



GLAMORGAN/SPRING BAY COUNCIL
NOTICE OF PROPOSED DEVELOPMENT

Notice is hereby given that an application has been made for planning approval for the following development:

SITE: **RA14193 Tasman Highway, Swansea
CT 48983/1**

PROPOSAL: **Cellar Door**

Any person may make representation on the application(s) by letter (PO Box 6, Triabunna) or electronic mail (planning@freycinet.tas.gov.au) addressed to the General Manager.

Representations must be received before midnight on 28 March 2024.

APPLICANT: **Michael William Travalia**

DATE: **18/01/2024**

APPLICATION NO: **DA 2024 / 011**

Application for Planning Approval

Advice:

Use this form for all no permit required, permitted and discretionary planning applications including visitor accommodation, subdivision as well as for planning scheme amendment & minor amendments to permits.

Completing this form in full will help ensure that all necessary information is provided and avoid any delay. The planning scheme in clause 6.0 provides details of other information that may be required. A checklist of application documents is provided on page 4 of this form.

Often, it is beneficial to provide a separate written submission explaining in general terms what is proposed and why and to justify the proposal against any applicable performance criteria.

If you have any queries with the form or what information is required, please contact the office.

Details of Applicant and Owner			
Applicant:			
Contact person: (if different from applicant)			
Address:			
Suburb:		Post Code:	
Email:		Phone: / Mobile:	

Note: All correspondence with the applicant will be via email unless otherwise advised

Owner (if different from applicant)			
Address:			
Suburb:		Post Code:	
Email:		Phone: / Mobile:	

Details of Site <i>(Note: If your application is discretionary, the following will be placed on public exhibition)</i>			
Address of proposal:			
Suburb:		Post Code:	
Size of site: (m ² or Ha)			
Certificate of Title(s):			
Current use of site:			

General Application Details *Complete for All Applications*

Description of proposed use or development:			
Estimated value of works: (design & construction)	\$		
Is the property on the State Heritage Register? (Tick one)	Yes	No	

For all Non-Residential Applications

Hours of Operation	
Number of Employees	
Describe any delivery of goods to and from the site, including the types of vehicles used and the estimated average weekly frequency	
Describe any hazardous materials to be used or stored on site	
Type & location of any large plant or machinery used (refrigeration, generators)	
Describe any retail and/or storage of goods or equipment in outdoor areas	

Personal Information Protection Statement

The personal information requested will be managed in accordance with the *Personal Information Protection Act 2004*. The personal information is being collected by Glamorgan Spring Bay Council for the purposes of managing, assessing, advising on, and determining the relevant application in accordance with the *Land Use Planning and Approvals Act 1993*(LUPPA) and other related purposes, including for the purpose of data collection.

The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations and it may also be made publicly available on the Council's website and available for any person to inspect in accordance with LUPAA. If you do not provide the information sought, Council will be unable to accept and/or process your application.

Applicant Declaration

I/we hereby apply for planning approval to carry out the use or development described in this application and the accompanying documents and declare that:

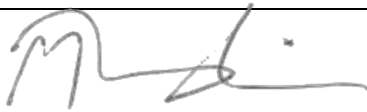
- The information in this application is true and correct.
- I/we authorise Council employees or consultants to enter the site to assess the application.
- I/we have obtained all copy licenses and permission from the copyright owner for the publication, communication and reproduction of the application and reports, plans and materials provided as part of the application and for the purposes of managing, assessing, advising on, and determining the application.

I/we authorise the Council to:

- Make available the application and all information, reports, plans, and materials provided with or as part of the application in electronic form on the Council's website and in hard copy at the Council's office and other locations for public exhibition if and as required;
- Make such copies of the application and all information, reports, plans and materials provided with or as part of the application which are, in the Council's opinion, necessary to facilitate a consideration of the application;
- Publish and or reproduce the application and all information, reports, plans and materials provided with or as part of the application in Council agendas, for representors, referral agencies and other persons interested in the application; and
- provide a copy of any documents relating to this application to any person for the purpose of assessment or public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.

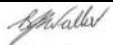
You indemnify the Council for any claim or action taken against the Council for breach of copyright in respect of the application and all information, report, plan, and material provided with or as part of the application.

I/We declare that the Owner has been notified of the intention to make this application in accordance with section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Applicant Signature:		Date: 19.01.24	
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Owners Consent required if application is on or affects Council or Crown owned or administered land

I declare that I have given permission for the making of this application for use and/or development.

Council General Manager or delegate Signature:	 Delegate of Minister for Infrastructure Michael Ferguson MP	Date:	21/02/2024
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If land affected by this application is owned or administered by the Crown or Council, then the written permission of the relevant Minister (or their delegate) and/or the General Manager must be provided. For Crown land, a copy of the instrument of delegation must be provided.

It is the applicant's responsibility to obtain any owners consent prior to lodgement. Written requests for Council consent are via the General Manager. Request for Ministerial consent is to be directed to the relevant department.

Checklist of application documents:

Taken from Section 6 of the Planning Scheme

An application must include:

- ☐ a signed application form;
- ☐ any written permission and declaration of notification required under s.52 of the Act and, if any document is signed by the delegate, a copy of the delegation;
- ☐ details of the location of the proposed use or development;
- ☐ a copy of the current certificate of title for all land to which the permit sought is to relate, including the title plan; and
- ☐ a full description of the proposed use or development.

In addition to the information that is required by clause 6.1.2, a planning authority may, in order to enable it to consider an application, require such further or additional information as the planning authority considers necessary to satisfy it that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or a specific area plan, applicable to the use or development including:

- ☐ any schedule of easements if listed in the folio of the title and appear on the plan, where applicable;
- ☐ a site analysis and site plan at a scale acceptable to the planning authority showing, where applicable:
 - (i) the existing and proposed use(s) on the site;
 - (ii) the boundaries and dimensions of the site;
 - (iii) topography including contours showing AHD levels and major site features;
 - (iv) natural drainage lines, watercourses and wetlands on or adjacent to the site;
 - (v) soil type;
 - (vi) vegetation types and distribution including any known threatened species, and trees and vegetation to be removed;
 - (vii) the location and capacity and connection point of any existing services and proposed services;
 - (viii) the location of easements on the site or connected to the site;
 - (ix) existing pedestrian and vehicle access to the site;
 - (x) the location of existing and proposed buildings on the site;
 - (xi) the location of existing adjoining properties, adjacent buildings and their uses;
 - (xii) any natural hazards that may affect use or development on the site;
 - (xiii) proposed roads, driveways, parking areas and footpaths within the site;
 - (xiv) any proposed open space, common space, or facilities on the site; and
 - (xv) proposed subdivision lot boundaries;
- ☐ where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 as required by the planning authority showing, where applicable:
 - (xvi) the internal layout of each building on the site;
 - (xvii) the private open space for each dwelling;
 - (xviii) external storage spaces;
 - (xix) parking space location and layout;
 - (xx) major elevations of every building to be erected;
 - (xxi) the relationship of the elevations to existing ground level, showing any proposed cut or fill;
 - (xxii) shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites; and
 - (xxiii) materials and colours to be used on roofs and external walls.

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: SRA-24-45



Michael Travalia
By email: mtravalia@mac.com

Dear Michael

Crown Landowner Consent Granted – 14193 Tasman Highway, Swansea

I refer to your recent request for Crown landowner consent relating to the development application at 14193 Tasman Highway, Swansea for new road access.

I, Barry Walker, Director Asset Management, the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 23 January 2024, and the approved documents, as accessible via the link below:

<https://files.stategrowth.tas.gov.au/index.php/s/mgB3ZHuxzIPNWvU>

A copy of the Instrument of Delegation from the Minister authorising the delegate to sign under section 52 of the Act can also be accessed via the above link.

