



8 October 2021

The Secretary
Public Works Committee
Parliament House
Hobart TAS 7000

Attention: Scott Hennessy

By email: scott.hennessy@parliament.tas.gov.au

Submission – Tasman Highway to Midway Point Causeway

We refer to the Committee’s recent call for submissions in respect of the above. This submission consists of this letter, together with four map schedules.

We write with particular reference to ‘Milford’, the property that is adjacent to the north-eastern boundary of the Hobart Precinct along Pittwater Road, located at 1431 Tasman Highway, Cambridge, TAS 7170 (**Milford**), also identified in Schedule One to this letter.

The Committee should note that:

1. Milford is within Hobart Airport’s Off-Airport Emergency Response Area as shown in Schedule Two to this letter;
2. in the event of an aviation emergency affecting Milford, the Aviation Rescue Fire Fighting Service (**ARFF**), requires unimpeded road access to that property; and
3. as an entity with regulatory authority in respect of aviation and community safety, Hobart Airport is required to ensure that ARFF has adequate access from the Hobart Airport precinct to the Off-Airport Emergency Response Area.

Proposed highway development

Hobart Airport understands that the Department of State Growth intends to:

1. re-calibrate the Pittwater intersection, shifting the entrance to the road back towards the south-west;
2. install traffic lights at that intersection;
3. position a centre-line barrier on the Tasman Highway from that intersection onwards to Midway Point; and
4. potentially remove the Pittwater Road access points to Milford.

The potential removal of access points from Pittwater Road to Milford will impede ARFF’s (and other emergency services such as Tasmanian Fire Service) emergency access to Milford, because:

- (a) this will mean that such services will only have access to Milford at the north-eastern end of that property;



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- (b) we understand the Milford corner access will, following the re-calibration of the Pittwater intersection, no longer be accessible to north-eastern bound traffic on the Tasman Highway;
- (c) the southern parts of Milford (a very extensive property) are likely to be inaccessible from that access point;
- (d) the north-eastern access is likely to be affected by the centre-line barrier;
- (e) ARFF will no longer have access to Milford along Pittwater Road at points that are contiguous with the Hobart Airport frangible crash gates – these permit ARFF vehicles to have direct access to the Off-Airport Emergency Response Area during an emergency.

Access following the proposed development

Following the installation of a centre-line barrier along the Tasman Highway, ARFF vehicles would need to progress along the Tasman Highway to a point where the vehicles can safely perform a u-turn.

There are some key points to note about this:

- (a) it is expected that the nearest position where a U-turn could be performed would be at the roundabout at Midway Point. This assumes:
 - (i) that the Midway Point causeway, a vulnerable point in the road network, has not been affected, impeded, or compromised at the time of the event; and
 - (ii) that the ARFF vehicles can satisfactorily perform a u-turn at the Midway Point roundabout (which is a smaller roundabout). We understand that this assumption may not be correct, as no upgrade to the roundabout appears to be planned. If this assumption is not correct, the vehicles would need to travel to Sorell, which would greatly extend the journey;
- (b) the route for the vehicles to achieve a turn at Midway Point is a 6 kilometre return journey from the corner of Pittwater Road, adding significantly to the emergency response time. The route could also be impeded by traffic during peak hours.

Hobart Airport considers that these access issues ought to be satisfactorily addressed in conjunction with the proposed development of the Tasman Highway.

Proposed Solution

In order to ensure the best safety outcome for the local community, Hobart Airport advocates for the Committee to consider making a recommendation to the effect that the Department of State Growth provides ARFF with satisfactory direct access to Milford from Pittwater Road at a point that is opposite or adjacent to Hobart Airport's frangible gates (numbers 8 and 9 - the areas identified with a blue box as the 'Preferred Access Zones' in Schedule Four).





In Hobart Airport's view, this will greatly assist both Hobart Airport and ARFF:

- (a) to ensure that the Off-Airport Emergency Response Area remains accessible in the event of any emergency; and
- (b) with their responsibility to keep the local community safe.

We trust you will take Hobart Airport's concerns into account during the course of your deliberations.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Matt Cocker', written over a faint dotted line.

