

PLAN 2

PLANNING APPLICATION PLN-19-0216

72 MAIN STREET, CRESSY

ATTACHMENTS

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representation & applicant's response
- D Representations received after the statutory time



31 October 2019

Northern Midlands Council
13 Smith Street
Longford, Tasmania 7301

Dear Planner,

Re: Proposed new backpackers' accommodation at 72 Main Street Cressy

The proposal for 72 Main Street is for backpacker's accommodation for people that come to do picking for farms around the Northern Midlands Area. Visitor Accommodation is a permitted use under the scheme.

20.4.1 Siting Design & Built Form

- A1 Complies
- A2 Complies
- A3 Does not comply. Accommodation units do not match the existing setbacks on the site.
- P3
 - (a) Being closer to the street allows for users of the site easy access onto the surrounding streets of Main Road.
 - (b) This arrangement allows for a comfortable area around the site to manoeuvre and get around. It also allows for adequate fire separation according to the NCC.
 - (c) These setbacks are consistent with what is allowed for in other frontage setbacks in a general residential zone.
 - (d) This project intends to consolidate growth within the existing urban use at Cressy. During the time the backpackers are staying at Main Street, it will help stimulate the economy within the area.
 - (e) Complies, parking is allowed for on-site.

E.6.0 Car Parking and Sustainable Transport Code.

Refer to Traffic Impact Assessment for all details.

Kind regards

Drew den Hartog

PLANNING APPLICATION Proposal

Description of proposal: REFER TO DESIGN RESPONSE

.....
.....
.....
.....
.....

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: 72 MAIN ST, CRESSY

CT no: 18734/1

Estimated cost of project \$ 184,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes - main building is used as RESIDENCE

If variation to Planning Scheme provisions requested, justification to be provided:

REFER TO DESIGN RESPONSE & TRAFFIC IMPACT ASSESSMENT

.....
.....
.....

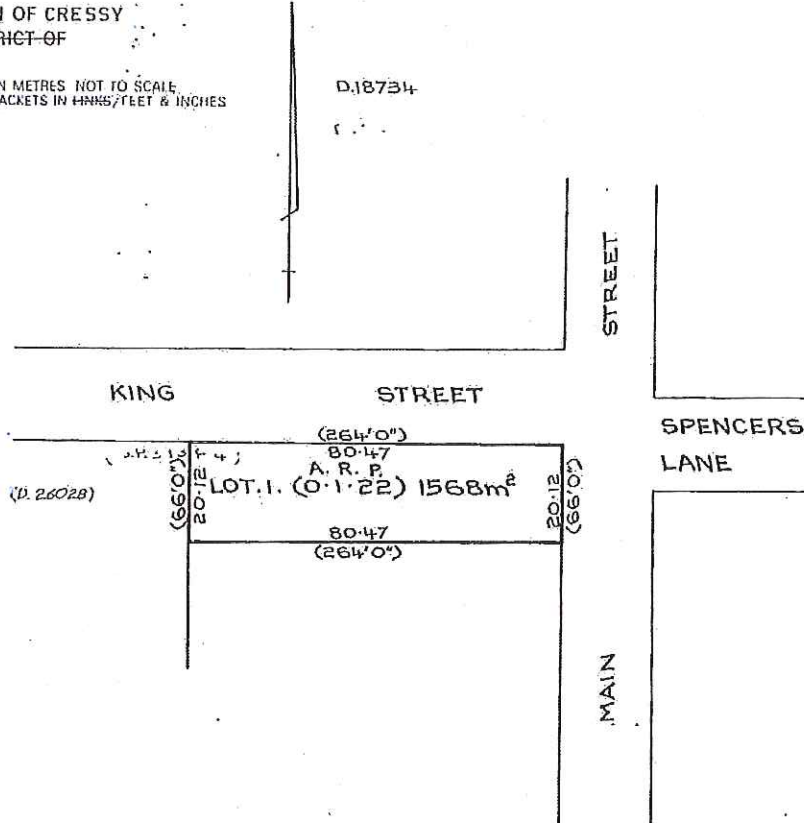
(attach additional sheets if necessary)

Is any signage required? -
(if yes, provide details)

APPROVED FROM <i>J. S. ...</i> Deputy RECORDER OF TITLES	16 AUG 1982	REGISTERED NUMBER D.18734
FILE NUMBER Y.234	GRANTEE PART OF 20,000 A.R.P. ROBERT KEATE, JAMES DRUMMOND BUTLER ELPHINSTONE & ANOTHER.	B. HILL. 6.8.82

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF CRESSY
LAND-DISTRICT-OF
PARISH-OF
LENGTHS ARE IN METRES NOT TO SCALE.
LENGTHS IN BRACKETS IN METRES/FEET & INCHES



PROPOSED ACCCOMMODATION 72 MAIN STREET, CRESSY

R.P. & K.L. MURPHY
PD19208

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN

BUILDING DRAWINGS

No	DRAWING
1-01	ACCOMMODATION FLOOR PLAN
1-02	ACCOMMODATION ELEVATIONS
2-01	SHOWER BLOCK FLOOR PLAN
2-02	SHOWER BLOCK ELEVATIONS
3-01	TOILET BLOCK FLOOR PLAN
3-02	TOILET BLOCK ELEVATIONS

PLANNING

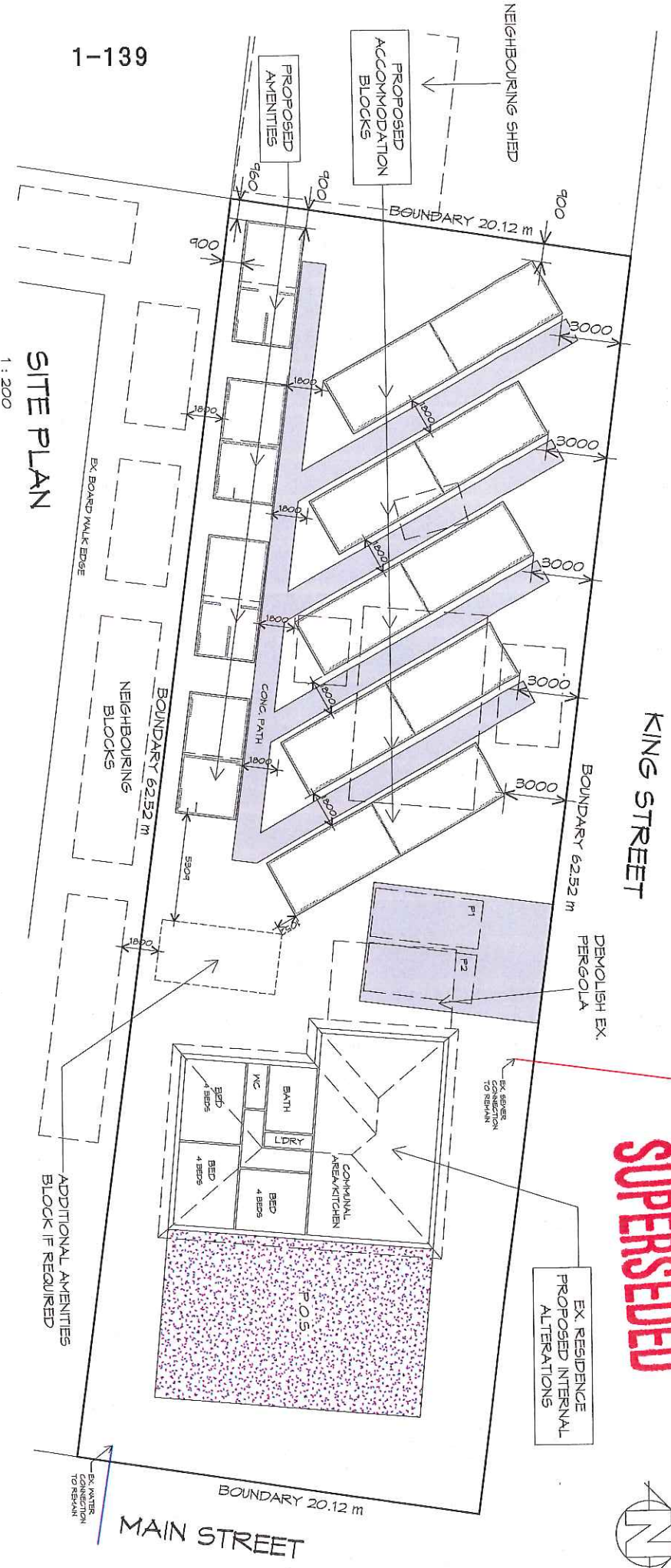


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 Accredited Building Practitioner Frank Ceesus -No CC246A

NOVEMBER 2019

KING STREET

SUPERSEDED



1-139

SITE PLAN
1 : 200

GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC, ALL
- S.A.A. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.



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Project:
PROPOSED ACCOMODATION
 72 MAIN STREET,
 CRESSY

Drawing:
SITE PLAN

Client name:
R.P. & K.L. MURPHY
 Drafted by:
D.D.H.
 Approved by:
F.G.G.



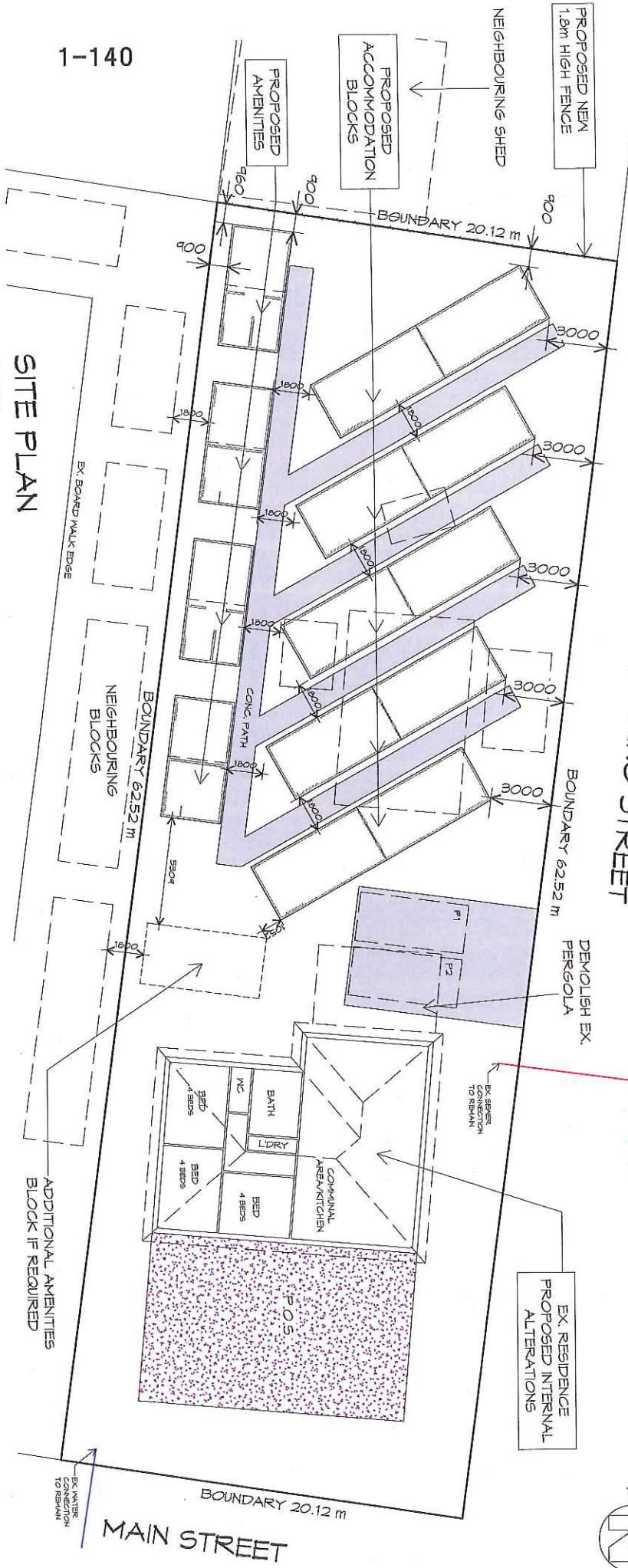
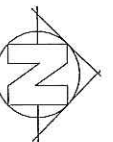
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 Project/Drawing no: PD19208-01
 Revision: 01
 Accredited building practitioner: Frank Gesticus -NO CC248A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

KING STREET

AMENDED



SITE PLAN
1 : 200

GENERAL NOTES

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- S.A.A. CODES & LOCAL AUTHORITY BY-LAWS
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PROPOSED ACCOMMODATION
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 CRESSY

Drawing:
SITE PLAN

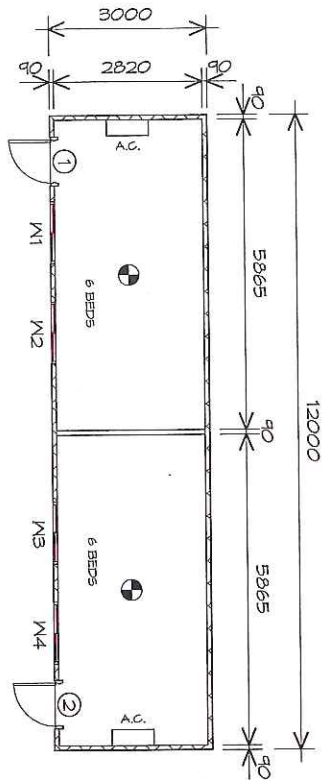
Client name:
R.P. & K.L. MURPHY
 Drafted by:
D.D.H.
 Approved by:
F.G.G.

Date:
05.12.2019
 Project/Drawing no:
PD19208-01

Scale:
1 : 200
 Revision:
01

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN ACCOMMODATION AREA 36.00 m² (387 SQUARES)

1 : 100

LEGEND

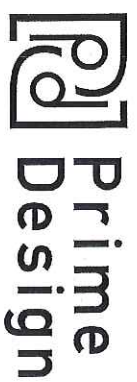
- ⊕ 240V SMOKE ALARM
- A.C. AIR CONDITIONING UNIT

DOOR SCHEDULE			REMARKS
MARK	WIDTH	TYPE	
1	820	EXTERNAL DOOR	
2	820	EXTERNAL DOOR	

WINDOW SCHEDULE					REMARKS
MARK	HEIGHT	WIDTH	TYPE		
M1	1130	1170	SLIDING WINDOW		
M2	1130	1170	SLIDING WINDOW		
M3	1130	1170	SLIDING WINDOW		
M4	1130	1170	SLIDING WINDOW		

ALUMINIUM WINDOWS SINGLE GLAZING

- SMOKE ALARMS**
- ALL ALARMS TO BE INTERCONNECTED WHERE MORE THAN ONE ALARM IS INSTALLED, TO BE INTERCONNECTED BETWEEN FLOORS WHERE APPLICABLE.
 - SMOKE ALARMS TO BE LOCATED ON ALL FLOORS IN ACCORDANCE WITH NCC 2019 PART 3.7.5.2



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Project:
**PROPOSED ACCOMMODATION
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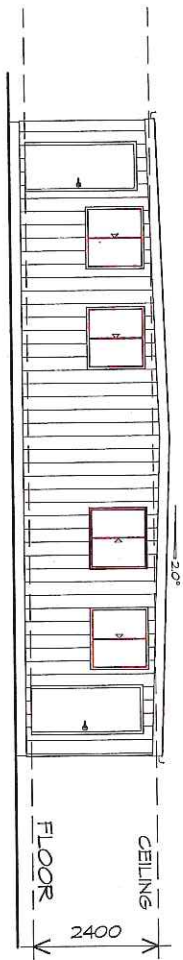
Client name:
R.P. & K.L. MURPHY

Drawing:
ACCOMMODATION FLOOR PLAN

Drafted by: **D.D.H.** Approved by: **F.G.G.**

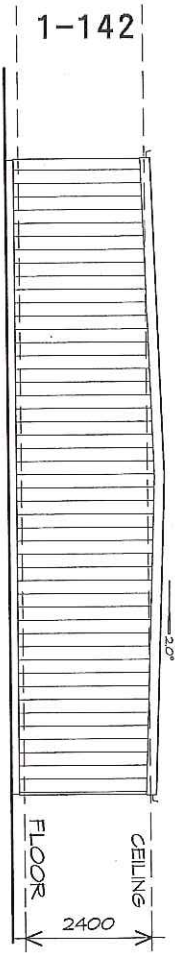
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Project/Drawing no: **PD19208 -1-01** Revision: **01**



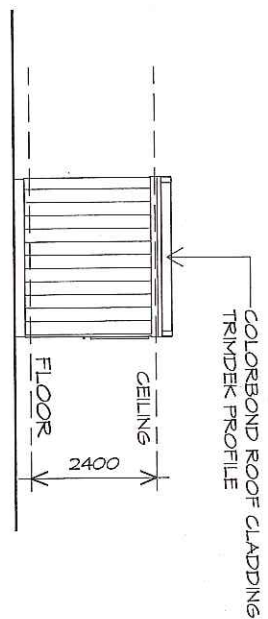
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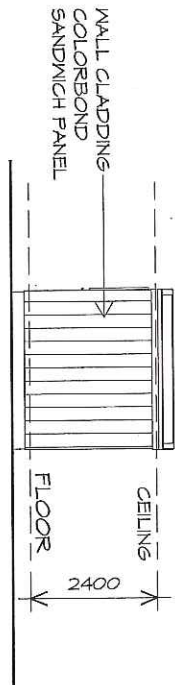
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1 : 100



WESTERN ELEVATION

1 : 100



ELEVATION

1 : 100

FASCIA
COLORBOND FOLDED METAL
GUTTER TO CLIENTS SPEC
-FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURERS
INSTRUCTIONS.
COLOUR TO BE SELECTED

WINDOWS
POWDER COATED ALUMINIUM WINDOW
FRAMES SLIDING OPENING
REVEALS AND TRIMS TO CLIENTS SPEC.
ALL FLASHING TO MANUFACTURERS
SPECIFICATION
AS 1288 & AS 2047 & NCC 2019 PART 3.6

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2019 PART 2.3.12.3



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Project:
PROPOSED ACCOMMODATION
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CRESSY

Drawing:
ACCOMMODATION ELEVATIONS

Client name:
R.P. & K.L. MURPHY
Drafted by:
D.D.H.
Approved by:
F.G.G.

