Report to support a Development Application for 832 Hobart Road Breadalbane

transport | community | mining | industrial | food & beverage | carbon & energy

Prepared for: A and K Futures Pty Ltd

Client representative: Anthony Edwards

Date: 23 June 2016
Rev00

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the challenges of a changing world.

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Prepared by: ..... Date: 23 June 2016
Kate Jones

Reviewed by: ..... Date: 23 June 2016
Ian Abernethy

Authorised by: ..... Date: 23 June 2016
Ian Abernethy

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date

1. Introduction

The subject site at 832 Hobart Road, Breadalbane has previously been granted development approval (P14-106) for the construction and use of a tourist facility, including;

- caretakers residence and shed
- the establishment of a berry growing venture
- 8 short term accommodation cabins
- associated signage, car parking and landscaping

A subsequent development application is now being lodged to increase the scale of this previously approved tourist facility.

pitt&sherry have been engaged to provide this report for the purpose of supporting a development application for this new development, being:

- 22 Camp/RV sites
- 24 Cabin sites (with parking space for each)
- Manager's Dwelling x2 (inc reception)
- On-site water system and related infrastructure
- Landscaping
- 4 signs

2. Site Analysis

2.1 Location

The site is located at 832 Hobart Road, Breadalbane. The site is bordered by the Midland Highway to the west and Hobart Road to the east. Figure 1 is a locality plan showing the site in the context of the surrounding semi rural area. A speed limit of 110km/h applies to the Midland Highway and a speed limit of 100km/h applies to Hobart Road. The Launceston Airport is located approximately 1.5 km to the south east of the site, while the urban perimeter of the City of Launceston is located approximately 3.5 km to the north of the site.

There are current major roadworks related to the Midland Highway which will see this highway some 70 – 100m further west away from the subject site.

Figure 1 Location of the site at 832 Hobart Road, Breadalbane

2.2 Titles

The proposed development is to occur on CT109407/1. A copy of this title is provided at **Appendix A.** The listed owner is A & K Futures Pty. Ltd. The site has an area of 5.0 hectares.

2.3 Current Use

The site is currently vacant and is used for the grazing of sheep.

2.4 Environmental Considerations

Flora and Fauna

The site is located within the rural area on the outskirts of Breadalbane settlement and does not support any remnant native vegetation and hence, any habitat of threatened species. A search of the Natural Values Atlas has revealed no recorded species on the subject site.

Land Capability

The site is not classed as 'prime agricultural land', meaning it is not classified as Class 1, 2 or 3 in the Land Capability Handbook, C J Grose, 1999, Dept. Of Primary Industries, Water and Environment, Tasmania. An Agricultural Report written by Macquarie Franklin in June 2016 is submitted at **Appendix B.**

In summary the report notes:

The climate of the region combined with the topography is limited in the range of suitable temperate crops and agricultural enterprises, however the size of the property severely limits any agricultural activity as there is insufficient scale to economically produce either livestock or horticultural enterprise. In addition the close proximity to residential blocks will potentially significantly limit the regular agricultural activities such as spraying and cultivation due to noise and odour emissions.

The proposed development will provide economic benefit to the region through the development of visitor accommodation and will not be a loss of significant agricultural land due to the already severely limited scale and shape of the existing property being insufficient to undertake intensive agricultural development.

2.5 Historic Heritage

The site is currently vacant with no signs of previous development. The Australian Heritage Places Inventory has revealed no recorded heritage items on the site[1].

3. Proposal Description

This development application is seeking to increase the scale of the previously approved tourist facility on site.

This application is for the use of 'visitor accommodation', and includes;

- 24 holiday cabins (car parking space for each)
- 22 RV/Caravan sites
- A Manager's Residence x 2 (including reception area and related facilities)
- A waste water treatment system
- 4 signs

A detailed set of plans are located at **Appendix C** to this report.

This report is supported by a Traffic Impact Assessment (TIA) that demonstrates the ability of the local road network to accommodate the traffic likely to be generated by this proposed use, this TIA can be found at **Appendix D**.

A Bushfire assessment has been submitted based on the current versions of the Bushfire Code **Appendix E.**

A waste water report has been commissioned for this development – the recommendations are included in the site plan **Appendix F**.

A noise report was commissioned for the current proposal **Appendix G.**

[1] Department of the Environment, 2016

4. Planning Matters

4.1 Planning Scheme

The land subject to the proposed development is located within the Northern Midlands Council municipality and is subject to the provisions of the *Northern Midlands Interim planning Scheme 2013* (the Planning Scheme).

4.2 Use Definition

Within Clause 8.2 of the Scheme, Table 8.2 Use Classes, provides a definition of uses. It is considered that the proposal fits within the following definition of:

Visitor Accommodation

Use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.

4.3 Zoning

The land subject to the proposed development is primarily located within the Rural Resource Zone, in accordance with the Planning Scheme maps. Clause 26 of the Scheme prescribes the provisions relating to this zone.

The Zone Purpose Statement (Clause 26.1.1) encourages the sustainable use or development of resources for agriculture, forestry, mining and other primary industries, however other uses are to be provided for if they do not constrain or conflict with resource development uses. Specifically, tourism-related use and development is encouraged, with the condition that it will not compromise the sustainable development of rural resources.

There are Local Area Objectives stated at Clause 26.1.2. Tourism is referred to in part c) of this clause as an important contributor to the rural economy, which can value add to primary industries through visitor facilities.

The Desired Future Character Statement recognises the importance of visual amenity and encourages non-obtrusive development within the rural landscape.

The proposed development is consistent with the purpose of the zone.

4.4 Use Status

Within the Rural Resource Zone, the status of different use categories is specified within the Use Table.

The use class of Visitor Accommodation is a Discretionary Use within this table. The Manager's Residence is a use ancillary to the primary use of Visitor Accommodation. Taken in its own right the Manager's Residence is a Discretionary use.

4.5 Use Standards

The following Table 1, provides a response to the Use Standards prescribed within Clause 26.3.

Table 1. Response to Use Standards relative to Rural Resources Zone

Scheme Provision	Response
Clause 26.3.1 - Discretionary Uses if Not A Single Dwelling	
P1.1	The use is consistent with the Local Area Objectives as describes in Section 4.3 above.
P1.2	The proposed use is not for business and professional services and general retail and hire. This standard is not applicable.
P2.1	N/A - The use is not for utilities, extractive industries or controlled environment agriculture.
P2.2	The site is not classed as 'prime agricultural land', meaning it is not classified as Class 1, 2 or 3 in the Land Capability Handbook, C J Grose, 1999, Dept. Of Primary Industries, Water and Environment, Tasmania. See Section 2.4 of this report.
P3	A report has been submitted as an appendix to this report by Macquarie Franklin regarding the development of the site in relation to its agricultural land capability. The proposed use is in accordance with this performance standard as outlined within the Agricultural Report.
P4	a) Emissions from the use and development proposed will be treated through the waste water treatment system proposed. b) N/A - the use proposed is not a primary industry use. c) The capacity of the local road network can accommodate the traffic likely to be generated by the proposed use. This is demonstrated within the Traffic Impact Assessment which can be found at **Appendix D** to this report.
P5	The location of the development is considered appropriate as well as the size and scale of the development. The development is consistent with the style, size and scale of similar buildings in the locality (domestic/residential in scale and nature), whilst not being located on a skyline or ridgeline. The structure is setback from Hobart Road and the Midland Highway, reducing the visual impact from the public road. Vegetation on site will be retained. New planting will supplement the existing and provide shade throughout the site.
Clause 26.3.2 - Dwellings	
P1.1	The proposed manager's dwelling/s is/are ancillary to the main use as Visitor Accommodation. A report which supported the previous application has been reproduced which discusses the agricultural impact of this development.
P1.2	An assessment of Waste Water has been undertaken and a system designed by a suitably qualified person which contains the waste waters on site.
P1.3	The lot has frontage to Hobart Road
Clause 26.3.3 - Irrigation Districts	
A1 or P1	N/a in this instance

4.5.1 Development Standards

The following Table 1, provides a response to the Development Standards prescribed within Clause 26.4.

Table 2. Response to Development Standards relative to Rural Resources Zone

Scheme Provision	Response
Clause 26.4.1 - Building Location and Appearance	
A1	Compliance is claimed against A1 as the buildings will be less than 8m in height.
P2	Compliance relies on Performance Criteria – the setback from the current Midland Highway is 40m. At this point the Highway is in a cutting and the site is not readily visible. On completion of the realignment of the highway the site will be some 140m from the highway. In terms of setback from Hobart Road the development follows a similar line to other residential developments in the area. Conditions can be applied requiring more planting along the Highway and Hobart Road boundaries if deemed essential by Council.
Clause 28.4.2 - Subdivision	
A1 - A2	N/A - The development application does not relate to subdivision.

4.6 Codes

Bushfire Prone Area Code

Changes to the Bushfire Code have made this type of development excluded from the application of this Code. A Bushfire Assessment attached at **Appendix E** explains these changes.

Car Parking

The proposal includes provision for 1 parking space per cabin plus space at each campsite to park a car.

The *Northern Midlands Interim Planning Scheme 2013* specifies for Visitor Accommodation that 1 parking space is to be provided per unit or per 4 beds, whichever is greater. Each of the cabins in the development has 3 beds and therefore the car parking complies with the requirements set out in the Interim Planning Scheme.

Bicycle Parking can be accommodated within the caretaker's residence or around each cabin. This is a matter which can be conditioned should Council wish more detail.

Roads and Railway Asset Code

The traffic movements generated by the development are low. When compared with the existing traffic volumes on the road network, the additional movements generated by the development would not be expected to compromise the function or safety of the surrounding road network including the Hobart Road/ Evandale Road/ Midland Highway roundabout.

The proposed caravan and cabin tourist park at 832 Hobart Road in Breadalbane has been assessed in accordance with the Department of State Growth's ***Framework for Undertaking Traffic Impact Assessments.***

The analysis and discussions presented in the report can be summarised as follows:

- The additional traffic volumes generated by the development are expected to have a minimal impact on the safety and operation of the surrounding road network
- The proposed parking meets the requirements of the Northern Midlands Interim Planning Scheme 2013
- Vehicles up to the size of a motorhome are able to access the site and travel around the internal access roads subject to amendments suggested in this report which include road widening and lengthening of the dump point vehicle access. Only small vehicles should use campsite 22
- The available sight distances on Hobart Road are in excess of AUSTROADS requirements subject to regular trimming of an existing tree to the south of the site access.

A copy of the TIA is attached at **Appendix D.**

Attenuation Code

Part of the site falls within the buffer area for the quarries on the eastern side of Hobart Road. This encroachment refers to title boundary rather than operational area of the quarries. From an operational point of view the development is more than 1.3km from the nearest quarry site.

The previous proposal was supported by a noise and vibration report which concluded that the greatest noise source to impact on this site would be the Midland Highway (rather than any quarry operation).A new report has been commissioned to support this proposal and arrives at the same conclusion.. The noise report is attached at **Appendix G.**

Airport Impact Management Code

The Airport Impact Management Code covers a small fraction of the site in the north eastern corner.

A noise report supports this development **Appendix G.** The new noise report supports the noise report submitted to support the previous development application.

An assessment provides that the Australian Noise Exposure Forecast (ANEF) 25 contour just touches the site and the proposed buildings lie beyond the ANEF 25 contour line. There will be no requirement for the new buildings to comply with the *Australian Standard 2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.*

All proposed buildings lie beyond the ANEF 25 contour line.

In terms of Obstacles to Aircraft the proposed buildings are set low in the landscape, are of sufficient height so as not to break the OSL and are of a similar height to other developments on the western side of Hobart Road.

Sign Code

It is proposed that four free standing signs be placed on site. These signs are dimensioned on the submitted plans. They are non-illuminated signboards directly people to the site and the entrance – as such they perform a safety role – avoiding confusion in regard as to entering/locating the site.

The signs are best described as "Pole Signs" within the Planning Scheme. Pole signs are covered by

E15.5.3 P35 A pole sign located in the:
- *General Business Zone; or*
- *General Industrial Zone; or*
- *Local Business Zone; or*
- *Light Industrial Zone; or*
- *Rural Resource Zone; or*
- *Village Zone*

must demonstrate that:
a) the sign is integral to the particular use of the site; and
b) no other form of permitted signage will meet the needs of the proprietor; and
c) the sign does not unreasonably dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and
d) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.

The signs are a required element of the development – to give warning of the site to those seeking accommodation. It should be noted two signs facing Hobart Road were approved under the previous application.

There are no other permitted signage which would meet the needs of the operator – any sign attached to a building is going to be totally irrelevant to the operation of a building. Signs located within the site are preferable to A Frames located in the road reserve which can be blown over that cause a traffic hazard.

Given the size of the site and the location of any public road the signs are not going to dominate the streetscape – similar sized signs are located on Hobart Road advertising other businesses in the area.

The signs do not conflict with the Zone Purpose as expressed in Clause 26.1 (Rural Resource Zone). Indeed the Zone anticipates tourism-related uses and development establishing in the rural area – Clause 26.1.1.4. By deduction signage would be needed to support these tourism uses.

5. Conclusion

The suitability of this site for the proposed use has already been established by the previous development approval. This is an expansion of that approved use – a refinement of development to make it more financially sustainable. There are few good planning reasons why this development should not be supported.

Appendix A

Copy of Certificate of Title

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
109407	1
EDITION	DATE OF ISSUE
8	16-Sep-2013

SEARCH DATE : 27-Sep-2013
SEARCH TIME : 04.21 PM

DESCRIPTION OF LAND

Parish of BREADALBANE, Land District of CORNWALL
Lot 1 on Plan 109407
Being the land secondly described in Conveyance 54/2834
Excepting thereout Lot 1 (Diagram 23213) 7.241Ha. and Lot 1 (Diagram 30143) 40.07Ha.
Derivation : Part of 584 acres Granted to Thomas Scott
Derived from A12704a

SCHEDULE 1

M431493 TRANSFER to JAMIE FRANCIS WELSFORD and MARIA ALBERTA BRINK Registered 16-Sep-2013 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the LIST

PLAN 1-214

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmania
Explore the possibilities

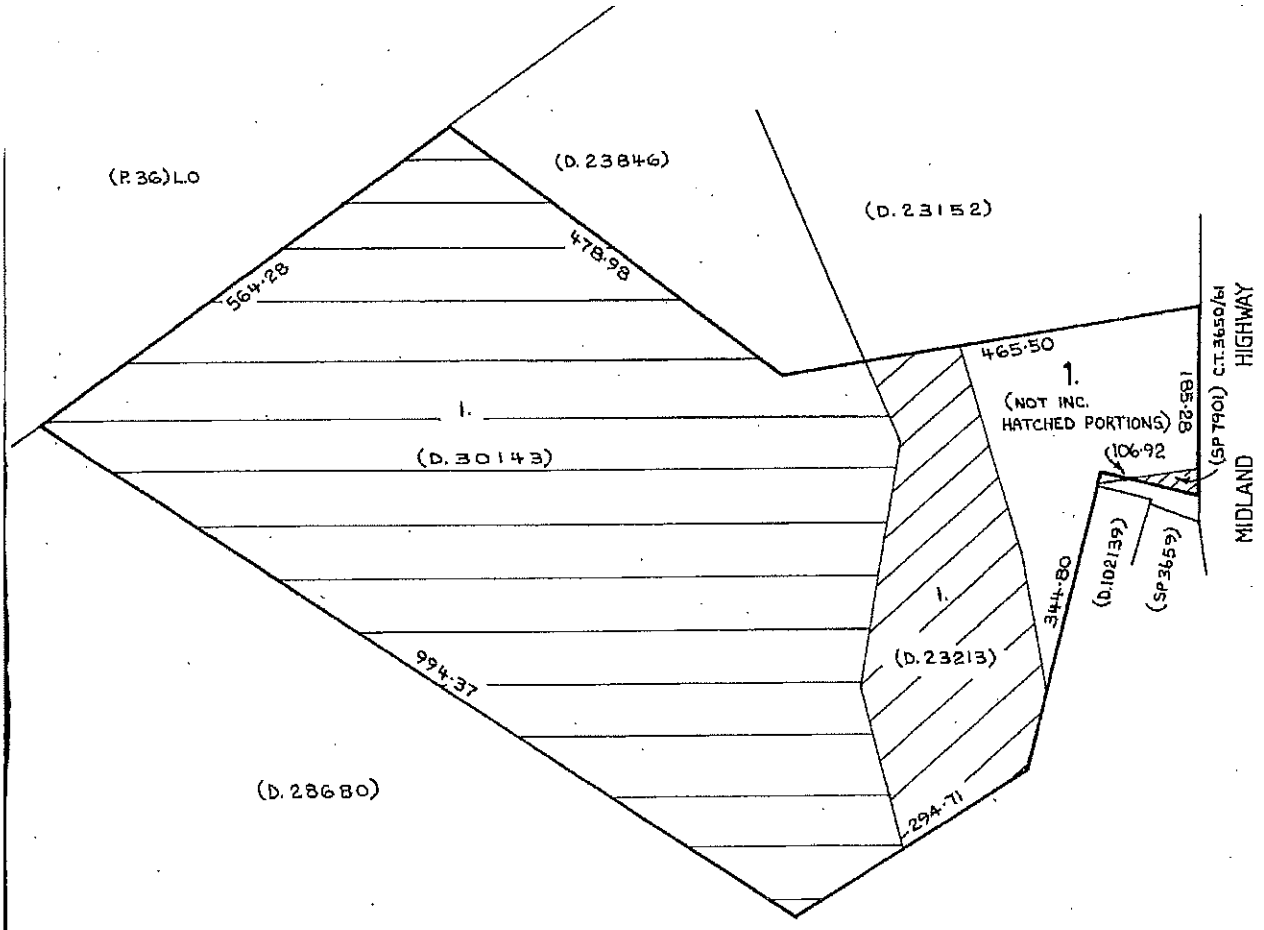
APPROVED 10 JAN 1994 RECORDER OF TITLES	CONVERSION PLAN 54/2834 (2NDLY)	REGISTERED NUMBER P.109407
FILE NUMBER A. 12704 A	GRANTEE: PART OF 584 AC. GTD. TO THOMAS SCOTT.	DRAWN A.H 6-1-94

SKETCH BY WAY OF ILLUSTRATION ONLY

TASMAP MUNICIPAL CODE NO. 47	LAST TASMAP 0015 CPT NO. ~~0017~~	LAST SURVEY PLAN NO.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

~~CITY/TOWN OF~~
LAND DISTRICT OF CORNWALL
PARISH OF BREADALBANE
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.~~

EXCEPTED LANDS
LOT 1 (D.23213) 7.241ha
LOT 1 (D.30143) 40.07 ha



PROPERTY INFORMATION SHEET

VALUER GENERAL, TASMANIA

Issued pursuant to the Valuation of Land Act 2001

Property ID: 2736214 **Municipality:** NORTHERN MIDLANDS

Property Address: 832 HOBART RD
BREADALBANE TAS 7258

Rate Payers: WELSFORD, JAMIE FRANCIS
BRINK, MARIA ALBERTA

Postal Address: 832 HOBART RD
BREADALBANE TAS 7258

Title Owners: 109407/1 : JAMIE FRANCIS WELSFORD, MARIA ALBERTA BRINK

Improvements:
Construction Year of Main Building:
Land Area: 5.0 hectares
Building Size:

Bedrooms:
Roof Material:
Wall Material:
LPI References: 4742212

Last Sales

Contract Date	Sale Price
22/07/2013	$200,000
04/04/2013	$1,505,000

Last Valuations

Inspection Date	Levels At	Land	Capital	A.A.V.	Reason
18/10/2012	01/07/2012	$270,000	$270,000	$10,800	Revaluation
04/04/2007	01/10/2006	$250,000	$250,000	$10,000	Revaluation

This data is derived from the Valuation List prepared by the Valuer General under the provisions of the Valuation of Land Act 2001. These values relate to the level of values prevailing at the dates of valuation shown.

