

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE
ONLY

Application Number PA2025336

Assess No: A6699

PID No: 9511065

Applicant Name:	Tascad Pty Ltd					
Postal Address:						
Contact Phone:	Home		Work		Mobile	
Email Address:						

Planning Application Lodgement Checklist

The following documents have been submitted to support the consideration of this application:

1. A current copy of the property title text, folio plan and schedule of easements ☐
2. A completed application form including a detailed description of the proposal ☐
3. A complete plan set: ☐
 - a) Floor plans ☐
 - b) Elevations (from all orientations/sides and showing natural ground level and finished surface level) ☐
 - c) Site Plan showing: ☐
 - Orientation
 - All title boundaries
 - Location of buildings and structure (both existing and proposed)
 - Setbacks from all boundaries
 - Native vegetation to be removed
 - Onsite services, connections and drainage details (including sewer, water and stormwater)
 - Cut and/or Fill
 - Car parking and access details (including construction material of all trafficable areas)
 - Fence details
 - Contours
4. Other: ☐

*If submitting plans in over the counter please ensure they are A3.
All plans must be to scale.*

WEST TAMAR COUNCIL



Application Number: «Application Number»

APPLICANT DETAILS

Applicant Name: Tascad Pty Ltd

Note: Full name(s) of person(s) or company making the application and postal address for correspondence.

LAND DETAILS

Owner/Authority Name:
(as per certificate of title) Beauty Point Trading Pty Ltd

Location / Address: 32-40 Crowther Street, Beaconsfield

Title Reference: 186882/2

Zone(s): General Residential

Existing Development/Use: Vacant Land

Existing Developed Area:

DEVELOPMENT APPLICATION DETAILS

Proposed Use:

Residential: <input checked="" type="checkbox"/>	Visitor Accommodation: <input type="checkbox"/>	Commercial: <input type="checkbox"/>	Other: <input type="checkbox"/>
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Description of Use:
Proposed 4 x 1 bedroom units

Development Type:

Building work: <input checked="" type="checkbox"/>	Demolition: <input type="checkbox"/>	Subdivision: <input type="checkbox"/>	Other: <input type="checkbox"/>
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Description of development:
Proposed 4 x 1 bedroom units

New or Additional Area: Area 242.26m²

Estimated construction cost of the proposed development: \$500,000.00 est.

Building Materials:

Wall Type: brick / light weight	Colour: TBC
Roof Type: colorbond	Colour: TBC

WEST TAMAR COUNCIL



Application Number: «Application Number»

SUBDIVISION

☒ N/A

Subdivision creating additional lots ☐

Boundary adjustment with no additional lots created ☐

Number of Lots (existing) :		Number of Lots (proposed) :	
Description:			
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:			
1.			
2.			
3.			

COMMERCIAL, INDUSTRIAL OR OTHER NON-RESIDENTIAL DEVELOPMENT/USE

☐ N/A

Hours of Operation:	Monday / Friday:		To	
	Saturday:		To	
	Sunday:		To	
Existing Car Parking:				
Proposed Car Parking:				
Number of Employees: <i>(Existing)</i>				
Number of Employees: <i>(Proposed)</i>				
Type of Machinery installed:				
Details of trade waste and method of disposal:				

Application Number: «Application Number»

APPLICANT DECLARATION

Owner: As the owner of the land, I declare that the information contained in this application is a true and accurate representation of the proposal and I consent to this application being submitted and for Council Officers to conduct inspections as required for the proposal,

Name (print)

Signed

Date

Applicant: As the applicant, I declare that I have notified the owner of my intention to make this application and that the information contained in this application is a true and accurate representation of the proposal,

(if not the owner)

Waynita Manticas

Name (print)

Signed

13/10/2025

Date

Please Note: If the application involves Crown Land you will need to provide a letter of consent and this form signed by the Minister, or a delegated officer of the Crown with a copy of the delegation.

**Crown
Consent**
(if required)

Name (print)

Signed

Date

**Chief
Executive
Officer**
(if required)

Name (print)

Signed

Date

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Right of Way Owner:

As the applicant, I declare that I have notified the owner of the land encumbered by the Right Of Way, of my intent to lodge this application that will affect their land.

Name (print)

Signed

Date

PRIORITY FINAL PLAN

<p>OWNER: BEAUTY POINT TRADING PTY LTD</p> <p>FOLIO REFERENCE: F/R 108285/1</p> <p>GRANTEE: WHOLE OF LOT 3, 0A-1R-0P, SECTION D GRANTED TO WILLIAM RITCHIE PART OF 2A-0R-4P, SECTION D, GRANTED TO WILLIAM RITCHIE</p>	<p>PLAN OF SURVEY BY SURVEYOR DALLAS McCULLOCH D.J. McCULLOCH SURVEYING RIVERSIDE, TASMANIA 7250</p> <p>LOCATION TOWN OF BEACONSFIELD SECTION D</p> <p>SCALE 1 : 600 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER SP186882</p> <p>APPROVED - 1 AUG 2024 EFFECTIVE FROM</p> <p>Recorder of Titles</p>
<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>		
<p><i>[Signature]</i> 25/03/2024 REGISTERED LAND SURVEYOR DATE</p>	<p><i>[Signature]</i> 16/7/24 COUNCIL DELEGATE DATE</p>	

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP186882

PAGE 1 OF 1 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.


Fencing Provision

In respect of the lots on the plan, the subdivider Beauty Point Trading Pty Ltd (A.C.N. 644 047 414) shall not be required to fence.

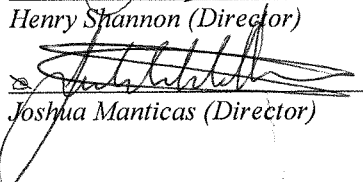
There are no other covenants, easements or profits a prendre created by this plan.

Executed as a Schedule of Easements

Executed by BEAUTY POINT TRADING PTY LTD (A.C.N. 644 047 414) the registered proprietor of the land comprised in Folio of the Register Volume 108285 Folio 1 in accordance with Section 127 of the *Corporations Act 2001* (Cth):




Henry Shannon (Director)



Joshua Manticas (Director)

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Beauty Point Trading Pty Ltd FOLIO REF: 108285/1 SOLICITOR & REFERENCE: Douglas & Collins (J Harris)	PLAN SEALED BY: <u>WEST TAMAR COUNCIL</u> DATE: <u>16/7/24</u> <u>PA2022148</u> REF NO.  Council Delegate
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

GRANTEE: WHOLE OF LOT 3, 0A-1R-0P, SECTION D
GRANTED TO WILLIAM RITCHIE
PART OF 2A-0R-4P, SECTION D,
GRANTED TO WILLIAM RITCHIE

RIVERSIDE, TASMANIA 7250

LOCATION

TOWN OF BEACONSFIELD

SECTION D

SCALE 1 : 600

LENGTHS IN METRES

Registered Number

APPROVED

EFFECTIVE FROM

Recorder of Titles

**ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN**



(SP172537)

(F7/7 LO)

(P140336)

(P140336)
(F7/7 LO)

(P 8/6 LO)

(P 8/6 LO)
(D108285)

(SP186882)

(P 98 LO)

(SIO 165491)

07/04/2025

REGISTERED LAND SURVEYOR DATE

.....
COUNCIL DELEGATE

.....
DATE


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SITE INFORMATION

TITLE REFERENCE	TBC
PID	TBC
ZONE	GENERAL RES.
LAND AREA:	654m2
CLIMATE ZONE	7
ALPINE AREA	N/A
OTHER HAZARDS	N/A

PROPOSED UNITS (4 X 1 BEDROOM UNITS)
FUTURE LOT 8 , 32 CROWTHER STREET, BEACONSFIELD, 7270



ABN 27 639 550 879

DRAWING TITLE

COVER PAGE

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT
TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

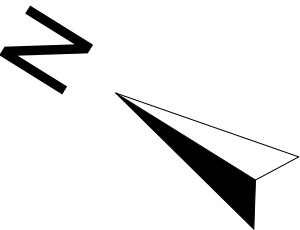
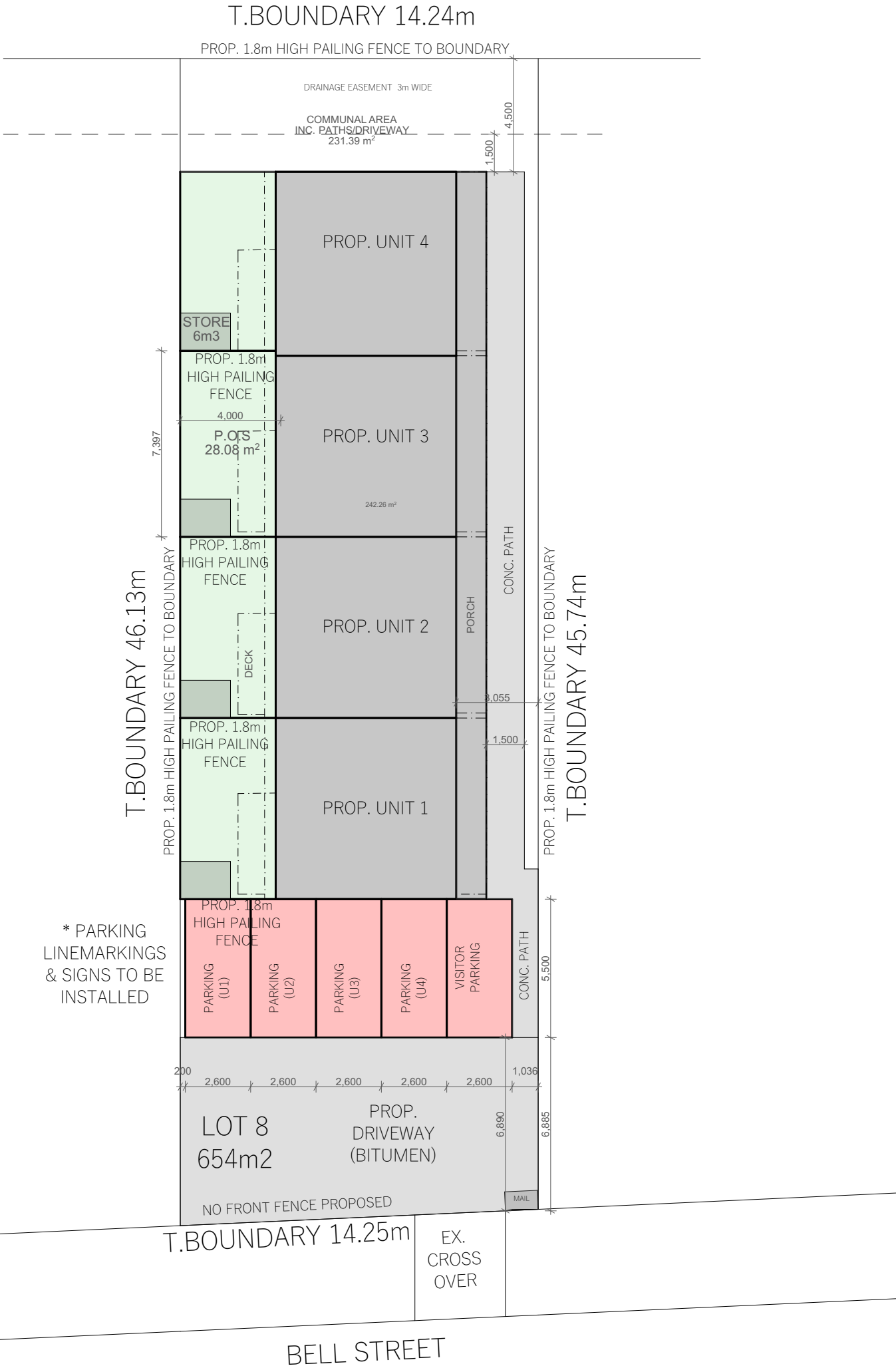
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SCALE