Please access and download these documents for your records as soon as possible as this link will expire six months from the date of this letter.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

Proposed commercial signs within the Tasman Highway reservation are not supported and will not be approved. Drawings for Signs S-01 and S-02 will be removed from the Development Application and Sign S-01 will be located wholly within the "Riversdale Mill" title boundaries. Tourism Information signs as per the Tasmanian Roadside Signs Manual will be assessed for the business under a separate application.

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways or contact permits@stategrowth.tas.gov.au.

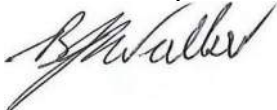
On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

A single access serving multiple properties must be constructed with sufficient width to enable vehicles to enter and leave the roadway simultaneously.

Pursuant to Section 16 of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Barry Walker

DIRECTOR ASSET MANAGEMENT

Delegate of

Minister for Infrastructure and Transport

Michael Ferguson MP

21 February 2024

cc: General Manager, Glamorgan Spring Bay Council

17 January 2024

Greg Ingham
General Manager
9 Melbourne Street
Triabunna TAS 7190

RE: Cellar Door Riversdale 14193 Tasman Highway

Please accept this correspondence as a development application for planning approval for a Cellar Door and Resource Processing at 14193 Tasman Highway (the Property).

The Property is located as per Figures 1 and 2 and is approximately 3km north of the Swansea township.

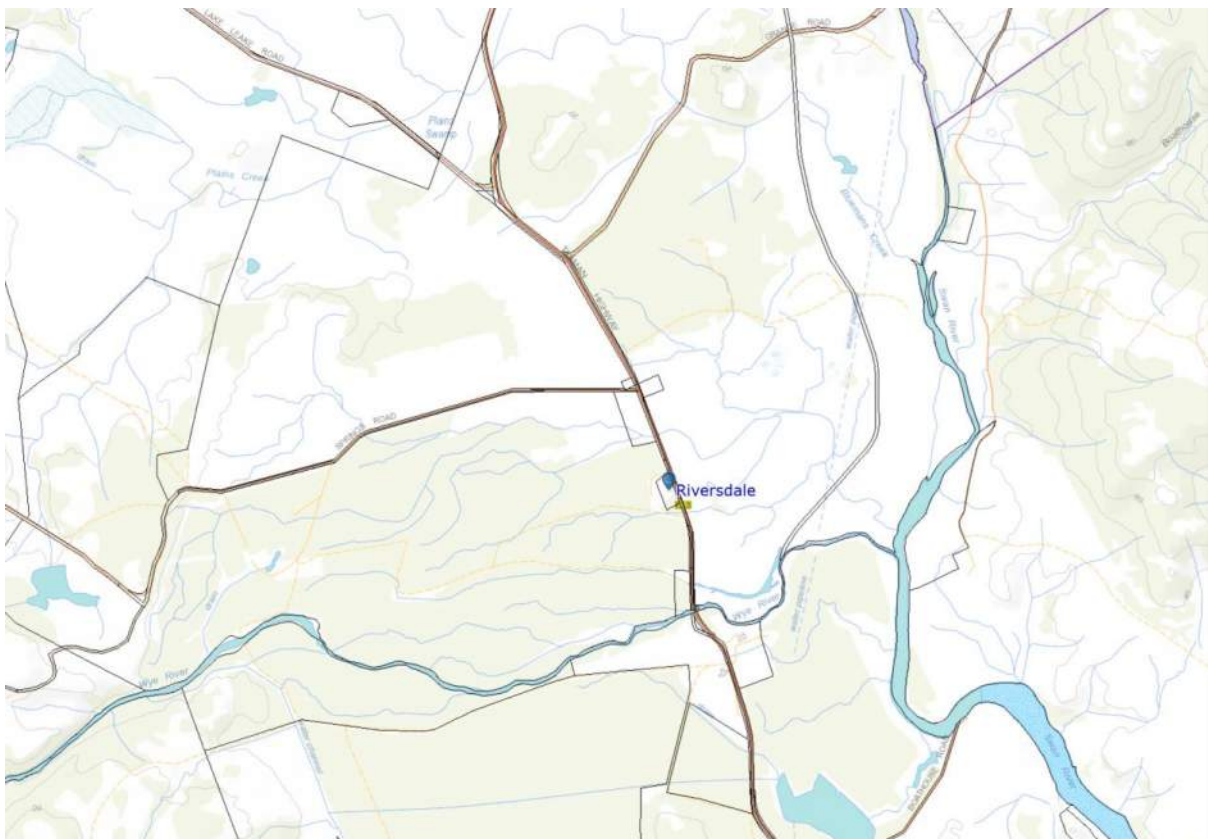


Figure 1: Property Location

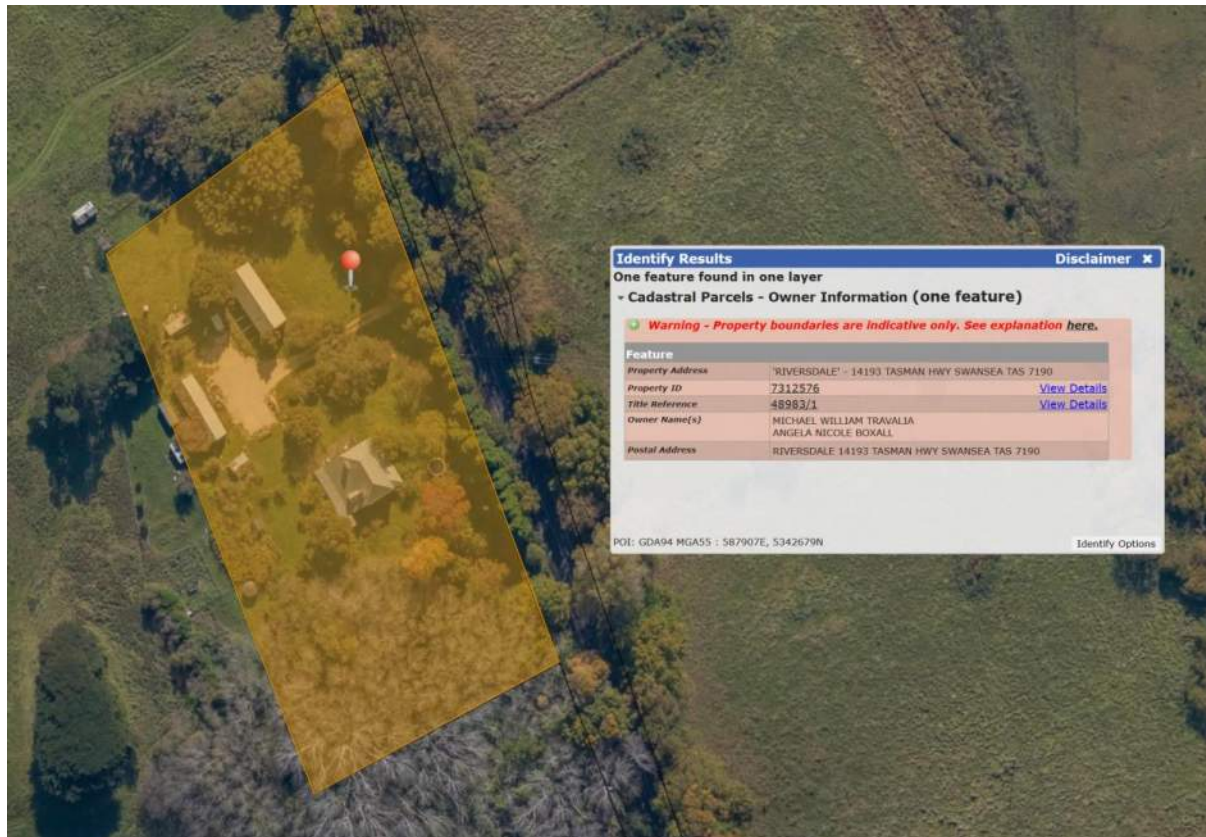


Figure 2: Property Location

Access to the Property is via the Tasman Highway, with an avenue of trees either side of the Highway forming a tunnel-like appearance. There is approximately 150m of frontage to the Tasman Highway.

