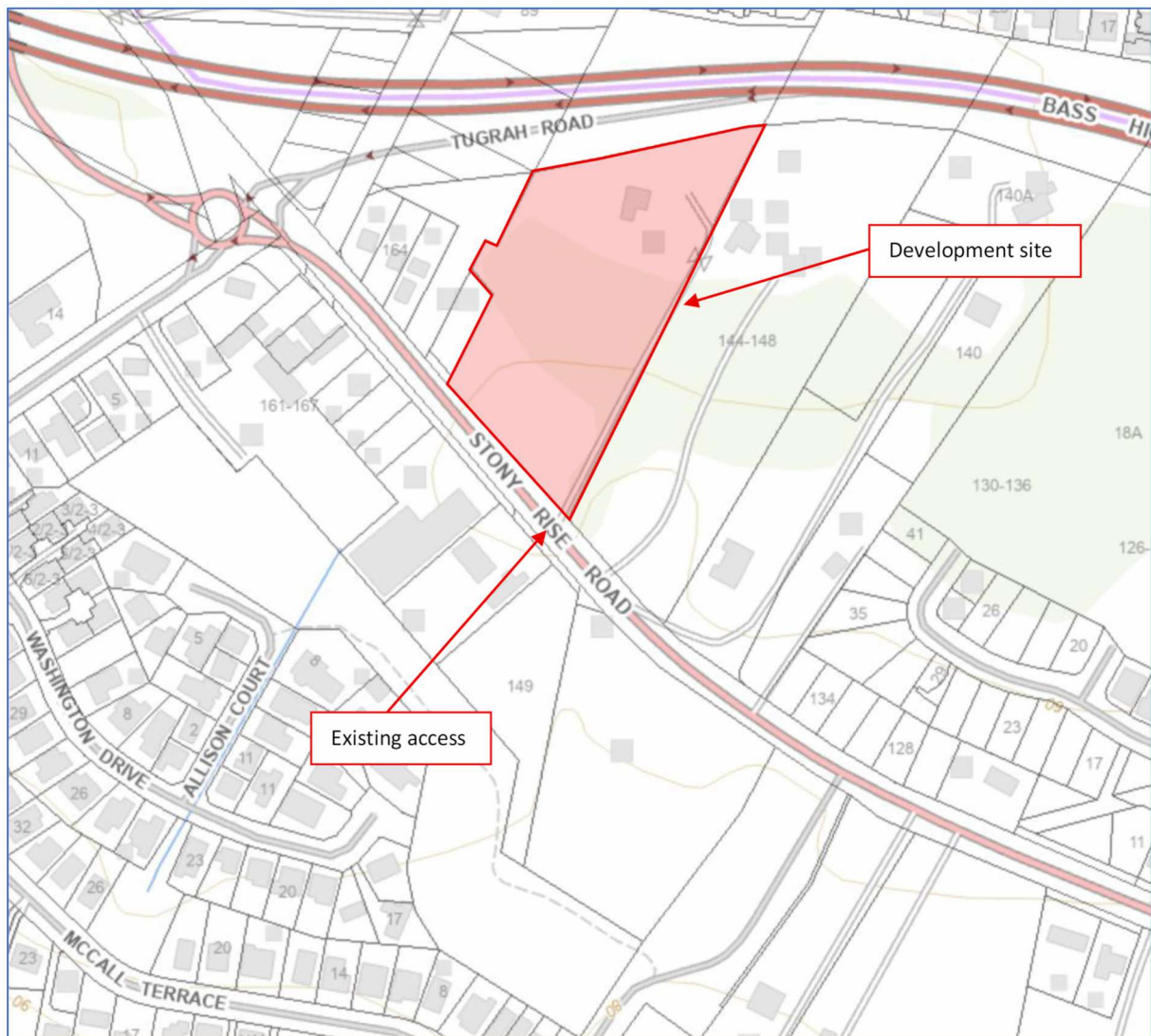
- Tasmanian Planning Scheme (Devonport)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- LIST – Land Information System Tasmania Database

2. Site Description

Located at 150-158 Stony Rise Road, Stony Rise, the development site is an irregularly shaped parcel of mostly undeveloped land. A residential dwelling occupies the northeastern corner of the land, which has an existing internal driveway and vehicular access onto Stony Rise Road.