NTS

DRAWING NO.

CRWT1





ABN 27 639 550 879

DRAWING TITLE

SITE PLAN

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

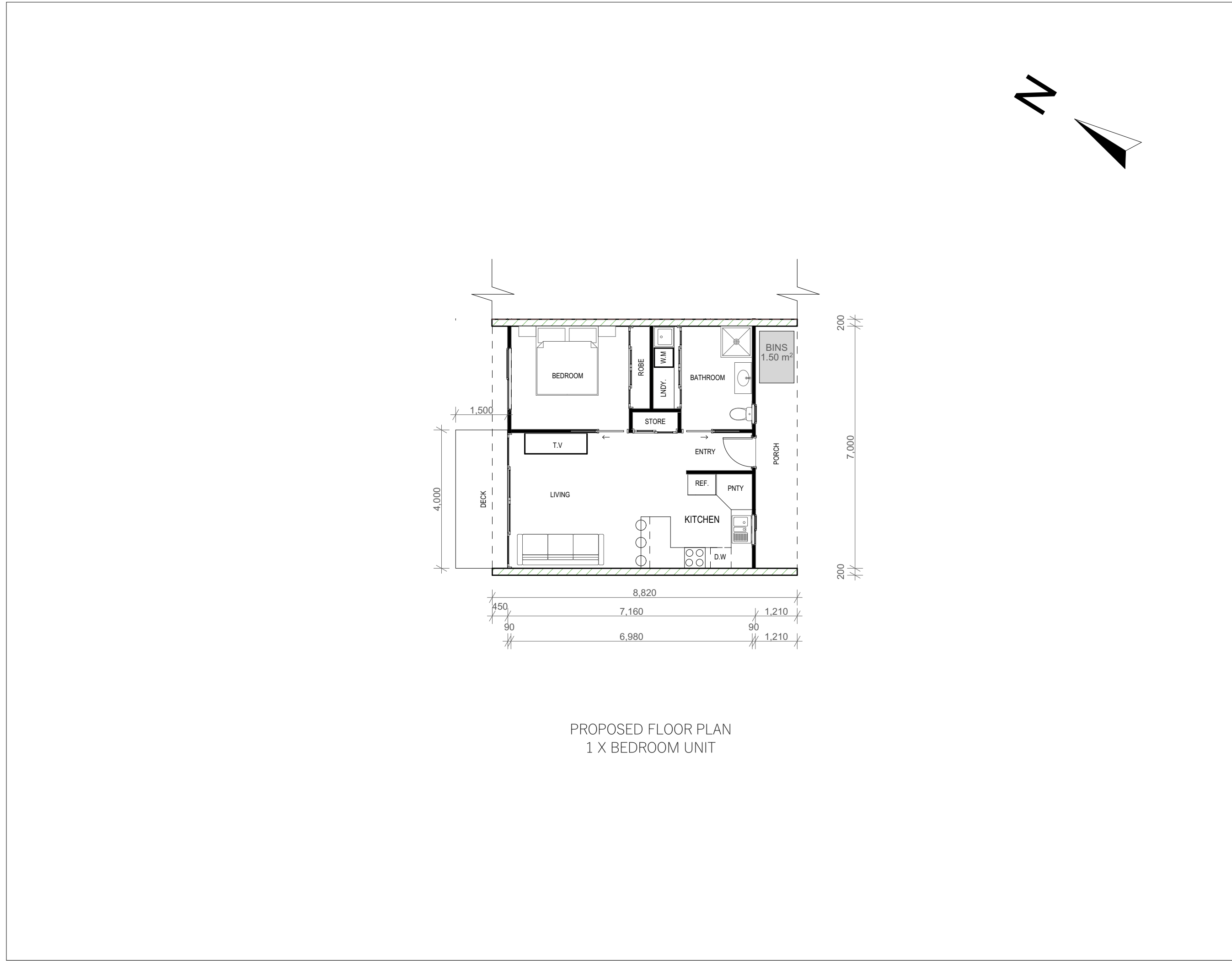
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SCALE


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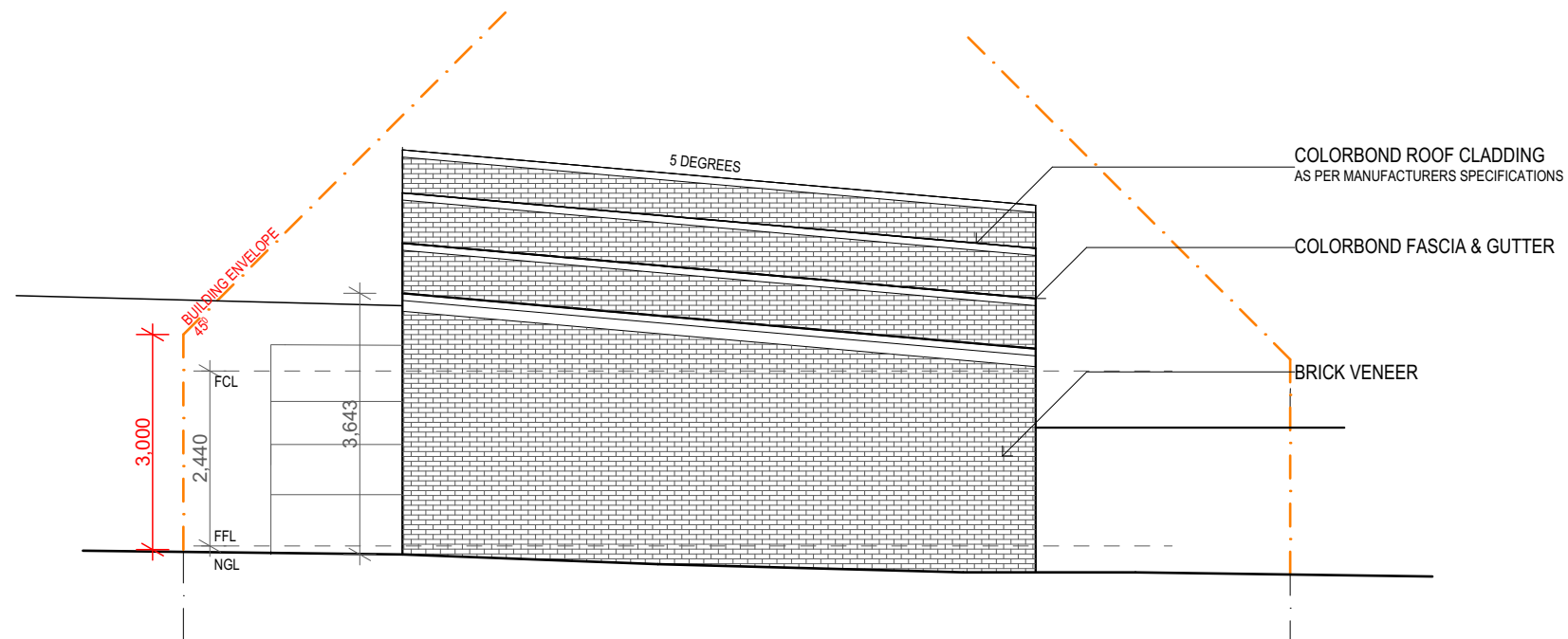


