

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref:

Mr. Scott Hennessy
Secretary – Public Works Committee
Parliament of Tasmania
Via email: publicworks@parliament.tas.gov.au

Dear Mr. Hennessy,

Re: Rokeby Road – South Arm Upgrades – Acton Road Intersection | Matters Taken on Notice

Thank you for your letter of 12 January 2026 regarding matters taken notice at the public hearing on the Rokeby Road – South Arm Upgrades – Acton Road Intersection on Tuesday, 16 December 2025.

Please see the requested additional information listed below.

1. Do any private bus companies transport students to and from Lauderdale Primary School, and if so, have they been consulted on the proposed works?

Some private bus companies do transport students to and from Lauderdale Primary School. These private companies have not been specifically consulted as the design bus considerations have been developed through consultation with Lauderdale Primary School and Metro Tasmania. Metro Tasmania and Lauderdale Primary School have been consulted to understand future usage and provision has been made for accommodation of articulated buses to future proof the site.

2. Please provide data on the level of service at the Acton Road intersection, specifically in relation to the level of queuing during peak periods, compared to off-peak periods.

Traffic modelling was completed based on the peak periods, to confirm Levels of Service and queuing during the morning peak and afternoon school pick-up and peak periods. The modelling is used to inform capacity requirements for the intersection, so off-peak periods were not modelled. Level of Service impact is defined in Table 1 below.

Table 1: Level of Service impact

Level of Service	Delay per Vehicle (seconds)
	Traffic Signals
A	10 or less
B	10 to 20

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C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

Please see Table 2 below SiDRA modelling results for the overall intersection LOS and 95th percentile queue lengths over time for all vehicles in both the AM and PM peak periods.

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Table 2: SiDRA modelling results

	2023				2033				2043			
	Existing Condition Worst Movement*	AM Peak	PM School pick-up	PM Peak	Existing Condition Worst Movement*	AM Peak	PM School pick-up	PM Peak	Existing Condition Worst Movement*	AM Peak	PM School pick-up	PM Peak
Total Vehicles	1638	1638	1460	1425	2245	2245	2000	2108	3075	3075	2741	2890
Level of Service	D	B	B	B	F	B	B	B	F	C	C	D
95th percentile Queue length (m)	29	43	44	78	366	77	77	114	1513	178	161	299

* An overall intersection Level of Service is not available for the existing intersection performance as the average delay is not a good measure due to zero delays associated with major road movements i.e. South Arm Road traffic currently has priority.

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3. Please provide data on the modes of transport used by students attending Lauderdale Primary School (for example, public transport, private bus transport, private vehicles, walk, ride etc).

Estimated that 80% travel by private vehicles, 15% by buses and the balance walk or ride.

4. Is out-of-school care or other out-of-school activities conducted at Lauderdale Primary School or nearby that impact traffic volumes/congestion?

Outside School Hour Care and Long Day Care are provided by a private child care operator (Discovery) in a neighboring private property to the school. The impact to traffic volumes and congestion is accounted for within the existing traffic counts and is therefore considered within the broader traffic modelling.

5. Please provide information on the proposed bioretention pond and the impact on water quality in the Ralph's Bay Conservation Area, as well as the impact to the Tasmanian Parks and Wildlife Service.

Modelling of the impact of water quality output to Ralph's Bay has been completed for the project based on the Department of State Growth Drainage Design Standards, the State Stormwater Strategy and the Clarence City Council Stormwater Development Policy. The modelling shows that despite an increased flow, the treatment provided by the bio-retention basin exceeds the design standards and provides an overall improvement to the quality of water entering Ralph's Bay when compared to the existing conditions. Please refer to Table 3 for the modelling results summary.