According to the Land Information System Tasmania (LIST) Database, the site is situated within a General Residential zone, with an established light industrial area located on the opposite side of the development site.

Diagram 2.0 – Extract from LIST Database



3. Development proposal

The developer plans to temporarily use part of the undeveloped land for up to 14 self-sufficient visitor accommodation sites on the south side, keeping the existing home. Each site will fit a caravan, RV, or tent, with sufficient space for parking.

Bookings will be managed via Hipcamp, which is an online platform that connects travellers with unique outdoor stays, including private campsites, caravan and motorhome sites. It's essentially a nature focus alternative to Airbnb, allowing landowners to host guests.

Diagram 3.0 – Proposed location of visitor accommodation sites



4. Trip generation by this development

For the purposes of this report, a "trip" is defined as a one-way vehicular movement from one location to another, with return journeys counted as separate trips. Consequently, a round trip to and from a particular land use is recorded as two distinct trips.

According to the State Planning Scheme, "visitor accommodation" refers to the use of land for providing short or medium-term accommodation to individuals temporarily away from their usual residence. This accommodation may be offered on a commercial basis or made available to the general public at no cost.

The RTA Guide to Traffic Generating Developments (RTA Guide) does not specify trip generation rates for this category, with the closest comparable category being casual accommodation, and this be applied in this analysis.

4.1. Existing residential dwelling trips

The RTA Guide recommends the following for low-density residential dwellings in regional areas (RTA update 4a - August 2013):

- Daily vehicle trips of 7.4 per dwelling and
- Weekday peak trips of 0.78 per dwelling

Based on the RTA Guide, the existing residential dwelling is already generating seven daily trips, with one of these occurring during the peak periods.

4.2. New visitor accommodation trips

The RTA Guide does not specify generation rates for self-sufficient visitor accommodation sites, so motel trip generation figures are used for comparison with short stay visitor accommodation. Trip generation rates for motels are:

- Daily vehicle trips: 3 per site
- Peak trips: 0.4 per site

Trip generation estimates are determined based on occupancy rates and turnover, with the majority of stays anticipated to be short-term. At capacity, the 14 sites have the potential to generate up to 42 daily trips, with approximately six trips operating in peak hour periods.

5. Existing road network

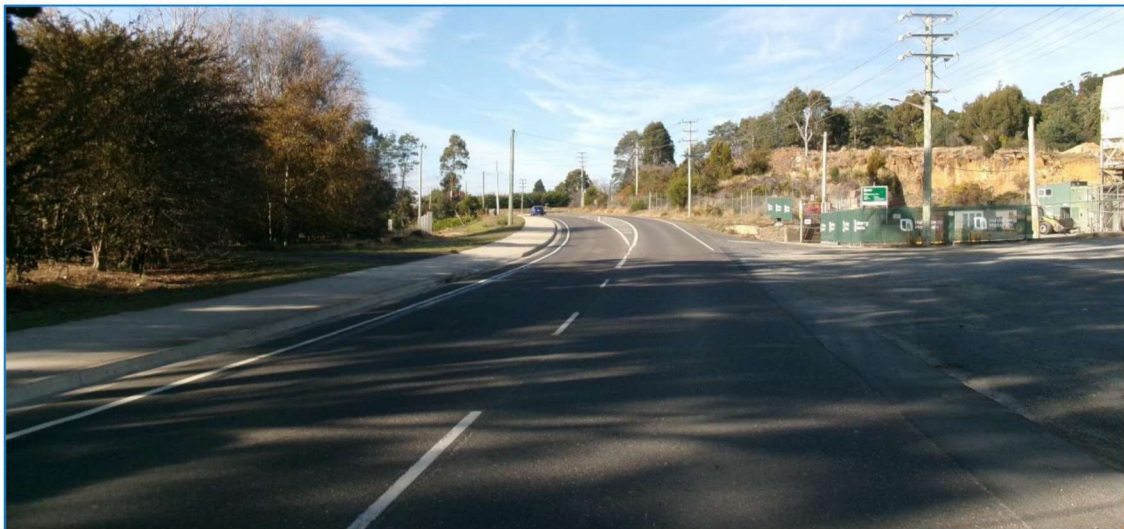
5.1. Stony Rise Road

Stony Rise Road serves as a key connecting road within Devonport’s transport network, providing a strategic east to west connection between residential areas, industrial precincts, and regional transport corridors. Its function extends beyond local access, supporting freight movement, commuter traffic, and access to significant land-use developments including commercial centres and emerging residential growth areas. Stony Rise Road is part of the State Road network, classified as a Category 3 – Regional Access Road, which is of strategic importance to regional and local communities to carry through traffic and provide a network for freight vehicles.