PROPOSED FLOOR PLAN
1 X BEDROOM UNIT

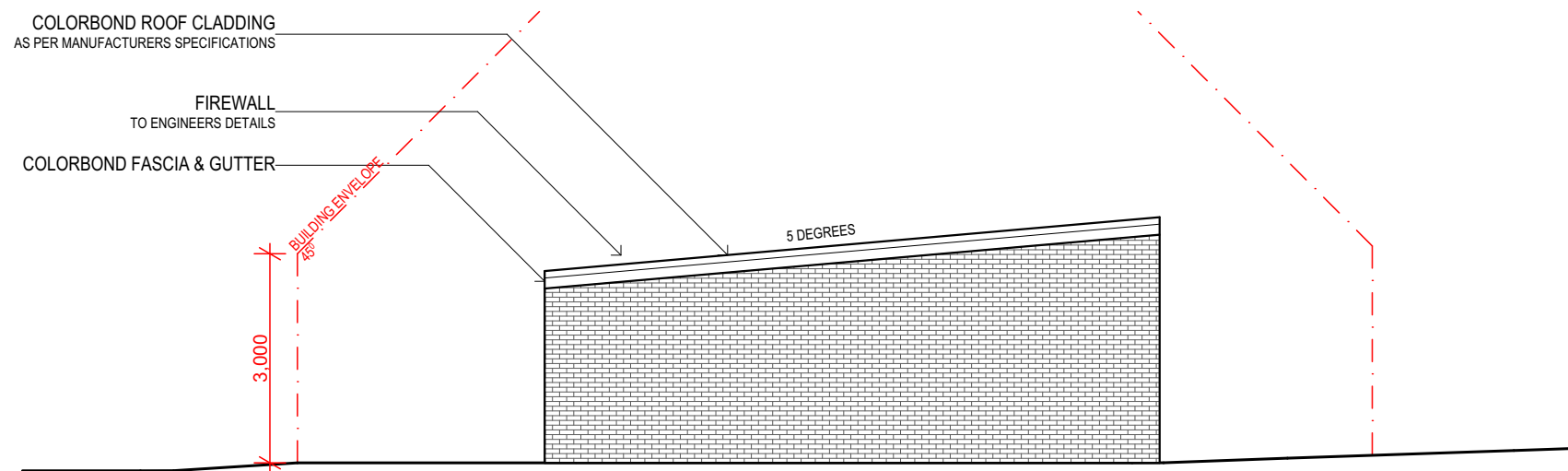
		
ABN 27 639 550 879		
DRAWING TITLE		
PROPOSED FLOOR PLAN		
ADDRESS		
ADDRESS TBC		
OWNER / CLIENT		
BEAUTY POINT TRADING PTY LTD		
REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25
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W.M		
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SCALE		
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CRWT	3	



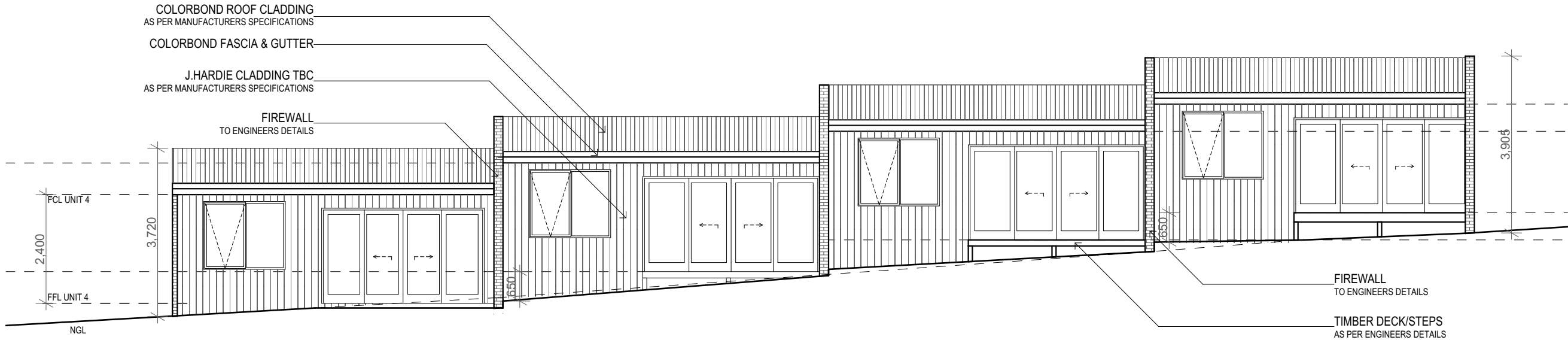
ABN 27 639 550 879		
DRAWING TITLE		
ELEVATIONS		
ADDRESS		
ADDRESS TBC		
OWNER / CLIENT		
BEAUTY POINT TRADING PTY LTD		
REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25
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SCALE		
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CRWT	4	



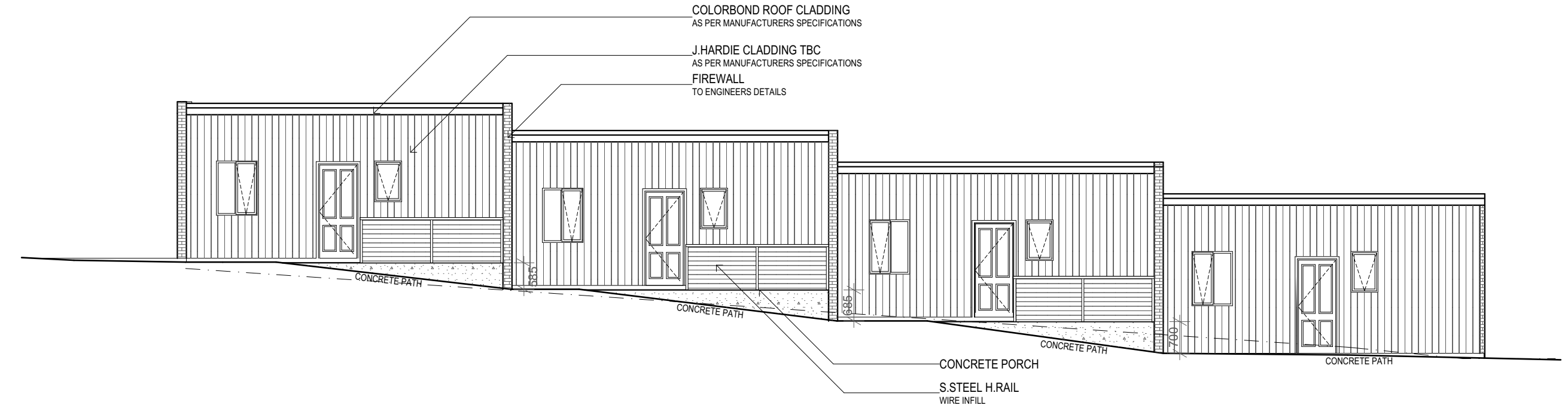
EAST ELEVATION




WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



ABN 27 639 550 879

DRAWING TITLE

ELEVATIONS,

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT
TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

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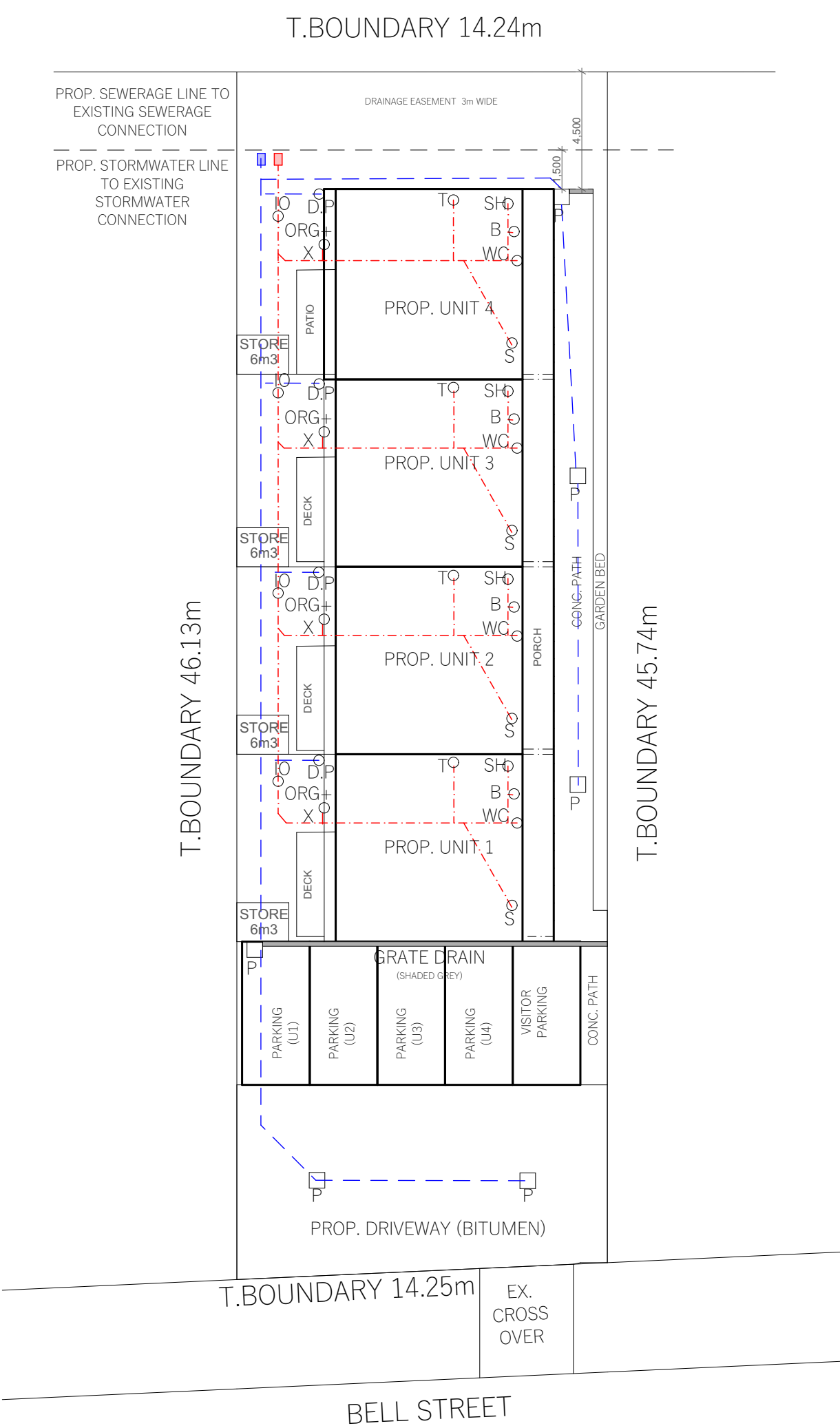
SCALE

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DRAWING NO.

