Devonport City Council

PUBLIC NOTICE

APPLICATION FOR PLANNING PERMIT

Section 57(3) Land Use Planning Approvals Act 1993
An application for a planning permit has been made which may affect you.

Application Details

Application Number:	**PA2025.0065**
Proposed Use or Development:	**Caravan Park expansion - Visitor Accommodation**
Address of the Land:	**13-19 Tarleton Street, East Devonport**
Date of Notice:	**11/10/2025**

You are invited to view the application and any documents and plans accompanying it on the ground floor of the paranaple centre at 137 Rooke Street, Devonport or on Council's website www.devonport.tas.gov.au

Any person may make a representation relating to the application in accordance with section 57(5) of the *Land Use Planning Approvals Act 1993*, during a period of 14 days commencing on the date of this notice.

Your representation must:

- be received by close of business on **24/10/2025**;
- be in writing; and
- addressed to the Chief Executive Officer, Devonport City Council:
    - P.O. Box 604, Devonport, Tasmania, 7310; or
    - townplanning@devonport.tas.gov.au

If you make a representation then Council must consider your submission before making its decision on the application.

13-19 Tarleton Street East Devonport

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Created: 08-10-2025 12:02:55

Devonport City Council

PLANNING REPORT

VISITOR ACCOMMODATION – CARAVAN PARK EXPANSION

13-19 TARLETON STREET, EAST DEVONPORT

May 2025

Job Number: L240926

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Senior Town Planner

Rev. no	Description	Date
1	Draft	9 May 2025
2	Final	9 May 2025
3	Response to RFI	15 September 2025
4	Response to RFI – Attenuation Code	17 September 2025

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Contents

1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approval Act 1993* (the 'Act') to develop land at 13-19 Tarleton Street, East Devonport (the 'subject site').

The proposal seeks approval for the intended use and development of a Visitor Accommodation – Caravan Park Expansion at the subject site. This report provides a detailed assessment of the site's characteristics, the proposed development's alignment with planning controls of the municipal area and considers any potential impacts.

This application is to be read in conjunction with the following supporting documentation.

Document	Consultant
Proposal Plan (Set-Out)	Plans To Build
Proposal Plan (Site Plans/Elevations)	Green Hill Design
Servicing Plan & Report	CSE Tasmania Pty Ltd
Traffic Impact Assessment	Midson Traffic PTY LTD
Coastal Hazard Assessment Report	Environmental Service & Design

1.1 Summary

Subject Site	
Address(es)	13-19 Tarleton Street, East Devonport
Property ID	2213202
Title(s)	138123/1
Land area	7.447ha
Planning Authority	Devonport City Council
Covenant/Easements	No identified easements, covenants or Part 5's.
Access	Access is via the existing crossover on Tarleton Street
Planning Controls	
Zone	General Residential Zone (8.0)
General Overlay	N/A
Overlays	Natural Assets Code (C7.0) - Priority vegetation area Coastal Erosion Hazard Code (C10.0) – Investigation Area

	Safeguarding of Airports Code (C16.0) - Airport obstacle limitation area - 51.5m AHD
Existing Use/Development	Visitor Accommodation – Caravan Park
Proposal	
Proposed Use/Development	Visitor Accommodation – Caravan Park Expansion
Use Class	Visitor Accommodation
Use Class Status	Permitted

2. Site Characteristics and Surroundings

2.1 Subject Site

The subject title is 7.447ha and located entirely within the General Residential Zone under the *Tasmanian Planning Scheme - Devonport.*

The land generally falls to the north into adjoining Crown land and development on the site is relatively unconstrained by topography.

The site is subject to the following overlays:

- Natural Assets Code (C7.0) – Priority Vegetation Area
- Coastal Erosion Hazard Code (C10.0) – Investigation Area
- Safeguarding of Airports Code (C16.0) – Obstacle Limitation Area (51.5m AHD)

The existing caravan park and supporting infrastructure are predominantly situated in the southwestern portion of the site.

Access to the site is provided via Tarleton Street utilising an existing vehicular crossover.

The land is fully serviced by reticulated water, sewer, and stormwater systems.

There are no registered easements, however, a sewer main traverses the site. Although, an easement is not currently registered on the title for this infrastructure, the development is still required to comply with the *Water and Sewerage Industry Act 2008* and *Building Act 2016* in relation to proximity of, and works to, this infrastructure. This proposal does outline an intention to have easements over this infrastructure formally registered on the title.

2.2 Surrounding Area

The area surrounding the subject site features a diverse mix of land uses, including residential, open space, industrial, and visitor accommodation uses.

To the north, the site adjoins Crown and Local Government land, which forms part of a coastal reserve and walking trail network. This land is zoned Open Space and considered part of Devonport's broader open space network (as per the *Open Space Strategy 2022-32*).

To the northeast and southwest, the site is bordered by land zoned General Residential, characterised by established dwellings and associated outbuildings. The south and east transition into industrial-zoned land containing a number of larger industrial land uses.

Notably, the 'Devonport Holiday Village' is located to the east, nestled between three of these industrial lots.

The surrounding area is supported by existing urban infrastructure networks and fully serviced by reticulated water, sewerage, and stormwater infrastructure. A number of unmade Crown road reserves also exist around the northern, eastern, and western boundaries of the site.

The area includes multiple zones under the Tasmanian Planning Scheme, namely the General Residential, Open Space, and Industrial Zones.

2.3 Images

Figure 1 - Aerial view of subject site (highlighted in blue). Source: LISTMAP

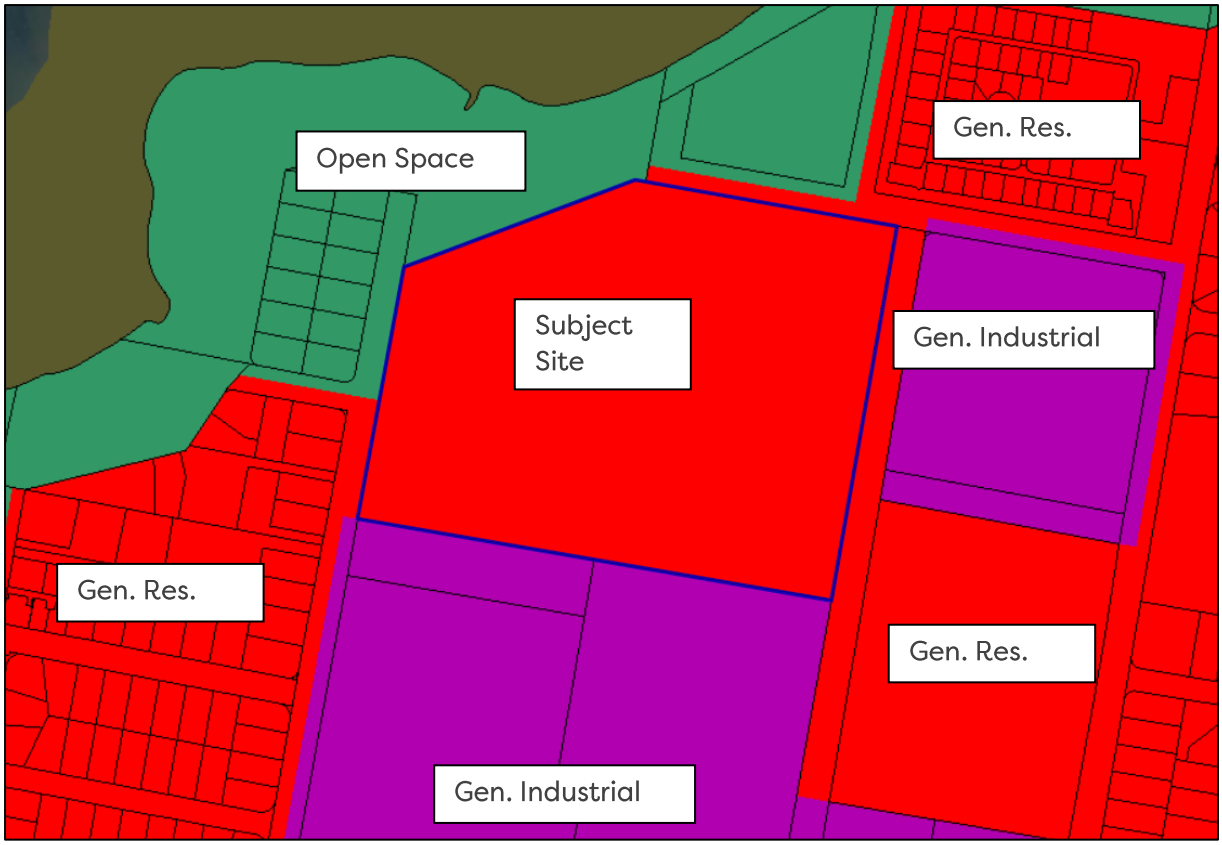

Figure 2 - Zoning of the subject site (highlighted in blue) and surrounding area. Source: LISTMAP

3. Proposed Use and Development

3.1 Proposal

The proposed development seeks to expand visitor accommodation options of the Discovery Parks - Devonport Caravan & Holiday Park site, to provide additional accommodation, enhance recreational offerings, and improve supporting infrastructure. This development application proposes the use and development of approximately four hectares of currently undeveloped land situated to the north, northwest, and west of the existing main holiday park precinct with a number of additional accommodation options and facilities for guests, including:

- Construction of 33 new two-bedroom cabins across three distinct typologies;
- Creation of 77 additional caravan and drive-through sites;
- Development of a 45m x 22m indoor swimming pool and splash pad facility;
- Installation of recreational amenities, communal facilities, and improved site infrastructure;

Cabins

The development includes the construction of three different types of two-bedroom cabins, all located to the north of the existing caravan park precinct.

Type 'A' cabins consist of 16 two-bedroom units. Each cabin measures 10.8m in length and 4.9m in width, and features an attached deck measuring 2.680m by 4.9m. These cabins are single-level structures, oriented toward the north, and rise to a height of 4.13m at the ridge of their 9° skillion roofs.

Type 'B' cabins include 15 elevated two-bedroom units that offer enhanced views of the beachfront. These cabins share the same floor dimensions as Type 'A' cabins—10.8m by 4.9m—and include similarly sized decks. However, the decks are elevated and accessed via stairs leading to a 1.2m by 1.2m landing connected to the deck. These structures reach a height of 6.155m at the roof ridge due to their elevated design on stilts. Like Type 'A', they are oriented northward.

Type 'C' cabins are specially designed accessible accommodations, consisting of 2 two-bedroom units. Each cabin measures 11.5m by 5.5m and includes an attached 2.680m by 5.5m deck. An 8.53m long ramp with a 1:14 gradient runs along the eastern side of each cabin, leading to a 1.2m x 1.2m landing. These cabins stand at 4.38m in height at the ridge of the 9° skillion roof.

All cabin types proposed are north-south oriented, following a consistent internal layout featuring two bedrooms and an open-plan living/kitchen area and washroom facilities. Decks are located on the northern side of the dwelling with a wall extension of the western side of each cabin to enhance occupant privacy.

Caravan Sites

The development proposes the creation of 77 new caravan and drive-through sites to accommodate increased visitor numbers; the new sites consist of:

- Eight (8) large caravan sites measuring 15m by 10m;
- Twenty (20) standard caravan sites sized 8m by 12m;
- Twenty-Three (23) drive-through sites measuring 17m by 7m; and
- Twenty-Six (26) large 8m by 15m sites positioned along the eastern periphery of the development

These additional sites are designed to provide a range of sizes to meet varying guest needs, including long-vehicle access and larger caravans.

Amenities Facilities

A combined amenities block and camp kitchen is proposed to support the increased number of guests. This single building will stand 4.6m in height to the ridge skillion roof and contain four key sections under one roofline: laundry, camp kitchen, male and female amenities. A large undercover deck area will connect these sections and provide additional communal space for guests.

An additional laundry and BBQ shelter is also proposed. This facility will measure 6m by 6m and feature a roof height of 3.655m, constructed with an 8° pitched skillion roof. This building is intended to support both laundry and BBQ activities for guests.

Recreational Facilities

The development includes a new 45m by 22m building that will house an indoor pool and splash pad. The structure will reach 8.176m in height to the ridge of its gable roof. The interior will accommodate both the pool and splash pad, offering year-round recreational use for guests.

To the east of the site, a recreational area is proposed, which will include a pump track, a flying fox, a nature play space, and a basketball area.

Additional development

The existing car parking area will be resurfaced and enclosed with additional fencing to improve safety.

The site will also feature three dedicated fire pit areas throughout the site for communal use, as well as a fenced dog recreation area in the southeast to cater to guests travelling with pets.

A new 6m by 6m shed will be constructed, along with the replacement of an existing services shed.

Easements are also proposed to formalize access over existing public infrastructure that currently traverses the development site, ensuring this public infrastructure is formally recognised on the title for the site.

3.2 Proposal plans

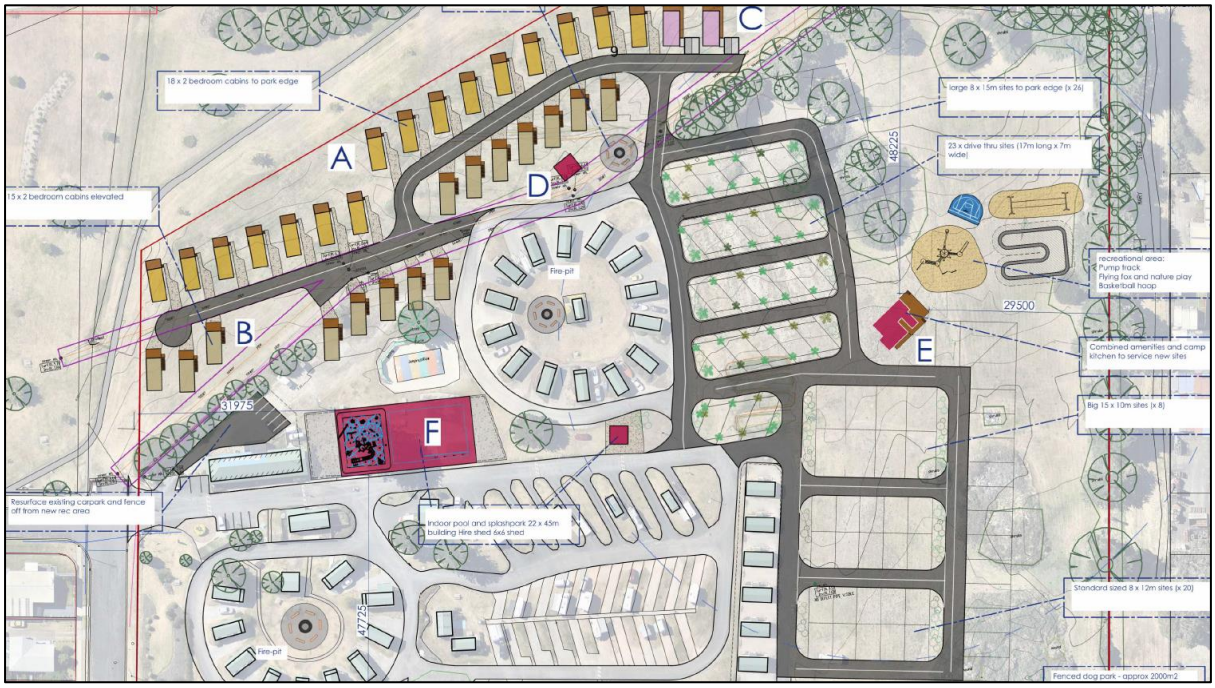

Figure 3 - Proposal Plan - Site Plan- Sheet 2. Source: Green Hill Design

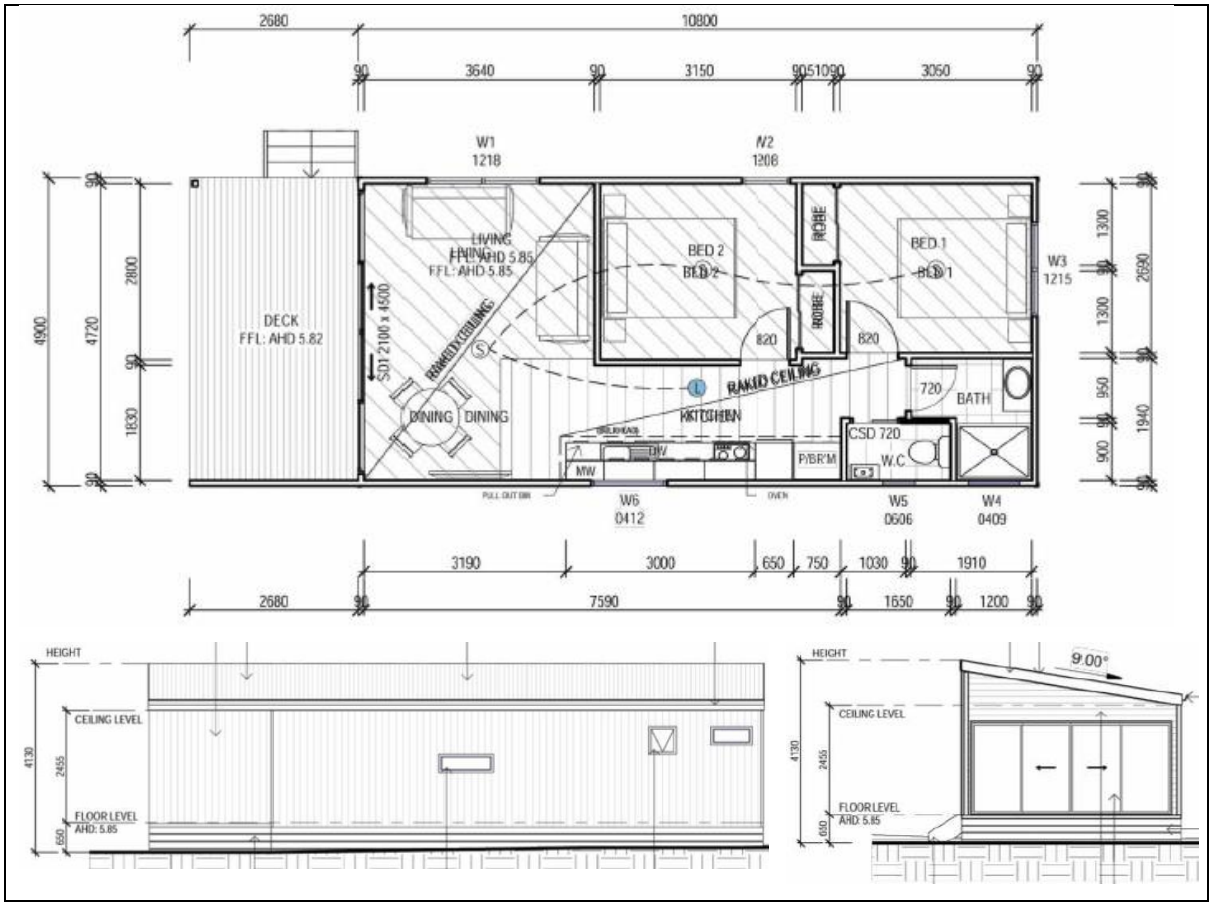

Figure 4 - Cabin Type 'A' - Floor Plan & Elevations - Sheet 4. Source: Green Hill Design