Date:
26.11.2019
Project/Drawing no:
PD19208 -1-02
Scale:
1 : 100

Revision:
01

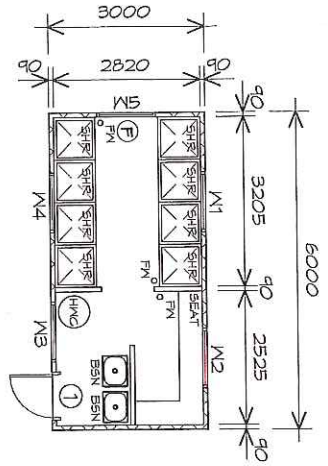


Accredited building practitioner: Frank Geiskus -No CC246A

ACCOMMODATION

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN SHOWER BLOCK 18.00 m² (1.94 SQUARES)
 FLOOR AREA
 1 : 100

LEGEND

- ⊕ EXHAUST FAN-VENT TO OUTSIDE AIR.
- FWC FLOOR WASTE
- HWC HOT WATER CYLINDER

DOOR SCHEDULE		
MARK	WIDTH	TYPE
1	820	EXTERNAL DOOR

WINDOW SCHEDULE			
MARK	HEIGHT	WIDTH	TYPE
M1	260	1130	FIXED WINDOW
M2	260	1130	FIXED WINDOW
M3	260	1130	FIXED WINDOW
M4	260	1130	FIXED WINDOW
M5	260	1130	FIXED WINDOW

ALUMINIUM WINDOWS SINGLE GLAZING

SHOWER BLOCK

PLANNING

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PROPOSED ACCOMMODATION
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Client name:
R.P. & K.L. MURPHY

Drawing:
SHOWER BLOCK FLOOR PLAN

Drafted by: **D.D.H.** Approved by: **F.G.G.**

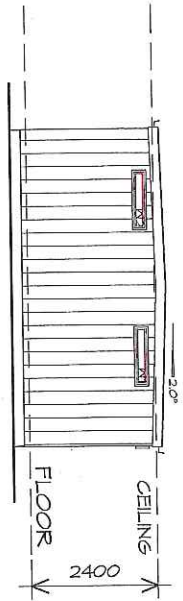
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Project/Drawing no: **PD19208 -2-01** Revision: **01**

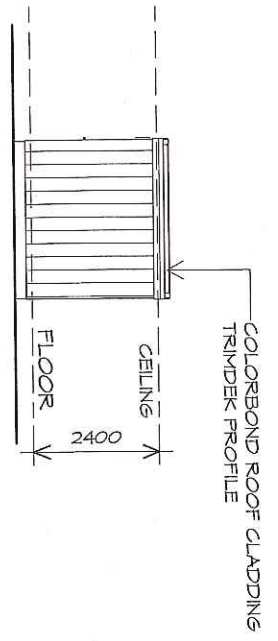
Accredited building practitioner: Frank Gestius -No CC246A



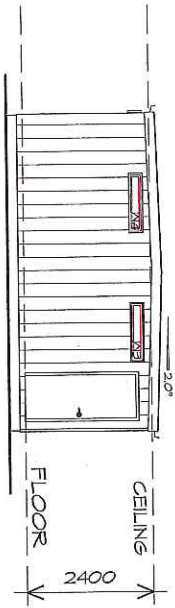
Accredited building practitioner: Frank Gestius -No CC246A



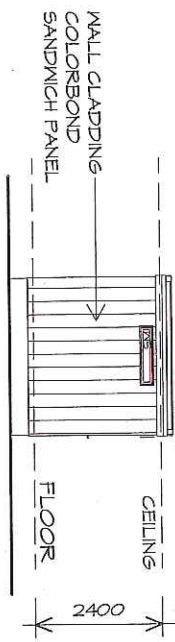
ELEVATION
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ELEVATION
1 : 100



ELEVATION
1 : 100



ELEVATION
1 : 100

FASCIA
COLOREBOND FOLDED METAL
-GUTTER TO CLIENTS SPEC
-FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURERS
INSTRUCTIONS,
COLOUR TO BE SELECTED

WINDOWS
POWDER COATED ALUMINIUM WINDOW
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SHOWER BLOCK



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Drawing:
SHOWER BLOCK ELEVATIONS

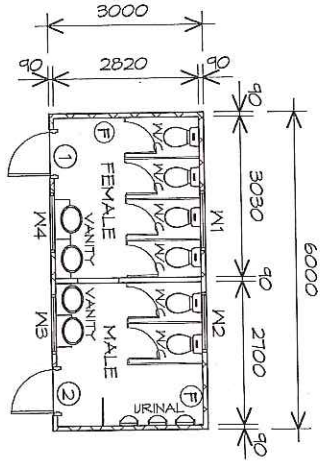
Client name:
R.P. & K.L. MURPHY
Drafted by:
D.D.H.
Approved by:
F.G.G.

Date:
26.11.2019
Project/Drawing no:
PD19208-2-02

Scale:
1 : 100
Revision:
01



Accredited building practitioner: Frank Gaskus - No CC246A



FLOOR PLAN TOILET BLOCK 18.00 m² (1.94 SQUARES)
 1 : 100

LEGEND

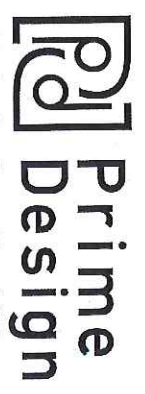
- ⓔ EXHAUST FAN-VENT TO OUTSIDE AIR.

DOOR SCHEDULE			REMARKS
MARK	WIDTH	TYPE	
1	B20	EXTERNAL DOOR	
2	B20	EXTERNAL DOOR	

WINDOW SCHEDULE				REMARKS
MARK	HEIGHT	WIDTH	TYPE	
M1	260	1130	FIXED WINDOW	VENT AT TOP
M2	260	1130	FIXED WINDOW	VENT AT TOP
M3	260	1130	FIXED WINDOW	VENT AT TOP
M4	260	1130	FIXED WINDOW	VENT AT TOP

ALUMINIUM WINDOWS SINGLE GLAZING

TOILET BLOCK



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Project: PROPOSED ACCOMMODATION
 72 MAIN SREET,
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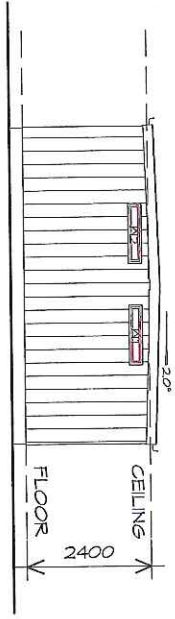
Client name:
 R.P. & K.L. MURPHY

Drawing:
 TOILET BLOCK FLOOR PLAN

Drafted by: D.H.
 Approved by: F.G.G.

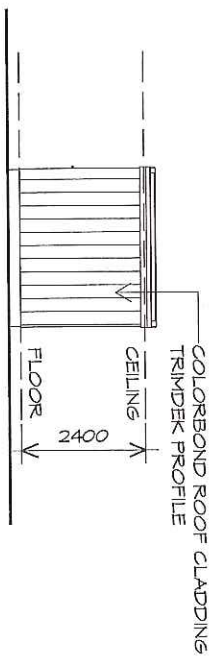
Date: 26.11.2019
 Scale: 1 : 100

Project/Drawing no: PD19208-3-01
 Revision: 01



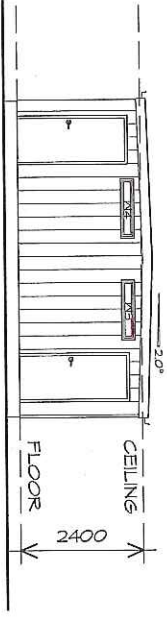
ELEVATION

1 : 100



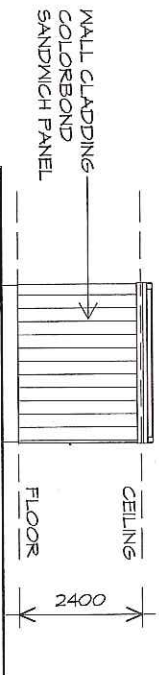
ELEVATION

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ELEVATION

1 : 100



ELEVATION

1 : 100

EASIA
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TOILET BLOCK



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 TOILET BLOCK ELEVATIONS

Client name:
 R.P. & K.L. MURPHY

Drafted by:
 D.D.H.

Approved by:
 F.G.G.

Date:
 26.11.2019

Scale:
 1 : 100

Project/Drawing no:
 PD19208-3-02

Revision:
 01



Accredited building practitioner: Frank Gaskus - No CC246A

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Traffic Impact Statement



22nd Oct 2019

Mr Drew Den Hartog

Prime Design

10 Goodman Court

INVERMAY TAS 7250

Dear Drew,

1 Cooper Crescent
Riverside TAS 7250

M: 0456 535 746

P: 03 6334 1868

E: Richard.burk@trafficandcivil.com.au

TRAFFIC IMPACT STATEMENT ON PROPOSED ACCESS TO 72 MAIN STREET, CRESSY.

This traffic impact statement assesses the proposed access arrangements in terms of traffic engineering principles and Northern Midlands Interim Planning Scheme requirements including:

- site inspection and review of available sight distances and the speed environment
- consideration of references on property access requirements including Council guidelines, Austroads and Australian Standard provisions
- consideration of safety issues regarding all road users including pedestrians and cyclists

1) Background

The developer proposes to provide 'Picker' accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'pickers' to the farm properties.

2) Site Description

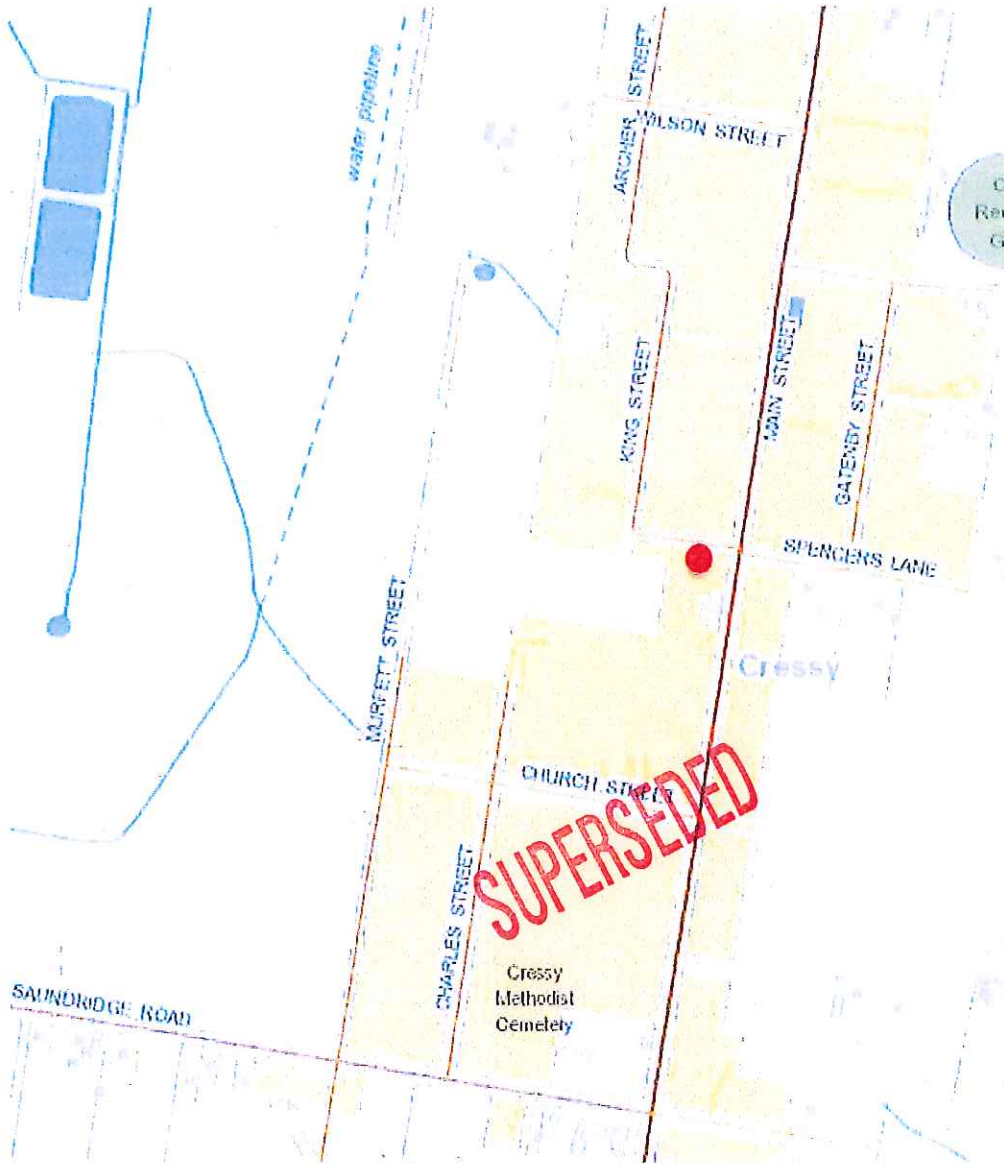
72 Main Street is accessed from King Street with a wide driveway crossover to the property. The property location is shown in Figure 1.

SUPERSEDED

Traffic Impact Statement



Figure 1 – Property Location



Traffic Impact Statement

**3) Proposal****3.1 Description of Proposed Development**

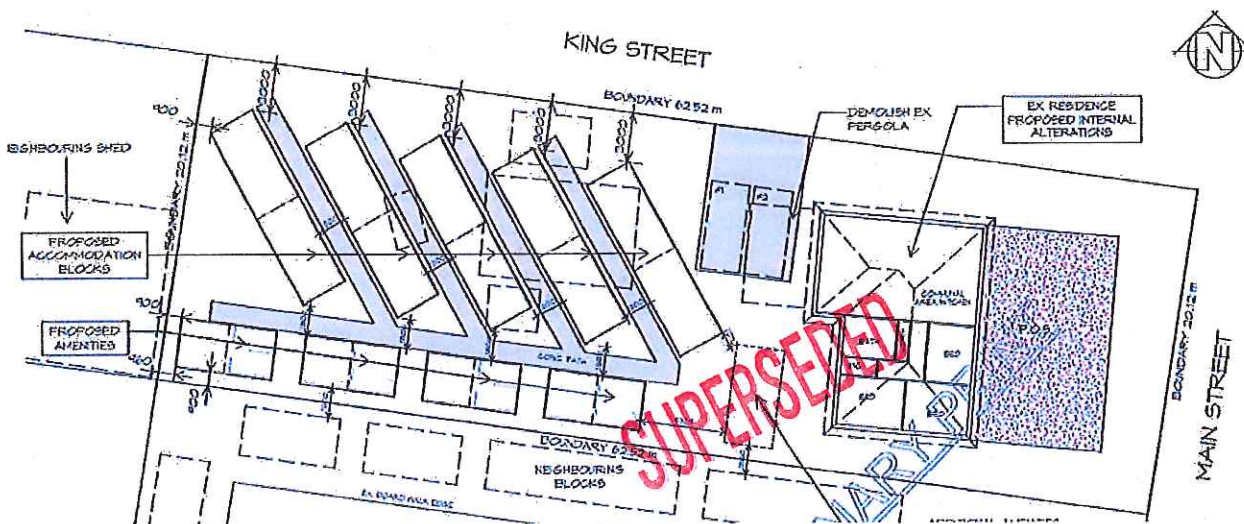
The proposal includes 5 accommodation blocks with each block consisting of 2 * (2 or 3) bedroom apartments. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.

The proposal includes a pergola removal to provide width for 2 parallel off street parking spaces.

The developer proposes to provide 'Picker' accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'Pickers' to the farm properties.

The proposed layout is shown in figure 2, also see Appendix A.

Figure 2 – Proposed 'Picker' accommodation layout at 72 Main Street

**3.2 Council Planning Scheme**

This Traffic Impact Statement references the Northern Midlands Interim Planning Scheme – April 2019 and responds to the requirements of the Road and Railway Assets Code E4 and Car Parking and Sustainable Transport Code E6. Land use zoning is shown in figure 3.



Figure 3 – Local Business zoning at 72 Main Street, Cressy



3.3 Local Road Network Owner Objectives

The Northern Midlands Council objectives are to maintain transport safety and efficiency and an acceptable level of safety for all road users, including pedestrians and cyclists.

3.4 State Road Network Owner Objectives

The Department of State Growths objectives in this case are to:

- consolidate access from a side road where possible with a preference to close current accesses.
- Retain current accesses only where existing access and safety implications are acceptable as determined by a suitably qualified practitioner by means of a Traffic Impact Statement .



4) Existing Conditions

4.1 Main Street (Poatina Main Road)

Main Street is a State Road – Poatina Main Road which is a sealed Category 4 Feeder Road in the State Road Hierarchy, see Appendix B. The road is some 11.3m wide with a centreline, 3.0m traffic lanes, edge lines and 2.6m wide parking lanes. The road has a 60km/h speed limit and traffic activity is estimated at 1,500vpd from DSG traffic data, see Appendix C. The road is in good condition and has footpaths both sides. Main Street is a General Access route and not part of the Tasmanian 26m B Double Network, see Appendix D and not a limited access road, see Appendix E.

Photo 1 – Looking south along Main Street from King Street



The sight distance to the south is >120m.

Photo 2 – Looking north along Main Street from King Street



The sight distance to the north is >120m.

SUPERSEDED



Photo 3 – Looking south along Main Street towards King Street



4.2 King Street

King Street is a 7m wide sealed Council road with footpath both sides. The road is in good condition and has street lighting. the General Urban Speed Limit of 50km/h applies, and traffic activity is estimated at 200vpd.

Photo 4 – Aerial view of 72 Main Street, Cressy



SUPERSEDED

Photo 5 – Looking east along King Street from the existing access



The sight distance to the right east is 35m.

Traffic Impact Statement

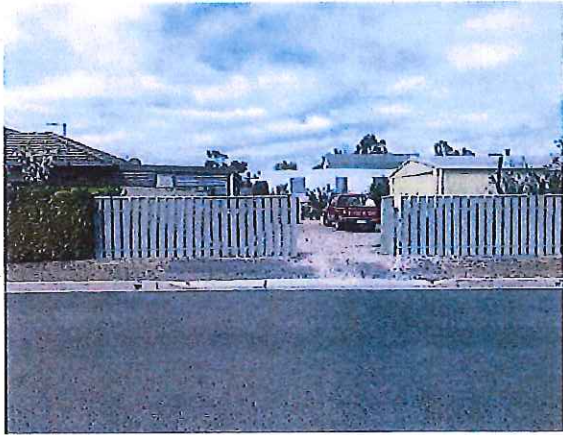


Photo 5 – Looking west along King Street from the existing access



The sight distance to the west is 75m.

Photo 6 – Elevation view of existing access to 72 Main Street



SUPERSEDED

Photo 7 – Looking east along King Street towards existing access



Traffic Impact Statement



4.3 Traffic Activity

The proposal includes 5 accommodation blocks with each block consisting of 2 * 1 bedroom apartments. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.

The proposal includes widening of the driveway to create a double driveway supporting 2 off street parking spaces.

The developer proposes to provide 'Picker' accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'pickers' to the farm properties.

The proposed Dwelling and Visitor Accommodation use is estimated to generate 9 vpd.

King Street traffic activity is estimated at 200vpd from extrapolation of traffic survey data, see Appendix F which provides evidence of an hourly traffic of some 20vph.

4.4 5 Year Reported Crash History

Department of State Growth have advised that as of 22 October there have been no reported crashes on King Street over the last 5 years.

4.5 Services

There do not appear to be any above or below ground services that would disaffect the proposed access location.

4.6 Road Safety

4.6.1 Road Safety Review

Main Street provides safely for all road users. The Main Street / King Street junction has a simple junction layout and satisfies sight distance requirements. The proposed access to 72 Main Street Cress is via the minor side road – Kings Street which suits DSG criteria for access to properties with state road frontage.

Accordingly, the proposed access from King Street is considered appropriate. King Street appears to provide safely for all road users.

Traffic Impact Statement



4.6.2 Safe System Assessment(SSA)

The Kings Street has been assessed with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Road users are considered along with the most common crash types. The crash risk score is an indication of how well the infrastructure being assessed satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, the proposal is considered very well aligned with the safe system objective with a crash risk score of 9/448 which is a low risk score, see figure 4.

SUPERSEDED



Figure 4 – King Street Safe System Assessment – existing situation

Safe System Assessment Existing situation on King Street at access to 72 Main Street, Cressy

Exposure	Justification (AADT 200vpd)	Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Likelihood	Score / 4	1	1	1	1	1	1	1	
	Justification	Very low traffic volume and no reported run off road crashes	Very low traffic volume and no reported head-on crashes.	Low traffic volume on major road (<500vpd) and very low on minor road (200vpd) and one reported crash	Not a bus route	Low pedestrian activity	Low cyclist activity	Low volumes	
Severity	Score / 4	1	1	1	1	1	1	1	
	Justification (50km/h speed limit)	7m wide sealed road in good condition, short residential street (110m) with kerb and channel, footpath and both sides and no roadside hazards.	7m wide sealed road in good condition, short residential street (110m) with kerb and channel, footpath and both sides and no roadside hazards.	Simple Left and Right turn junction layout with 2.0m parking lanes both sides of the main road	No bus stops	Footpaths both sides of the road	Quite residential street 7m wide from face to face of kerb	Consistent sealed surface for motorcyclists.	
Product	Score / 4	1	1	1	1	1	1	1	
	Total Score / 64	1	1	1	1	2	2	1	
								Total / 448	9

SUPERSEDED



5) Traffic Requirements

5.1 Sight Distance Requirement

Figure 5 shows acceptable sight distance as per the planning scheme.