While all reasonable care has been taken in collecting and recording the information shown above, this Department assumes no liability resulting from any errors or omissions in this information or from its use in any way.

No information obtained from the LIST may be used for direct marketing purposes

SEARCH DATE: 27/09/2013 SEARCH TIME: 04:21 PM

Appendix B

Agricultural Report by Macquarie Franklin

AGRICULTURAL REPORT

Lot 1, 832 Hobart Road, Breadalbane

June 2016

MACQUARIE FRANKLIN
Consultants for business, agriculture and environment

MACQUARIE FRANKLIN
Consultants for business, agriculture and environment

Macquarie Franklin Head Office
112 Wright Street | East Devonport | Tasmania | 7310
Phone: 03 6427 5300 | Fax: 03 6427 0876 | Email: info@macfrank.com.au
Web: www.macquariefranklin.com.au

Report author: Dr Lee Peterson

An appropriate citation for this report is: Macquarie Franklin, *June 2016, Agricultural Report: Lot 1, 832 Hobart Road, Breadalbane, TAS*

Document status: Final

Date	Status /Issue number	Authorised by	Transmission method
20/6/2016	Final	L Peterson	Email

Contents

Executive Summary

This report examines the land capability and classification of property Id. No. 2736214 title reference 109407/1, Lot 1, 832 Hobart Road, Breadalbane and the suitability in respect to development of some of the property as visitor accommodation consisting of cabins and campervan sites with associated services.

Land classification on the property is generally Class 5 with clay loam soils on the northern section and Class 4 in the triangular southern section. The better soil type is in the region that is an irregular shape making it difficult to utilise for any intensive agricultural activities.

The cabins, campervan sites and associated buildings and services are planned to be developed predominantly on the Class 5 area, retaining the major portion of the Class 4 land as the current agricultural activity as part of the services management for the development.

The climate of the region combined with the topography is limited in the range of suitable temperate crops and agricultural enterprises, however the size of the property severely limits any agricultural activity as there is insufficient scale to economically produce either livestock or horticultural enterprise. In addition the close proximity to residential blocks will potentially significantly limit the regular agricultural activities such as spraying and cultivation due to noise and odour emissions.

The proposed development will provide economic benefit to the region through the development of visitor accommodation and will not be a loss of significant agricultural land due to the already severely limited scale and shape of the existing property being insufficient to undertake intensive agricultural development.

1 Introduction

This report, prepared by Dr Lee Peterson, Principal Consultant, Macquarie Franklin, has been prepared to provide an expert agricultural assessment of the proposed development of Lot 1, 832 Hobart Road, Breadalbane.

This report reviews the current agricultural usage of the present land title and the surrounding region in relation to the Land Capability and Land Classification. This includes soils, aspect, topography, water resource, and impact in relation to agricultural potential.

2 Qualifications and Experience

Dr Lee Peterson is an agricultural science graduate from the University of Tasmania with 30 years of experience in primary industry production, research and consulting. Dr Peterson has worked with a variety of farming enterprises throughout Tasmania. A detailed outline of experience and qualifications is attached in Appendix A.

3 Location and Proposal

The property proposed for development, Lot 1, 832 Hobart Road, Breadalbane PID 2736214 title reference 109407/1. It is a small by agricultural standards, triangular shaped lot bordered on the east by Hobart Road and other development, to the west by the Midlands Highway and to the north by farm land. There is no water storage available for irrigation purposes.

The property is current one title, consisting of 5.2 hectares and is predominantly improved pasture.

The property is bordered by agricultural land on the north, roads to the east and west and residential land to the south – south east.

The proposal is to develop a visitor accommodation on the northern section of the property, Appendix B.

4 Land Classification

Land capability of the property was assessed according to the Tasmanian Land Capability Classification System (Grose, 1999). Land is ranked according to its ability to sustain a range of agricultural activities without degradation of the land resource. Class 1 land is the best land and Class 7 land is the poorest. A wide range of limitations are considered and the most significant limitation determines its final classification, or ranking. Limitations in relation to soils include stoniness, topsoil depth, drainage and erosion hazard. Limitations to topography include slope and associated erosion hazard. Limitations relating to climate include low rainfall and frost.

A full explanation of the Land Capability System is available in the *DPIPWE Tasmanian Land Capability Handbook*.

The classification system assumes an average standard of land management and that production will be sustainable if the land is managed according to the guidelines of its Class. The system does not take into account the economics of production, distance from markets, social or political factors, all of which can change over time.

Class 4 land is described as follows:

> *Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimize degradation.*
>
> *Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent, during 'normal' years to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited.*

Class 5 land is described as follows:

> *Land with slight to moderate limitations to pastoral use but which is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.*

A more detailed, site specific assessment of land classification of the property proposed for development was undertaken by the author on 3rd June 2016.

The attached map (Appendix C) illustrates the extent of each land capability class within the property.

Land classification on the property is predominantly Class 5s with an area of Class 5w on the western side of the property and the balance is Class 4x in the remaining triangular portion.

Table 1 provides a detailed description of each land capability class.

Table 1: Land Capability Summary

Land Capability Class[1]	(ha)			Rating [2]	Types [3]	[4]
5s		Soil Structure	impermeable clay with some stone inclusions. Low fertility. Moderate sloping land (0-5%).			
		structure	impermeable clay. Low fertility, prone water logging. Poorly drained area. Low slopes			
		(shape)	drained loam Moderately sloping (0-5%)	Low to moderate	H(limited), DP	Annual

[1] *Land Capability Class*

Land capability was assessed according to the Tasmanian Land Capability Classification System (Grose, 1999). Land is ranked according to its ability to sustain a range of agricultural activities without degradation of the land resource. Class 1 land is the best land and Class 7 land is the poorest. A wide range of limitations are considered and the most significant limitation determines its final classification, or ranking. The classification system assumes an average standard of land management and that production will be sustainable if the land is managed according to the guidelines of its Class. The system does not take into account the economics of production, distance from markets, social or political factors, all of which can change over time.

[2] *Cropping Suitability Rating*

- *High - Soils with no or only slight limitations to use. Can support a wide range of intensive cropping and grazing activities. Cropping can occur almost continuously with only occasional pasture breaks.*
- *Moderate - Soils with moderate limitations to use. Conservation practices and sound management are needed to overcome limitations. Regular short-term pasture breaks are also required.*
- *Low - Soils suited to occasional cropping through severe limitations. Major conservation treatments and/or careful management required to minimise degradation.*
- *Very low - Very limited cropping with long pasture breaks (greater than 8 years).*
- *Unsuitable - No cropping should be undertaken.*

[3] *Land Use Types*

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- *DP (Dryland pasture)*
- *IP (Irrigated pasture)*
- *DS (Dryland surface cropping; i.e. cereals and poppies)*
- *ISD (Irrigated surface cropping – dry harvest; i.e. cereals, poppies, carrot seed and grass seed)*
- *ISW (Irrigated surface cropping – wet harvest; i.e. peas, beans and broccoli)*
- *IRC (Irrigated root cropping; i.e. potatoes and carrots)*
- *H (Horticulture; i.e. grapes, olives and fruit)*
- *F (Forestry)*

[4] *Cropping Frequency is given as an approximate range only. It assumes that best practices are being implemented in relation to soil management, sustainable crop rotations undertaken, and that seasonal and long term climatic conditions are favourable for cropping activities. Best practice soil management includes cultivation at an appropriate soil moisture level so as to maintain soil structure, management of cropping residues to assist in maintaining soil structure, and implementation of the most appropriate cultivation techniques. The lower range pertains to a more intensive cropping rotation (i.e. typically including irrigated root cropping) and/or less favourable seasonal/growing conditions. The upper range pertains to non-intensive cropping rotations (i.e. cereals and poppies) and/or more favourable seasonal/growing conditions (see Appendix 1). Cropping frequency does not include irrigated pasture which can be irrigated annually.*

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Class 5s transitioning to 5W are prone to waterlogging

5 Soils

Two main soil types are present on the property. The majority of the property is a medium grey-brown clay loam on dolerite, known as a Dermosol. These soils are generally low fertility, moderately impermeable and prone to water logging in poorly drained areas. The major limitation is care when cultivation, if soils too wet they will crust and prove difficult for any seed germination. These soils are not suited to cropping and best left as pasture.

The second soil type is a grey loam over grey to orange clay. The topsoil is a grey loam over sandstone known as a Sodosol that is moderately permeable. These soils are slightly more suited to cropping but also best left as pasture.

The geology is predominantly dolerite, and transitions to sandstone in the southern area and is therefore not considered highly sodic or nor is there any acid sulphate soils present.

6 Climate

The climate of the region is described by Noble (1992) as mild to cool maritime climate which is favourable for agricultural production. This maritime influence decreases with distance inland from the coast, and with increasing altitude.

The main agriculturally significant climate changes that occur at the properties distance inland are increasing rainfall and frost events. The nearby weather station at the Launceston airport (091104) has a long term average rainfall of 677mm which is moderate and relatively evenly spread.

However the frost frequency and timing is critical for any flowering crops.

Table 2	August	September	October
Number of days below 2 degrees (deemed frost risk)	12.7	7.7	4.5

Table 2 indicates the average number of days where temperatures drop below 2 degrees Celsius. This is deemed high risk for most temperate flowering crops such as vines and cherries.

Large rainfall events and heat spikes have significantly damaged agricultural production in other regions of Australia in recent years, this region is moderately prone to such events but deemed a lower risk than the frost risk.

7 Waterways, Native Vegetation and Threatened Species

All of Lot 1, 832 Hobart Road, Breadalbane has been developed either for improved pasture or cleared for grazing leaving no habitat for threatened species. This has been the case for many decades.

There are no significant direct or indirect impacts anticipated from the development as proposed.

In fact the more intensive management of the site will help minimise the establishment of any potential noxious weeds in the future.

8 Existing Infrastructure

There is current no significant infrastructure on the property other than livestock fencing of the perimeter.

9 Water Resources

There are no dams or waterholes on the property of any significance.

The property is not within an irrigation district and no irrigation resource is available other than off peak purchase agreement with Tas Water. This would require on site storage for summer crop demand. No present storage is available and sites for storage are limited.

10 Current Agricultural Activities

Historically the property (PID 2736214 title reference 109407/1) would have originally been part of a larger grazing enterprise adjacent to the north. As a small area now situated between the "old and New" Midlands highways, it has very low livestock holding capacity.

The following Table 3 contains margins generated by Macquarie Franklin for DPIPWE in 2013 for extensive activities in the midlands area of Tasmania. The highest margin enterprise (store lambs) would be expected to return a total of only $2,860 per annum, before wages and overheads (rates, interest on investment in land and livestock etc).

Table 3 : Enterprise	Gross Margin ($/ha)	Total Gross Margin ($/5.2ha)
Beef Breeding (stores)	100	520
Beef Breeding (19-21mths)	295	1,530
Beef Trading	390	2,030
Store Lambs (3mths)	550	2,860
Wool Sheep	440	2,290

Note. Margins contain no allowance for labour or other business overheads.

The above livestock margins are still insufficient to cover essential overheads of rates and interest let alone provide a contribution to the overhead and operating costs of any livestock enterprise.

Similarly cropping gross margins do not provide an economic return and in most case, the area available to crop is insufficient to attract a contract for supply.

No irrigation water is available therefore intensive horticultural crops cannot be undertaken.

Current activities are low impact in respect to adjacent residences. Any intensification may lead to conflicts due to odour, spray and noise.

Adjacent residential dwellings - potential intensive agricultural activity conflicts

11 Weeds and pests

Weeds present are typical of the region and no noxious weeds are present. The only weeds present are typical pasture weeds of the region that are easily controlled given the correct management.

12 Erosion

The soils types and low slopes do not provide risk of soil mass movement either by wind or water action.

13 Fire Management

Fire risk is low in all areas. The predominant ground cover is pasture species.

14 Northern Midlands Interim Planning Scheme 2013

Section 26.1 of the Scheme outlines the purpose of the Rural Resource zone.

Scheme	Response
26.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.	The assessment above reveals that the lot has no potential to support a fully commercial agricultural activity in its own right.
26.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.	The proposed visitor accommodation will retain a portion as agricultural land and does not conflict with resource development uses for the zone.
26.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.	The proposed development complies with this clause.
26.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.	The proposed development complies with this clause.

Clause 26.1.5 outlines the Local Area Objectives.

Scheme	Response
a) Primary Industries: Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability. The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.	Industry objective.

Scheme	Response
Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.	
Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised. The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.	objective.
Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.	Communities objective as it will provide opportunities to employ casual labour at peak times of the year.

Clause 26.3.1 of the Scheme outlines the use standards for discretionary uses if not a single building.

Objective

a) To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.

b) To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.

c) To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.

d) Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.

e) Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.

f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.

Acceptable Solution	Performance Criteria
A1 If for permitted or no permit required uses.	P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable; and P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m2over the site.
Response 1. Objectives – (b) is not applicable as there is no prime land involved. The proposed development brings together an agricultural use of the land with visitor accommodation, both local area objectives within the Rural Resource zone. The proposed residence supports both uses. The proposed development will not confine or restrain any neighbouring primary industry activities or impose any unreasonable adverse impact on local infrastructure. 2. P1.1 – is satisfied as the proposal is compliant. 3. P1.2 – not applicable.	

Acceptable Solution	Performance Criteria
A2 If for permitted or no permit required uses.	P2.1 Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the: i) amount of land alienated/converted is minimised; and ii) location is reasonably required for operational efficiency; and P2.2 Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.
Response 1. P2.1 and P2.2 – not applicable in this case.	

Acceptable Solution	Performance Criteria
A3 If for permitted or no permit required uses.	P3 The conversion of non-prime agricultural to non-agricultural use must demonstrate that: a) the amount of land converted is minimised having regard to: i) existing use and development on the land; and ii) surrounding use and development; and iii) topographical constraints; or b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or

	other primary industry use, due to factors such as: i) limitations created by any existing use and/or development surrounding the site; and ii) topographical features; and iii) poor capability of the land for primary industry; or c) the location of the use on the site is reasonably required for operational efficiency.
Response 1. P3 (a) – In this case, the proposed cabins will be constructed on stony Class 5 land, which by definition is not suitable for annual cropping and has only moderate use for grazing. 2. P3 (b) – the site has no potential for extensive agriculture on a commercial scale. Constructions are allocated to Class 5. 3. P3 (c) – not applicable.	

Acceptable Solution	Performance Criteria
A4 If for permitted or no permit required uses.	P4 It must demonstrated that: a) emissions are not likely to cause an environmental nuisance; and b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and c) the capacity of the local road network can accommodate the traffic generated by the use.
Response 1. P4 (a) – requires an independent assessment of the proposal for the disposal of black, grey and storm water. 2. P4 (b) – the proposal is compliant with this clause. 3. P4 (c) – subject to separate professional assessment.	

Acceptable Solution	Performance Criteria
A5 The use must: a) be permitted or no permit required; or b) be located in an existing building.	appearance of the use is consistent with the local area having regard to: a) the impacts on skylines and ridgelines; and d) visibility from public roads; and e) the visual impacts of storage of materials or equipment; and f) the visual impacts of vegetation clearance or retention; and g) the desired future character statements.
Response 1. P5 – see further information from proponents.	