Figure 5 - Combined Amenities & Camp Kitchen - Floor Plan & Elevations - Sheets 8 & 9. Source: Green Hill Design

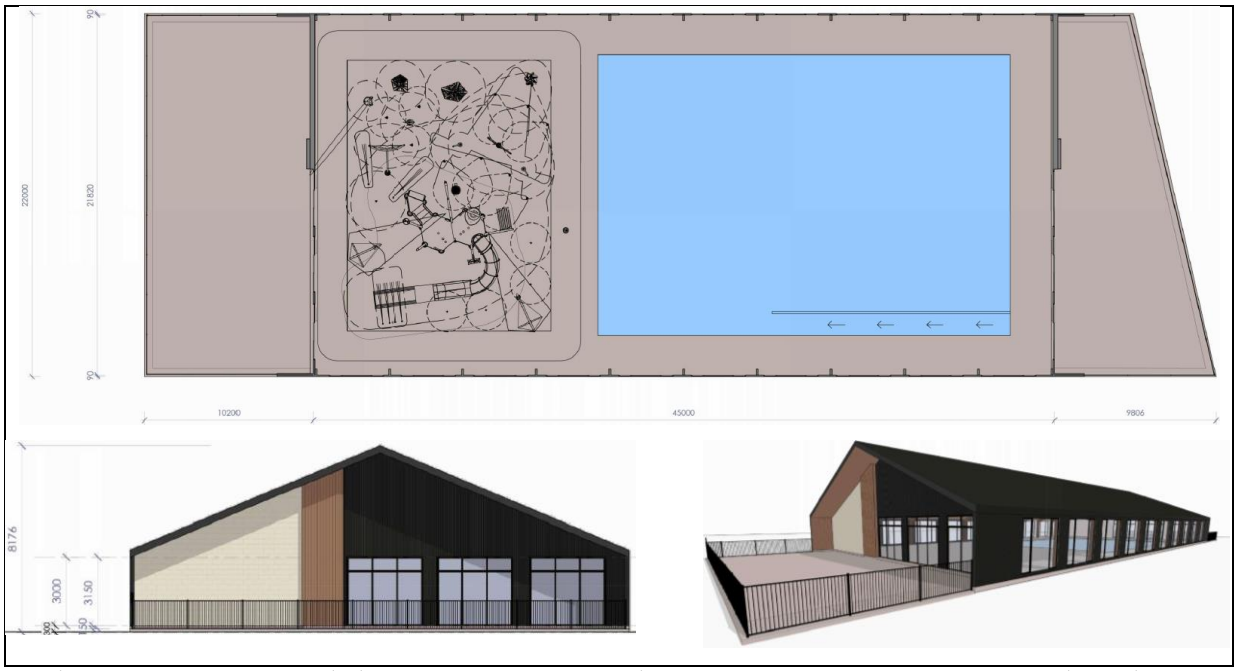

Figure 6 - Indoor Pool Building - Floor Plan & Elevations - Sheets 10 & 11. Source: Green Hill Design

A full set of plans is included with the application.

4. Planning Assessment

4.1 Planning Scheme Zone Assessment

8.0 General Residential Zone

8.1 Zone Purpose

The purpose of the General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Response:

The proposal is not for a residential use.

The development does not alter existing servicing arrangements and continues to utilise available existing infrastructure.

While the proposal is non-residential, it supports the local economy by providing accommodation for visitors and is situated in an area that contains a mix of land uses, including industrial land and similar 'holiday park' accommodation offerings within the immediate area.

The subject site and proposed development are sufficiently separated from nearby sensitive receptors and are consistent with the existing use of the land. While the scale of the development is large, it remains well set back to ensure the amenity of nearby residential interfaces is maintained.

Accordingly, the proposal is considered consistent with the intent of the zone

8.3 Use Standards

8.3.1 Discretionary uses

Response: Not applicable to application.

Application does not propose a use that is discretionary.

Visitor accommodation is a permitted use within the General Residential Zone.

8.3.2 Visitor Accommodation

Objective:	That Visitor Accommodation: (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.

Acceptable Solutions	**Performance Criteria**
A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m^2 per lot.	**P1** Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to: (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.

Response: Relies on performance criteria.

The proposal involves an expansion of an established visitor accommodation use, compatible with the area's established character.

The site does not adjoin any residential properties—it is separated by road reserves to the north, east, and west, and an industrial lot to the south within with additional

setbacks providing additional separation from this development to any nearby sensitive receptors. The nearest residential dwelling to the north is over 100m away, and the closest to the southwest is approximately 65m away, ensuring minimal impact on residential amenity. As such, P1's criteria (a) & (b) in relation to privacy and noise impacts are satisfied by virtue of no adjoining boundaries with sensitive receptors. Industrial uses do not require preservation of amenity as they are not sensitive uses requiring preservation of residential amenity.

There are two larger visitor accommodation sites within 400m of the subject site, supporting the notion that the area is generally mixed-use and the proposal is not going to compromise the function of the area.

The proposal does not compromise the residential function of the area, as the site is already utilised as a holiday park. An intensification of this use to incorporate additional smaller structures, a pool and additional caravan sites is not so significant as to completely undermine the residential function of the surrounding area that already contains mixed use and a number of similar visitor accommodation uses.

A Traffic Impact Assessment to be provided demonstrates that local road safety and efficiency will not be compromised.

There are no rights of way affecting the site.

The proposal is considered to meet the performance criteria.

A2	**P2**
Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.	Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to: (a) the privacy of residents; (b) any likely increase in noise; (c) the residential function of the strata scheme; (d) the location and layout of the strata lots; (e) the extent and nature of any other non-residential uses; and (f) any impact on shared access and common property.

Response: Complies with acceptable solution.

Visitor accommodation use does not involve a Strata title.

8.4 Development Standards for Dwellings

Response: Not applicable to application.

Proposal is not for dwelling development.

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

Objective:	That all non-dwelling development: (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.

Acceptable Solutions	Performance Criteria
A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the	**P1** A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

dwellings on the adjoining properties on the same street.	

Response: Relies on performance criteria.

The proposal includes buildings that are set back less than the acceptable solution from a boundary adjoining a frontage on Tarleton Street, and therefore assessment against the performance criteria is required. While this section of the boundary is defined as a frontage under the Scheme, it functions solely as a pedestrian path, with no obvious intention from the road authority for vehicular access or road construction to be provided in this location. As such, its streetscape function is informal and transitional in nature.

The site is unfenced, and the boundary is not visually prominent, resulting in a soft edge between the development and the adjoining open space. This lack of defined frontage helps the buildings to visually integrate into the landscape and minimises any perceived setback inconsistency within the streetscape.

The proposed buildings are modest in scale, comparable to small dwellings, and include visually interesting architectural elements, such as the stilts on the Type 'B' cabins, which enhance permeability into the site and reduce perceived visual bulk. The structures do not appear dominant or intrusive, and their placement near a footway (rather than a traditional road) does not create an incompatible interface with the surrounding environment.

Additionally, the site also benefits from some existing vegetation, particularly proximate to the existing vehicular crossover onto Tarleton Street, which helps to provide some scale to the development and soften the development's visual impact in the streetscape.

In this context, the proposed setback is considered compatible with the surrounding streetscape and consistent with the performance criteria.

A2	**P2**
A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: i. a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an	The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: i. reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; ii. overshadowing the private open space of a dwelling on an adjoining property; iii. overshadowing of an adjoining vacant property; and iv. visual impacts caused by the apparent scale, bulk or

adjoining frontage; and ii. projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: i. does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or ii. does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).	proportions of the building when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

Response: Relies on performance criteria.

The proposed development sits outside the building envelope and therefore cannot comply with the acceptable solutions, requiring assessment under the performance criteria.

The site does not adjoin any residential or sensitive uses. The only directly adjoining lots are zoned Industrial, and Open Space and do not contain any sensitive receptors. Accordingly, there is no potential for overshadowing of habitable rooms or private open space on adjoining residential properties, nor any impact on solar access or amenity as contemplated by sub-clauses (a)(i)–(iii).

Shadowing generated by the proposed buildings is predominantly contained within the subject site. During early morning hours, minor shadowing may fall across the road reserve/footway along Tarleton Street, which is not a sensitive interface and does not affect private land or habitable space.

The built form is modest in scale, consistent with small residential cabins, and includes articulated elements—such as decks, stilts (on Type 'B' cabins), and windows—which provide points of interest on the structures and help to reduce the perceived visual bulk. The separation between buildings is consistent with the context of established buildings in the area, and the proposal does not introduce an unreasonable sense of enclosure or visual dominance.

Overall, the siting and scale are considered consistent with the performance criteria.

A3	P3
A building that is not a dwelling, must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) a site area of which not less than 35% is free from impervious surfaces.	A building that is not a dwelling, must have: (a) site coverage consistent with that existing on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.

Response: Complies with acceptable solution.

The site is expansive and the proposal does not reduce the pervious surface amount below 35% nor the overall site coverage exceed 50%. Therefore, complies with acceptable solutions.

A4	P4
No Acceptable Solution.	A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: i. the topography of the site; and ii. traffic volumes on the adjoining road.

Response: Not applicable to application.

No fencing proposed within 4.5m of a frontage.

A5	P5
Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas,	Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to: (a) the nature of the use;

driveways or landscaped areas.	(b) the type of goods, materials or waste to be stored; (c) the topography of the site; and (d) any screening proposed.

Response: Complies with acceptable solution.

Outdoor storage areas are existing, not visible from any road, public open space nor do thesy encroach on any parking or landscaped areas.

A6	**P6**
Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.	Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to: (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any mitigation measures proposed.

Response: Complies with acceptable solution.

The subject site does not adjoin any properties containing a sensitive use, as defined under the Scheme. Therefore, proposal complies with the acceptable solution.

8.6 Development Standards for Subdivision

Response: Not applicable to application.

Subdivision does not form part of this proposal.

4.3 Planning Scheme Code Assessment

C1.0 Signs Code

Response: Not applicable to application.

Additional signage does not form part of this proposal. Any additional signage will require separate consideration against the planning scheme outside of this

application.

C2.0 Parking and Sustainable Transport Code

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**
A1 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: (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 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	**P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (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: 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

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) 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.	and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (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.

Response: Complies with acceptable solution.

Table C2.1 outlines 1 space per self-contained accommodation or caravan space.

Proposal outlines parking for each individual caravan space and self-contained accommodation. Considered compliant with the acceptable solution.

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions	**Performance Criteria**
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	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

specified in Table C2.1.	(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Response: Complies with acceptable solution.

No requirement for bicycle parking imposed by C2.1

No formal bicycle parking provided by proposal, it is noted that there is significant opportunity for informal bicycle parking for each of the visitor accommodation sites for occupants.

Compliant with C2.1.

C2.5.3 Motorcycle parking numbers

Response: Not applicable to application.

Clause does not apply to visitor accommodation as per clause 2.2.2.

C2.5.4 Loading Bays

Response: Not applicable to application.

Clause does not apply to visitor accommodation as per clause 2.2.3.

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

Response: Not applicable to application.

Clause does not apply to visitor accommodation as per clause 2.2.4.

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	**P1** All parking, access ways, manoeuvring and circulation

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, 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.	spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (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: Relies on performance criteria.

The proposed development includes a combination of sealed access ways, gravel parking, and informal grassed parking areas, which is typical and appropriate for caravan park and holiday park environments.

Gravel parking areas are proposed for the cabins. Gravel provides some additional permeability, reducing reliance on entirely sealed surfaces and helping to manage stormwater more effectively while maintaining a softer site character.

Grassed parking areas are provided for caravan sites. These allow for a more flexible use of space and enable visitors to peg awnings or similar structures directly into the ground. This approach supports the recreational and temporary nature of caravan site use, aligning with visitor expectations and operational needs.

All primary access ways are sealed, which is appropriate given their higher traffic volumes and function in directing vehicles throughout the site. These sealed surfaces help ensure all-weather usability and reduce the risk of sediment or debris being transported off-site.

The site is relatively flat, with no significant topographical constraints, and has access to the available reticulated stormwater system. The development design additionally retains a significant amount of permeable surface area, which aid in accommodating surface water runoff.

Both the gravel and grassed parking areas are set well back from the road reserve, minimizing the potential for sediment tracking into public areas. Located within low-speed, low-impact zones, and buffered from sensitive land uses, these parking treatments are not expected to generate dust or other amenity concerns.

The proposed surface treatments are therefore appropriate to the nature of the use

and considered consistent with the performance criteria and objective of the standard

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 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; 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	**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: (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 provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.

(b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **A1.2** 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.35*	

35 Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

Response: Relies on performance criteria.

The proposed parking and access arrangements are appropriate for the nature of the holiday and caravan park use. Each unit has a dedicated parking space, and accessible parking is provided for the two accessible cabins. The site is flat, allowing for a practical layout with no significant slope constraints.

Primary access ways are sealed for durability and safety, while gravel parking for cabins and grassed areas for caravans offer functional, permeable alternatives suited to the site's low-speed environment. These surfaces are typical in similar developments and help avoid overuse of impervious treatments.

The internal access ways are low speed, reducing the likelihood of pedestrian conflict.

Vehicle movements are expected to be limited to light passenger vehicles and caravans, and the parking areas are designed accordingly. Formal line marking is considered within the existing carparking site, including line marking for delineation. While formal line-marking is not proposed further within the site, parking areas are physically delineated by the arrangement of cabins (including visual screening on the western side wall of each cabin) and proximity of parking spaces to the entry of each cabin, which is consistent with the nature of the use.

The design has regard to the relevant Australian Standards and reflects expected vehicle types and usage levels.

The proposal reflects typical design expectations for this type of development and is appropriately planned to ensure convenience and safety, aligning with the performance criteria and objectives of the standard.

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**
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 the greater.	**P1** The number of accesses for each frontage must be minimised, having regard to: (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.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: i. pedestrian safety and amenity; or ii. traffic safety; and (b) be compatible with the streetscape.

Response:

Complies with acceptable solution. - No new access provided.

Not applicable to application. - Not within Central Business Zone or in a

pedestrian priority street.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Response: Not applicable to application.

Not within General Business Zone and Central Business Zone.

C2.6.5 Pedestrian Access

Objective :	That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	**Performance Criteria**
A1.1 Uses that require 10 or more car parking spaces 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. **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	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (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.

steeper than 1 in 14 is required from those spaces to the main entry point to the building.	

Response: Relies on performance criteria.

Use requires more than 10 carparking spaces and does not provide a dedicated pedestrian access, therefore the proposal relies on performance criteria.

The proposed development provides pedestrian access arrangements that are consistent with the typical design for holiday parks. The site is flat, making pedestrian movement safe and convenient. As is common for holiday parks, dedicated pedestrian paths are not required, and visitors typically rely on the access road or the verge to move around the site. This informal setup is appropriate given the low speed of vehicle movements, with no significant safety concerns arising from vehicle-pedestrian interaction. Accessible parking has been provided for the two accessible cabins, meeting the needs of persons with disabilities.

The number of parking spaces is adequate for the expected visitor numbers, and the layout ensures that vehicle movements are minimal and infrequent, further reducing any potential safety issues. Footpath crossings are unnecessary, as there is no high-traffic pedestrian or vehicle flow within the site posing potential for conflict.

The proposal is consistent with what would readily be anticipated for this use and is considered consistent with the performance criteria.

C2.6.6 Loading Bays

Response: Not applicable to application.

No loading bays required for use.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Response: Not applicable to application.

Not within General Business Zone or Central Business Zone.

C2.6.8 Siting of parking and turning areas

Response: Not applicable to application.

Not within Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Response: Not applicable to application.

Not within a parking precinct..

C3.0 Road and Railway Assets Code

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
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **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. **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. **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; or	**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: (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) any 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.

(b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.	

Response: Relies on performance criteria.

The proposal represents an intensification of an existing use and will result in some additional vehicle movements along Tarleton Street. However, the site is accessed via a section of Tarleton Street classified as a 'local road', with a 50km/h speed limit and generally lower traffic volumes than a collector or sub-arterial road. Located at the end of Tarleton Street on a corner, the access to the site has sight lines down Tarleton Street and Melrose Street, which will allow for safe movement to and from the site. Given these conditions, the increase in traffic is not expected to compromise the safety or efficiency of the road network.

There are no alternative access points considered necessary or warranted. A Traffic Impact Assessment prepared by a suitably qualified person is provided to support the proposal and assess any potential impacts in detail. Overall, the nature and scale of traffic generated are consistent with the site's use, and no adverse effects on the surrounding road network are anticipated.

The proposal is considered consistent with the performance criteria and objectives of the standard.

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	**Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)**	
	Vehicles up to 5.5m long	**Vehicles longer than 5.5m long**
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

C3.6 Development Standards for Buildings or Works

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

Response: Not applicable to application.

Not within road or railway attenuation area.

C3.7 Development Standards for Subdivision

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

Response: Not applicable to application.

Not for subdivision.

C7.0 Natural Assets Code

Response: Not applicable to application.

Proposal has priority vegetation mapped on the site.