Matt Cocker
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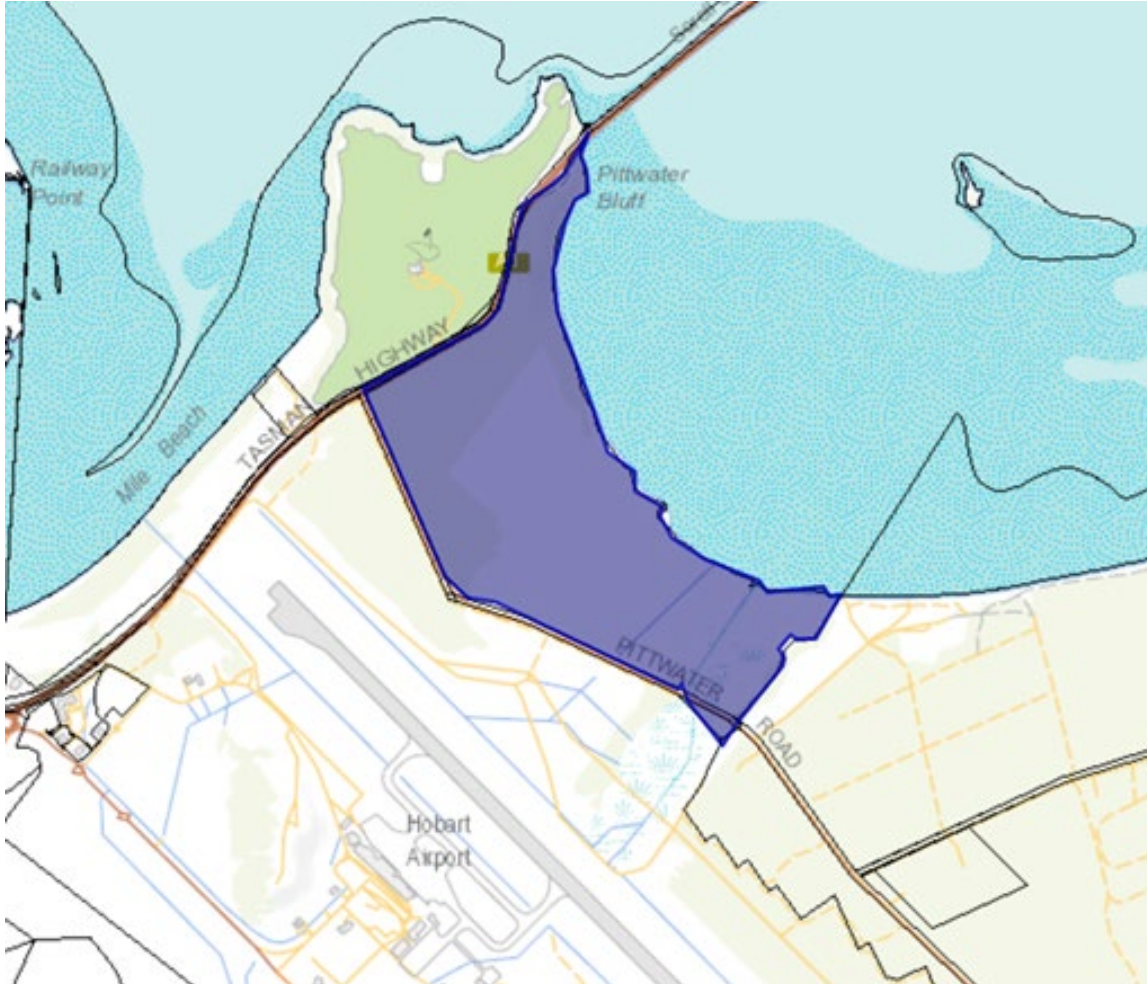
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SCHEDULE ONE