Table 3: Stormwater modelling results:

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	Untreated		Design Performance		Post Development Discharge vs existing discharge	Performance against standards		
	Existing	Proposed	Existing	Proposed		Post Development Reduction vs Post Development Sources	Compliant (Y/N)	Comment
Flow (ML/yr)	4.0	7.9	4.0	7.3	Increased volume of water as expected.	-	-	-
Total Suspended Solids (kg/yr)	1320	2970	99	93	6% reduction despite 55% increase in catchment	96.9%	Y	Meets reduction target (80%)
Total Phosphorus (kg/yr)	1.5	4.0	0.6	0.3	50% reduction in TP compared to existing	91.6%	Y	Meets reduction target (45%)
Total Nitrogen (kg/yr)	8.9	16.7	7.5	5.7	24% reduction in TN compared to existing	65.6%	Y	Meets reduction target (45%)
Gross Pollutants (kg/yr)	55.8	211	0	0	Same as existing	100%	Y	Meets reduction target (90%)

Tasmanian Parks and Wildlife Service have been provided with a briefing by the project team, and a Reserve Activity Assessment has been submitted and is under review. The Department of State Growth and Tasmanian Parks and Wildlife Service are planning to enter an agreement for the Department of State Growth to licence and maintain the bio-retention basin to limit the impact to Tasmanian Parks and Wildlife Service.

6. Please provide information on the street lighting to be retained at the intersection, as well as any additional street lighting and lighting for pedestrians included in the design.

Currently there are only two light fittings at the intersection, one at the opposite side of the intersection and one opposite the school entrance, which provide basic flag lighting (warning that the intersection exists).

The lighting for the new intersection has been designed in accordance with Department of State Growth and Australian Standards. The design consists of 'double arm' light poles within the traffic islands and central median on each approach. Light modelling has confirmed that the design meets the standards for both the roadways and pedestrian areas.

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7. Please provide further information on the trees in the area of the proposed works, both those that are being retained and removed, including the tree species, the potential type of habitat (i.e. foraging, nesting) provided by these trees, and the species these trees are potential habitat for.

The natural values assessment identified potential habitat trees that would either be directly within the project area or that could have their tree protection zones (TPZ) encroached by more than the reasonable tolerance. The initial survey indicated that some of these trees provide a foraging source for the Swift Parrot, and in some cases, potential nesting habitat for Swift Parrots and Blue-winged Parrots.

A further arborist assessment was completed after the initial assessment, and identified:

- 31 Swift Parrot habitat trees
 - The project will impact up to 23 of these trees for foraging habitat, and 15 of those also have potential nesting features.
 - No nesting features have been confirmed in the assessments completed, and it is deemed that there is a low likelihood of Swift Parrots using these trees as nesting habitats due to the high availability of habitat in nearby areas such as the Meehan Range and competition with other non-threatened species that are more tolerant to urban environments.
- 15 Blue-winged Parrot habitat trees
 - These are the same 15 trees identified with potential nesting features for the Swift Parrot.
 - The likelihood of Blue-winged Parrots using these trees for nesting habitats is considered low due to the high availability of habitat in nearby areas such as the Meehan Range and competition with other non-threatened species that are more tolerant to urban environments

8. Please provide further information on the reasons why land is not being acquired or used on the northern side of South Arm Road (i.e. on the side of Lauderdale Primary School)

The land on the northern side of South Arm Road, where Lauderdale Primary School is sited, currently includes an important pedestrian route for students coming from Lauderdale along South Arm Road, which needs to be retained for the safety

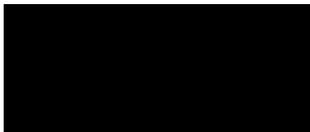
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of the students. It also contains operational areas of the school which would have a high cost to relocate, or which would be impacted by noise, with potential to cause negative impacts on educational outcomes if the road was brought into close proximity. Therefore, the Lauderdale Primary School land and adjacent shared user path has not been acquired or used as part of the project so far as reasonably practicable.

Please contact Scott Muirhead by email at scott.muirhead@stategrowth.tas.gov.au or telephone on 0431 035 677 for more information.

Yours sincerely



Sven Meyer
Director, Development and Delivery
Department of State Growth
21 January 2026