Clause 7.2.1 (xii) outlines that priority vegetation is only applicable to General Residential Zone where an application for subdivision is being made.

No other overlays within Natural Assets Code are being made.

Proposal is not for subdivision.

Therefore, code is not applicable to this application.

C9.0 Attenuation Code

Response: The proposal seeks to expand a caravan park, which is considered a "sensitive use" under the TPS—defined as a residential use or a use involving the presence of people for extended periods, such as a caravan park, childcare centre, dwelling, hospital, or school. Given the site is within 500 m of a 'metal fabrication' activity at 16 North Caroline Street which is considered an attenuated activity under Table C9.1, therefore an evaluation against the Attenuation Code (C9.0) is required.

Table C9.1 - Attenuation Distances

Activity	**Attenuation Distance**	
	Level 1 Activity	**Level 2 Activity**
Metal fabrication The fabrication of sheet metal, structural metal and other iron and steel products, excluding metallurgical works, and ferrous and non-ferrous metal melting - emissions such as noise and particles.	500m	-

Figure 7: LISTMap – approximately 500m attenuation area (green) from the attenuated activity (highlighted in blue) – subject site (highlighted in red)

C9.5 Use Standards

C9.5.1 Activities with potential to cause emissions

Objective:	That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.

Acceptable Solutions	**Performance Criteria**
A1 The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include: (a) a site used for a sensitive use which is existing; (b) a site that has a planning permit for a sensitive use; or	**P1** An activity listed in Tables C9.1 or C9.2 must not cause: (a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or (b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living

(c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.	Zone B, Village Zone or Urban Mixed Use Zone, having regard to: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; (iii) degree of hazard or pollution that may be emitted from the activity; (iv) hours of operation of the activity; (v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; (vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and (vii) measures to eliminate, mitigate or manage emissions from the activity.
Planners Response: Not applicable to application. Proposal is not for an attenuated activity as outlined under Table C9.1. Considered not applicable to the application.	

C9.5.2 Sensitive use within an attenuation area

Objective:	That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.

Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: (a) the nature of the activity with potential to cause emissions including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of hazard or pollution that may be emitted from the activity; (b) the nature of the sensitive use;

	(c) the extent of encroachment by the sensitive use into the attenuation area; (d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity; (e) any advice from the Director, Environment Protection Authority; and (f) any advice from the Director of Mines.

Planners Response: Relies on performance criteria.

The proposed caravan park constitutes a sensitive use within the attenuation area of an existing metal fabrication activity at 16 North Caroline Street.

The existing metal fabrication use is operational and surrounded by a number of sensitive uses, including the 'Devonport Holiday Village' immediately abutting the site to the South. The proposed caravan park will provide camping sites, which are generally transient in nature, with occupants not residing on-site permanently.

The development has been designed with a separation of approximately 32 m from the boundary of the property with vegetation located along the boundaries of this lot, plus an additional 20 m in the form of the unmade road reserve before meeting the boundary of the land in which the attenuated activity occurs. While there is some encroachment proposed toward the attenuated activity, the proposed separation provides a relatively significant buffer compared with existing sensitive uses in close proximity.

For context, a residential subdivision exists even closer to the site than the proposed caravan park within 20m of the boundary of the site across a road reserve of the attenuated activity and the 'Devonport Holiday Village' immediately to the south. Therefore, the proposal is unlikely to impose any additional constraints on the operation of the metal fabrication activity beyond those already created by these surrounding sensitive uses.

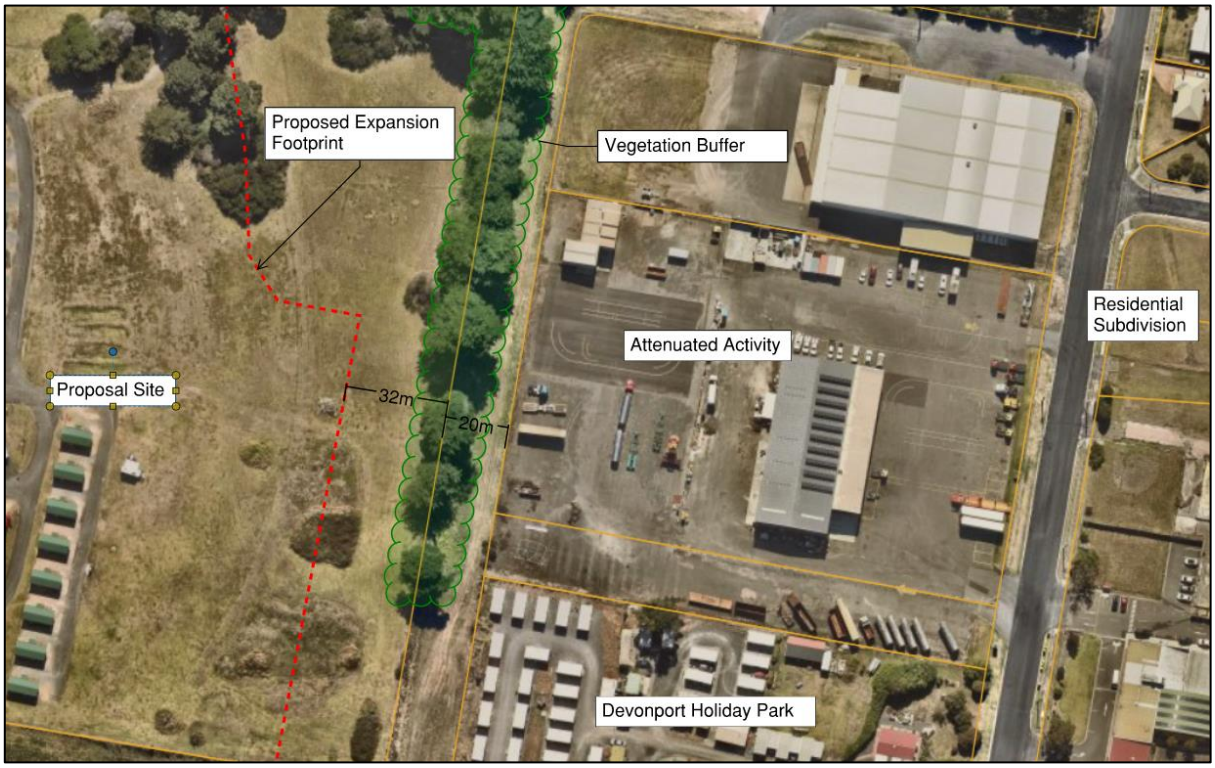

Figure 8: Attenuated activity context plan.

No advice has been provided by the Director of Mines or the Director of the Environment Protection Authority.

Based on the design, layout, and separation proposed, the caravan park is considered to adequately address and ensure it does not impact operation of the existing attenuated activity proximate to the development location. Therefore, the proposal is considered to demonstrate compliance with the performance criteria.

C10.0 Coastal Erosion Hazard Code

Response:

The subject site is located within a Coastal Hazard Band – Investigation Area, as mapped under the Coastal Erosion Hazard Code Overlay (C10.0) of the *Tasmanian Planning Scheme*. The proposed development, which includes visitor accommodation in excess of 12 guests, is classified as a vulnerable use under the scheme and code provisions. As such, the intensification of this use and the proposed development triggers assessment against the relevant provisions of C10.0. To address these requirements, a coastal hazard report is provided by a suitably qualified professional, assessing the proposal's compliance with the code and the associated risk mitigation measures.

C16.0 Safeguarding of Airports Code

Response: Not applicable to application.

Proposal is not within airport obstacle limitation area.

5. Conclusion

The proposed development represents an expansion of an existing visitor accommodation use in a manner that is consistent with the established character of the site and its surrounds. While the scale of development increases, it remains appropriately designed and sited to minimise adverse impacts on surrounding land uses, including residential areas. The layout provides for efficient vehicle access, adequate parking, and maintains separation from sensitive receptors. Subject to the relevant supporting documentation, including the Traffic Impact Assessment and coastal hazard report, the proposal is considered to meet the applicable standards of the *Tasmanian Planning Scheme*.

Annexure 1 – Certificate of Title Plan and Folio Text

Annexure 2 – Proposal Plan (Set- Out)

Annexure 3 – Proposal Plan (Site Plans/Elevations)

Annexure 4 – Servicing Plan

Annexure 5 – Traffic Impact Assessment

Annexure 6 – Coastal Hazard Report

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MIDSON
traffic
pty ltd

Discovery Parks Devonport

13-19 Tarleton St, Devonport
Traffic Impact Assessment

August 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Discovery Parks Devonport to prepare a traffic impact assessment for a proposed expansion of development at 13-19 Tarleton Street, Devonport.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Devonport, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 13-19 Tarleton Street, Devonport. The site is currently an accommodation/ camping/ RV site.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Devonport, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Tarleton Street and Melrose Street.

2.1.1 Tarleton Street

Tarleton Street connects to the westbound ramps of the Bass Highway at the Bridge Road/ River Road junction at its southern end. It terminates at the Melrose Street junction at its northern end, immediately adjacent to the subject site.

It provides a primary north-south collector road function through East Devonport. Towards its northern end it carries predominantly local traffic. Near the subject site, the traffic volume of Tarleton Street is estimated to be in the order of 300 vehicles per day.

Tarleton Street near the subject site is shown in Figure 2.

Figure 2 Tarleton Street

2.1.2 Melrose Street

Melrose Street adjacent to the subject site is shown in Figure 3.

Figure 3 Melrose Street

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 30th June 2025 for Tarleton Street between Melrose Street and Brooke Street, and the full length of Melrose Street.

The key findings of the crash data analysis is summarised as follows:

- No crashes were reported in Melrose Street.
- A total of 8 crashes were reported in Tarleton Street.
- Severity. 2 crashes resulted in serious injury; 2 crashes resulted in first aid at the scene; 4 crashes resulted in property damage only.
- Time of day. All crashes were reported in the afternoon and evening (between 12:30pm and 7:20pm).
- Day of week. 3 crashes were reported on Saturdays; 1 crash was reported on a Monday, Tuesday, Wednesday, Friday and Sunday. No crashes were reported on Thursdays.
- Crash types. 5 crashes involved a 'cross-traffic' collision; various other crash types were reported with no clear crash trend.

- Crash locations. 6 crashes were reported at the intersection of Brooke Street and Tarleton Street; 1 crash was reported at the intersection of Gwynne Street and Tarleton Street; 1 crash was reported at a midblock location. The crash locations are shown in Figure 4.
- Vulnerable road users. 1 crash involved a motorcycle. The single vehicle crash occurred between Melrose Street and Gwynne Street at 2:00pm on Sunday 6th December 2020, involving 'other-manoeuvring' resulting in serious injury.

The crash history does not provide an indication that there are any existing road safety deficiencies in the network near the subject site.

Figure 4 Crash Locations

Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

The subject development proposal involves the expansion of the existing Discovery Parks - Devonport Caravan & Holiday facility to increase visitor accommodation capacity and enhance recreational amenities. The proposal encompasses the utilisation of approximately four hectares of undeveloped land adjacent to the existing holiday park, specifically located to the north, northwest, and western boundaries of the current facility.

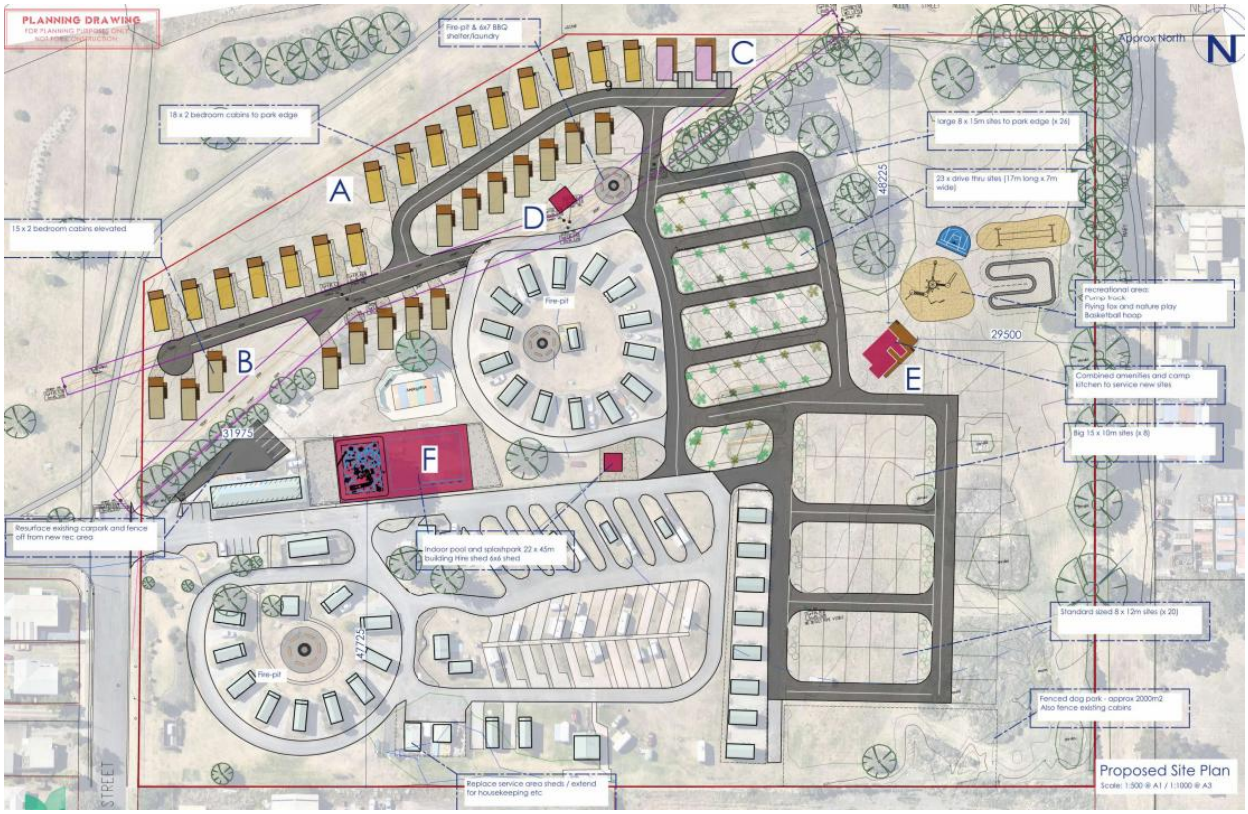
The development comprises several key components designed to expand accommodation options and improve guest facilities:

- Construction of 33 two-bedroom cabin units featuring three different design configurations.
- Establishment of 77 additional caravan sites with drive-through access capability.
- Construction of an indoor aquatic facility measuring 45m x 22m, incorporating both swimming pool and splash pad amenities.
- Implementation of enhanced recreational facilities, communal areas, and upgraded site infrastructure to support the expanded operations.

This expansion aims to increase the overall accommodation capacity of the holiday park while providing improved recreational offerings and supporting infrastructure to serve the additional guests generated by the development.

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation rates associated with the proposed development were sourced using the TfNSW Guide. The development is likely to generate the following traffic generation:

- Campervan (RV) Accommodation – 3 trips per campervan/ RV space per day, 0.4 trips per site per hour during peak periods.
- Cabins – 3 trips per cabin per day, 0.4 trips per cabin per hour during peak periods.

4.1.1 Existing Site Traffic Generation

The existing site contains 38 cabins and 25 caravan/ RV sites. This equates to an existing traffic generation of 189 vehicles per day, with a peak of 25 vehicles per hour.

4.1.2 Proposed Development Traffic Generation

The traffic generation of the proposed development will be:

- Caravan/ RV sites 231 vehicles per day, peak of 31 vehicles per hour
- Cabins 99 vehicles per day, peak of 13 vehicles per hour
- TOTAL 330 vehicles per day, peak of 44 vehicles per hour

4.1.3 Total Site Traffic Generation

The total traffic generation of the proposed development including the existing site will be 519 vehicles per day with a peak of 69 vehicles per hour (afternoon peak).

4.2 Trip Assignment

Whilst some traffic may arrive way Melrose Street (via Wright Street), the majority of traffic will access the site via Tarleton Street.

The dominant movement at the site's access will be right-in/ left-out.

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states:

> *"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; or*
>
> *(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road".*

Table C3.1 specifies a maximum increase of 20% or 40 vehicle movements per day, whichever is greater. In this case the increase in traffic will exceed 40 vehicles per day and therefore the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not met.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"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:*
>
> *(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) any 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.*

The following is relevant with respect to the proposed development:

a. Increase in traffic. The increased traffic generation at the access will be 330 vehicles per day, with a peak increase of 44 vehicles per hour. The peak increase represents an average of 1 additional vehicle every 1.4 minutes (lower outside of peak periods). This level of traffic increase can be absorbed at the access at a high level of efficiency and safety.

b. Nature of traffic. The nature of the traffic generated at the access will be consistent with the existing traffic accessing the site.

c. Nature of road. Tarleton Street is a collector road, however it terminates at the subject site and as a result has very low traffic volume that currently relates only to a small number of residential properties and the existing Discovery Parks site.

d. Speed limit and traffic flow of road. Tarleton Street carries a very low traffic volume near the subject site - approximately 300 vehicles per day. The general urban speed limit of 50-km/h is applicable to Tarleton Street. The speed limit and traffic volume of Tarleton Street is compatible with the proposed increase in traffic flow generated by the proposed development. The increase in traffic generation will result in continued low traffic volumes on Tarleton Street and connecting roads.

e. Alternative access. No alternative access is considered necessary.

f. Need for use. The access is required to facilitate vehicular access to the subject site.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

h. Road authority advice. Council requires a traffic impact assessment to be prepared for the proposed development to ensure safe and efficient access to the site and surrounding road network.

Based on the above assessment the proposed development satisfies the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. In particular, the total traffic generation from the site can be absorbed in the road network at a high level of efficiency and safety.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for residential and commercial driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance for a 50-km/h frontage road is 45 metres (desirable sight distance is 69 metres). The available sight distance exceeds 100 metres along both Tarleton Street and Melrose Street and therefore complies with the requirements of AS2890.1.