Figure 5 – Planning Scheme and available sight distances.

Southern side of the proposed access

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution	Current Provision	Performance Criteria	Proposed Treatment
			Road frontage sight distance			Mitigation
			Table E4.7.4 SISD (m)	Available Left(m)	AS / NZS 2890.1 (m)	
King Street - #72 Main Street	50	50	80	75	40	NA

Northern side of the proposed access

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution	Current Provision	Performance Criteria	Proposed Treatment
			Road frontage sight distance			Mitigation
			Table E4.7.4 SISD (m)	Available Right(m)	AS / NZS 2890.1 (m)	
King Street - #72 Main Street	50	40	80	35	30	NA

Compliant with
Acceptable Solution

Compliant with
Performance Criteria

The sight distances available domestic property access requirement of AS/NZS 2890.1 and considered to satisfy the planning scheme performance criteria.



6) Northern Midlands Interim Planning Scheme 2013

Road and Railway Code E4

Section E4.7.4 – Sight Distance at Accesses, Junctions and Level Crossings.

Acceptable solution A1 a): an access or junction must comply with the Safe Intersection Sight Distance (SISD) shown in Table E4.7.4.

A1 a) is not satisfied as:

- Table E4.74, as a minimum required for vehicle speeds of 50km/h is SISD of 80m.
- The minimum sight distance available is 35m.

Traffic Impact Statement



Performance Criteria P1: *The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure safe movement of vehicles.*

P1 is satisfied as:

King Street is short (110m) with slow points either side of the access:

- Junction with Main Street 35m to the right of the access
- 90-degree bend in alignment 75m to the left of the access.

Accordingly, the local speed environment is estimated to be less than the 50km/h speed limit and likely to be 40km/h.

In accordance with Australia/New Zealand Standard AS/NZS 2890.1 Off-street parking, the minimum requirement for an access driveway is satisfied for the speed environment:

- For a 40km/h speed environment the minimum road frontage sight distance required is 35m. The access has a minimum 35m of sight distance to the right of the access.

Car Parking and Sustainable Transport Code E6

Section E6.6.1 - Car Parking Numbers

Acceptable solution A1: *The number of car parking spaces must not be less than the requirements of Table E6.1 of the Northern Midlands Interim Planning Scheme 2013.*

Table E6.1 requires 1 space per unit or 1 space per 4 beds whichever is greater. 10 * 2 bed units are proposed i.e 5 car parks are required and 2 car park spaces for the primary residence.

Acceptable Solution A1 is not satisfied.

Performance Criteria P1: *The number of car parking spaces provided must have regard to:*

- a) *The provisions of any relevant location specific car parking plan;*
and
- b) *The availability of public car parking spaces within reasonable walking distance; and*

Traffic Impact Statement



- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation ; and
- d) The availability and frequency of public transport within reasonable walking distance of the site ; and
- e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping ; and
- f) The availability, accessibility and safety of on road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity ;and
- g) An empirical assessment of the car parking demand ; and
- h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
- i) The recommendations of a traffic impact assessment prepared for the proposal ; and
- j) Any heritage values of the site ;and
- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 - (1) The size of the dwelling and the number of bedrooms; and
 - (2) The pattern of parking in the locality ; and
 - (3) Any existing structure on the land.

SUPERSEDED

Performance Criteria P1 is satisfied as:

- a) The provisions of any relevant location specific car parking plan;
There is no specific car parking plan applicable in the Northern Midlands Interim Planning Scheme (April 2019)
- b) The availability of public car parking spaces within reasonable walking distance; **Considerable on street parking is available in King Street and Main Street.**
- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation ; **The developer is proposing 'Picker' accommodation for people on visas who do not have a car.**
- d) The availability and frequency of public transport within reasonable walking distance of the site ; **the adjacent property(74 Main Street) provides 'Picker' bus transport to work sites.**
- e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping ; **there is no parking space supply**



or demand at 72 Main Street for the proposed 'Picker' accommodation.

- f) The availability, accessibility and safety of on road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity. **There is on street parking on Main Street in the form of 2.6m wide parking lanes both sides of the road that have low parking utilisation. There is on street parking on King Street which is 7m wide face to face of kerb able to sustain some parking on either side of the road. In both cases the available parking spaces are safe and suitable for use considering traffic activity levels, accessibility and the traffic facilities provided.**
- g) An empirical assessment of the car parking demand ; **From on-street parking observations , see photos 1-7 none of the available on street parking spaces were occupied at the time of site inspection (midday Wednesday 9th October 2019) which provide evidence of low on street parking utilisation)**
- h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; **It is estimated that the proposal will have low impact on the residential amenity of King Street.**
- i) The recommendations of a traffic impact assessment prepared for the proposal ; **This traffic impact statement supports the proposal.**
- j) Any heritage values of the site ; **There do not appear to be any heritage values of the site.**
- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
1. The size of the dwelling and the number of bedrooms; **'Picker' parking demand is expected to be negligible**
 2. The pattern of parking in the locality ; **There is evidence of a very low on street parking utilisation.**
 3. Any existing structure on the land. **An existing pergola is proposed to be removed to ensure the primary residence has two off street parking spaces.**

Traffic Impact Statement



Section E6.7.1 - Construction of Car Parking Spaces and Access Strips

Acceptable solution A1: *All car parking, access strips manoeuvring, and circulation spaces must be formed to an adequate level and drained.*

The two proposed parking spaces are at an adequate level and can be drained.

Acceptable Solution A1 is satisfied.

Section E6.7.2 - Design and Layout of Car Parking

Acceptable solution A2.1: *Car parking and manoeuvring space must:*

- a) *have a gradient of 10% or less – compliant*
- b) *where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction – not applicable.*
- c) *have a width of vehicular access of no less than prescribed in Table E6.2: Compliant*
 - **Car park (1-5 spaces) require access width of 3.0m. Access width provided is 3.5m.**
- d) *have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3*

For 90-degree parking 6.4m manoeuvre space - compliant

Car park widths 2.6m wide – compliant

Car park lengths 5.4m – compliant.

Acceptable Solution A2.1 is satisfied.

Acceptable solution A2.2: *The layout of car spaces and access ways must be designed in accordance with AS2890.1-2004 Parking Facilities, Part 1: Off Road Car Parking.*

Design compliant with AS 2890.1 - 2004.

Acceptable Solution A2.2 is satisfied.

Traffic Impact Statement



Section E6.8.5 - Pedestrian Walkways

The objective is to ensure pedestrian safety is considered in development.

Acceptable solution A1: Pedestrian access must be provided for in accordance with Table E6.5 of the Northern Midlands Interim Planning Scheme 2013.

Table E6.5 indicates that for uses that require 1-10 parking spaces no separate access is required (pedestrians may share the driveway).

Proposal includes 1.8m concrete paths between all proposed buildings.

Acceptable Solution A1 is satisfied.

7) Impacts on the environment and road users

The proposed access with King Street will have negligible impact on road users provided the exit is constructed to standard NMC requirements for driveways in terms of width, standard and drainage requirements.

7.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, Vibration, Visual Impact and Pedestrian Amenity
 - Ecological Impacts, Heritage and Conservation

7.2 Road users

- Public Transport - No impact.
- Delivery Vehicles – Better for delivery vehicles leaving the property.
- Pedestrians and Cyclists

Footpaths are available both sides of King Street. No additional provisions for pedestrians and cyclists are necessary as low volumes of traffic are expected.

Traffic Impact Statement



8) Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess the operation and safety of the proposed access and parking to 72 Main Street, Cressy.

Existing road conditions have been reviewed including review of the speed environment and available sight distances.

It is assessed that the safety for all road users, including pedestrians and cyclists, will not be disaffected by the proposal.

The proposed access satisfies the minimum driveway sight distance requirement of Australian/New Zealand Standard AS/NZS 2890.1 for a 40km/h road frontage speed. The road frontage speed on King Street is estimated at 40km/h.

From Austroads Safe System Assessment guidelines the proposed access is assessed as having negligible crash risk with very good alignment with the Safe System Objective with a crash risk of 9/448 which is a very low risk. The proposal is considered safe.

The proposal satisfies the Northern Midlands Interim Planning Scheme 2013 - Road and Railway Assets Code E4 Performance Criteria and Car Parking and Sustainable Transport Code E6 requirements.

In summary it is concluded that the proposal will not create any safety issues and the proposed access and parking is supported on traffic grounds.

SUPERSEDED

Traffic Impact Statement



9) Assessor Credentials

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 32 years professional experience in road and traffic engineering Industry
 - Director Traffic and Civil Service Pty Ltd since May 2017.
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is located to the left of the 'SUPERSEDED' stamp.

SUPERSEDED

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

M: 0456 535 746
P: 03 63341868
E: Richard.burk@trafficandcivil.com.au

Traffic Impact Statement



Appendix A - Location and site plans

CONCEPT

NOTE: DO NOT SCALE OFF DRAWINGS

SUPERSEDED

DRAWING TITLE		SITE PLAN	
PROJECT	PROPOSED STREET NAME	CLIENT NAME	R.P. & K.L. MURPHY
SCALE	SUBURB	DATE	13.09.2019 1:200
DESIGNED BY	D.O.H.	DRAWN BY	F.G.G.
CHECKED BY	F.G.G.	DATE OF CONSTRUCTION	PD19200-01
DATE OF REVISION	00	REVISIONS	00

10 Coorntown Court, Jerseyville, Missouri, 63051
 Phone: 636.455.7299
 Fax: 636.455.7233
 Email: info@primedesign.com.au

Prime Design

PRIME DESIGN
10 Coorntown Court, Jerseyville, Missouri, 63051
Phone: 636.455.7299 Fax: 636.455.7233
Email: info@primedesign.com.au

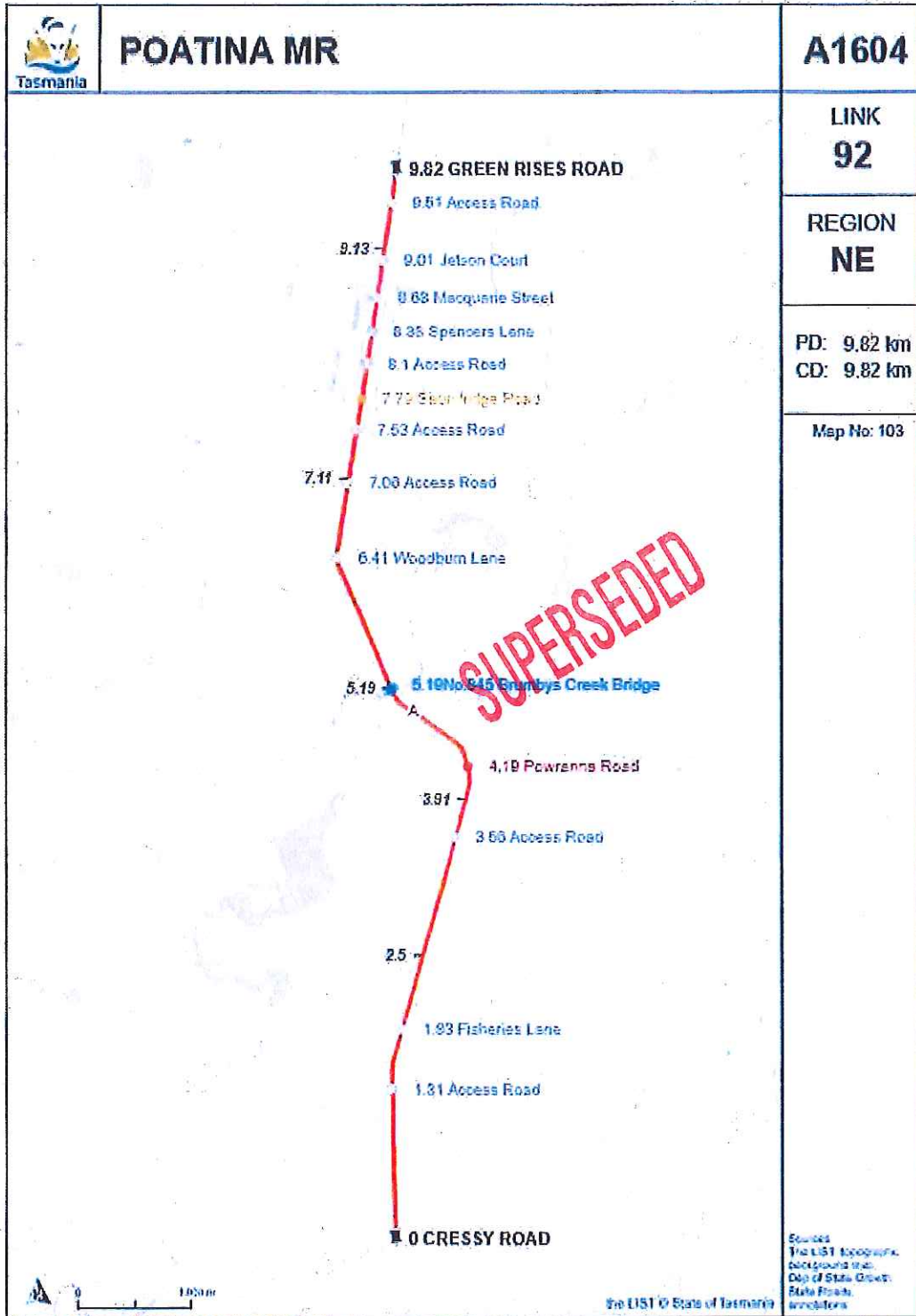
GENERAL NOTES:

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALE
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NZC, ALL S.A. COVERS & ALL REVISIONS ARE TO BE MADE TO FRAME AND DO NOT ALTER FOR PALLIATIVES
- ALL FLOORING TO BE STRICTLY IN ACCORDANCE WITH AS 2902 & APPROVED BY COUNCIL INSPECTION
- BUILDER RESPONSIBILITY TO ENGINEER FOR ALL STRUCTURAL WORK
- STORAGE AND REMOVAL BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL FINISHES AND SLABING TO COMPLY WITH AS 1289 & AS 1300
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THE SET OF DRAWINGS IS COMPLETED THE DESIGNER AND ENGINEER ARE ASSIGNED JOINT RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND SUBMIT PRIOR TO COMMENCEMENT OF ALL CONSTRUCTION WITH SUPPLIER ATTACH LEVEL, (EARTH) ASSESSMENT NETWORK.

Traffic Impact Statement



Appendix B – Poatina Main Road Link Map

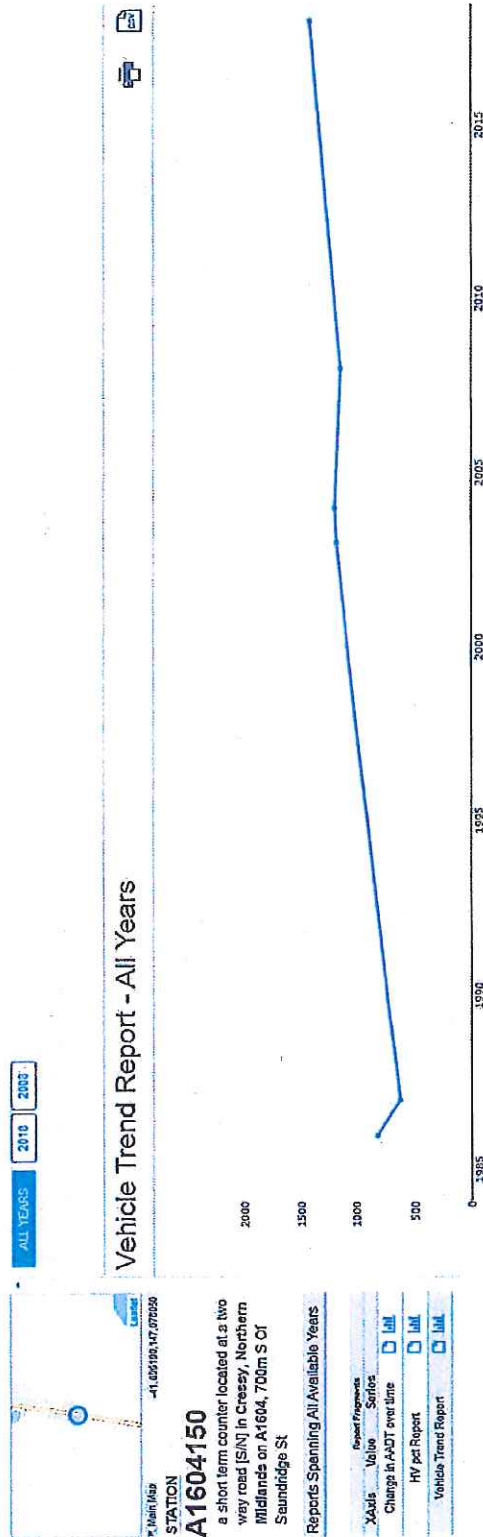


SUPERSEDED

Traffic Impact Statement



Appendix C- Poatina Main Road Traffic Data



SUPERSEDED

Station: A1604150
 -1.600195,147.076950

STATION A1604150
 a short term counter located at a two way road (S/N) in Cressy, Northern Midlands on A1604, 700m S of Saundersbridge St

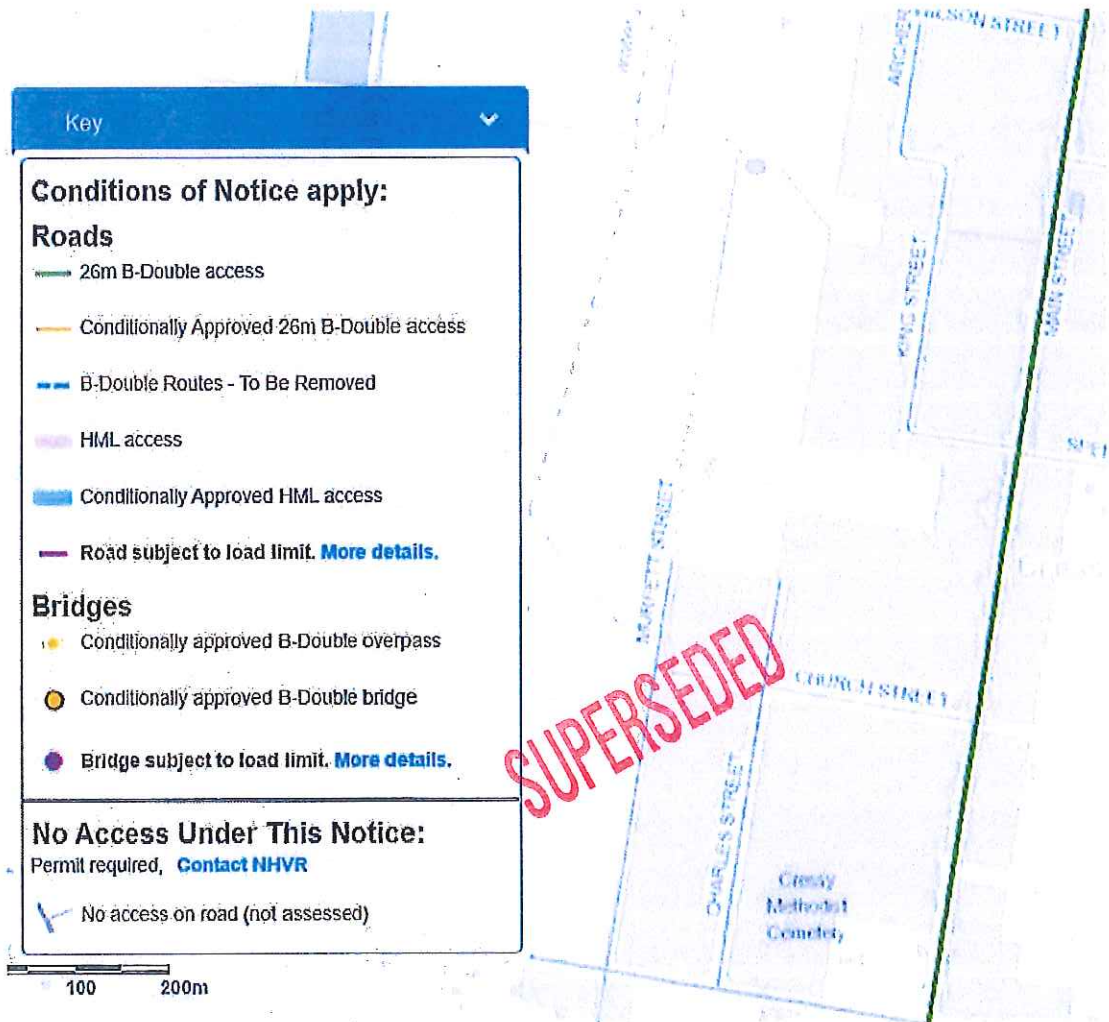
Reports Spanning All Available Years

Vehicle	Series	<input type="checkbox"/>
Change in ADT over time		<input type="checkbox"/>
HV pct Report		<input type="checkbox"/>
Vehicle Trend Report		<input type="checkbox"/>

