

Development Applications

Notice is hereby given under Section 57(3) of the *Land Use Planning & Approvals Act 1993* that an application has been made to the Break O' Day Council for a permit for the use or development of land as follows:

DA Number	DA 2024 / 00239
Applicant	J Binns
Proposal	Residential – Demolition of Dwelling & Carport and New Building comprising one (1) Dwelling & Two (2) Visitor Accommodation Units
Location	74 Main Road, Binalong Bay

Plans and documents can be inspected at the Council Office by appointment, 32 – 34 Georges Bay Esplanade, St Helens during normal office hours or online at www.bodc.tas.gov.au.

Representations must be submitted in writing to the General Manager, Break O' Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on Saturday 15th February 2025 **until 5pm Monday 3rd March 2025**.

John Brown
GENERAL MANAGER

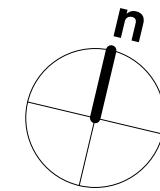
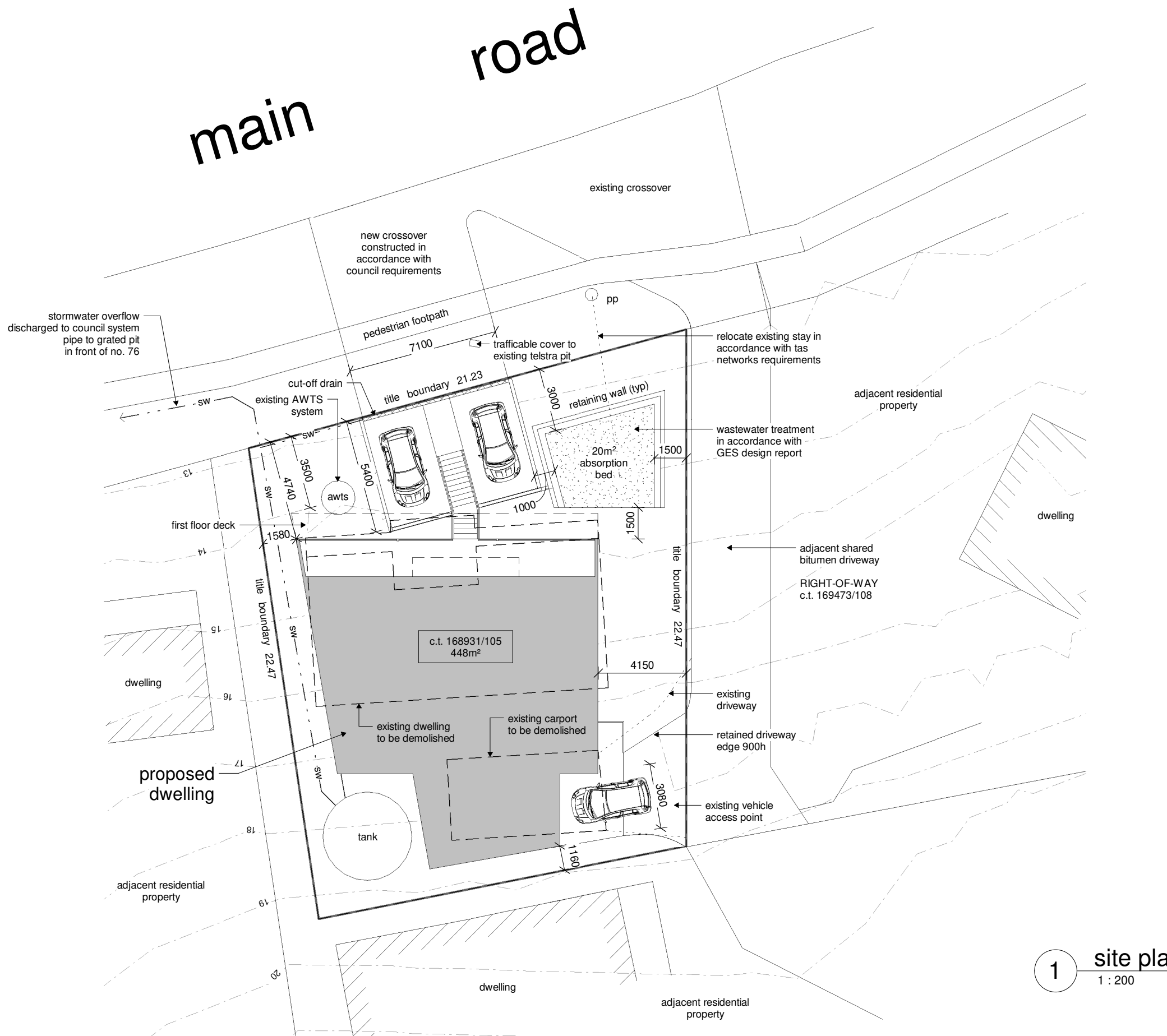
proposed dwelling + 2 x visitor accommodation units

lisa tait
74 main road binalong bay 7216



planning application



main road

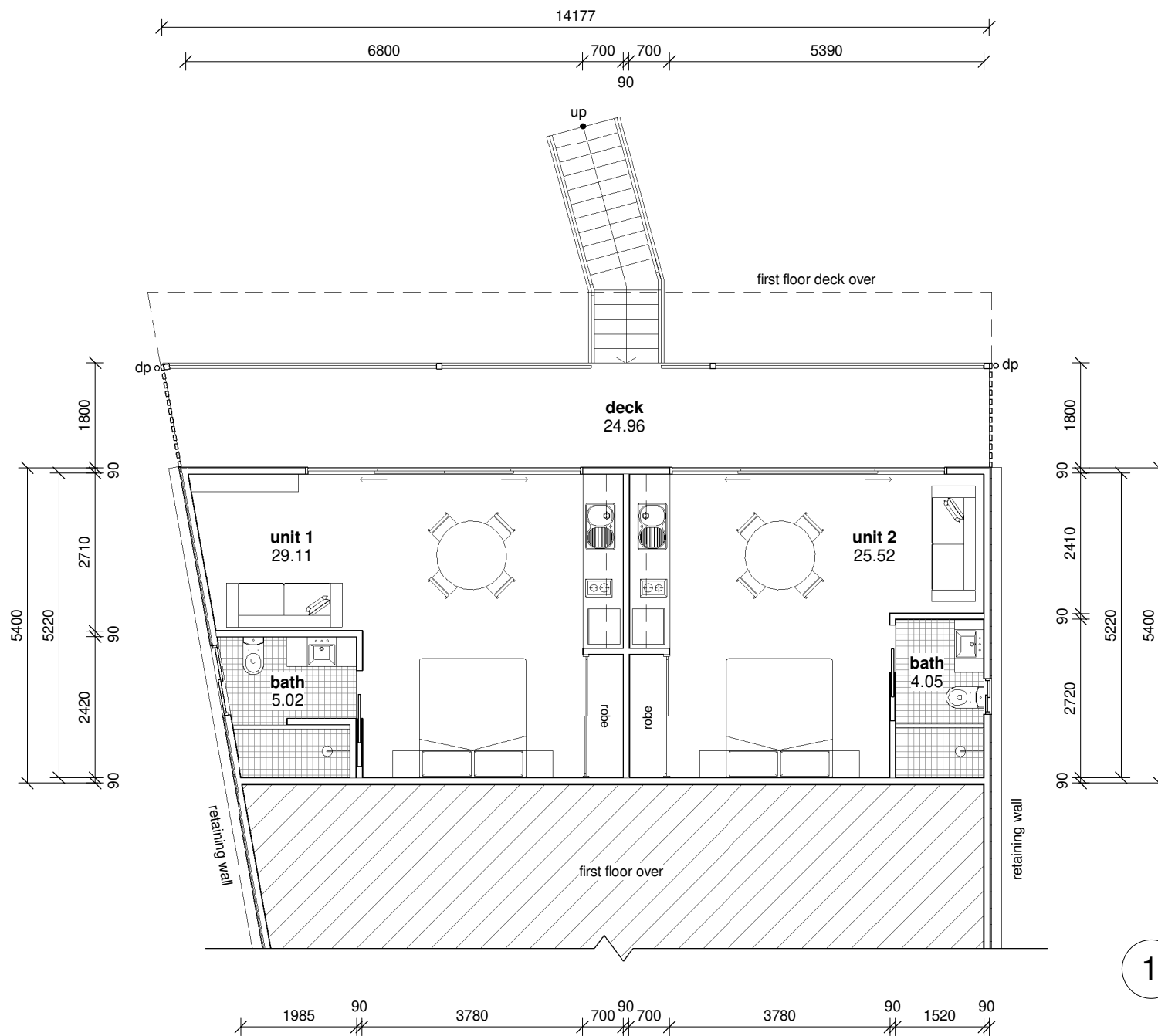


Building Areas

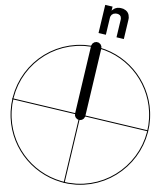
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ground floor	72.42
first floor deck	38.20
garage	26.68
ground floor deck	25.80
	287.78



1 site plan
1 : 200

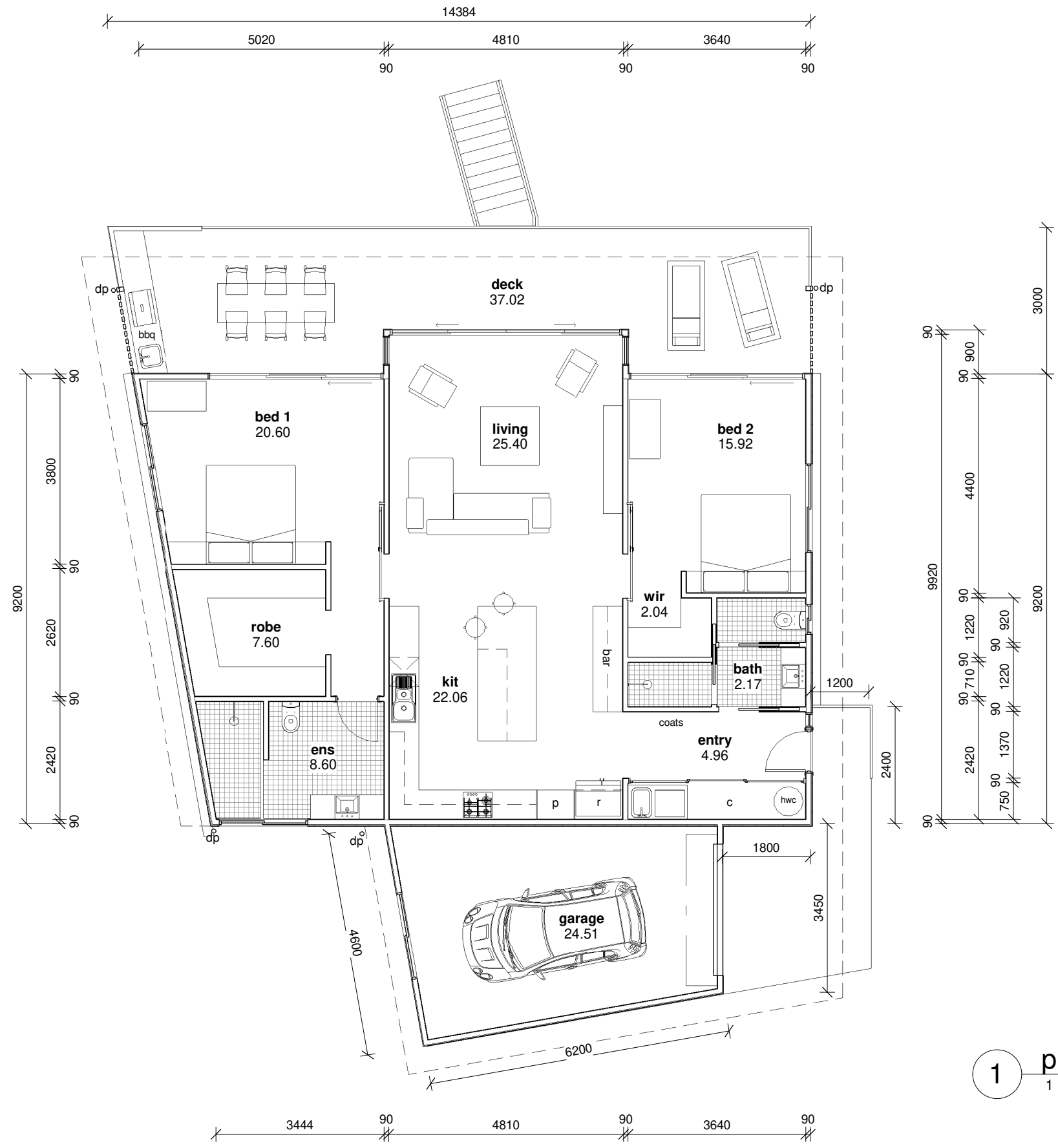
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FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: site plan		
DRAWING NO: a03	DRAWN BY: JB	DATE: 28.01.25
SCALE: 1 : 200	PROJECT: 0715BR	
 www.jenniferbinnsdesign.com.au 0439 765 452 : mail @ jenniferbinnsdesign.com.au 52 cecilia street st helens tasmania 7216 		
ACCREDITATION NO: CC 1269L		



1 proposed ground floor
1 : 100



REV:	DESCRIPTION:	DATE:
PROJECT: proposed dwelling + 2 x units		
FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: proposed ground floor		
DRAWING NO: a04	DRAWN BY: JB	
	DATE: 28.01.25	
SCALE: 1 : 100	PROJECT: 0715BR	
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 BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA		ACCREDITATION NO: CC 1269L



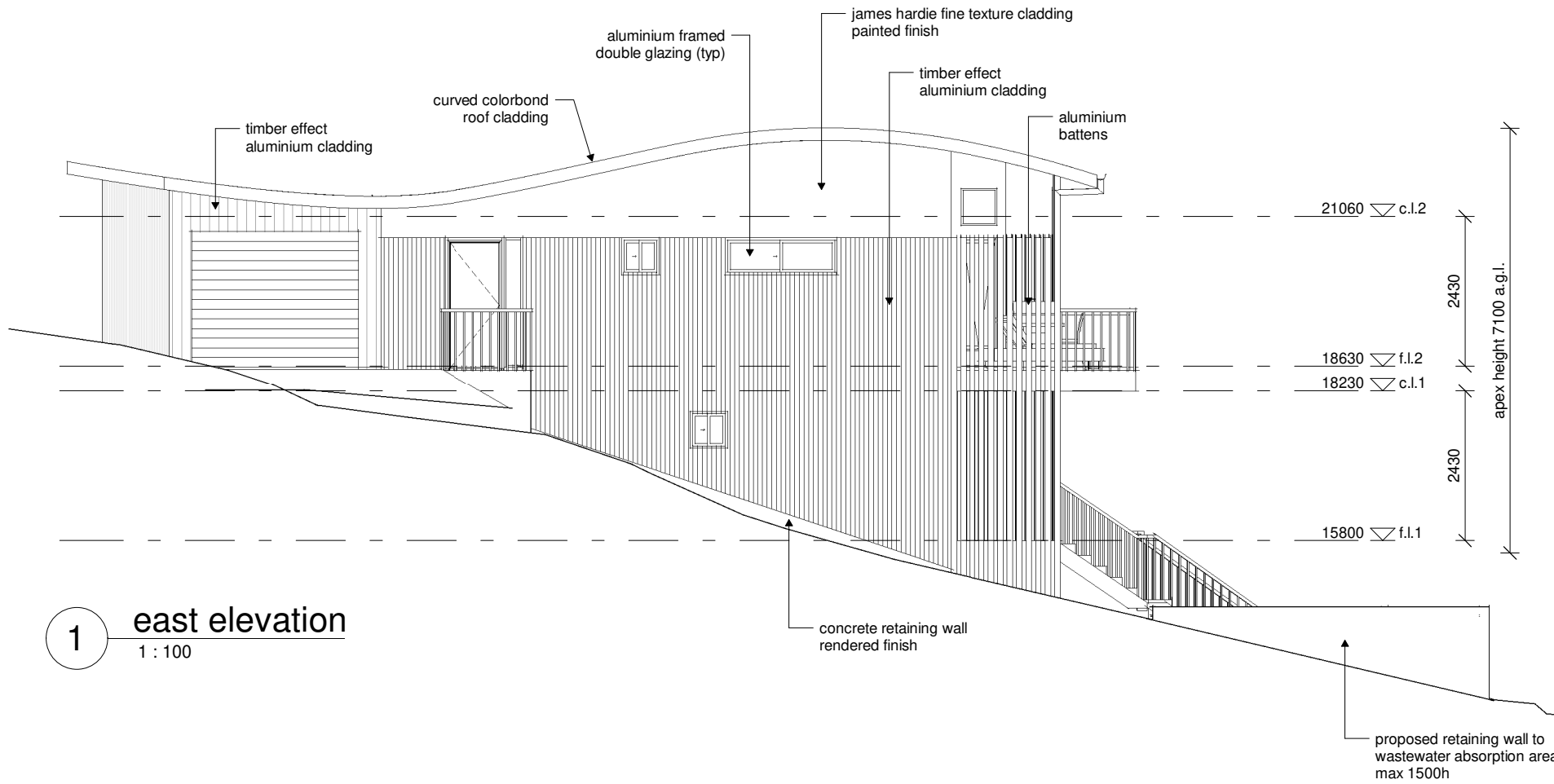
1 proposed first floor
1 : 100

REV:	DESCRIPTION:	DATE:
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DRAWING TITLE: proposed first floor		
DRAWING NO: a05	DRAWN BY: JB	
	DATE: 28.01.25	
SCALE: 1 : 100	PROJECT: 0715BR	