4.5 Pedestrian Impacts

The development is likely to generate pedestrian trips between the site and various destinations in the East Devonport area. The existing pedestrian footpath infrastructure is considered to be adequate for the likely pedestrian generation associated with the proposal.

4.6 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed development. This is based on the following:

- The surrounding road network is able to adequately absorb the relatively low amount of traffic generated by the proposed development (peak of 69 vehicles per hour, including the existing RV site).
- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development.
- Adequate sight distance is available at the proposed site access in Tarleton Street and Melrose Street in relation to the prevailing vehicle speeds.

5. Parking Assessment

5.1 Parking Provision

Each RV site will provide sufficient parking area for one RV or one caravan and vehicle. A parking space is also provided for each accommodation cabin.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states "*The number of on-site car parking spaces must be no less than the number specified in Table 2.1*".

Table C2.1 states requirements for visitor accommodation as follows: "*1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater*".

A total of at least one space is provided per RV/ caravan space and cabin, therefore the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme is satisfied.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"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;

(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 Australian Standard AS 2890- Parking facilities, Parts 1-6".

The car parking was assessed against the requirements of A1.1(b), using AS2890.1 as detailed in the following sections.

5.3.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The maximum grade of the access is well below the maximum AS2890.1 requirements.

5.3.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.3 Parking Dimensions

AS2890.1 define the parking as User Class 2, *Medium term parking*.

The requirements for User Class 2 (the largest of the two parking types associated with the development) are as follows:

- Space length 5.4 metres
- Space width 2.5 metres
- Aisle width 5.8 metres

All parking spaces comply with AS2890.1 requirements.

The Caravan/ RV spaces are specifically designed to accommodate parking and manoeuvring of modern caravans and RV's.

5.3.4 AS2890.1 Assessment Summary

The parking space dimensions and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed expansion development at Discovery Parks Devonport, 13-19 Tarleton Street, Devonport. The proposal involves the addition of 77 caravan/ RV sites and 33 cabin units, along with supporting infrastructure including an indoor aquatic facility.

The key findings of the TIA are summarised as follows:

- Traffic Generation: The proposed development will generate 330 additional vehicle trips per day with a peak hour generation of 44 vehicles. Combined with the existing site operations, the total site will generate 519 vehicle trips per day with a peak of 69 vehicles per hour.
- Access Compliance: While the proposal exceeds the Acceptable Solution thresholds in Clause C3.5.1 of the Planning Scheme (increase of more than 40 vehicles per day), it satisfies the Performance Criteria P1 through demonstrated safety and efficiency of the road network to accommodate the additional traffic.
- Road Network Capacity: The surrounding road network, particularly Tarleton Street (300 vehicles per day) and Melrose Street, has adequate capacity to absorb the additional traffic generation without significant impact on traffic efficiency or safety.
- Road Safety: The crash history analysis revealed no existing safety deficiencies in the local road network that would be exacerbated by the proposed development. Adequate sight distances are available at site access along Tarleton Street and Melrose Street.
- Parking Compliance: The development provides adequate parking in accordance with Planning Scheme requirements (1 space per accommodation unit/ caravan space) and complies with AS2890.1 design standards for parking layout, dimensions, and manoeuvring areas.
- Infrastructure Impact: The relatively modest traffic increase (peak of 44 additional vehicles per hour) represents an average of one additional vehicle every 1.4 minutes during peak periods, which can be readily accommodated by the existing road infrastructure.

Based on the findings of this report, the proposed development is supported on traffic grounds. The development will not result in adverse impacts on traffic safety or efficiency of the surrounding road network, and adequate parking provision has been demonstrated in accordance with relevant standards and planning scheme requirements.

Midson Traffic Pty Ltd ABN: 26 133 583 025

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	13 August 2025

Coastal Vulnerabilities

13-19 Tarleton Street East Devonport TAS 7310

Project No: 9555

Date: 10/08/2025

es&d
environmental service & design

ABN: 97 107 517 144
74 Minna Road
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Document Control

Prepared & Published by:	ES&D
Version:	V1
File:	9555
Contact:	Reuben McCormack
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Prepared For:	Plans to Build

Version:			Date:
V1	R McCormack	ES&D	10/08/2025

Contents

List of Figures

1 Introduction

Environmental Service and Design (ES&D) were commissioned by their client Plans to Build to undertake a coastal vulnerabilities survey on the proposed development at 13-19 Tarleton Street East Devonport TAS 7310 (the site).

The survey consists of a site visit, desktop review in relation to coastal vulnerabilities and an analysis of any associated risk to development on the site.

2 Author Details

The report was prepared and finalised by R McCormack BSc Hons (Geophysics) who is a qualified geologist with over six years experience in site assessments for residential properties.

3 Site Details

3.1 Site Identification

Table 1: Site details

Property Address	13-19 Tarleton Street East Devonport TAS 7310
Property ID	2213202
Title Reference	138123/1
Client	Plans to Build

Figure 1: Site location (blue).

4 Site Description

The subject site is located at the edge of East Devonport. An open area and beach is located to the north with commercial and residential properties surrounding the site to the east, west and south.

Figure 2: Looking across the open space north of the site.

4.1 Topography

Figure 3: LiDAR contours (AHD)

LiDAR contours (Figure 3) show the site to vary in elevation between 5 m and 9.5 m Australian Height Datum (AHD)m

4.2 Surface Water

The nearest surface water body is Bass Straight which is approximately 60 m to the north of the property boundary at its closest point. The Heritage Walking Track and a lightly vegetated bank lie between the site and the beach.

4.3 Regional Geology

The Mineral Resources Tasmania Digital Geological Atlas, 1:25,000 Series, Devonport sheet, shows the site to be located on Quaternary aged sediments described as "*Older stabilised aeolian sand of coastal plain, with underlying marine sands in places"* and "*Sand of longitudinal beach ridges"*

5 Coastal Vulnerabilities

5.1 Coastal Erosion

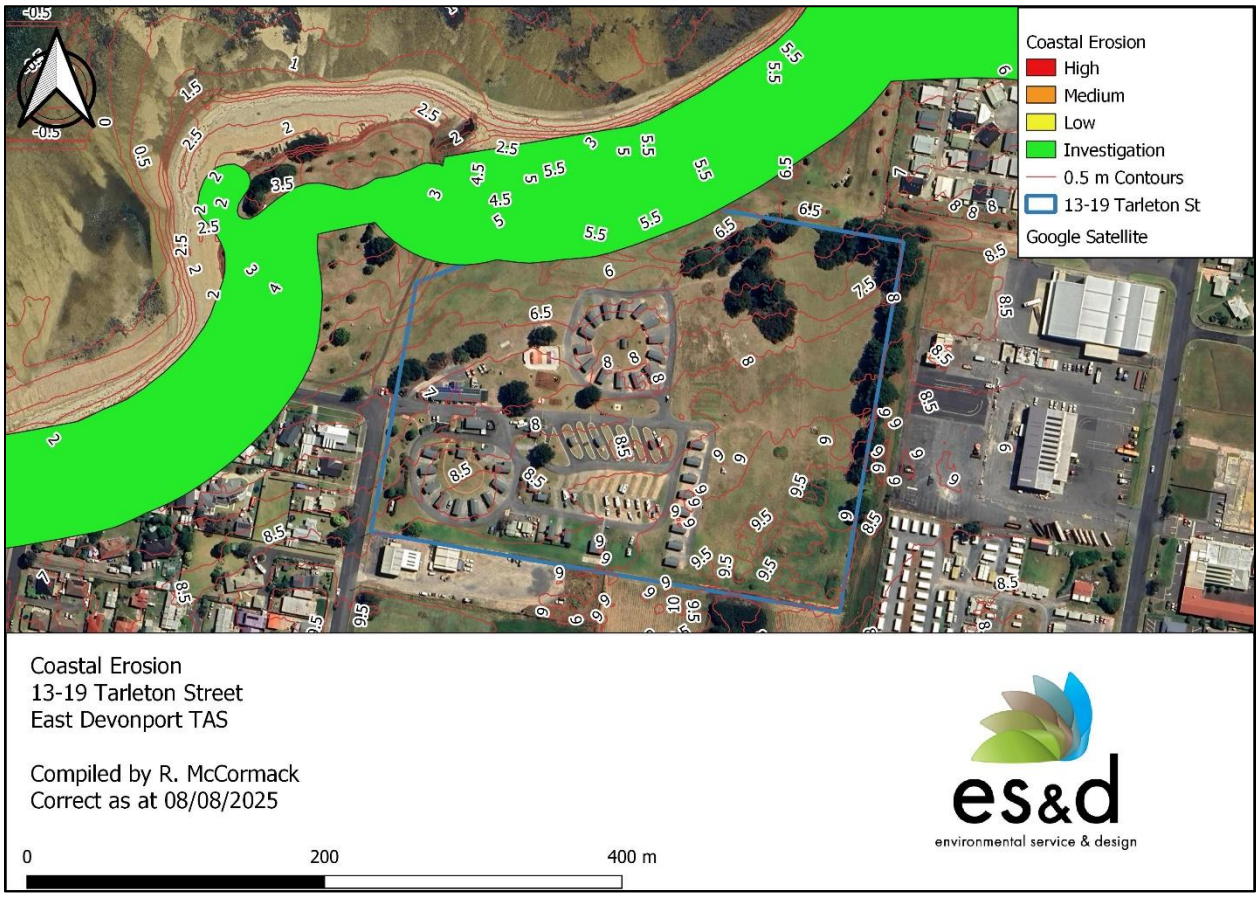


Figure 4: Coastal erosion hazard bands.

An 'Investigation' coastal erosion hazard band covers the front of the site (Figure 4). Adjacent to the site is the Heritage Walking Track within a grassed area with sparse trees between the track and the beach. A sewer main runs through the site (Figure 5) within the proposed development area and extends to the north. There is no evidence of active erosion along the edge of the beach. Should erosion become apparent in the area it can be assumed that the Council and Tas Water will provide mitigation measures to provide protection for their infrastructure. The risk to the site regarding coastal erosion can therefore be considered insignificant.

Figure 5: Sewer mains running through the site.

5.2 Coastal Inundation

Figure 6-Figure 8 shows that the site is not at risk from coastal inundation, sea level rise (by 2100) or 1% AEP storm tide event (2100). As these hazard bands do not come within the site boundaries no further investigation is required.

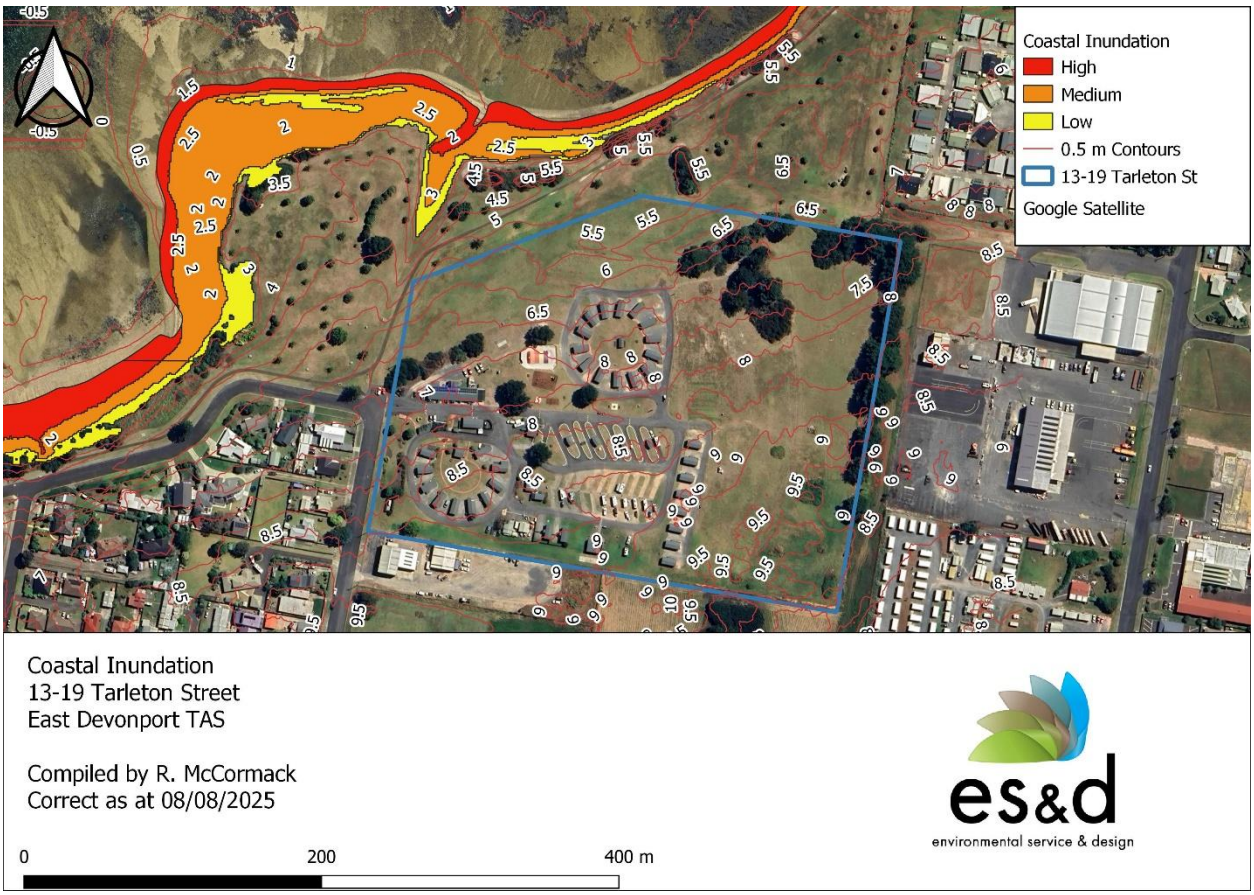


Figure 6: Coastal inundation hazard bands

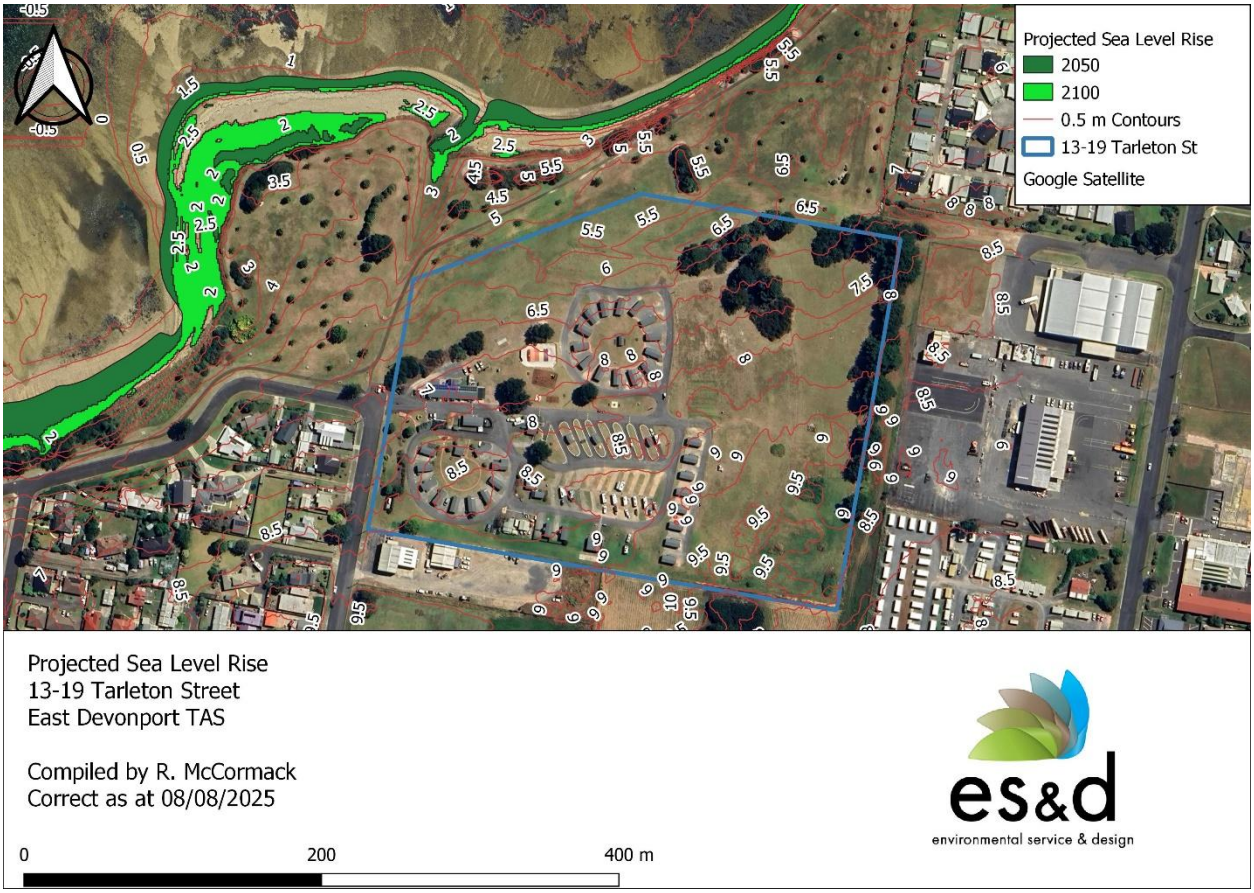


Figure 7: Predicted sea level rise.