Location of "Milford" (dark blue) in relation to Hobart Airport



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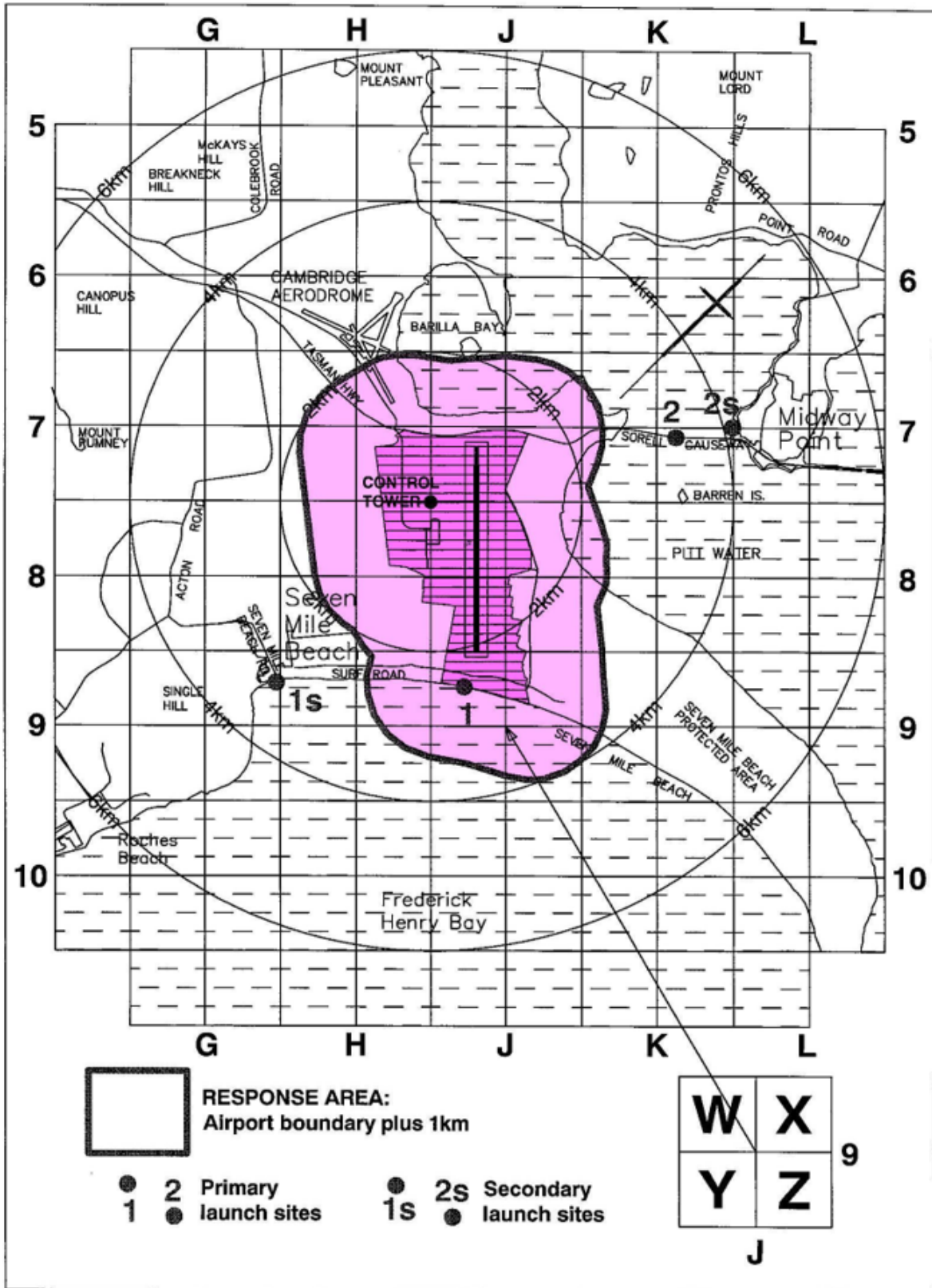
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