CRWT 5

SITE WORKS & DRAINAGE
SITE TO BE PREPARED AS PER SURVEYORS REPORT IF APPLICABLE.
SITE TO BE EXCAVATED OR FILLED TO INDICATED DIMENSIONS OF APPLICABLE
SURFACE WATER TO THE DIRECTED AWAY FROM DWELLING AND GROUND UNDER SUBFLOORS TO BE GRADED SO THAT GROUND WATER IS PREVENTED FROM PONDING UNDER THE DWELLING AS PER NCC VOL.2 PART 3.1.3.3



- KEY**
- WC = WATER CLOSET (TOILET)
 - B= BASIN
 - BA = BATH
 - T=TUB
 - S=SINK
 - SH = SHOWER
 - IO = INSPECTION OPENING
 - ORG=OVERFLOW RELIEF GULLY
 - AV=AIR VENT
 - P = PIT
 - DP= DOWNPIPE
 - HCW= HOT WATER CYLINDER
 - X = EXTERNAL TAP



ABN 27 639 550 879

DRAWING TITLE

DRAINAGE PLAN

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

741767438

SCALE

1:200

DRAWING NO.

CRWT6



ABN 27 639 550 879

DRAWING TITLE

TURNING
DIAGRAMS,

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT
TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

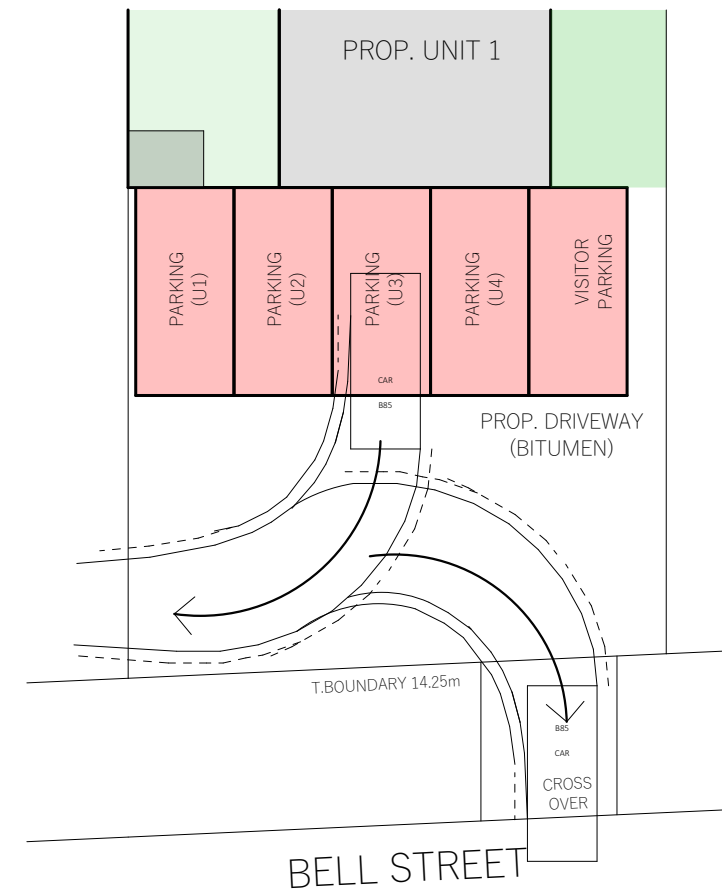
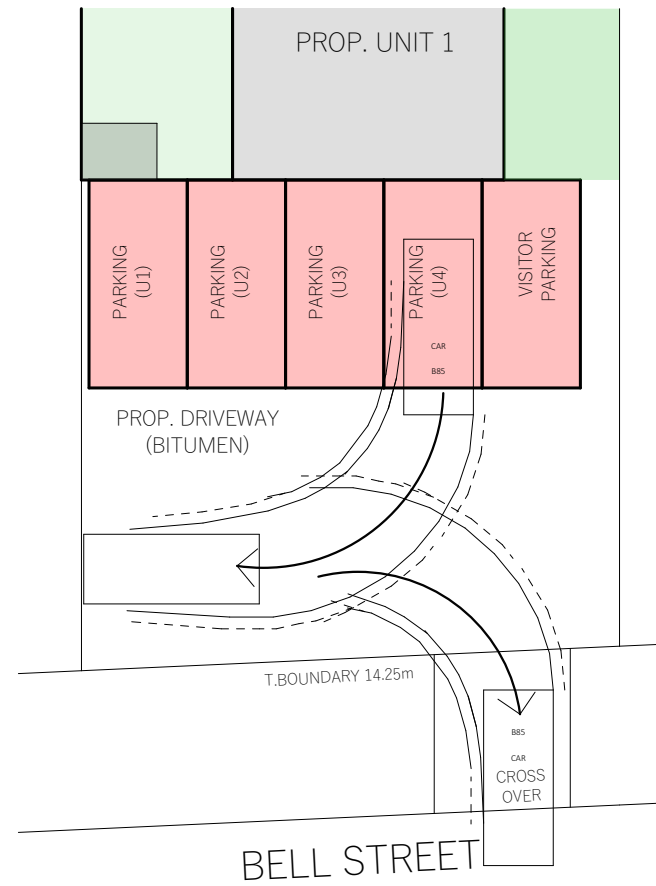
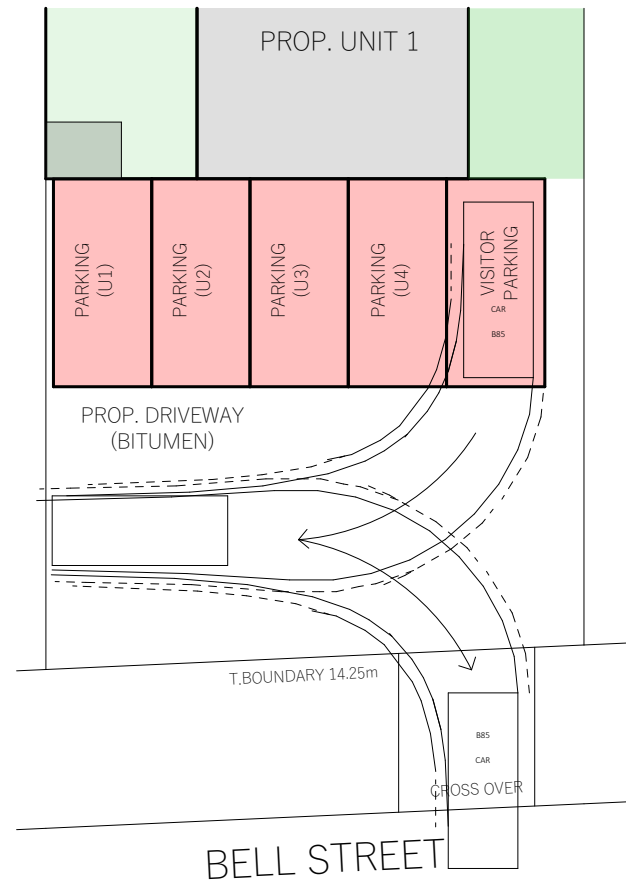
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SCALE

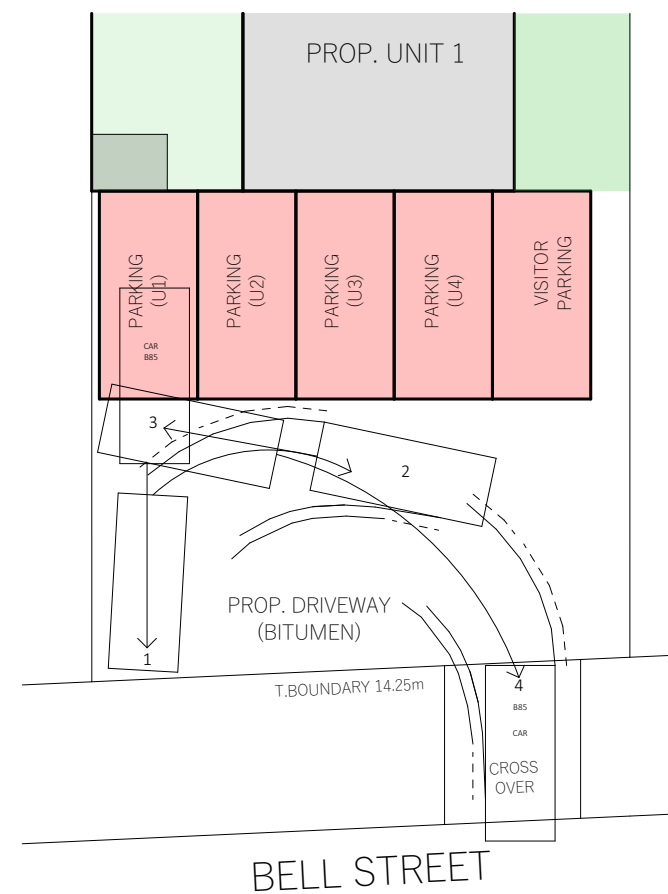
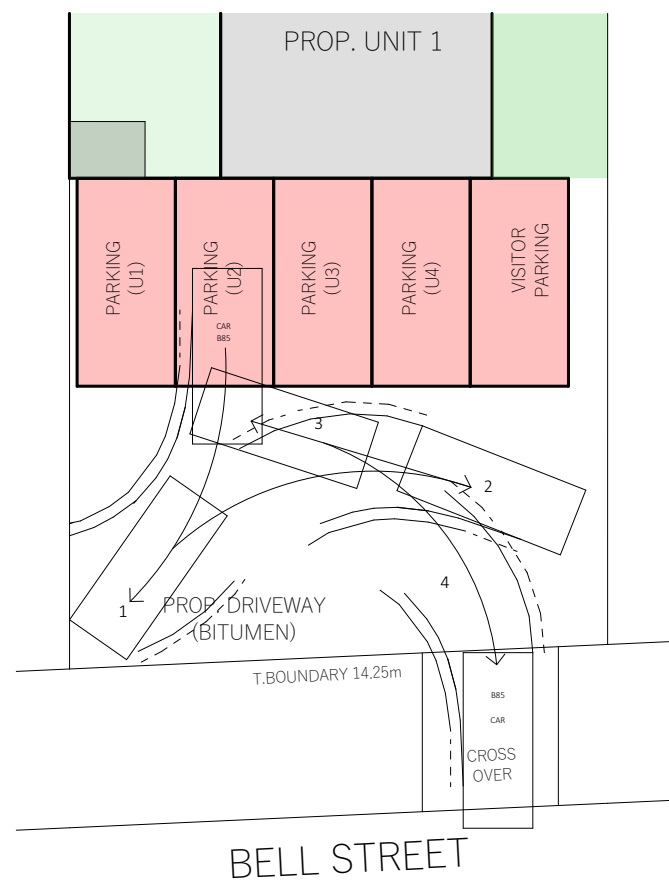
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DRAWING NO.