The Property contains three buildings:

- Riversdale Mill (Flour Mill)
- Riversdale House
- Riversdale Barn/ Stables

The Property is 1.088ha and has an access onto the Tasman Highway.

A cultivated area on the southern side of the Property will be established to grow botanicals for use in the resource processing, Gin manufacture.

The current use of the Property is residential.

Surrounding land uses are agricultural, with a Walnut Plantation to the west and vineyards to the east.

Figure 3 is an aerial image showing the layout of existing buildings on the Property.



Figure 3: Image showing Built structures on the Property

The property has been cleared of all native vegetation and does not contain any species of high conservation value based upon a desktop analysis.

Planning Scheme

The Property is subject to the provision of the Tasmanian Planning Scheme- Local Provisions Schedule Glamorgan Spring Bay (the Scheme).

The Property is zoned Agricultural under the Scheme and is subject to the Scenic Protection Code under the Scheme as shown in Figure 4 and the Bushfire Prone Areas Code as shown in Figure 5.

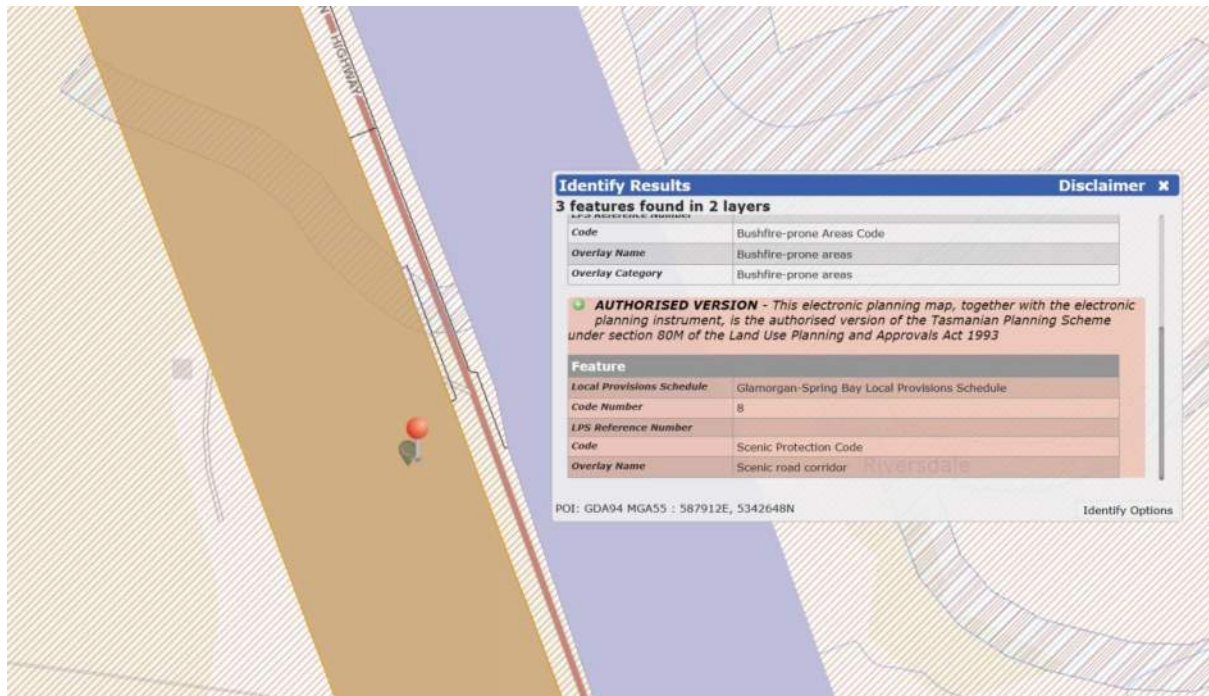


Figure 4: Image showing the Scenic Protection Code

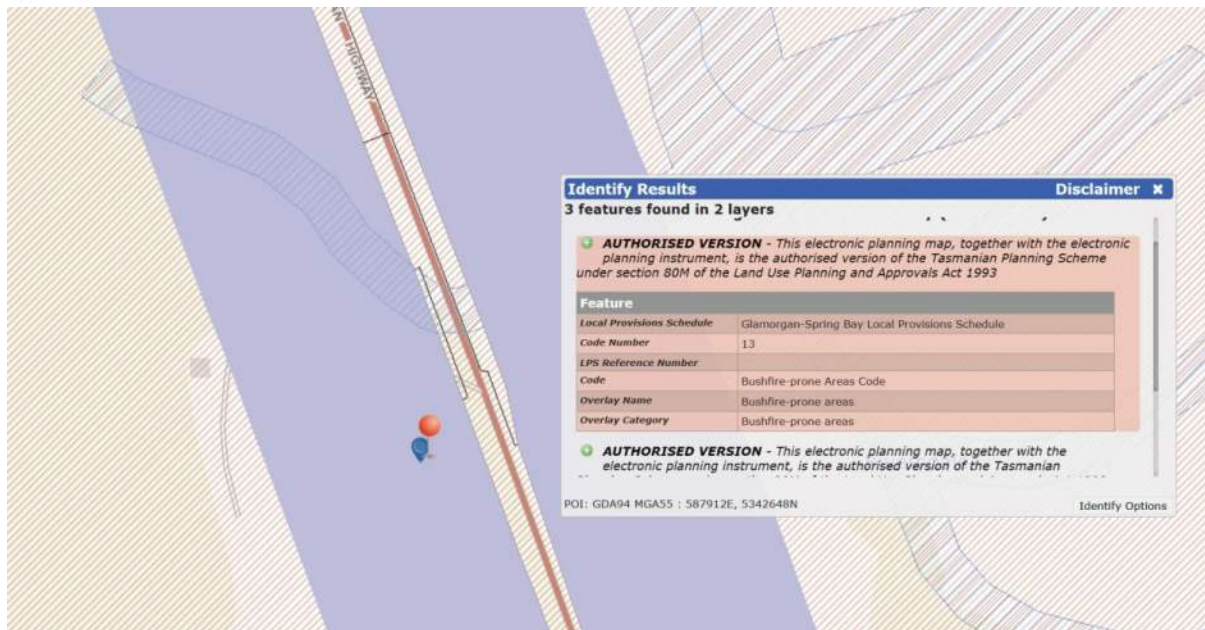


Figure 5: Image showing the Bushfire Prone Areas Code

The Proposal

The Proposal is for Resource Processing, Resource Development and a Cellar Door and for the manufacture and sale of Gin. Plans and elevations of the Proposal are attached to this application.

A relocated access to the north of the existing access is proposed onto the Tasman Highway, the existing access will be closed. This access will be sealed for the first 20m from the road carriageway. Sixteen carparking spaces are proposed.

- Mill – an extension to the mill building will provide toilets for visitors, this building has been approved under a previous Development Application and is under construction.
- Horse Stables – the original horse stables will be converted to a cellar door. All heritage elements of the building will be retained and all new materials used in construction will match with existing. Some outdoor seating is proposed. The application has been considered by Heritage Tasmania (Russel Dobie) and no objections were received via email attached to this correspondence.

- Storage Shed – a storage shed with a proposed floor area of 72m is proposed to be constructed 2m from the southern border of the Property.