Clause 26.3.2 of the Scheme outlines the use standards for dwellings.

Objective:
To ensure that dwellings are:
a) incidental to resource development; or
b) located on land with limited rural potential where they do not constrain surrounding agricultural operations.

Acceptable Solution	Performance Criteria
A1.1 Development must be for the alteration, extension or replacement of existing dwellings; or A1.2 Ancillary dwellings must be located within the curtilage of the existing dwelling on the property; or A1.3 New dwellings must be within the resource development use class and on land that has a minimum current capital value of $1 million as demonstrated by a valuation report or sale price less than two years old.	demonstrated that: a) it is integral and subservient to resource development, as demonstrated in a report prepared by a suitably qualified person, having regard to: i) scale; and ii) complexity of operation; and iii) requirement for personal attendance by the occupier; and iv) proximity to the activity; and v) any other matters as relevant to the particular activity; or b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, having regard to: i) limitations created by any existing use and/or development surrounding the site; and ii) topographical features; and iii) poor capability of the land for primary industry operations (including a lack of capability or other impediments); and P1.2 A dwelling may be constructed where it is demonstrated that wastewater treatment for the proposed dwelling can be achieved within the lot boundaries, having regard to the rural operation of the property and provision of reasonable curtilage to the proposed dwelling; and P1.3 A dwelling may be constructed where it is demonstrated that the lot has frontage to a road or a Right of Carriageway registered over all relevant titles.

Response
1. Objectives – the proposed residence is incidental to resource development and is located on Class 4/5 land.
2. A1.1, A1.2 and A1.3 – are not satisfied.
3. P1.1 (a) – the proposed residence is integral and subservient to the proposed visitor accommodation use of the lot.
4. P1.1 (b) – the site has no potential for extensive agriculture on a fully commercial scale, constructions are allocated to Class 5.
5. P1.2 – subject to separate professional assessment.
6. P1.3 – the lot has frontage directly onto Hobart Road.

Clause 26.3.3 of the Scheme outlines the use standards for irrigation districts.

Objective: To ensure that land within irrigation districts proclaimed under Part 9 of the *Water Management Act 1999* is not converted to uses that will compromise the utilisation of water resources.	
Acceptable Solution	**Performance Criteria**
A1 Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the *Water Management Act 1999*.	district proclaimed under Part 9 of the *Water Management Act 1999* must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to: a) the location and amount of land to be used; and b) the operational practicalities of irrigation systems as they relate to the land; and c) any management or conservation plans for the land.
Response 1. Objective – according to the information from Tasmanian Irrigation (TI), the subject lot is excluded from the proposed North Esk Irrigation Scheme. 2. A1 – not applicable. 3. P1 – not applicable.	

Clause 26.4 of the Scheme outlines the development standards for the zone.

Clause 26.4.1 outlines the development standards for building location and appearance.

Objective: To ensure that the: a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and b) development of buildings is unobtrusive and complements the character of the landscape.	
Acceptable Solution	**Performance Criteria**
A1 Building height must not exceed: a) 8m for dwellings; or b) 12m for other purposes.	a) be unobtrusive and complement the character of the surrounding landscape; and b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal.
a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or b) 200m where a sensitive use is proposed; or c) the same as existing for replacement of an existing dwelling.	not likely to constrain adjoining primary industry operations having regard to: a) the topography of the land; and b) buffers created by natural or other features; and c) the location of development on adjoining lots; and d) the nature of existing and potential adjoining uses; and e) the ability to accommodate a lesser setback to the road having regard to:

	i) the design of the development and landscaping; and ii) the potential for future upgrading of the road; and iii) potential traffic safety hazards; and iv) appropriate noise attenuation.
Response 1. Objective – more information on the design and construction of the proposed buildings can be obtained from the proponents. 2. A1 – should be compliant (subject to further information). 3. A2 (a) – The proposed use is a non-sensitive use. A2 (a) is not satisfied as the proposed residence is located around 12m of the boundary.	

15 PAL Policy

Background

An assessment of land capability is required to ensure that the proposed development does not conflict with the principles outlined in State Policy on the Protection of Agricultural Land 2009 (PAL Policy). The purpose of the PAL Policy is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

Principles

The PAL Policy is guided by 11 Principles. These Principles are discussed in detail below. Note that no one Principle should be read in isolation from the others to imply a particular action or cause and that generally the Principles are to be implemented through the planning scheme as it states in the PAL Policy.

Principle	Response
1. Principle 1: Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.	commercial agriculture of an extensive nature due to insufficient scale and resources.
Principle 2: Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.	agricultural land present
Principle 3: Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.	agricultural land present

Principle	Response
4. Principle 4: The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following: a. minimising the amount of land alienated; b. minimising negative impacts on the surrounding environment; and c. ensuring the particular location is reasonably required for operational efficiency.	
5. Principle 5: Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.	The proposed residence is part of the visitor accommodation use of the lot.
Principle 6: Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.	
Principle 7: The protection of non-prime agricultural land from conversion to non-	warrant agricultural activity The proposed use of

Principle	Response
agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.	site.
Principle 8: Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.	proposed North Esk Irrigation Scheme proposed by Tasmanian Irrigation.
Principle 9: Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.	
Principle 10: New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land.	
Principle 11: Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining that economy's sustainability.	

16 References

Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania

Noble K.E. (1992) Land Capability Survey of Tasmania. Tamar Report, Land Capability Study, DPIWE, Tasmania

17 Declaration

I declare that I have made all the enquiries which I consider desirable or appropriate, and no matters of significance which I regard as relevant have, to my knowledge, been withheld.

Dr Lee Peterson B. Agri. Sci (Hons), ISHS, MAICD, CPag, PhD
Principal Consultant
Macquarie Franklin Pty Ltd
June 2016

18 Appendices

Appendix A: Profile Dr Lee Peterson

Appendix B: Proposed development

Appendix C: Property location image and land capability assessment

MACQUARIE FRANKLIN
Consultants for business, agriculture and environment

Lee Peterson

Position:

Principal Consultant

Qualifications:

B Ag Sc (Hons) University of Tasmania

PhD (Ag Science) Horticultural Research Group University of Tasmania

Professional Associations:

Certified Practicing Agriculturalist (CPAg)

Company Directors Graduate Diploma 2007

Member of the International Society of Horticultural Science

Contact Details:

T: (03) 6244 0100

F: (03) 64443 666

M: 0418 141 762

E: lpeterson@macfrank.com.au

24 Cambridge Road

Bellerive

Tasmania 7018

Introduction

Dr Lee Peterson is an agricultural professional with extensive expertise in many aspects of agricultural production gained over a period of 30 years in industry, consulting and research specialising in essential oils. Lee has considerable experience in the areas of new crop development, horticultural production systems, plant extracts and waste stream management in agricultural.

Professional Experience

2011 – present: Principal Consultant Macquarie Franklin

2005-2011:	Executive Director – Agribusiness Agricultural Resource Management (AGRM Pty Ltd)
2000- 2004:	Agricultural Resource Management Group
1998- 1999:	Serve-Ag Senior Project Agronomist
1996-1997:	Private agricultural consultancy and contract research provider
1993- 1995:	General Manager of Essential Oils of Tasmania
1989- 1993:	Production Manager of Essential Oils of Tasmania
1985- 1989:	Post-Graduate at the University of Tasmania
1984- 1985:	Agricultural Officer with the Tasmanian Department of Agriculture, Pasture and Field Crops Branch

Recent Projects

- Commercialisation of fennel as an essential oil crop in Tasmania for production of anethole for the Pernod Ricard company
- Technical partner in the development of the world's largest Boronia planation for production of essential oils
- Production manager for 2 regional essential oil distillation facilities undertaking a range of essential oil crops
- Expansion of commercial solvent extraction facilities batch processing to produce a range of plant extracts
- Technical advisor to Houston's Farm, one of Australia's largest pre-pack salad producers, roles include production system development, variety assessment, market research, crop scheduling, pesticide strategies, IPM program and representation of the company in respect to technical issues such as biosecurity and IPM

MACQUARIE FRANKLIN
Consultants for business, agriculture and environment

Lee Peterson

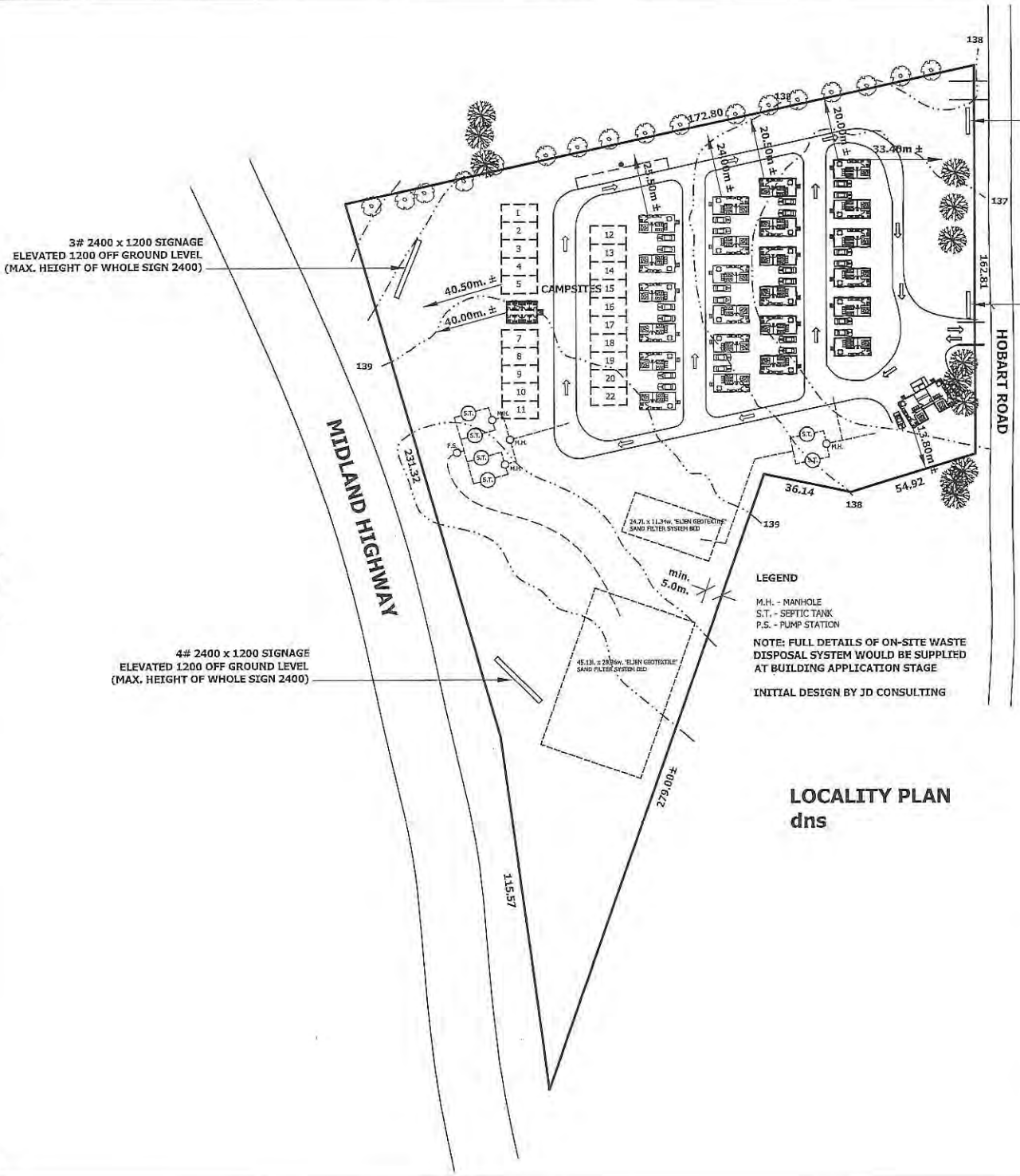
Areas of Expertise

- New crop development including essential oils, culinary herbs, medicinals and leafy vegetables
- Waste water and effluent reuse
- Agricultural research and development
- Sustainable agricultural system design and implementation
- Environmental monitoring
- Plant physiology
- Land capability assessment
- Group training
- Agribusiness and financial management

Macquarie Franklin Expertise

- Economic studies
- Business and farm management
- Feasibility studies
- State and regional development
- Irrigation and water development
- Land capability and mapping
- Natural resource management
- Training and extension
- Technical agricultural consulting

- Review of the Australian Lavender industry for RIRDC
- Project manager for Rekuna Pty Ltd, a Panax ginseng production company supported by an AusIndustry Commercial Ready Grant
- Climatic and resource suitability assessment for salad vegetable production on Australia's east coast, including risk assessment
- Southern Tasmanian program manager for GM canola production for Agrevo and Monsanto
- Technical advisor to Raspberry Fresh, out of season glasshouse raspberry production company
- Study tour and technical review of latest developments in hydroponic production of salad vegetables, Canada, Belgium, Holland and Italy
- Project manager for field services operation establishment for Tasmanian Poppy Enterprises including seed multiplication
- Southern Tasmanian program manager for Serve-Ag coordinated onion seed production
- Technical advisor to South Pacific Oils, essential oil production and extraction company, Vanuatu
- Technical resource to Southern Water for the coordinate and manage Tasmania's largest agricultural recycled water irrigation scheme, the Clarence Recycled Water (CRW)
- Technical advisor to Heydon Park Olives, Talmalmo, Victoria
- Production system economic assessment and inputs for TIDB feasibility studies – Musselrow, Great Forester and South East irrigation scheme developments
- Land capability assessments for numerous properties to support agricultural development, subdivision of non-agricultural land and expert witness reporting for legal representation
- Review of Industrial Hemp as a commercial cropping opportunity in Tasmania
- Quinoa trial coordination for commercialisation of an emerging "super food" in Australia
- Review of pyrethrum industry strategic plan and industry development officer program



LOCALITY PLAN
dns

1–240

NOTE: TABLE FOR UNPROTECTED EMBANKMENT SLOPES SLOPE = H:L			
SOIL TYPE		COMPACTED FILL	CUT
STABLE ROCK		2:3	8:1
SAND		1:2	1:2
SILT		1:4	1:4
CLAY	(FIRM)	1:2	1:1
	(SOFT)	NOT SUITABLE	2:3
SOFT SOILS		NOT SUITABLE	NOT SUITABLE

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PROJECT TITLE:
A & K FUTURES PTY LTD TOURIST PARK
832 HOBART RD.
BREADALBANE 7258

REVISION:

DATE:
29/02/2016

SCALE:
AS SHOWN

JOB NUMBER:
DA-15981

PAGE:
01 of 04

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Land Capability Assessment

832 Hobart Road, Breadalbane

MACQUARIE FRANKLIN

Macquarie Franklin
112 Wright Street
East Devonport Tas 7310
Ph: (03) 6427 5300
www.macquariefranklin.com.au

0 25 50
metres

1:2,000 @ A3

N

Print Date: 21st June 2016

Datum: GDA94 (Zone 55
Created by: Mick Lehman
Reference: LP_3Bread

GDA

LEGEND

- Cadastral Boundary
- Highway
- Major Road
- Contour 10m

LAND CAPABILITY CLASS

- Class 4x (2.3 ha)
- Class 5x (2.1 ha)
- Class 5w (0.6 ha)

Appendix C

Full Set of Plans

CHECK CAREFULLY ALL ASPECTS OF THESE DOCUMENTS BEFORE COMMENCING ASSESSMENT.