The road has a generally straight horizontal alignment, situated within mostly flat terrain, with a posted 60 km/h speed limit. Delineation of the alignment is provided through a marked centreline and edgelines, with guide posts along the southern side of the road and street lighting.

Adjacent to the development site, the road has a 3.5-metre-wide traffic lane in each direction. The northern side is built to an urban standard with a concrete footpath, kerb, channel, and narrow sealed shoulder. The opposite side is rural, with a gravel shoulder and a bitumen driveway leading to light industrial sites.

Photograph 5.1A – Stony Rise Road to the south



Photograph 5.1B – Stony Rise Road to the north



5.2. Traffic activity on Stony Rise Road

The Department of State Growth maintains a traffic database for the State Road network. The nearest traffic station to the development site is on Stony Rise Road, 160 metres south of Don Road, approximately 750 metres north of the site.

The latest traffic data, collected between 17th and 20th March 2025, indicates a consistent traffic flow, with 931 two-way vehicles during the morning peak hour and 975 two-way vehicles during the evening peak hour. Traffic flows are generally higher in the westerly direction than eastbound.

These extract peak hour flows will be used in this assessment.

Diagram 5.3 – Extracted traffic flows

	Northbound	Southbound	Total
00:00	11	8	20
01:00	9	7	16
02:00	9	8	17
03:00	8	10	18
04:00	42	21	63
05:00	155	71	226
06:00	270	182	452
07:00	449	281	730
08:00	601	330	931
09:00	376	262	638
10:00	378	271	650
11:00	380	258	639
12:00	441	288	729
13:00	410	286	696
14:00	515	328	842
15:00	550	425	975
16:00	534	401	935
17:00	440	313	753
18:00	234	180	415
19:00	157	130	287
20:00	111	90	201
21:00	92	57	149
22:00	45	38	83
23:00	33	16	49
07-19	5310	3624	8933
06-22	5940	4083	10023
06-24	6018	4137	10154
00-24	6252	4263	10515
am Peak	08:00	08:00	08:00
Peak Volume	601	330	931
pm Peak	15:00	15:00	15:00
Peak Volume	550	425	975

5.3. Road safety of surrounding road network

State Growth maintains a database documenting reported road crashes. Over the past five years, four link crashes have been recorded along Stony Rise Road; all incidents resulted solely in property damage, with no injuries reported. The crash types included rear-end collisions and U-turn manoeuvres, with no occurrences involving vehicles entering from adjacent land uses.

All four link crashes involved only property damage and did not include vehicles entering from adjacent land uses. At the roundabouts at Tugrah Road and Middle Road, a small number of crashes have been recorded, including one with a minor injury. The nature and outcomes of these incidents are consistent with typical roundabout performance.

In summary, the recorded crash data does not indicate any deficiencies in the existing road infrastructure. The outcomes are in line with anticipated Safe System performance standards and do not pose any impediment to the proposed development proceeding.

6. Impact from traffic generated by this development

As indicated in section 4 of this report, the visitor accommodation sites are estimated to generate up to an additional 42 daily trips, with six trips likely to occur within the busiest peak period. The existing residential dwelling is already generating on average seven daily trips, with one trip occurring during the commuter peak periods. Visitor accommodation typically generates vehicle movements outside standard commuter peak periods. However, to adopt a conservative approach, this assessment considers a worst-case scenario in which up to six vehicle trips are generated during each weekday peak hour.

6.1. Traffic capacity on Stony Rise Road

In evaluating the impact of additional vehicles on Stony Rise Road, it is important to understand the Level of Service (LOS) that motorists are currently receiving. This is done by comparing the peak hour traffic flow with Extract 6.1 from the RTA Guide for urban environments.

Extract 6.1 – RTA Guide for level of service for urban roads

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Stony Rise Road operates at LOS B to C during peak periods, which align with standards for a State Road. The westbound flow in the morning is at the threshold between LOS C and D, and for the purpose of this assessment is classified as LOS C.

