

Melissa Shipman

From: Grant Fisher
Sent: Thursday, 17 May 2018 03:01 p.m.
To: Melissa Shipman
Subject: Tomahawk Road Function Venue

Tomahawk Road Function Venue

Hi Melissa,

I have undertaken a preliminary assessment of this application, and can offer the following commentary:

1. Privately maintained vehicle access within legal road:
 - The DCC does not maintain this unsealed access, and it is understood that the applicant has indicated that they do. The legal road is, however, accessible by the public. The proposal will result in significant increase of the vehicle access that comes off Tomahawk Road, including heavy vehicles such as coaches. The applicant/landowner will be the predominant user.
 - Transport considers there to be significant risk of failure of the vehicle access due to the type and intensity of traffic proposed, which may endanger road users including the general public. The access also passes through an urban area, close to existing dwellings, and there are anticipated to be noise and dust effects on these dwellings which should be more comprehensively assessed. Our experience with maintaining a large unsealed road network is that the vegetation is not as effective at intercepting dust as is submitted in the application.
 - It is recommended that the applicant provide evidence from a suitably qualified engineer that the access will be able to withstand proposed traffic volumes and types.
 - While the applicant submits that road noise is anticipated to be generated from vehicles using legal road, it is noted that part of the vehicle access is located within an urban area, and that unsealed roads are generally not appropriate within urban areas. It is therefore recommended the applicant mitigate noise and dust effects arising due to the increased use of the access, and that sealing be investigated at least where the access is located in close proximity to residential activity.
2. There are essentially no opportunities for vehicles to pass on the vehicle access within the site. While the possibility of this occurring might be low, the consequences of this happening are severe (i.e. a vehicle needing to reverse a significant distance). Appropriate passing provisions should be investigated and installed.
3. Parking provisions appear to be more than adequate, however I note that you may be wishing to reduce the size of the parking area within the site. Care should be taken to ensure adequate parking is retained for the proposal. Parking spaces should be adequately demarcated.

Let me know if you would like any further comment in relation to transport matters.

Thanks,

Grant Fisher
Planner/Engineer
Transport
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