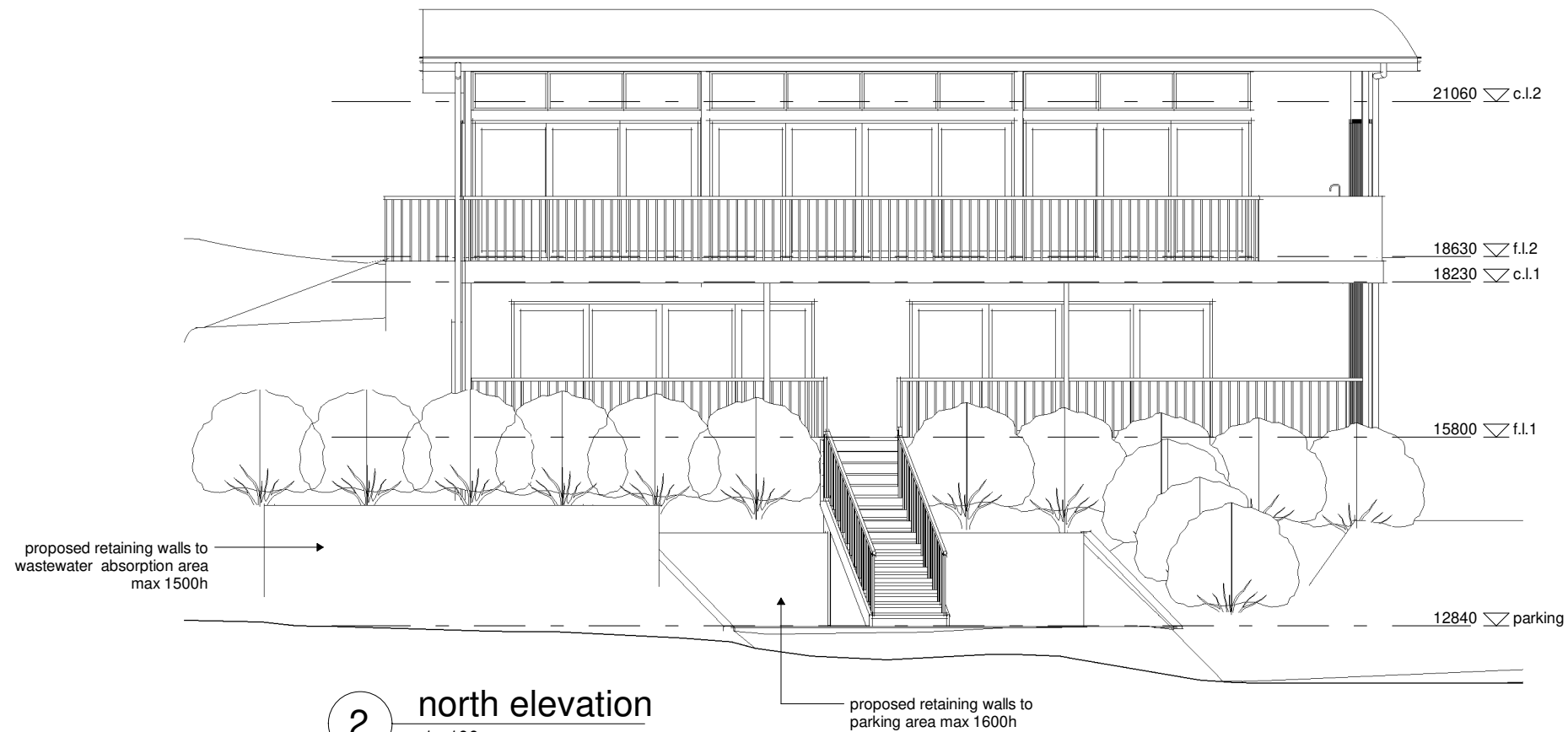
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ACCREDITATION NO:
CC 1269L

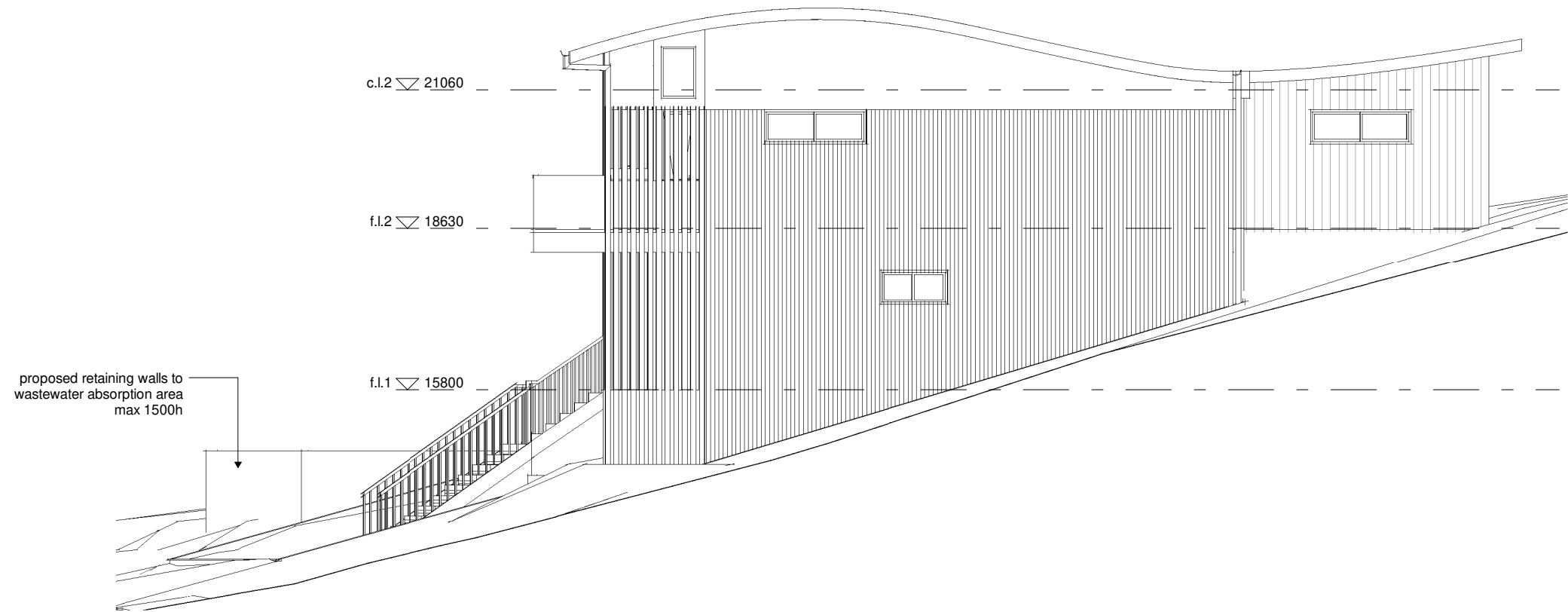


1 east elevation
1 : 100

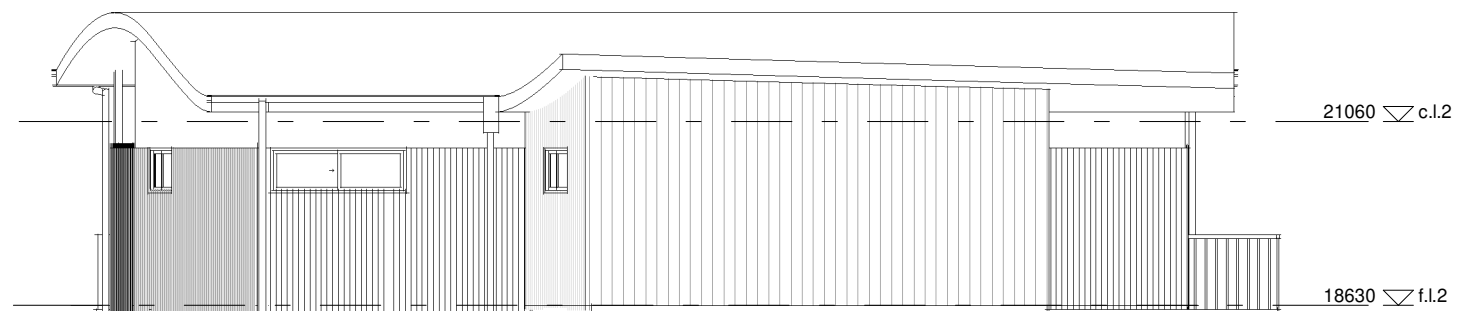


2 north elevation
1 : 100

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DRAWING TITLE: elevations		
DRAWING NO: a06	DRAWN BY: JB	
	DATE: 28.01.25	
SCALE: 1 : 100	PROJECT: 0715BR	
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 BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA		ACCREDITATION NO: CC 1269L



1 west elevation
1 : 100



2 south elevation
1 : 100

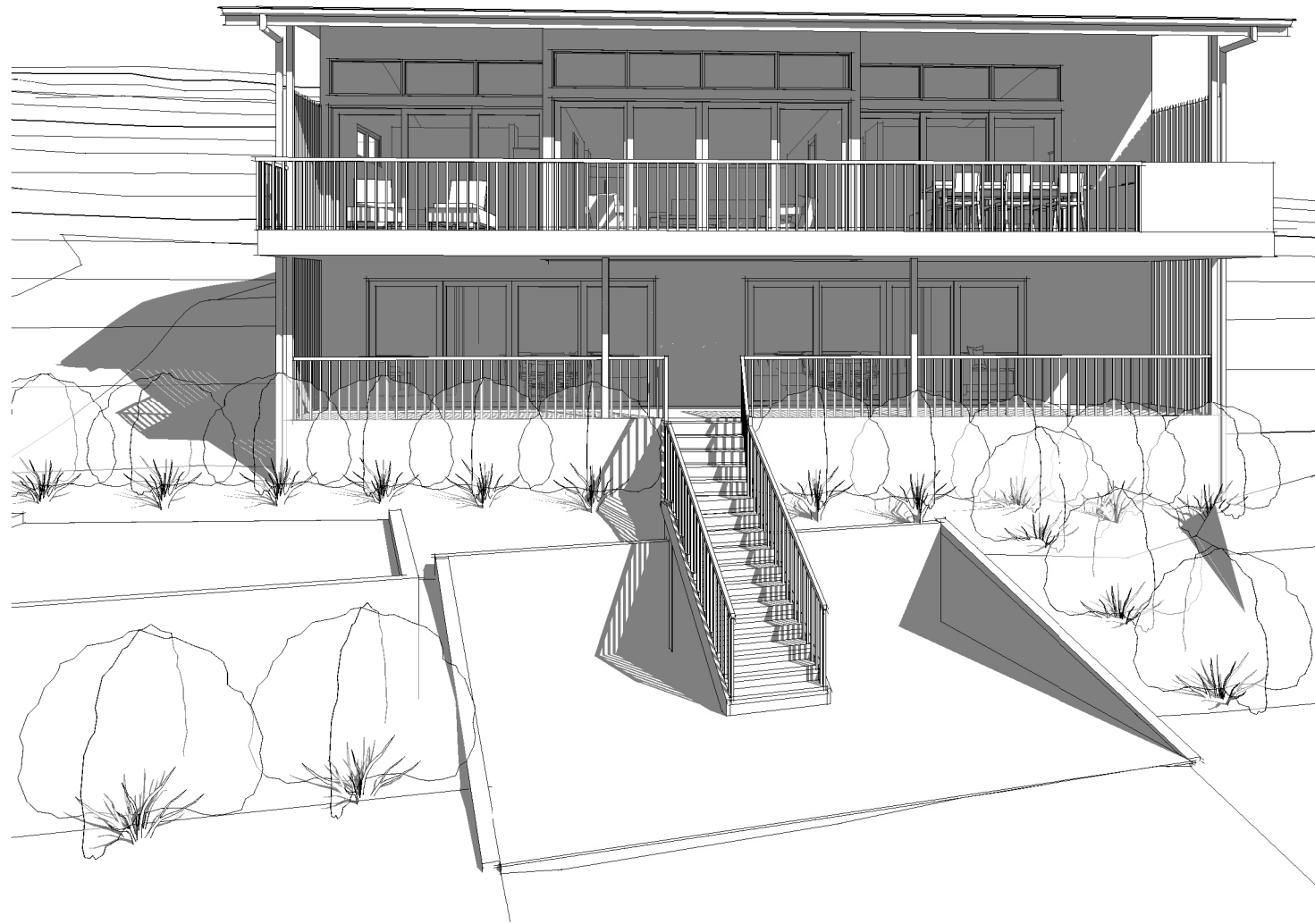
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DRAWING TITLE: elevations		
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	DATE: 28.01.25	
SCALE: 1 : 100	PROJECT: 0715BR	

 **jennifer binns**

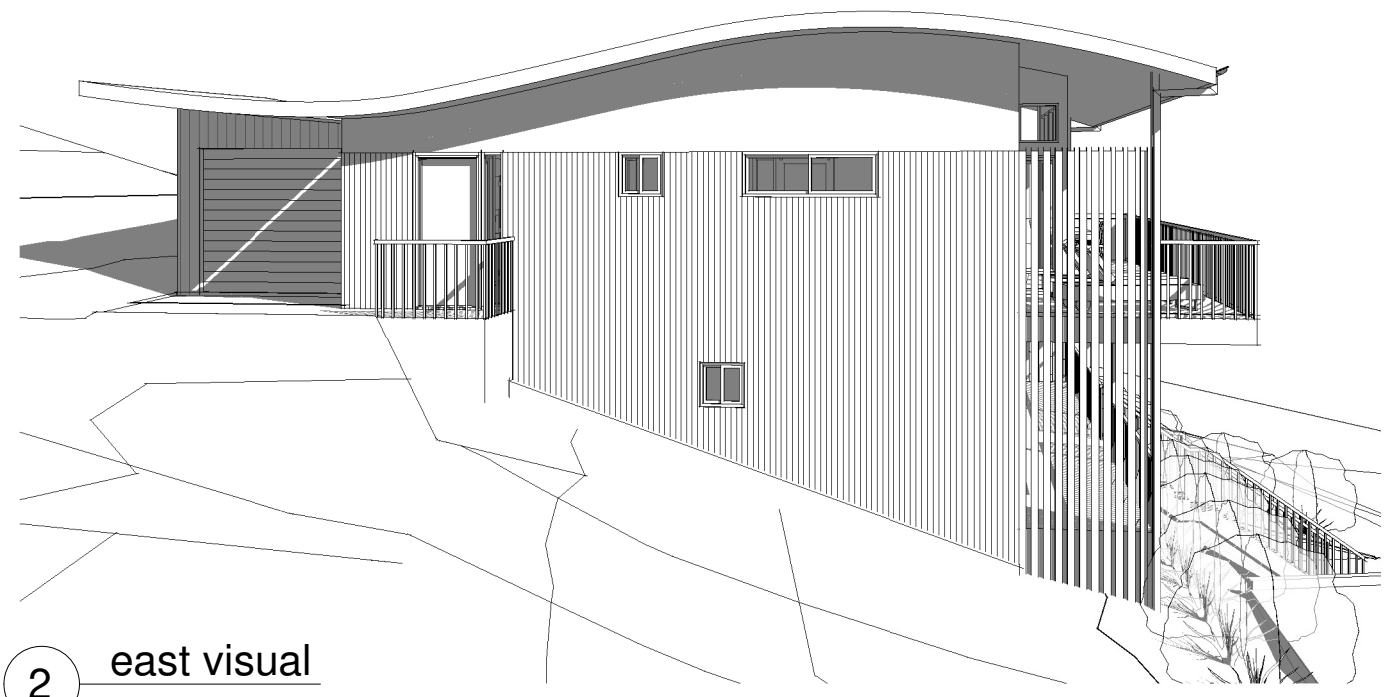
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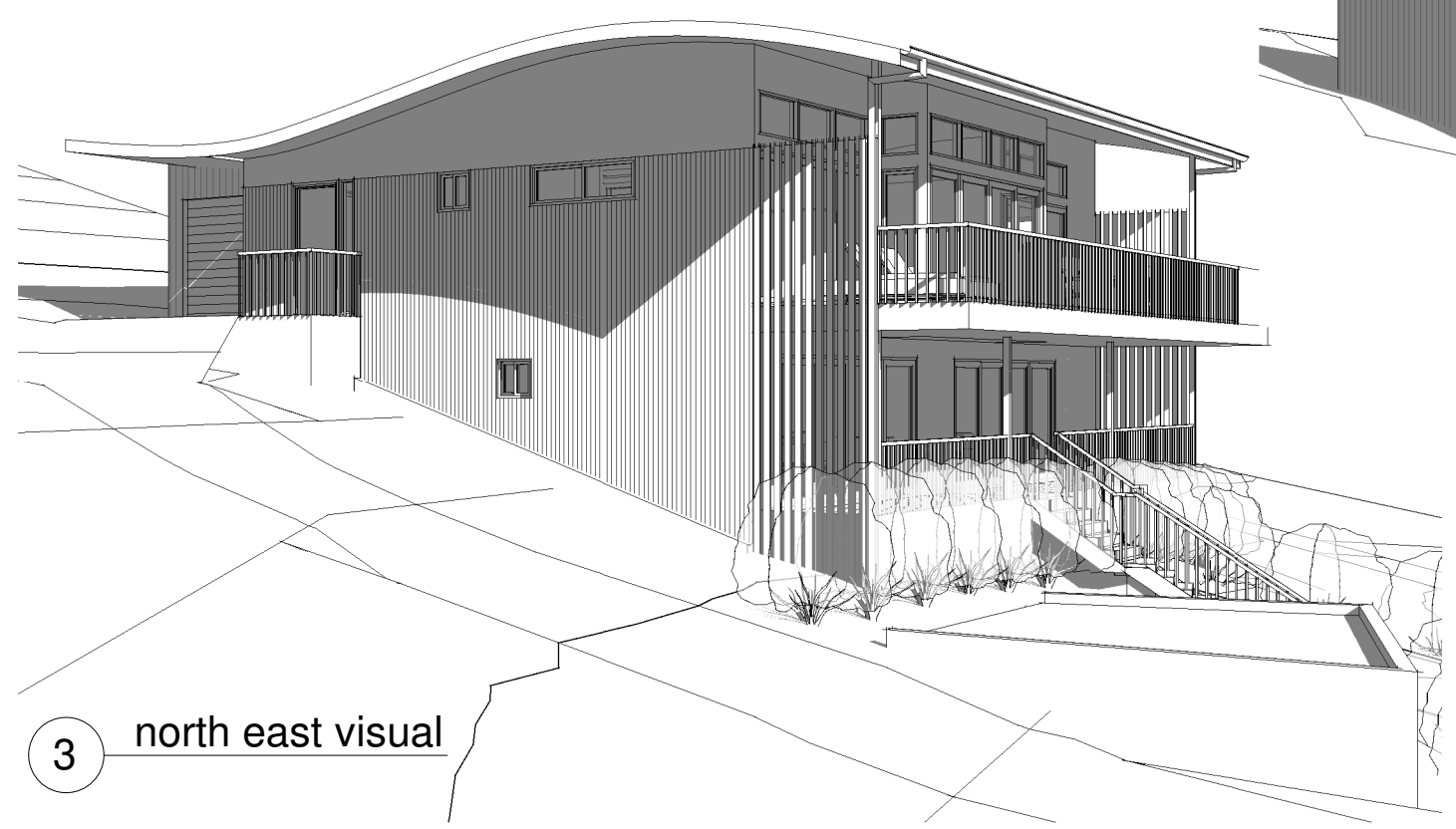
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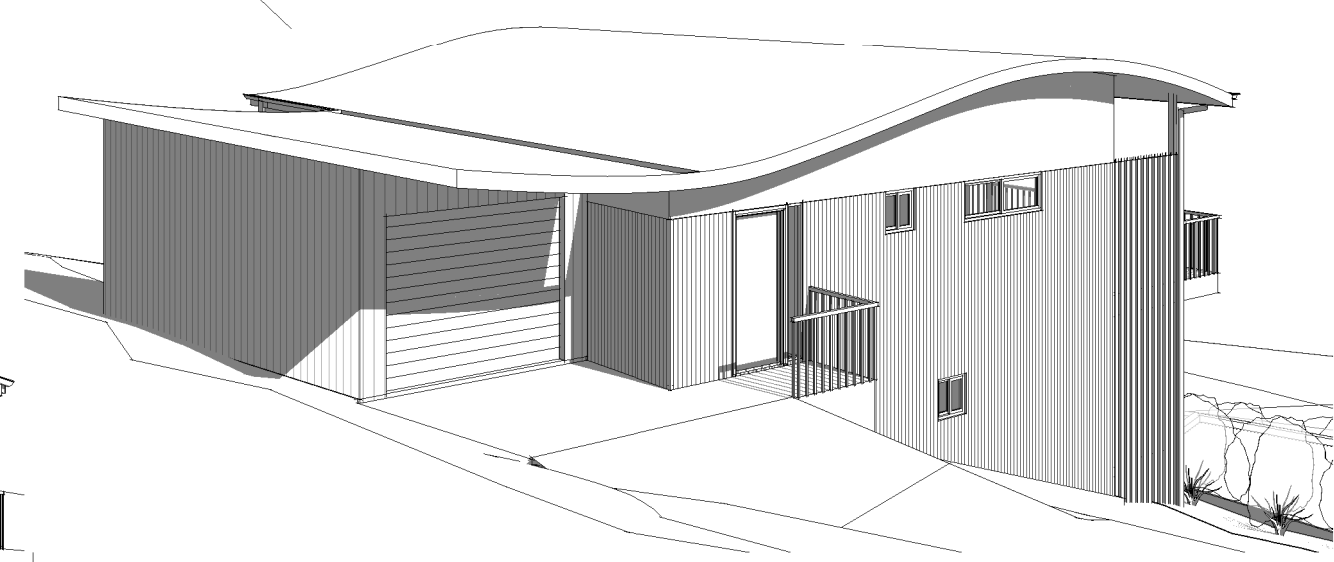
1 north visual