LOS C reflects stable traffic flow conditions, where there are adequate gaps for vehicles to enter and exit without interrupting overall movement. Operating speed may be influenced by other vehicles in the traffic stream, but this has minimal effect on the road's linking function.

The additional peak hour trips have been distributed to Stony Rise Road, with table below showing that this increase in vehicular trips is not anticipated to impact traffic performance, as the LOS remains unchanged.

Table 6.1 – Comparison of traffic performance on Stony Rise Road

	Existing flows				With development			
	Morning		Evening		Morning		Evening	
	NB	SB	NB	SB	NB	SB	NB	SB
Existing flows	601	330	550	425	604	333	553	426
Level of Service	C	B	C	C	C	B	C	C

6.2. Trip assignment

Visitor accommodation vehicles typically depart between 7 and 10am, with arrivals starting around midday and mostly occurring before the evening rush. This off-peak scheduling helps minimise conflicts with commuter traffic. For this traffic analysis, the impact of six vehicles leave during the morning peak on Stony Rise Road has been analysed. Since accessibility to the site is similar from both directions, it is reasonable to consider equal number of vehicles leaving and arriving from both directions. Consequently, the analysis considered three vehicles leaving in the morning peak, by turning left and right.

Similarly, in the evening peak this analysis considered the impact of six vehicles arriving, with three vehicles approaching either direction.

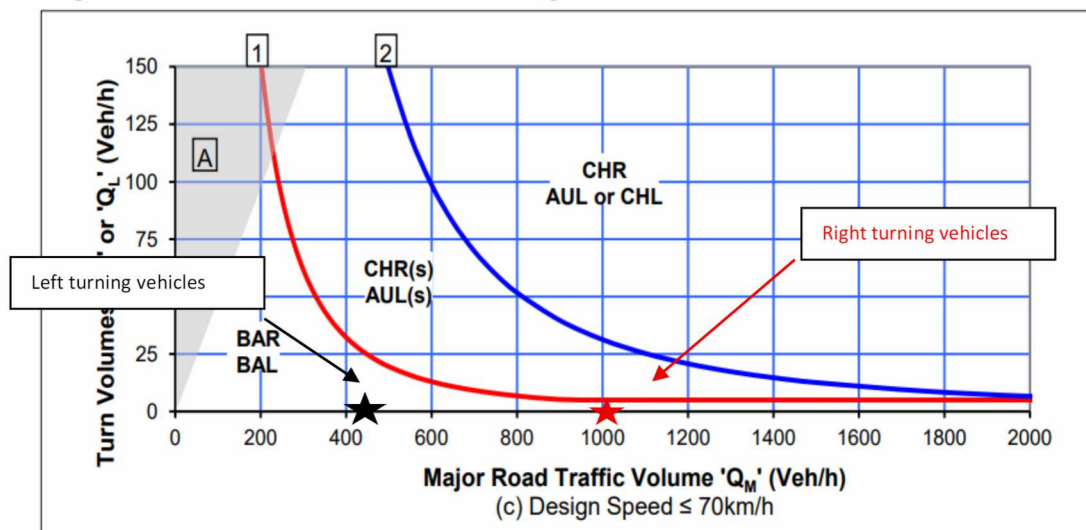
6.3. Need for dedicated turning treatments

Guidance on turning treatments is taken from Austroads Guide to Traffic Management Part 6: Intersection, Interchanges and Crossing Movements. The need for dedicated turning treatments is based on the volume of turning vehicles, the volume of through and opposing traffic, and the likelihood of delay or conflict.

Vehicles are likely to arrive outside of weekday commuter peak periods, but the impact of six trips during peak hours has been assessed. In the morning, all six vehicles are expected to leave the site. With no vehicles turning in, there is no warrant for dedicated turning treatment. During the evening peak, although three vehicles may turn right into the site, the risk of vehicles adversely impacting through traffic is low, and a dedicated right-turn lane is not warranted.

The analysis of potential turning conflicts using the Austroads warrant, indicates that the vehicle movements associated with visitor accommodation result in minimal impact on traffic flow, and therefore dedicated turning treatments are not required.