The Proposal will contribute to the East Coast Wine and Food Trail and will operate 9-5 six days a week.

Use Classification

A cultivated area will be developed at the rear of the Property for growing botanicals (**Resource Development**). This use is defined as:

use of land for propagating, cultivating or harvesting plants or for keeping and breeding of livestock or fishstock. If the land is so used, the use may include the handling, packing or storing of produce for dispatch to processors. Examples include agricultural use, aquaculture, controlled environment agriculture, crop production, horse stud, intensive animal husbandry, plantation forestry, forest operations, turf growing and marine farming shore facility.

The botanicals grown on the Property will be used in Gin manufacture, (**Resource Processing**). This use is defined as:

use of land for treating, processing or packing plant or animal resources. Examples include an abattoir, animal saleyard, cheese factory, fish processing, milk processing, winery, brewery, cidery, distillery, and sawmilling.

Gin and other agricultural products grown in the surrounding area will be offer for sale within the converted horse stables (**General Retail and Hire**). General Retail and Hire is defined as:

use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.

General Retail and Hire encompasses cellar door sales.

This use is permitted under the Agriculture Zone, with the following qualification:

If associated with Resource Development or Resource Processing.

If a proposal cannot meet this qualification, the use is otherwise discretionary.

The production of Gin is a Resource Processing use as it will involve the processing of spirit and botanicals, the majority of which will be grown on the Property.

The manufacture of Gin and the growing of botanicals for its production will occur on the Property. The sale of Gin on the Property is therefore permitted as it is associated with resource development and resource processing.
Permitted use.

If this position is not correct, then the proposal must be assessed against the discretionary provisions of the Scheme, which for completeness I have undertaken below.

21.3.1 Discretionary Uses

There are no acceptable solutions, and the proposal must be considered against the relevant performance criteria.

P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to:

Planning Response

All noise and dust impacts arising from the operation would be contained within the site. Vehicle movements to and from the site would be limited to trucks less than 5 tonnes. The driveway will be sealed with bitumen for the first 10 from the road carriageway to minimise gravel or sedimentation transport.

A traffic impact assessment is attached to this correspondence demonstrating that the proposed new access would not result in any impacts in terms of vehicle and pedestrian safety.

The nearest residential uses from the proposal would be over 700m to the north and south. At these distances no noise from the Cellar Door would be discernible.

(a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site.

Planning Response

The proposal will provide for a Cellar Door for the sale of a product which is processed from an agricultural product grown on the Property and within the surrounding region.

(b) access to infrastructure only available on the site or on land in the vicinity of the site.

Planning Response

The Cellar Door would capitalise on and repurpose an existing heritage-listed stables which is only available on the site. The heritage visitor experience would make the enterprise viable and link with and expand the existing East Coast Wine and Food Trail and Cellar Doors.

(c) access to a product or material related to an agricultural use.

Planning Response

The Cellar Door would provide for the sale of Gin made from agricultural produce grown on the Property and in the region.

(d) service or support for an agricultural use on the site or on land in the vicinity of the site.

Planning Response

The Gin is produced from agricultural products and botanicals grown on the Property and in the region. The sale of Gin would support the growing of these products. A further Cellar Door in the area would add to the East Coast Food and Wine Trail.

(e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and

Planning Response

A Cellar Door would value add to the East Coast Food and Wine Trail and highlight the historic agricultural infrastructure on the Property – Riversdale Mill and Horse Stables.

(f) provision of essential Emergency Services or Utilities.

Planning Response

No essential Emergency Services or Utilities are proposed.

Clause 21.3.1

P2 A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:

Planning Response

The land upon which the Cellar Door is proposed is unavailable for agricultural production as it already has buildings on it and is part of an existing residential use.

(a) the area of land being converted to non-agricultural use.

Planning Response

The proposal would cover a small area of land which is unavailable for agricultural production. The loss of this land to a non-agricultural use is considered insignificant.

(b) whether the use precludes the land from being returned to an agricultural use.

Planning Response

The land is currently unavailable for agricultural production.

(c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites

Planning Response

The property is currently used for non-agricultural uses (residential) and no further restraint upon adjoining agricultural uses would result from the proposal.

The growing of botanicals for the manufacture of Gin will occur if the proposal receives approval.

The Cellar Door would make use of an existing structure on the property and highlight the agricultural history of the site (heritage listed Mill and Stables).

Clause 21.3.1

P3 A use listed as Discretionary, excluding Residential, located on prime agricultural land must:

(a) be for Extractive Industry, Resource Development or Utilities, provided that:

(i) the area of land converted to the use is minimised.

(ii) adverse impacts on the surrounding agricultural use are minimised; and

(iii) the site is reasonably required for operational efficiency; or

(b) be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental, and economic costs and benefits of the proposed use.

Planning Response

The proposal is not located on prime agricultural land and accordingly, this clause is not relevant to an assessment.

21.4.1 Building height

A1 Building height must be not more than 12m.

Planning Response

The building height has already been established and the proposal would be less than 12m in height, meeting the above acceptable solution. The new storage shed would be 4.4m in height.

21.4.2 Setbacks

A1 Buildings must have a setback from all boundaries of:

(a) not less than 5m; or

(b) if the setback of an existing building is within 5m, not less than the existing building.

Planning Response

The storage shed is setback 2 metres from the rear boundary and the Proposal must be assessed against the performance criteria.

P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to:

(a) the bulk and form of the building;

(b) the nature of existing use on the adjoining properties;

(c) separation from existing use on the adjoining properties; and

(d) any buffers created by natural or other features.

Planning Response

The proposed storage shed is relatively small with a floor area of 62m² with a maximum height of 4.4m.

Use on the adjoining property to the south is agricultural, currently a Walnut Plantation.

There are several large mature trees between the walnut plantation and the proposed storage shed creating a buffer.

No people will work or spend any significant time within the storage shed and no impact upon the adjoining agricultural operations would result from the proposed shed.

C3.0 Road and Railway Assets Code

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

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.

Planning Response

The existing junction is proposed to be moved north and the existing junction will be closed.

A Traffic Impact Assessment accompanies this correspondence and demonstrates that relocation of this junction will not result in any pedestrian or road safety impacts.

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

Planning Response

Ingress and egress have been designed to enable vehicular traffic to enter and leave the Property in a forward direction.

Scenic Protection Code*C8.6.1 Development within a scenic protection area*

A1 Buildings or works, including destruction of vegetation, within a scenic protection area must:

- (a) be on land not less than 50m in elevation below a skyline; and*
- (b) not total more than 500m² in extent.*

Planning Response

No vegetation is proposed to be cleared to provide for the development and the Proposal is not located on a skyline or ridgeline.

C8.6.2 Development within a scenic road corridor

A1 Destruction of exotic trees with a height more than 10m, native vegetation, or hedgerows within a scenic road corridor must not be visible from the scenic road.

Planning Response

No vegetation is proposed to be cleared. Some branches of trees hanging over the Tasman Highway would be removed to improve sight distances for vehicles exiting the junction. This removal would not impact the overall scenic values of the area.

A2 Buildings or works within a scenic road corridor must not be visible from the scenic road.

Planning Response

No new buildings will be visible from the Road.

The carpark and landscaping will be partially visible from the road.

P2 Buildings or works within a scenic road corridor must not cause an unreasonable reduction of the scenic value of the road corridor, having regard to:

- (a) the topography of the site;*
- (b) proposed reflectance and colour of external finishes;*

- (c) design and proposed location of the buildings or works;*
- (d) the extent of any cut or fill required;*
- (e) any existing or proposed screening;*
- (f) the impact on views from the road; and*
- (g) the purpose of any management objectives identified in the relevant Local Provisions Schedule.*

Planning Response

The site is flat and the only works which would be visible would be the carpark and entrance.