ANY ERRORS OR ANOMALIES TO BE REPORTED TO THE DRAWER BEFORE ASSESSMENT IS CONTINUED

CONFIRM ALL SIZES AND HEIGHTS ON SITE

DO NOT SCALE OFF PLAN

THESE DOCUMENTS ARE INTENDED FOR COUNCIL PLANNING APPLICATION ONLY, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

1-243

PROPOSED CARAVAN AND CABIN TOURIST PARK DEVELOPMENT AT 832 HOBART RD. BREADALBANE FOR A & K FUTURES PTY LTD

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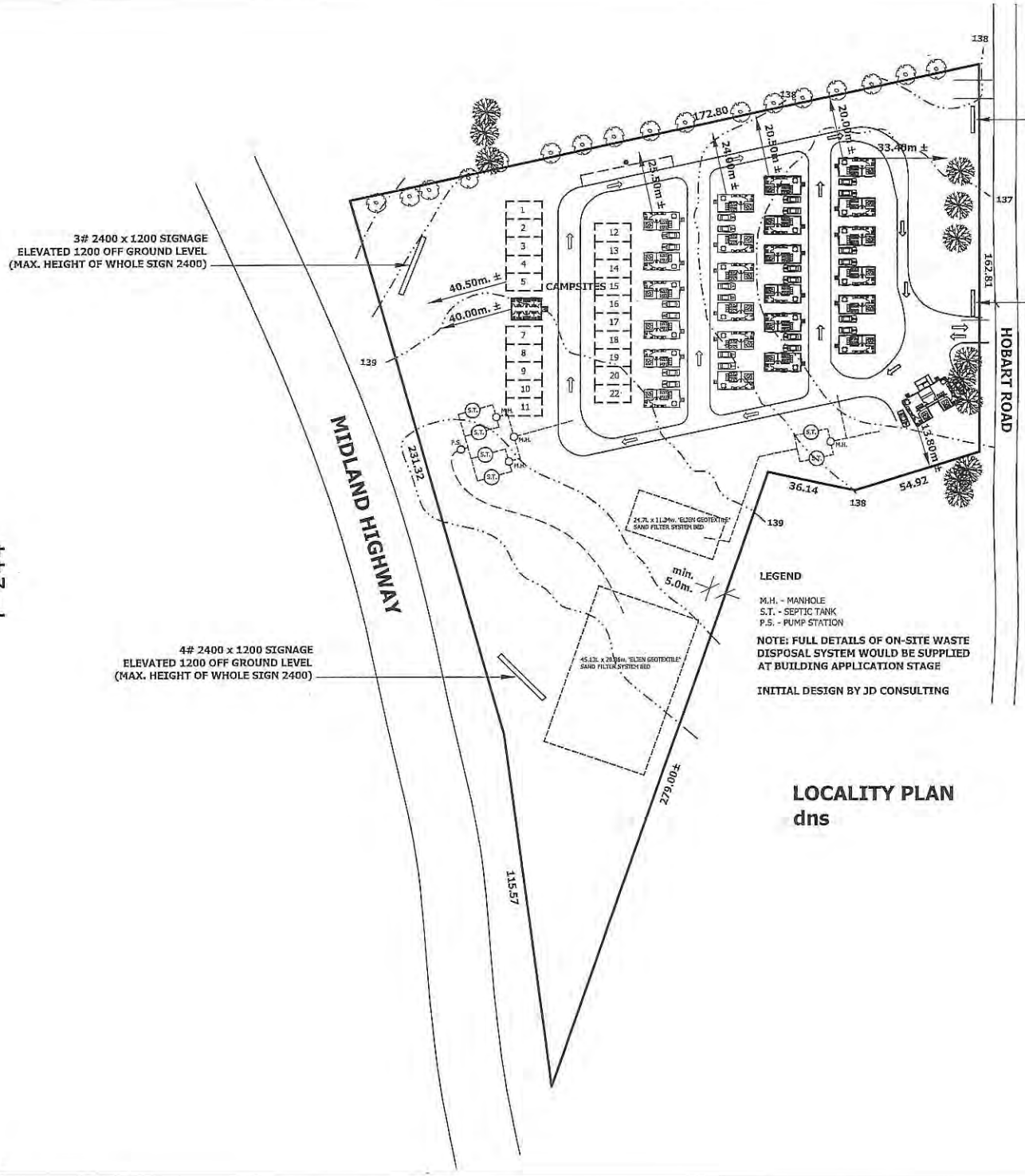

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dns

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STABLE ROCK		2:3	8:1
SAND		1:2	1:2
SILT		1:4	1:4
CLAY	(FIRM)	1:2	1:1
	(SOFT)	NOT SUITABLE	2:3
SOFT SOILS		NOT SUITABLE	NOT SUITABLE

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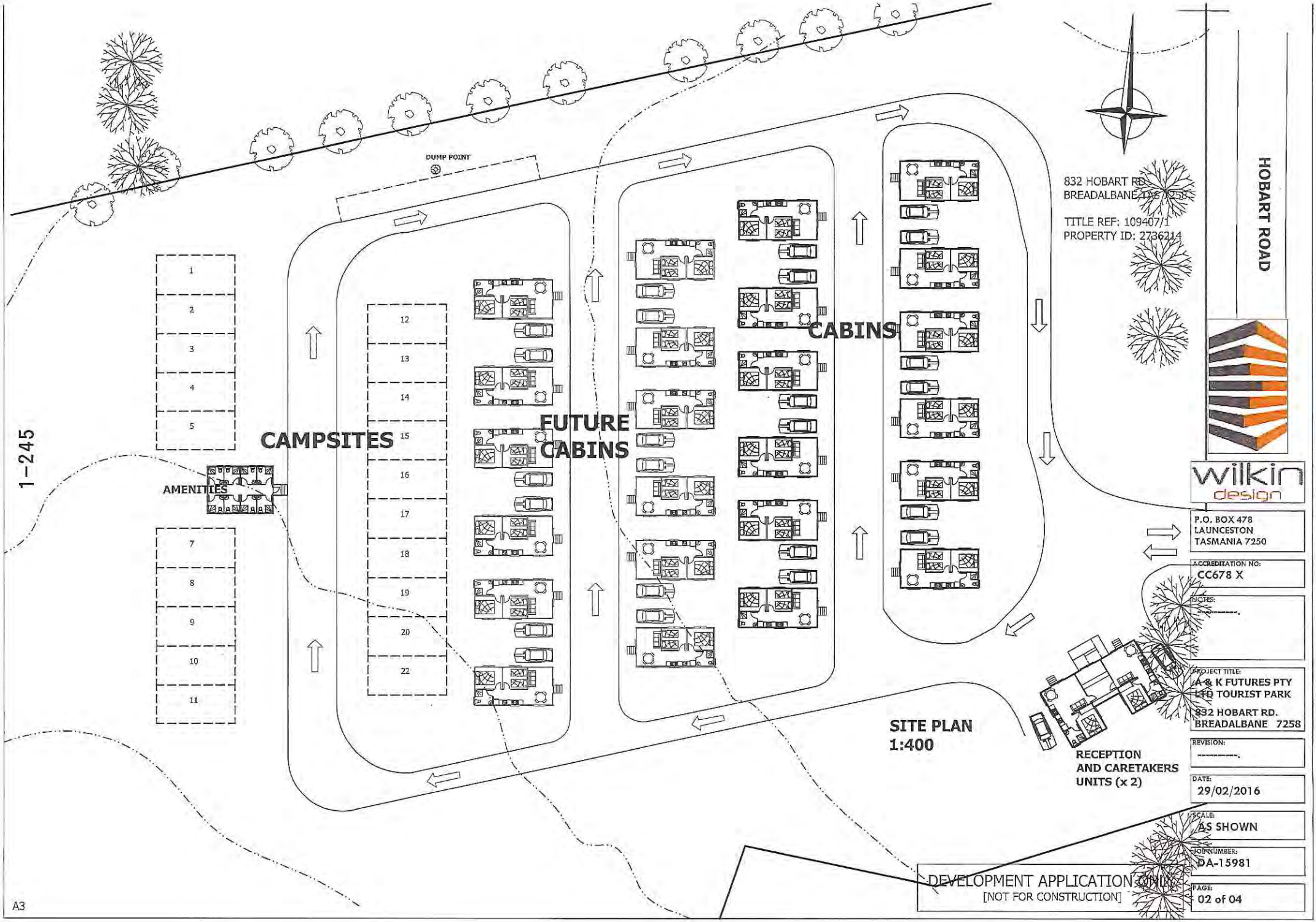

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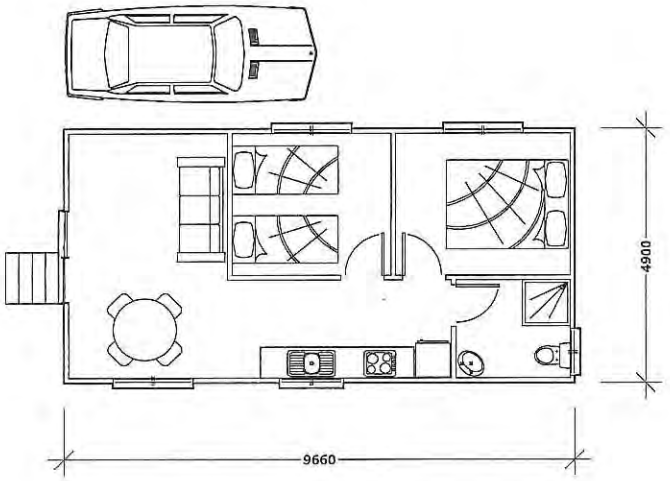

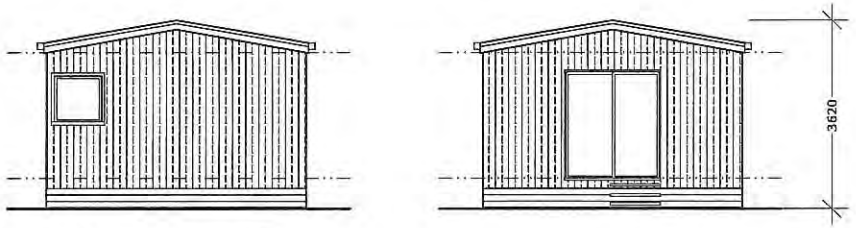

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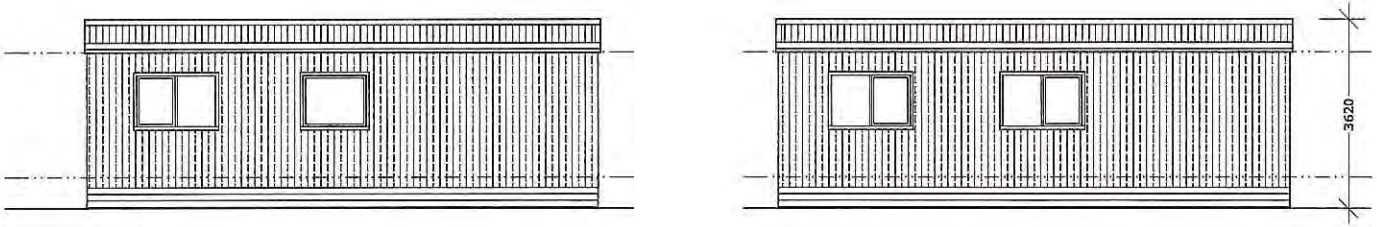

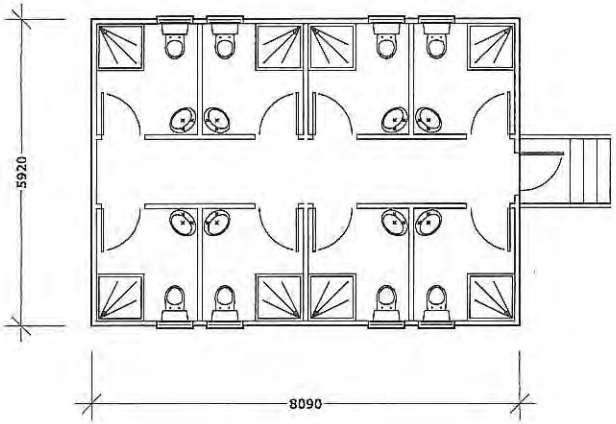

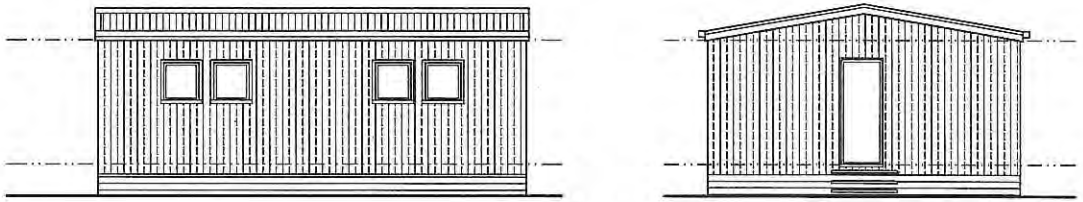

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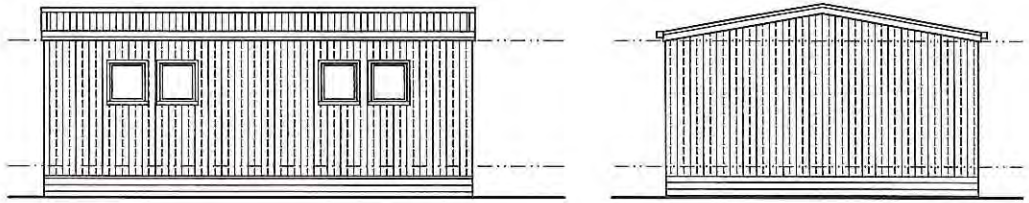

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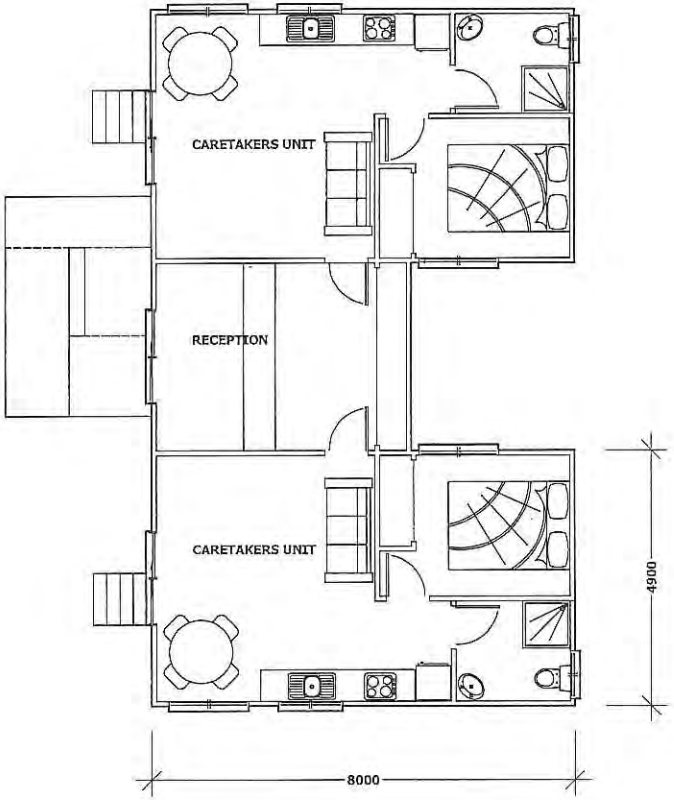
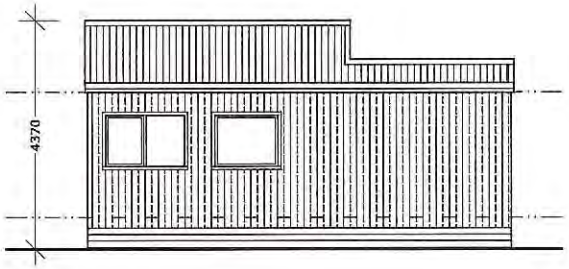
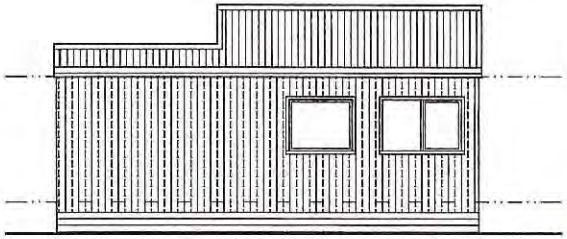
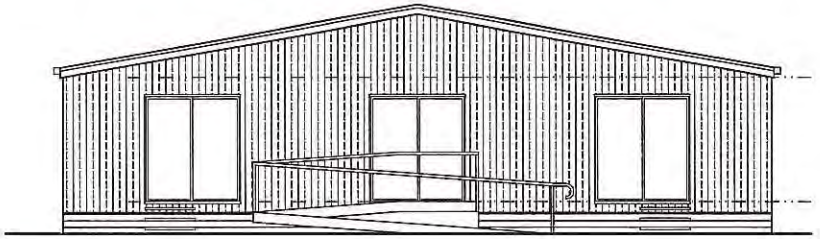
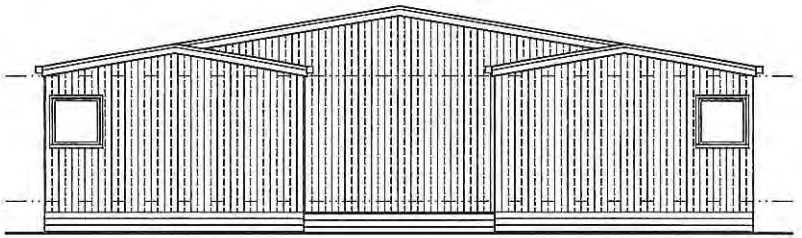






RECPTION AND CARETAKERS UNITS





DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

PROJECT TITLE:
A & K FUTURES PTY LTD TOURIST PARK
832 HOBART RD.
BREADALBANE 7258

REVISION:

DATE:
29/02/2016

SCALE:
AS SHOWN

JOB NUMBER:
DA-15981

PAGE:
04 of 04

A3

Appendix D

Traffic Impact Assessment by pitt&sherry

Caravan and Cabin Tourist Park
832 Hobart Road, Breadalbane
Traffic Impact Assessment

transport | community | mining | industrial | food & beverage | carbon & energy



Prepared for: Broadwest Images Pty Ltd

Client representative: Anthony Edwards

Date: 2 March 2016
Rev00

Inspired thinking embracing
the challenges of a changing world.

pitt&sherry

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Appendix C: Swept Paths

Prepared by: ..... Date: 2 March 2016
Rebekah Giana

Reviewed by: ..... Date: 2 March 2016
Ross Mannering

Authorised by: ..... Date: 2 March 2016
Ross Mannering

Revision History					
Rev No.	**Description**	**Prepared by**	**Reviewed by**	**Authorised by**	**Date**
00	Traffic Impact Assessment	R. Giana	R. Mannering	R. Mannering	02/03/16

1. Introduction

It is understood that a Development Application is to be lodged with Northern Midlands Council for a proposed caravan and cabin tourist park to be located at 832 Hobart Road in Breadalbane. The proposed development includes 24 cabins and 20 caravan campsites.

pitt&sherry were engaged by the client to undertake a Traffic Impact Assessment (TIA) for the proposed development.

This report has been prepared in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments* and details the findings of the traffic assessment undertaken for the proposed development.