Diagram 6.3 – Austroads warrant for turning treatments

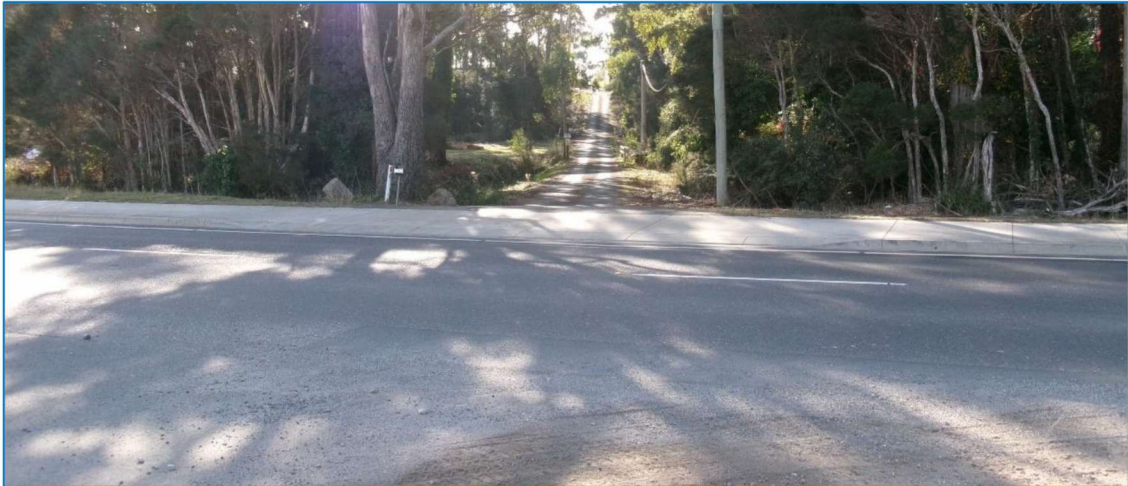


7. Access arrangement to and from the development site

7.1. Existing access

The development site will retain and operate with the existing 8.4 metre wide vehicular access onto Stony Rise Road, suitable to accommodate two-way traffic flow, and typical visitor accommodate vehicles.

Photograph 7.1 – Existing vehicular access



7.2. Sight distance for drivers leaving the development site

As the visitor accommodation sites are expected to generate motorists unfamiliar with the access, it is important that drivers have Safe Intersection Sight Distance (SISD), the highest sight distance parameter. According to Austroads, SISD for a 60 km/h speed environment is 114 metres, based on a driver reaction time of 1.5 seconds and an observation time of three seconds.

On-site measurements of the available sight distance were taken based on the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high. The available sight distance in both directions exceeds 120 metres.

With the available sight distance exceeding the SISD, vehicles will be able to enter and leave the development site in a safe and efficient manner, without impacting other road users, as illustrated in the photographs below.

Photograph 7.2A – Available sight distance to the right



Photograph 7.2B – Available sight distance to the left



7.3. Pedestrian sight distance

It is important that drivers leaving the development site have adequate sight lines to pedestrians using the footpath.

The existing footpath is located back of the kerb along Stony Rise Road, located five metres from the property line, and this provides separation between pedestrians using the footpath, and vehicles leaving the development site. The layout of the driveway access will ensure there is sufficient sight lines between drivers and pedestrians, complying with section 3.2.4 and figure 3.3 of the Australian Standard 2890.1:2004 (the Standard).

8. On-site parking and internal road layout

8.1. Number of car parking spaces

The planning scheme table C2.1 prescribes the number of on-site car parking spaces required, based on the type of land use. A Visitor Accommodation use requires one space per self-contained accommodation unit, allocated tent or caravan space, or one space per four beds, whichever is the greater, while a residential use requires two spaces per dwelling.

Based on the development containing a maximum of 14 visitor accommodation sites and retaining the existing residential dwelling, the development is required to accommodate 16 vehicles on site, to eliminate overflow parking.

8.2. On-site parking provisions

The existing residential dwelling will have adequate area to accommodate on-site parking provisions, including visitor parking, without the need of providing dedicated parking spaces.

Each visitor accommodation site will be of sufficient size to accommodate on-site parking, without the need of providing dedicated on-site car parking spaces. This meets the intent of the planning provisions.