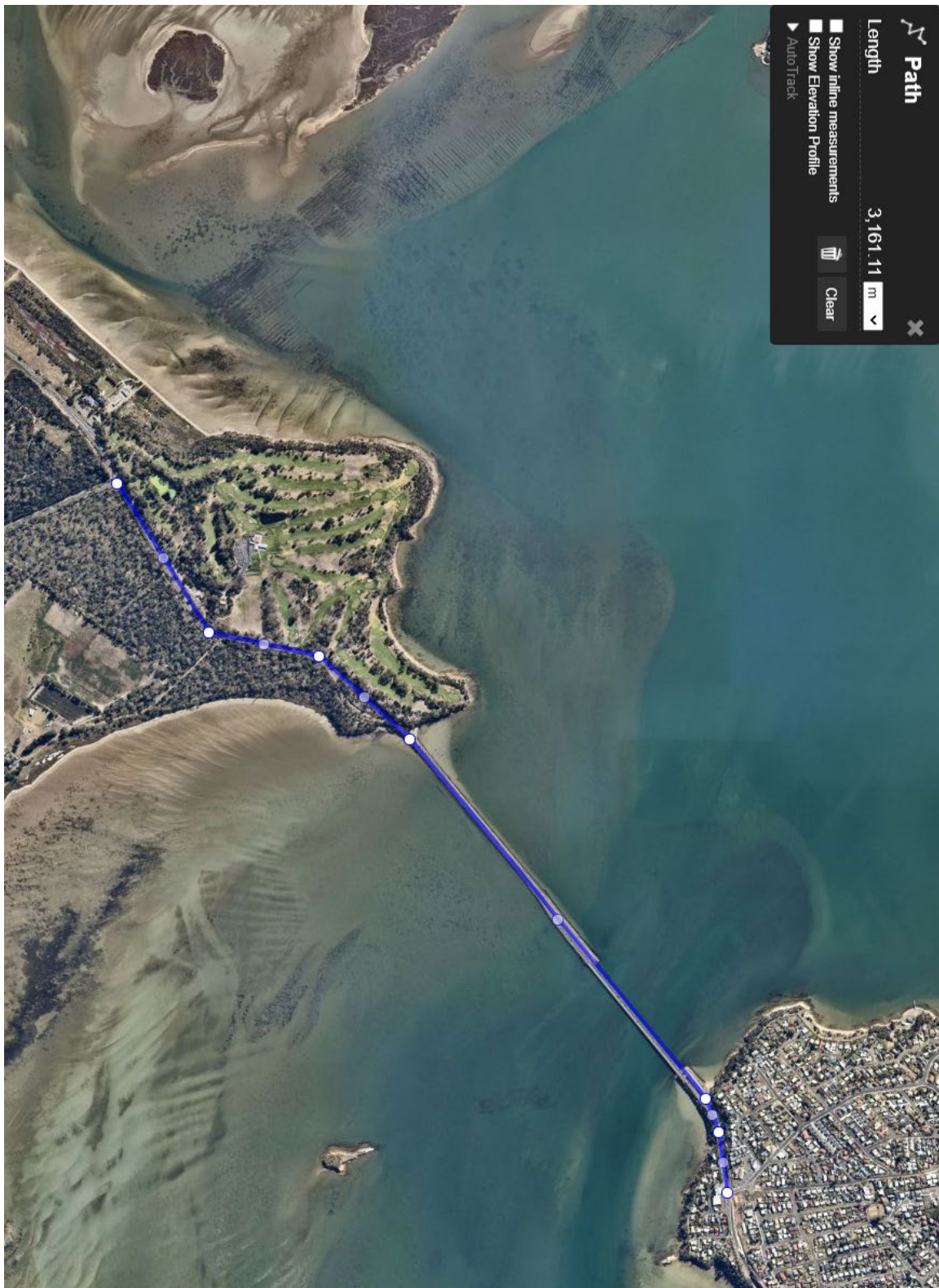
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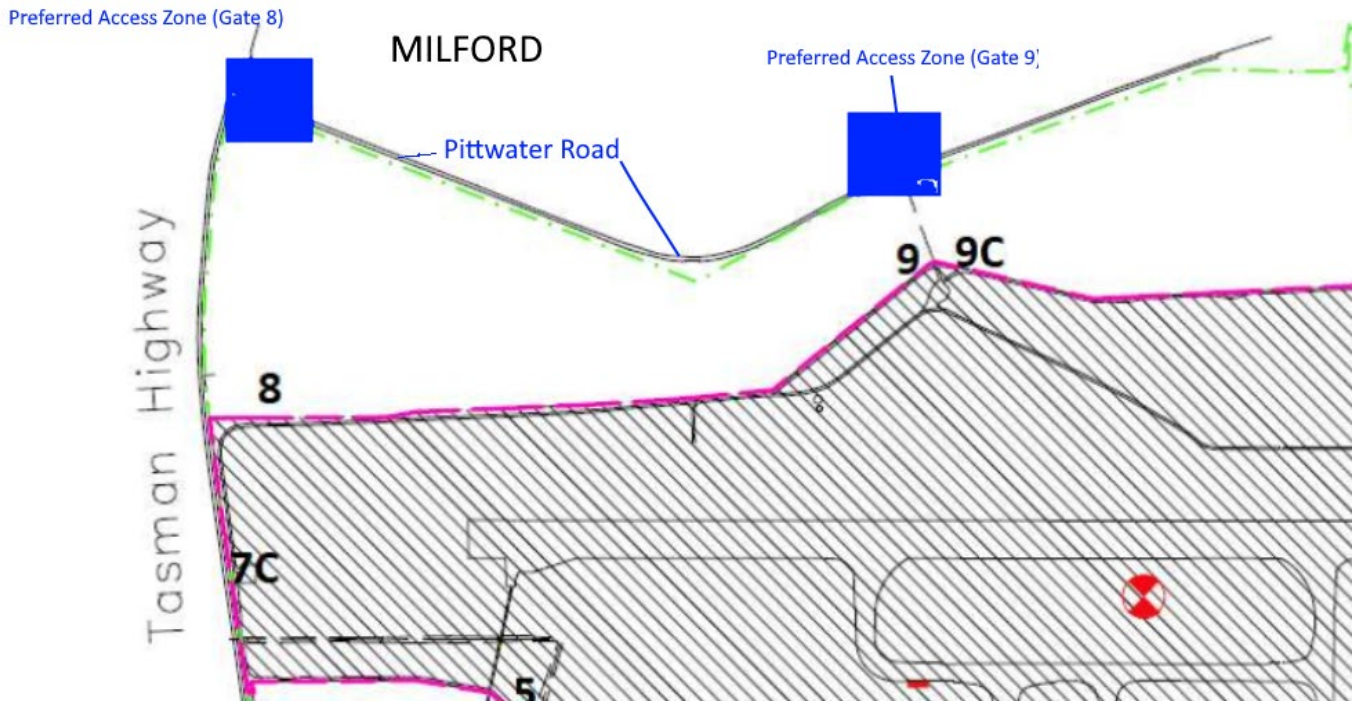
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