2 east visual

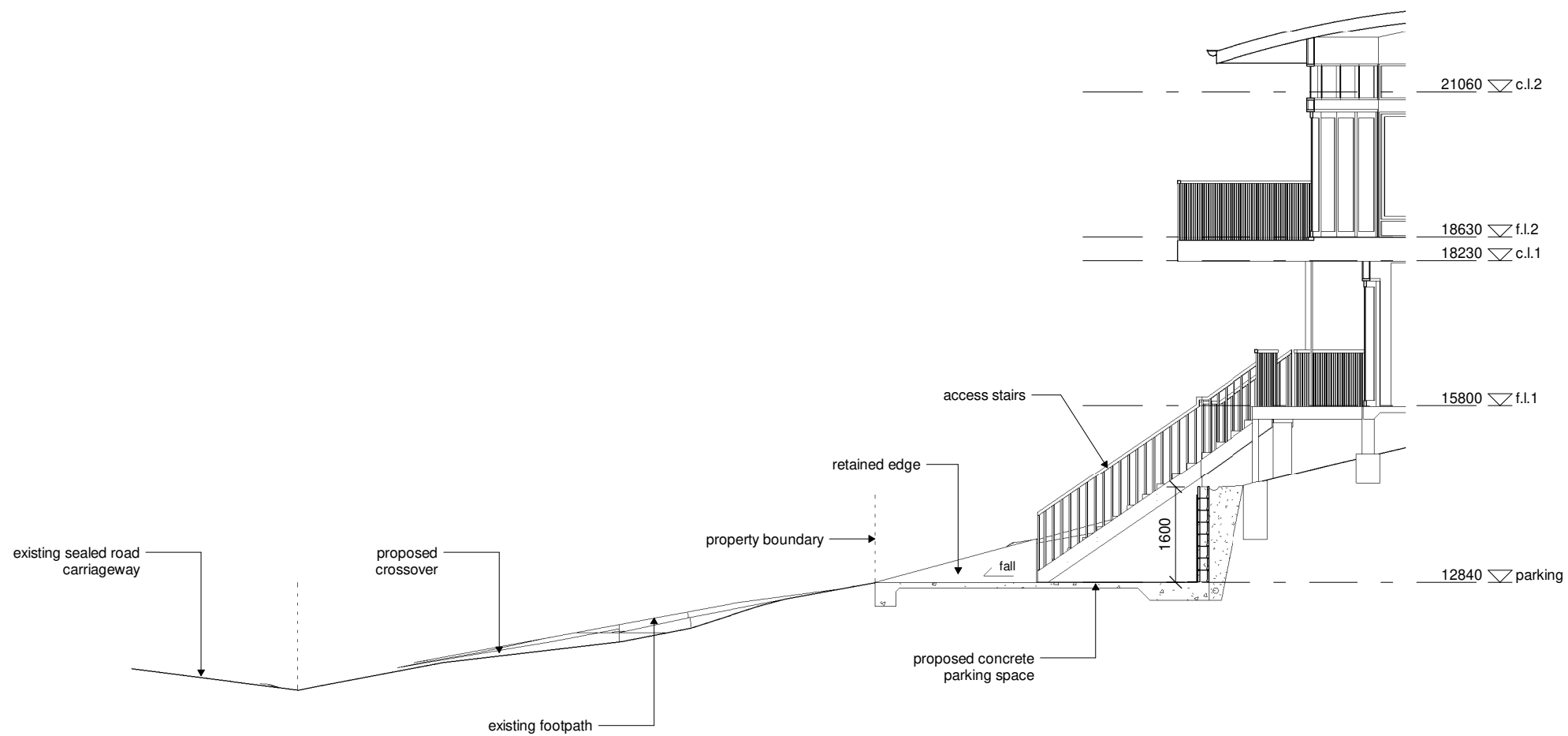


3 north east visual



4 south east visual

REV:	DESCRIPTION:	DATE:
PROJECT: proposed dwelling + 2 x units		
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DRAWING TITLE: visuals		
DRAWING NO: a09	DRAWN BY: JB	
	DATE: 28.01.25	
SCALE:	PROJECT: 0715BR	
 www.jenniferbinnsdesign.com.au 0439 765 452 : mail @ jenniferbinnsdesign.com.au 52 cecilia street st helens tasmania 7216		
 BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA		ACCREDITATION NO: CC 1269L



1 parking section
1 : 100

REV:	DESCRIPTION:	DATE:
PROJECT: proposed dwelling + 2 x units		
FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: section		
DRAWING NO: a10	DRAWN BY: JB	
	DATE: 28.01.25	
SCALE: 1 : 100	PROJECT: 0715BR	

 **jennifer binns**

www.jenniferbinnsdesign.com.au
0439 765 452 : mail @ jenniferbinnsdesign.com.au
52 cecilia street st helens tasmania 7216

 **bdaa**
BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

ACCREDITATION NO:
CC 1269L

proposed dwelling + 2 x visitor accommodation units

taitton pty ltd
74 main road binalong bay tasmania 7216

planning compliance report

december 6 2024

jennifer binns building design
52 cecilia street st helens tasmania 7216
mail@jenniferbinnsdesign.com.au : 0439 765 452

Introduction

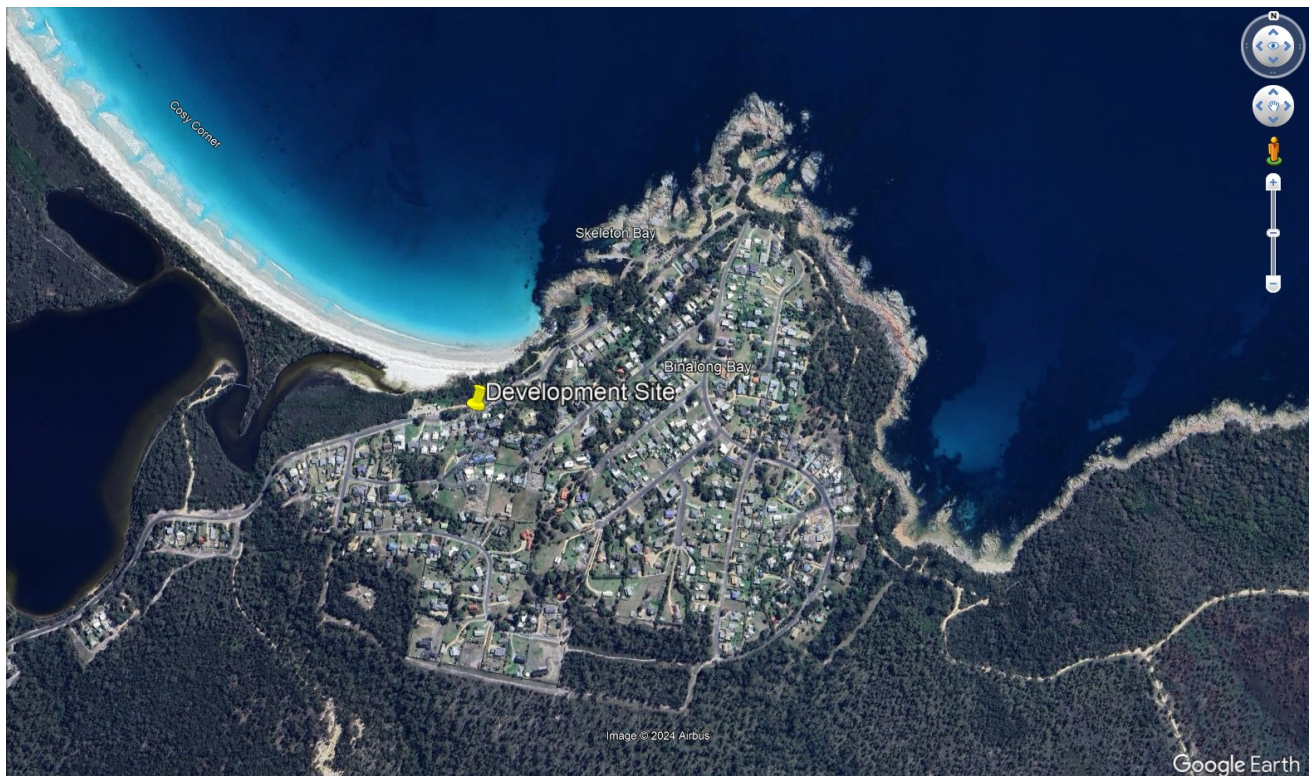
This report aims to demonstrate compliance with relevant planning standards for a proposed dwelling + 2 x visitor accommodation units for Taitton Pty Ltd at 74 Main Road Binalong Bay (c.t.168931/105). The report aims to take into consideration the intent, values and objectives of the Tasmanian Planning Scheme and address all scheme standards applicable to this development.

The proposed development relies on **Performance Criteria** to satisfy relevant planning standards and this application is to be read in conjunction with drawings and reports submitted for the development.

Development Site Details

The development site is an established residential property within the Binalong Bay township. The proposed development is serviced by an on-site wastewater treatment system, stormwater will be collected to provide a domestic water supply with overflow discharged to the street. The existing vehicle access provisions over a right-of-way on the adjacent property are being maintained and an additional access is proposed off Main Road to service the visitor accommodation units. A traffic impact assessment has been provided as part of this application. As part of the proposed development the existing dwelling and carport are being demolished.

Zone: Village



Development Details

The proposed development is a high set dwelling with 2 x visitor accommodation units to the ground floor.

Use Class: Residential + Visitor Accommodation

Applicable Planning Codes

The proposed development is in the *Residential* and *Visitor Accommodation* use classes which in the *Village Zone* are *Permitted* uses.

The following zone standards and codes of the Tasmanian Planning Scheme are applicable to the proposed development:

- **Zone 12.0 VILLAGE ZONE**
- **Code 2.0 PARKING AND SUSTAINABLE TRANSPORT CODE**
- **Code 3.0 ROAD AND RAILWAYS ASSETS CODE**

Table 12.3 VILLAGE USE STANDARDS

12.3.1 All non-residential uses

A1 Not Applicable

The proposed development is in the *Residential* and *Visitor Accommodation* use classes.

A2 Not Applicable

The proposed development is in the *Residential* and *Visitor Accommodation* use classes.

A3 Not Applicable

The proposed development is not a commercial use.

A4 Not Applicable

The proposed development is in the *Residential* and *Visitor Accommodation* use classes.

12.3.2 Visitor accommodation

P1 Performance Solution

Two studio style visitor accommodation units are proposed to the sub-floor area of the dwelling, the high set dwelling is maintained as the primary function of the site. The scale of visitor accommodation is compatible with established visitor accommodation use in the area. The adjacent dwelling to the west is a high set dwelling and there will be no loss of privacy associated with the proposed development. Separate vehicle access is proposed and there will be no intensification of traffic on the existing shared driveway servicing the development site. A traffic impact assessment has been carried out and is submitted as part of this application.

A2 Not Applicable

No strata lots are proposed.

Table 12.4 VILLAGE DEVELOPMENT STANDARDS

12.4.1. Residential density for multiple dwellings

A1 Not Applicable

The proposed development does not include multiple dwellings.

12.4.2 Building height

A1 Acceptable Solution

The proposed development has a maximum height of 7.1m above natural ground level.

12.4.3 Setback

P1 Performance Solution

The proposed ground floor has a front setback of 4.74m which is the same as the existing dwelling being demolished. The cantilevered first floor deck has a setback of 3.5m from the front boundary, the deck is suspended >3.6m above natural ground level and the building form follows the ground floor setback.

P2 Performance Solution

The proposed dwelling has a minimum side boundary setback of 1.58m and a minimum rear boundary setback of 1.16m. The existing dwelling being demolished has a minimum side boundary setback of 1.35m and the existing carport has a minimum rear setback of 1.5m. The proposed dwelling and garage have been sited to follow this existing footprint. The adjacent residential title to the rear of the development site has a small strip of land extending to Main Road which effectively increases the separation from the adjacent property to the west to 3.5m. The development site and adjacent properties have steep topography and are small in size and there is a pattern of building high set dwellings close to the shared boundaries. The adjacent properties are oriented to maximise sun and views on the northern aspects which will not be impacted by the proposed development.

P3 Not Applicable

The proposed development is in the *Residential* and *Visitor Accommodation* use classes.

12.4.4 Site coverage

P1 Performance Solution

The proposed development has a roofed footprint of 181m² which is 40% of the site area. The allotment is small in size and the proposed level of site coverage is considered appropriate for the nature of the block and the density of development in the vicinity of the site. The private open space provision for the dwelling is the first floor deck as the site has steep topography and ground level is not accessible from the main living area.

12.4.5 Fencing

A1 Not Applicable

No front fencing is proposed.

12.4.6 Outdoor storage areas

A1 Not Applicable

The proposed development is in the *Residential* and *Visitor Accommodation* use classes.

Table 12.5 VILLAGE DEVELOPMENT STANDARDS FOR SUBDIVISION

Not applicable

No subdivision of land is proposed

Table C2.5 CAR PARKING USE STANDARDS

C2.5.1 Car parking numbers

A1 Acceptable Solution

The layout of the development site facilitates parking for two vehicles for the proposed two bedroom dwelling and two vehicles for the 2 x single bedroom visitor accommodation units in accordance with the requirements of Table 2.1.

C2.5.2 Bicycle parking numbers

Not Applicable

The proposed development does not require the provision of bicycle parking.

C2.5.3 Motorcycle parking numbers

Not Applicable

The proposed development does not require the provision of motorcycle parking.

C2.5.4 Loading bays

Not Applicable

The proposed development does not require provision of a loading bay.

C2.5.5 Number of car parking spaces within the General Residential zone and Inner Residential zone

A1 Not Applicable

The proposed development is in the *Village* zone.

Table C2.6 CAR PARKING DEVELOPMENT STANDARDS

C2.6.1 Construction of parking areas

P1 Performance Solution

The proposed driveway and parking areas will be sealed and drained to Main Road.

C2.6.2 Design and layout of parking areas

A1 Acceptable Solution

The layout of the proposed parking spaces meets the prescribed requirements and the new visitor accommodation parking spaces will be cut in to the site to provide level parking areas. The established reverse egress vehicle arrangement for the existing dwelling is being maintained for the proposed dwelling. Reverse egress is also proposed for the two visitor accommodation units and a traffic impact assessment report is provided with this application. The development provides two parking spaces accessed from each of the two access points.

A1.2 Not Applicable

No accessible parking is required for the proposed development.

C2.6.3 Number of accesses for vehicles

P1 Performance Solution

Two access points are proposed for the development site, refer traffic impact assessment submitted.

A2 Not Applicable

The development site is in the *Village* zone.

C2.6.4 Lighting of parking areas within the Gen. Business zone and Central Business zone

A1 Not Applicable

The development site is in the *Village* zone.

C2.6.5 Pedestrian Access

A1.1 Not Applicable

The proposed development does not require the provision of pedestrian access paths.

A1.2 Acceptable Solution

The proposed development does not require the provision of accessible parking.

C2.6.6 Loading bays

A1 Not Applicable

The proposed development does not require the provision of a loading bay.

A2 Not Applicable

There are no commercial vehicles associated with the proposed development.

C2.6.7 Bicycle parking and storage facilities within the Gen. Business zone and Central Business zone

A1 Not Applicable

The proposed development does not require the provision of bicycle parking.

A2 Not Applicable

The proposed development does not require the provision of bicycle parking.

C2.6.8 Siting of parking and turning areas

P1 Performance Solution

Due to size and topographical site constraints, parking for the visitor accommodation units is proposed in front of the building line. The parking spaces will be cut into the natural ground level and will sit below the building, maintaining the building as the primary visual form on the site. The proposed parking spaces are not within 2.5m of a dwelling. Tiered landscaping is proposed to the front of the building and adjacent to the parking spaces and streetscape amenity is not considered to be compromised by the proposed parking arrangement. Passive surveillance of the road will not be compromised due to the topography of the site.

A2 Not Applicable

The development site is in the *Village* zone.

Table C2.7 PARKING PRECINCT PLAN

C2.7.1 Construction of parking areas

A1 Not Applicable

The development site is not within a parking precinct plan.

Table C3.5 ROAD AND RAILWAY ASSETS USE STANDARDS

C3.5.1 Construction of parking areas

A1 Not Applicable

Main Road Binalong Bay is not a Category 1 road.

A1.2 Acceptable Solution

Consent for a new vehicle access point on Main Road is sought as part of this application.

A1.3 Not Applicable

The proposed development does not include a new level crossing.

A1.4 Acceptable Solution

There will be no increase in usage of the existing vehicle access.

A1.5 Performance Solution

The proposed visitor accommodation spaces rely on reverse egress, refer to traffic impact assessment submitted as part of this development.

Table C3.7 ROAD AND RAILWAY ASSETS STANDARDS FOR SUBDIVISION

Not Applicable

No subdivision of land is proposed.

ON-SITE WASTEWATER ASSESSMENT

74 Main Road

Binalong Bay

September 2024



GEO-ENVIRONMENTAL

S O L U T I O N S

Disclaimer: The author does not warrant the information contained in this document is free from errors or omissions. The author shall not in any way be liable for any loss, damage or injury suffered by the User consequent upon, or incidental to, the existence of errors in the information.