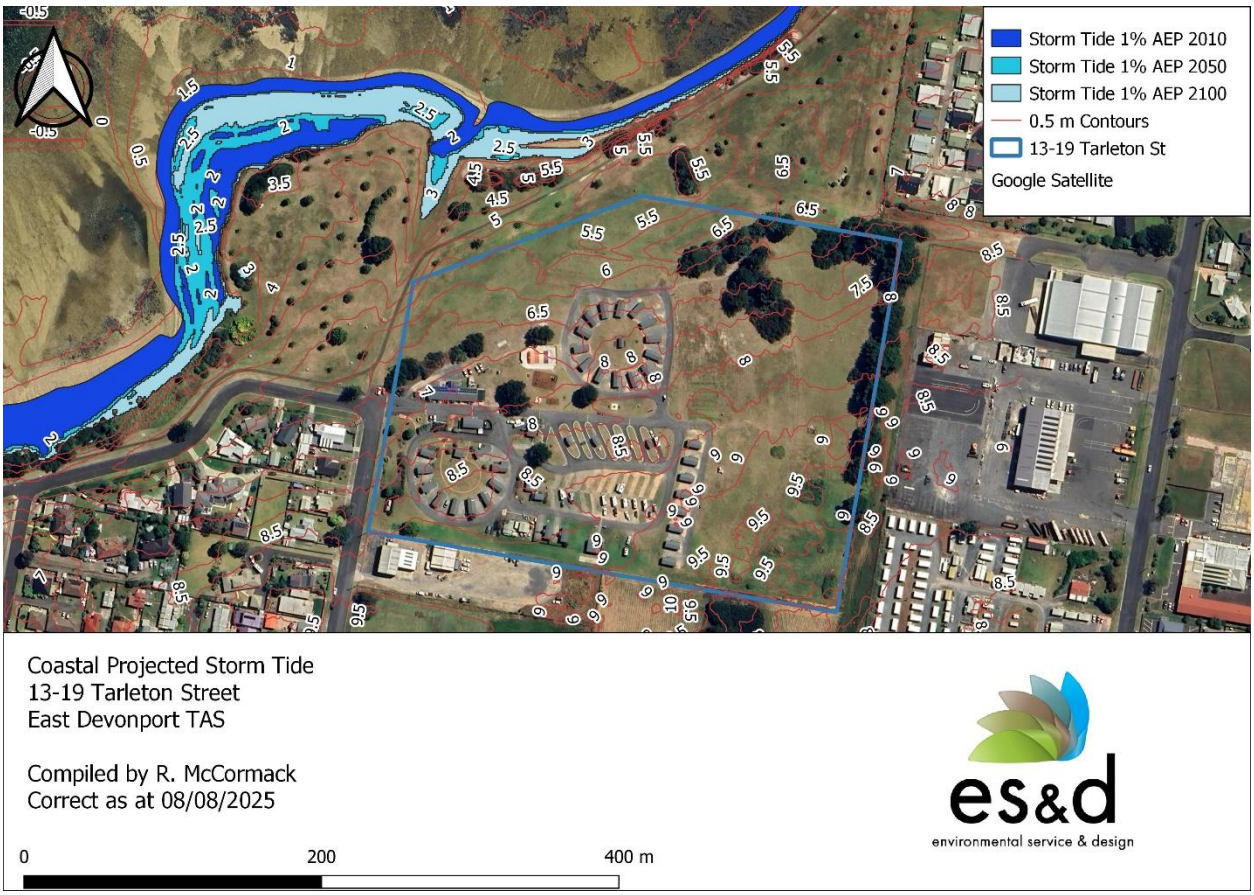


Figure 8: Projected storm tide.

6 Conclusions and Recommendations

Environmental Service and Design (ES&D) were commissioned by their client, Plans to Build, to conduct a coastal vulnerabilities survey for a proposed development at 13-19 Tarleton Street East Devonport TAS 7310.

Protection from coastal erosion is provided by the Heritage Walking Track while distance to the beach and existing vegetation will also reduce any potential risk. It can be assumed beyond reasonable doubt that the path will be continually used for the lifetime of the development and therefore protected from erosion risk by the Devonport City Council who own and maintain the path. The sewer main does not provide a barrier between the coast and the site, however as it extends further north towards the beach Tas Water will have an invested interest in the protection of their assets should erosion become apparent in the area. The risk to site regarding coastal erosion is acceptable.

Coastal inundation projections show that the site will not be impacted by a 1% AEP storm tide event or sea level rise by 2100. The development can therefore achieve and maintain a tolerable risk from coastal inundation for the intended life of the development without any specific coastal inundation protection works. The development will not contribute to coastal inundation on the site, on adjacent land or public infrastructure.

Should you require clarification of any aspect of this report, please contact undersigned.

For and on behalf of Environmental Service and Design Pty Ltd

_____

Reuben McCormack BSc Hons

Environmental Consultant ES&D

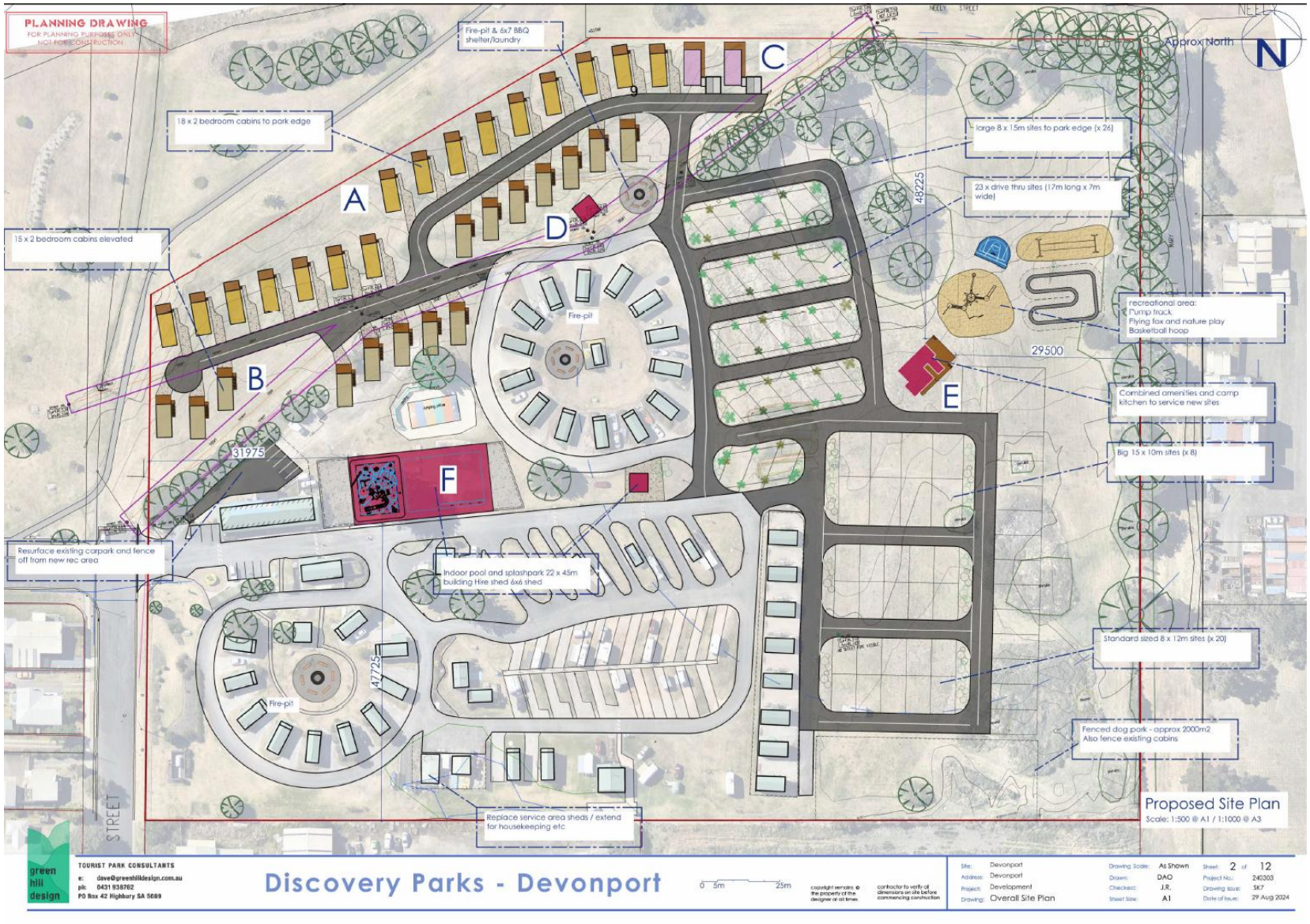
References

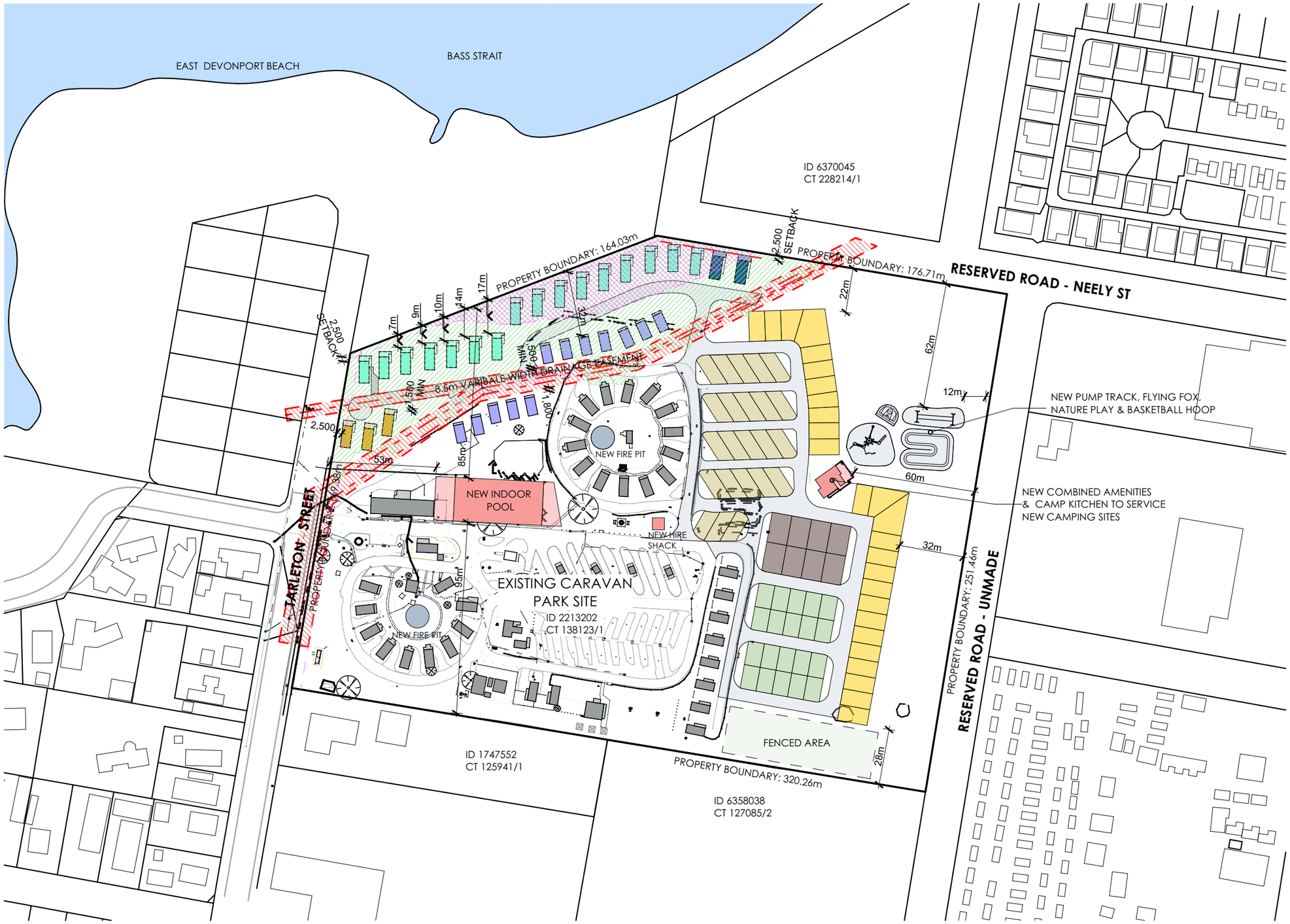
GREEN, D.C. (compiler) 2004. Digital Geological Atlas 1:25 000 Scale Series. Sheet 4444. Devonport. Mineral Resources Tasmania.

Land Information System Tasmania (the List): www.thelist.tas.gov.au

M.J. Lacey, (2016) Coastal Inundation Mapping for Tasmania - Stage 4. Report to the Department of Premier and Cabinet by University of Tasmania.

Appendix 1 – Site Plan





DRAWING KEY:

- TYPE A: CABINS
- TYPE B: ELEVATED CABINS
- TYPE C: DDA CABINS
- TYPE MZ: STANDARD CABINS
- POOL AND ASSOCIATED BUILDINGS.
- LARGE CAMPING SITES: ~8m x 15m
- DRIVE THROUGH CAMPING SITES: ~17m x 7m
- POWERED CAMPING SITE LARGE: ~15m x 10m
- POWERED CAMPING SITE SMALL: ~8m x 12m
- NEW INTERNAL CIVIL ROAD WORKS:
- COASTAL EROSION HAZARD CODE
  COASTAL EROSION INVESTIGATION AREA
- NATURAL ASSETS CODE
  PRIORITY VEGETATION AREA
- (ENTIRE SITE)
  SAFEGUARDING OF ARIPORTS CODE
  AIRPORT OBSTACLE LIMITAITON AREA 51.5
- ASSUMED DRAINAGE EASEMENT

REFER ALSO TO SITE MASTER PLAN

Project North

SITE LOCATION PLAN
SCALE 1:2000
0mm 20000 40000 60000 80000 100000

SITE PLANNING OVERLAY AND SETOUT PLAN

DISCOVERY PARKS DEVONPORT

SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
SCALE @ A3	9/09/2025	S01	REV: 0

PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION

Approx North

Approx 4Ha of
Undeveloped Land

Existing Site Plan
Scale: 1:500 @ A1 / 1:1000 @ A3

green hill design

TOURIST PARK CONSULTANTS
e: dave@greenhilldesign.com.au
ph: 0431 938762
PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

Site:	Devonport	Drawing Scale:	As Shown	Sheet:	1 of 12
Address:	Devonport	Drawn:	DAO	Project No.:	240303
Project:	Development	Checked:	J.R.	Drawing Issue:	SK7
Drawing:	Overall Site Plan	Sheet Size:	A1	Date of Issue:	29 Aug 2024

2x 2 BEDROOM DDA CABINS - MASTER PLAN WORKS

16x 2 BEDROOM CABINS - MASTER PLAN WORKS

3x 2 BEDROOM CABINS ELEVATED - MASTER PLAN WORKS

NEW FIREPIT - MASTER PLAN WORKS

RESURFACING CARPARK & FENCE OFF FROM NEW REC AREA - MASTER PLAN WORKS

INDOOR POOL & SPLASHPARK 22 x 45m - MASTER PLAN WORKS

HIRE SHED (6x6m) - MASTER PLAN WORKS

REPLACE SERVICE AREA SHEDS / EXTEND FOR HOUSE KEEPING ETC. - MASTER PLAN WORKS

FENCE EXISTING CABINS - MASTER PLAN WORKS

EASEMENT

26x LARGE SITES (8 x 15m) TO PARK EDGE - MASTER PLAN WORKS

12x STANDARD CABINS - FY26 T2

EXTEND ROAD - FY26 T2

NEW ROAD - MASTER PLAN WORKS

NEW PUMP TRACK, FLYING FOX, NATURE PLAY & BASKETBALL HOOP - MASTER PLAN

COMBINED AMENITIES & CAMP KICTHEN TO SERVICE NEW SITES - MASTER PLAN WORKS

23 DRIVE THROUGH SITES (17m X 7m) - MASTER PLAN WORKS

8x STANDARD POWER SITE (15 x10m) - MASTER PLAN WORKS

20x STANDARD POWER SITE (8 x12m) - MASTER PLAN WORKS

FENCED DOG PARK - APPROX 2000m - MASTER PLAN WORKS

1 MASTER PLAN - WHOLE
1 : 2000

WIND COMING FROM NORTH WEST

SITE PLAN NOTES/LEGEND

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH REQUIREMENTS FROM LOCAL AUTHORITIES.

- DENOTES FENCE
- DENOTES FENCE GATE
- CONCRETE
- HWS — HOT WATER UNIT
- G/E — GAS & ELECTRICAL METER BOX LOCATION
- A/C — AIR CONDITIONING UNIT
- L/S — DESIGNATED LANDSCAPE AREA
- DP — DOWNPIPE
- DENOTES TURF LANDSCAPED AREA
- DENOTES SERVICE AREA (DIAGONAL HATCH)
- DENOTES MULCH

Discovery PARKS

50 Rundle Mall, Lvl 6, Adelaide SA 5000
Phone: 1300 061 811
Email:
Website:

PROJECT:
DEVONPORT

ADDRESS:
13-19 TARLETON ST, EAST DEVONPORT, TAS 7310

DRAWING REVISIONS

REV.	DESCRIPTION	DATE	DES
A	FY26-T2 - CABINS	1/08/25	T.F

All dimensions and levels shown on drawings are in millimetres (mm) unless otherwise indicated and should be verified on site before commencing building work.

These drawings have been prepared by Discovery Holiday Parks for the purposes of Planning Consent only. The production of drawings for coordination and to comply with statutory requirements, certification and construction is the responsibility of the Contractor(s).