No reflective surfaces are proposed and the sandstone heritage fabric of the flour mill will not be impacted.

No cut and fill is proposed.

The property is heavily screened by a corridor of mature trees on either side of the Tasman Highway forming a vegetated tunnel.

A person driving at 80 to 100km/hr through this tunnel would barely notice the driveway to the carpark.

There are no relevant management objectives in the Local Provisions Schedule.

Local Historic Heritage Code

Riversdale Mill, Stables and Riversdale House are all permanently registered on the Tasmanian Heritage Register.

A Historic Heritage Assessment undertaken by Mike Travalia owner and Architect is attached to this assessment. The extension to the Mill has been approved and is currently under construction.

The proposal is submitted to Council for approval.



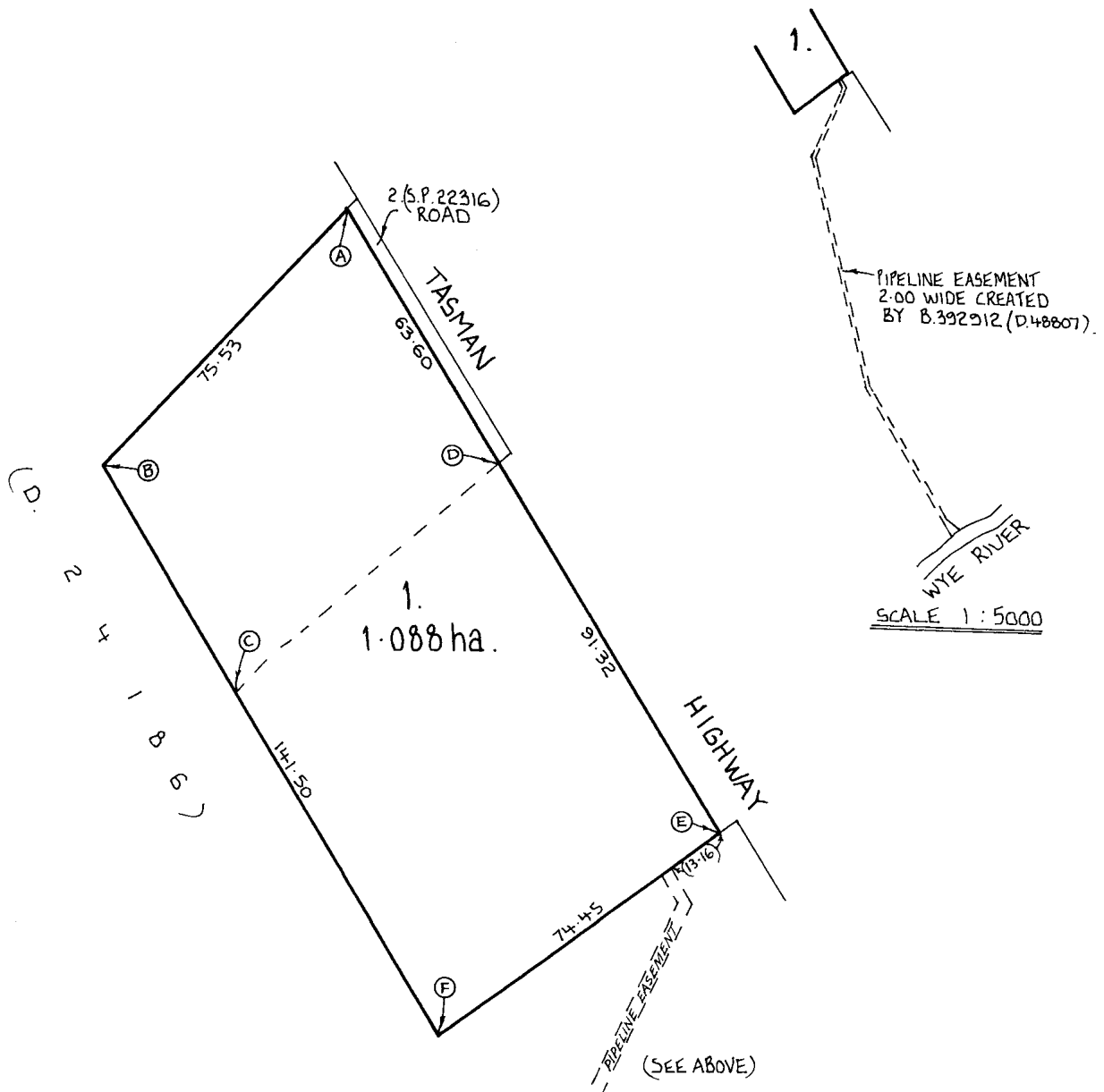
If you have any further queries, please do not hesitate to contact me on 0438 376 840 or email evan@e3planning.com.au.

Regards

Evan Boardman
Grad Dip URP, B ScEnv, B Econ MEIANZ



Owner:	PLAN OF TITLE of land situated in the GLAMORGAN — RIVERSDALE	Registered Number D.48983
Title Reference: C.T. 4242/80		Approved.....
Grantee:	COMPILED FROM (S.P. 22316)	Recorder of Titles
SCALE 1: 1000 MEASUREMENTS IN METRES		



SEARCH OF TORRENS TITLE

VOLUME 48983	FOLIO 1
EDITION 7	DATE OF ISSUE 12-Mar-2019

SEARCH DATE : 18-Jan-2024

SEARCH TIME : 07.57 AM

DESCRIPTION OF LAND

Parish of RIVERSDALE, Land District of GLAMORGAN
Lot 1 on Diagram 48983
Derivation : Part of 2300 Acres Gtd. to G. Meredith
Prior CT 4242/80

SCHEDULE 1

M462445 TRANSFER to MICHAEL WILLIAM TRAVALLIA and ANGELA
NICOLE BOXALL Registered 13-May-2014 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 22316 EASEMENTS in Schedule of Easements as relates to the
lands marked ABCD (Lot 1) and DEFC (Lot 3) on Diagram
No. 48983
SP 22316 FENCING PROVISION in Schedule of Easements
B392912 BENEFITING EASEMENT: Pipeline Easement (as defined in
Transfer) over the Pipeline Easement 2.00 wide on
Diagram No. 48983
E165593 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 12-Mar-2019 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Riversdale
14193 Tasman Highway
Swansea Tasmania 7190

PROPERTY ID: 7312576
TITLE REFERENCE 48983/1

M Travalia A Boxall

RE: Proposed works - Development Application 17.01.2024 Riversdale 'Proposed Cellar Door'.

Riversdale House and Mill are permanently registered on the Tasmanian Heritage Council Register

Riversdale Mill THR ID Number: 1566

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place. This building is a significant element in the townscape.

An asymmetrical, two storey, brick building with rubble sandstone foundations, a corrugated iron gabled roof, projecting rafter tails, and pendant and finial at the gable apexes. To one half of the front elevation, there are two round-arched door openings extending from the basement to the ground floor, one is taller than the other.

To the other half of the front elevation is a flat-arch window opening. There are three flat-arch windows to both the ground and first floor, the first floor having 3-paned casements. To the ground floor of the side elevation is a round-arched window opening, and to the first floor is a segmental-arched loading door. There are remnants of the water race and other associated mill structures.

Riversdale House THR ID Number: 1565

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place. This building is a significant element in the townscape.

A symmetrical, two storey, stuccoed building with a corrugated iron hipped roof, boxed eaves, and simple chimneys.

The door is central to the front elevation, and has half-sidelights and a transom light. There is a window to either side of the door, and three windows to the first floor, all the windows are double-hung with 16 panes. The side elevation has two similar windows to the first floor, and the ground floor has a projecting 4-part casement window with toplights.

There is an extension to the rear elevation.