Investigation Details

Client:	BDAA
Site Address:	74 Main Road, Binalong Bay
Date of Inspection:	02/12/2021
Proposed Works:	Proposed units
Investigation Method:	Geoprobe 540UD - Direct Push
Inspected by:	M. Campbell

Site Details

Certificate of Title (CT):	168931/105
Title Area:	Approx. 439.7 m ²
Applicable Planning Overlays:	Landslip Hazard Band (Low)
Slope & Aspect:	Approx. 13° NW facing slope in LAA
Vegetation:	Grass & Weeds Disturbed

Background Information

Geology Map:	MRT 1:25000
Geological Unit:	Devonian
Climate:	Annual rainfall approx. 700mm
Water Connection:	Tank
Sewer Connection:	Unserviced-On-site required
Testing and Classification:	AS1547:2012

Investigation

A representative of bore hole was completed to identify the distribution and variation of the soil materials at the site, the bore hole location is indicated on the site plan. See soil profile conditions presented below. Tests were conducted to assess the capacity of the materials for onsite wastewater disposal according to AS1547:2012.

Soil Profile Summary

BH 1 Depth (m)	USCS	Description
0.00-0.30	SC	TOPSOIL: Clayey SAND: dark brown, slightly moist, loose,
0.30-1.50	GW	Gravelly SAND: black-brown-grey, moist, medium dense.
1.50-2.40	CH	Sandy CLAY: high plasticity, orange-grey-brown, slightly moist, firm to stiff.
2.40-2.50	GW	Sandy GRAVEL: grey-orange, slightly moist, very dense, refusal on assumed rock.

Site Notes

The soils at the front of the site (North), are deep sand-dominated profiles with clay subsoils developing over weathered Devonian granite. The upper soil profile has good permeability for onsite wastewater disposal, which reduces with depth as the material transitions into a clay subsoil.

Wastewater Classification & Recommendations

According to AS1547-2012 the site is classified as **SAND (Category 1)**. The onsite disposal of wastewater is constrained by the significant slope on site and limited availability of viable land area. There is an existing package treatment system servicing the existing dwelling, which is to be demolished to make way for the proposed development. This treatment unit appears to be in good working order; therefore, it is recommended that the treatment unit is retained, and a new in-ground absorption bed is installed for onsite disposal of flows from the proposed development. A Design Loading Rate (DLR) of 50L/m²/day has been assigned for secondary treated effluent.

The proposed development consists of the removal of the existing dwelling and the construction of two two-bedroom units. The site has a tank water supply, with the proposed units expected to have a combined daily wastewater loading of 960L/day (8 persons @ 120L/person/day). Using a DLR of 50L/m²/day, an absorption area of 20m² is required. This can be accommodated using a modified absorption bed with retaining walls. The absorption bed is of a specialised design to account for site conditions – see attached plan and specification sheet for details. Careful installation is required to ensure that the bed meets construction and compliance requirements.

A cut-off drain will not be required upslope of the absorption area given the highly permeable upper soil profile. Care should be taken to ensure that stormwater flows are not diverted toward the absorption area and are effectively managed.

Due to insufficient area on site, no reserve area has been assigned. This can be justified by the use of secondary treatment and the accessibility of the proposed absorption bed. In the event that failure occurs, the failing component(s) of the absorption bed may be repaired without large scale disturbance to the site, with old lines and topsoil to be removed and replaced within a 48-hour period of any issue being identified.

The following setback distances are required to comply with the Building Act 2016:

Upslope and level buildings:	1.5m
Downslope buildings:	5.5m
Upslope and level boundaries:	1.5m
Downslope boundary:	3m
Downslope surface water:	43m

Compliance with Building Act 2016 Guidelines for On-site Wastewater Management Systems is outlined in the attached table.

A risk assessment has been conducted to assess the positioning of the land application area with reduced setbacks to the downslope boundary (see attached). Design provisions have been made to address site constraints and manage risk including the use of secondary treatment with subsurface application and site-specific design. Provided that the application area is installed in accordance with the design and in line with the minimum setbacks as outlined in this report, there is minimal risk of off-site movement of wastewater. It is therefore concluded that there is an acceptably low risk of environmental impact and impact on human health from wastewater management on the site for the current proposal.

I also recommend that during construction that I and/or the design engineer be notified of any major variation to the soil conditions or wastewater loading as outlined in this report.

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD

Director

Disclaimer

This Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and the Client. To the best of GES's knowledge, the information presented herein represents the client's requirements at the time of printing of the Report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that discussed in this Report. In preparing this Report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this Report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

The scope of this study does not allow for the review of every possible geotechnical parameter or the soil conditions over the whole area of the site. Soil and rock samples collected from the investigation area are assumed to be representative of the areas from where they were collected and not indicative of the entire site. The conclusions discussed within this report are based on observations and/or testing at these investigation points.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third a party.

GES P/L

Land suitability and system sizing for on-site wastewater management
Trench 3.0 (Australian Institute of Environmental Health)

Assessment Report

Site assessment for on-site waste water disposal

Assessment for	BDAA	Assess. Date	2-Dec-21
		Ref. No.	
Assessed site(s)	74 Main Road, Binalong Bay	Site(s) inspected	24-Sep-24
Local authority	Break O'Day	Assessed by	John Paul Cumming

This report summarises wastewater volumes, climatic inputs for the site, soil characteristics and system sizing and design issues. Site Capability and Environmental sensitivity issues are reported separately, where 'Alert' columns flag factors with high (A) or very high (AA) limitations which probably require special consideration for system design(s). Blank spaces on this page indicate data have not been entered into TRENCH.

Wastewater Characteristics

Wastewater volume (L/day) used for this assessment = 960 (using a method independent of the no. of bedrooms)
 Septic tank wastewater volume (L/day) = 320
 Sullage volume (L/day) = 640
 Total nitrogen (kg/year) generated by wastewater = 2.9
 Total phosphorus (kg/year) generated by wastewater = 2.3

Climatic assumptions for site

(Evapotranspiration calculated using the crop factor method)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Mean rainfall (mm)	60	62	68	54	49	66	45	56	53	71	78	59
Adopted rainfall (R, mm)	60	62	68	54	49	66	45	56	53	71	78	59
Retained rain (Rr, mm)	45	46	51	40	37	49	34	42	40	53	58	44
Max. daily temp. (deg. C)												
Evapotrans (ET, mm)	130	110	91	63	42	29	32	42	63	84	105	126
Evapotr. less rain (mm)	86	64	40	23	5	-20	-2	0	23	31	47	82
Annual evapotranspiration less retained rain (mm) =											377	

Soil characteristics

Texture = SAND Category = 1 Thick. (m) = 1.5
 Adopted permeability (m/day) = 3 Adopted LTAR (L/sq m/day) = 50 Min depth (m) to water = 5

Proposed disposal and treatment methods

Proportion of wastewater to be retained on site: All wastewater will be disposed of on the site
 The preferred method of on-site primary treatment: In a package treatment plant
 The preferred method of on-site secondary treatment: In-ground
 The preferred type of in-ground secondary treatment: Evapotranspiration bed(s)
 The preferred type of above-ground secondary treatment: None
 Site modifications or specific designs: Are needed

Suggested dimensions for on-site secondary treatment system

Total length (m) = 4
 Width (m) = 5
 Depth (m) = 0.6
 Total disposal area (sq m) required = 20
 comprising a Primary Area (sq m) of: 20
 and a Secondary (backup) Area (sq m) of:

Sufficient area is available on site

Comments

The calculated DLR for the Category 1 soil present is 50L/m²/day with a required absorption area of 20m² for the proposed development. Therefore the system will have the capacity to cope with predicted climatic and loading events.

GES P/L

Land suitability and system sizing for on-site wastewater management
Trench 3.0 (Australian Institute of Environmental Health)

Site Capability Report
Site assessment for on-site waste water disposal

Assessment for	BDAA	Assess. Date	2-Dec-21
		Ref. No.	
Assessed site(s)	74 Main Road, Binalong Bay	Site(s) inspected	24-Sep-24
Local authority	Break O'Day	Assessed by	John Paul Cumming

This report summarises data relating to the physical capability of the assessed site(s) to accept wastewater. Environmental sensitivity and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) site limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation		Remarks
					Trench	Amended	
A	Expected design area	sq m	50	V. high	Very high	High	Other factors lessen impact
	Density of disposal systems	/sq km	10	Mod.	Very low		
A	Slope angle	degrees	13	High	High		Other factors lessen impact
	Slope form	Straight simple		High	Low		
	Surface drainage	Good		High	Very low		
	Flood potential	Site floods <1:100 yrs		High	Very low		
	Heavy rain events	Infrequent		High	Moderate		
	Aspect (Southern hemi.)	Faces NE or NW		V. high	Low		
	Frequency of strong winds	Common		High	Low		
	Wastewater volume	L/day	960	High	High	Moderate	
	SAR of septic tank effluent		1.7	High	Low		
	SAR of sullage		2.6	High	Moderate		
	Soil thickness	m	1.5	V. high	Very low		
	Depth to bedrock	m	2.5	V. high	Very low		
	Surface rock outcrop	%	0	V. high	Very low		
	Cobbles in soil	%	0	V. high	Very low		
	Soil pH		5.5	High	Low		
	Soil bulk density	gm/cub. cm	1.4	High	Very low		
	Soil dispersion	Emerson No.	8	V. high	Very low		
	Adopted permeability	m/day	3	Mod.	Very high	Moderate	Other factors lessen impact
	Long Term Accept. Rate	L/day/sq m	50	High	Very high	Moderate	Other factors lessen impact

Comments

The site has the capability to accept onsite wastewater provided that secondary treatment is applied and design prescriptions are observed.

GES P/L

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Environmental Sensitivity Report

Site assessment for on-site waste water disposal

Assessment for BDAA

Assess. Date 2-Dec-21

Ref. No.

Assessed site(s) 74 Main Road, Binalong Bay

Site(s) inspected 24-Sep-24

Local authority Break O'Day

Assessed by John Paul Cumming

This report summarises data relating to the environmental sensitivity of the assessed site(s) in relation to applied wastewater. Physical capability and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation		Remarks
					Trench	Amended	
A	Cation exchange capacity	mmol/100g	30	High	High		
A	Phos. adsorp. capacity	kg/cub m	0.3	High	High		
	Annual rainfall excess	mm	-377	High	Very low		
	Min. depth to water table	m	5	High	Very low		
	Annual nutrient load	kg	5.3	High	Low		
	G'water environ. value	Agric sensit/dom irrig		V. high	Moderate		
	Min. separation dist. required	m	2	High	Very low		
	Risk to adjacent bores	Very low		V. high	Very low		
A	Surf. water env. value	Recreational		V. high	High		
A	Dist. to nearest surface water	m	90	V. high	High		
	Dist. to nearest other feature	m	3	V. high	Very high	Moderate	Other factors lessen impact
	Risk of slope instability	Very low		V. high	Very low		
	Distance to landslip	m	0	V. high	Very high	Moderate	Other factors lessen impact

Comments

Planting out of the disposal area is recommended to encourage nutrient uptake. Careful installation is required to ensure that the risk of off-site movement remains acceptably low.

Demonstration of wastewater system compliance to *Building Act 2016 Guidelines for On-site Wastewater*

Acceptable Solutions	Performance Criteria	Compliance
<p>A1</p> <p>Horizontal separation distance from a building to a land application area must comply with one of the following:</p> <ul style="list-style-type: none"> a) be no less than 6m; or b) be no less than: <ul style="list-style-type: none"> (i) 3m from an upslope building or level building; (ii) If primary treated effluent to be no less than 4m plus 1m for every degree of average gradient from a downslope building; (iii) If secondary treated effluent and subsurface application, no less than 2m plus 0.25m for every degree of average gradient from a downslope building. 	<p>P1</p> <ul style="list-style-type: none"> a) The land application area is located so that <ul style="list-style-type: none"> (i) the risk of wastewater reducing the bearing capacity of a building's foundations is acceptably low.; and (ii) is setback a sufficient distance from a downslope excavation around or under a building to prevent inadequately treated wastewater seeping out of that excavation 	<p>Complies with A1 (b) (i) Land application area will be located with a minimum separation distance of 3m from an upslope or level building.</p> <p>Complies with A1 (b) (iii) Land application area will be located with a minimum separation distance of 5.5m of downslope building.</p>
<p>A2</p> <p>Horizontal separation distance from downslope surface water to a land application area must comply with (a) or (b)</p> <ul style="list-style-type: none"> (a) be no less than 100m; or (b) be no less than the following: <ul style="list-style-type: none"> (i) if primary treated effluent 15m plus 7m for every degree of average gradient to downslope surface water; or (ii) if secondary treated effluent and subsurface application, 15m plus 2m for every degree of average gradient to down slope surface water. 	<p>P2</p> <p>Horizontal separation distance from downslope surface water to a land application area must comply with all of the following:</p> <ul style="list-style-type: none"> a) Setbacks must be consistent with AS/NZS 1547 Appendix R; b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable. 	<p>Complies with A2 (b) (ii) Land application area will be located with a minimum separation distance of 43m of downslope surface water.</p>

<p>A3</p> <p>Horizontal separation distance from a property boundary to a land application area must comply with either of the following:</p> <p>(a) be no less than 40m from a property boundary; or</p> <p>(b) be no less than:</p> <p>(i) 1.5m from an upslope or level property boundary; and</p> <p>(ii) If primary treated effluent 2m for every degree of average gradient from a downslope property boundary; or</p> <p>(iii) If secondary treated effluent and subsurface application, 1.5m plus 1m for every degree of average gradient from a downslope property boundary.</p>	<p>P3</p> <p>Horizontal separation distance from a property boundary to a land application area must comply with all of the following:</p> <p>(a) Setback must be consistent with AS/NZS 1547 Appendix R; and</p> <p>(b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.</p>	<p>Complies with P3</p> <p>Land application area will be located with a minimum separation distance of 1.5m from an upslope or level property boundary and 3m from a downslope property boundary. See attached risk assessment.</p>
<p>A4</p> <p>Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must be no less than 50m and not be within the zone of influence of the bore whether up or down gradient.</p>	<p>P4</p> <p>Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must comply with all of the following:</p> <p>(a) Setback must be consistent with AS/NZS 1547 Appendix R; and</p> <p>(b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 demonstrates that the risk is acceptable</p>	<p>Bore mapped within 50m of the site on the Groundwater Information Access Portal (#16101)</p> <p>Approx. 22m upslope of land application area Assumed non-functional (last status update 1987, dwelling built over mapped location)</p>

<p>A5</p> <p>Vertical separation distance between groundwater and a land application area must be no less than:</p> <p>(a) 1.5m if primary treated effluent; or</p> <p>(b) 0.6m if secondary treated effluent</p>	<p>P5</p> <p>Vertical separation distance between groundwater and a land application area must comply with the following:</p> <p>(a) Setback must be consistent with AS/NZS 1547 Appendix R; and</p> <p>(b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 that demonstrates that the risk is acceptable</p>	<p>No groundwater encountered.</p>
<p>A6</p> <p>Vertical separation distance between a limiting layer and a land application area must be no less than:</p> <p>(a) 1.5m if primary treated effluent; or</p> <p>(b) 0.5m if secondary treated effluent</p>	<p>P6</p> <p>Vertical setback must be consistent with AS/NZS1547 Appendix R.</p>	<p>Complies with A6 (b)</p>
<p>A7</p> <p>nil</p>	<p>P7</p> <p>A wastewater treatment unit must be located a sufficient distance from buildings or neighbouring properties so that emissions (odour, noise or aerosols) from the unit do not create an environmental nuisance to the residents of those properties</p>	<p>Complies</p>

Risk Assessment Summary

The proposal meets the Acceptable Solutions of the Directors Guidelines for Onsite Wastewater Management for all criteria except for A3 (b) (iii), which address the horizontal separation distance from the Land Application Area (LAA) to a downslope property boundary. Given site constraints, it is appropriate to conduct a full risk assessment to demonstrate that the proposed land application area is of acceptable risk. The proposal is to install a secondary treatment system with treated effluent disposed in an absorption bed of a specialised design.

A Qualitative risk analysis was undertaken based on the likelihood and consequences of the proposed issue(s) using the matrix below:

Qualitative Risk Matrix

Likelihood of the Consequence	Maximum Reasonable Consequence				
	(1) Insignificant	(2) Minor	(3) Moderate	(4) Major	(5) Catastrophic
(A) Almost certain	11 High	16 High	20 Extreme	23 Extreme	25 Extreme
(B) Likely	7 Moderate	12 High	17 High	21 Extreme	24 Extreme
(C) Occasionally	4 Low	8 Moderate	13 High	18 Extreme	22 Extreme
(D) Unlikely	2 Low	5 Low	9 Moderate	14 High	19 Extreme
(E) Rare	1 Low	3 Low	6 Moderate	10 High	15 High

Source: AS/NZS 4360:2004 Risk Management

Consequence Index

Severity Level	Natural Environment	Legal/Government	Heritage	Community / Reputation/Media
(1) Insignificant	Limited damage to minimal area of low significance.	Low-level legal issue. On the spot fine. Technical non-compliance prosecution unlikely. Ongoing scrutiny/attention from regulator.	Low-level repairable damage to commonplace structures.	Low level social impacts. Public concern restricted to local complaints. Could not cause injury or disease to people.
(2) Minor	Minor effects on biological or physical environment. Minor short-medium term damage to small area of limited significance.	Minor legal issues, non-compliances and breaches of regulation. Minor prosecution or litigation possible. Significant hardship from regulator.	Minor damage to items of low cultural or heritage significance. Mostly repairable. Minor infringement of cultural heritage values.	Minor medium-term social impacts on local population. Could cause first aid injury to people. Minor, adverse local public or media attention and complaints.
(3) Moderate	Moderate effects on biological or physical environment (air, water) but not affecting ecosystem function. Moderate short-medium term widespread impacts (e.g. significant spills).	Serious breach of regulation with investigation or report to authority with prosecution or moderate fine possible. Significant difficulties in gaining future approvals.	Substantial damage to items of moderate cultural or heritage significance. Infringement of cultural heritage/ scared locations.	Ongoing social issues. Could cause injury to people, which requires medical treatment. Attention from regional media and/or heightened concern by local community. Criticism by Non-Government Organisations (NGO). Environmental credentials moderately affected.

Severity Level	Natural Environment	Legal/Government	Heritage	Community / Reputation/Media
(4) Major	Serious environmental effects with some impairment of ecosystem function. Relatively widespread medium-long term impacts.	Major breach of regulation with potential major fine and/or investigation and prosecution by authority. Major litigation. Future project approval seriously affected.	Major permanent damage to items of high cultural or heritage significance. Significant infringement and disregard of cultural heritage values.	On-going serious social issues. Could cause serious injury or disease to people. Significant adverse national media/public or NGO attention. Environment/management credentials significantly tarnished.
(5) Catastrophic	Very serious environmental effects with impairment of ecosystem function. Long term, widespread effects on significant environment (e.g. national park).	Investigation by authority with significant prosecution and fines. Very serious litigation, including class actions. Licence to operate threatened.	Total destruction of items of high cultural or heritage significance. Highly offensive infringements of cultural heritage.	Very serious widespread social impacts with potential to significantly affect the well being of the local community. Could kill or permanently disable people. Serious public or media outcry (international coverage). Damaging NGO campaign. Reputation severely tarnished. Share price may be affected.