Traffic Impact Statement



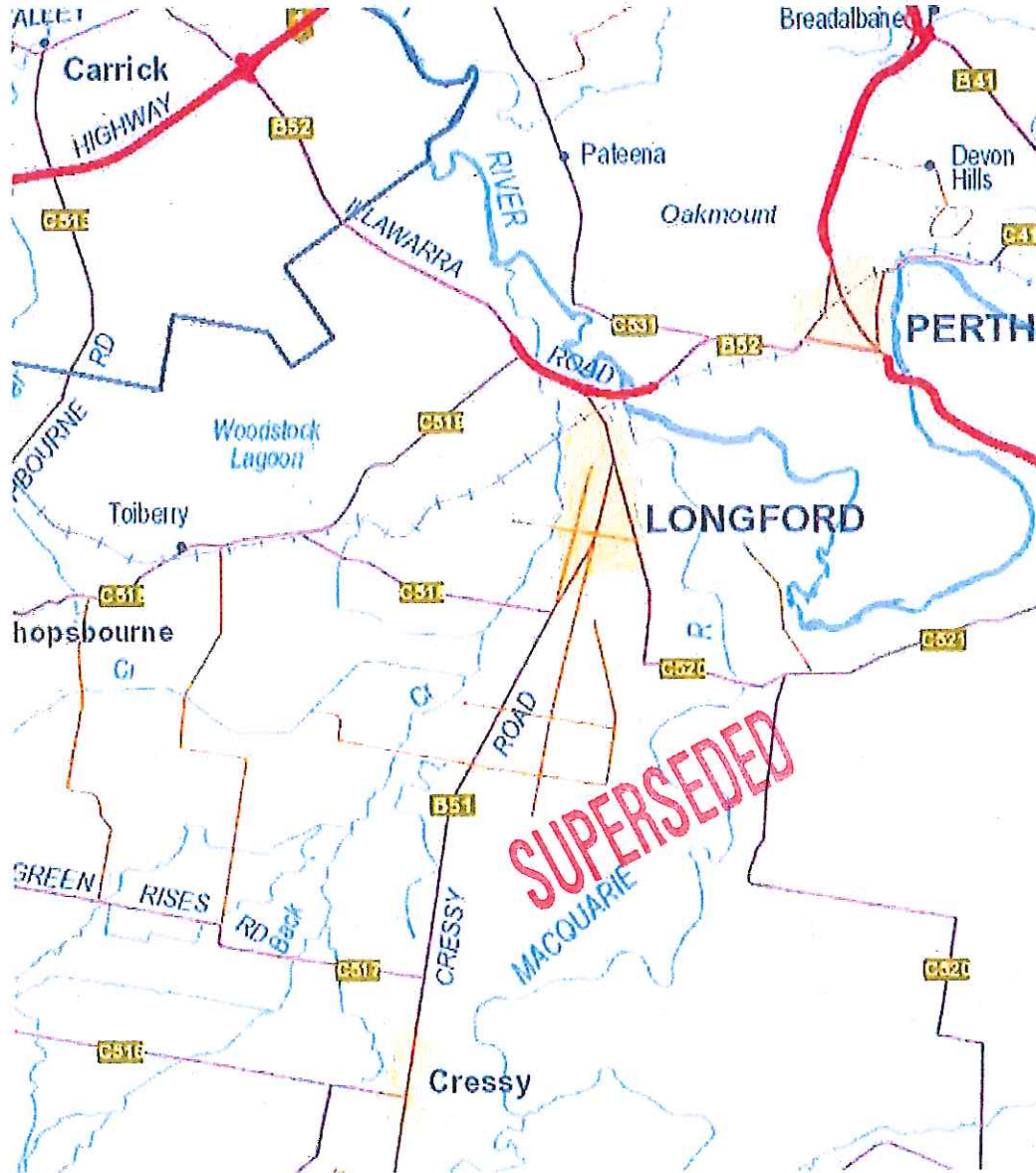
Appendix D- Tasmanian 26m B Double Network



Traffic Impact Statement



Appendix E- Limited Access State Roads



Traffic Impact Statement



Appendix F – Traffic Data

Intersection Count Summary

Location: Posting Main Road at King Street, Cressey
 GPS Coordinates: Lat=41.613118, Lon=146.986861
 Date: 2019-10-09
 Day of week: Wednesday
 Weather: R Burk
 Analyst: R Burk

SUPERSEDED



Intersection Count Summary

11:15 - 11:30

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	24	1	0	0	0	1	19	0	1	0	2	48

Superseded

1-171

PROPOSED ACCOMMODATION 72 MAIN STREET, CRESSY

R.P. & K.L. MURPHY
PD19208

BUILDING DRAWINGS

No | DRAWING
01 | SITE PLAN

BUILDING DRAWINGS

No	DRAWING
1-01	ACCOMMODATION FLOOR PLAN
1-02	ACCOMMODATION ELEVATIONS
2-01	SHOWER BLOCK FLOOR PLAN
2-02	SHOWER BLOCK ELEVATIONS
3-01	TOILET BLOCK FLOOR PLAN
3-02	TOILET BLOCK ELEVATIONS

SUPERSEDED

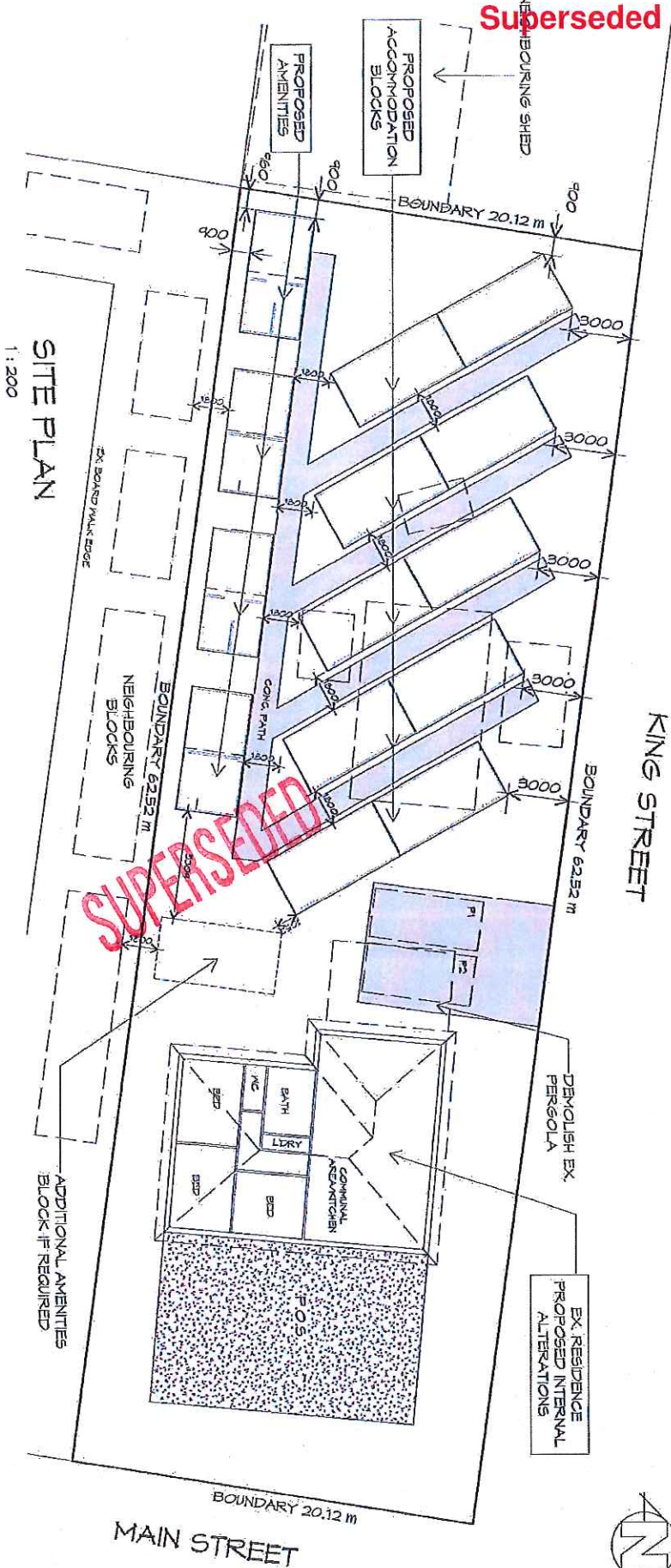
PLANNING



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info@primedesigns.com.au primedesigns.com.au
Accredited Building Practitioner Frank Gaskin - No CC246A

OCTOBER 2019

Superseded



SITE PLAN

1 : 200

GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC, ALL
- S.A., CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT
- ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH
- A.S. 3500 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE
- CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR
- STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE
- ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1225 & A.S.
- 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT
- BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO
- CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS
- DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY
- ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY
- DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING
- CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND
- PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION
- WITH BUSHFIRE ATTACK LEVEL, FINAL APPROVEMENT REPORT



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 PH: + 03 6238 4575
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Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
GRESSY

Client name:
R.P. & K.L. MURPHY

Drafted by:
D.D.H.

Approved by:
F.G.G.

Drawing:
SITE PLAN

Date:
31.10.2019

Scale:
1 : 200

Project/drawing no:
PD19208-01

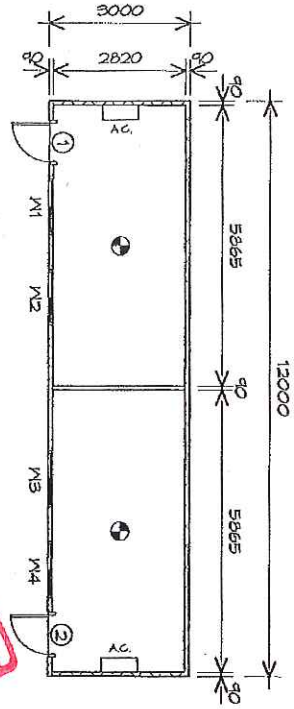
Revision:
01



PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

ACCOMMODATION



FLOOR PLAN

ACCOMMODATION AREA 36.00 (12 x 300 SQUARES)

1 : 100

LEGEND

- ⊕ 240V SMOKE ALARM
- AC AIR CONDITIONING UNIT

SUPERSEDED

DOOR SCHEDULE			REMARKS
MARK	WIDTH	TYPE	
1	820	EXTERNAL DOOR	
2	820	EXTERNAL DOOR	

WINDOW SCHEDULE				REMARKS
MARK	HEIGHT	WIDTH	TYPE	
M1	1180	1170	SLIDING WINDOW	
M2	1180	1170	SLIDING WINDOW	
M3	1180	1170	SLIDING WINDOW	
M4	1180	1170	SLIDING WINDOW	

ALUMINIUM WINDOWS SINGLE GLAZING

- SMOKE ALARMS
- ALL ALARMS TO BE INTERCONNECTED WHERE MORE THAN ONE ALARM IS INSTALLED, TO BE INTERCONNECTED BETWEEN FLOORS WHERE APPLICABLE.
- SMOKE ALARMS TO BE LOCATED ON ALL FLOORS IN ACCORDANCE WITH NCC 2019 PART 3.7.5.2



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Project:
 72 MAIN STREET,
 CRESSY

Client name:
 R.P. & K.L. MURPHY

Drawing:
 ACCOMMODATION FLOOR PLAN

Drafted by: D.D.H.
 Approved by: F.G.G.

Date: 31.10.2019
 Scale: 1 : 100

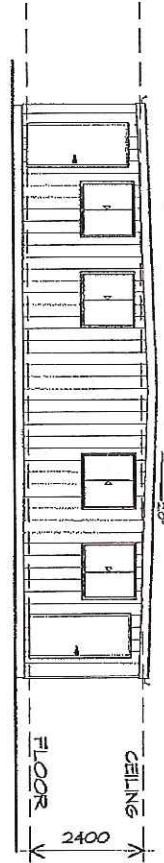
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 Revision: 01

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

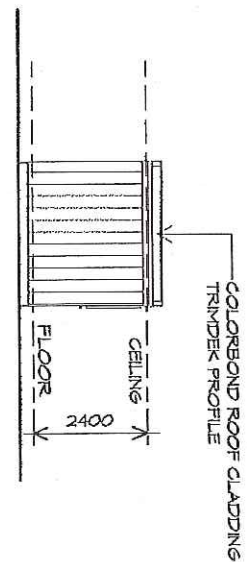


Superseded



ELEVATION

1:100



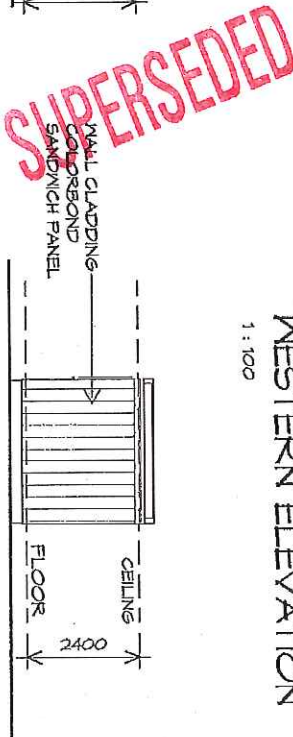
WESTERN ELEVATION

1:100



ELEVATION

1:100



ELEVATION

1:100

FASCIA
COLORBOND FOLDED METAL
GUTTER TO CLIENTS SPEC
FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURERS
INSTRUCTIONS.
COLOUR TO BE SELECTED

WINDOWS
POWDER COATED ALUMINIUM WINDOW
FRAMES SLIDING OPENING
REVEALS AND TRIMS TO CLIENTS SPEC.
ALL FLASHING TO MANUFACTURERS
SPECIFICATION
AS 1288 & AS 2047 & NCC 2014 PART 3.6

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2014 PART 2.3.12.3

ACCOMMODATION



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Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
GRESSY

Drawing:
ACCOMMODATION ELEVATIONS

Client name:
R.P. & K.L. MURPHY

Date:
31.10.2019

Drawn by:
D.D.H.

Scale:
1:100



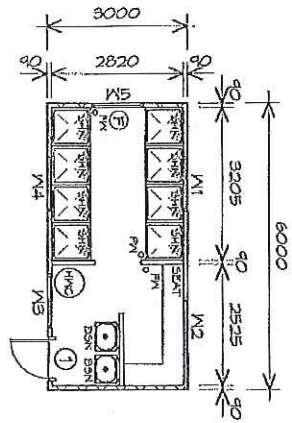
Approved by:
F.G.G.

Revised:
01

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Superseded



FLOOR PLAN SHOWER BLOCK 18.00 m² (1.94 SQUARES)
FLOOR AREA
1:100

LEGEND

- ⊕ EXHAUST FAN-VENT TO OUTSIDE AIR
- ⊖ FLOOR WASTE
- ⊘ HOT WATER CYLINDER

DOOR SCHEDULE		
MARK	WIDTH	TYPE
1	820	EXTERNAL DOOR

WINDOW SCHEDULE			
MARK	HEIGHT	WIDTH	TYPE
M1	260	1130	FIXED WINDOW
M2	260	1130	FIXED WINDOW
M3	260	1130	FIXED WINDOW
M4	260	1130	FIXED WINDOW
M5	260	1130	FIXED WINDOW

ALUMINIUM WINDOWS SINGLE GLAZING

SUPERSEDED

SHOWER BLOCK

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



10 Goodman Court, Invermay, Tasmania 7248,
P.O. + 03 6332 3790
160 New Town Road, New Town, Hobart 7008
P.O. + 03 6228 4575
info@primedesign.com.au primedesign.com.au

Project: PROPOSED ACCOMMODATION
72 MAIN STREET,
ORESSY

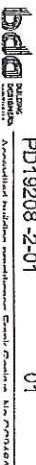
Client name:
R.P. & K.L. MURPHY

Drafting:
SHOWER BLOCK FLOOR PLAN

Drafted by: D.D.H.
Approved by: F.G.G.

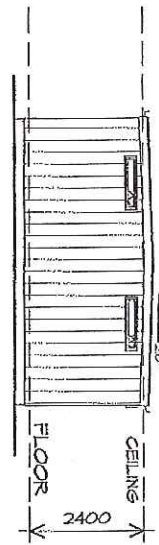
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Project/drawing no: PD19208-2-01
Revision: 01



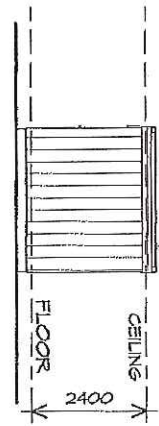
Superseded

1-176



ELEVATION

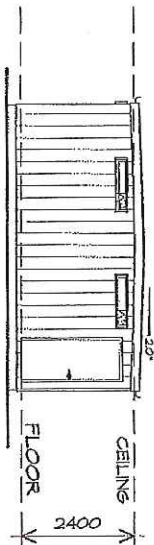
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ELEVATION

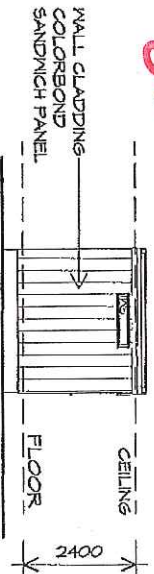
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COLORBOND ROOF CLADDING
TRIMDEK PROFILE



ELEVATION

1 : 100



ELEVATION

1 : 100

FASCIA
COLORBOND FOLDED METAL
-GUTTER TO CLIENTS SPEC
-FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURERS
INSTRUCTIONS,
COLOUR TO BE SELECTED

WINDOWS COATED ALUMINIUM WINDOW
FRAME SLIDING OPENING
REVEALS AND TRIMS TO CLIENTS SPEC.
ALL FLASHING TO MANUFACTURERS
SPECIFICATION
AS 1288 & AS 2047 & NCC 2019 PART 3.5

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2019 PART 2.9.12.3

SUPERSEDED

SHOWER BLOCK



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160 New Town Road, New Town, Hobart 7008
PO BOX 03 6228 4575
info@primedesign.com.au primedesign.com.au

Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
ORESSY

Client name:
R.P. & K.L. MURPHY

Drafted by:
D.D.H.

Approved by:
F.G.G.