Riversdale Barn/ Stables

This building is of historic heritage significance, forming part of a group of buildings integral to the original operations and architectural fabric of Riversdale Mill and House.

Proposed works:

Development Application 17.01.2024 Riversdale 'Proposed Cellar Door'

The proposed development includes the following works:

New and replaced driveway and vehicle access to the property - making safe an otherwise dangerous entry point from Tasman Highway.

Careful ground works to ensure the longevity of established and significant 'Elm' trees on the Eastern road boundary.

New car parking - away from the original heritage buildings, reducing vehicle movements close to the existing buildings.

Improved ground works and drainage - upgrading roofing, gutter, water run-off and drainage to benefit the longevity of the existing buildings.

Structural repair to existing barn - ensuring original timber features are retained and strengthened for sustained durability.

Window and door repair - repaired and replaced windows and doors, appropriate to the original fabric of the barn.

New floating floor - to preserve the original river cobble stone flooring of the stables without disruption or removal.

Existing works are currently being conducted on the original Mill, as per separate approved works and detail herein.

Impact of proposed works:

There will be no heritage archeological impact to any existing building fabric or surrounding environs.

All works as contained within the application will not negatively impact on the existing property.

No significant flora, namely established trees, will be damaged, removed or disrupted during or post works.

Both Mill and Barn will be repaired and improved to ensure their longevity and future.

All due diligence will be undertaken to ensure the overall vernacular of the property is established, improved and maintained.

There are no noted archeological findings to note, adversely effected by the proposed works.

M Travalia Architect and Riversdale Custodian

Memo

To Michael Travalia

From pitt&sherry

Date 21 December 2023

RE **Traffic Assessment – 14193 Tasman Highway, Swansea**

1. Introduction

Michael Travalia (the client) is proposing a cellar door for sales of spirits in bottles/ glass and some local retail products. The proposed new cellar door is expected to result in additional vehicle movements and changes of the current layout at 14193 Tasman Highway, Swansea, 7190, TAS.

The client has engaged pitt&sherry to undertake a traffic assessment for the proposed new cellar door.

2. Site location

The site, known as 'Riversdale Flour Mill', is located at 14193 Tasman Highway in Swansea in the Glamorgan Spring Bay Council (Council) municipal area. It encompasses several Historical Heritage Listed buildings on site. The site is bound by the Tasman Highway to its east and has one access off the Tasman Highway. The site is located on the East Coast of Tasmania, having a distance of approximately 150km from Hobart, 60km from Campbell Town and 125km from Launceston. It is approximately 8km north of the Swansea township, 65km north of Orford and 35km south of Bicheno.

Figure 1 shows the site location in the local context.



Figure 1: Site location (Basemap source: <https://maps.thelist.tas.gov.au/listmap/app/list/map>)

3. Tasman Highway

The Tasman Highway (shown in Figure 2 and Figure 3) is owned by the Department of State Growth (State Growth) and classified as a National/ State highway¹. From the State Growth's publication *State Road Hierarchy*, it is classified as a Category 4 road in the vicinity of the site.

In the vicinity of the site, the Tasman Highway runs in a north-south direction and is configured with one lane in each direction (undivided). The Tasman Highway is subject to a posted speed limit of 100km/h and has a sealed road width of 6.9m².

It was noted on site that the Tasman Highway in the vicinity of the site is generally straight and flat, which provides drivers a good sight line when travelling along. Elm trees are located along both sides of the Tasman Highway, making it one of the scenic spots along the Great Eastern Drive. On Google maps, this located is tagged as 'Evergreen Lane'.



Figure 2: Tasman Highway – facing north



Figure 3: Tasman Highway – facing south

4. Traffic Volumes – Tasman Highway

Available traffic data has been sourced from State Growth's traffic data website³ for May 2022 at counter station A0113520, located approximately 1.5km north of the site. The available data from 2022 at the counter station also shows the Tasman Highway carries approximately 1,700 vehicles per day with a proportion of approximately 15% being heavy vehicles.

The following peak hours and traffic volumes along the Tasman Highway have been identified:

- | | | |
|----------------------------|--------------------|---|
| • Weekday AM peak hour | 11:00am to 12:00pm | 141 vehicles per hour
(Northbound: 73 vehicles/ southbound: 68 vehicles) |
| • Weekday PM peak hour | 2:00pm to 3:00pm | 159 vehicles per hour
(Northbound: 76 vehicles/ southbound: 81 vehicles);
and |
| • Weekend midday peak hour | 11:00am to 12:00pm | 171 vehicles per hour
(Northbound: 77 vehicles/ southbound: 94 vehicles). |

¹ Road hierarchy sourced from theLIST map "Road Centreline" layer.

² Road width measured during the site visit undertaken by pitt&sherry staff on 28 November 2023.

³ tasmaniatrfficdata.drakewell.com/publicmultinodemap.asp

5. Crash History

Crash data for the most recent five-year period in the vicinity of the site has been sourced from State Growth's spatial data website⁴.

In the most recent five years, a total of three crashes were recorded at different locations. Of the recorded three crashes, one resulted in first aid treatment while two resulted in minor injuries. It is noted that no property damage crashes occurred, which is envisaged to be a result of the high-speed (100km/h) environment.

Overall, the recorded crashes in the vicinity of the site are considered isolated as they all occurred at different locations, and only once in the most recent five years. Therefore, no crash pattern has been identified.

Table 1 presents a summary of the recorded crash history.

Table 1: Crash History Summary

Locations	Crash Type	Severity	Count
Intersection of Tasman Highway/ Springs Road (450m north of the site)	110 - Cross traffic	First Aid	1
Tasman Highway (600m south of the site)	130 - Vehicles in same lane/ rear end	Minor	1
Tasman Highway (300m north of the site)	181 - Off right bend into object/parked vehicle		1

6. Proposed development

The proposed development include the following:

- Repurposing the unused barn for the new retail cellar door
- Relocating the existing site access to approximately 50m north of the existing
- A 7m wide driveway connecting the proposed car park and the Tasman Highway
- A new parking area, providing 14 general parking spaces
- A DDA accessible parking space, located adjacent to the cellar door; and
- Three residents parking spaces.

It is proposed to relocate the site access to approximately 50m north of the existing. The access will be 7m wide and sealed. The existing access is proposed to be isolated and not be functioning.

It is also proposed to locate a 7m wide driveway connecting the parking area and the Tasman Highway.

A layout of the proposed development is included in the attachments and is also shown in Figure 4.

General opening hours for the cellar door are proposed to be 11am to 4pm, seven days a week. During the operation hours, it is proposed to have two staff on site.

Whilst there are several buildings structures on site, only the proposed cellar door will be open to the public. The proposed cellar door will have a gross floor area (GFA) of 55m².

⁴ <https://spatialselector.stategrowth.tas.gov.au/>

The client advised that they expect to have approximately 6 unique visits per hour on average. The client also advised that the largest vehicles expected on site would be a light vehicle towing a caravan. This type of vehicle is common on the tourist routes in Tasmania.

The following numbers of parking spaces are proposed on site:

- General parking 14 spaces
- DDA accessible parking 1 space
- Reserved residents parking 3 spaces; and
- Bicycle parking 1 space.

The proposed reserved residents parking spaces are to be used by residents of the existing residence on site only.

The client also advised that there is space on site which could be used as an overflow car park should it be required.

It is noted that the proposed parking area will have a 1.2m setback from the boundary line. This has been identified appropriate for a blind aisle space. A turn bay is also proposed at the end of the car park.

It is understood that rubbish collection will, remain on the kerbside as it does currently.

It is also understood that light vehicle deliveries are expected on site infrequently. Light vehicles will be expected for the deliveries.