2. Existing Conditions

2.1 Site Location

The site is located at 298 Hobart Road in Breadalbane and has frontages to Hobart Road to the east and Midland Highway to the west. The site has a land use classification as Rural Resource under the *Northern Midlands Interim Planning Scheme 2013*. Surrounding land uses are predominately low density residential dwellings and rural properties. Launceston Airport is located approximately 2km south-east of the site.

Figure 1 shows the location of the site in the local context.

Figure 1: Site Location (Basemap source: Google Earth)

2.2 Site Access

The site currently has two access points to Hobart Road, one access point is located near the southernmost point of the boundary to Hobart Road whilst the other is located on the north boundary to Hobart Road.

2.3 Road Network

2.3.1 Surrounding Intersections

The intersection of Hobart Road/ Midland Highway/ Evandale Road is located to the south of the site. The intersection operates as a roundabout.

2.3.2 Surrounding Roads

Hobart Road

Hobart Road (shown in Figure 2 and Figure 3) is a Council owned road and operates as a major collector road. It runs in a north-south direction in the vicinity of the site and provides an alternative route to the Midland Highway through the southern suburbs of Launceston. Hobart Road is a two-way rural road with one lane in each direction. The speed limit on Hobart Road is 80km/h in the vicinity of the site before changing to 100km/h approximately 300m north of the site.

Figure 2: Hobart Road (facing north)

Figure 3: Hobart Road (facing south)

Evandale Road

Evandale Road is a State Owned Category 2 Road under the Department of State Growth State Road Hierarchy. It connects the site to Launceston Airport and Evandale and has one lane travelling in each direction.

Midland Highway

Midland Highway is a State Owned Category 1 Road under the Department of State Growth State Road Hierarchy. It connects the site more directly with Launceston to the north as well as provides the most direct route to Hobart and other towns to the south.

2.4 Traffic Volumes

Traffic data for Hobart Road was requested from Northern Midlands Council. Data was available for counts undertaken in October 2008 on Hobart Road outside the Leighton Springworks located approximately 2km north of the site. It is expected that traffic volumes at this location are similar to those outside the site.

The Department of State Growth also provided the following traffic data:

- Evandale Main Road near Breadalbane roundabout July 2013
- Midland Highway north of Perth October 2013.

The Department of State Growth also supplied information on growth trends on Evandale Road and the Midland Highway. A growth trend of 2.9% was recorded for Evandale Road and a growth rate of 1.9% was recorded for the Midland Highway. Based on this data a conservative growth rate of 2.9% has been assumed for Hobart Road.

The calculated (existing 2016) traffic volumes during the weekday and weekend peak periods are summarised in Table 1 with the supplied data attached in Appendix A.

Table 1: Existing Traffic Volumes

Road	Approx. AADT (weekday)	Weekday AM Peak Hour (vph)	Weekday PM Peak Hour (vph)	Saturday Peak Hour (vph)	Sunday Peak Hour (vph)
Hobart Road	4,000	315	251	316	437
Evandale Road	7,000	715	752	367	678
Midland Highway	8,500	1,050	1,079	1,128	773

2.5 Crash History

The Department of State Growth has provided recorded crash history data on Hobart Road. The data provided was for the most recent 10 year period and indicates that no crashes have occurred on Hobart Road within 300m of the site in either direction.

3. Development Proposal

3.1 Overview

A caravan and cabin tourist park is proposed to be developed at 832 Hobart Road in Breadalbane. The site is currently vacant land. The proposed facility will comprise 24 cabins and 20 caravan campsites as well as a communal amenities building for the caravan campsites and 2 reception and caretakers units.

The site plans are included in Appendix B.

3.2 Vehicle Access

The existing access near the north boundary will be closed with all development traffic entering and exiting the site from the existing access located near the southernmost point of the boundary to Hobart Road.

The Safe Intersection Sight Distance (SISD) at the access has been assessed against the *AUSTROADS Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*. As discussed the speed limit on Hobart Road within the vicinity of the site is 80km/h, the terrain on Hobart Road is relatively flat.

The SISD requirement for a road with flat terrain at 80km/h (with a reaction time of 2 seconds) is 181m. The SISD to the north and south of the intersection were observed to be >300m and approximately 250m respectively. There is potential for a large tree to block the sight distance to the south, this should be trimmed frequently to ensure the SISD is maintained. Photos of the sight distances are shown in Figure 4 and Figure 5.

Figure 4: Sight Distance to North (southbound vehicles)

Figure 5: Sight Distance to South (northbound vehicles)

3.3 Car Parking

The proposal includes provision for 1 parking space per cabin plus space at each campsite to park a car.

The *Northern Midlands Interim Planning Scheme 2013* specifies for Visitor Accommodation that 1 parking space is to be provided per unit or per 4 beds, whichever is greater. Each of the cabins in the development has 3 beds and therefore the car parking complies with the requirements set out in the Interim Planning Scheme.

3.4 Site Layout Review

Swept path assessments have been undertaken at various locations around the site for a car and camper trailer and a motorhome.

Both vehicles are able to enter and exit the site in a forward direction and travel on the internal roads within the site.

In the arrangement set out in the plans both vehicles are not able to easily access the campsites on the eastern side of the road as the road is not wide enough and therefore the vehicles are required to turn over the adjacent spaces. The campsites on the west can be accessed as they are located further from the road and can straighten up before accessing the campsite.

Both vehicles would have to traverse outside the access road to access the dump point toward the north-west corner of the site.

Based on this the following changes to the site arrangement are suggested:

- Widening of the access road by at least 3 metres and subsequent tapering to allow for vehicles to straighten and therefore not traverse over adjacent spaces
- Lengthening of the dump point to match in with the road widening and tapering at the end to allow for vehicles to exit easily.
- Shifting the amenities building west due to the road widening.

Based on these changes, the site layout will be appropriate for a car and camper trailer and a motorhome as well as smaller vehicles. The swept paths and suggested changes are attached in Appendix C.

It is noted that both vehicles are not able to easily access the campsite marked 22 on the plans in Appendix B. It is expected that smaller vehicles would also use the campsite, therefore campsite 22 should be reserved for these.

3.5 Traffic Impact Assessment

3.5.1 Traffic Generation

Traffic generation rates for caravan parks (mobile home parks) have been sought from the *ite Trip Generation Manual*. The *RMS Guide to Traffic Generating Development 2002* has rates for a motel and has been used as an Australian comparison for a similar use. Estimates of peak hourly and daily traffic volumes resulting from the proposed development are set out in Table 2.

Table 2: Estimated Traffic Generation

Source	Peak	Number of Caravans/ Cabins	Design Generation Rates		Traffic Generation	
			Peak Hour	Daily	Peak Hour	Daily
RMS Guide	Weekday PM	46	0.4 trips per unit	3 trips per unit	19	138
ite Manual	Weekday AM		0.44 trips per unit	4.99 trips per unit	20	230
	Weekday PM		0.59 trips per unit		27	
	Saturday		0.54 trips per unit	5 trips per unit	25	230
	Sunday		0.5 trips per unit	4.36 trips per unit	23	201

Table 2 indicates that the caravan and cabin tourist park could be expected to generate up to 27 vehicle movements in a peak hour.

3.5.2 Traffic Impacts

The traffic movements generated by the development are low. When compared with the existing traffic volumes on the road network, the additional movements generated by the development would not be expected to compromise the function or safety of the surrounding road network including the Hobart Road/ Evandale Road/ Midland Highway roundabout.

4. Conclusion

The proposed caravan and cabin tourist park at 832 Hobart Road in Breadalbane has been assessed in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments*. The analysis and discussions presented in the report can be summarised as follows:

- The additional traffic volumes generated by the development are expected to have a minimal impact on the safety and operation of the surrounding road network
- The proposed parking meets the requirements of the *Northern Midlands Interim Planning Scheme 2013*
- Vehicles up to the size of a motorhome are able to access the site and travel around the internal access roads subject to amendments suggested in this report which include road widening and lengthening of the dump point vehicle access. Only small vehicles should use campsite 22
- The available sight distances on Hobart Road are in excess of AUSTROADS requirements subject to regular trimming of an existing tree to the south of the site access.

Appendix A

Traffic Data

MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle-128 -- English (ENA)

Datasets:

Site:	**[572] Outside springworks**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	13:02 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008
Zone:	
File:	Traffic count Aug 08.eco (Regular)
Identifier:	L013Y7R8 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 13368 / 25562 (52.30%)

Weekly Vehicle Counts

WeeklyVehicle-128
Site: 572.0.0EW
Description: **Outside springworks**
Filter time: **13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) Headway(>0)

7 Hour	Mon 06 Oct	Tue 07 Oct	Wed 08 Oct	Thu 09 Oct	Fri 10 Oct	Sat 11 Oct	Sun 12 Oct	Averages 1 - 5	1 -
0000-0100	*	*	*	*	7	15	12	7.0	11.3
0100-0200	*	*	*	*	6	6	4	6.0	5.3
0200-0300	*	*	*	*	4	4	2	4.0	3.3
0300-0400	*	*	*	*	7	5	4	7.0	5.3
0400-0500	*	*	*	*	24	19	12	24.0	18.3
0500-0600	*	*	*	*	42	22	24	42.0	29.3
0600-0700	*	*	*	*	56	29	36	56.0	40.3
0700-0800	*	*	*	*	95	57	42	95.0	64.7
0800-0900	*	*	*	*	135	90	94	135.0	106.3
0900-1000	*	*	*	*	161	128	171	161.0	153.3
1000-1100	*	*	*	*	165	104	206<	165.0	158.3
1100-1200	*	*	*	*	184<	165<	204	184.0<	184.3<
1200-1300	*	*	*	*	217	185<	180<	217.0<	194.0<
1300-1400	*	*	*	0	232	179	142	116.0	138.3
1400-1500	*	*	*	0	228	142	156	114.0	131.5
1500-1600	*	*	*	0	255	167	158	127.5	145.0
1600-1700	*	*	*	15	274<	148	156	144.5	148.3
1700-1800	*	*	*	138	230	117	103	184.0	147.0
1800-1900	*	*	*	105	177	105	81	141.0	117.0
1900-2000	*	*	*	76	111	78	61	93.5	81.5
2000-2100	*	*	*	68	58	54	50	63.0	57.5
2100-2200	*	*	*	42	49	40	28	45.5	39.8
2200-2300	*	*	*	29	40	36	25	34.5	32.5

2300-2400	*	*	*	16	20	23	7	18.0
16.5								
Totals								
0700-1900	*	*	*	*	2353	1587	1693	1784.0
1688.0								
0600-2200	*	*	*	*	2627	1788	1868	2042.0
1907.1								
0600-0000	*	*	*	*	2687	1847	1900	2094.5
1956.1								
0000-0000	*	*	*	*	2777	1918	1958	2184.5
2029.1								
AM Peak	*	*	*	*	1100	1100	1000	
	*	*	*	*	184	165	206	
PM Peak	*	*	*	*	1600	1200	1200	
	*	*	*	*	274	185	180	

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-128
Site: 572.0.0EW
Description: **Outside springworks**
Filter time: **13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) Headway(>0)

	Mon 13 Oct	Tue 14 Oct	Wed 15 Oct	Thu 16 Oct	Fri 17 Oct	Sat 18 Oct	Sun 19 Oct	Averages 1 - 5	1 - 7
Hour									
0000-0100	6	13	10	*	*	*	*	9.7	9.7
0100-0200	6	6	6	*	*	*	*	6.0	6.0
0200-0300	6	9	8	*	*	*	*	7.7	7.7
0300-0400	5	11	10	*	*	*	*	8.7	8.7
0400-0500	30	26	32	*	*	*	*	29.3	29.3
0500-0600	50	56	44	*	*	*	*	50.0	50.0
0600-0700	103	108	113	*	*	*	*	108.0	108.0
0700-0800	129	135	131	*	*	*	*	131.7	131.7
0800-0900	146	144	162	*	*	*	*	150.7	150.7
0900-1000	171	124	157	*	*	*	*	150.7	150.7
1000-1100	118	125	139	*	*	*	*	127.3	127.3
1100-1200	**177<**	**181<**	**172<**	*	*	*	*	**176.7<**	**176.7<**
1200-1300	162	195	103	*	*	*	*	153.3	153.3
1300-1400	181	156	0	*	*	*	*	112.3	112.3
1400-1500	158	187	0	*	*	*	*	115.0	115.0
1500-1600	228	231	*	*	*	*	*	229.5	229.5
1600-1700	221	**275<**	*	*	*	*	*	248.0	248.0
1700-1800	**263<**	240	*	*	*	*	*	**251.5<**	**251.5<**
1800-1900	181	140	*	*	*	*	*	160.5	160.5
1900-2000	64	104	*	*	*	*	*	84.0	84.0
2000-2100	60	54	*	*	*	*	*	57.0	57.0
2100-2200	38	42	*	*	*	*	*	40.0	40.0
2200-2300	21	32	*	*	*	*	*	26.5	26.5

2300-2400	8	13	*	*	*	*	*	10.5
10.5								
Totals								
0700-1900	2135	2133	*	*	*	*	*	2007.2
2007.2								
0600-2200	2400	2441	*	*	*	*	*	2296.2
2296.2								
0600-0000	2429	2486	*	*	*	*	*	2333.2
2333.2								
0000-0000	2532	2607	*	*	*	*	*	2444.5
2444.5								
AM Peak	1100	1100	1100	*	*	*	*	
	177	181	172	*	*	*	*	
PM Peak	1700	1600	*	*	*	*	*	
	263	275	*	*	*	*	*	

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle-130 -- English (ENA)

Datasets:

Site:	**[572] Outside springworks**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	13:02 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008
Zone:	
File:	Traffic count Aug 08.eco (Regular)
Identifier:	L013Y7R8 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 12143 / 25562 (47.50%)

Weekly Vehicle Counts

WeeklyVehicle-130
Site: 572.0.0EW
Description: **Outside springworks**
Filter time: **13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) Headway(>0)

7 Hour	Mon 06 Oct	Tue 07 Oct	Wed 08 Oct	Thu 09 Oct	Fri 10 Oct	Sat 11 Oct	Sun 12 Oct	Averages 1 - 5	1 -
0000-0100	*	*	*	*	6	13	6	6.0	8.3
0100-0200	*	*	*	*	2	1	4	2.0	2.3
0200-0300	*	*	*	*	2	2	2	2.0	2.0
0300-0400	*	*	*	*	6	0	4	6.0	3.3
0400-0500	*	*	*	*	10	5	4	10.0	6.3
0500-0600	*	*	*	*	33	9	3	33.0	15.0
0600-0700	*	*	*	*	46	40	21	46.0	35.7
0700-0800	*	*	*	*	89	32	24	89.0	48.3
0800-0900	*	*	*	*	180	94	46	180.0	106.7
0900-1000	*	*	*	*	**213<**	148	109	**213.0<**	156.7
1000-1100	*	*	*	*	190	**174<**	122	190.0	162.0
1100-1200	*	*	*	*	202	151	**233<**	202.0	**195.3<**
1200-1300	*	*	*	*	167	145	**256<**	**167.0<**	**189.3<**
1300-1400	*	*	*	0	141	**148<**	213	70.5	125.5
1400-1500	*	*	*	0	**197<**	122	196	98.5	128.8
1500-1600	*	*	*	0	178	104	157	89.0	109.8
1600-1700	*	*	*	19	193	141	172	106.0	131.3
1700-1800	*	*	*	164	143	128	167	153.5	150.5
1800-1900	*	*	*	107	107	107	94	107.0	103.8
1900-2000	*	*	*	78	63	65	50	70.5	64.0
2000-2100	*	*	*	53	67	59	50	60.0	57.3
2100-2200	*	*	*	36	35	36	40	35.5	36.8
2200-2300	*	*	*	25	29	26	14	27.0	23.5

2300-2400	*	*	*	9	10	12	20	9.5
12.8								
Totals								
0700-1900	*	*	*	*	2000	1494	1789	1665.5
1607.8								
0600-2200	*	*	*	*	2211	1694	1950	1877.5
1801.5								
0600-0000	*	*	*	*	2250	1732	1984	1914.0
1837.8								
0000-0000	*	*	*	*	2309	1762	2007	1973.0
1875.1								
AM Peak	*	*	*	*	0900	1000	1100	
	*	*	*	*	213	174	233	
PM Peak	*	*	*	*	1400	1300	1200	
	*	*	*	*	197	148	256	

*** - No data.**

Weekly Vehicle Counts

WeeklyVehicle-130
Site: 572.0.0EW
Description: **Outside springworks**
Filter time: **13:03 Thursday, 9 October 2008 => 14:19 Wednesday, 15 October 2008**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) Headway(>0)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	13 Oct	14 Oct	15 Oct	16 Oct	17 Oct	18 Oct	19 Oct	1 - 5	1 - 7
Hour									
0000-0100	4	4	5	*	*	*	*	4.3	4.3
0100-0200	1	2	3	*	*	*	*	2.0	2.0
0200-0300	0	5	3	*	*	*	*	2.7	2.7
0300-0400	12	5	7	*	*	*	*	8.0	8.0
0400-0500	13	14	10	*	*	*	*	12.3	12.3
0500-0600	32	29	36	*	*	*	*	32.3	32.3
0600-0700	62	75	74	*	*	*	*	70.3	70.3
0700-0800	120	108	116	*	*	*	*	114.7	114.7
0800-0900	**216<**	**208<**	**220<**	*	*	*	*	**214.7<**	**214.7<**
0900-1000	173	178	195	*	*	*	*	182.0	182.0
1000-1100	173	170	191	*	*	*	*	178.0	178.0
1100-1200	140	146	147	*	*	*	*	144.3	144.3
1200-1300	183	158	113	*	*	*	*	151.3	151.3
1300-1400	160	141	0	*	*	*	*	100.3	100.3
1400-1500	143	176	0	*	*	*	*	106.3	106.3
1500-1600	175	193	*	*	*	*	*	184.0	184.0
1600-1700	**183<**	**212<**	*	*	*	*	*	**197.5<**	**197.5<**
1700-1800	160	171	*	*	*	*	*	165.5	165.5
1800-1900	79	83	*	*	*	*	*	81.0	81.0
1900-2000	65	58	*	*	*	*	*	61.5	61.5
2000-2100	52	54	*	*	*	*	*	53.0	53.0
2100-2200	31	28	*	*	*	*	*	29.5	29.5
2200-2300	21	26	*	*	*	*	*	23.5	23.5