Drawing:
SHOWER BLOCK ELEVATIONS

Date:
31.10.2019

Scale:
1 : 100

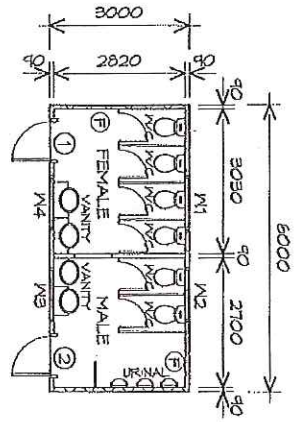
Project/drawing no:
PD19208-2-02

Revision:
01

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Superseded



FLOOR PLAN TOILET BLOCK 18.00 m² (1.94 SQUARES)
1 : 100

LEGEND

⊕ EXHAUST FAN-VENT TO OUTSIDE AIR.

DOOR SCHEDULE			REMARKS
MARK	WIDTH	TYPE	
1	820	EXTERNAL DOOR	
2	820	EXTERNAL DOOR	

WINDOW SCHEDULE				REMARKS
MARK	HEIGHT	WIDTH	TYPE	
W1	260	1130	FIXED WINDOW	VENT AT TOP
W2	260	1130	FIXED WINDOW	VENT AT TOP
W3	260	1130	FIXED WINDOW	VENT AT TOP
W4	260	1130	FIXED WINDOW	VENT AT TOP

ALUMINIUM WINDOWS SINGLE GLAZING

SUPERSEDED

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

TOILET BLOCK



10 Goodman Court, Invermay Tasmania 7248,
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146 New Town Road, New Town, Hobart 7006
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Project: PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name: R.P. & K.L. MURPHY

Drawing: TOILET BLOCK FLOOR PLAN

Drafted by: D.D.H. Approved by: F.G.G.

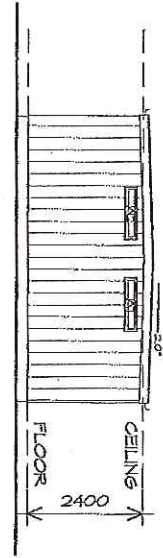
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Project/Drawing no: PD19208-3-01 Revisions: 01



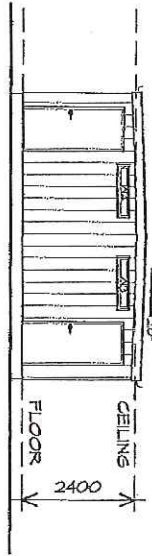
Superseded

1-178



ELEVATION

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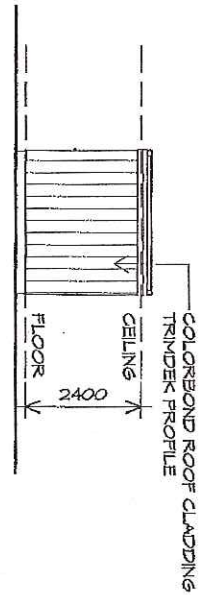
ELEVATION

1:100

FASCIA
 COLORBOND FOLDED METAL
 GUTTER TO CLIENT'S SPEC
 -FASCIA TRIM ALL ROUND
 INSTALLED IN ACCORDANCE
 WITH THE MANUFACTURERS
 INSTRUCTIONS.
 COLOUR TO BE SELECTED

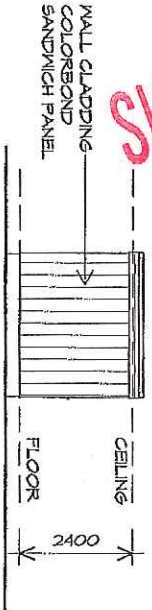
WINDOWS
 POWDER COATED ALUMINIUM WINDOW
 FRAMES SLIDING OPENING
 REVEALS AND TRIMS TO CLIENT'S SPEC.
 ALL FLASHING TO MANUFACTURERS
 SPECIFICATION
 AS 1288 & AS 2047 & NCC 2019 PART 3.6

DOORS AND WINDOWS TO BE
 SEALED IN ACCORDANCE WITH
 NCC 2019 PART 2.3.12.3



ELEVATION

1:100



ELEVATION

1:100

SUPERSEDED



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 PO# 03 6228 4575
 info@primedesign.com.au primedesign.com.au

Project:
 PROPOSED ACCOMMODATION
 72 MAIN STREET,
 CRESSY

Client name:
 R.P. & K.L. MURPHY

Drafted by:
 D.D.H.

Approved by:
 F.G.G.

Drawing:
 TOILET BLOCK ELEVATIONS

Date:
 31.10.2019

Scale:
 1:100

Project/Drawing no:
 PD19208-3-02

Revision:
 01

TOILET BLOCK

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Our ref: PLN-19-0216
Enquiries: Paul Godier



**NORTHERN
MIDLANDS
COUNCIL**

26 November 2019

Drew den Hartog
10 Goodman Court
INVERMAY TAS 7248

By email: drew@primedesigntas.com.au

Dear Mr den Hartog

**Additional information required for planning application PLN-19-0216
Visitor accommodation (vary setbacks, vary parking provisions, demolish pergola) at 72 Main
Street, Cressy**

I refer to your application for visitor accommodation at 72 Main Street, Cressy.

The Traffic Impact Statement states:

- There will be 5 accommodation blocks with 2 x (2 or 3 bedroom) apartments (p. 3).
- 10 x 2 bedroom units are proposed i.e. 5 car parks are required and 2 car spaces for the primary residence (p. 12).

Please provide an amended Traffic Impact Statement addressing the maximum number of beds proposed i.e. 30 beds.

Please advise whether the existing dwelling is to provide visitor accommodation.

If bedrooms in the existing dwelling are to be used for visitor accommodation, please provide an amended Traffic Impact Statement addressing those.

TasWater has requested additional information (attached). If you have any questions on TasWater's request, please contact TasWater's Development Co-ordinator on 13 6992 or development@taswater.com.au.

Please provide this information to Council (preferably by email to planning@nmc.tas.gov.au) and we will forward to TasWater.

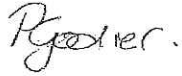
This information is requested under section 54 (1) of the *Land Use Planning & Approvals Act 1993*.

The statutory time for Council to process your application recommences when the request has been satisfactorily completed (section 54 (2) of the *Land Use Planning & Approvals Act 1993*).

Please send any correspondence that you email to planning@nmc.tas.gov.au and include the reference PLN-19-0216.

If you have any questions, please contact me on 6397 7301 or email planning@nmc.tas.gov.au.

Yours sincerely

A handwritten signature in cursive script that reads "P. Godier".

Paul Godier
SENIOR PLANNER

Copy: Rachcon301@yahoo.com

Traffic Impact Statement



2nd Dec 2019

Mr Drew Den Hartog

Prime Design

10 Goodman Court

INVERMAY TAS 7250

Dear Drew,

1 Cooper Crescent
Riverside TAS 7250

M: 0456 535 746

P: 03 6334 1868

E: Richard.burk@trafficandcivil.com.au

TRAFFIC IMPACT STATEMENT ON PROPOSED ACCESS TO 72 MAIN STREET, CRESSY.

This traffic impact statement assesses the proposed access arrangements in terms of traffic engineering principles and Northern Midlands Interim Planning Scheme requirements including:

- site inspection and review of available sight distances and the speed environment
- consideration of references on property access requirements including Council guidelines, Austroads and Australian Standard provisions
- consideration of safety issues regarding all road users including pedestrians and cyclists

1) Background

The developer proposes to provide 'Picker' accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'pickers' to the farm properties.

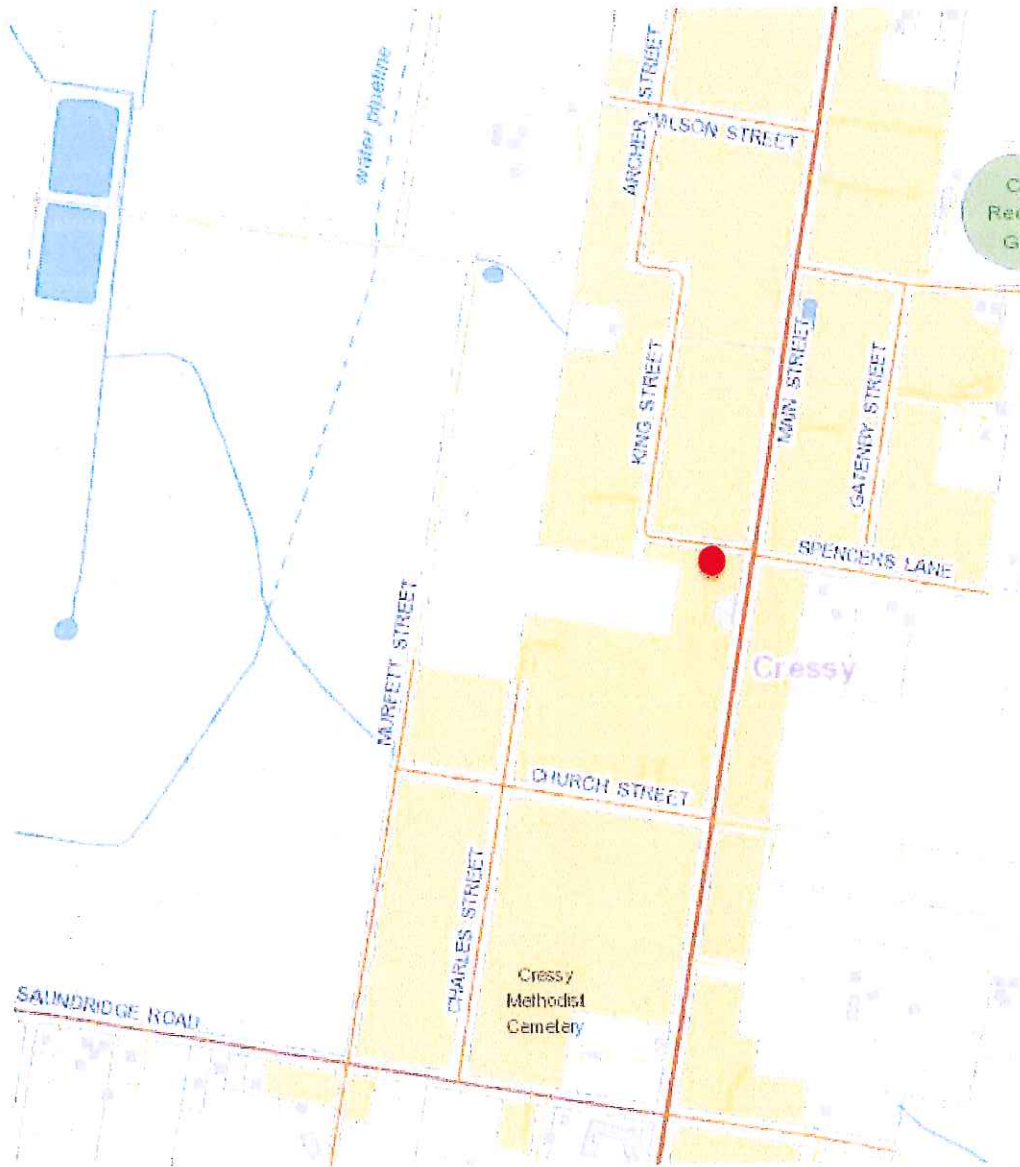
2) Site Description

72 Main Street is accessed from King Street with a wide driveway crossover to the property. The property location is shown in Figure 1.

Traffic Impact Statement



Figure 1 – Property Location



Traffic Impact Statement



3) Proposal

3.1 Description of Proposed Development

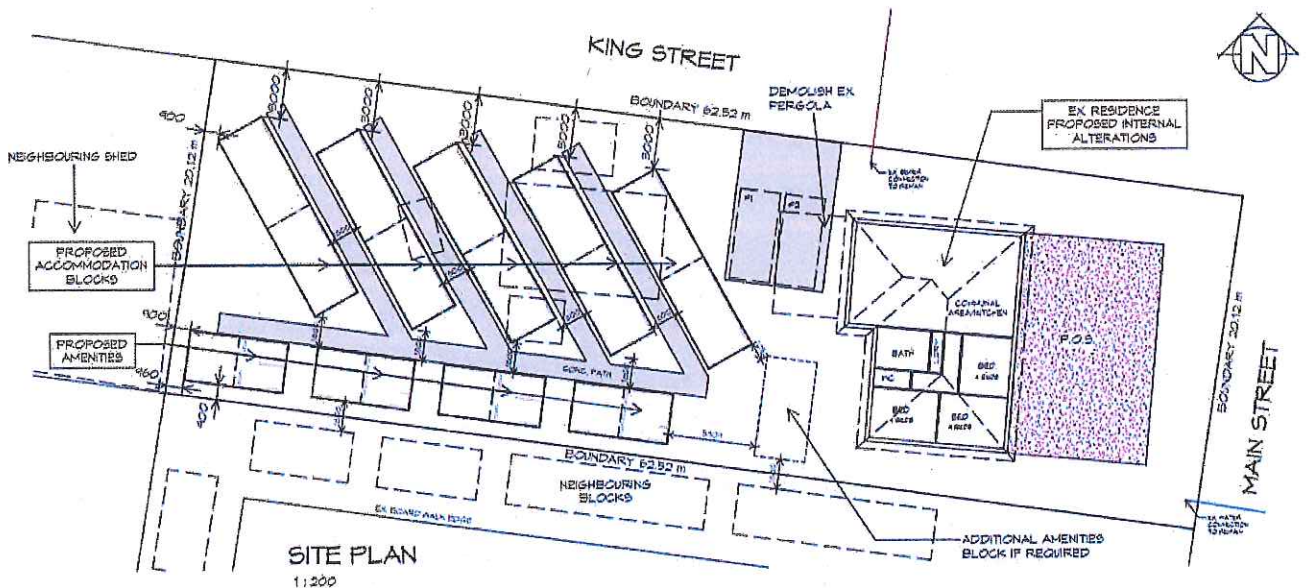
The proposal includes 5 accommodation blocks with each block consisting of 2 * 3-bedroom apartments plus the existing residence which will provide 12 beds i.e 72 beds in total. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.

The proposal includes a pergola removal to provide width for 2 parallel off street parking spaces.

The developer proposes to provide Visitor Accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'Pickers' to the farm properties.

The proposed layout is shown in figure 2, also see Appendix A.

Figure 2 – Proposed 'Picker' accommodation layout at 72 Main Street

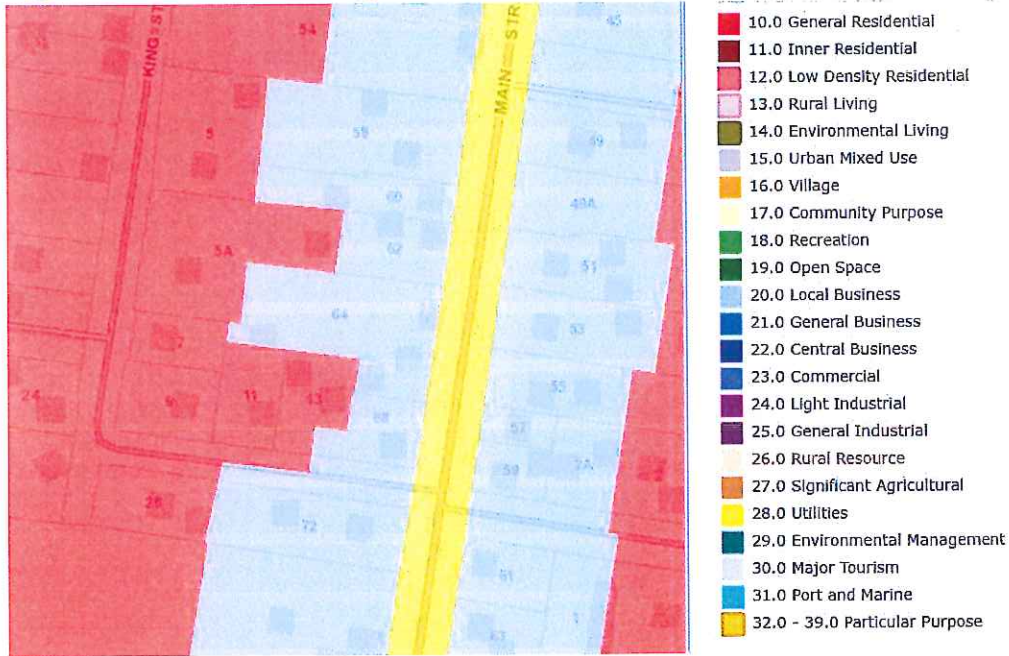


3.2 Council Planning Scheme

This Traffic Impact Statement references the Northern Midlands Interim Planning Scheme – April 2019 and responds to the requirements of the Road and Railway Assets Code E4 and Car Parking and Sustainable Transport Code E6. Land use zoning is shown in figure 3.



Figure 3 – Local Business zoning at 72 Main Street, Cressy



3.3 Local Road Network Owner Objectives

The Northern Midlands Council objectives are to maintain transport safety and efficiency and an acceptable level of safety for all road users, including pedestrians and cyclists.

3.4 State Road Network Owner Objectives

The Department of State Growths objectives in this case are to:

- consolidate access from a side road where possible with a preference to close current accesses.
- Retain current accesses only where existing access and safety implications are acceptable as determined by a suitably qualified practitioner by means of a Traffic Impact Statement .

Traffic Impact Statement

**4) Existing Conditions****4.1 Main Street (Poatina Main Road)**

Main Street is a State Road – Poatina Main Road which is a sealed Category 4 Feeder Road in the State Road Hierarchy, see Appendix B. The road is some 11.3m wide with a centreline, 3.0m traffic lanes, edge lines and 2.6m wide parking lanes. The road has a 60km/h speed limit and traffic activity is estimated at 1,500vpd from DSG traffic data, see Appendix C. The road is in good condition and has footpaths both sides. Main Street is a General Access route and not part of the Tasmanian 26m B Double Network, see Appendix D and not a limited access road, see Appendix E.

Photo 1 – Looking south along Main Street from King Street

The sight distance to the south is >120m.

Photo 2 – Looking north along Main Street from King Street

The sight distance to the north is >120m.

Traffic Impact Statement



Photo 3 – Looking south along Main Street towards King Street



4.2 King Street

King Street is a 7m wide sealed Council road with footpath both sides. The road is in good condition and has street lighting. the General Urban Speed Limit of 50km/h applies, and traffic activity is estimated at 200vpd.

Photo 4 – Aerial view of 72 Main Street, Cressy



Photo 5 – Looking east along King Street from the existing access



The sight distance to the right east is 35m.



Photo 5 – Looking west along King Street from the existing access



The sight distance to the west is 75m.

Photo 6 – Elevation view of existing access to 72 Main Street



Photo 7 – Looking east along King Street towards existing access



Traffic Impact Statement

**4.3 Traffic Activity**

The proposal includes 5 accommodation blocks with each block consisting of 2 *6bedroom apartments plus the existing residence which will have 3 4bed rooms i.e. a total of 72 beds. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.

The proposal includes widening of the driveway to create a double driveway supporting 2 off street parking spaces.

The developer proposes to provide Visitor Accommodation for people on visas and without a car. The business at 74 Main Street provides bus transport for 'pickers' to the farm properties.

The proposed Visitor Accommodation use is estimated to generate 9 vpd.

King Street traffic activity is estimated at 200vpd from extrapolation of traffic survey data, see Appendix F which provides evidence of an hourly traffic of some 20vph.

4.4 5 Year Reported Crash History

Department of State Growth have advised that as of 22 October there have been no reported crashes on King Street over the last 5 years.

4.5 Services

There do not appear to be any above or below ground services that would disaffect the proposed access location.