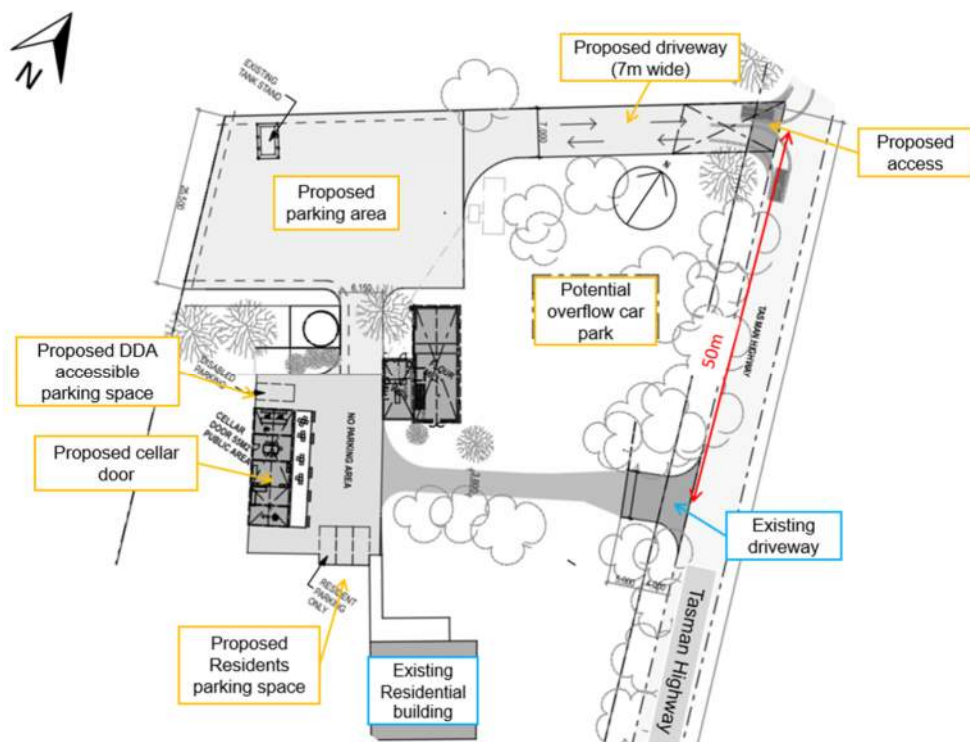


Figure 4: Proposed development overview

7. Traffic assessments

a) Traffic generation

For land uses where the RTA Guide does not provide data it generally recommends use of trip generation rates from the *ite Trip Generation Manual* (ITE) from the United States of America which are established through trip generation surveys from existing developments.

Land Use 970 – wine tasting room from ITE has been used for adopting the traffic generation rates for the proposed cellar door. ITE describes a wine tasting room as:

Table 2 shows rates adopted from ITE for the proposed cellar door.

Table 2: Traffic generation

Peak hours	Trip Generation (vehicles per hour)	
	Weekday	Weekend
AM Peak Hour	2	22 (midday peak hour)
PM Peak Hour	6	
Daily	48	121

As discussed in section 6 of this memo, the site is expected to have approximately 6 unique visits per hour (or 12 vehicle movements). While the number may vary, the calculated traffic generation in comparison is considered conservative.

The additional traffic generated by the proposed cellar door is considered minimal, therefore is not expected to have noticeable impact on the surrounding road network.

b) Parking provision

With the proposed cellar door having a GFA of 55m², the number of parking spaces has been calculated using rates for 'general retail and hire' category of Table C2.1 of the Planning Scheme. The assessment of the parking provision against the parking requirement is summarised in Table 3.

Table 3: Parking provision and requirements

Land Use	Parking Type	Planning Scheme Parking Rate	Parking Requirement	Parking Provision
General retail and hire'	Car	1 space per 30m ² of floor area	2	14
	DDA accessible	(from Building Code of Australia [BCA]) 1 space for every 50 parking spaces required	1	1
	Bicycle	1 space per 100m ² of floor area	1	1
	Motorcycle	No requirement	0	0

Based on the above, the proposed number of parking spaces for car, DDA accessible and bicycle are no less than the required and as such the BCA and the Planning Scheme requirements are met.

c) Site layout

Parking

The car parking layout has been reviewed against AS 28901.1 and the *Australian Standard Parking Facilities Part 6: Off-street parking for people with disabilities* (AS 2890.6) User Class 3 requirements. The assessment is shown below in Table 4.

Table 4: Parking layout assessment

Car Park	Feature	Proposed	Minimum Requirement (AS 2890.1 and AS 2890.6)
General - 90-degree parking ⁵	Parking Space Width	2.6m	2.6m
	Parking Space Length	5.4m	5.4m
	Parking Aisle Width	>10m	5.8m
DDA Accessible Parking – 90-degree parking ⁶	Parking Space Width	2.4m	2.4m
	Parking Space Length	5.5m	5.4m
	Shared Area (side)	2.4m wide and 5.4m long	2.4m wide and 5.4m long
	Parking Aisle Width	>10m	5.8m
Residents - 90-degree parking ⁷	Parking Space Width	2.4m	2.4m
	Parking Space Length	5.5m	5.4m
	Parking Aisle Width	>10m	6.2m

As there is a space for vehicles turning at the end of the car park and a 1m blind aisle beyond each parking space at the end, the requirements of AS 2890.1 are met.

Based on the above, the proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6.

Site access

As the proposed access will have a width of 7m, it meets AS2890.1 requirements.

As the driveway connecting the car park and the Tasman Highway will have a width of 7m it is considered adequate to provide for two-way traffic.

d) Sight distance

Safe Intersection Sight Distance (SISD)

The Safe Intersection Sight Distance (SISD) at the proposed and existing access along the Tasman Highway have been recorded on 28 November 2023 by pitt&sherry staff. The SISD is the sight distance of importance for vehicles exiting the property.

As the proposed access has not been established, the sight distance was measured approximately 2.5m from the conflict point (1m from the travel lane).

⁵ Assessed against User class 3 of AS 2890.1.

⁶ Assessed against User class 4 of AS 2890.1.

⁷ Assessed against User class 1 of AS 2890.1.

It is however envisaged that the recorded sight distance will be achieved once the access is constructed.

The recorded SISD at the proposed (sight lines shown in Figure 5 and Figure 6) and existing (sight lines shown in Figure 7 and Figure 8) access has also been reviewed against AGRD Part 4A, as shown below in Table 5.

Table 5: SISD assessment

Access Location	Direction of Vehicle	Speed	Sight Distance Requirement – Austroads (with general minimum 2.0s reaction time)	Available Sight Distance	Meets Requirements
Proposed access	Northbound	100km/h	248m	260m(*)	Yes
	Southbound			>300m	Yes
Existing access	Northbound	100km/h	248m	210m(*)	No
	Southbound			>300m	Yes

(*) subject to vegetation trimming.



Figure 5: Sight line at proposed access – facing north



Figure 6: Sight line at proposed access – facing south



Figure 7: Sight line at existing access – facing north



Figure 8: Sight line at existing access – facing south

As seen above, the available sight distance at the existing accesses to the northbound direction does not meet the requirements of AGRD Part 4A.

It is proposed to relocate the access towards the north where better sight distance can be achieved and as shown above, the available sight distance at the proposed accesses meet requirements of AGRD Part 4A.

Vegetation Clearing

Vegetation clearing, including trimming or removal branches of several large trees is required to achieve the required sight distances. Once vegetation is cleared, it is expected that the sight distance 5m back from the edge of the Tasman Highway will not be impaired by factors other than those accounted for during the sight distance assessment.