PROPOSED MASTER PLAN

DRW: T.F CHK: - SCALE: As indicated A3

JOB NO. 034-101-PL- SK100 **A0102**

PRELIMINARY

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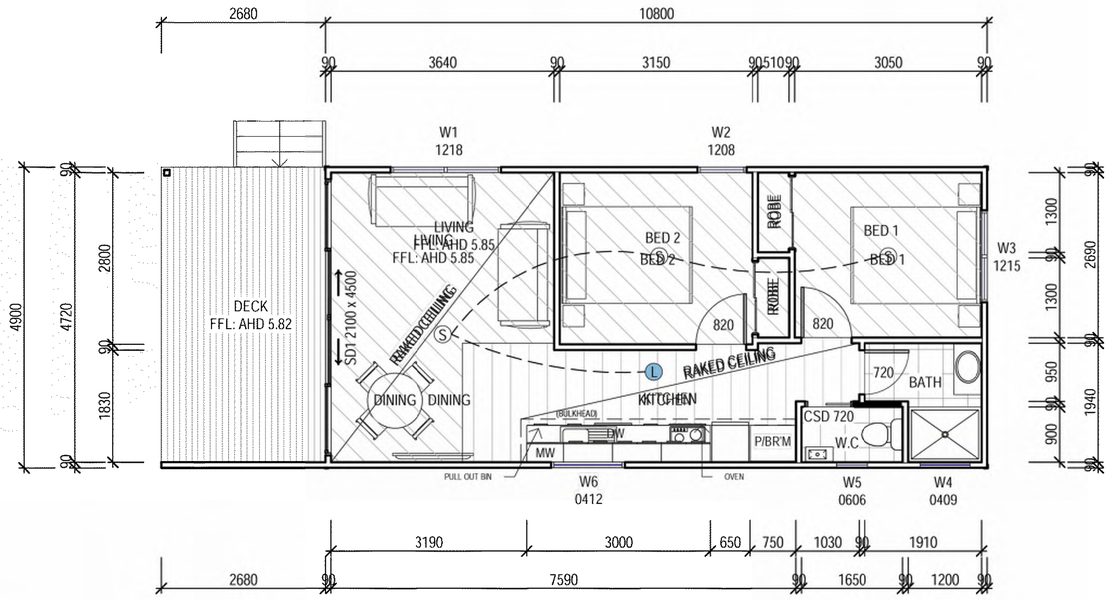


PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION

Proposed Plan
Cabin Type A

Scale: 1:50 @ A1 / 1:100 @ A3

FLOOR COVERINGS
CARPET
CONCRETE
TIMBER DECKING
TILE
VINYL TIMBER FLOORING

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W1	1200	1800	DG	4.3	.55
W2	1200	800	DG	4.3	.55
W3	1200	1500	DG	4.3	.55
W4	400	900	DG	4.3	.55
W5	600	600	DG	4.3	.55
W6	400	1200	DG	4.3	.55
SD1	2100	4500	DG	4.0	.61

DISCLAIMER:
ALL WINDOWS SHOWN ON PLAN ARE APPROX. BASED OFF STANDARD MANUFACTURING SIZES. ALL WINDOW DIMENSIONS TO BE CONFIRMED ON SITE BY BUILDER PRIOR TO ORDERING AND MANUFACTURING.

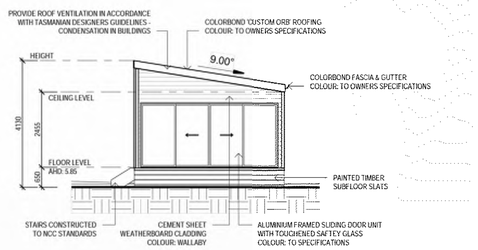
SMOKE ALARMS
PROVIDE AND INSTALL SMOKE ALARMS & HARD WIRE TO BUILDING POWER SUPPLY TO AS 3786.
CEILING MOUNTED WITH 9VDC ALKALINE BATTERY BACKUP
TO LOCATIONS INDICATED ON PLAN AND IN ACCORDANCE WITH NCC PART H3D6 - ACBC PART 9.5

Ⓢ - DENOTES INTERCONNECTED SMOKE DETECTORS

Ⓢ - DENOTES INTERCONNECTED SMOKE DETECTORS FITTED WITH EVACUATION LIGHTING

Ⓛ - DENOTES EMERGENCY LIGHT

Area Schedule (Gross Building)		
Name	Area	Area (sq)
PROPOSED CABIN 6	52.92 m²	5.70
PROPOSED DECK	13.13 m²	1.41
	66.05 m²	7.11



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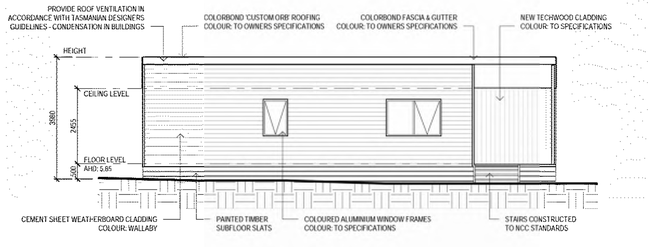

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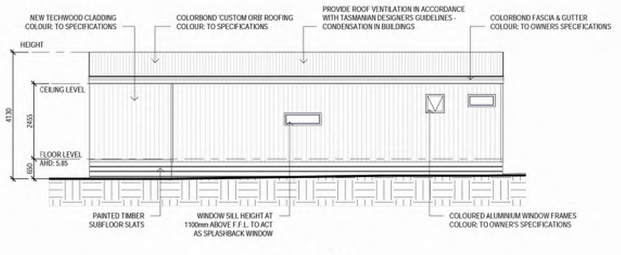

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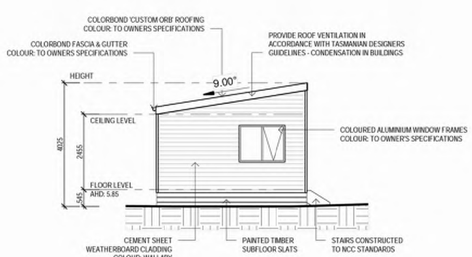

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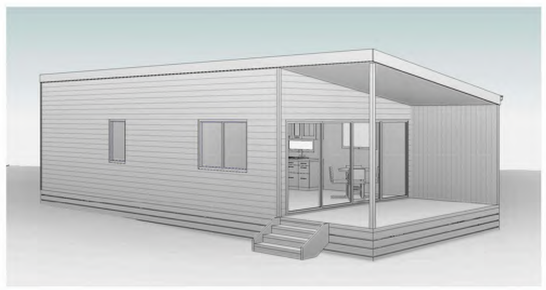

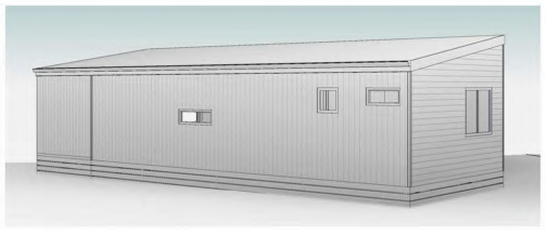

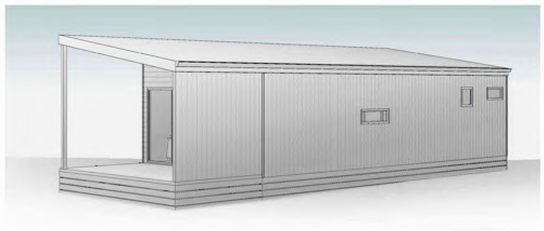

A

green hill design
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ph: 0431 938762
PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

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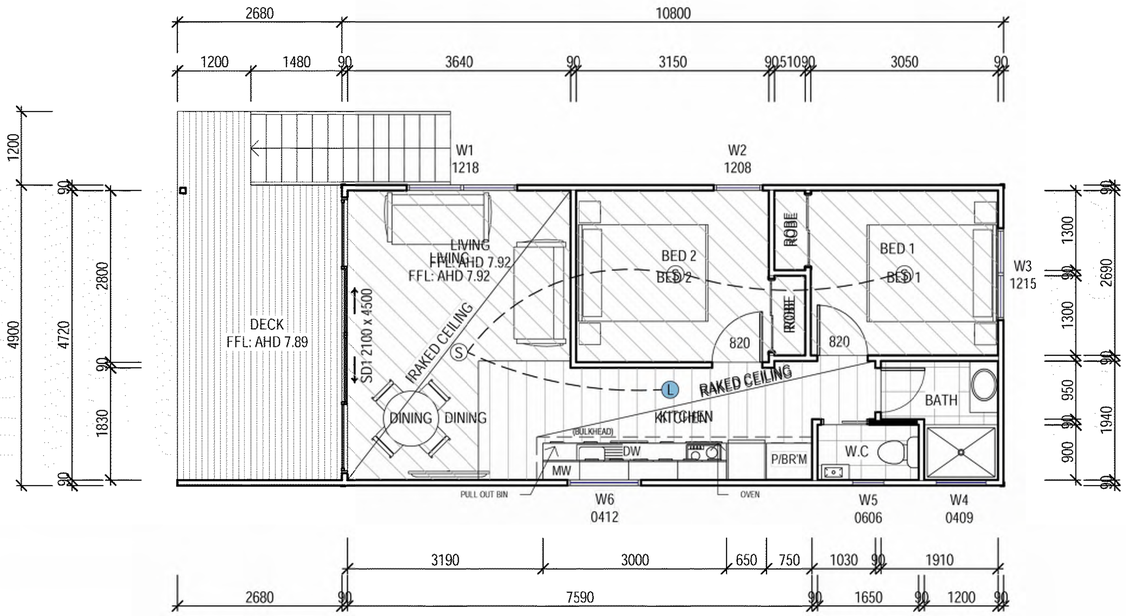

PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION

Proposed Plan
Cabin Type B
Scale: 1:50 @ A1 / 1:100 @ A3

FLOOR COVERINGS
CARPET
CONCRETE
TIMBER DECKING
TILE
VINYL TIMBER FLOORING

SMOKE ALARMS
PROVIDE AND INSTALL SMOKE ALARMS & HARD WIRE TO BUILDING POWER SUPPLY TO AS 3786.
CEILING MOUNTED WITH 9VDC
ALKALINE BATTERY BACKUP
TO LOCATIONS INDICATED ON PLAN AND IN ACCORDANCE WITH NCC PART H3D6 - ACBC PART 9.5

- (S) - DENOTES INTERCONNECTED SMOKE DETECTORS
- (S) - DENOTES INTERCONNECTED SMOKE DETECTORS FITTED WITH EVACUATION LIGHTING
- (L) - DENOTES EMERGENCY LIGHT

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
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W5	600	600	DG	4.3	.55
W6	400	1200	DG	4.3	.55
SD1	2100	4500	DG	4.0	.61

DISCLAIMER:
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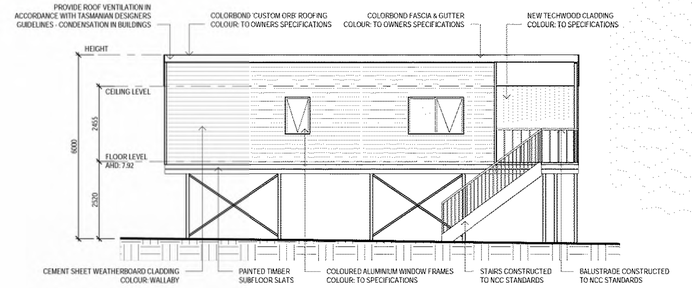
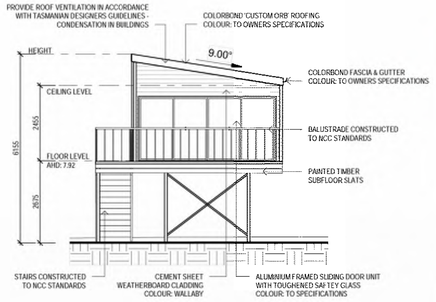
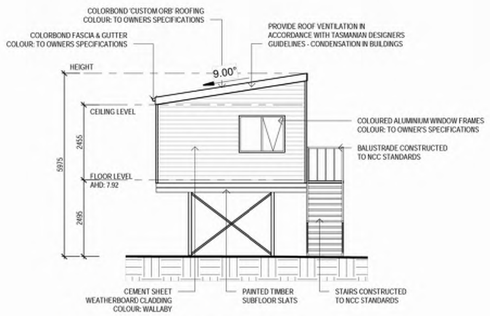
Area Schedule (Gross Building)		
Name	Area	Area (sq)
PROPOSED CABIN 2	52.92 m²	5.70
PROPOSED DECK	14.57 m²	1.57
	67.49 m²	7.27



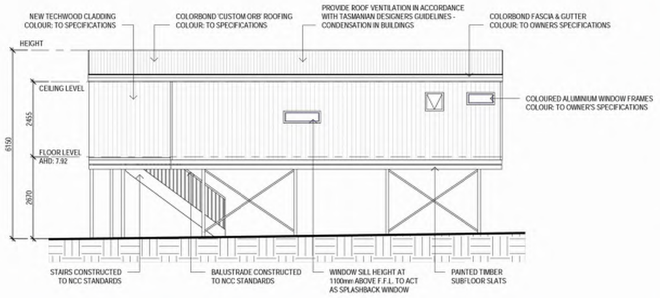
EAST ELEVATION
SCALE 1:100



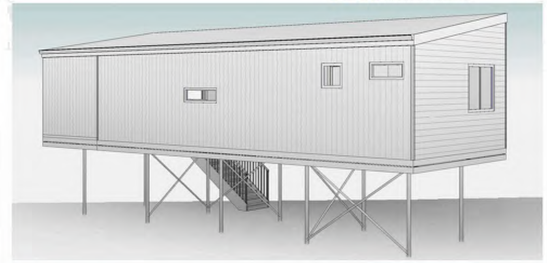
NORTH ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



ENGINEERING PLUS
BUILDING DESIGN PROJECT MANAGEMENT CIVIL/STRUCTURAL ENGINEERING

ISSUED FOR APPROVAL

Client: DEVONPORT DISCOVERY PARK, BESTON PARKS LAND PTY LTD
Project: PROPOSED PARK EXTENSION
Building: CABIN no. 2

B

green hill design
TOURIST PARK CONSULTANTS
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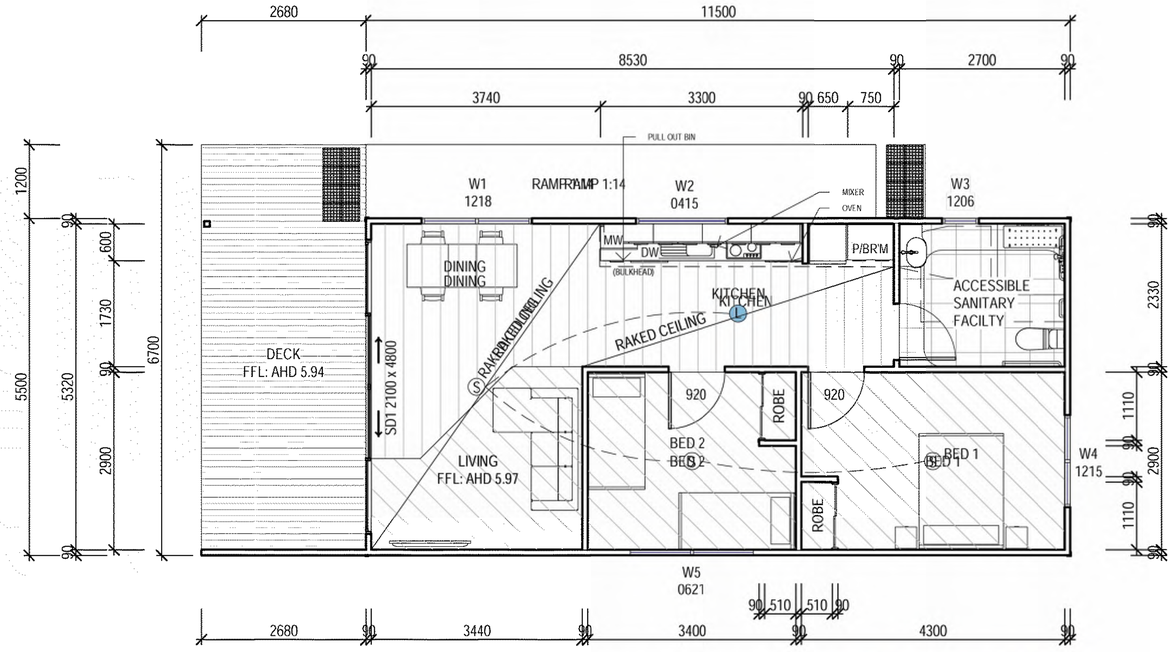
ph: 0431 938762
PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

Site:	Devonport	Drawing Scale:	As Shown	Sheet:	5 of 12
Address:	Devonport	Drawn:	DAO	Project No.:	240303
Project:	Development	Checked:	J.R.	Drawing Issue:	SK7
Drawing:	Overall Site Plan	Sheet Size:	A1	Date of Issue:	29 Aug 2024



Proposed Plan
Cabin Type C

Scale: 1:50 @ A1 / 1:100 @ A3

FLOOR COVERINGS
CARPET
CONCRETE
TIMBER DECKING
TILE
VINYL TIMBER FLOORING

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W1	1200	1800	DG	4.3	.55
W2	400	1500	DG	4.3	.55
W3	1200	600	DG	4.3	.55
W4	1200	1500	DG	4.3	.55
W5	600	2100	DG	4.3	.55
SD1	2100	4800	DG	4.0	.61

SMOKE ALARMS
PROVIDE AND INSTALL SMOKE ALARMS & HARD WIRE TO BUILDING POWER SUPPLY TO AS 3786.
CEILING MOUNTED WITH 9VDC ALKALINE BATTERY BACKUP
TO LOCATIONS INDICATED ON PLAN AND IN ACCORDANCE WITH NCC PART H3D6 - ACBC PART 9.5

Ⓢ - DENOTES INTERCONNECTED SMOKE DETECTORS

Ⓢ - DENOTES INTERCONNECTED SMOKE DETECTORS FITTED WITH EVACUATION LIGHTING

Ⓛ - DENOTES EMERGENCY LIGHT

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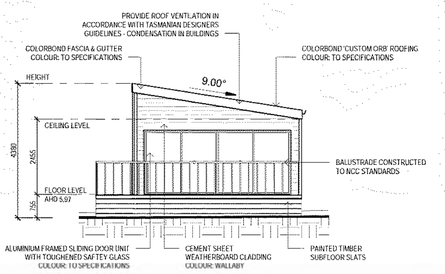
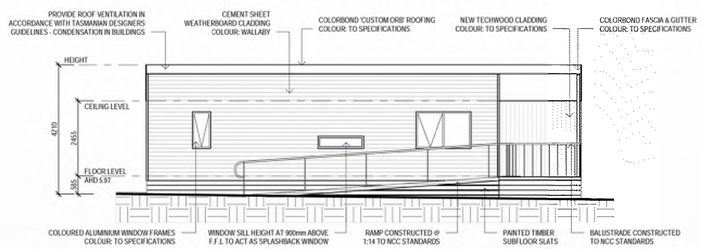
Area Schedule (Gross Building)		
Name	Area	Area (sq)
PROPOSED DDA CABIN 1	63.25 m²	6.81
PROPOSED DECK	17.96 m²	1.93
	81.21 m²	8.74