2300-2400	4	8	*	*	*	*	*	6.0
6.0								
Totals								
0700-1900	1905	1944	*	*	*	*	*	1819.7
1819.7								
0600-2200	2115	2159	*	*	*	*	*	2034.0
2034.0								
0600-0000	2140	2193	*	*	*	*	*	2063.5
2063.5								
0000-0000	2202	2252	*	*	*	*	*	2125.2
2125.2								
AM Peak	0800	0800	0800	*	*	*	*	
	216	208	220	*	*	*	*	
PM Peak	1600	1600	*	*	*	*	*	
	183	212	*	*	*	*	*	

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

A1109100 20130626_20130704.EC1VirtWeeklyVehicle9906 -- English (ENA)

Datasets:

Site:	**[A1109100] EVANDALE MR, BREADALBANE, 230M OF Midland HWY**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	11:00 Wednesday, 26 June 2013 => 8:51 Thursday, 4 July 2013
Zone:	Australia (TAS)
File:	A1109100 20130626_20130704.EC1 (PlusB)
Identifier:	B462B9GN MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	**Modified** - C:\Automatic Metrocount File tools\AutoScripter\AppDataVarious\MCScripts\Algorithms\Coercion to oblivion.alg (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**11:00 Wednesday, 26 June 2013 => 8:51 Thursday, 4 July 2013**
Included classes:	0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 200 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	GeneralProfile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 64356 / 64447 (99.86%)

Weekly Vehicle Counts (Virtual Week)

A1109100 20130626_20130704.EC1VirtWeeklyVehicle9906
Site: !A1109100.1.0EW
Description: **EVANDALE MR, BREADALBANE, 230M OF Midland HWY**
Filter time: **11:00 Wednesday, 26 June 2013 => 8:51 Thursday, 4 July 2013**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(0 1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(0,200) Headway(>0)

7 Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	15.0	19.0	19.0	23.0	37.0	17.0	14.0	22.7	20.9
0100-0200	21.0	12.0	21.0	15.5	23.0	16.0	14.0	18.0	17.3
0200-0300	24.0	23.0	26.0	31.0	24.0	20.0	15.0	26.5	24.3
0300-0400	48.0	30.0	50.0	31.0	47.0	51.0	17.0	39.5	38.1
0400-0500	180.0	194.0	189.0	182.0	186.0	87.0	24.0	185.5	153.0
0500-0600	266.0	229.0	263.0	249.5	238.0	102.0	87.0	249.2	210.5
0600-0700	286.0	325.0	310.0	322.5	326.0	126.0	111.0	315.3	266.1
0700-0800	565.0	517.0	488.0	508.5	492.0	161.0	176.0	513.2	427.0
0800-0900	767.0<	784.0<	777.0<	615.0<	730.0<	414.0	385.0	714.7<	635.9<
0900-1000	610.0	624.0	631.0	521.0	521.0	521.0<	580.0	581.4	572.6
1000-1100	537.0	441.0	418.0	542.0	577.0	451.0	664.0	503.0	518.6
1100-1200	498.0	489.0	506.0	565.0	562.0	367.0	678.0<	521.0	521.4
1200-1300	525.0	502.0	613.5	667.0	645.0	512.0<	535.0	594.3	576.6
1300-1400	572.0	463.0	541.0	520.0	596.0	452.0	538.0	538.8	527.9
1400-1500	522.0	603.0	586.5	599.0	644.0	383.0	475.0	590.2	549.9
1500-1600	607.0	634.0	663.0	619.0	697.0	407.0	423.0	647.2	589.1
1600-1700	706.0<	776.0<	772.5<	723.0	760.0<	453.0	570.0<	751.7<	691.6<
1700-1800	671.0	736.0	645.5	736.0<	701.0	374.0	437.0	689.2	618.3
1800-1900	317.0	430.0	434.0	446.0	356.0	359.0	487.0	402.8	407.9
1900-2000	353.0	256.0	250.5	247.0	407.0	202.0	256.0	294.0	277.8
2000-2100	183.0	141.0	223.5	186.0	210.0	128.0	135.0	194.5	178.8
2100-2200	217.0	139.0	259.0	89.0	235.0	130.0	150.0	199.7	184.8
2200-2300	128.0	82.0	136.5	163.0	101.0	157.0	51.0	124.5	119.4
2300-2400	23.0	18.0	30.5	87.0	61.0	49.0	129.0	41.7	

53.5

Totals

0700-1900	6897.0	6999.0	7076.0	7061.5	7281.0	4854.0	5948.0	7047.4
6636.6								
0600-2200	7936.0	7860.0	8119.0	7906.0	8459.0	5440.0	6600.0	8050.9
7544.0								
0600-0000	8087.0	7960.0	8286.0	8156.0	8621.0	5646.0	6780.0	8217.1
7716.9								
0000-0000	8641.0	8467.0	8854.0	8688.0	9176.0	5939.0	6951.0	8758.4
8180.9								
AM Peak	0800	0800	0800	0800	0800	0900	1100	
	767.0	784.0	777.0	615.0	730.0	521.0	678.0	
PM Peak	1600	1600	1600	1700	1600	1200	1600	
	706.0	776.0	772.5	736.0	760.0	512.0	570.0	

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

A0087600 20131014_20131022.EC1VirtWeeklyVehicle9902 -- English (ENA)

Datasets:

Site:	**[A0087600] !MIDLAND HWY, Perth, 365m N of Youl Rd (North Bound) <100>**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 1
Survey Duration:	12:00 Monday, 14 October 2013 => 10:07 Tuesday, 22 October 2013
Zone:	Australia (TAS)
File:	A0087600 20131014_20131022.EC1 (PlusB)
Identifier:	B466GKS3 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	**Modified** - C:\Automatic Metrocount File tools\AutoScripter\AppDataVarious\MCScripts\Algorithms\Coercion to oblivion.alg (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Monday, 14 October 2013 => 10:07 Tuesday, 22 October 2013**
Included classes:	0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 200 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	GeneralProfile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 45286 / 45318 (99.93%)

Weekly Vehicle Counts (Virtual Week)

A0087600 20131014_20131022.EC1VirtWeeklyVehicle9902
Site: !A0087600.1.0NS
Description: **!MIDLAND HWY, Perth, 365m N of Youl Rd (North Bound) <100>**
Filter time: **12:00 Monday, 14 October 2013 => 10:07 Tuesday, 22 October 2013**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(0 1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(0,200) Headway(>0)

7 Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	11.0	16.0	15.0	15.0	27.0	34.0	35.0	16.7	21.1
0100-0200	9.0	10.5	10.0	18.0	25.0	11.0	19.0	13.8	14.1
0200-0300	13.0	12.5	14.0	18.0	24.0	15.0	11.0	15.7	15.0
0300-0400	17.0	19.0	27.0	18.0	20.0	15.0	7.0	20.0	17.8
0400-0500	48.0	48.0	43.0	44.0	36.0	26.0	8.0	44.5	37.6
0500-0600	83.0	88.5	88.0	75.0	85.0	34.0	24.0	84.7	70.8
0600-0700	237.0	226.0	224.0	217.0	210.0	61.0	34.0	223.3	179.4
0700-0800	475.0	473.0	465.0	465.0	461.0	118.0	79.0	468.7	376.1
0800-0900	**648.0<**	**648.0<**	**655.0<**	**686.0<**	**681.0<**	342.0	172.0	**661.0<**	**560.0<**
0900-1000	455.0	457.5	500.0	512.0	423.0	412.0	282.0	467.5	437.4
1000-1100	407.0	232.0	401.0	431.0	448.0	402.0	312.0	358.5	358.1
1100-1200	385.0	333.0	388.0	366.0	434.0	**489.0<**	**411.0<**	381.2	400.9
1200-1300	338.0	316.0	360.0	375.0	375.0	474.0	382.0	350.3	369.8
1300-1400	339.0	331.0	344.0	339.0	411.0	542.0	440.0	350.5	385.6
1400-1500	427.0	384.0	407.0	420.0	497.0	545.0	**447.0<**	427.0	444.3
1500-1600	412.5	390.0	453.0	442.0	**545.0<**	**568.0<**	413.0	442.5	**454.5<**
1600-1700	**441.0<**	**446.0<**	**458.0<**	**457.0<**	478.0	508.0	388.0	**453.5<**	452.1
1700-1800	393.0	412.0	392.0	406.0	419.0	377.0	351.0	402.5	392.9
1800-1900	243.5	265.0	262.0	307.0	347.0	302.0	219.0	278.0	273.6
1900-2000	162.0	140.0	160.0	169.0	240.0	168.0	188.0	172.2	173.6
2000-2100	110.0	98.0	111.0	139.0	143.0	130.0	111.0	118.5	119.0
2100-2200	58.5	71.0	82.0	85.0	106.0	94.0	79.0	76.8	79.3
2200-2300	32.0	40.0	46.0	40.0	70.0	64.0	27.0	43.3	43.9
2300-2400	22.5	25.0	26.0	46.0	43.0	67.0	21.0	30.8	

34.1

Totals

0700-1900	4964.0	4687.5	5085.0	5206.0	5519.0	5079.0	3896.0	5041.2
4905.2								
0600-2200	5531.5	5222.5	5662.0	5816.0	6218.0	5532.0	4308.0	5632.0
5456.5								
0600-0000	5586.0	5287.5	5734.0	5902.0	6331.0	5663.0	4356.0	.5706.2
5534.5								
0000-0000	5767.0	5482.0	5931.0	6090.0	6548.0	5798.0	4460.0	5901.5
5710.9								
AM Peak	0800	0800	0800	0800	0800	1100	1100	
	648.0	648.0	655.0	686.0	681.0	489.0	411.0	
PM Peak	1600	1600	1600	1600	1500	1500	1400	
	441.0	446.0	458.0	457.0	545.0	568.0	447.0	

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

A0087600 20131014_20131022.EC2VirtWeeklyVehicle9904 -- English (ENA)

Datasets:

Site:	**[A0087600] !MIDLAND HWY, Perth 365m N of Youl Rd <100>**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	12:00 Monday, 14 October 2013 => 10:14 Tuesday, 22 October 2013
Zone:	Australia (TAS)
File:	A0087600 20131014_20131022.EC2 (PlusB)
Identifier:	B464BB9J MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	**Modified** - C:\Automatic Metrocount File tools\AutoScripter\AppDataVarious\MCScripts\Algorithms\Coercion to oblivion.alg (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Monday, 14 October 2013 => 10:14 Tuesday, 22 October 2013**
Included classes:	0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 200 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	GeneralProfile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 45897 / 45923 (99.94%)

Weekly Vehicle Counts (Virtual Week)

A0087600 20131014_20131022.EC2VirtWeeklyVehicle9904
Site: !A0087600.2.0NS
Description: **!MIDLAND HWY, Perth 365m N of Youl Rd <100>**
Filter time: **12:00 Monday, 14 October 2013 => 10:14 Tuesday, 22 October 2013**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(0 1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(0,200) Headway(>0)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	11.0	22.5	20.0	24.0	17.0	37.0	39.0	19.5	24.1
0100-0200	5.0	9.5	12.0	12.0	16.0	18.0	21.0	10.7	12.9
0200-0300	20.0	13.0	14.0	21.0	18.0	8.0	16.0	16.5	15.4
0300-0400	16.0	21.0	25.0	26.0	18.0	15.0	21.0	21.2	20.4
0400-0500	63.0	61.0	57.0	59.0	62.0	16.0	17.0	60.5	49.5
0500-0600	123.0	110.0	109.0	105.0	104.0	27.0	22.0	110.2	88.8
0600-0700	212.0	200.5	170.0	172.0	163.0	86.0	45.0	186.3	156.1
0700-0800	339.0	336.0	325.0	332.0	316.0	212.0	95.0	330.7	286.4
0800-0900	**413.0<**	**384.0<**	383.0	**400.0<**	371.0	355.0	162.0	**389.2<**	356.5
0900-1000	366.0	357.0	**397.0<**	376.0	366.0	561.0	271.0	369.8	381.4
1000-1100	332.0	180.0	317.0	338.0	326.0	**716.0<**	**374.0<**	278.8	345.4
1100-1200	349.0	331.0	334.0	335.0	**395.0<**	639.0	362.0	348.8	**392.1<**
1200-1300	348.5	325.0	351.0	384.0	411.0	**521.0<**	394.0	361.3	385.4
1300-1400	368.0	334.0	396.0	440.0	476.0	470.0	392.0	397.0	405.5
1400-1500	411.0	411.0	427.0	485.0	553.0	409.0	**425.0<**	449.7	441.5
1500-1600	446.5	498.0	541.0	547.0	621.0	366.0	410.0	516.7	484.5
1600-1700	570.0	**589.0<**	621.0	630.0	**718.0<**	377.0	340.0	616.3	**551.9<**
1700-1800	**596.0<**	562.0	**656.0<**	**660.0<**	678.0	341.0	290.0	**624.7<**	547.4
1800-1900	349.5	314.0	355.0	333.0	396.0	209.0	184.0	349.5	311.3
1900-2000	195.0	182.0	183.0	230.0	235.0	125.0	146.0	203.3	186.4
2000-2100	126.5	141.0	138.0	144.0	164.0	101.0	106.0	140.0	130.9
2100-2200	93.5	113.0	106.0	122.0	118.0	85.0	86.0	107.7	102.1
2200-2300	57.5	80.0	75.0	91.0	92.0	83.0	59.0	75.5	74.4
2300-2400	32.5	26.0	28.0	40.0	63.0	57.0	10.0	37.0	

36.1

Totals

0700-1900	4888.5	4621.0	5103.0	5260.0	5627.0	5176.0	3699.0	5032.5
4889.1								
0600-2200	5515.5	5257.5	5700.0	5928.0	6307.0	5573.0	4082.0	5669.8
5464.6								
0600-0000	5605.5	5363.5	5803.0	6059.0	6462.0	5713.0	4151.0	5782.3
5575.1								
0000-0000	5843.5	5600.5	6040.0	6306.0	6697.0	5834.0	4287.0	6020.8
5786.1								
AM Peak	0800	0800	0900	0800	1100	1000	1000	
	413.0	384.0	397.0	400.0	395.0	716.0	374.0	
PM Peak	1700	1600	1700	1700	1600	1200	1400	
	596.0	589.0	656.0	660.0	718.0	521.0	425.0	

* - No data.

Appendix B

Site Plans

CHECK CAREFULLY ALL ASPECTS OF THESE DOCUMENTS BEFORE COMMENCING ASSESSMENT.