8.3. Other parking requirements

Motorcycle parking spaces

Table C2.4 of the planning scheme specifies that there is no requirement for dedicated motorcycle parking for a site required to provide less than 20 on-site car parking spaces

Bicycle parking spaces

Table C2.1 of the planning scheme prescribes there is no requirement to provide dedicated bicycle parking spaces for both Residential and Visitor Accommodation uses.

Accessible parking spaces

Accessible parking spaces are not required for a Residential or this type of Visitor Accommodation use.

8.4. Internal Driveway

The development will retain and operate with the existing internal driveway, with no upgrades or improvements considered necessary. The driveway is a sealed surface, measuring a minimum of three metres wide and extending from Stony Rise Road.

Vegetation and a table drain separate the site from Stony Rise Road. A watercourse runs beside the driveway and crosses under a single-lane culvert about 50 metres from the road. After the culvert, a new, unformed accessway will provide cost-effective site access.

The current driveway will operate as a single-lane access, which is permitted under the Planning Scheme as it will serve fewer than 20 parking spaces. In accordance with table C2.2 of the Scheme, the driveway will provide a minimum width of 4.5 metres for the first seven metres from the Stony Rise Road carriageway, enabling two-way vehicle movement and functioning as a passing bay. A second passing bay will be located within the site, beyond the driveway culvert, where the accessway to the sites will be developed.

The two passing bays is likely to be approximately 50 metres apart, which exceeds the 30 metre requirement specified in table C2.2. However, given the low traffic volume, fewer than 50 vehicle movements per day, with a maximum of seven expected within any one hour period, or roughly one vehicle every eight minutes, operational issues are not anticipated. The likelihood of multiple vehicles using the driveway simultaneously is minimal, generating a very low queuing risk.

The straight alignment of the driveway offers clear sight distance for drivers coming from both directions and supports operational efficiency and safety.

Photograph 8.4 – Existing driveway operating with single lane culvert



8.5. Internal gradients

The existing gradient of the driveway is compliant with section 2.5.3 of the Standard, providing suitable accessibility for vehicles, including accommodation vehicles.

The visitor accommodation sites will be located on the southern portion of the property, where the area is mostly flat, and not expected to create adverse impact to vehicles accessing the sites.

8.6. Internal pedestrian pathways

No dedicated internal pedestrian pathways are considered necessary.

9. Planning scheme

9.1. C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Although the development is not providing dedicated on-site car parking spaces, there is sufficient area to accommodate the on-site parking, eliminating any parking overflow, and this complies with the acceptable solution.

C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme specifies that there is no requirement for Residential or Visitor Accommodation use to provide bicycle parking spaces.

C2.5.3 Motorcycle parking numbers

Table C2.4 of the planning scheme specifies that a use requiring less than 20 on-site car parking spaces, is not required to provide dedicated motorcycle parking spaces.

C2.5.4 Loading bays

Not required for a residential or visitor accommodation use.

C2.6. Development standards

C2.6.1 Construction of parking areas.	Assessed under the performance criteria below.
C2.6.2 Design and layout of parking areas.	Assessed under the performance criteria below.
C2.6.3 Number of accesses for vehicles.	The development will retain and operate with the existing vehicular access onto Stony Rise Road, which is suitable to accommodate two-way traffic flow, complying with the acceptable solution A1.
C2.6.4 Lighting of parking areas within the general business zone and central business zone	There is no requirement for a development within a General Residential zone.
C2.6.5 Pedestrian access.	Assessed under the performance criteria below.
C2.6.6 Loading bays.	Not required for a residential or visitor accommodation use.

C2.6.7 Bicycle parking and storage facilities	There is no requirement to provide bicycle facilities for a residential or visitor accommodation use.
C2.6.8 Siting of parking and turning areas.	Not applicable to a development within a General Residential zone.

C2.6.1 Construction of parking areas

The visitor accommodation sites, accessways, manoeuvring and circulation area will remain as an unformed surface, therefore will be assessed against the performance criteria P1.