CRWT 7



* PARKING
LINEMARKINGS & SIGNS
TO BE
INSTALLED/ALLOCATED
FOR EACH PARKING
SPACE.



TURNING DIAGRAMS









CONSULTING
ENGINEERS

TRAFFIC IMPACT ASSESSMENT REPORT

Report prepared for:

Beauty Point Trading Pty Ltd
Lot 8, 32-40 Crowther Street
Beaconsfield TAS 7270

CONTACT

RJK CONSULTING ENGINEERS

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Address:
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Email:
mail@rjkconsultants.com.au

Document Contact

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ABN: 71 162 701 528

Risden Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Telephone: 0400 642 462

Document Information

Client:	Beauty Point Trading P/L
Project Reference:	24/25 TAS 036
Date:	19 th November 2025
Version Number:	V2
Effective Date	19th November 2025
Date Approved:	19th November 2025

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:

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Appendix

Architectural Plans including Turning Template

1. Introduction

1.1 Overview

RJK Consulting Engineers has been commissioned by TASCAD on behalf of Beauty Point Trading Pty Ltd to undertake a Traffic Impact Assessment (TIA) relating to the proposed unit development at Lot 8, 32-40 Crowther Street, Beaconsfield. Specifically, this TIA addresses the access provision of the proposed development in addressing Codes C2.0 and C3.0 of the State Planning Provisions. The proposed layout is provided in this report for reference.

The proposed development is located within the West Tamar Council Local Government Area (LGA) and is subject to their relevant planning controls. This TIA will form part of the Development Application and be submitted for proposal to West Tamar Council. It has been prepared in accordance with the Department of State Growth (DSG) guidelines.

1.2 Scope of Works

A concept design layout has been prepared by TASCAD and is included in the Appendix for reference. The nature of the development requires a TIA to be undertaken, and the following information has been prepared to address traffic related aspects and identify any potential impacts that may affect the progression of the development.

The objective of this report is to evaluate the impact of traffic generated by the project, its associated impact on the surrounding road network, as per Code C2 & C3 as depicted by the State Planning Provisions. RJK's scope of works for this study includes any issues arising from the new access points, in particular:

- That the level of use, number of vehicles and layout maintains an acceptable level of safety;
- That the car parking and manoeuvring spaces are convenient, safe and efficient to use;

It will also demonstrate:

- Impact on the surrounding road network;
- Any recent crash statistics in the vicinity;
- Any changes required to accommodate the additional traffic.

1.3 Report Objectives

The objective of this report is to evaluate the impact of traffic generated by the project. It will also aid in the planning and design of sustainable development proposals by taking into consideration:

- Safety and capacity;
- Equity and social justice;
- Efficiency and the environment

RJK's objectives for this study include:

- Review and collate background documents in relation to the development;
- Assessing access performance in accordance with Codes C2 & C3;
- Identify any mitigating measures required as a result of the proposal.

1.4 Reference Documents & Data Sources

RJK Consulting Engineers have been provided by TASCAD relevant information on the development. These detail an outline of the works, and that the development generally proposes no significant change to the existing traffic arrangements.

The following documents have been referenced as part of this study:

- www.THELIST.tas.gov.au;
- DSG 'Traffic Impact Assessment (TIA) Guidelines';
- DSG Tasmanian State Road Hierarchy;
- Tasmanian Planning Scheme;
- West Tamar Local Provisions Schedule;
- Transport and Main Roads Road Planning and Design Manual – Edition 2; Vol 3;
- Various Austroads publications.

2. Site Description

This chapter reviews the existing road network and transport conditions surrounding the proposed development site.

2.1 Site Location & Description

The site is located in a newly constructed subdivision on the corner of Crowther Street and Bell Street, with the lot accessed via a new crossover on the north-eastern side of Bell Street. The site is a vacant allotment located approx. 16 metres to the north of the junction with Crowther Street. It is zoned General Residential and is approx. 654m² in size. The block is surrounded by residential allotments. The subject site is identified in **Figure 1**.

Figure 1 - Site Location



3. Proposed Development & Planning Scheme

3.1 Development Details

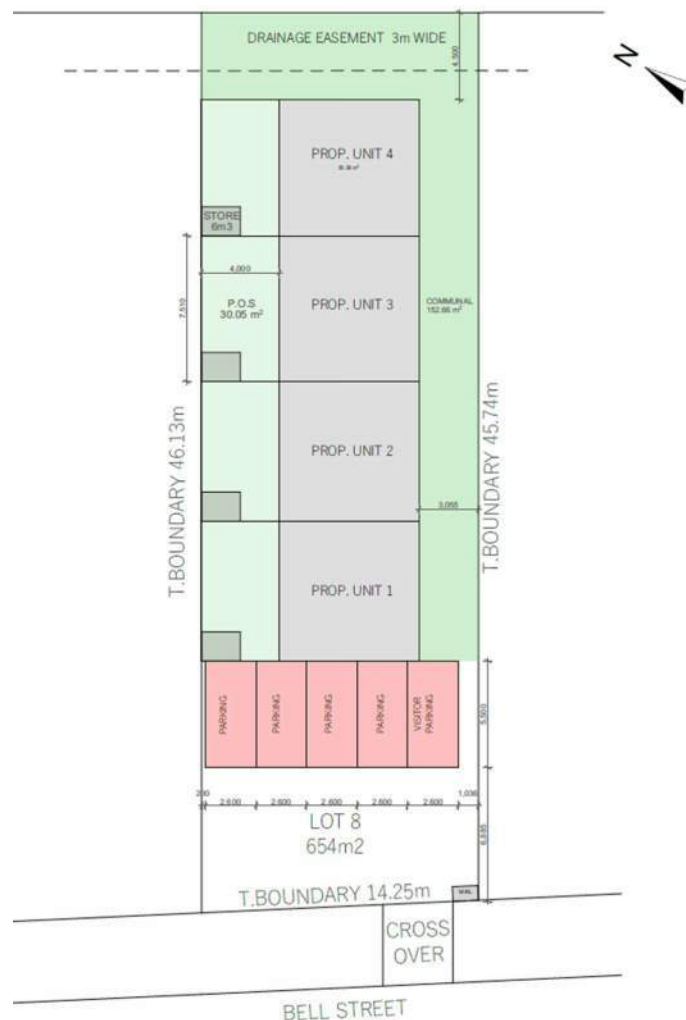
The proposal is to construct four x 1 bedroom units with parking at the front of the units off Bell Street.

The new access will be located on the eastern side of the development and will need to meet the Austroads Standards in terms of construction, will need to be constructed in accordance with IPWEA LGAT municipal standard drawings in terms of dimensions, etc. and will need to be a level sealed junction of suitable material, in keeping with the urban road profile. These standard drawings can be found on the LGAT website as reference.

The interface at the roadside edge appears ideal for the proposed development and alignments can easily be matched in.

It is noted that Bell Street can easily accommodate additional vehicle movements arising from this development, based on likely low vehicle numbers existing and generated additional (with satisfactory manoeuvre of existing arrangements during site visits).

Figure 2 - Proposed Layout



3.2 Council Planning Scheme

The proposed development involves land currently zoned General Residential in accordance with the West Tamar Council Local Provision Schedule.

4. Existing Conditions

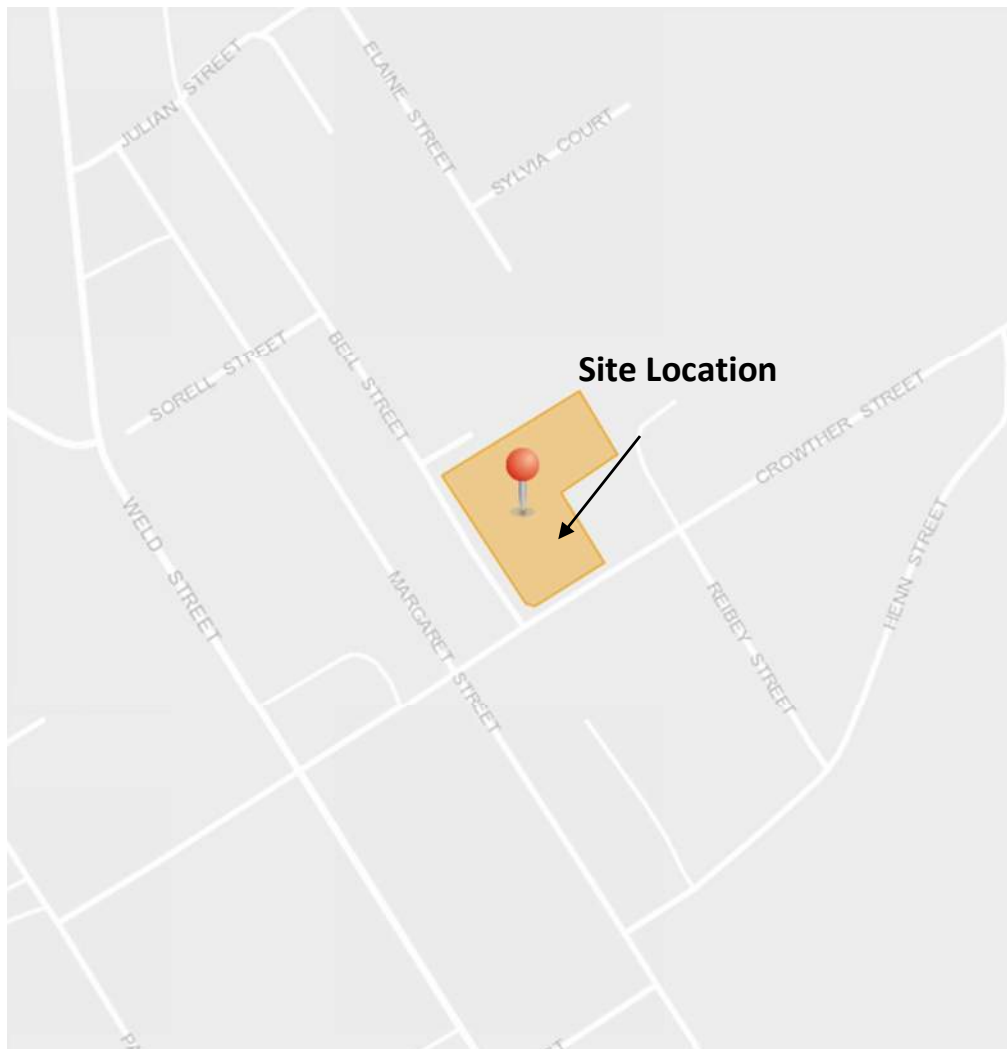
4.1 General Transport Network

The local transport system consists of the following roads:

- Bell Street;
- Crowther Street
- Margaret Street;
- Ritchie Street; and
- Sorell Street.