4.6 Road Safety**4.6.1 Road Safety Review**

Main Street provides safely for all road users. The Main Street / King Street junction has a simple junction layout and satisfies sight distance requirements. The proposed access to 72 Main Street Cress is via the minor side road – Kings Street which suits DSG criteria for access to properties with state road frontage.

Accordingly, the proposed access from King Street is considered appropriate. King Street appears to provide safely for all road users.

Traffic Impact Statement



4.6.2 Safe System Assessment(SSA)

The Kings Street has been assessed with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Road users are considered along with the most common crash types. The crash risk score is an indication of how well the infrastructure being assessed satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, the proposal is considered very well aligned with the safe system objective with a crash risk score of 9/448 which is a low risk score, see figure 4.



5) Traffic Requirements

5.1 Sight Distance Requirement

Figure 5 shows acceptable sight distance as per the planning scheme.

Figure 5 – Planning Scheme and available sight distances.

Southern side of the proposed access

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution	Current Provision	Performance Criteria	Proposed Treatment
			Road frontage sight distance			Mitigation
			Table E4.7.4 SISD (m)	Available Left(m)	AS / NZS 2890.1 (m)	
King Street - #72 Main Street	50	50	80	75	40	NA

Northern side of the proposed access

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Acceptable Solution	Current Provision	Performance Criteria	Proposed Treatment
			Road frontage sight distance			Mitigation
			Table E4.7.4 SISD (m)	Available Right(m)	AS / NZS 2890.1 (m)	
King Street - #72 Main Street	50	40	80	35	30	NA

Compliant with
Acceptable Solution

Compliant with
Performance Criteria

The sight distances available domestic property access requirement of AS/NZS 2890.1 and considered to satisfy the planning scheme performance criteria.

6) Northern Midlands Interim Planning Scheme 2013

Road and Railway Code E4

Section E4.7.4 – Sight Distance at Accesses, Junctions and Level Crossings.

Acceptable solution A1 a): an access or junction must comply with the Safe Intersection Sight Distance (SISD) shown in Table E4.7.4.

A1 a) is not satisfied as:

- Table E4.74, as a minimum required for vehicle speeds of 50km/h is SISD of 80m.
- The minimum sight distance available is 35m.

Traffic Impact Statement



Performance Criteria P1: *The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure safe movement of vehicles.*

P1 is satisfied as:

King Street is short (110m) with slow points either side of the access:

- Junction with Main Street 35m to the right of the access
- 90-degree bend in alignment 75m to the left of the access.

Accordingly, the local speed environment is estimated to be less than the 50km/h speed limit and likely to be 40km/h.

In accordance with Australia/New Zealand Standard AS/NZS 2890.1 Off-street parking, the minimum requirement for an access driveway is satisfied for the speed environment:

- For a 40km/h speed environment the minimum road frontage sight distance required is 35m. The access has a minimum 35m of sight distance to the right of the access.

Car Parking and Sustainable Transport Code E6

Section E6.6.1 - Car Parking Numbers

Acceptable solution A1: *The number of car parking spaces must not be less than the requirements of Table E6.1 of the Northern Midlands Interim Planning Scheme 2013.*

Table E6.1 requires 1 space per unit or 1 space per 4 beds whichever is greater. 72 beds are proposed i.e 18 car parks are required and 2 off street car park spaces are provided.

Acceptable Solution A1 is not satisfied.

Performance Criteria P1: *The number of car parking spaces provided must have regard to:*

- a) *The provisions of any relevant location specific car parking plan;*
and
- b) *The availability of public car parking spaces within reasonable walking distance; and*

Traffic Impact Statement



- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation ; and
- d) The availability and frequency of public transport within reasonable walking distance of the site ; and
- e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping ; and
- f) The availability, accessibility and safety of on road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity ;and
- g) An empirical assessment of the car parking demand ; and
- h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
- i) The recommendations of a traffic impact assessment prepared for the proposal ; and
- j) Any heritage values of the site ;and
- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 - (1) The size of the dwelling and the number of bedrooms; and
 - (2) The pattern of parking in the locality ; and
 - (3) Any existing structure on the land.

Performance Criteria P1 is satisfied as:

- a) The provisions of any relevant location specific car parking plan ;
There is no specific car parking plan applicable in the Northern Midlands Interim Planning Scheme (April 2019)
- b) The availability of public car parking spaces within reasonable walking distance; **Considerable on street parking is available in King Street and Main Street.**
- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation ; **The developer is proposing Visitor Accommodation for 'Pickers' i.e people with work visas who do not have a car.**
- d) The availability and frequency of public transport within reasonable walking distance of the site ; **the adjacent property(74 Main Street) provides 'Picker' bus transport to work sites.**

Traffic Impact Statement



- e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping ; **there is no parking space supply or demand at 72 Main Street for the proposal.**
- f) The availability, accessibility and safety of on road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity. **There is on street parking on Main Street in the form of 2.6m wide parking lanes both sides of the road that have low parking utilisation. There is on street parking on King Street which is 7m wide face to face of kerb able to sustain some parking on either side of the road. In both cases the available parking spaces are safe and suitable for use considering traffic activity levels, accessibility and the traffic facilities provided.**
- g) An empirical assessment of the car parking demand ; **From on-street parking observations , see photos 1-7 none of the available on street parking spaces were occupied at the time of site inspection (midday Wednesday 9th October 2019) which provides evidence of low on street parking utilisation)**
- h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; **It is estimated that the proposal will have low impact on the residential amenity of King Street.**
- i) The recommendations of a traffic impact assessment prepared for the proposal ; **This traffic impact statement supports the proposal.**
- j) Any heritage values of the site ; **There do not appear to be any heritage values of the site.**
- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 1. The size of the dwelling and the number of bedrooms; **Visitor Accommodation parking demand from the anticipated 'Picker' residents is expected to be negligible.**
 2. The pattern of parking in the locality ; **There is evidence of a very low on street parking utilisation.**
 3. Any existing structure on the land. **An existing pergola is proposed to be removed to ensure the primary residence has two off street parking spaces.**



Section E6.7.1 - Construction of Car Parking Spaces and Access Strips

Acceptable solution A1: *All car parking, access strips manoeuvring, and circulation spaces must be formed to an adequate level and drained.*

The two proposed parking spaces are at an adequate level and can be drained.

Acceptable Solution A1 is satisfied.

Section E6.7.2 - Design and Layout of Car Parking

Acceptable solution A2.1: *Car parking and manoeuvring space must:*

- a) *have a gradient of 10% or less – compliant*
- b) *where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction – not applicable.*
- c) *have a width of vehicular access of no less than prescribed in Table E6.2: Compliant*
 - **Car park (1-5 spaces) require access width of 3.0m. Access width provided is 3.5m.**
- d) *have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3*

For 90-degree parking 6.4m manoeuvre space - compliant

Car park widths 2.6m wide – compliant

Car park lengths 5.4m – compliant.

Acceptable Solution A2.1 is satisfied.

Acceptable solution A2.2: **The layout of car spaces and access ways must be designed in accordance with AS2890.1-2004 Parking Facilities, Part 1: Off Road Car Parking.**

Design compliant with As 2890.1 - 2004.

Traffic Impact Statement



Acceptable Solution A2.2 is satisfied.

Section E6.8.5 - Pedestrian Walkways

The objective is to ensure pedestrian safety is considered in development.

Acceptable solution A1: *Pedestrian access must be provided for in accordance with Table E6.5 of the Northern Midlands Interim Planning Scheme 2013.*

Table E6.5 indicates that for uses that require 1-10 parking spaces no separate access is required (pedestrians may share the driveway).

Proposal includes 1.8m concrete paths between all proposed buildings.

Acceptable Solution A1 is satisfied.

7) Impacts on the environment and road users

The proposed access with King Street will have negligible impact on road users provided the exit is constructed to standard NMC requirements for driveways in terms of width, standard and drainage requirements.

7.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, Vibration, Visual Impact and Pedestrian Amenity
 - Ecological Impacts, Heritage and Conservation

7.2 Road users

- Public Transport - No impact.
- Delivery Vehicles – Better for delivery vehicles leaving the property.
- Pedestrians and Cyclists

Footpaths are available both sides of King Street. No additional provisions for pedestrians and cyclists are necessary as low volumes of traffic are expected.

Traffic Impact Statement



8) Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess the operation and safety of the proposed 72 bed Visitor Accommodation at 72 Main Street, Cressy.

Existing road conditions have been reviewed including review of the speed environment and available sight distances.

It is assessed that the safety for all road users, including pedestrians and cyclists, will not be disaffected by the proposal.

The proposed access satisfies the minimum driveway sight distance requirement of Australian/New Zealand Standard AS/NZS 2890.1 for a 40km/h road frontage speed. The road frontage speed on King Street is estimated at 40km/h.

From Austroads Safe System Assessment guidelines the proposed access is assessed as having negligible crash risk with very good alignment with the Safe System Objective with a crash risk of 9/448 which is a very low risk. The proposal is considered safe.

The proposal satisfies the Northern Midlands Interim Planning Scheme 2013 - Road and Railway Assets Code E4 Performance Criteria and Car Parking and Sustainable Transport Code E6 requirements. Parking demand and supply is expected to be minimal with the expected "Picker" residents.

In summary it is concluded that the proposal will not create any safety issues and the proposed access and parking is supported on traffic grounds.

Traffic Impact Statement



9) Assessor Credentials

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 32 years professional experience in road and traffic engineering industry
 - Director Traffic and Civil Service Pty Ltd since May 2017.
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is positioned above the printed name.

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

M: 0456 535 746
P: 03 63341868
E: Richard.burk@trafficandcivil.com.au

Traffic Impact Statement



Appendix A – Location and site plans

PROPOSED ACCOMODATION
72 MAIN STREET,
CRESSY

R.P. & K.L. MURPHY
PD19208

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN

BUILDING DRAWINGS

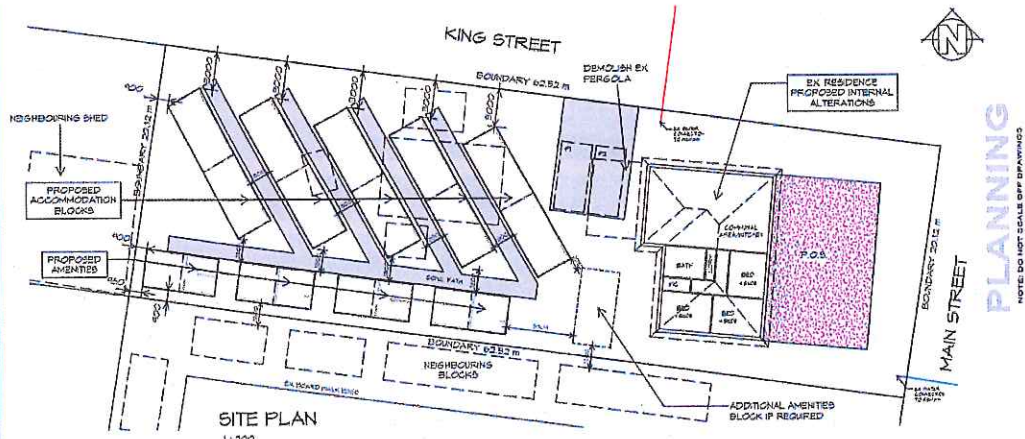
No	DRAWING
1-01	ACCOMMODATION FLOOR PLAN
1-02	ACCOMMODATION ELEVATIONS
2-01	SHOWER BLOCK FLOOR PLAN
2-02	SHOWER BLOCK ELEVATIONS
3-01	TOILET BLOCK FLOOR PLAN
3-02	TOILET BLOCK ELEVATIONS

PLANNING



10 Goodwin Court, Invermay Tasmania 7245
 ph: +61 8322 3790
 148 New Town Road, New Town, Hobart 7000
 ph: +61 8322 4573
 info@primedesign.com.au primedesign.com.au
 Accredited Building Practitioner: Frank Gekko - No CC2454

NOVEMBER 2019



PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

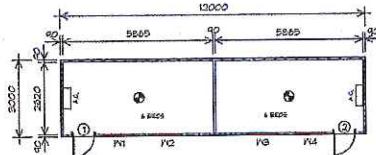
- GENERAL NOTES**
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
 - FURTHER DIMENSIONS TO TAKE PREFERENCE OVER SCALED
 - ALL WORK TO BE STRICTLY IN ACCORDANCE WITH HCC, ALL S.A.A. CODES & LOCAL AUTHORITY BYLAWS
 - ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL THICKNESSES
 - CONFORM ALL FLOOR AREAS
 - ALL FINISHES WORK TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500 & APPROVED BY CORONAL INSPECTOR
 - BUILDING WORKER TO ENSURE ACCURATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE BUILDING'S STRUCTURAL DRAWINGS
 - ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1263 & A.S. 2047
 - ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
 - IN CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THIS DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
 - BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
 - BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
 - CONSTRUCTION TO COMPLY WITH AS 3501, READ IN CONJUNCTION WITH BUILDING ATTACK LEVEL, IS943 ASSESSMENT REPORT.

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 ph: +61 8322 4573
 info@primedesign.com.au primedesign.com.au

PROJECT: PROPOSED ACCOMMODATION 72 MAIN STREET, CRESSY	DRAWING: SITE PLAN
CLIENT NAME: R.P. & K.L. MURPHY	DATE: 26.11.2019
DRAWN BY: D.D.H.	SCALE: 1:200
APPROVED BY: F.G.S.	PROJECT/DRAWING NO: PD19208-01
bda	REVISION: 01

AMENDED

Traffic Impact Statement



FLOOR PLAN ACCOMMODATION AREA 66.00 m² (5.91 SQUARES)
1:100

LEGEND

- ⊕ 240V SMOKE ALARM
- AZ AIR CONDITIONING UNIT

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
D1	850	EXTERNAL DOOR	
D2	850	EXTERNAL DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1150	1170	SLIDING WINDOW	
W2	1150	1170	SLIDING WINDOW	
W3	1150	1170	SLIDING WINDOW	
W4	1150	1170	SLIDING WINDOW	

ALUMINUM WINDOWS SINGLE GLAZING

- SMOKE ALARMS**
- ALL ALARMS TO BE INTERCONNECTED WHERE MORE THAN ONE ALARM IS INSTALLED.
 - TO BE INTERCONNECTED BETWEEN FLOORS WHERE APPLICABLE.
 - SMOKE ALARMS TO BE LOCATED ON ALL FLOORS IN ACCORDANCE WITH NCC 2019 PART 9.18.2



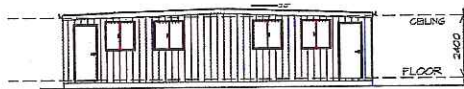
19 Goodwin Court, Lawrenceville, Georgia 30046
 (770) 962-3792
 110 New Town Road, New Town, Missouri 63054
 (636) 428-5575
 info@primedesign.com.au primedesign.com.au

Client name:
R.P. & K.L. MURPHY

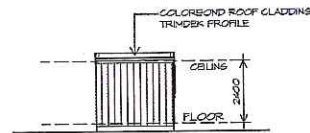
Drawing:
ACCOMMODATION FLOOR PLAN

Drafted by: D.D.H. Approved by: F.G.G.
 Date: 28.11.2019 Scale: 1:100
 Project Drawing No: PD19208-1-01 Revision: 01
 Associated drawing numbers: Form Scale-10 C231A

ACCOMMODATION



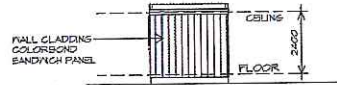
ELEVATION
1:100



WESTERN ELEVATION
1:100



ELEVATION
1:100



ELEVATION
1:100

FASOLA
 COLORBOND FOLDED METAL
 - REFER TO CLIENTS SPEC
 - FASOLA TRIM ALL ROUND
 INSTALLED IN ACCORDANCE
 WITH THE MANUFACTURERS
 INSTRUCTIONS.
 COLOUR TO BE SELECTED

WINDOWS
 POWDER COATED ALUMINUM WINDOW
 FRAMES SLIDING OPENING
 REVEALS AND TRIMS TO CLIENTS SPEC.
 ALL FLASHING TO MANUFACTURERS
 SPECIFICATION
 AS 1288 & AS 2047 & NCC 2019 PART 9.6

DOORS AND WINDOWS TO BE
 SEALED IN ACCORDANCE WITH
 NCC 2019 PART 2.9.12.9



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 110 New Town Road, New Town, Missouri 63054
 (636) 428-5575
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Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name:
R.P. & K.L. MURPHY

Drawing:
ACCOMMODATION ELEVATIONS

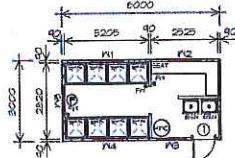
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 Project Drawing No: PD19208-1-02 Revision: 01
 Associated drawing numbers: Form Scale-10 C231A

ACCOMMODATION

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Traffic Impact Statement



FLOOR PLAN SHOWER BLOCK 18.00 M² (194 SQUARES)
1:100

LEGEND

- ⊙ EXHAUST FAN-VENT TO OUTSIDE AIR.
- F1 FLOOR WASTE
- H1 HOT WATER CYLINDER

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
D1	820	EXTERNAL DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	260	1150	FIXED WINDOW	
W2	260	1150	FIXED WINDOW	
W3	260	1150	FIXED WINDOW	
W4	260	1150	FIXED WINDOW	
W5	260	1150	FIXED WINDOW	

ALUMINUM WINDOWS SINGLE GLAZING



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Project: PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name: R.P. & K.L. MURPHY

Drawing: SHOWER BLOCK FLOOR PLAN

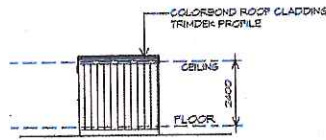
Drafted by: D.D.H. Approved by: F.G.G.
Date: 26.11.2019 Scale: 1:100

Project/Drawing no: PD19208 -2-01 Revision: 01
Accredited building practitioner: Frank Gelinek No 022284

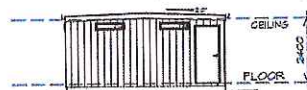
SHOWER BLOCK



ELEVATION
1:100



ELEVATION
1:100



ELEVATION
1:100

FASCIA
COLORBOND FOLDED METAL
-GUTTER TO CLIENTS SPEC
-FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURER'S
INSTRUCTIONS.
COLOUR TO BE SELECTED.

WINDOWS
POWDER COATED ALUMINUM WINDOW
FRAMES SLIDING OPENING
REVEALS AND TRIMS TO CLIENTS SPEC.
ALL FLASHING TO MANUFACTURERS
SPECIFICATION
AS 1288 + AS 2047 + NCC 2019 PART 9.6

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2019 PART 2.8.12.9



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Project: PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name: R.P. & K.L. MURPHY

Drafted by: D.D.H. Approved by: F.G.G.

Drawing: SHOWER BLOCK ELEVATIONS

Date: 26.11.2019 Scale: 1:100

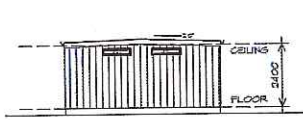
Project/Drawing no: PD19208 -2-02 Revision: 01

Accredited building practitioner: Frank Gelinek No 022284

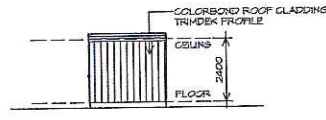
SHOWER BLOCK

AMENDED

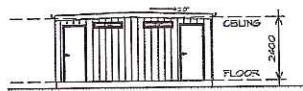
Traffic Impact Statement



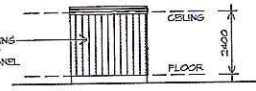
ELEVATION
1:100



ELEVATION
1:100



ELEVATION
1:100



ELEVATION
1:100

FASCIA
COLORBOND FOLDED METAL
-GUTTER TO CLIENTS SPEC
-FASCIA TRIM ALL ROUND
INSTALLED IN ACCORDANCE
WITH THE MANUFACTURERS
INSTRUCTIONS.
COLOR TO BE SELECTED

WINDOWS
POWDER COATED ALUMINUM WINDOW
FRAMES SLIDING OPENING
REVEALS AND TRIMS TO CLIENTS SPEC.
ALL FLASHING TO MANUFACTURERS
SPECIFICATION
AS 1288 & AS 2047 & NCC 2011 PART 3.6

**DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
NCC 2011 PART 2 & 12.9**



19 Goodwin Court, Lavender Terrace 7246,
p/n - 03 4322 3780
188 New Town Road, New Town, Hobart 7008
p/n - 03 4226 4973
info@primedesign.com.au primedesign.com.au

Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name:
R.P. & K.L. MURPHY
Drawn by:
D.D.H. Approved by:
F.G.G.