Performance criteria	Assessment
All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:	
a) the nature of the use;	The proposal retains the existing residential dwelling and introduces 14 visitor accommodation sites suitable for caravans, RVs, or tents. These vehicles and structures are compatible with traversing and occupying unformed, or unsealed surfaces.
b) the topography of the land;	The site comprises a large, mostly undeveloped parcel of land. The southern portion is predominantly flat, supporting ease of access and manoeuvring. A watercourse runs along the western edge of the driveway, with adequate access is available a single lane culvert.
c) the drainage system available;	The site features natural cambers that direct surface water into the existing watercourse, effectively containing runoff within the property and mitigating off-site impacts.
d) the likelihood of transporting sediment or debris from the site onto a road or public place;	Unlikely. The site layout and surface treatment minimise the potential for sediment or debris to be transported beyond the property boundary.
e) the likelihood of generating dust; and	Unlikely. The grassy surface and low-intensity use reduce the likelihood of dust generation.
f) the nature of the proposed surfacing.	The development proposes to retain the current driveway, while the visitor accommodation sites will be situated on the current unformed surfaces, include grassed areas. The accessway servicing the sites will also operate on the unformed surfaces. These surfaces are consistent with the intended use and site conditions.

C2.6.2 Design and layout of parking areas

The development does not propose any dedicated on-site car parking spaces, and the spacing between passing bays is likely to exceed 30 metres. Accordingly, the proposal is assessed against Performance Criteria P1.

Performance criteria	Assessment
All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:	
a) the characteristics of the site;	The site is a large parcel of mostly undeveloped land, with an existing residential dwelling located in the northeastern corner. The site is separated from Stony Rise Road by a table drain and vegetation. An existing driveway operates along the eastern boundary, and along the western side of the driveway there is a watercourse. This watercourse crosses underneath the driveway approximately 50 metres from Stony Rise Road, limiting access options to the visitor accommodation sites.
b) the proposed slope, dimensions and layout;	Visitor accommodation sites are located in the southern portion of the site, which is generally flat. Internal grades are not expected to impede vehicle manoeuvring or circulation.
c) useability in all weather conditions;	The development will attract vehicles (e.g. caravans, RVs) that are capable of traversing grassy or unformed surfaces in all weather conditions.
d) vehicle and pedestrian safety;	Internal vehicle speeds will be low, reducing the likelihood and severity of conflicts between vehicles and pedestrians.
e) the nature and use of the development;	The development is to retain the existing residential dwelling and provide 14 visitor accommodation sites, suitable for a caravan, RV or tent.
f) the expected number and type of vehicle;	The existing residential dwelling generates approximately seven daily vehicle trips, with one trip occurring during peak periods. The proposed visitor accommodation sites are estimated to generate an additional 42 daily trips, with up to six trips during the busiest peak hour. The combined use equates to an average of one vehicle accessing the site every eight minutes, representing a low traffic volume. The dispersed nature of vehicle movements significantly reduces the likelihood of multiple vehicles operating within the site simultaneously, thereby minimising potential congestion and supporting safe internal circulation.
g) the likely use of the parking areas by a persons with a disability;	It is unlikely that persons with a disability will require access to the informal parking areas associated with the visitor accommodation sites.
h) the nature of traffic in the surrounding area;	Data extracted from the Departments database, indicates Stony Rise Road generates a consistent traffic flow, with 931 two-way vehicles in the morning peak and 975 two-way vehicles in the evening peak.
i) the proposed means of parking delineation; and	No formal parking delineation is proposed. The nature of the use and site conditions support informal parking arrangements.

j) the provisions of Australian Standard AS 2890.1:2004 – Parking facilities, Part 1: Off-street car parking and AS 2890.2:2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.	The proposal does not include formal parking facilities and is not designed to comply with AS 2890.1:2004 or AS 2890.2:2002. This is considered acceptable given the nature of the use and site context.
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C2.6.5 Pedestrian access

A use that requires 10 or more on-site car parking spaces is required to provide internal pedestrian pathways. Given the development will not provide any pedestrian pathways, it must be assessed against the performance criteria P1.