These roads are discussed in detail in the following sections.

Figure 3 – Local Road Network



4.1.1 Bell Street

Bell Street is a council owned road housing residential developments. It runs from the junction with Julian Street in the north and traverses south intersecting with Sorell Street and Ritchie Street before terminating at the junction with Crowther Street in the south. Bell Street is both rural and urban in nature as there is no kerb and channel on either side of the road in the vicinity of the development except for a short section at the junction with Crowther Street. Kerb and channel commences at the junction with Ritchie Street on the eastern side of Bell Street and continues to the junction with Julian Street. The western side of Bell Street has gravel/grass shoulders and swale drains for the length of the road.

Bell Street is single lane each way, sealed with an average width of approx. 5 metres. The two-coat road surface is in good condition with the road alignment having a downward grade of approx. 5% in the vicinity of the access location to the proposed development. Street lighting is limited to the Sorell Street and Julian Street junctions and no footpaths are present. Line marking is limited to the Julian Street junction where there is a give-way sign. Default speed limit of 50km/hr applies to Bell Street.

4.1.2 Crowther Street

Crowther Street is a council owned road that runs in a north-east to south-west direction from Bowens Jetty Road in the north-east to Payne Street in the south-west. Henn Street and Reibey Street connect to Crowther Street on the southern side of the road, Bell Street connects on the northern side of the road and Margaret Street and Weld Street intersect to the west of the junction with Bell Street. Priority is given to Crowther Street as it traverses with the exception of Weld Street. At the junction with Weld Street there are give-way signs travelling in both directions.

Crowther Street is both urban and rural in nature with kerb and channel on both sides of the road from the junction with Weld Street to the junction with Henn Street where the kerb and channel ends and gravel shoulders with swale drains are present. Similarly, Crowther Street in between Weld Street and Payne Street junctions is rural with gravel shoulders and swale drains on both sides of the road.

Crowther Street is single lane each way and a two-coat sealed width of approx. 7 metres. The road surface is in good condition with the road alignment having a downward grade of approx. 1% in the vicinity of the junction with Bell Street. Street lighting is limited to where the kerb and channel is located and there is a footpath located on the southern side of the road.

Crowther Street serves as a local access road for the surrounding road network as well as residences and the Beaconsfield Waste Transfer Station situated in Bowens Jetty Road. Default speed limit of 50 km/hr applies for Crowther Street in the vicinity of the subject site with the speed limit increasing to 80km/hr just past the junction with Henn Street traveling east.

4.1.3 Margaret Street

Margaret Street is a council owned road that runs in a north to south direction from the junction with Julian Street in the north and the junction of Shaw Street in the south. It intersects with Sorell Street to the north of Crowther Street intersection and Henn St connects to the east and William Street connects to the west south of the intersection with Crowther Street.

Margaret Street has an average sealed width of approx. 5 metres, is both rural and urban in nature with the majority of the road having gravel shoulders and swale drains on both sides of the road with the exception of a short section to the north of the junction with Henn Street, the junction with William Street and the intersection with Crowther Street. It is single lane each way with line marking and street lighting present at the junctions and intersections. Default speed limit of 50km/hr applies for Margaret Street.

4.1.3 Ritchie Street

Ritchie Street travels in an east to west direction intersecting with Bell Street in the west approx. 62 metres to the north of the subject site. Although a gazetted street, Ritchie Street is at the time of this report a gravel driveway servicing one property and providing a second access for another.

4.1.4 Sorell Street

Sorell Street traverses in an east-west direction from Bell Street in the east becoming a no through road west of Margaret Street. The junction with Bell Street is located approx. 71 metres to the north of the subject site. The road is rural in nature, single lane each way and a two-coat sealed width of approx. 4 metres. The road surface is in average condition with gravel shoulders and swale drains on both sides of the road. There are no footpaths present and street lighting is limited to the junctions.

Sorell Street serves as a local access road for the surrounding road network as well as residences. Although there are no give-way signs at the junctions with Bell Street and Margaret Street, priority is given to Bell Street and Margaret Street. Default speed limit of 50km/hr applies for Sorell Street.

Figure 4 - Subject site – photo taken from Crowther Street at the junction with Bell Street.



Figure 5 – Looking south from the proposed site crossover location.



Figure 6 – Looking north from the proposed site crossover location.



4.2 Traffic Activity & Generation

West Tamar Council have provided historic traffic count data for Bell Street for 2001 which indicated 160 vpd

The development proposes to generate a relatively small amount of additional traffic beyond current levels. Based on the small volume of additional traffic generated by the new development, along with an inspection of the road and surrounding areas, it is identified that the general operations of the street, as currently operating, will not have any noticeable level of service loss.

4.3 Crash History

DSG advised that there were no reported crashes in the vicinity of development for the last 5 years.

4.4 Road Safety Review

Based on sight observations and the information regarding crash history, the road network in this area appears to function satisfactorily, and provides appropriate width and manoeuvrability based on road hierarchy and the limited traffic numbers.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

4.5 Public Transport

Buses service Beaconsfield providing connections to Launceston and local schools operating from bus stops on Weld Street and also a stop as required basis, i.e. the service will stop at other places other than the designated bus stops.

5. Traffic Assessment

As outlined in Section 3 the proposed development is for 4 units with the site accessed via one access point on Bell Street.

5.1 Sight Distances

SISD is the minimum sight distance which should be provided on the road at any intersection. A sight specific assessment on the site was undertaken to review sight distance with consideration of sight distance as per AS 2890.1. Under section 3.2.4 of AS 2890.1 SISD is indicated by either the posted speed limit or the 85th percentile of vehicle speed along the access route to the site. As noted above Bell Street operates with a 50km speed limit. This speed limit yields a visibility distance of 40m for domestic property access.

As noted from measurements taken on site and photos SISD is achieved for the access for vehicles travelling south along Bell Street. Given vehicles turning onto Bell Street from Crowther Street will be travelling at less than 50km/hr and the majority of vehicles exiting the development will be turning left, the site distance is deemed acceptable. As such the driveway meets the acceptable criteria for SISD and therefore satisfies AS 2890.1 requirements. Refer to photos 4 - 6.

5.2 Road Safety and Traffic Service

Due to the sight distance deemed to be met with regards to the Austroads guidelines, road safety appears not to be compromised by the increase in traffic. Traffic service is believed to be adequate with the existing infrastructure based on the low traffic volumes.

6. Traffic Generation and Assignment

6.1 General

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now (considered for time of application – 2024) and in ten years (2034).

6.2 Traffic Growth

The rate of background traffic growth on Bell Street for projection purposes is taken to be 2%, as per ABS supplied trend analysis of population growth data.

6.3 Trip Generation & Distribution

In order to analyse the impact of the development on the existing transport infrastructure, it is necessary to assess the number of trips likely to be generated to and from the site and where they are likely to travel. To determine an appropriate rate to forecast trip generation information has been sought from:

- Transport NSW Guide to Transport Impact Assessment 2024;
- Austroads Guide to Traffic Management Part 12; and
- Department of Main Roads' Road Planning and Design Manual: Chapter 3.

6.4 Trip Generation

The development comprises of 4 x 1 bedroom dwellings. Traffic generated from the site is likely to provide a minor increase in vehicle movements along Bell Street, Crowther Street and the wider network, adding around 15 Vehicles per day (refer Transport NSW Guide to Transport Impact Assessment- Smaller units and flats (up to two bedrooms): Daily vehicle trips = 3.67 per dwelling Weekday peak hour vehicle trips = 0.4-0.6 per dwelling).

The existing Bell Street and the local road network can easily accommodate this small increase in traffic, based on site inspections and authors understanding and local knowledge of the area and site.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

6.5 Surrounding Road Impacts

The assessment of the impact of the proposed development on the street network has been undertaken.

Due to the limited additional traffic being generated from the development, volumes are not considered material and would have limited impact on the wider road network. As such an assessment of additional road network parameters beyond the site are outside the formal responsibility of this report.

7. Car Parking and Internal Assessment

7.1 Car Parking Provision

The State Planning Provision Parking Code incorporates different parking rates for specific land use components. As the development relates to an improvement in facilities, the assessment needs to have regard that a certain number of car spaces be provided for each development type based on a set of criteria, e.g. number of bedrooms per unit in a residential area.

Particular provisions are also included for car parking in residential areas and for those uses that require pick-up, set-down, loading areas, lighting, landscaping and provision for manoeuvring of vehicles on the site. Each use may therefore have a certain number of car parking spaces, as well as access requirements for the use.

The proposed concept plans prepared by TASCAD are presented in the **Appendix**. The State Planning Provision parking rates as per Table C2.1 have been applied which are as follows:

- The net 4 residences attract a rate of 1 space per unit, with 1 dedicated space per 4 dwellings, so that 5 spaces are required;

In response to this, the development proposes 5 spaces accessed via the proposed entry-exit driveway off Bell Street.

7.1.1 Access

Access to the site is proposed via a dedicated driveway for the 4 units fronting Bell Street. Safe Intersection sight distance has been accessed as suitable for the new development.