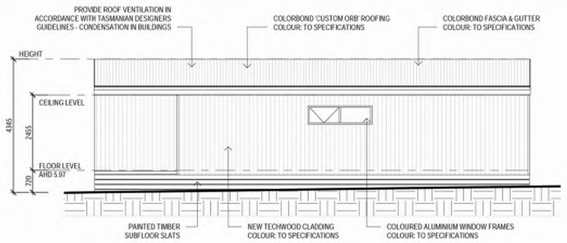
PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION



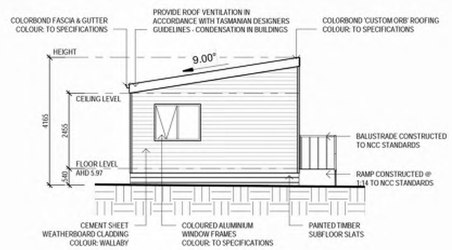
NORTH ELEVATION
SCALE 1 : 100



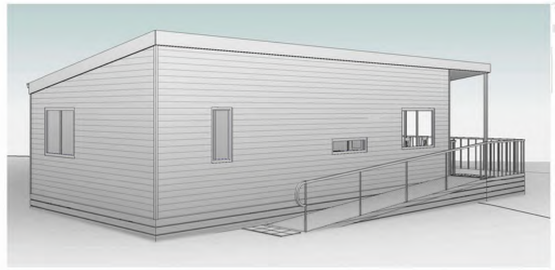
EAST ELEVATION
SCALE 1 : 100

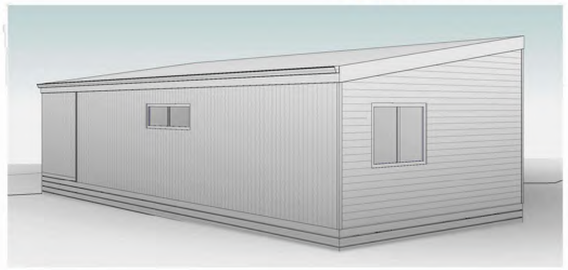


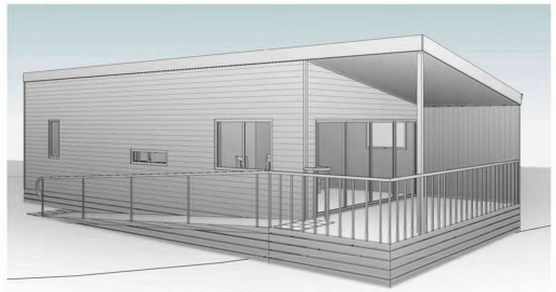
WEST ELEVATION
SCALE 1 : 100

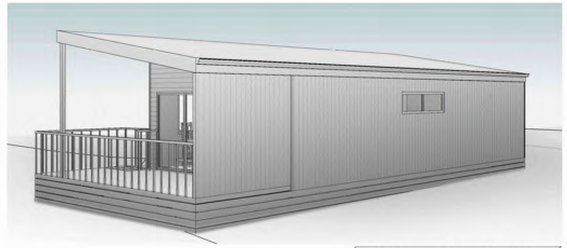


SOUTH ELEVATION
SCALE 1 : 100









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PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

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Address:	Devonport	Drawn:	DAO
Project:	Development	Checked:	J.R.
Drawing:	Overall Site Plan	Sheet Size:	A1
Sheet:	6 of 12		
Project No.:	240303		
Drawing Issue:	SK7		
Date of Issue:	29 Aug 2024		

EASEMENT (SHOWN IN RED)

12x STANDARD CABINS

CONCRETE PARKING SPACES

EXTEND ROAD

SERVICE AREA TO REAR OF CABIN (SHOWN BY WHITE HATCH)

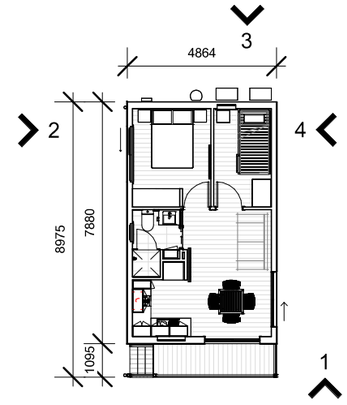
SCREENING TO REAR OF CABIN (SHOWN BY RED LINE)

1 PROPOSED CABINS
1 : 500

SITE PLAN NOTES/LEGEND

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH REQUIREMENTS FROM LOCAL AUTHORITIES.

- DENOTES FENCE
- DENOTES FENCE GATE
- CONCRETE
- HWS — HOT WATER UNIT
- G/E — GAS & ELECTRICAL METER BOX LOCATION
- A/C — AIR CONDITIONING UNIT
- L/S — DESIGNATED LANDSCAPE AREA
- DP — DOWNPIPE
- DENOTES TURF LANDSCAPED AREA
- DENOTES SERVICE AREA (DIAGONAL HATCH)
- DENOTES MULCH



2 STANDARD CABIN - MZ
1 : 200

PROPOSED NEW ROAD

Type	Area	Cost
ROAD - NEW	412 m²	

LANDSCAPING

Count	Type	Area
1	ROCK MULCH	77 m²
1	GRASS	956 m²

Discovery PARKS

50 Rundle Mall, Lvl 6, Adelaide SA 5000
Phone: 1300 061 811
Email:
Website:

PROJECT:
DEVONPORT

ADDRESS:
13-19 TARLETON ST, EAST DEVONPORT, TAS 7310

DRAWING REVISIONS

REV.	DESCRIPTION	DATE	DES
A	FY26-T2 - CABINS	1/08/25	T.F

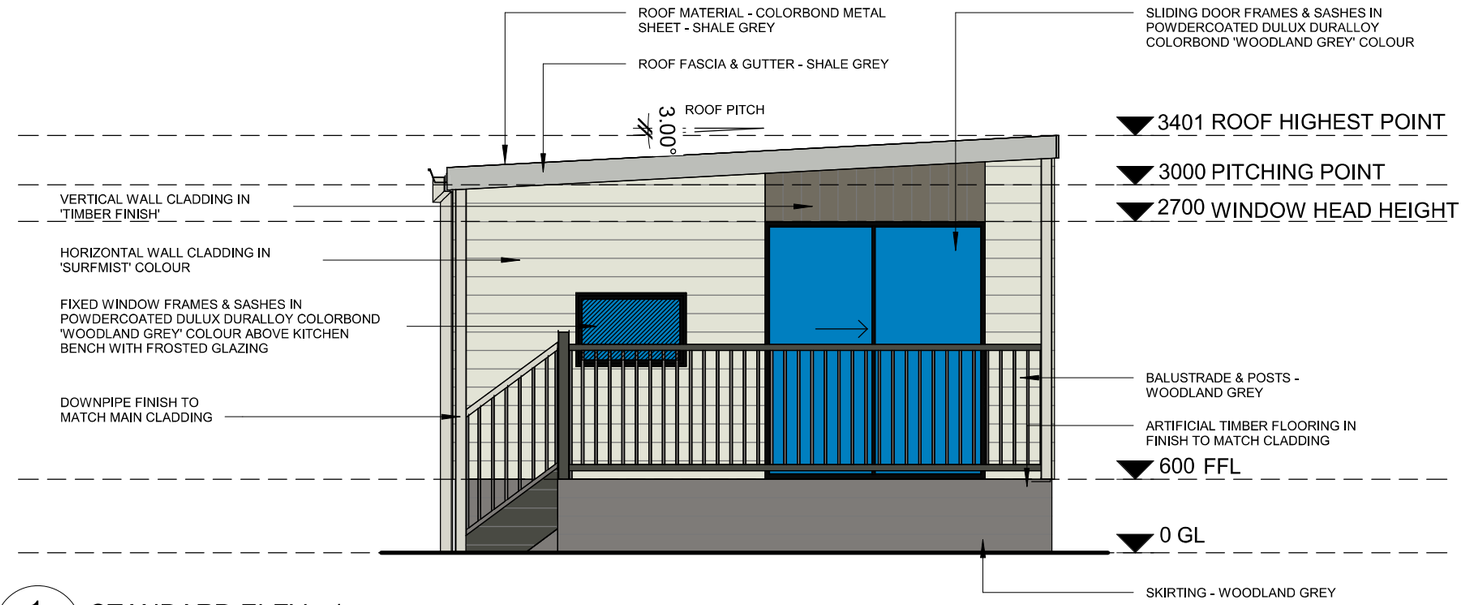
SITE PLAN - PROPOSED

DRW: T.F CHK: - SCALE: As indicated **A3**

JOB NO. 034-101-PL- SK100 **A0101**

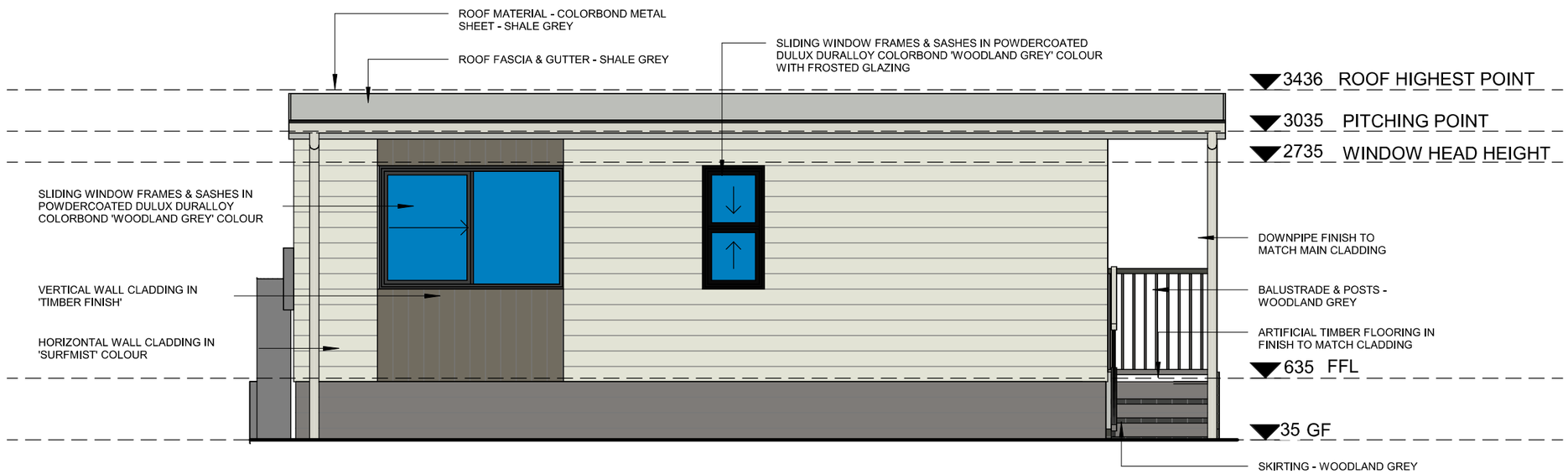
PRELIMINARY

SCALE 1:1000
0 10 20 50 100m



1 / A0101 STANDARD ELEV - 1

1 : 50



2 / A0101 STANDARD ELEV - 2

1 : 50

Discovery PARKS

50 Rundle Mall, Lvl 6, Adelaide SA 5000
Phone: 1300 061 811
Email:
Website:

PROJECT:
DEVONPORT

ADDRESS:
13-19 TARLETON ST, EAST DEVONPORT, TAS 7310

DRAWING REVISIONS

REV.	DESCRIPTION	DATE	DES
A	FY26-T2 - CABINS	1/08/25	T.F

All dimensions and levels shown on drawings are in millimetres (mm) unless otherwise indicated and should be verified on site before commencing building work.

These drawings have been prepared by Discovery Holiday Parks for the purposes of Planning Consent only. The production of drawings for coordination and to comply with statutory requirements, certification and construction is the responsibility of the Contractor(s).

ELEVATIONS - 1

DRW: T.F CHK: - SCALE: 1 : 50 **A3**

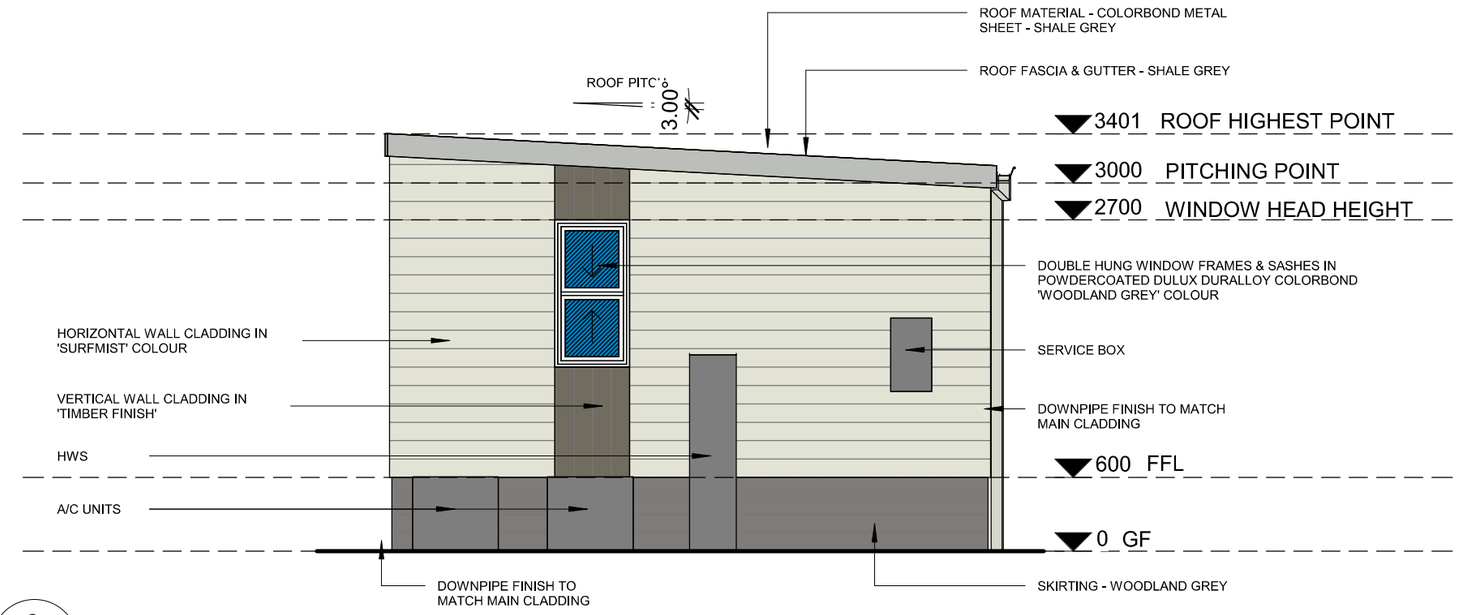
JOB NO. 034-101-PL- SK100 **A0400**

NOTE: COLOURS TO BE CONFIRMED

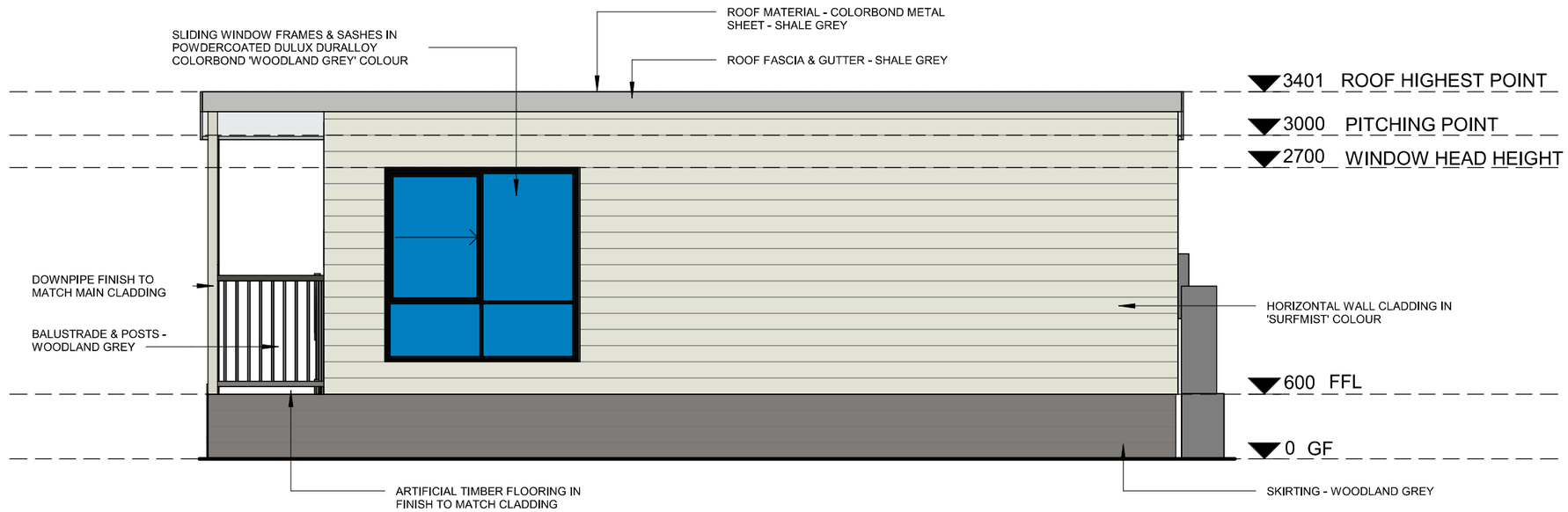
PRELIMINARY

SCALE 1:50

0 0.5 1.0 1.5 2.0 2.5 5m



3 / A0101 STANDARD ELEV - 3
1 : 50



4 / A0101 STANDARD ELEV - 4
1 : 50

Discovery PARKS

50 Rundle Mall, Lvl 6, Adelaide SA 5000
Phone: 1300 061 811
Email:
Website:

PROJECT:
DEVONPORT

ADDRESS:
13-19 TARLETON ST, EAST DEVONPORT, TAS 7310

DRAWING REVISIONS

REV.	DESCRIPTION	DATE	DES
A	FY26-T2 - CABINS	1/08/25	T.F

ELEVATIONS - 2

DRW: T.F CHK: - SCALE: 1 : 50 A3

JOB NO. 034-101-PL- SK100 **A0401**

NOTE: COLOURS TO BE CONFIRMED

PRELIMINARY

SCALE 1:50
0 0.5 1.0 1.5 2.0 2.5 5m

Approx North

Combined Amenities and Camp Kitchen

Scale: 1:50 @ A1 / 1:100 @ A3

PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
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Proposed Amenities Plan