Likelihood Index

Level	Descriptor	Description	Guideline
A	Almost Certain	Consequence is expected to occur in most circumstances.	Occurs more than once per month.
B	Likely	Consequence will probably occur in most circumstances.	Occurs once every 1 month – 1 year.
C	Occasionally	Consequence should occur at some time.	Occurs once every 1 year - 10 years.
D	Unlikely	Consequence could occur at some time.	Occurs once every 10 years – 100 years.
E	Rare	Consequence may only occur in exceptional circumstances.	Occurs less than once every 100 years.

Source: AS/NZS 4360:2004 Risk Management

Issue	Potential impacts	Comment	Likelihood	Consequence	Risk Rating	Risk Reduction Measures (RRM) / factors	Rating after adoption of RRM
Limited space on site requires the construction of a specialised absorption bed	Subsurface seepage/off-site movement of treated wastewater	<p>The main hazard identified is potential leakage of wastewater from the absorption bed</p> <p>The application area is heavily modified and will be underlain by local highly permeable material</p> <p>Vertical separation of >0.5m to limiting layer (subsoil)</p> <p>2m min downslope setback from Trench model</p>	D	2	L	<p>Secondary treatment of effluent through AWTS prior to land application</p> <p>AWTS unit fitted with alarm to alert failure/overloading</p> <p>AWTS unit will have regular servicing to monitor performance</p> <p>Treated effluent will be dosed through the absorption bed via a pump to allow optimum use of land application area</p> <p>Subsurface wastewater application</p> <p>Absorption bed designed with impermeable liner inside the retaining wall to promote vertical movement of wastewater</p> <p>Adopted limiting layer of lower permeability subsoil, with appropriate vertical separation setback applied</p>	L

AS1547:2012 – Loading Certificate – AWTS Design

This loading certificate sets out the design criteria and the limitations associated with use of the system.

Site Address: 74 Main Road, Binalong Bay

System Capacity: 8 persons @ 120L/person/day

Summary of Design Criteria

DLR: 50L/m²/day

Absorption area: 20m²

Reserve area location /use: Not assigned. Lines and topsoil will need to be replaced within a 48 hour period.

Water saving features fitted: Standard fixtures

Allowable variation from design flows: 1 event @ 200% daily loading per quarter

Typical loading change consequences: Expected to be minimal due to use of AWTS

Overloading consequences: Continued overloading may cause hydraulic failure of the absorption area and require upgrading/extension of the area. Risk considered acceptable due to monitoring through quarterly maintenance reports.

Underloading consequences: Lower than expected flows will have minimal consequences on system operation unless the house has long periods of non-occupation. Under such circumstances additional maintenance of the system may be required. Long term under loading of the system may also result in vegetation die off in the absorption area and additional watering may be required. Risk considered acceptable due to monitoring through quarterly maintenance reports.

Lack of maintenance / monitoring consequences: Issues of underloading/overloading and condition of the irrigation area require monitoring and maintenance, if not completed system failure may result in unacceptable health and environmental risks. Monitoring and regulation by the permit authority required to ensure compliance.

Other considerations: Owners/occupiers must be made aware of the operational requirements and limitations of the system by the installer/maintenance contractor.

CERTIFICATE OF THE RESPONSIBLE DESIGNER

Section 94
Section 106
Section 129
Section 155

Form **35**

To: Owner name
 Address
 Suburb/postcode

Designer details:

Name: Category:
 Business name: Phone No:
 Business address:
 Fax No:
 Licence No: Email address:

Details of the proposed work:

Owner/Applicant Designer's project reference No.
Address: Lot No:

Type of work: Building work Plumbing work (X all applicable)

Description of work:

(new building / alteration / addition / repair / removal / re-erection water / sewerage / stormwater / on-site wastewater management system / backflow prevention / other)

Description of the Design Work (Scope, limitations or exclusions): (X all applicable certificates)

Certificate Type:	Certificate	Responsible Practitioner
<input type="checkbox"/>	Building design	Architect or Building Designer
<input type="checkbox"/>	Structural design	Engineer or Civil Designer
<input type="checkbox"/>	Fire Safety design	Fire Engineer
<input type="checkbox"/>	Civil design	Civil Engineer or Civil Designer
<input checked="" type="checkbox"/>	Hydraulic design	Building Services Designer
<input type="checkbox"/>	Fire service design	Building Services Designer
<input type="checkbox"/>	Electrical design	Building Services Designer
<input type="checkbox"/>	Mechanical design	Building Service Designer
<input type="checkbox"/>	Plumbing design	Plumber-Certifier; Architect, Building Designer or Engineer
<input type="checkbox"/>	Other (specify)	

Deemed-to-Satisfy: Performance Solution: (X the appropriate box)

Other details:

Design documents provided:

The following documents are provided with this Certificate –

Document description:

Drawing numbers:	Prepared by: Geo-Environmental Solutions	Date: Sep-24
Schedules:	Prepared by:	Date:
Specifications:	Prepared by: Geo-Environmental Solutions	Date: Sep-24
Computations:	Prepared by:	Date:
Performance solution proposals:	Prepared by:	Date:
Test reports:	Prepared by: Geo-Environmental Solutions	Date: Sep-24

Standards, codes or guidelines relied on in design process:	
AS1547:2012 On-site domestic wastewater management.	
AS3500 (Parts 0-5)-2013 Plumbing and drainage set.	


Any other relevant documentation:	
Onsite Wastewater Assessment - 74 Main Road, Binalong Bay - Sep-24	
Onsite Wastewater Assessment - 74 Main Road, Binalong Bay - Sep-24	

Attribution as designer:	
---------------------------------	--

I John-Paul Cumming, am responsible for the design of that part of the work as described in this certificate;

The documentation relating to the design includes sufficient information for the assessment of the work in accordance with the *Building Act 2016* and sufficient detail for the builder or plumber to carry out the work in accordance with the documents and the Act;

This certificate confirms compliance and is evidence of suitability of this design with the requirements of the National Construction Code.

	<i>Name: (print)</i>	<i>Signed</i>	<i>Date</i>
Designer:	John-Paul Cumming		24/09/2024
Licence No:	CC774A		

Assessment of Certifiable Works: (TasWater)

Note: single residential dwellings and outbuildings on a lot with an existing sewer connection are not considered to increase demand and are not certifiable.

If you cannot check ALL of these boxes, LEAVE THIS SECTION BLANK.

TasWater must then be contacted to determine if the proposed works are Certifiable Works.


I confirm that the proposed works are not Certifiable Works, in accordance with the Guidelines for TasWater CCW Assessments, by virtue that all of the following are satisfied:

- The works will not increase the demand for water supplied by TasWater
- The works will not increase or decrease the amount of sewage or toxins that is to be removed by, or discharged into, TasWater’s sewerage infrastructure
- The works will not require a new connection, or a modification to an existing connection, to be made to TasWater’s infrastructure
- The works will not damage or interfere with TasWater’s works
- The works will not adversely affect TasWater’s operations
- The work are not within 2m of TasWater’s infrastructure and are outside any TasWater easement
- I have checked the LISTMap to confirm the location of TasWater infrastructure
- If the property is connected to TasWater’s water system, a water meter is in place, or has been applied for to TasWater.

Certification:

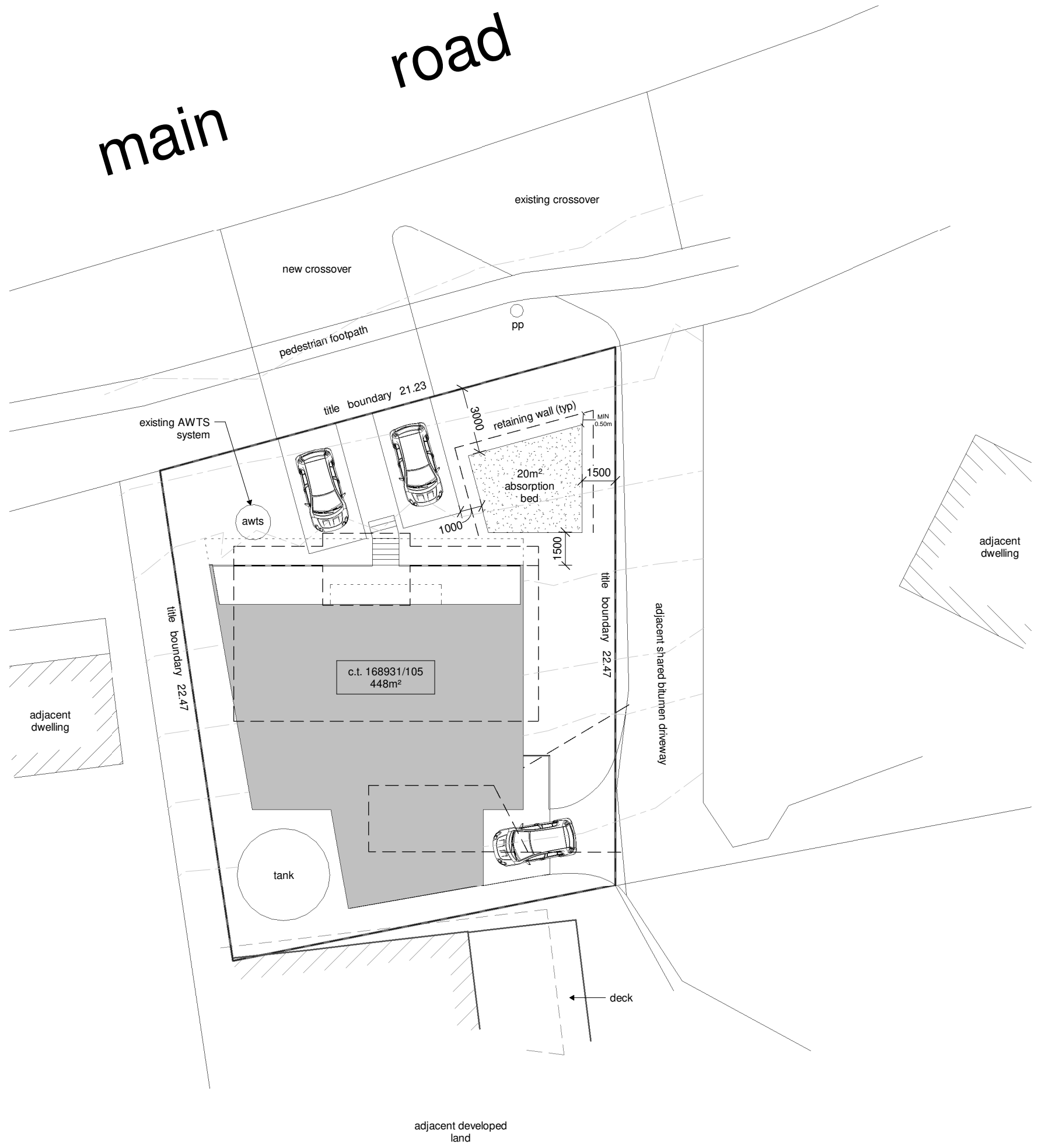
I John-Paul Cumming..... being responsible for the proposed work, am satisfied that the works described above are not Certifiable Works, as defined within the *Water and Sewerage Industry Act 2008*, that I have answered the above questions with all due diligence and have read and understood the Guidelines for TasWater CCW Assessments.

Note: the Guidelines for TasWater Certification of Certifiable Works Assessments are available at: www.taswater.com.au

	<i>Name: (print)</i>	<i>Signed</i>	<i>Date</i>
Designer:	John-Paul Cumming		24/09/2024



main road



Wastewater system:

Existing AWTS Unit to remain
with venting according to NCC Vol 3 Tas C2D6
fitted to dwelling

Absorption area (20m²)
Up to 5.4m x 4.9m

High flow Tiran (7-8L/hr)

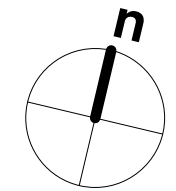
Retaining wall min 0.50m from absorption area

Min 1.5m from upslope or level buildings
Min 5.5m from downslope buildings
Min 1.5m from upslope or level boundaries
Min 3m from downslope boundary
Min 43m from downslope surface water

Refer to GES report
Dr. John Paul Cumming
Building Services Designer-
Hydraulic
CCC774A

GES
GEO-ENVIRONMENTAL
SOLUTIONS
29 Kirksway Place Battery Point
TJ 62231839 EJ office@geosolutions.net.au

[Signature]
24/09/2024



REV:	DESCRIPTION:	DATE:
PROJECT: proposed dwelling + units		
FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: site plan		
DRAWING NO: a03	DRAWN BY: JB	
	DATE: 16.09.24	
SCALE: 1 : 200	PROJECT: 0715BR	

jennifer binns
www.jenniferbinnsdesign.com.au
(03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com
suite 8 level 1 avery house, 48 cecilia street, st helens 7216

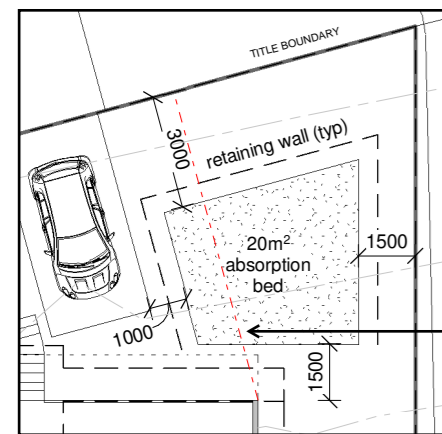
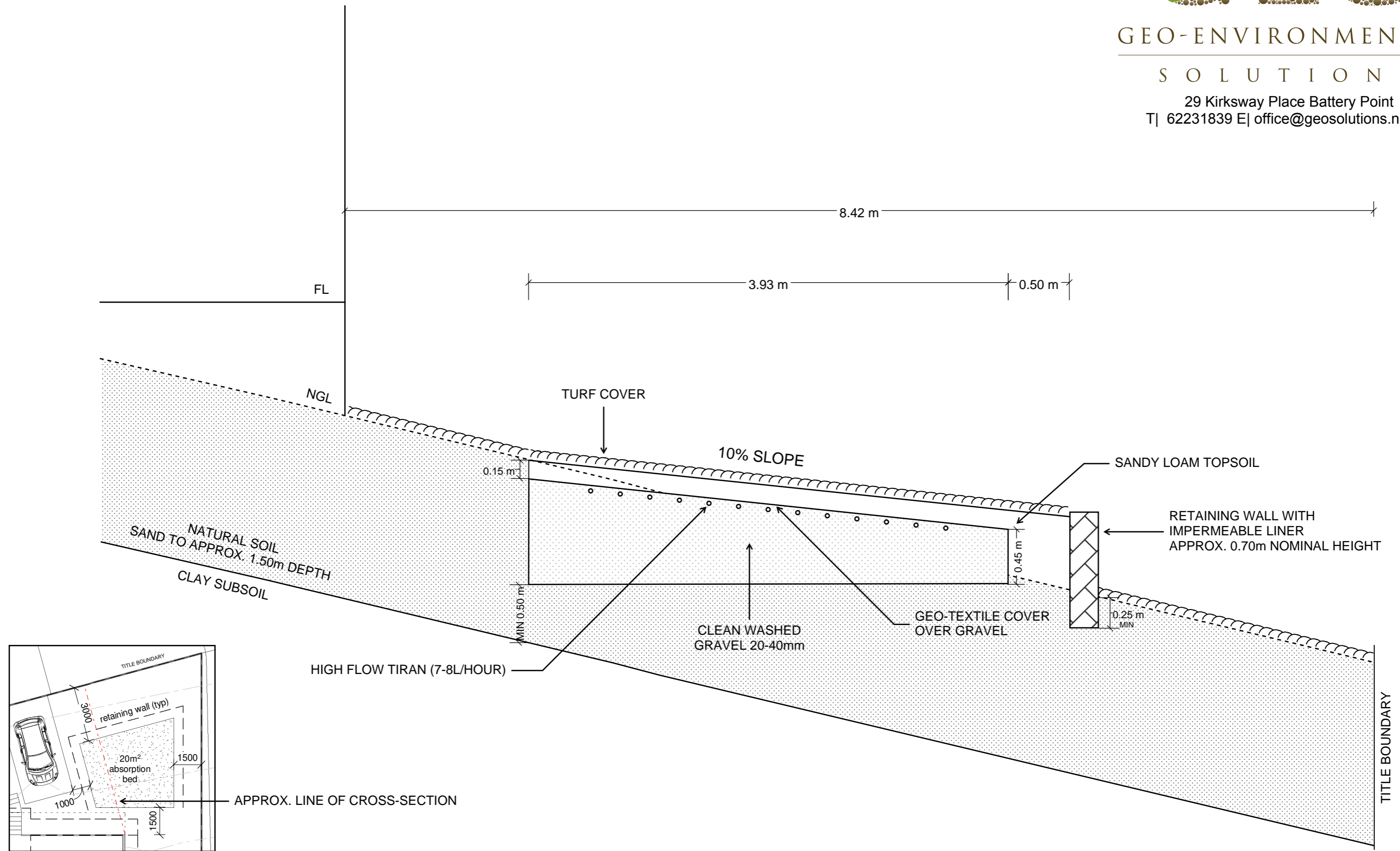
bda BUILDING DESIGNERS AUSTRALIA ACCREDITATION NO: CC 1269L



GEO-ENVIRONMENTAL

SOLUTIONS

29 Kirksway Place Battery Point
T| 62231839 E| office@geosolutions.net.au



Do not scale from these drawings.
Dimensions to take precedence
over scale.