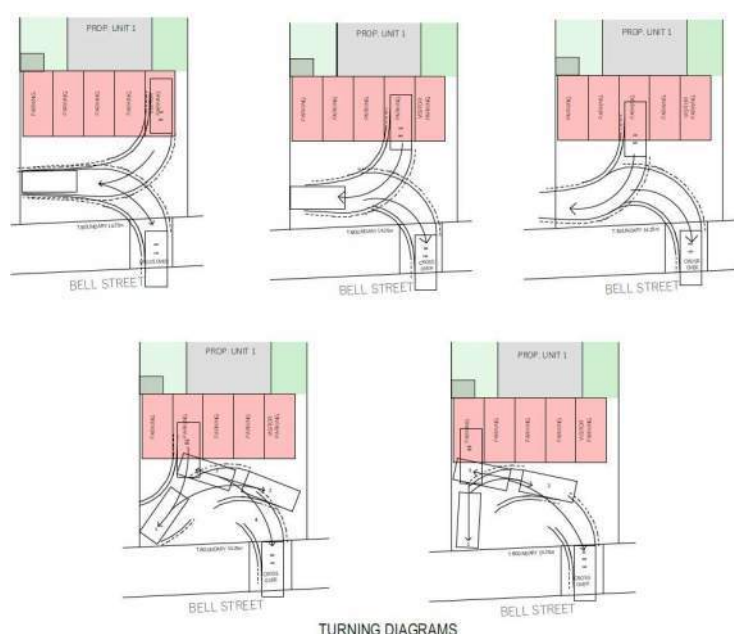
7.1.2 Internal Design

The internal design complies with the requirements of AS 2890.1 and incorporates the following key components:

- Parking spaces are 2.8 metres in width;
- Circulation within the site and access to parking spaces can be readily accommodated as demonstrated by swept paths (refer to *Figure 7*).

In summary, the internal design is considered satisfactory and will provide a good amenity.

Figure 7 – Turning Template.



8. Planning Provisions Response

The State Planning Provisions Codes C2 & C3 requires addressing for the development. Based on the above the following responses are offered:

C2.5 Use Standards

C2.5.1 Car Parking Numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on-site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> 	<p>P1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual carparking demand determined having regard to the scale and nature of the use and development. <p>P1.2</p> <p>The number of car parking spaces for dwelling must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
<p>Response: The development requires one space per 1 bedroom dwelling and 1 visitor space per 4 dwellings. As per the plans there are 4 x 1 bedroom dwellings therefore 5 spaces have been provided meeting the acceptable solution.</p>	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
Response: Meets acceptable standard A1. Will be sign posted and line markings present. Sealing will be bitumen. Refer to plans attached.	

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: <ul style="list-style-type: none"> (a) Comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 – Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) Have an access width not less than the requirements in Table C2.2; (iv) Have car parking space dimensions which satisfy the requirements in Table C2.3; (v) Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) Have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) Excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) Comply with <i>Australian Standard AS 2890 – Parking facilities, Parts 1-6</i>. A1.2	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provision of <i>Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2: 2002 Parking facilities, part 2: Off-street commercial vehicle facilities</i>.

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) Be located as close as practicable to the main entry point to the building;
- (b) Be incorporated into the overall car park design; and
- (c) Be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*.

Response: Car park will be all weather, bitumen sealed and line marking will be present along with signage therefore meeting requirements of AS 2890 and acceptable solution A1.1 and A1.2. refer plans attached.

C2.6.3 Number of accesses for vehicles

Objective:

That

- (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;
- (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- (c) the number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) Be no more than 1; or (b) No more than the existing number of accesses, whichever is the greater. <p>A2</p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (a) Any loss of on-street parking; and (b) Pedestrian safety and amenity; (c) Traffic safety; (d) Residential amenity on adjoining land; and (e) The impact on the streetscape. <p>P2</p> <p>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <ul style="list-style-type: none"> (a) Not have an adverse impact on: <ul style="list-style-type: none"> (i) Pedestrian safety and amenity; or (ii) Traffic safety; and (b) Be compatible with the streetscape.
<p>Response: The development has one entry/exit site for which meets safe intersection sight distance therefore meets acceptable solution for A1.</p>	

C2.6.5 Pedestrian access

Objective:

That the pedestrian access with parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> (a) Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. 	<p>P1</p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

A1.2

In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

Response: Meets A1.1 acceptable solution as there are less than 10 carparks.

C3.5 Use Standards**C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction**

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solutions	Performance Criteria
<p>A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a listed access road. <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) an alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

Response: Complies with Acceptable Solutions A1.1 to A 1.5.

9. Summary

This Traffic Impact Assessment (TIA) has been prepared by Risdén Knightley of RJK Consulting Engineers for TASCAD on behalf of Beauty Point Trading Pty Ltd for Lot 8, 32-40 Crowther Street, Beaconsfield within West Tamar Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development and the surrounding road network.

The report is summarised as follows:

- The assessment has reviewed the adjacent accesses directly affected, the immediate road network serving the area, road conditions and crash history. No significant traffic safety issues were apparent;
- The relative increase in traffic associated with the proposal will be minimal and is acceptable noting adequate SISD is achieved and does not compromise safety;
- The proposed development network is generally in accordance with Tasmanian Planning Scheme - State Planning Provisions;
- The increased traffic experienced by Bell Street and the wider road network is assessed as within the acceptable range in terms of impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity.

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily. This report demonstrates that the proposed development can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area.

10. Regulatory Feedback

10.1 Council Feedback

Council provided traffic count data on the 30th October 2024.

10.2 DSG Feedback

DSG provided crash statistics within the last 5 years, with no reported crashes in the immediate vicinity of the development.

11. Conclusion

This TIA has investigated the potential impacts for the creation of the 4 unit development.

Key conclusions are:

- The proposed new access point is to be located as per the attached plan. The access is to be constructed to council Urban Standards as per the Tasmanian Standard drawing series;
- Traffic services is deemed adequate for by the road and access arrangement as proposed will be satisfactory in servicing the development;
- Sight distances for the new access are deemed to comply with the Austroads, and sound SISD is available generally based on the site assessment;
- No other Planning Scheme requirements are outstanding.

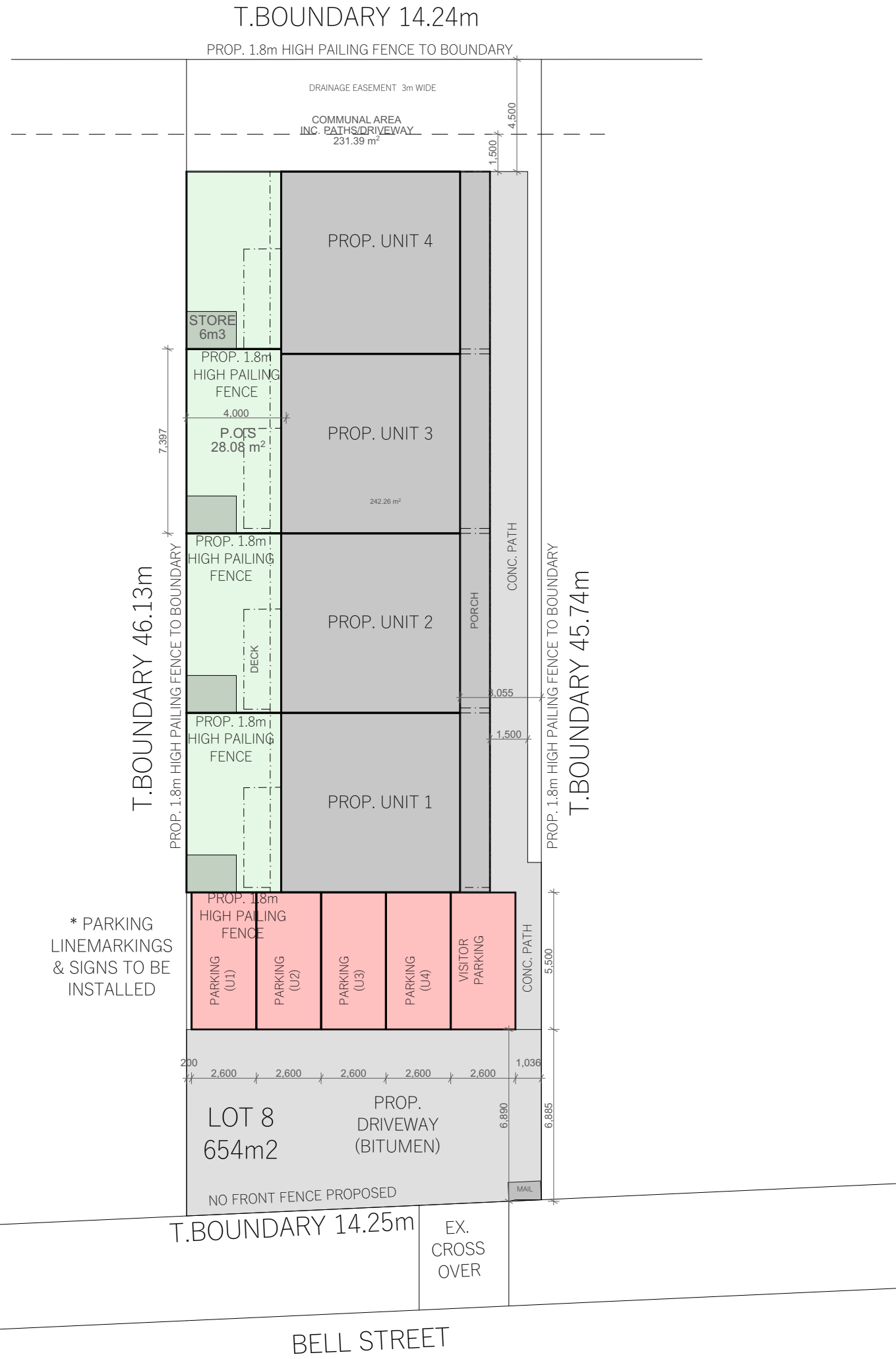
I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.




Ridsen Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Appendix A





ABN 27 639 550 879

DRAWING TITLE

SITE PLAN

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

741767438

SCALE

1:200

DRAWING NO.