ANY ERRORS OR ANOMALIES TO BE REPORTED TO THE DRAWER BEFORE ASSESSMENT IS CONTINUED

CONFIRM ALL SIZES AND HEIGHTS ON SITE

DO NOT SCALE OFF PLAN

THESE DOCUMENTS ARE INTENDED FOR COUNCIL PLANNING APPLICATION ONLY, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

1-279

PROPOSED CARAVAN AND CABIN TOURIST PARK DEVELOPMENT AT 832 HOBART RD. BREADALBANE FOR A & K FUTURES PTY LTD

wilkin design

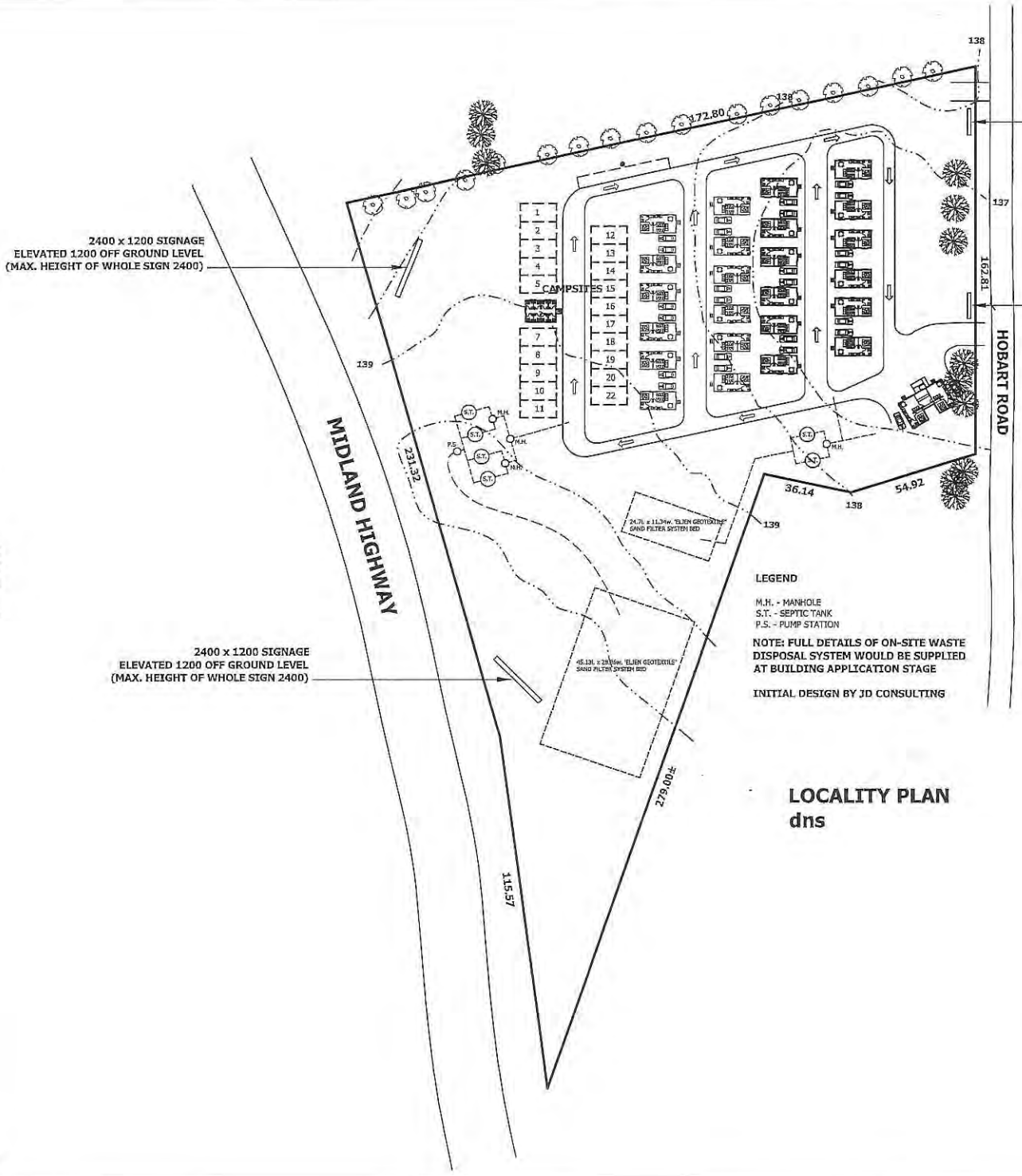
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

DATE:
23/02/2016

JOB NUMBER:
DA-15981

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]



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NOTE: TABLE FOR UNPROTECTED EMBANKMENT SLOPES SLOPE = H:L			
SOIL TYPE		COMPACTED FILL	CUT
STABLE ROCK		2:3	8:1
SAND		1:2	1:2
SILT		1:4	1:4
CLAY	(FIRM)	1:2	1:1
	(SOFT)	NOT SUITABLE	2:3
SOFT SOILS		NOT SUITABLE	NOT SUITABLE

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO:
CC678 X

NOTES:

PROJECT TITLE:
A & K FUTURES PTY LTD TOURIST PARK
832 HOBART RD.
BREADALBANE 7258

REVISION:

DATE:
23/02/2016

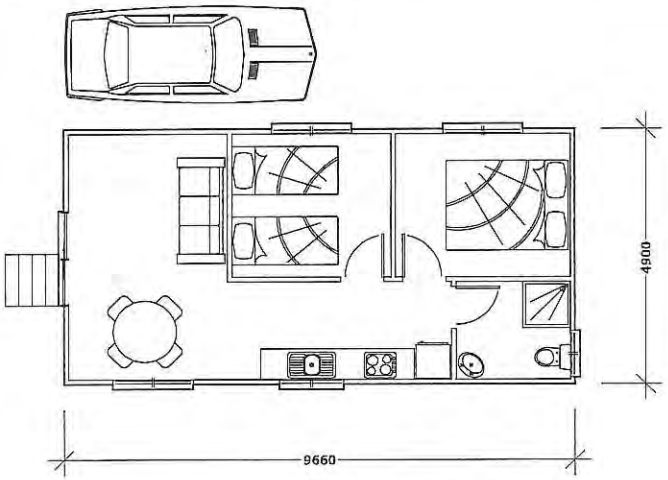
SCALE:
AS SHOWN

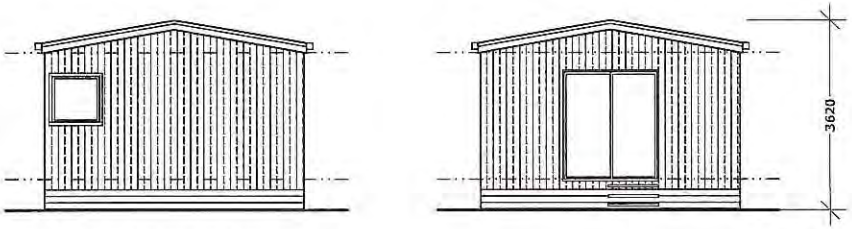
JOB NUMBER:
DA-15981

PAGE:
01 of 04

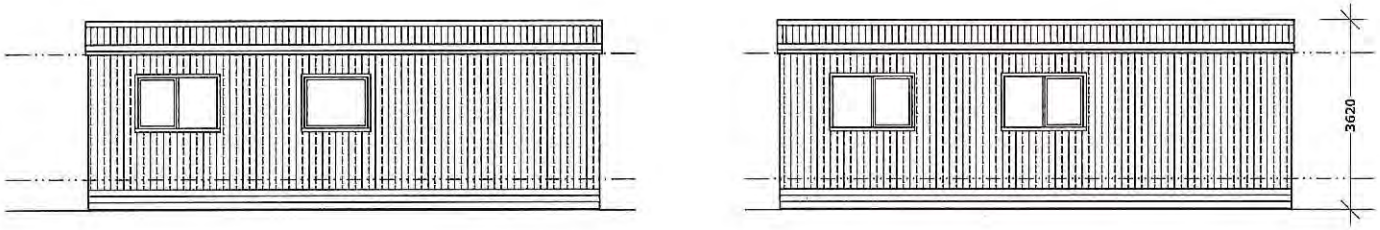
A3

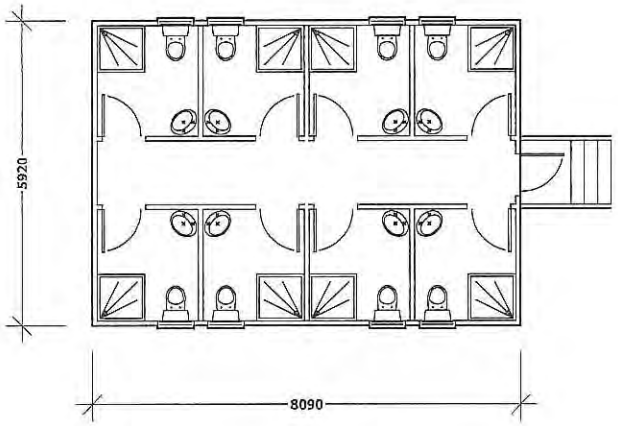

DUMP POINT
CAMPSITES
1
2
3
4
5
7
8
9
10
11
12
13
14
15
16
17
18
19
20
22
AMENITIES
FUTURE CABINS
CABINS
1-281
HOBART ROAD
832 HOBART RD
BREADALBANE TAS 7258
TITLE REF: 109407/1
PROPERTY ID: 2736214
SITE PLAN
1:400
RECEPTION AND CARETAKERS UNITS (x 2)
wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250
ACCREDITATION NO:
CC678 X
PROJECT TITLE:
A & K FUTURES PTY LTD TOURIST PARK
832 HOBART RD.
BREADALBANE 7258
REVISION:
DATE:
23/02/2016
SCALE:
AS SHOWN
JOB NUMBER:
DA-15981
PAGE:
02 of 04
DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]
A3

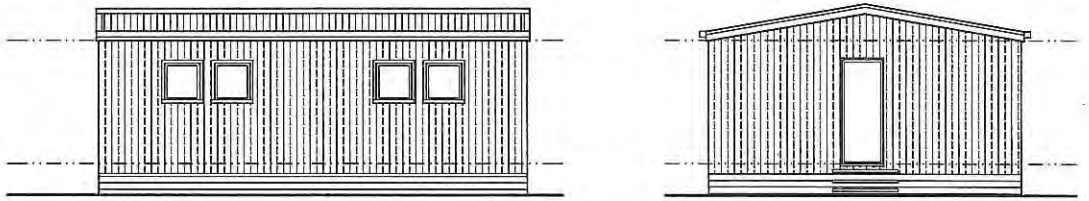




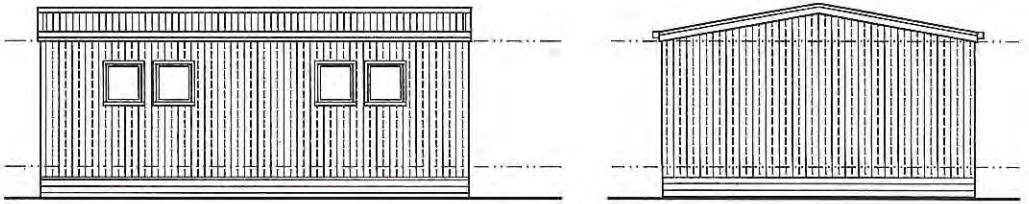
STANDARD CABIN







AMENITIES UNIT



1-282

A3

wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

ACCREDITATION NO: CC678 X

NOTES: ----------.

PROJECT TITLE: A & K FUTURES PTY LTD TOURIST PARK
832 HOBART RD,
BREADALBANE 7258

REVISION: ----------.

DATE: 23/02/2016

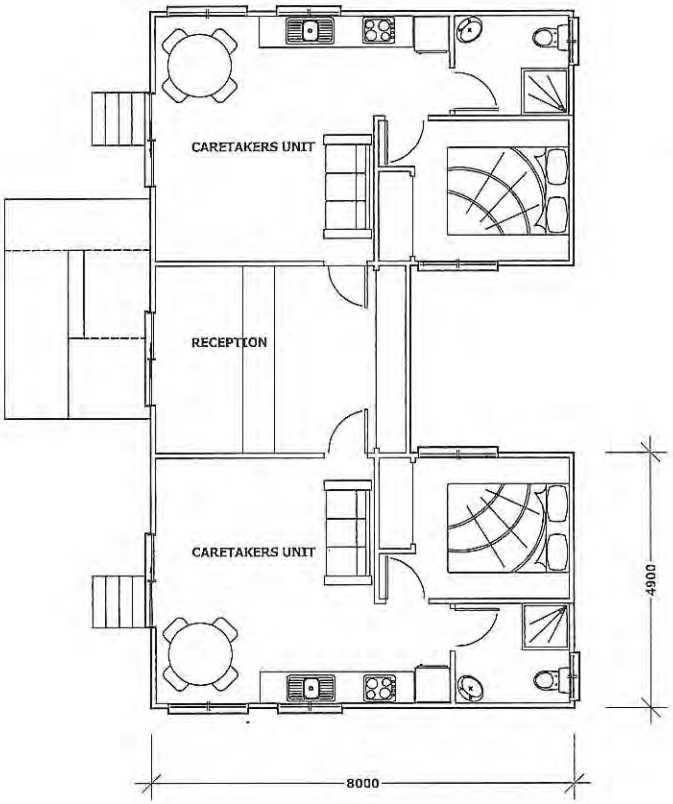
SCALE: AS SHOWN

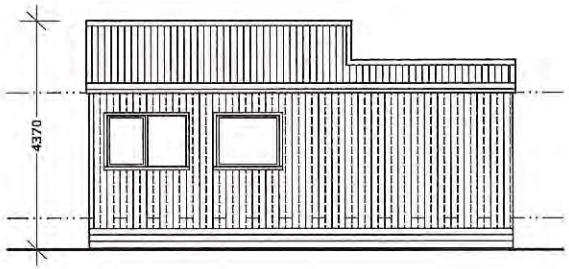
JOB NUMBER: DA-15981

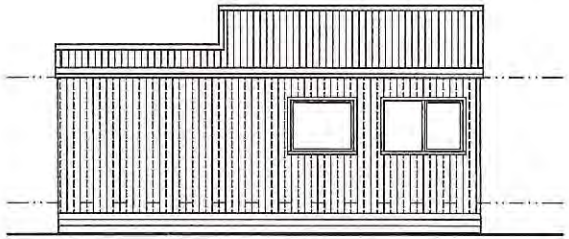
PAGE: 03 of 04

DEVELOPMENT APPLICATION ONLY
[NOT FOR CONSTRUCTION]

1-283







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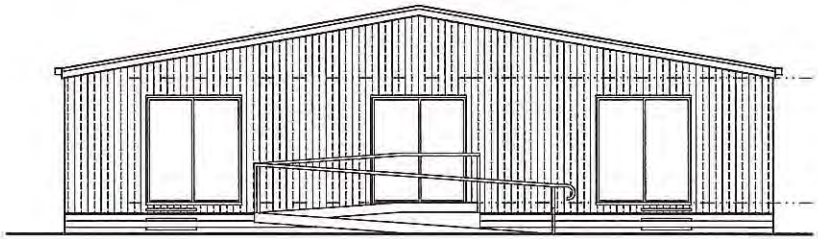

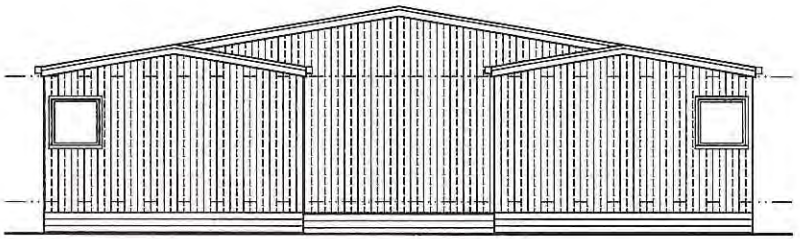

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wilkin design
P.O. BOX 478
LAUNCESTON
TASMANIA 7250

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04 of 04

A3

Appendix C

Swept Paths

1–285

REFERENCE FILES ATTACHED: LN15298-X1858; LN15298-X1125

PS FORM DRG A3 REV- 6

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE

APPROVED

ORIGINAL COPY ON FILE "e" SIGNED BY

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DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN (A3)

SHEET SIZE A3

5 0 5 10 15 20

SCALE IN METRES - 1:500

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HOBART OFFICE
199 Macquarie Street
Hobart
Tasmania 7000

Ph.(03) 6223 1699
Fax. (03) 6223 1299
www.pitsh.com.au
ABN 97 140 184 209

CLIENT A & K FUTURES

PROJECT CABIN AND CARAVAN TOURIST PARK
832 HOBART ROAD BREADALBANE

STATUS PRELIMINARY

DRAWING TITLE MH - MOTORHOME
TURNING PATH ASSESSMENT

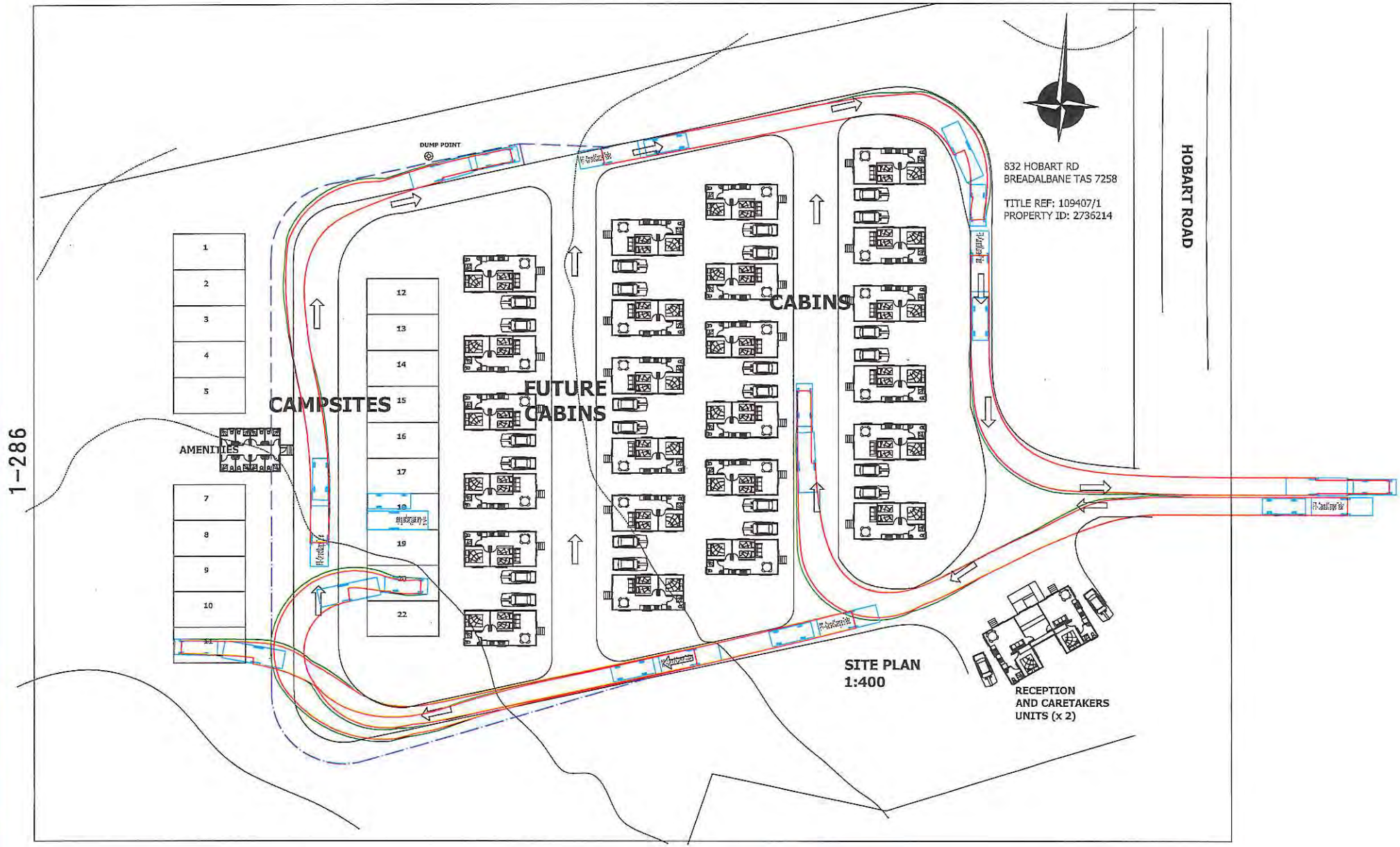
DATUMS: AHD / MGA

CLIENT No. -

DRAWING No. LN15298-P1

REVISION -

Mar. 1, 16 - 14:58:32 Name: LN15298-P1.dwg Updated By: Ivan Brito



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APPROVED

ORIGINAL COPY ON FILE "a" SIGNED BY

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SHEET SIZE A3

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SCALE IN METRES - 1:1000

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HOBART OFFICE
199 Macquarie Street
Hobart
Tasmania 7000
Ph. (03) 6223 1600
Fax. (03) 6223 1299
www.pitsh.com.au
ABN 67 140 184 309