AWTS Modified Absorption Bed
74 Main Road
BINALONG BAY 7126

September 2024

On-site Wastewater Cross-Section (East elevation)

Sheet 1 of 2

Design notes:

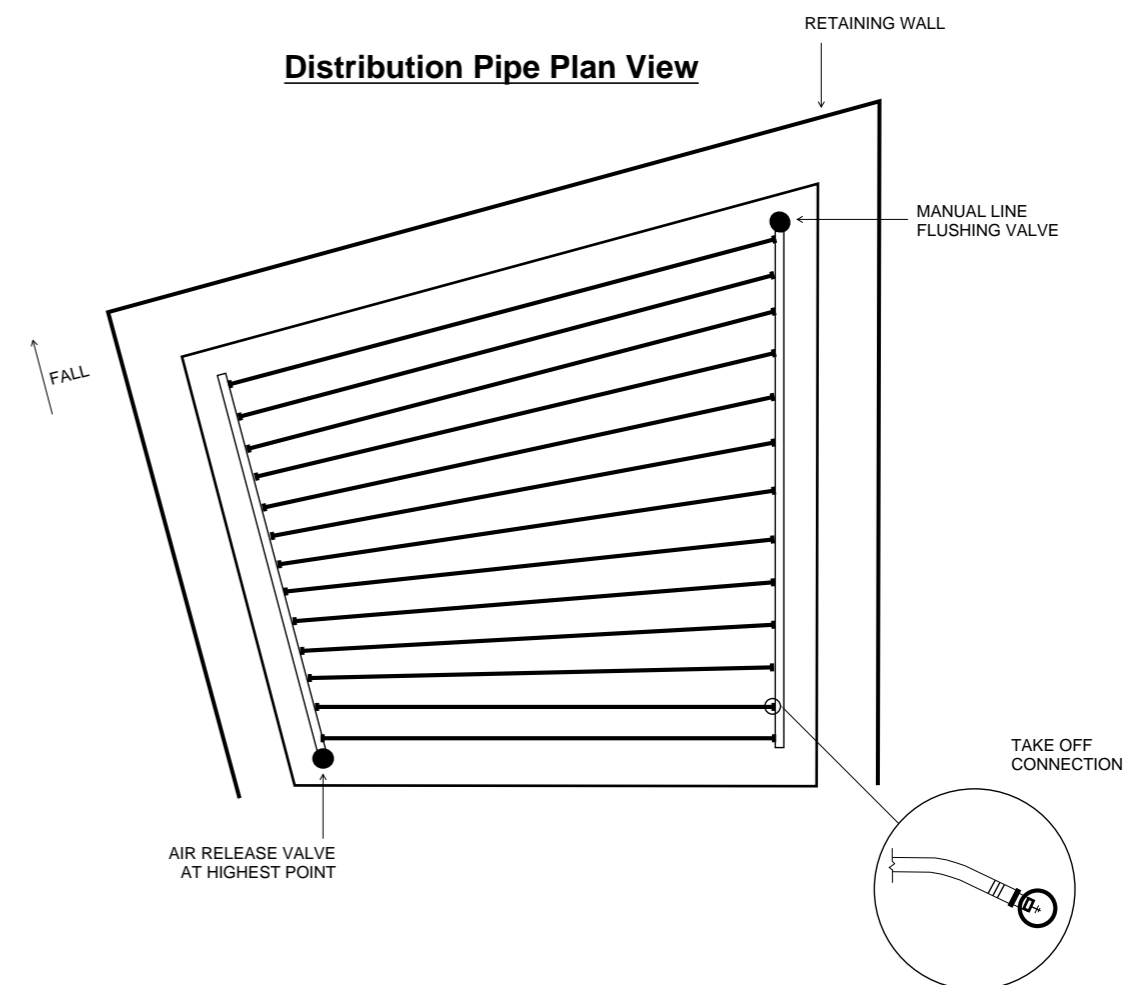
1. Absorption bed dimensions of up to 5.5m long by 0.6m deep by 5m wide.
2. Soil at base of bed to be excavated level max 1m into natural soils. Smearing and compaction of natural soils should be avoided.
3. Bed to be filled with 20-40mm aggregate and irrigation lines packed into upper 100mm
4. Geotextile or filter cloth to be placed over the sand to prevent clogging of the pipes and gravel
5. Downslope edge of bed is to be no less than 0.5m from the retaining wall, the wall should be lined with an impermeable liner and founded min 0.25m into natural soil unless otherwise specified by an engineer
6. Poly pressure lines (High flow Tiran pipes) to be used and remainder of the bed backfilled with suitable sandy loam
7. Manufacturer's recommendations for spacing of lateral irrigation lines should be followed (e.g. Netafim, Unibioline, Tiran with 7-8L/min flow) with indicative spacing of approximately 0.2m and line equivalent of 100 linear metres required
8. Final finished surface with sandy loam from on site to be 150mm above natural surface to allow for settlement with turf cover or mulch with appropriate vegetation (i.e native grasses and small shrubs at 1 plant per 1m²)
9. The turf or vegetation is an essential component of the system and must be maintained with regular mowing and or trimming as appropriate
10. Cut-off drain recommended up slope of large areas which may be subject to surface water flows
11. Dependant upon treatment system a 200µm filter may be installed at the pumping chamber outlet, but a 100-120µm inline disc filter should be installed prior to discharge into the irrigation area
12. A vacuum breaker valve must be installed at the highest point of each absorption zone in a marked and protected valve control box
13. A flush line must be installed at the lowest point/bottom of each absorption area with a return valve for flushing back into the treatment chamber of the system, (not into the primary chamber as it may effect the performance of the microbial community) or to a dedicated absorption trench
14. The minimum irrigation pumping capacity should be equivalent to 120kpa (i.e. 12m of head) at the highest point of the irrigation area (a gauge should be placed at the vacuum breaker) - therefore pump size can be matched on site to the irrigation pipe size and design.
15. All works on site to comply with AS3500 and Tasmanian Plumbing code.



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29 Kirksway Place, Battery Point
T| 6223 1839 E| office@geosolutions.net.au

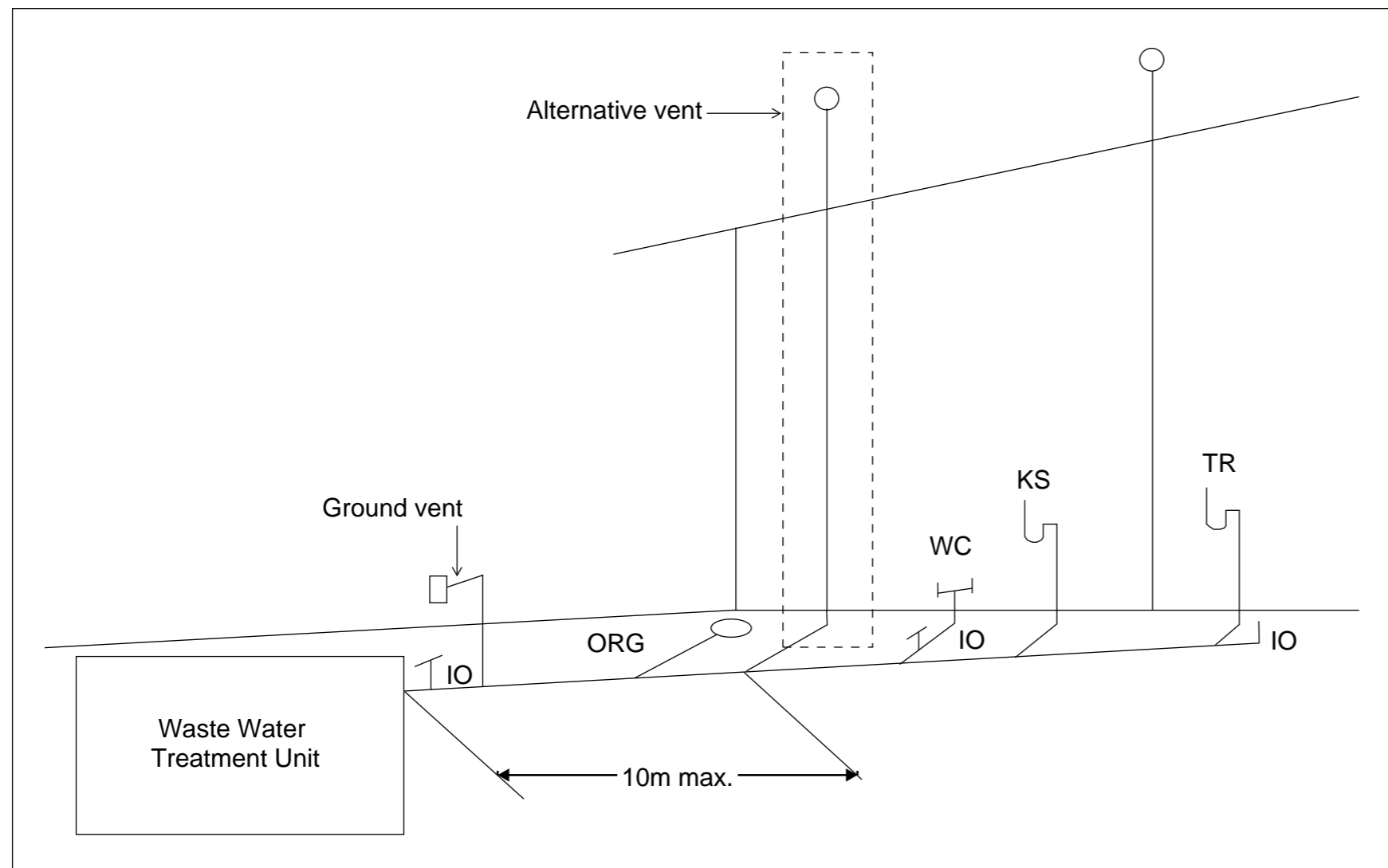


**Do not scale from these drawings.
Dimensions to take precedence
over scale.**

AWTS Modified Absorption Bed
74 Main Road
BINALONG BAY 7126

On-site Wastewater Design Notes

Sheet 2 of 2



Tas Figure C2D6 Alternative Venting Arrangements

Vents must terminate in accordance with AS/NZS 3500.2

Alternative venting to be used by extending a vent to terminate as if an upstream vent, with the vent connection between the last sanitary fixture or sanitary appliance and the on-site wastewater management system. Use of a ground vent is not recommended

Inspection openings must be located at the inlet to an on-site wastewater management system treatment unit and the point of connection to the land application system and must terminate as close as practicable to the underside of an approved inspection opening cover installed at the finished surface level

Access openings providing access for desludging or maintenance of on-site wastewater management system treatment units must terminate at or above finished surface level



28 January 2025
Jennifer Binns

Jennifer Binns Design

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

Dear Jen,

**TRAFFIC IMPACT STATEMENT FOR PROPOSED DWELLING AT 74
MAIN ROAD, BINALONG BAY**

This traffic impact statement assesses the proposed access in terms of traffic engineering principles and the Tasmanian Planning Scheme - Break O' Day requirements including:

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



1) Site Description

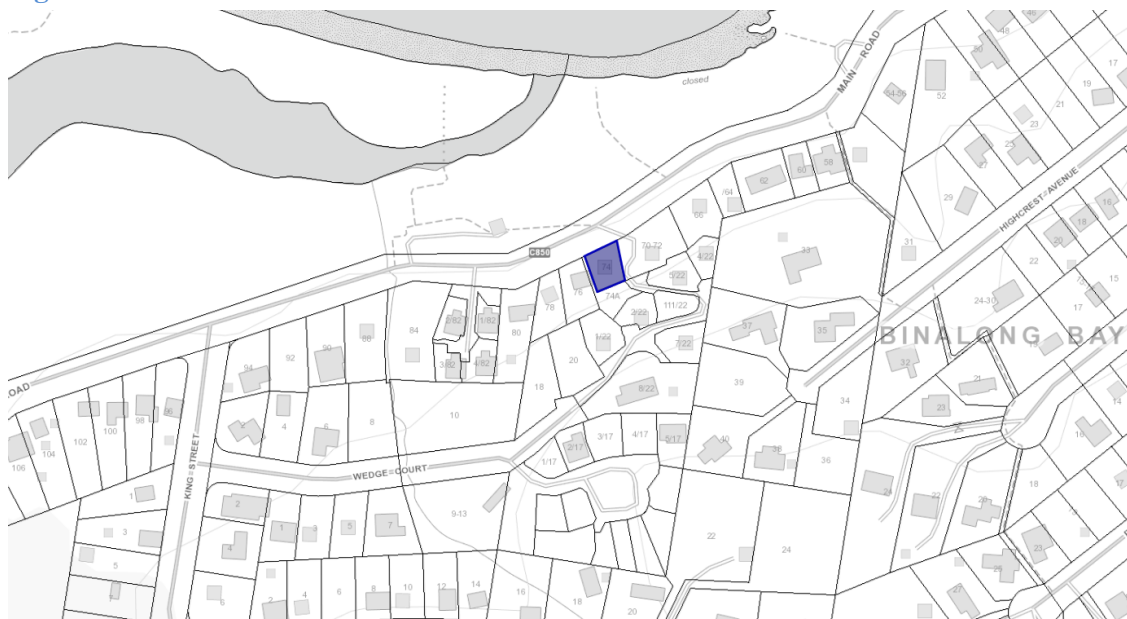
The site is 74 Main Road Binalong Bay which is some 9km by road from the St Helens via Binalong Bay Road, see Figures 1 & 2.

Figure 1 – Property Location



Source: LISTmap, DPIPWE

Figure 2 – Council Road Network at # 74 Main Road



Source: LISTmap, DPIPWE



2) Proposal

2.1 Description of Proposed Development

The proposal at 74 Main Road is for renovation of the existing property to create:

- Ground Floor : 2* 1-bedroom units each with 1 parking space and proposed direct access to Main Road.
- First Floor: a 2-bedroom dwelling with single garage and a driveway parking space and existing access to 70-72 Main Road driveway.
The 74 Main Road property has a Right of Way over the 70-72 Main Road property for the existing access.

Figures 3 & 4 show the existing and proposed accesses. Building plans are attached in Appendix A. See Appendix C for property details.

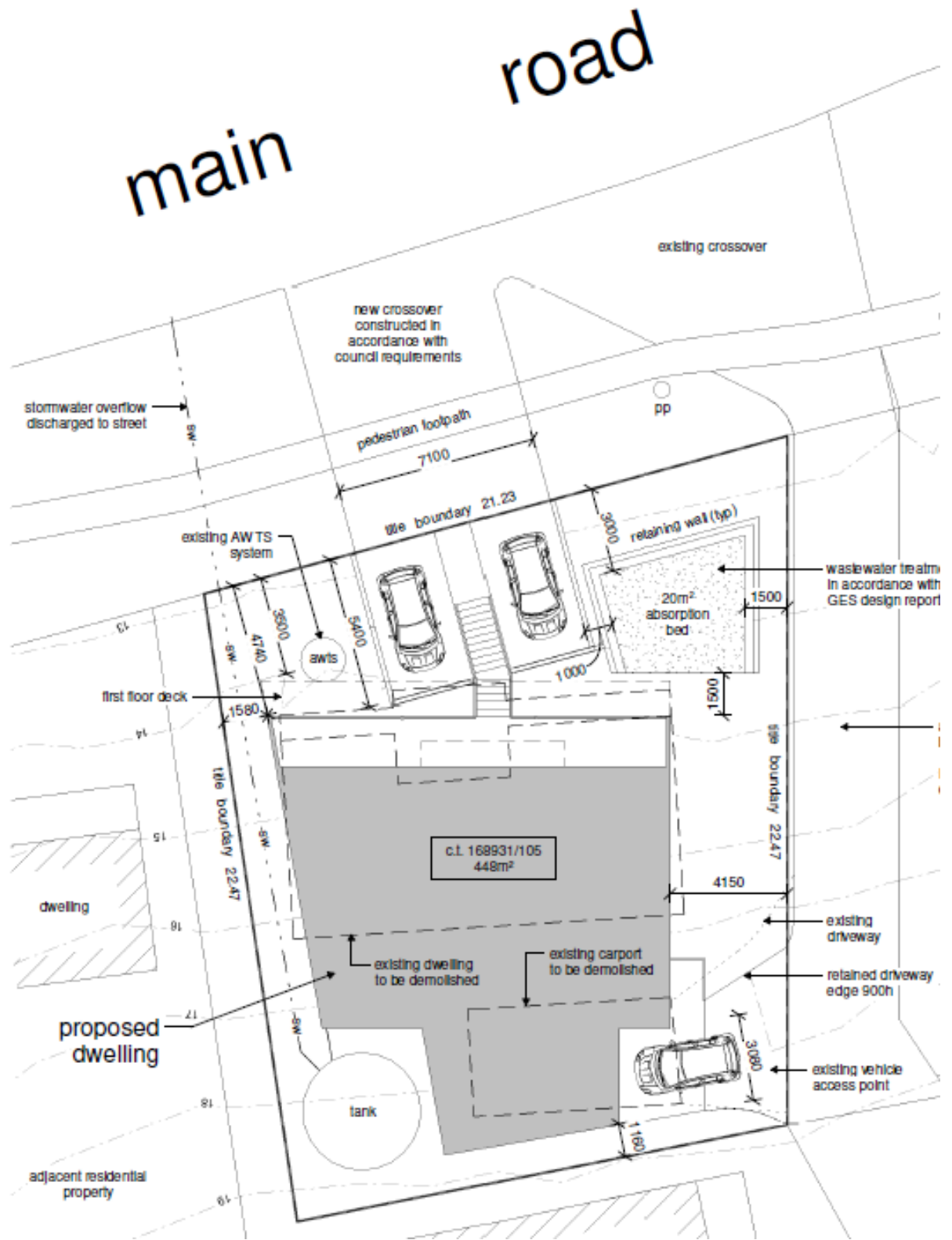
Figure 3 – Proposed access to 74 Main Road, Binalong Bay.



Source: LISTmap, DPIPW



Figure 4 – Proposed dwelling, layout and access to 74 Main Road, Binalong Bay

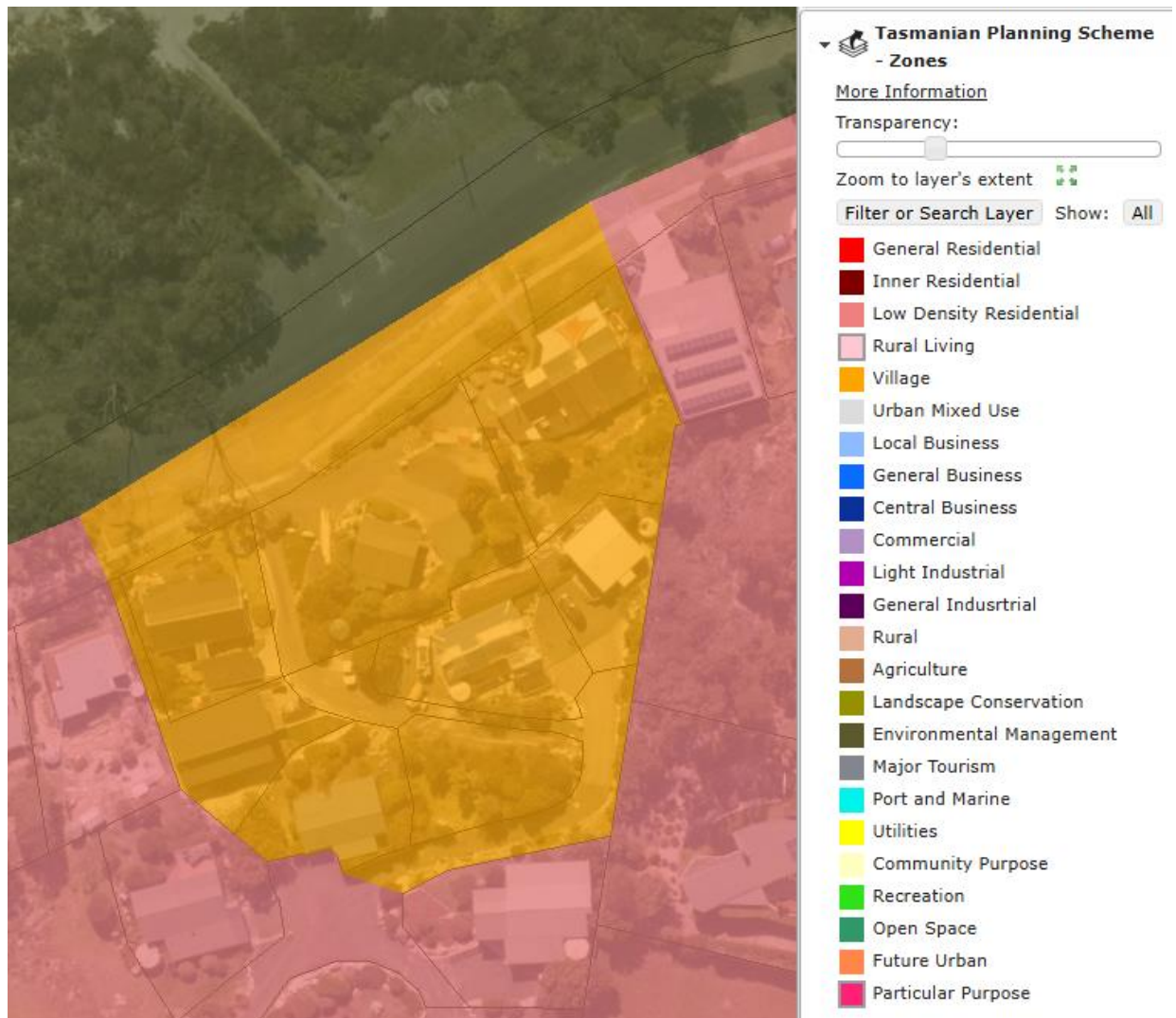




2.2 Council Planning Scheme

74 Main Road Binalong Bay is zoned Village in accordance with the Tasmanian Planning Scheme - Break O' Day, see Figure 5.