SCALE 1:50 @ A1 / 1:100 @ A3

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TOURIST PARK CONSULTANTS
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ph: 0431 938762
PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

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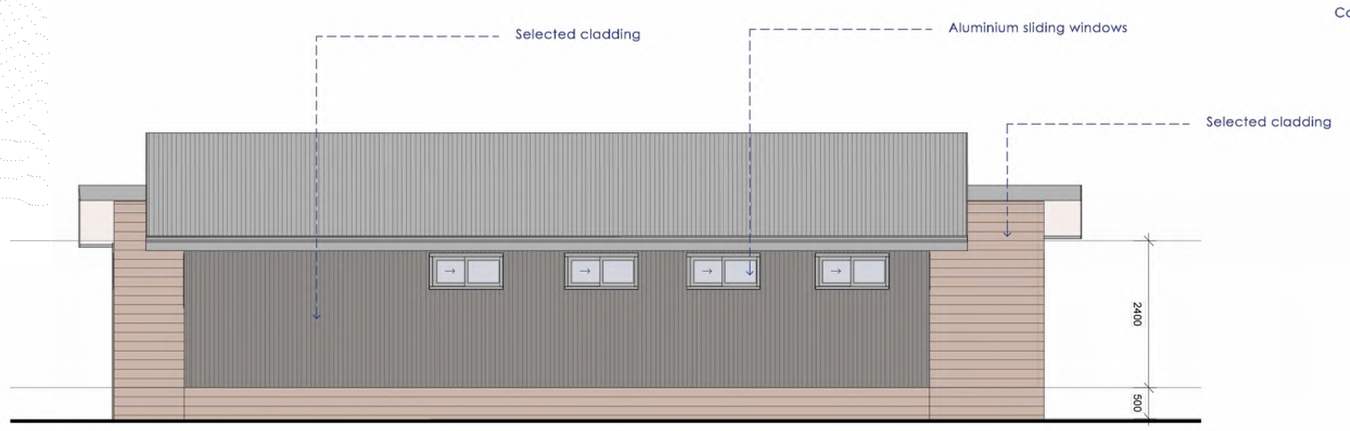
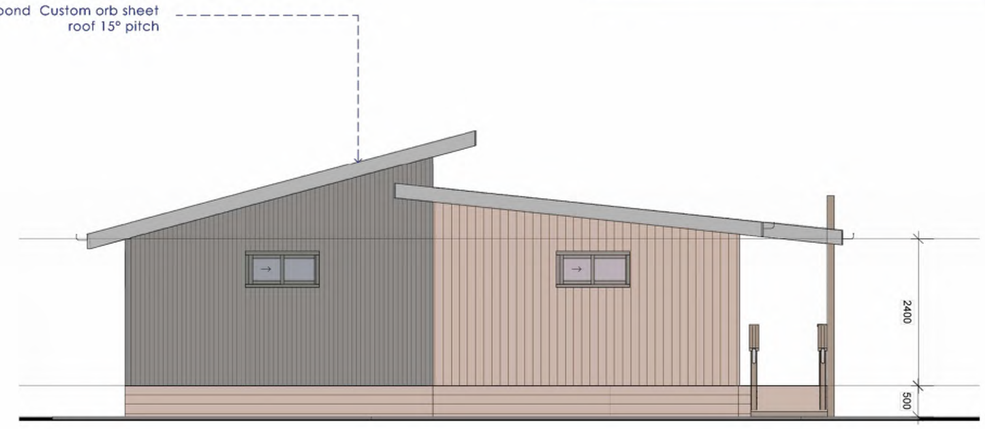
Drawing:	Overall Site Plan	Sheet Size:	A1	Date of Issue:	29 Aug 2024

EXTERIOR FINISHES:

Roof Sheet	CB Windspray
Gutters	CB Windspray
Wall Cladding	Monument /Timber
Fascias	CB Windspray
Timber balustrading	Timber finish
Barges	CB Windspray
Eaves	Ceiling White
Downpipes	CB Monument
CB Window Features	CB Windspray
Posts & Handrail	Timber
Base Infill	as per wall clad



North Elevation
SCALE 1 : 50
0 2.5m

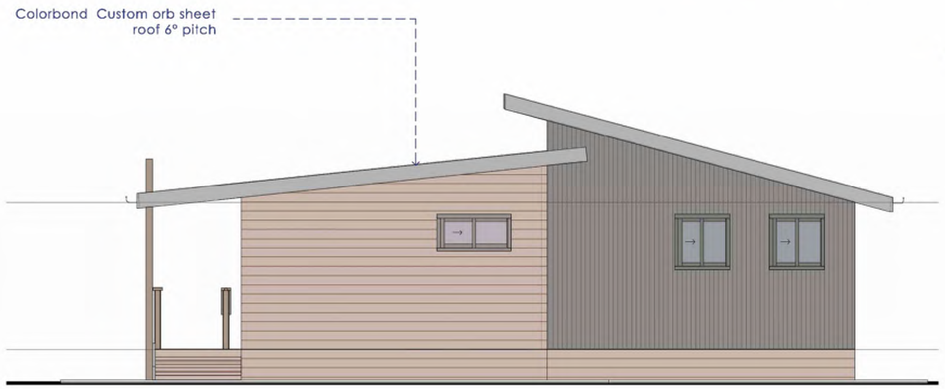


West Elevation
SCALE 1 : 50
0 2.5m

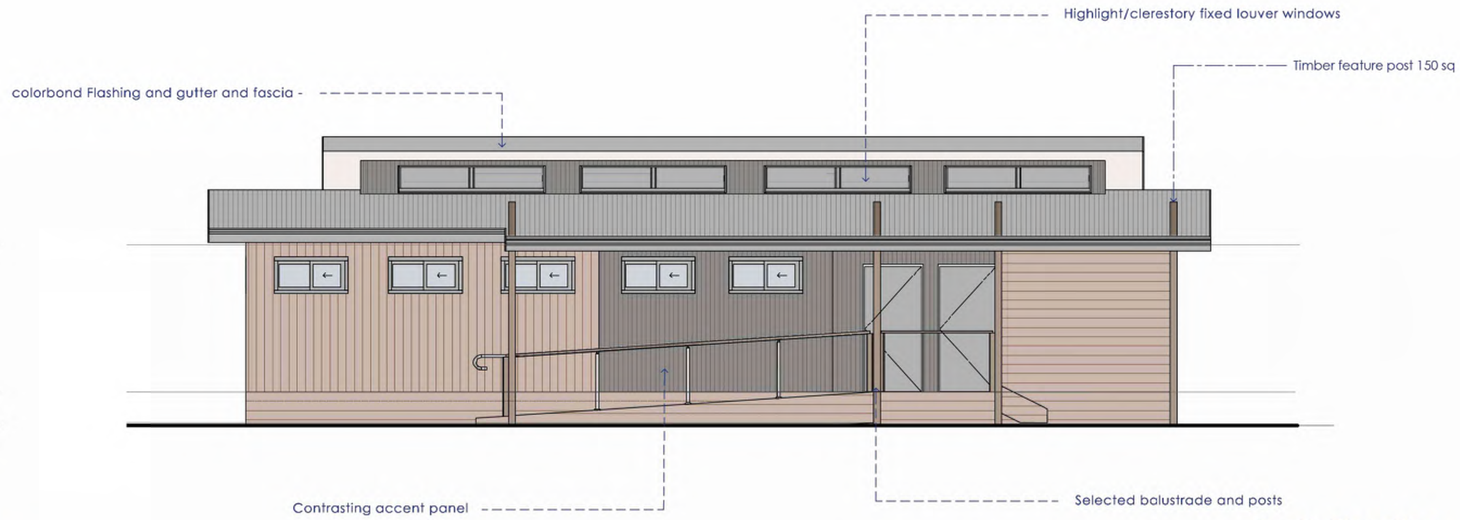
PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION

Combined Amenities and Camp Kitchen

Scale: 1:50 @ A1 / 1:100 @ A3



East Elevation
SCALE 1 : 50
0 2.5m



South Elevation
SCALE 1 : 50
0 2.5m

E

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TOURIST PARK CONSULTANTS
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PO Box 42 Highbury SA 5089

Discovery Parks - Devonport

0 5m 25m

contractor to verify all dimensions on site before commencing construction

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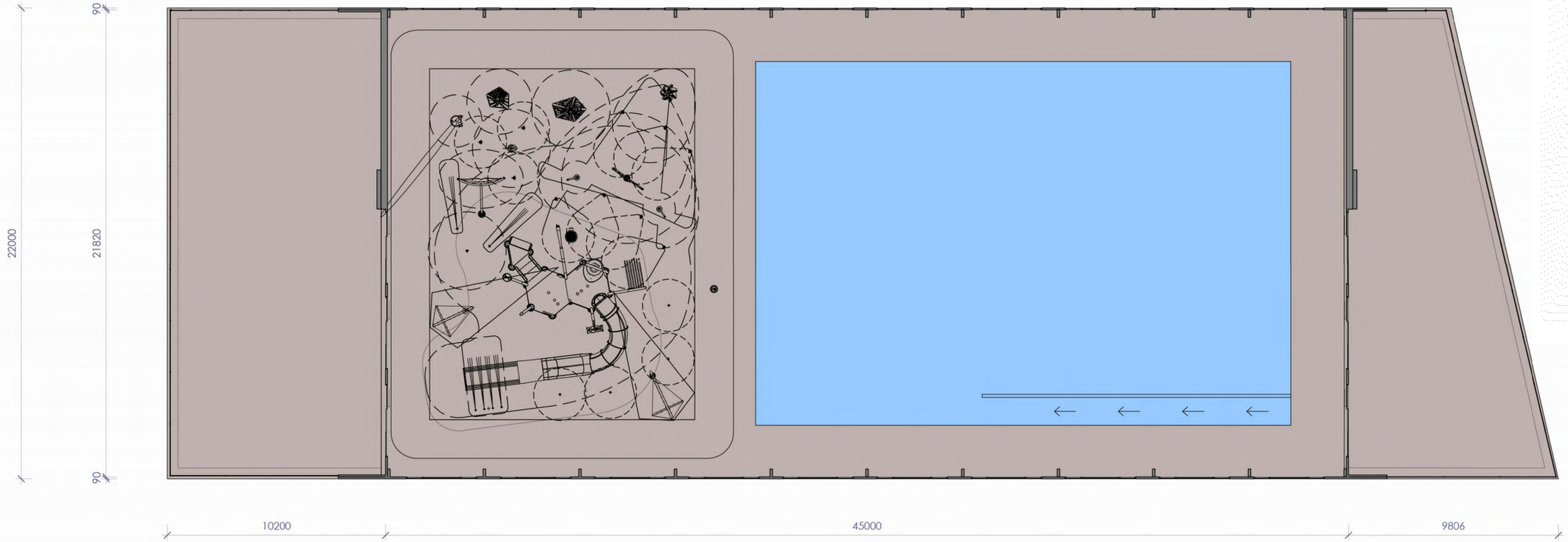

1 Ground Floor
1 : 100

PLANNING DRAWING
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NOT FOR CONSTRUCTION

Indoor Pool Building

Scale: 1:50 @ A1 / 1:100 @ A3

F

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Discovery Parks - Devonport

0 5m 25m

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Drawing:	Overall Site Plan	Sheet Size:	A1	Date of Issue:	29 Aug 2024

2 North Elevation
1 : 100

EXTERIOR FINISHES

Roof Sheet	CB Monument Longline
Gutters	Concealed Monument
Wall Clad 1	Monument Longline
Wall Clad 2	Timber / Mountain Ash
Wall Clad 3	Stone Facade infill
Windows	Monument Powdercoat

1 West Elevation
1 : 100

3 East Elevation
1 : 100

PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION

Indoor Pool Building

Scale: 1:50 @ A1 / 1:100 @ A3

4 West Elevation
1 : 100

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Discovery Parks - Devonport

0 5m 25m

Site:	Devonport	Drawing Scale:	As Shown	Sheet:	11 of 12
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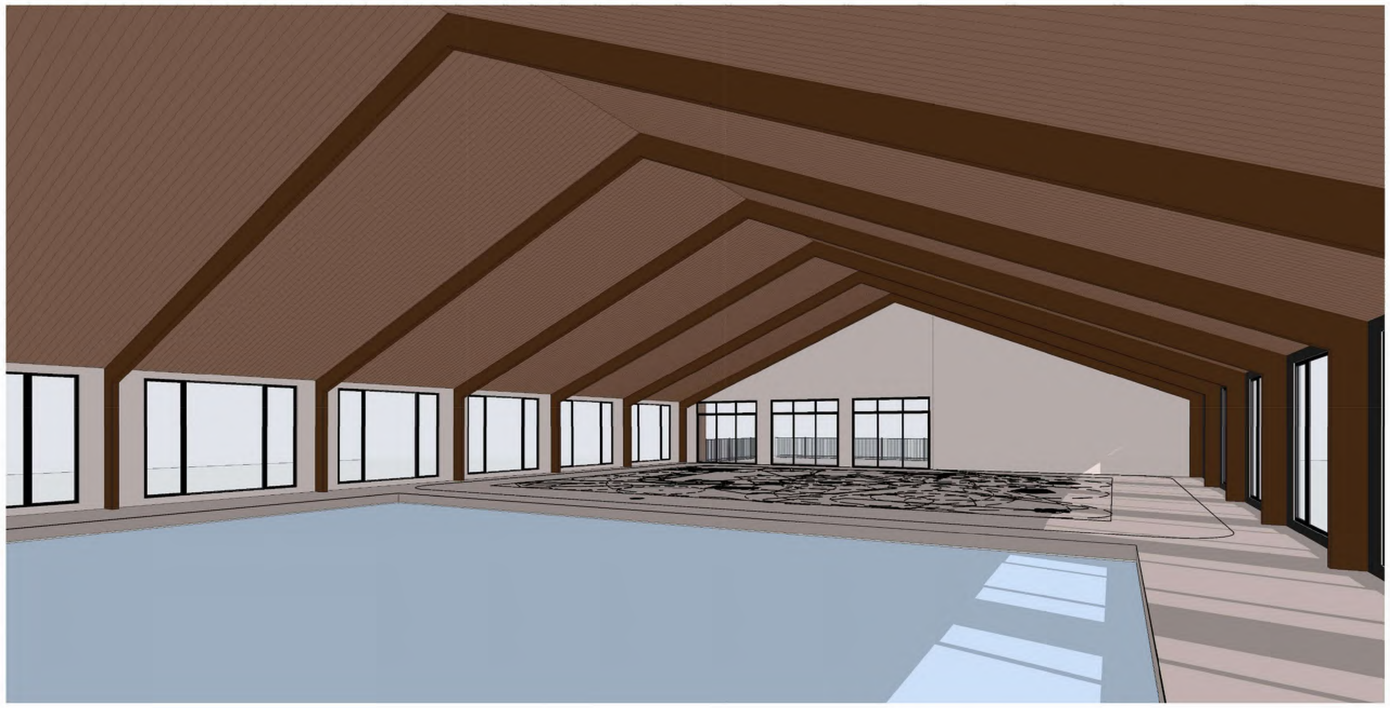
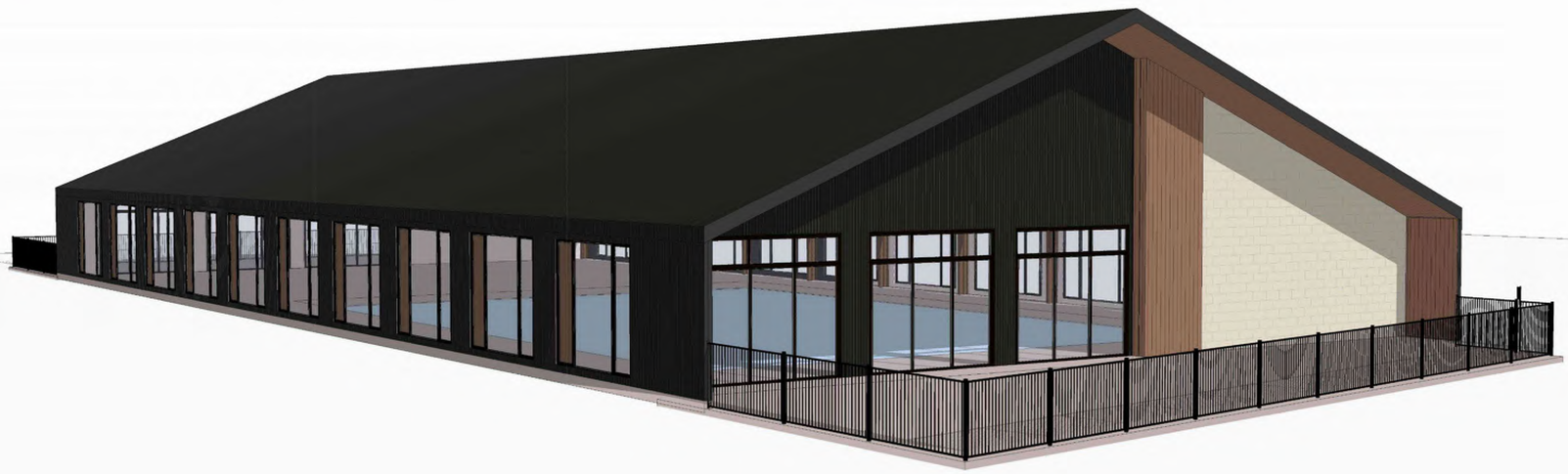


PLANNING DRAWING
FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION



Indoor Pool Building

Scale: 1:50 @ A1 / 1:100 @ A3

F

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0 5m 25m

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