CRWT2



ABN 27 639 550 879

DRAWING TITLE

TURNING
DIAGRAMS,

ADDRESS

ADDRESS TBC

OWNER / CLIENT

BEAUTY POINT
TRADING PTY LTD

REV.	AMENDMENT	DATE
1	CONCEPT	19/09/24
2	WTC RFI	20/11/25

DRAWN BY

W.M

LICENCE NO.

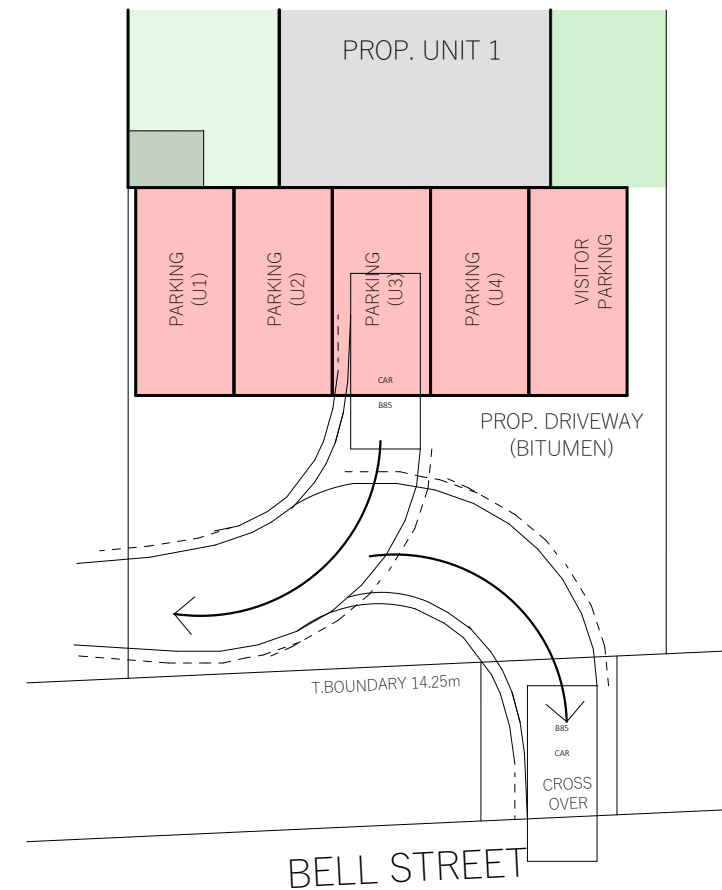
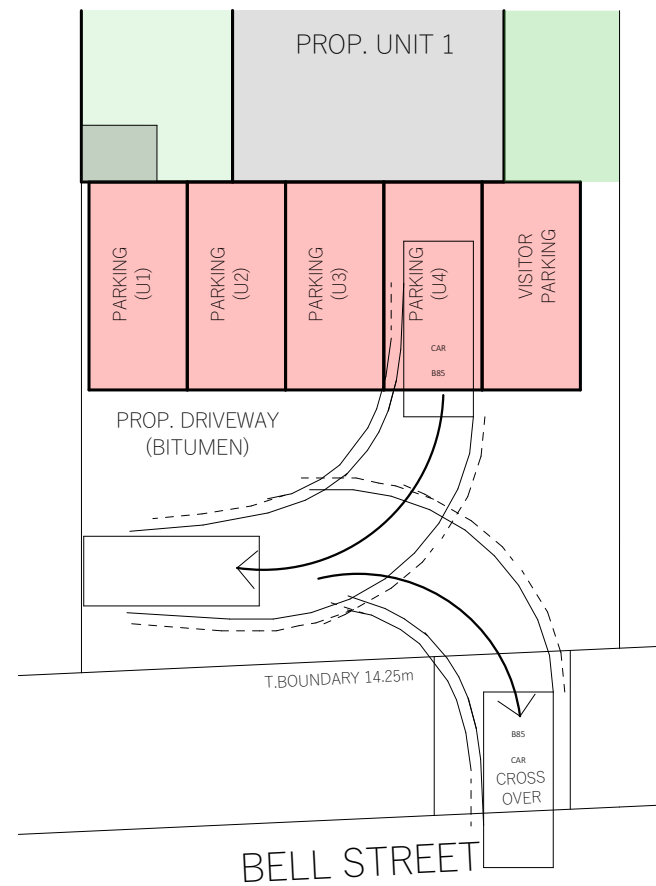
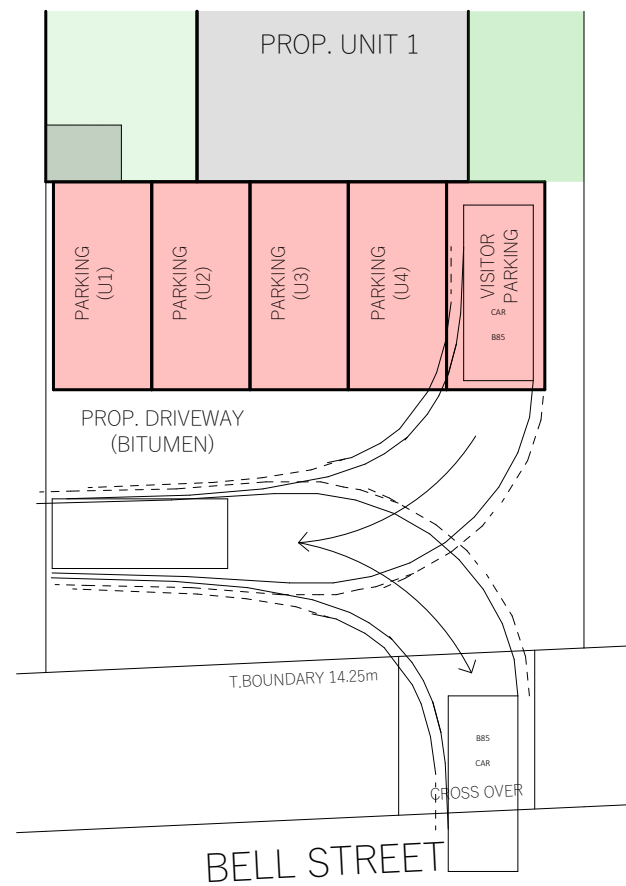
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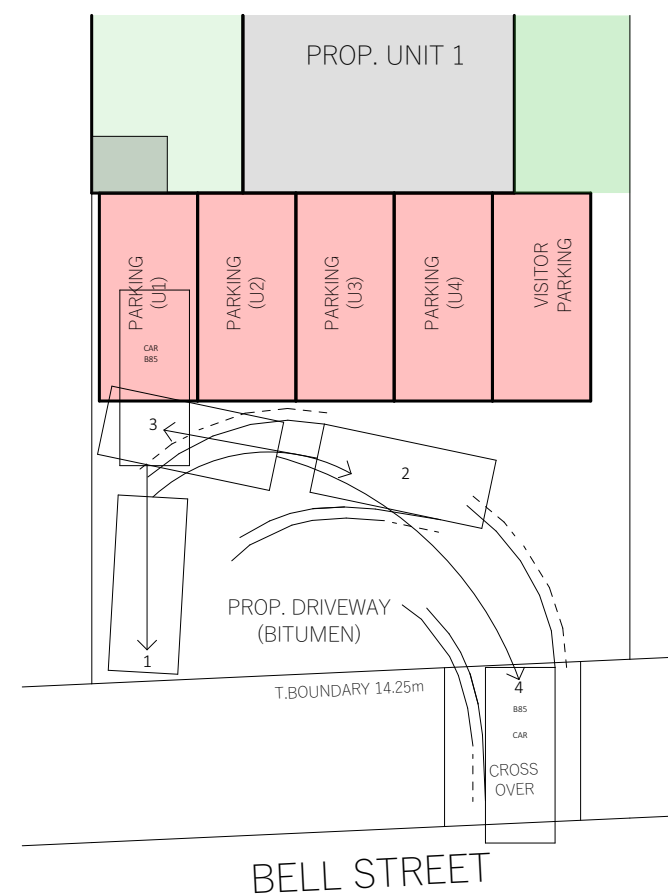
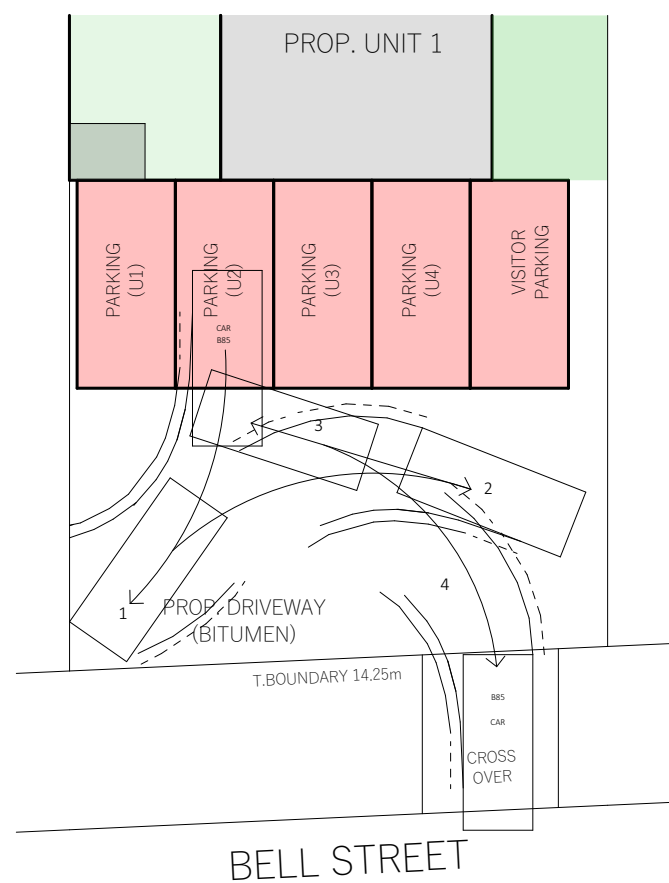
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DRAWING NO.

CRWT 7



* PARKING
LINEMARKINGS & SIGNS
TO BE
INSTALLED/ALLOCATED
FOR EACH PARKING
SPACE.



TURNING DIAGRAMS