CLIENT A & K FUTURES

PROJECT CABIN AND CARAVAN TOURIST PARK
832 HOBART ROAD BREADALBANE

STATUS PRELIMINARY

P&S FORM DIG-A3 REV - 8

DRAWING TITLE P/T - CAR AND CAMPER TRAILER TURNING PATH ASSESSMENT

DATUMS: AHD / MGA

CLIENT No. -

DRAWING No. LN15298-P2

REVISION -

Mar, 1, 16 - 14:54:08 Name: LN15298-P2.dwg Updated By: Ivan Brda

Contact
Rebekah Giana
(03) 6210 1402
rgiana@pittsh.com.au

transport | community | mining | industrial | food & beverage | carbon & energy

Brisbane
Level 2
276 Edward Street
Brisbane QLD 4000
T: (07) 3221 0080
F: (07) 3221 0083

Canberra
LGF, Ethos House
28-36 Ainslie Place
Canberra City ACT 2601
PO Box 122
Civic Square ACT 2608
T: (02) 6274 0100

Devonport
Level 1
35 Oldaker Street
PO Box 836
Devonport TAS 7310
T: (03) 6424 1641
F: (03) 6424 9215

Hobart
199 Macquarie Street
GPO Box 94
Hobart TAS 7001
T: (03) 6210 1400
F: (03) 6223 1299

Launceston
Level 4
113 Cimitiere Street
PO Box 1409
Launceston TAS 7250
T: (03) 6323 1900
F: (03) 6334 4651

Melbourne
Level 1, HWT Tower
40 City Road
Southbank VIC 3006
PO Box 259
South Melbourne VIC 3205
T: (03) 9682 5290
F: (03) 9682 5292

E: info@pittsh.com.au
W: www.pittsh.com.au

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Pitt & Sherry (Operations) Pty Ltd
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Appendix E

Bushfire Assessment

Bushfire Assessment
Visitor Accommodation
832 Hobart Road
Breadalbane

transport | community | mining | industrial | food & beverage | carbon & energy

Prepared for:	**Anthony Edwards**
Client representative:	**Anthony Edwards**
Date:	**7 March 2016** **Rev00**

Inspired thinking embracing
the challenges of a changing world.

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Table of Contents

Prepared by: ..... Date: 7 March 2016
Ian Abernethy

Reviewed by: ..... Date: 7 March 2016
Linda Drummond

Authorised by: ..... Date: 7 March 2016
David Finnigan

Revision History					
Rev No.	**Description**	**Prepared by**	**Reviewed by**	**Authorised by**	**Date**

1. Introduction

It is proposed to develop this site for 24 holiday cabins, 22 RV/Caravan sites, a Manager's Residence (including reception area and related facilities) and a waste water treatment system.

This is a bushfire assessment to support the development application.

A similar application was approved by Northern midlands Council in 2015.

2. Site

The subject site is comprised in Certificate of Title Volume 109407 Folio 1. The site has an area of 5.0 hectares.

The site has road frontage to Hobart Road and the Midland Highway. The site is currently used for grazing of sheep.

3. Legislative Requirements

The matter has been assessed against the requirements of the Northern Midland Planning Scheme 2013 and the Interim Planning Directive No 1 which came into effect on the 23rd Feb 2016.

4. Bushfire Prone Vegetation

The diagram below represents areas of vegetation which could be classed as Bushfire Prone Vegetation.

These areas can be described as:

North – Grasslands – grazing – but unmanaged
South – Residential property – managed grounds
East – Hobart Road , residential managed grounds and grasslands
West – highway and road reserve – managed lands.

5. Slope of land

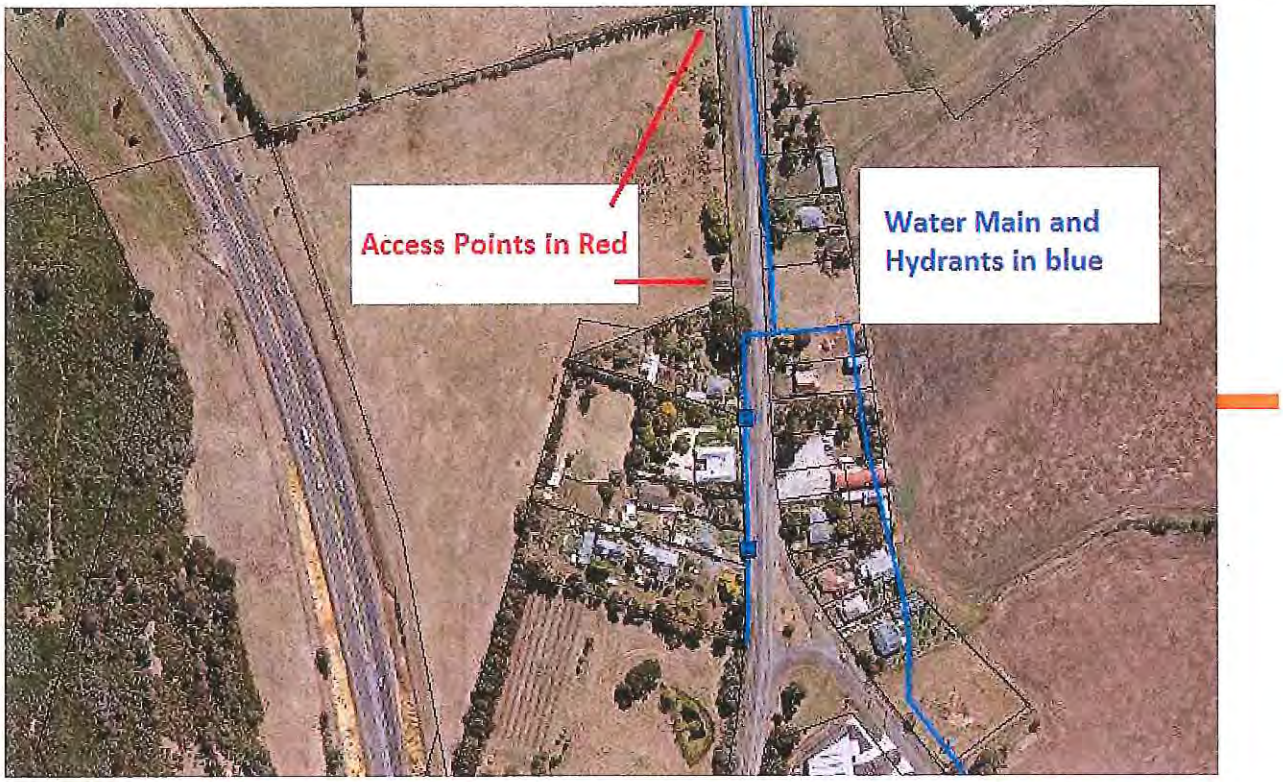
The land slopes to the south on a very shallow gradient of 1.5 degrees.

6. Water Supply

Breadalbane has reticulated water supply in Hobart Road. There is a fire plug in the road reserve approx 70 south of the property.

7. Access

The site has two access points off Hobart Road – one to the north and one to the south (new). The diagram below shows the water supply and access arrangements to the site.



8. Assessment under Interim Planning Directive N0 1 – "Bushfire-Prone Areas Code"

Under PD5 this type of development (Visitor Accommodation) would have been classed as a Vulnerable Use and would have been assessed as such. With changes brought about by Interim Planning Directive No1 Visitor Accommodation has been removed from the definition of Vulnerable Use.

Other changes which impact this assessment are that under Interim Planning Directive No 1 – "Bushfire-Prone Areas Code" new habitable buildings on pre-existing lots have been removed from the Directive and will be assessed at the building stage. A quote from an explanatory note issued by Tas Fire Service 24th Feb 2016 confirms this point:

The draft Interim Planning Directive No. 1, consistent with the current Planning Directive No. 5, applies to vulnerable uses, hazardous uses and subdivision.

Standards for habitable buildings on approved lots, new habitable buildings on pre-existing lots and extensions to pre-existing habitable buildings currently in Planning Directive No.5 are not retained in the draft Interim Planning Directive No. 1. These are instead proposed to be predominantly contained in the draft Director's Determination. This is intended to move standards from the planning phase to the building phase where this is appropriate.

9. Conclusion

Given the above the proposed development become an exclusion from further consideration under the Bushfire-Prone Areas Code contained within the Northern midlands Planning Scheme 2013, as amended by Interim Planning Directive No1 – "Bushfire-Prone Areas Code".

Being an exclusion no certificate approved by Tas Fire Service can be issued for this development. In terms of Bushfire assessment the matter can proceed to the Building stage with no further action required.

Contact
Ian Abernethy
(03) 6323 1943
iabernethy@pittsh.com.au

transport | community | mining | industrial | food & beverage | carbon & energy




Brisbane
Level 2
276 Edward Street
Brisbane QLD 4000
T: (07) 3221 0080
F: (07) 3221 0083

Canberra
LGF, Ethos House
28-36 Ainslie Place
Canberra City ACT 2601
PO Box 122
Civic Square ACT 2608
T: (02) 6274 0100

Devonport
Level 1
35 Oldaker Street
PO Box 836
Devonport TAS 7310
T: (03) 6424 1641
F: (03) 6424 9215

Hobart
199 Macquarie Street
GPO Box 94
Hobart TAS 7001
T: (03) 6210 1400
F: (03) 6223 1299

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Level 4
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Appendix F

Waste Water Report

JD Consulting
ABN 42410316529

PO Box 8
Riverside Tas 7250
Phone: 63301843
Mob: 0457469617
Email: jldoherty581@bigpond.com

Onsite Waste Water Disposal Assessment

at

832 Hobart Road, Breadalbane

prepared for

A & K Futures Pty Ltd

Prepared by: James Doherty

Site Assessment Report for Onsite Wastewater Treatment System

Owner & Postal Address	A & K Futures Pty Ltd C/- Wilkin Design PO Box 478 Launceston Tas 7250

Site Address	

Title Details	

1 Introduction

The attached assessment report is provided as part of the planning application for the staged development of a cabin and camping site at 832 Hobart Road.

The initial proposal is for the construction of the manager's accommodation, 6 cabins and the camp site area. A caravan/motorhome dump point is also proposed and this will be located to the north of campsite 12. The dump point will require a holding tank and will be emptied by a tankered waste contractor. The dump point will not be connected to the onsite waste water disposal system or discharge to the disposal fields

As the proposed development will be staged, multiple septic tanks will be required to cater for the quantity of waste water generated from the occupiers. To accommodate this, it is proposed that two septic tanks will be installed to collect and treat the waste water generated from the manager's accommodation and the initial 6 cabins. The camp site will be serviced separately and this system will eventually collect and treat all waste water generated on the site, with the exception of the manager's accommodation and the initial 6 cabins.

It is proposed that the primary treated waste water will be discharged to one of two Eljen Geotextile Sand Filter System (GFS). This system has recently received accreditation from the Department of Justice for use in Tasmania.

2 Stage 1 Manager's accommodation & campsite

Stage 1 – Managers accommodation	2 x 1bedroom dwellings with a permanent occupancy of 4 people.
Cabins	6 x 2 bedroom dwellings with an occupancy of 4 people per cabin = 24 people. Allowing for an occupancy rate of 80%, a daily occupancy of 20 people per 6 cabins is expected. This has been allowed for in the waste water calculations
Campsites	20 sites with 2 people per site = 40 people. Allowing for an occupancy of 40%, this equates to an average of 16 occupants per day. This has been allowed for in the waste water calculations.
Waste water	Allowing for a design flow allowance of 150 litres/person/day this would equate to 6000 litres of wastewater/day. The majority of this would be generated by the manager's accommodation and the 6 cabins

allowance	(3600 litres/day) compared to the campsites at 2400 litres/day
Wastewater Treatment System Managers accommodation & 6 cabins	A = Vol/DLR x W A = 3600/10 x 1 A = 360sq metres of waste water disposal area is required.
Campsites	A = 2400/10 x 1 A = 240sq metres of waste water disposal area is required NOTE: the DLR figure of 10mm/day taken from Table L1 in conjunction with the Eljen waste water calculator has been used to determine the waste water disposal area required.

3 Assessment Documents

Assessment documents used to determine the site requirements

a) Eljen Geotextile Sand Filter (GSF) waste water calculator

b) Soil report

4 Recommendations

That the following system design be approved for installation;
Manager's Accommodation and 6 Cabins

1. 2 x 3500(min) litre septic tanks with effluent filters. The effluent filter can be maintained by the owner.
   It is also recommended that the septic tanks be pumped out at least every 3-4 years.
   The waste water will be distributed equally between the two septic tanks by the construction of a manhole with downstream branches.
2. Installation of an Eljen Geotextile Sand Filter (GSF) bed constructed in accordance with the principles of AS 1547:2012.
3. A cut off/swale drain is to be constructed above the waste water disposal area to divert surface from the wastewater disposal area.
4. To ensure an equal distribution through the disposal field, a distribution box or similar should be installed above the disposal field.

Campsites and future stages

1. 4 x 6000(min) litre septic tanks with effluent filters. The effluent filter can be maintained by the owner.
   It is also recommended that the septic tanks be pumped out at least every 3-4 years.
   The waste water will be distributed equally between the septic tanks by the construction of a manhole with downstream branches.

2. Installation of an Eljen Geotextile Sand Filter (GSF) bed constructed in accordance with the principles of AS 1547:2012.
3. A cut off/swale drain is to be constructed above the waste water disposal area to divert surface from the wastewater disposal area.
4. To ensure an equal distribution through the disposal field and to raise the waste water to the disposal field, a pit and submersible pump should be installed below the outlet of the septic tanks.
5. A pit and submersible pump with a high level alarm (audible and visual) is installed on the outlet side of the septic tank to raise the wastewater to the absorption trenches.
6. To ensure that the Eljen GFS bed is evenly dosed, a sequencing valve or timed dosing would be required.
7. The following setbacks are required:
   Boundaries – minimum of 5 metres from the wastewater disposal area to the property boundary. This only applies to boundaries that are downslope of the disposal field.

   Septic tanks and pump pit – minimum of 3 metres from the building line.
8. That all work be carried out by a registered plumber in accordance with the plumbing regulations.

5 Site Conditions

Area of Land	5ha.
Boundaries Confirmed	Where applicable
Disposal Area Orientation	South west
Existing Buildings	Site is cleared and grassed
Flood Potential	The area is not prone to flooding.
Power Supply	Mains power is available to the site
Slope & % Slope Stability	Less than 10 degrees slope in the area proposed.
Soil type	Clayey silt overlying a silty Clay.
Surface Drainage	Good
Vegetation	Grass
Water Courses (m)	Nil
Water Table Depth	Unknown.
Water Reticulation/Source	Mains water supply is available to the site.
Wells/Bores/Groundwater	There are no registered wells or bores in the area

6 Site Evaluation

This section provides an overview of the site for suitability of onsite waste water disposal and other environmental considerations.

6.1 Primary Disposal Area (m^2)

A primary disposal area of approximately 360sq metres will be required for the manager's accommodation and 6 cabins in stage 1. A primary disposal area of approximately 240sq metres will be required for campsites. The waste water disposal area set aside for the campsites will need to be extended as the development progresses.

6.2 Special requirements

The dump point will be self contained and not connected to the septic tanks or the waste water disposal fields

6.3 Capacity Rating

Capacity Rating	Factor	Rating
	Site Drainage	Fair to good
	Flooding Potential	Nil
	Impervious Layer Depth	Not identified
	% Gravel	Nil
	% Stone	<1%
	% Boulders	Nil
	% Rock Outcrop	Nil

6.3.1 Adopted Permeability

Site and soil evaluation gives indicative permeability of 0.5-1.5m/d – (Category5 –Clay) with a DLR of 10mm/day as described in Table L1 of AS/NZS 1547:2012. This figure is based on the soil profile from the borelog.

7 System Design Criteria

The waste water system will need to be constructed independently of the proposed stages, with the manager's accommodation, the 6 cabins and the campsite making up stage 1. The waste water from the campsite will be collected and treated independently of the manager's accommodation and cabins. For all other stages, the waste water will be directed to the septic tanks shown on the concept drainage plan provided by Wilkin Design.

7.1 Comment on Results

The proposed site is deemed suitable for in ground absorption of primary treated effluent.