Drawing:
TOILET BLOCK ELEVATIONS

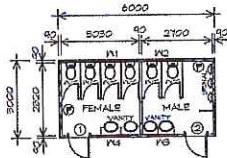
Date:
26.11.2019 Scale:
1:100

Project/Drawing no:
PD19208-3-02 Revision:
01

Approved in this profession: F.G.G. 46 002 454

TOILET BLOCK

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN TOILET BLOCK 18.00 m² (194 SQUARES)
AREA
1:100

LEGEND

⊙ EXHAUST FAN-VENT TO OUTSIDE AIR

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	820	EXTERNAL DOOR	
2	820	EXTERNAL DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	260	1150	FIXED WINDOW	VENT AT TOP
W2	260	1150	FIXED WINDOW	VENT AT TOP
W3	260	1150	FIXED WINDOW	VENT AT TOP
W4	260	1150	FIXED WINDOW	VENT AT TOP

ALUMINUM WINDOWS SINGLE GLAZES

TOILET BLOCK

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS



19 Goodwin Court, Lavender Terrace 7246,
p/n - 03 4322 3780
188 New Town Road, New Town, Hobart 7008
p/n - 03 4226 4973
info@primedesign.com.au primedesign.com.au

Project:
PROPOSED ACCOMMODATION
72 MAIN STREET,
CRESSY

Client name:
R.P. & K.L. MURPHY

Drawing:
TOILET BLOCK FLOOR PLAN

Date:
26.11.2019 Scale:
1:100

Project/Drawing no:
PD19208-3-01 Revision:
01

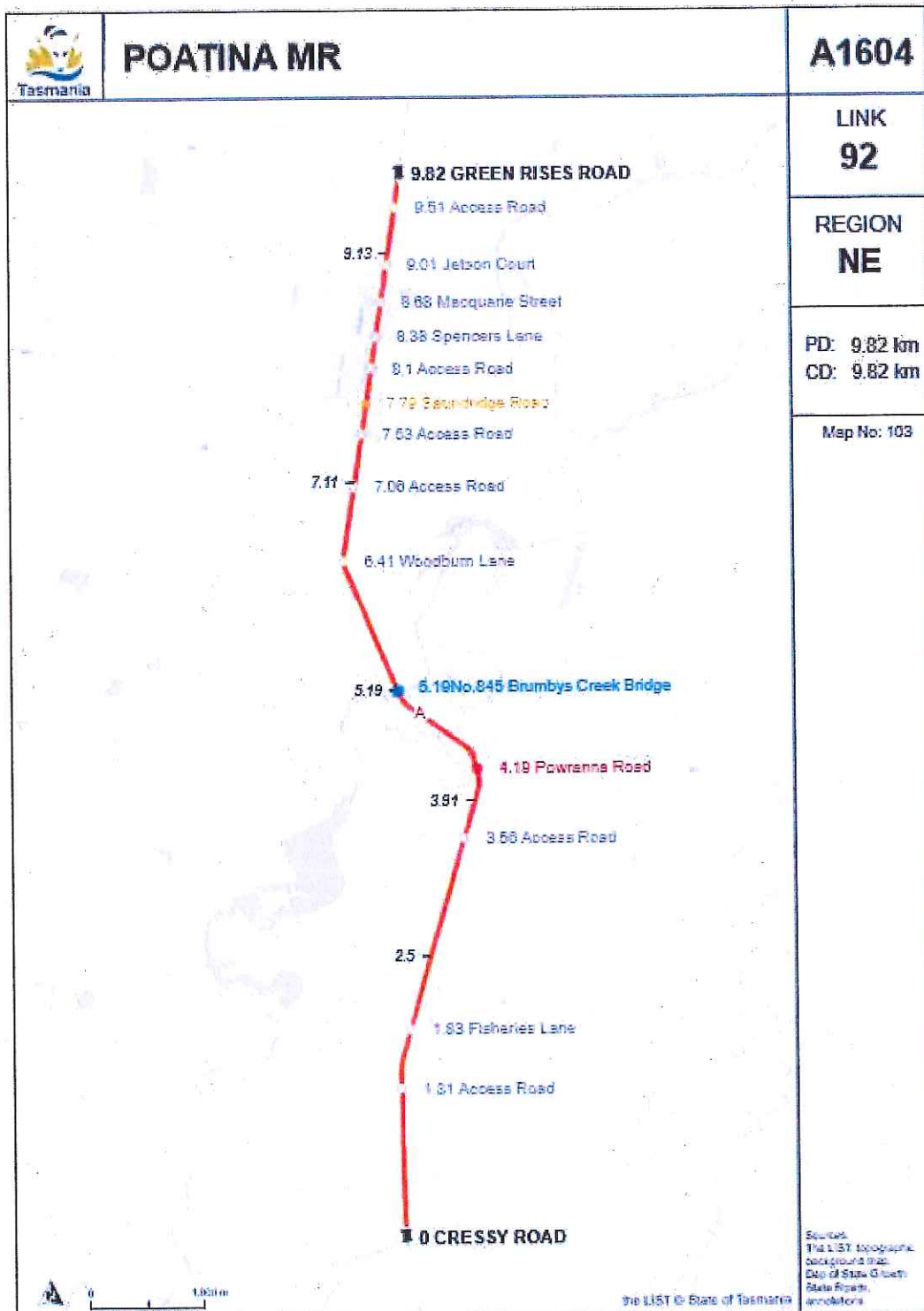
Approved in this profession: F.G.G. 46 002 454



Traffic Impact Statement



Appendix B – Poatina Main Road Link Map



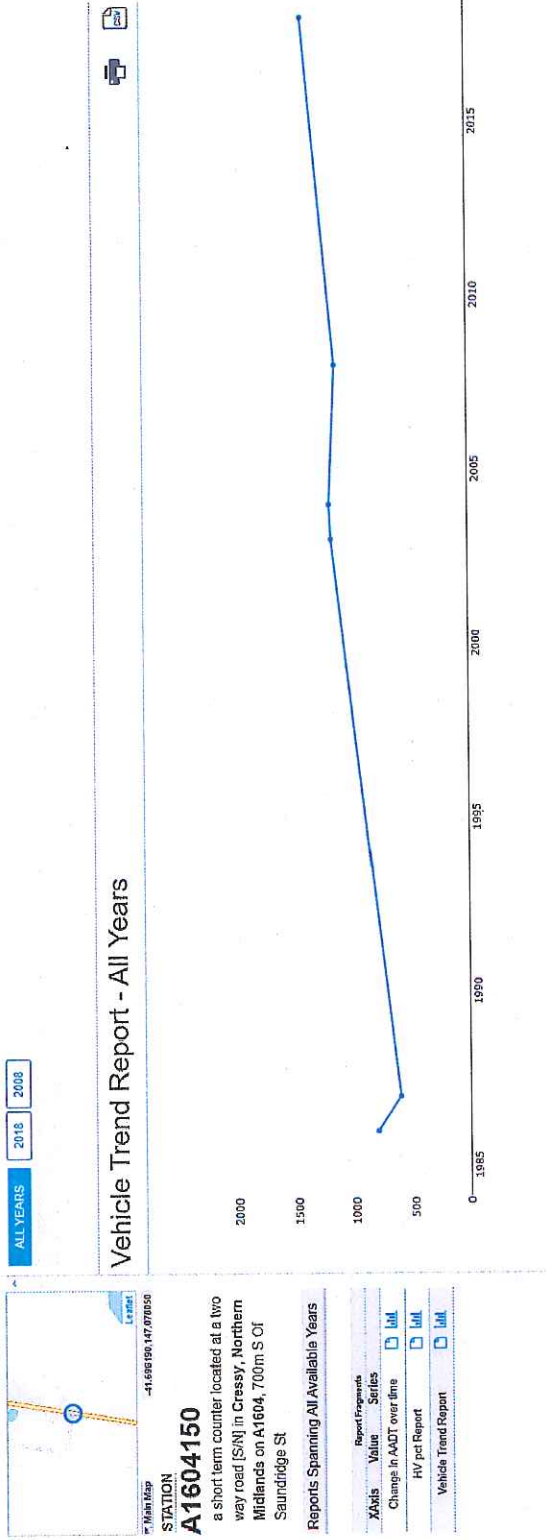
Map prepared by: State Roads, Department of State Growth

Automated Link Map V2 1, Map created: 03/2017

Traffic Impact Statement



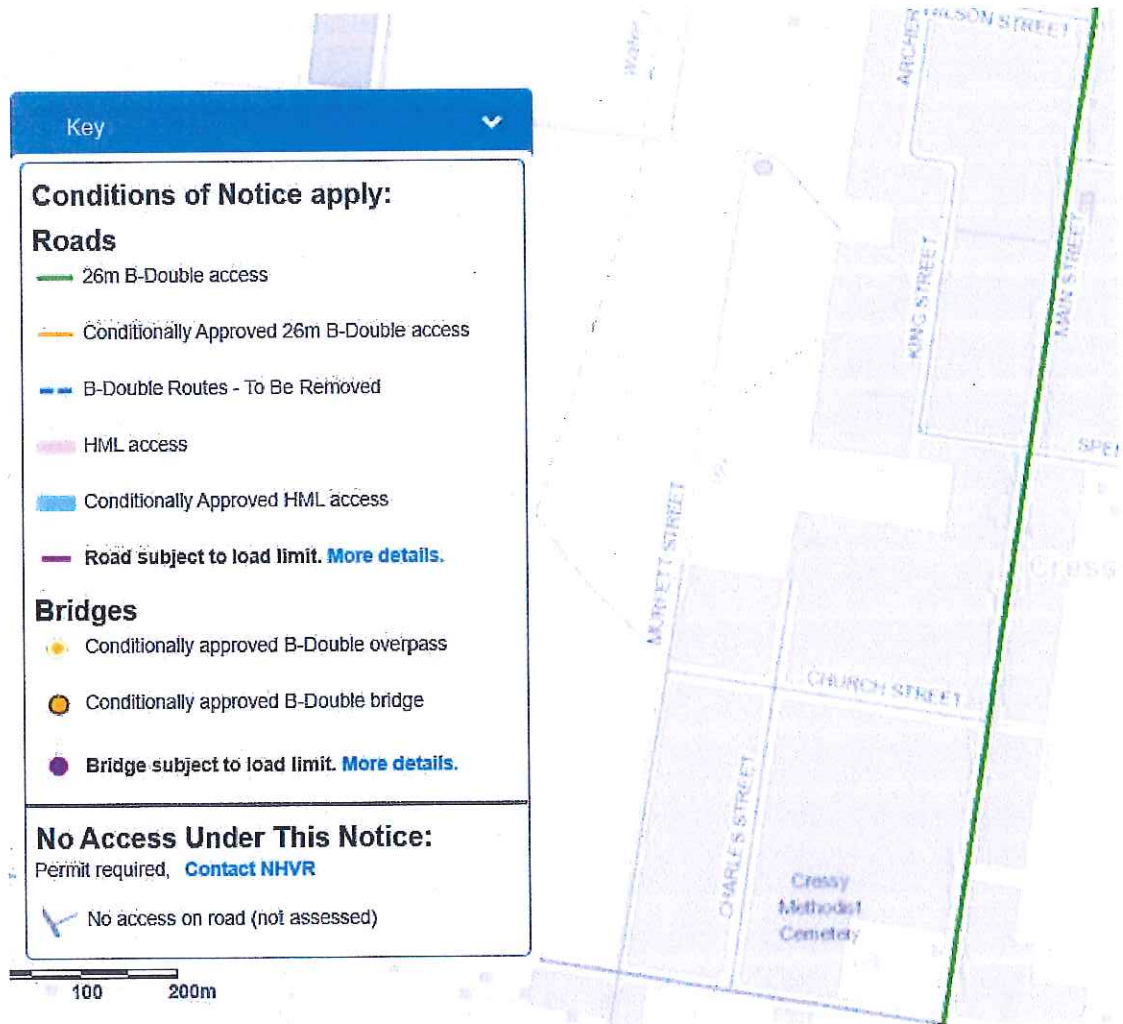
Appendix C- Poatina Main Road Traffic Data



Traffic Impact Statement



Appendix D- Tasmanian 26m B Double Network



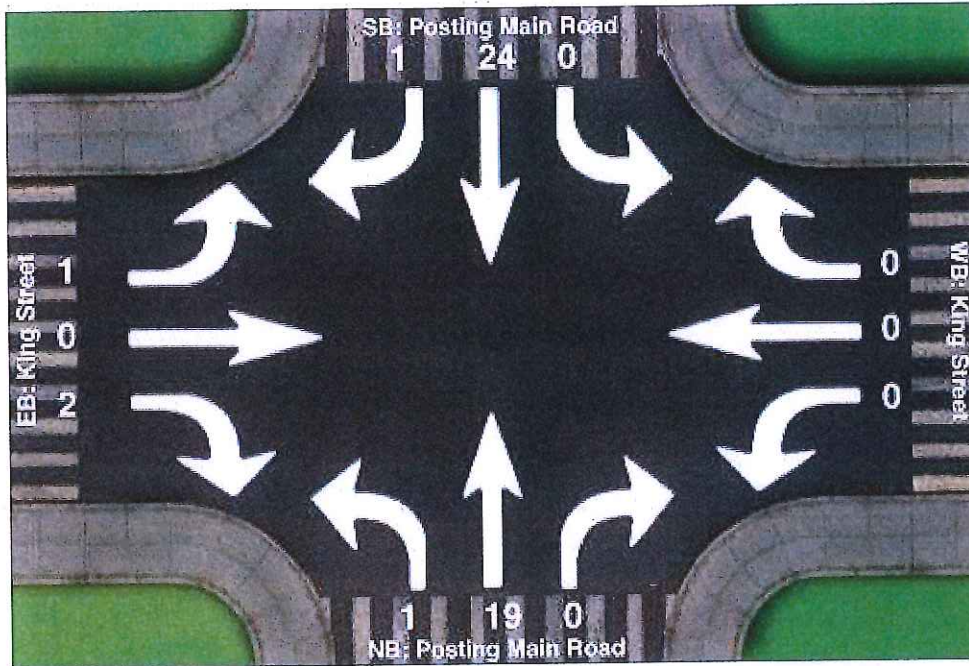
Traffic Impact Statement



Appendix F – Traffic Data

Intersection Count Summary

Location: Posting Main Road at King Street, Cressy
 GPS Coordinates: Lat=-41.613118, Lon=146.986861
 Date: 2019-10-09
 Day of week: Wednesday
 Weather:
 Analyst: R Burk



Intersection Count Summary

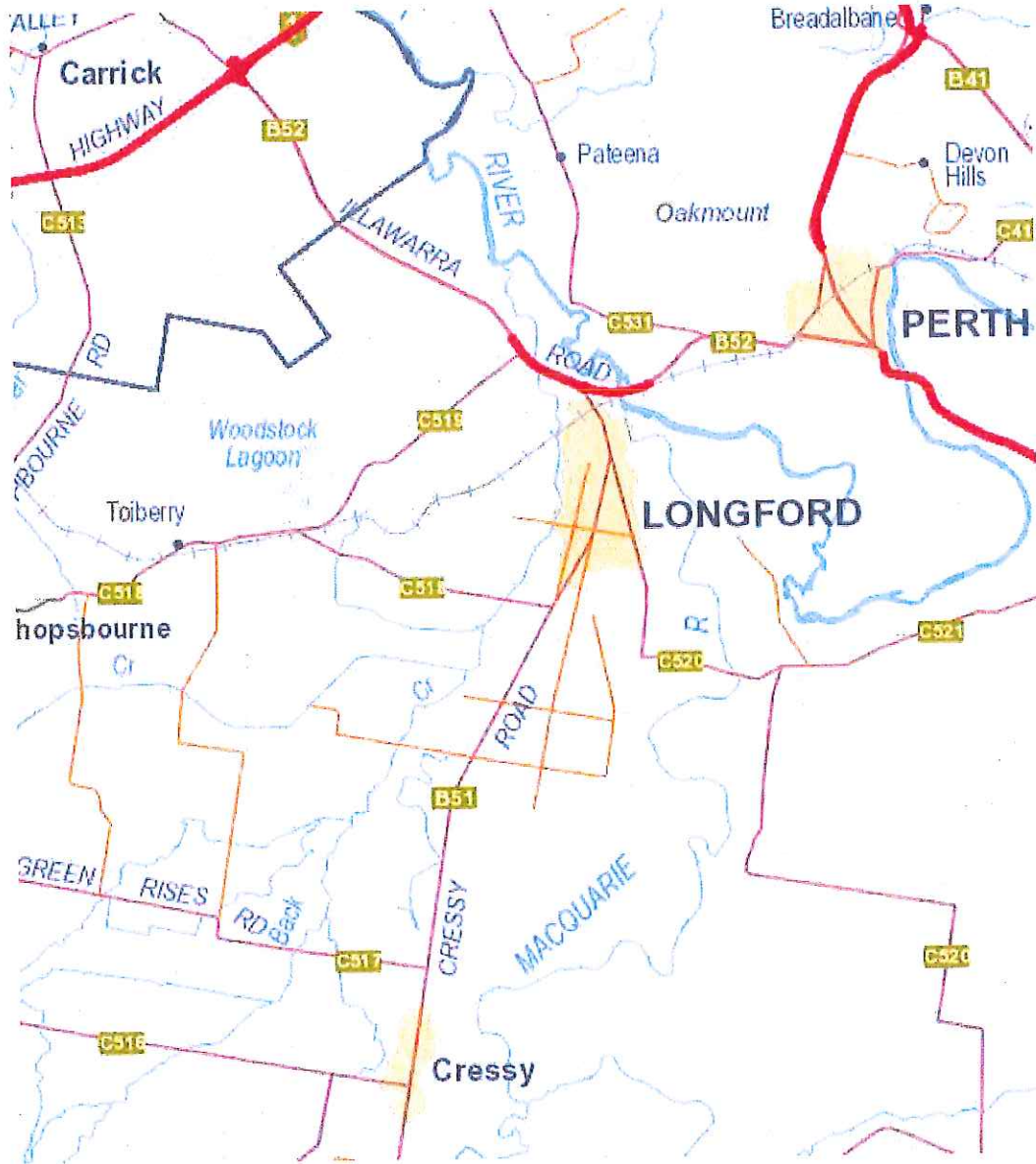
11:15 - 11:30

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	24	1	0	0	0	1	19	0	1	0	2	48

Traffic Impact Statement



Appendix E- Limited Access State Roads



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-0216	Council notice date	15/11/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01688-NMC	Date of response	17/12/2019
TasWater Contact	Rachael Towns	Phone No.	03 6345 6346
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	72 MAIN ST, CRESSY	Property ID (PID)	7272914
Description of development	Visitor accommodation		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
	Prime Design	PD19208-01	01
			Date of Issue
			26/11/2019
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections / sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 3. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. <p style="padding-left: 40px;">The payment is required by the due date as noted on the statement when issued by TasWater.</p>			
Advice			
General			
<p>For information on TasWater development standards, please visit https://www.taswater.com.au/Development/Technical-Standards</p> <p>For application forms please visit http://www.taswater.com.au/Development/Forms</p>			
Service Locations			
<p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <ul style="list-style-type: none"> • A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. 			