Figure 5– #74 Main Road, Binalong Bay is zoned Village



Source: LISTmap, DPIPWE

2.3 Local Road Network Owner Objectives

The Break O' Day Council's objectives are to maintain traffic safety and efficiency for all road users, including pedestrians and cyclists.



3) Existing Conditions

3.1 Main Road, Binalong Bay

Main Road is a sealed urban collector road with no kerb and channel, street lighting and a footpath on the Southern side. The speed limit is 40km/h in the vicinity of the proposal. Estimated AADT is 1,200 vpd.

Main Road is well delineated and has a sealed width of 6.2 m.

3.2 #74 Main Road Access

Figures 6-12 show the nature of the existing and proposed access approaches & layouts.

Figure 6 – Aerial view of #74 Binalong Bay Road accesses



Source: LISTmap, DPIPW

Figure 7 – Elevation view of the proposed 74 Main Road access





Figure 8 – Looking right along Main Road from the existing and proposed accesses



**Sight distance
right is 105m.**

Figure 9 – Looking left along Main Road from the existing and proposed accesses



**Sight distance
left is 150m.**

Figure 10 – Main Road Eastern approach to #74



**A driveway culvert is not
required as the road is
self-draining.**



Figure 11 – Main Road Western approach to #74



Figure 12 – Main Road Western approach at #74



3.3 Traffic Activity

Main Road is a collector road servicing the beachside town of Binalong Bay. BODC traffic data provides evidence that AADT is 1,200 vpd, see Appendix B.

3.4 Services

Above ground services are not affected by the proposal, see Figures 7-11.



3.5 Road Safety Review

From Austroads Safe System Assessment and application of the Safe Systems Framework, the proposed access has:

- low crash exposure – traffic volumes on Main Road at 1,200vpd
- low crash severity – 40km/h speed environment
- low crash likelihood – the road is built to a suitable standard for the function of the road.

This equates to a very low crash risk for all road users.

4) Tasmanian Planning Scheme - Break O' Day

Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

- (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:*
 - i. The number of onsite 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 onsite car parking is required; or*
 - ii. The number of onsite 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:*

$$N=A+ (C-B)$$

N = Number of on-site car parking spaces required



A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1

Table C2.1 requires for residential use in any other zone e.g Village zone:

- 1 space per bedroom or
- 2 spaces per 3 bedrooms
- 1 visitor space per 5 dwellings

Proposal shown in Figure 4 involves:

- 2*1- bedroom units each with a car parking space
- A 2- bedroom dwelling with 2 car parking spaces.

From Table C2.1 it is considered 4 parking spaces as proposed are required. **A1 is satisfied.**

C2.5.2 Bicycle parking numbers

Acceptable Solution A1: *Bicycle parking spaces must:*

- (a) Be provided on the site or within 50m of the site; and*
- (b) Be no less than the number specified in Table C2.1.*

Table C2.1 has no requirement within Village use. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

- (a) Be no less than the number specified in Table C2.4. and*
- (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.*

Not required from Table C2.4 where 0-20 car parking spaces required.

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.*

Floor area is less than 1000m². **A1 is not applicable.**



C2.6.1 Construction of parking areas

Acceptable Solution A1: All parking, access ways, manoeuvring and circulation spaces must:

- (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, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public 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.

The existing driveway is sealed & the proposed driveway will be sealed and drained to the public stormwater system. **A1 is satisfied.**

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:

- (a) comply with the following:
 - i. have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.
 - ii. Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied.
 - iii. Have an access width not less than the requirements in Table C2.2. The existing and proposed accesses meet the 3m width requirement.
 - iv. Have car parking space dimensions which satisfy the requirements in Table C2.3. Satisfied, see plans in Appendix A.
 - 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. Satisfied, see plans in Appendix A.
 - vi. Have a vertical clearance of not less than 2.1 metres above the parking surface level, Satisfied.
 - vii. Excluding a single dwelling, be delineated by line marking or other clear physical means. Satisfied.

A1.1 is satisfied.



Acceptable Solution A1.2

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

- (a) Be located as close as practical to the main entry point to the building. Satisfied.*
- (b) be incorporated into the overall car park design. Satisfied.*
- (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.*

Accessible parking space is not required. **A1.2 is satisfied.**

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

- (a) be no more than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

The proposal involves an existing two-way access and a proposed two-way access. **A1 is not satisfied.**

Performance Criteria P1: *The number of accesses for each frontage must be minimised, having regard to:*

- (a) any loss of on-street parking; on street parking is not affected.*
- (b) pedestrian safety and amenity; pedestrians are not affected.*
- (c) traffic safety: the proposal has minimal impact.*
- (d) residential amenity on adjoining land; not affected.*
- (e) the impact on the streetscape; negligible.*

P1 is satisfied.



C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*

(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:

- 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.

Not applicable, < 10 car parking spaces are involved. **A1.1 is satisfied.**

Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

Acceptable Solution A1.1: Not applicable as the roads under consideration are not Category 1.

Acceptable Solution 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.*

This Traffic Impact Statement provides advice to Council to inform Road Authority decision making regarding the proposal.

Acceptable Solution 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.*

Not applicable as no rail-line is impacted.



Acceptable solution A1.4:

Vehicular traffic to and from the site , using an existing vehicle crossing or private level crossing will not increase by more than:

- (a) The amounts in Table C3.1*
- (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

The proposal is expected to increase by traffic at the property by 8 vpd.

- **Existing:** 6 vpd
- **Proposed:** 6 vpd (2 bed unit) & 4 vpd (1 bed unit)*2 i.e 14 vpd.

Binalong Bay Road is classed a *Major Road* having a regional access function. Table C3.1 allows an increase of a 10% or 10 vpd.

A1.4 is satisfied.

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve construction within a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve construction within a road or railway attenuation area.



5) Impacts on the environment and road users

5.1 Environment

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

5.2 Road users

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists – No impact.

No additional provisions for pedestrians and cyclists are necessary due to the proposal.

5.3 Access Standard

The proposed access to #74 Main Road Binalong Bay does not require a driveway culvert as stormwater sheds across the road and to the west where there is a grated stormwater pit, see Figures 10 & 11.

Otherwise, the driveway should be constructed consistent with LGAT standard drawing TSD-R09 or as required by Council to the proposed width as per the design plans , see Appendix A.

Driveway profile guidelines as shown in LGAT standard drawing TSD-R04 are also referenced in this case as a guide to driveway design.

LGAT standard drawings are available online at the following link:

https://www.lgat.tas.gov.au/_data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf



6) Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess operation and safety of the proposed access arrangements for 74 Main Rd Binalong Bay for all road users.

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

It is assessed that road safety for all road users, including pedestrians and cyclists, will not be negatively impacted by the proposal. From Austroads Safe System Assessment guidelines the proposed access is assessed as having a very low crash risk.

Evidence is provided to show that requirements of the Tasmanian Planning Scheme - Break O' Day - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3 are satisfied.

Recommendations:

- *Construct proposed driveway consistent with LGAT Urban Road Driveway standard TSD-R09 without a driveway culvert or as required by Council to design width shown in Appendix A.*
- *Driveway profile guidelines as shown in LGAT standard drawing TSD-R04 be used as a guide to driveway design.*

Overall, it has been concluded that the proposal will not create any traffic safety issues and subject to the recommendation above is supported on traffic grounds.



7) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 35 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully

A handwritten signature in blue ink, appearing to read 'R Burk', is shown within a light blue rectangular border.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

Appendix A – Proposed development plans

Appendix B– BODC Traffic Survey Data

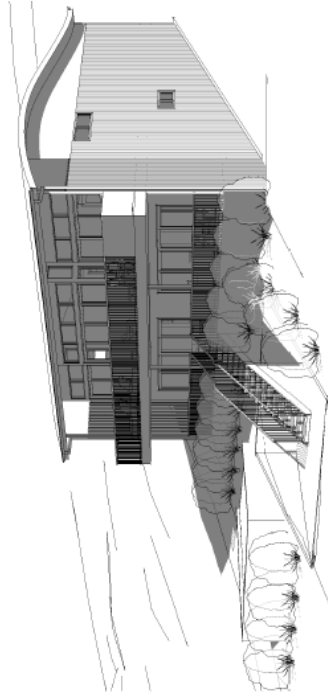
Appendix C– 70-72 & 74 Main Road Properties



Appendix A – Location and site plans

proposed dwelling

lisa tait
74 main road binalong bay 7216



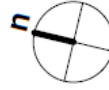
planning application



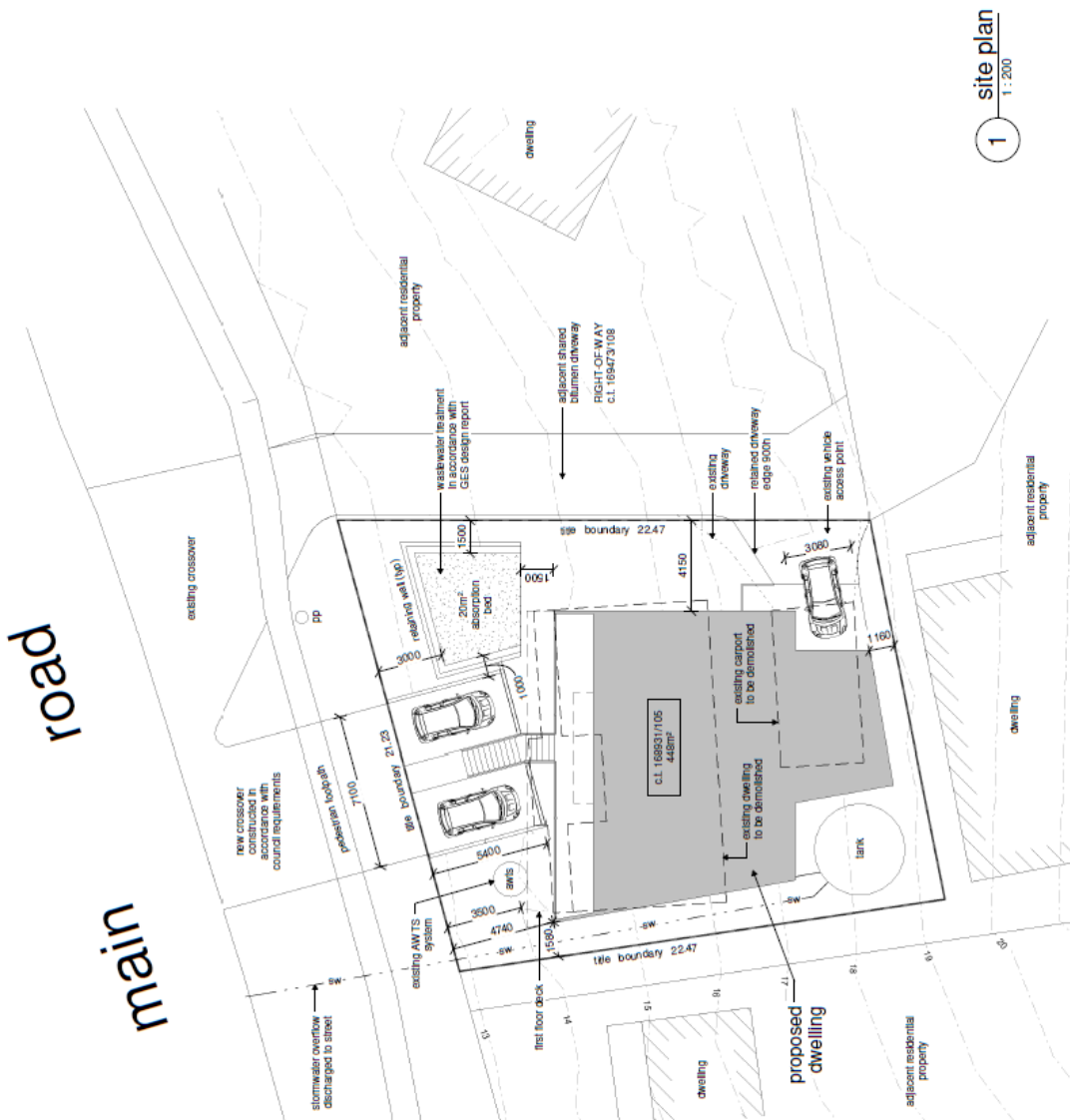
www.jenniferbinnsdesign.com.au
(03) 6376 2588 · 0439 765 452 · jenniferbinns@bigpond.com
suite 8 level 1 avery house, 48 cecilia street, st helens 7216



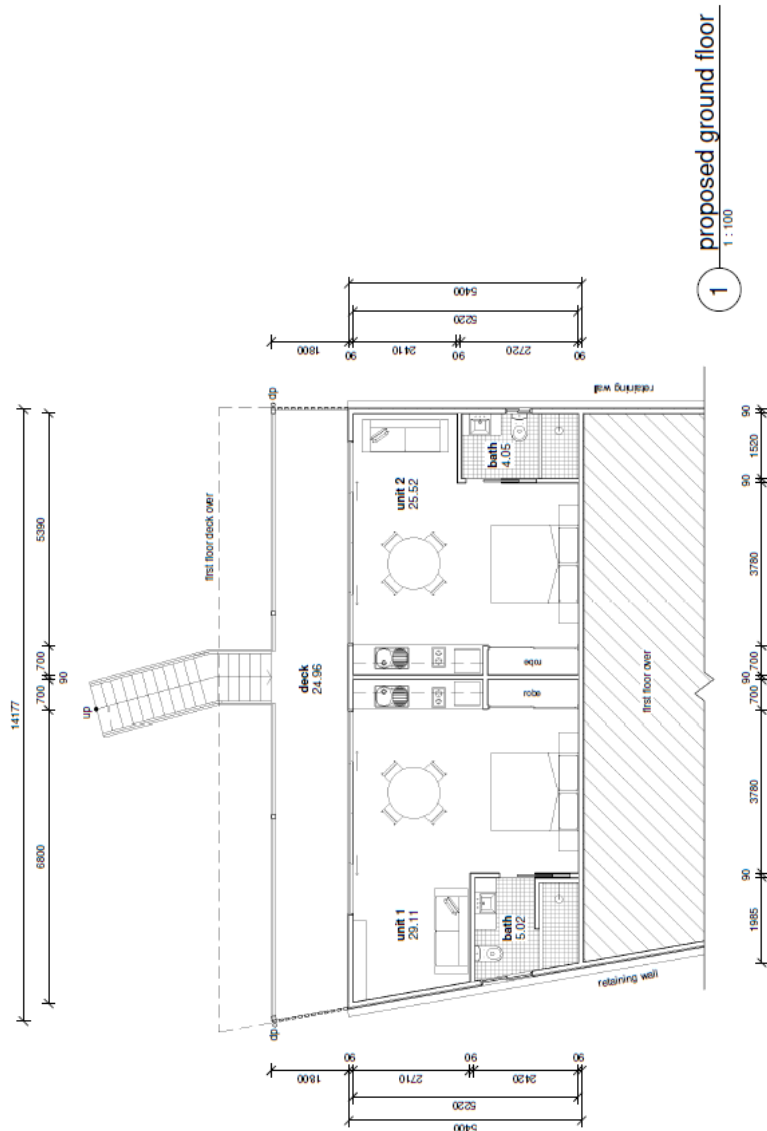
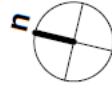
Building Areas	
first floor	124.68
ground floor	72.42
first floor deck	38.20
garage	26.68
ground floor deck	25.80
	287.78



REV.	DESCRIPTION	DATE
PROJECT: proposed dwelling + units		
FOR: lisa tait		
74 main road		
binalong bay tas 7216		
DRAWING TITLE: site plan		
DRAWING NO:	DRAWN BY:	DATE:
a03	JB	07.01.25
SCALE:	PROJECT:	
1:200	0715BR	
 www.jenniferbinnsdesign.com.au 0439 755 452 - mail @ jenniferbinnsdesign.com.au 52, pedlar street st helens tasmania 7216 BUILT FOR TOMORROW ACCREDITATION NO: CC 1296L		