Performance criteria	Assessment
Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
a) the characteristics of the site;	The site is a large parcel of mostly undeveloped land, with an existing residential dwelling located in the northeastern corner. The site is separated from Stony Rise Road by a table drain and vegetation. An existing driveway operates along the eastern boundary, and along the western side of the driveway there is a watercourse. This watercourse crosses underneath the driveway approximately 50 metres from Stony Rise Road.
b) The nature of the use;	The development will retain the existing residential dwelling and provide 14 visitor accommodation sites, suitable for a caravan, RV or tent.
c) The number of parking spaces;	The visitor accommodation area is of sufficient size to accommodate the required 14 car parking spaces, while there is adequate area at the residential dwelling to accommodate the required parking provisions, including visitor parking.
d) The frequency of vehicle movements;	The proposed development is expected to generate low traffic volumes. The existing residential dwelling contributes approximately seven daily vehicle trips, with one occurring during peak periods. The 14 visitor accommodation sites are estimated to generate an additional 42 daily trips, with up to six occurring during the busiest hour. Combined, a maximum of seven vehicle movements within any one-hour period, equating to an average of one vehicle accessing or exiting the site every eight minutes. This low-frequency movement pattern significantly reduces the likelihood of vehicle conflict and supports safe and efficient internal circulation
e) The needs of a person with a disability;	It is unlikely that persons with a disability will require access to the informal parking areas associated with the visitor accommodation sites.

f) The location and number of footpath crossings;	No formal footpath crossings are proposed or required.
g) Vehicle and pedestrian traffic safety;	Internal vehicle speeds will be low, reducing the likelihood and severity of conflicts between vehicles and pedestrians. The informal layout and low traffic volumes support safe pedestrian movement.
h) The location of any access ways or parking aisles; and	The internal driveway is separated from the visitor accommodation sites. The entire area functions as an informal access way, with sufficient space for circulation
i) Any protective devices proposed for pedestrian safety.	No formal protective devices are proposed. Given the low traffic volumes and informal nature of the site, this is considered acceptable.

9.2. C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

The development will increase the use of the existing access by more than 20 percent, and as such, is required to be assessed against the performance criteria P1.

Performance criteria	Assessment
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;	The visitor accommodation sites are estimated to generate an additional 42 daily trips, with up to six trips occurring within the busiest peak hour. The existing residential dwelling is already generating seven daily trips, with one occurring within the commuter peak periods.
b) The nature of the traffic generated by the use;	It is expected that the development will mostly generate light vehicles measuring less than 5.5 metres in length. Some light vehicles are expected to be towing a caravan, to park at the site, while the largest vehicle is expected to be an RV. These vehicles are compatible with the existing traffic on the surrounding road network.
c) The nature of the road	Stony Rise Road serves as a key connecting road within Devonport's transport network, providing a strategic east to west connection between residential areas, industrial precincts, and regional transport corridors. Its function extends beyond local access, supporting freight movement, commuter traffic, and access to significant land-use developments including commercial centres and emerging residential growth areas. There is sufficient available sight distance at the proposed new junction onto Stony Rise Road, exceeding the required SISD for the prevailing speed environment, ensuring vehicles can enter and leave the site, in a safe and efficient manner.

d) The speed limit and traffic flow of the road	Stony Rise Road has a posted 60 km/h speed limit. Data extracted from the Departments database, indicates Stony Rise Road generates a consistent traffic flow, with 931 two-way vehicles in the morning peak and 975 two-way vehicles in the evening peak. The additional vehicles generated by the development are not expected to deteriorate the level of traffic performance or efficiency motorists are currently receiving.
e) Any alternative access to a road	None.
f) The need for the use	The development will provide new visitor accommodation sites, attracting visitors from outside of the municipality.
g) Any traffic impact assessment	A traffic impact assessment has found no reason for this development not to proceed.
h) Any advice received from the rail or road authority	Aware of none.


10. Conclusion


From a traffic engineering and road safety perspective, additional traffic generated from this development is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:


- traffic generated is considered to be low and there is sufficient capacity within the current road network to absorb the extra traffic movements,
- there is sufficient available sight distance at the existing vehicular access, complying with the highest sight distance parameter SISD, ensuring that vehicles can enter and leave the development site in a safe and efficient manner,
- there is sufficient area within the development site to accommodate on-site parking, without the need of providing dedicated car parking spaces,
- visitor accommodation vehicles typically depart between 7 and 10am, with arrivals starting around midday and mostly occurring before the evening rush. This off-peak scheduling helps minimise conflicts with commuter traffic, and dedicated turning treatments are not considered necessary, and
- the standard of existing driveway and access is considered appropriate for this type of use.

This Traffic Impact Assessment found no reason for this development not to proceed.



 White Arrows indicate entry and exit

 Green dot indicates where natives will be planted as a natural privacy barrier

 Text Box Indicates Individual Sites