Further information can be obtained from TasWater

- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by



Jason Taylor

Development Assessment Manager

TasWater Contact Details

Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

REFERRAL OF DEVELOPMENT APPLICATION PLN-19-0216 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 109001.07

Date: 15 November 2019

Applicant: Prime Design

Proposal: Visitor Accommodation (vary setbacks, vary parking provisions, demolish pergola)

Location: 72 Main Street, Cressy

W&I referral PLN-19-0216, 72 Main Street, Cressy

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	Yes
Is it connected to all Council services?	Yes
Are any changes / works required to the house lot?	No
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	King Street
Can all lots access stormwater services?	Yes
If so, are any works required?	No
Is stormwater detention required	No
Has a stormwater detention design been submitted	No
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	N/a
If no to above, has the design for 100 – year ARI been done.	N/a
If yes to any of the above, does it comply with Councils stormwater policy	N/a
Is the design approved by works & infrastructure	Yes
Please quote drawing numbers and any other relate documentation (email etc.)	#: D.18734 PD19208-01 PD19208-1-01 PD19208-1-02 PD19208-2-01 PD19208-2-02 PD19208-3-01 PD19208-3-02

Additional Comments/information	N/a
Stormwater works required:	
<i>Works to be in accordance with Standard Drawing TSD-R09 – a 100mm stormwater connection.</i>	
<i>Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection</i>	
Is there kerb and gutter at the front of the property?	Yes
Are any kerb-and-gutter works required?	No

Road Access:

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	N/a
If so, are any works required?	No
Is off-street parking available/provided?	Yes

Road / access works required:

<i>Works to be in accordance with Standard Drawing 1003 - reinstate kerb and channel for unused crossover.</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	No
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	<i>Yes, as follows: Reinstate kerb and channel for unused crossover</i>
Are street trees required?	No
Additional Comments:	An Engineer's design is not required.

Engineer's comment:

Council services for this development can be addressed by standard conditions.

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONSW.1 Stormwater

- a) The lot must be provided with a stormwater connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

W.2 Access

- a) The unused crossover and apron in King Street must be re-instated with kerb and channel in accordance with Council standards and to the satisfaction of the Works Manager.

- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

W.3 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

W.4 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.6 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$500 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

Jake Walley (Engineering Officer)

Leigh McCullagh (Works Manager)

Date: 13/01/2020

Our ref:7272914; PLN-19-0216;

4/12/2019

10 Goodman Court
INVERMAY 7249
via email: drew@primedesigntas.com.au



**NORTHERN
MIDLANDS
COUNCIL**

Dear Sir/madam,

72 MAIN STREET, CRESSY

Representation received to Planning Application PLN-19-0216 - Visitor Accommodation (vary setbacks, vary parking provisions, demolish pergola)

I refer to the abovementioned application and wish to advise that a representation has been received. A copy of the representation is attached. (Please note that names and addresses remain private until mediation is arranged, or a report is prepared for a Council meeting.) Your comments in response to the representation/s are invited prior to a mediation session and/or completion of assessment of the application. If you wish mediation to be conducted, you must notify Council in writing (see notes below).

The application will be determined at a Council meeting – the next available meeting is due to be held on **20 January 2019**. Council meetings are held in the Council Chambers at the Council Offices, 13 Smith Street, Longford starting at 5pm - planning items are usually considered after the meal break, which is 6.00 to 6.40pm. Council Agendas are available on our website on Thursday in the week prior to the meeting.

Please note that the application is still on STOP awaiting TasWater's response to the further information provided by yourself. If their request has not been satisfied and additional further information is required, the application may need to go to the February meeting for decision.

In the meantime, the Council require an extension of time to the statutory period for assessing the application. To allow your proposal to be considered at the next Council meeting (to be held on **20 January 2020**), an extension of time under s57(6A) of the *Land Use Planning and Approvals Act 1993* until **24 January 2020** is formally requested. If you consent to this request, please sign the attached statement and return a copy to Council as soon as possible.

If you have any queries regarding your planning application, I invite you to contact Council's Development Services Department on 6397 7301, or email planning@nmc.tas.gov.au

Yours Sincerely



Rosemary Jones

ADMINISTRATION OFFICER

Enc: Copy of Representation
Extension of Time

Copy: Murphy Robert Patrick & Murphy Kaye Lorraine, Via email: rachcon301@yahoo.com

Note: Due to privacy laws, Council officers only hold discussions with applicants (e.g. when an applicant is acting as the owner's agent, all enquiries must be directed through the applicant).

s57A of LUPAA

Section 57A of Land Use Planning & Approvals Act notes as follows regarding mediation:

(1) *In this section, "party" means any of the following persons:*

- (a) a person who made an application ...*
- (b) the planning authority ...*
- (c) any person who made a representation ...*

(2) *If the applicant for a permit under section 57 or any person who has made a representation under section 57(5) requires mediation to be conducted in relation to the application, the applicant or other person must notify, **in writing**, the planning authority.*

(3) *If the planning authority receives notification under subsection (2) or wishes mediation to be conducted in relation to an application for a permit under section 57, it must notify in writing any other party and seek the agreement of that party for mediation to be conducted in relation to the application.*

(4) *If 2 or all parties agree that mediation should be conducted in relation to an application for a permit under section 57, the parties must agree on the person who is to conduct the mediation and on any other terms or conditions in relation to the conduct of the mediation.*

(5) *If 2 or all parties agree that mediation should be conducted in relation to an application for a permit under section 57, the period within which the planning authority must make its decision in relation to the application may be extended under section 57(6A).*

Rosemary Jones

From: Jo Pitchford <jodavern2@bigpond.com>
Sent: Wednesday, 27 November 2019 3:18 PM
To: NMC Planning
Subject: 72 main st cressy

Follow Up Flag: Follow up
Flag Status: Flagged

Hi my name is Jo-Anne Pitchford from 28 king st cressy 7302 regarding reference number PLN-19-0216 my concern is if a high enough fence is going to be built for privacy looking over my back fence and also the high volume of traffic people noise I own to staffy's who bark when people are around and hoping if a bigger enough fence is built it will also drown out the noise so I don't get complaints from adjoining neighbours about my to dogs barking kind regards Jo Pitchford

Sent from my iPhone

3 Invalid Representations

Received outside of statutory time frame

To Whom it may concern,

I write to you opposing the development at 72 Main street Cressy reference no. PLN-19-0216.

I believe a development such as this, for this type of accommodation in such a confined area could potentially have an extremely damaging affect on the community.

I have previously worked at a local berry farm with an on farm camp with the same clientele, the noise and language etc is not something we need in the centre of our community, I feel we have enough visitor accommodation already in this vicinity given the law enforcement on the town in the event of any problems, not to mention the increased volume of pressure on the town infrastructure such as sewerage etc that us as ratepayers will be left to pick up the bill for.

The town of Cressy was once a place as a parent that I felt comfortable in sending my young children to the shop on their bike where this comfort level is quickly changing.

All in all I am not against the growth but I am against where we are trying to house them all.

I thank you for your attention and hope that this application can be handled in the best possible way for the communities sake.

Cheers Darren Thorpe



Northern Midlands Council
Attn Mr Des Jennings
General Manager
Northern Midlands Council
P O Box 156
Longford
TAS 7301

29/11/2019

Dear Mr Jennings,

RE: Application PLN-19-0216 for additional visitor accommodation at 72 Main Street – by RP and KL Murphy

I am contacting you regarding Burlington Berries concerns regarding the application PLN-19-0216 at 72 Main Street Cressy for additional visitor accommodation lodged by KL and RP Murphy.

Burlington Berries is a large local employer of seasonal workers and we have to date utilised the Ringwood Hotel at 74 Main Street Cressy, managed by Rachel Cornelius and Jay Pigott for accommodation. The Ringwood has provided a very harmonious and beneficial facility, where international visitors from a range of countries especially Europe, can stay while working in the area, both short term and for longer periods depending on job availability.

The local community has seen the changes to the town and the economic benefits of including a diverse range of nationalities, specifically working holiday makers (back packers) from all over the world. This is shown as an increase in demand for produce and services for local businesses including the bakery, the Post Office, the fuel station and the IGA store.

We are concerned about the increase in bed numbers allocated to labour providers and the longer term style accommodation for the Seasonal Worker Program, (South Pacific Islanders on a 7- 9 month contract) and not the working holiday makers (88 days farm work) at the combination of 72 and 74 Main Street Cressy.

Our concern is the impact this change in focus to longer term SWP participants will have on the demographic balance with the permanent residents in Cressy. Cressy is a little country town which has experienced significant growth over the last 10 years with the expansion of businesses requiring a lot of seasonal employees. To date this has been a good thing however another major expansion in bed numbers may not be. From a personal point of view should there be any public backlash

157 Burlington Road, Cressy, TAS 7302
www.burlingtonberries.com.au
Tel: 0439484497

with accommodating so many people in a relatively small area it could have a negative impact on local soft fruit businesses including Burlington Berries and Mountford who are not actually responsible for employing these workers.

We have already experienced this in Feb 2019 when Linx employment installed a temporary campsite in Longford for one hundred pickers and despite not being involved we were held responsible because we are known to hire seasonal workers.

Last week we are hearing 'our workers' are changing 'the look and the feel' of Cressy and not in a positive way. I understand the plan is for up to 250 contracted SWP workers to be housed in 72 and 74 Main street, Cressy supplying Costa and Driscolls and being bused up to 1 hour away.

With the Application itself there is a discrepancy in points 3 and 4.3 of the Traffic Impact Assessment

In point 3 below – it states an extra 30 beds (5x2x3) max and in point 4.3 an extra 10 beds (5x2x1). See Below....



3) Proposal

3.1 Description of Proposed Development

The proposal includes 5 accommodation blocks with each block consisting of 2 * (2 or 3) bedroom apartments. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.



4.3 Traffic Activity

The proposal includes 5 accommodation blocks with each block consisting of 2 * 1 bedroom apartments. 4 Amenity buildings are proposed together with the accommodation blocks, see figure 2.

We would like clarification on the following points:

1. What is the correct figure, are there going to be an additional 30 people or are there an extra 10 – Or in fact are they in bunks in a 3 bed 'apartment' (ie transportable) in which case there could be up to 90 people.

157 Burlington Road, Cressy, TAS 7302

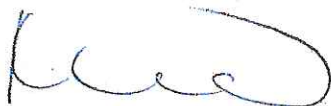
www.burlingtonberries.com.au

Tel: 0439484497

2. What is the total maximum number of beds that RP and KL Murphy and the Ringwood hotel are considering housing at the combined sites of 72 and 74 Main Street, and Brumby's Cabins in Cressy?.
3. Are there changes to the current accommodation facility usage already at 74 Main Street as it appears that there are more ablution blocks being installed at 72 Main Street than are required by the number of beds?.
4. Has there been adequate community consultation to ensure that the townspeople are aware of, and accepting of, the changes which will result from hosting up to 250 seasonal workers (potentially only from the South Pacific Islands) in the one relatively small area with no large shared amenity area or building to allow normal interaction and socialising?.
5. The buildings appear to be transportable/container style which are fine for temporary accommodation but not attractive long term. As they will be clearly visible from the street has any consideration gone into screening or landscaping the area?
6. Will there be a negative impact on the local school, playground and sporting areas if permanent residents no longer feel comfortable?

We look forward to your comments at your earliest convenience

Yours sincerely,



Mrs Kate Sutherland
Managing Director

Rosemary Jones

From: Des Jennings
Sent: Wednesday, 11 December 2019 10:06 AM
To: Katie Lamprey
Cc: Gail Eacher; Amanda Bond; Rosemary Jones
Subject: Voicing concern planning applications 72 Main St reference PLN-19-0216 & 74 MainSt reference PLN-19-2017
Attachments: 74 Main St reference PLN-19-2017 72 Main St reference PLN-19-0216 .docx

Hi Katie,

Thank you for taking the time to write to Council on this matter. Regards Des

Des Jennings



NORTHERN
MIDLANDS
COUNCIL

General Manager | Northern Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: des.jennings@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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T a s m a n i a ' s H i s t o r i c H e a r t

From: Katie Lamprey <rusticbakehouse@gmail.com>
Sent: Wednesday, 11 December 2019 9:57 AM
To: Des Jennings <des.jennings@nmc.tas.gov.au>
Subject: Voicing concern planning applications 72 Main St reference PLN-19-0216 & 74 MainSt reference PLN-19-2017

Dear Des,

Thank- you for taking the time to read this email. We would have got our objections in earlier however were unaware or the planning application at 72 and 74 Main street Cressy until it was too late. We have thought long and hard about sending this email to you as we are not generally people who are seen to rock to boat. We are happy to see progress and love new and exciting developments in the community especially when the community benefits. However really feel that this development is not one of them. We have attached our objection below to the **72 Main St reference PLN-19-0216** and **74 Main St reference PLN-19-2017**. I really hope that this planning application is discussed and questioned with the community interests at the forefront.

Thanks again for your time,

Katie and Jarrod Lamprey

Katie & Jarrod Lamprey Owner Operator's

Rustic Bakehouse

Phone: 03 63976557

Mobil: 0438232255

Dear Des Jennings,

RE: 72 Main St Cressy reference no. PLN-19-0216 and 74 Main St reference PLN-19-2017.

We are writing to you regarding the development plans submitted for the above properties. We have several concerns which are outlined as follows:

74 Main St reference PLN-19-2017: Cool room and Kitchen blocks

Concern: Location of proposed Cool room and Kitchen block.

The proposed kitchen block will be in the current Ringwood carpark. As a result, there will be a reduction of 5 car parking. As stated in the plan there is currently 23 car parking spaces. Under the proposed application the hotel will only be left with 18 parking spaces, which is not sufficient to accommodate up to and in access of 140 lodgers, a restaurant that holds over 80 patrons at full capacity and bar facilities that could hold in access of 40 patrons.

As per page 11, **Section E6.6.1 – Car Parking Numbers** of the Traffic Impact Statement created by TCS the current car parking numbers do not meet A1 'The number of car parking spaces must not be less than the requirements of table E6.1 of the Northern Midlands Planning Scheme 2013.

For Hotel and land use Table E6.1 requires 1 space per 20m² of net public area, 1 space per bedroom and 6 spaces for drive in bottle shop.

Net public area estimated as 340m² **i.e. requires 17 spaces**

There are estimated 32 bedrooms **i.e. requires 32 spaces**

Duncan's Bottle shop **i.e. requires 6 spaces**

Total requirement: 55 spaces

The current plans do not even allow for half of the required parking spaces.

The Performance Criteria P1 advised by TCS is grossly inadequate and has been glossed over.

- a) There is not considerable on street parking in King or Main Street. These parking spaces are used by residence, retailers, truck drivers, campers, fisherman etc. Hotel residence parking for excessive periods in these spots would hinder residence and have a dire impact on retailers as quick stop parking would be almost impossible. Main Street and King Street were not designed for long term parking arrangements. The current parks facilitate businesses, the town hall, the bakery and the Fire Station.
- b) Can you please advise what the term '**reasonable walking distance**' refers to? As we estimate approx. 28 to 30 car spaces are safely available to use from King Street to Church Street, utilising both sides of the Road.
- c) It is a gross assumption that '**Picker**' accommodation for people on visa's mean they do not have a vehicle. There are many people on visa's that have resided at the property or continue to reside at the property that own vehicles. Past 'pickers' have owned vehicles so they can explore the sites of Tasmania whilst working. To base a clause justification on

what essentially is misleading information is grossly negligent and a most one sided uneducated view.

- d) The property providing 'transport' for the pickers to and from work sites means vehicles will be parked in the street for excess periods of time. This means the vehicles will be moved even less, causing disruption to residence that use the current Main Street Car parks and business that rely on drive through customers.
- e) Please explain how there is 'No Parking Demand' from picker accommodation? This is once again based on an assumption. The report states there is a requirement to have a set amount of car parking to meet guidelines
- f) The current parking arrangement is 'safe' as per the report, however adding to that up to 100 additional vehicles, being parked nose to bumper as per the report would deem this arrangement unsafe. Children use the paths and roads to get to school. This would and should cause great concern to parents that allow their children to walk to school or the playground. It would almost turn a country town road into a congested city street. This is and would become dangerous.
King Street is a narrow street and vehicles already park on the nature strip, suggesting this is a 'safe' option for long term parking is also a negligent suggestion. Children utilise this road to get to school also.
- g) The assessment carried out by TCS was a snap shot of the use of the parking in Main Street. Whilst the date of the assessment has been supplied, the time has not. As with all areas there are peak times, around school drop offs, before and after work etc. Being the area is also a through fare to some of the area's most iconic tourist attractions seasonal increases, farming and harvest also need to be taken into consideration.
- h) As stated, increased long-term parking would cause significant congestion which would affect the streetscape, safety of the area and convenience to those using the business's in the town. It is also well documented that tourist/people on visas are not well versed in our road rules. They are involved in a high percentage of motor vehicle accidents every year. Having such a concentrated amount of people on visas would pose a high risk in itself. This is certainly something that needs to be considered further.
- i) The traffic impact statement supports the proposal as it has been completed with the applicants request in mind. It is based on what if's and maybe's.
- j) Whilst there is no heritage listed amenities on the site the town does have a character and soul that would be impacted by this proposal. The town is also located on Tasmania's Heritage Highway, it would be an absolute travesty if the thing people remember the town for is the excessive car parks lining the street.
- k) All points addressed previously, however it is well known that the applicant is wanting to increase accommodation numbers going forward. This would also add to our concerns as parking is already inadequate.

I am happy to discuss these point in more detail, however I do have a number of questions:

Will there be any parking restrictions allocated to Main street or can the 140-resident park there indefinitely 24hrs a day whilst they are bussed to work?

Will noise restrictions be allocated and enforced or time restrictions be imposed on when the 'recreation room and kitchen block is open' As it is located very close to the boundary of 78 Main street. Currently an extreme amount of noise comes from the Ringwood which can be expected as it

is a hotel and Pub. This does not however justify the music and noise that comes from the premises well into the night past 2am most days 7 days a week.

Will the entrance face towards the Ringwood or towards the carpark? As we have concerns with noise and safety walking out towards a carpark.

72 Main St reference PLN-19-0216

Cressy currently has a population of approx. 800 people. If this development is approved this could see to increase the population by up to 250 people in peak season, an increase 31.25% in one location in the middle of town.

As community members and small business owners we are worried about the stress on the current infrastructure systems (sewage etc.) and the towns culture and safety. We do not have a local police station, which means any issues that occur could not be immediately addressed.

The proposal shows the potential for 250 'pickers' to be housed in picker style accommodation in the centre of Cressy. This has the potential to dramatically change the cultural and landscape of the town.

We have already noticed changes in the culture of the town, with an influx of nationalities (French, Italian, British, East Timorese, Chinese and Japanese to name a few) around September through to May.

As stated usually the pickers have transport so they can explore all the Tassie has to offer in there days off supporting small local business's.

Cressy's profile has really lifted in the last couple of years. It's a place where resident and families want to settle. There is an amazing district high school, a wonderful heated pool, trout fishing and amazing views just to name a few.

We believe this development will have an impact on the attractiveness of the towns profile. Mainly because 250 people in the middle of town is excessive.

Cressy is a wonderful small town a place that I feel safe bringing up my children however the comfort level is changing very quickly. I am not opposed to the growth however believe that this application is putting dollars before community and the needs of the community.

Trying to house pickers in such a small area confined area in the middle of township is concerning, especially when there is no permanent law enforcement in the town if we run into any problems.

Thank-you for your attention and I hope that this application can be handled in the best possible way.