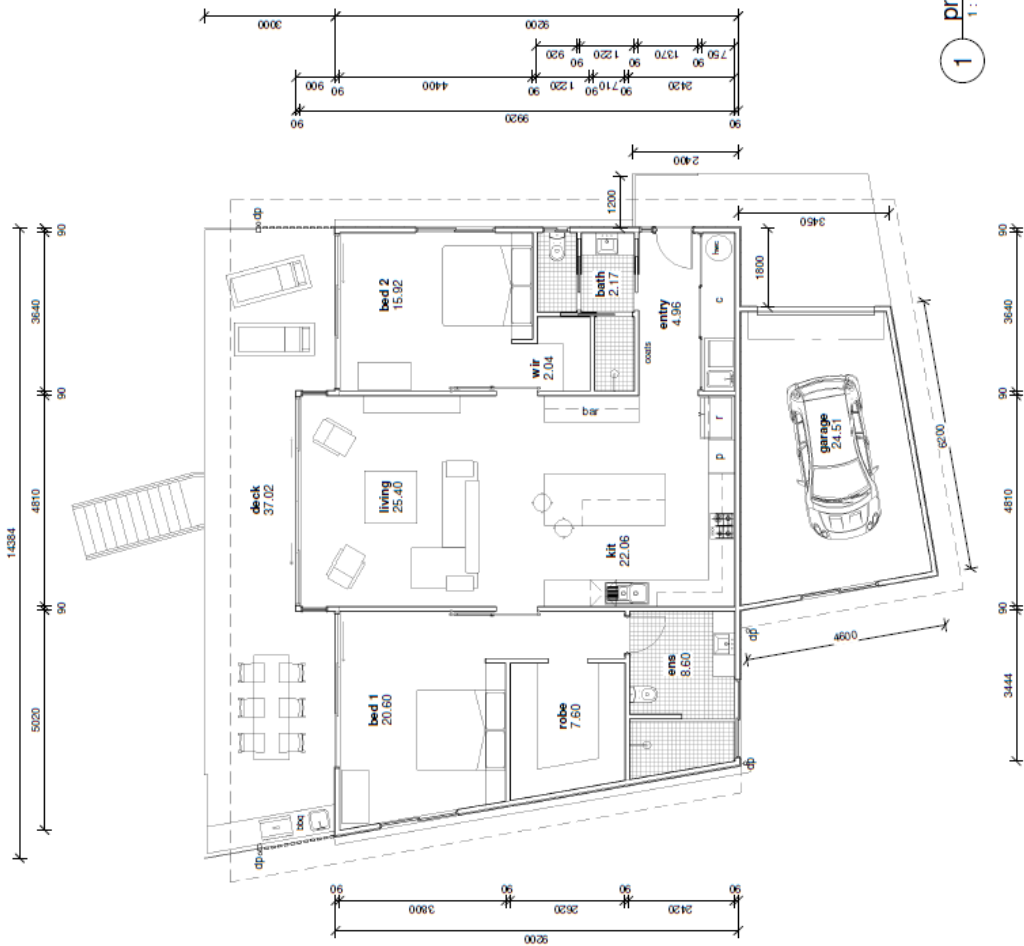
1 site plan
1:200

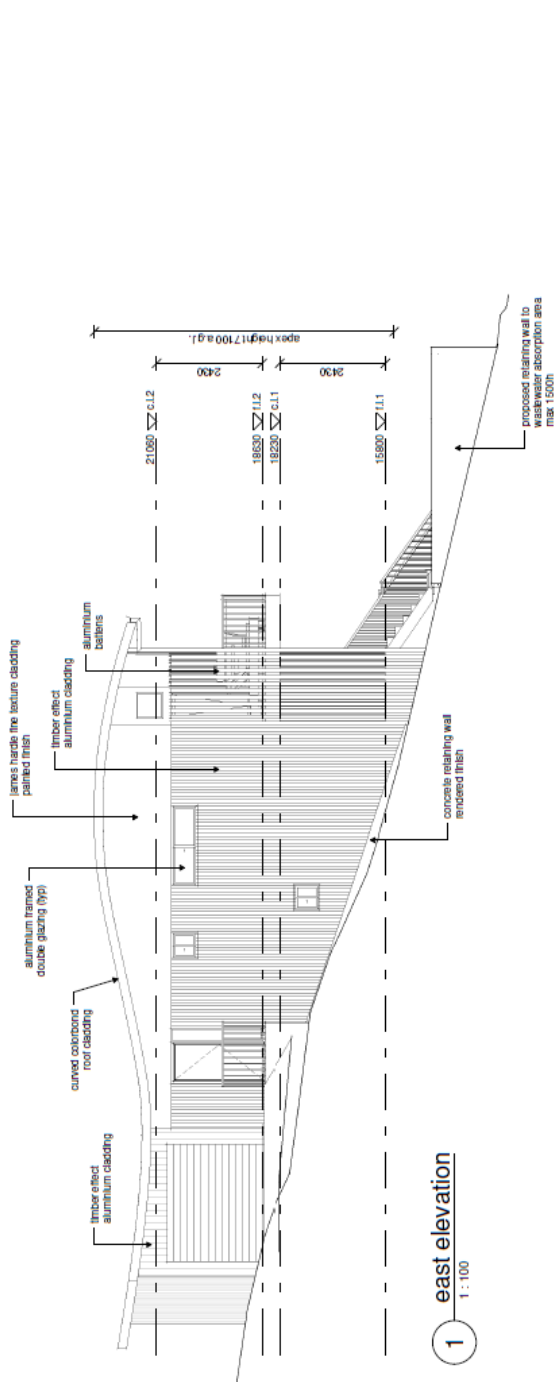


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FOR: lisa tait		
74 main road binalong bay tas 7216		
DRAWING TITLE: proposed ground floor		
DRAWING NO:	DRAWN BY: JB	DATE: 07.01.25
a04		
SCALE: 1:100	PROJECT: 0715BR	
 www.jenniferbinnsdesign.com.au 0439 765 452 - email @ jenniferbinnsdesign.com.au 52 cordula street st helens bursnall 7216 BUILDING DESIGNERS AUSTRALIAN INSTITUTE ACCREDITATION NO: CC 1292L		

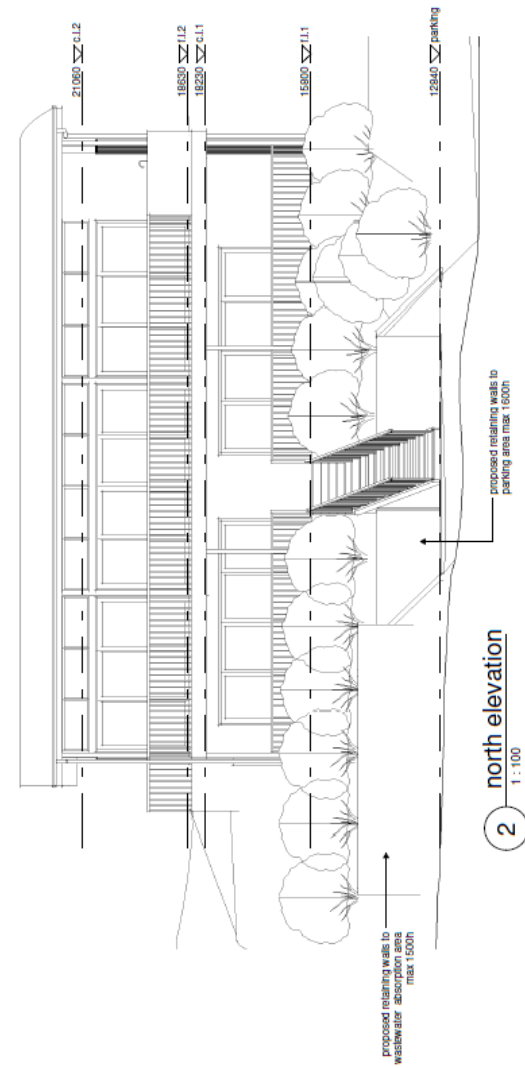


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FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: proposed first floor		
DRAWING NO: a05	DRAWN BY: JIB	DATE: 07.01.25
SCALE: 1 : 100	PROJECT: 0715BR	
 jennifer binns www.jenniferbinnsdesign.com.au 0439 765 452 - mail @ jenniferbinnsdesign.com.au 52 Cecilia Street St Helens Tasmania 7216		
bdca REGISTERED ARCHITECT ACCREDITATION NO: CC 1256		



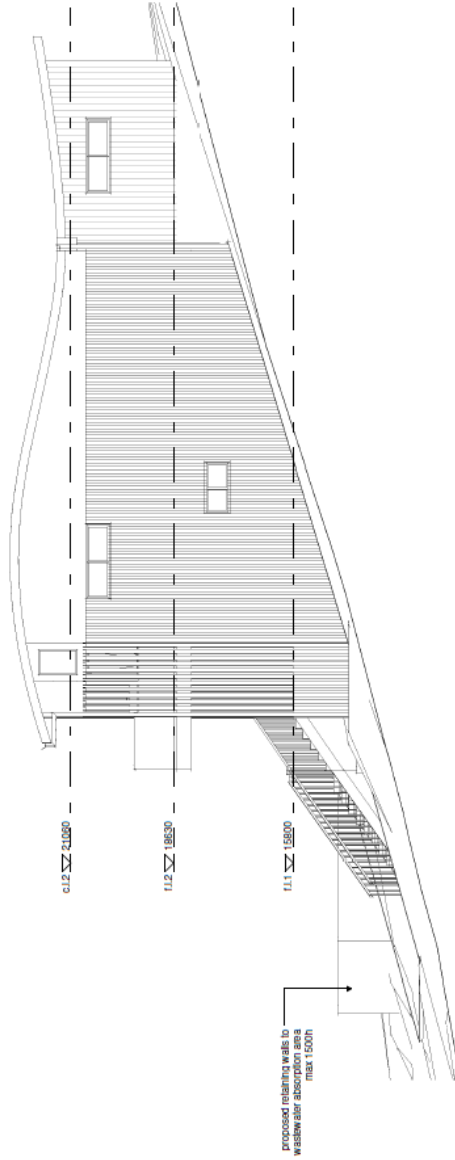


1 east elevation
1:100



2 north elevation
1:100

REV	DESCRIPTION	DATE
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74 main road binalong bay tas 7216		
DRAWING TITLE: elevations		
DRAWING NO: a06	DRAWN BY: JB	DATE: 07.01.25
SCALE: 1:100		PROJECT: 0715BR
 www.jenniferbinnsdesign.com.au 437 763 432, mail @ jenniferbinnsdesign.com.au 32 cecilia street st helens tasmania 7216 MALDEN REMEDIATION ACCREDITATION NO: CC 12604		

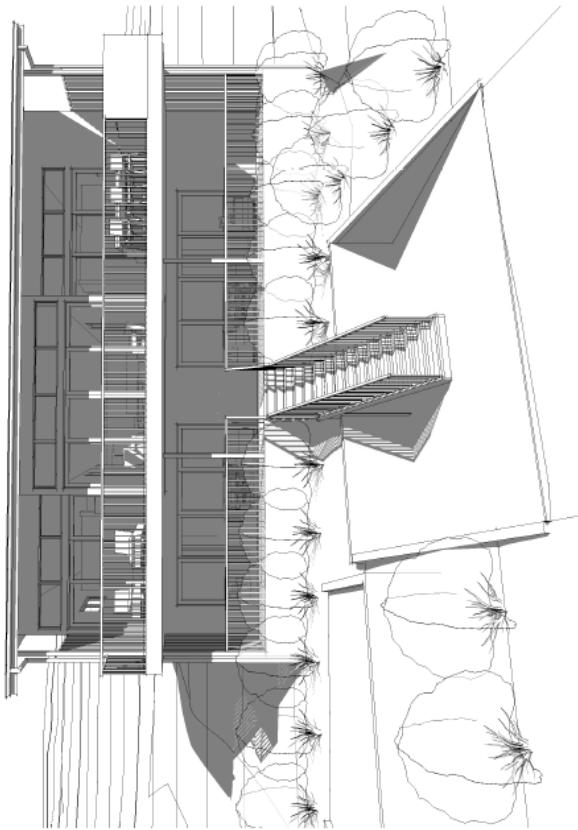


1 west elevation
1 : 100



2 south elevation
1 : 100

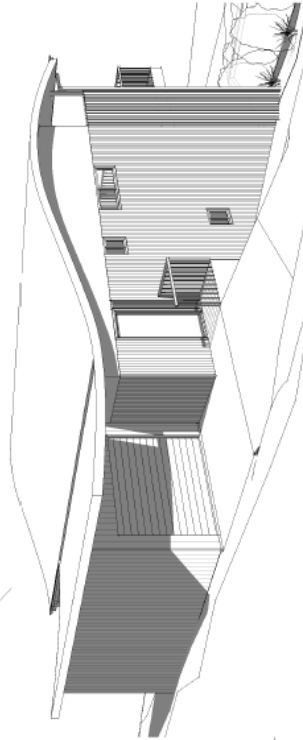
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74 main road		
binalong bay tas 7216		
DRAWING TITLE: elevations		
DRAWING NO:	DRAWN BY: JB	DATE: 07.01.25
a07		
SCALE: 1 : 100	PROJECT: 0715BR	
 www.jenniferbinnsdesign.com.au 0438 705 452 : mail@jenniferbinnsdesign.com.au 32 cordula street & helen's barnalla 7216 BUILDING DESIGNER ACCREDITATION NO: CIC 1296L		



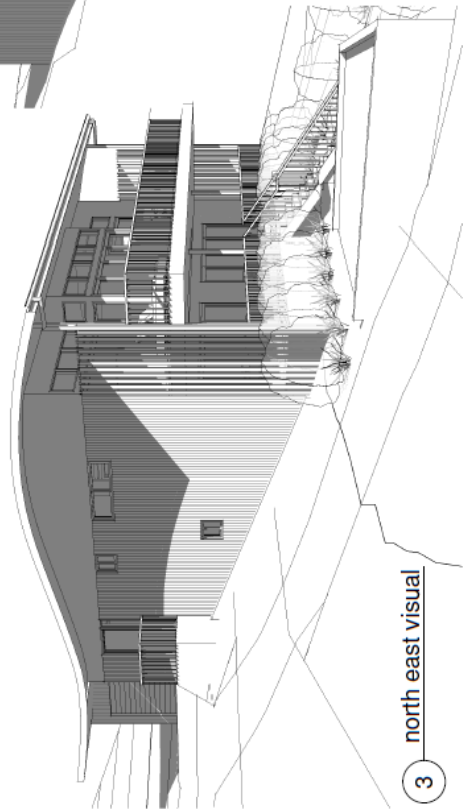
1 north visual



2 east visual

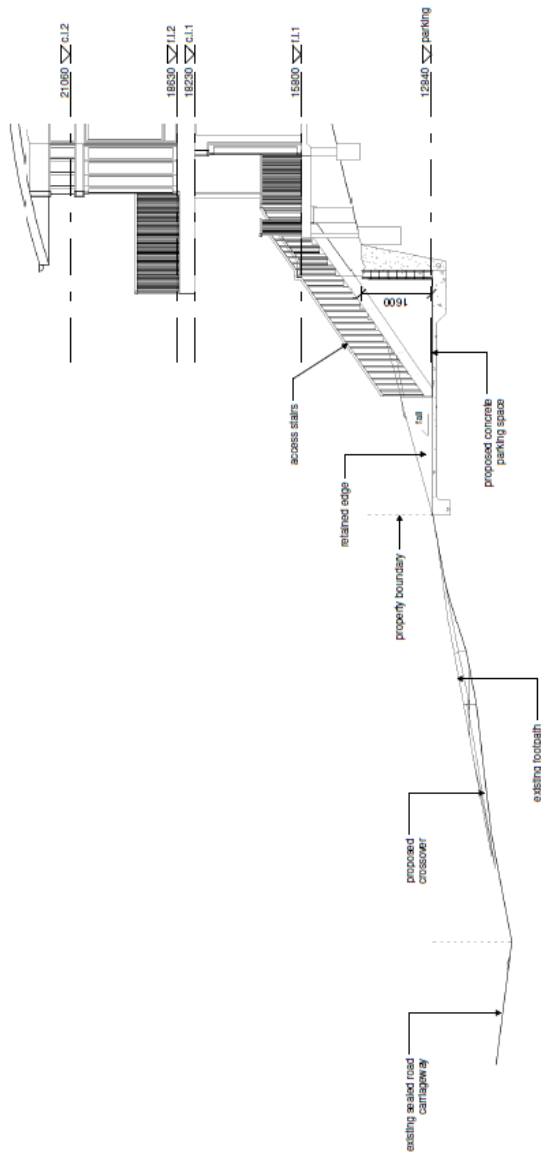


4 south east visual



3 north east visual

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	74 main road binalong bay tas 7216	
DRAWING TITLE: visuals		
DRAWING NO: a09	DRAWN BY: JB	
	DATE: 07.01.25	
SCALE:	PROJECT: 0715BR	
 www.jenniferbinnsdesign.com.au 0439 755 453 mail@jenniferbinnsdesign.com.au 52 pacifica street, hahira tasmania 7216 BULK BUILDING DESIGNERS ACCREDITATION NO: DC 1295K		



1 parking section
1 : 100

REV.	DESCRIPTION	DATE
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FOR: lisa tait 74 main road binalong bay tas 7216		
DRAWING TITLE: section		
DRAWING NO: a10	DRAWN BY: JB	DATE: 07.01.25
SCALE: 1 : 100	PROJECT:	0715BR
 www.jenniferbinnsdesign.com.au 0435 765 452 : mail @ jenniferbinnsdesign.com.au 52 ocilla street st helens tasmania 7216 ACCREDITATION NO: CC 1296L <small>MEMBER OF AUSTRALIAN INSTITUTION OF PROFESSIONAL ENGINEERS</small>		



Appendix B– BODC Traffic Survey Data

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-106 -- English (ENA)

Datasets:

Site: [mAin Rd 1] Crossing sign
Attribute:
Direction: 4 - West bound, A trigger first. Lane: 0
Survey Duration: 9:40 Wednesday, 6 March 2019 => 11:14 Monday, 25 March 2019,
Zone:
File: mAin Rd 1 0 2019-03-25 1112.EC0 (Plus)
Identifier: DV590VSR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:41 Wednesday, 6 March 2019 => 11:14 Monday, 25 March 2019 (19.0647)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = West, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (ARX)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 22816 / 22839 (99.90%)



Class Speed Matrix

ClassMatrix-106
 Site: mAin Rd 1.0.0W
 Description: Crossing sign
 Filter time: 9:41 Wednesday, 6 March 2019 => 11:14 Monday, 25 March 2019
 Scheme: Vehicle classification (ARX)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	MC	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	
10-20	9	6	.	.	.	4	.	.	.	.	.	.	19
0.1%													
20-30	32	28	1	4	2	2	.	.	.	1	.	.	70
0.3%													
30-40	28	279	12	50	5	2	2	4	.	.	.	1	383
1.7%													
40-50	73	4728	145	570	39	10	16	12	2	2	.	.	5597
24.5%													
50-60	218	10451	304	1000	57	25	31	37	4	5	.	.	12132
53.2%													
60-70	102	3398	108	390	14	13	7	22	6	1	.	.	4061
17.8%													
70-80	22	416	7	68	.	2	2	3	.	.	.	.	520
2.3%													
80-90	1	23	.	6	.	.	.	.	.	.	.	.	30
0.1%													
90-100	.	3	.	1	.	.	.	.	.	.	.	.	4
0.0%													
100-110	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0
0.0%													
Total	485	19332	577	2089	117	58	58	78	12	9	0	1	22816
	2.1%	84.7%	2.5%	9.2%	0.5%	0.3%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	

85th Percentile Speed:

- $60 + (22,816 * .85 - 18, 201) / 4061 * 10 = 62.9 \text{ km/h}$

Estimated AADT:

- $22,816 / 19 = 1,200 \text{ vpd}$



Appendix C– 70-72 & 74 Main Road Properties