Stopping Sight Distance (SSD)

The Stopping Sight Distance (SSD) to the proposed and exiting accesses has been assessed against the Austroads Guide to Road Design Part 3: Geometric Design (AGRD Part 3), as shown in Table 6. The SSD is the sight distance of importance for vehicles on the road approaching vehicles entering the property.

Table 6: SSD assessment

Access Location	Direction of Vehicle	Speed	Sight Distance Requirement – Austroads (desirable minimum values for all road types, 2.0s reaction time)		Available Sight Distance	Meets Requirements
			Car	Truck		
Proposed access	Northbound	100km/h	165m	191m	260m(*)	Yes
	Southbound				>300m	Yes
Existing access	Northbound	100km/h	165m	191m	210m(*)	Yes
	Southbound				>300m	Yes

Based on the above, the available SSD well exceeds the desirable minimum sight distance. As such the requirement of the requirements of AGRD Part 3 are met.

e) Swept Paths Assessment

Except the general light vehicles, the following vehicle types will be expected on site:

- A light vehicle towing a caravan (B99 [5.2m] with a trailer [8m]); and
- A 7m long minibus.

Swept paths assessment has been undertaken for the above vehicle types.

Based on the swept path assessment, included in the attachments, an B99 light vehicle towing an 8.0m caravan and a 7m minibus are able to enter and exit the site in a forward direction, safely and efficiently.

In order to maintain as many available parking spaces as possible, the overflow car park may be a good location for light vehicle towing caravan parking.

8. Liaison with the Department of State Growth (State Growth)

As the Tasman Highway is a State Growth owned road, pitt&sherry liaised with State Growth's Network Management department about the proposed access relocation and intensification of use for the proposed cellar door. State Growth are not opposed to the access being removed. They indicated that the following turn lane treatments would be beneficial for the proposed access from a safety perspective:

- Rural Basic Right-turn Treatment (BAR); and
- Rural Basic Left-turn Treatment (BAL).

State Growth did note that turn lanes are not required from a traffic volumes perspective.

For context, the purpose of a BAL and BAR from a safety perspective are to reduce the occurrence of left and right rear crashes with vehicles entering a driveway. As discussed in section 7.d. of this memo, SSD is well above the Austroads requirement indicating that there is sufficient time for vehicle to stop should there be a vehicle slowing or waiting to turn into the driveway. Furthermore, considering the low traffic volumes on the Tasman Highway, vehicles turning right are not expected to need to wait for an opposing vehicle to travel through on the highway often.

Should a BAR and BAL be implemented on site, it is expected that a large number of the trees on both sides of the road may need to be removed.

With reference to AGRD Part 4A, a high-level sketch of the footprint showing the extent of BAL and BAR lanes is presented in Figure 9.



Figure 9: Sketch of BAR and BAL

Full correspondence with State Growth is included in the attachments.

Should there be any queries, do not hesitate to contact the undersigned.

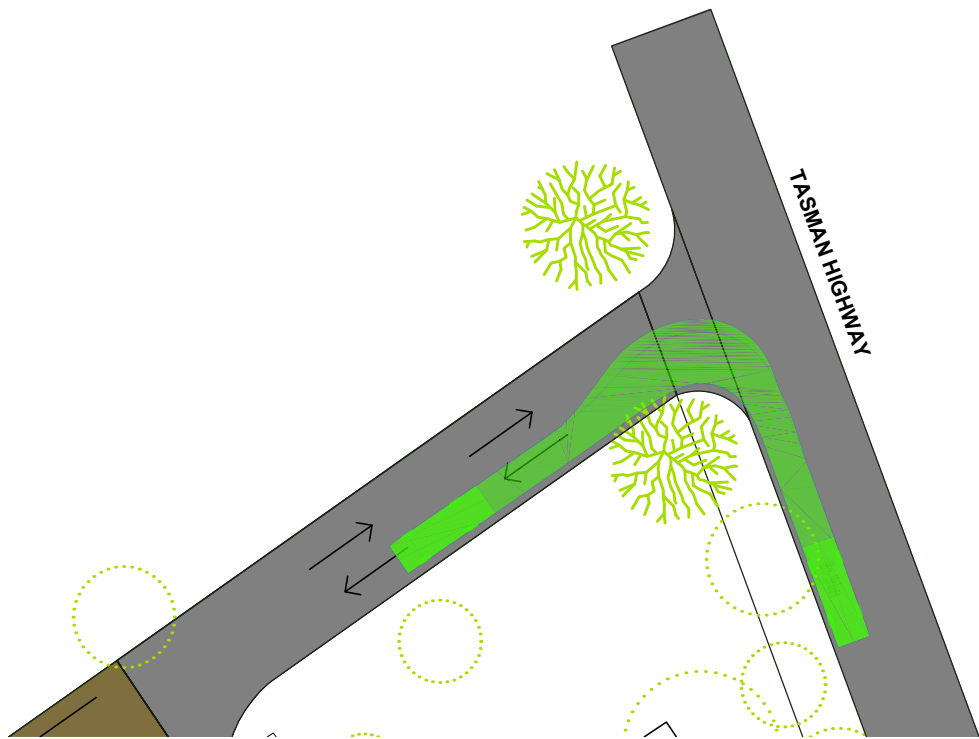
Yours sincerely

A handwritten signature in black ink, appearing to read 'L. Lyu', with a stylized, cursive script.

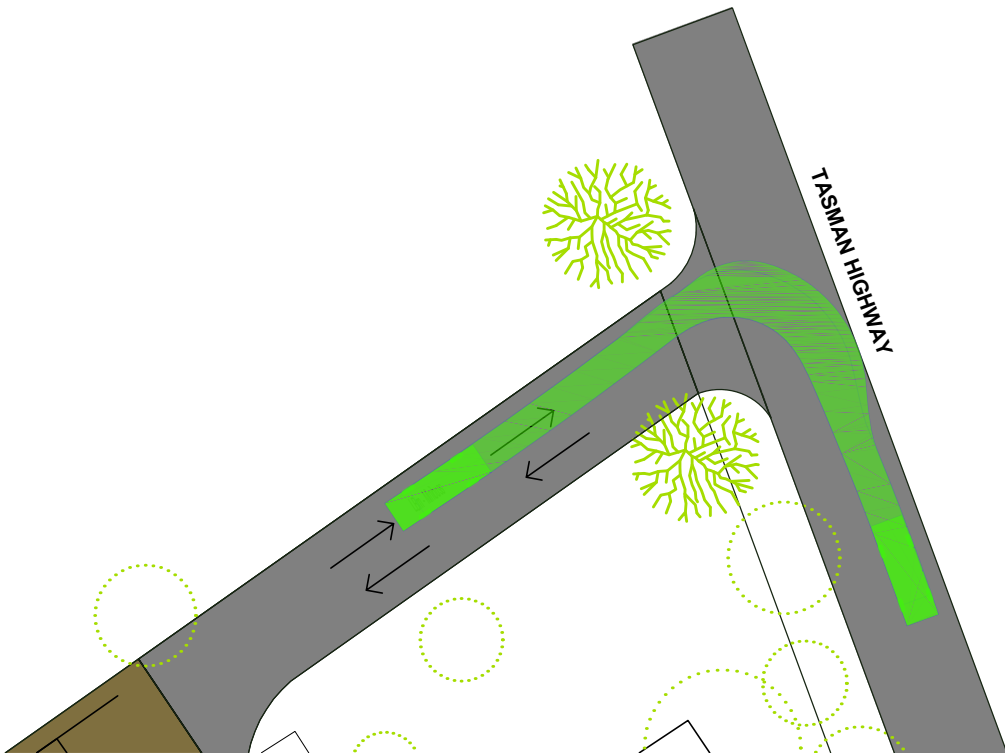
Liling Lyu
Traffic Engineer

Attached:

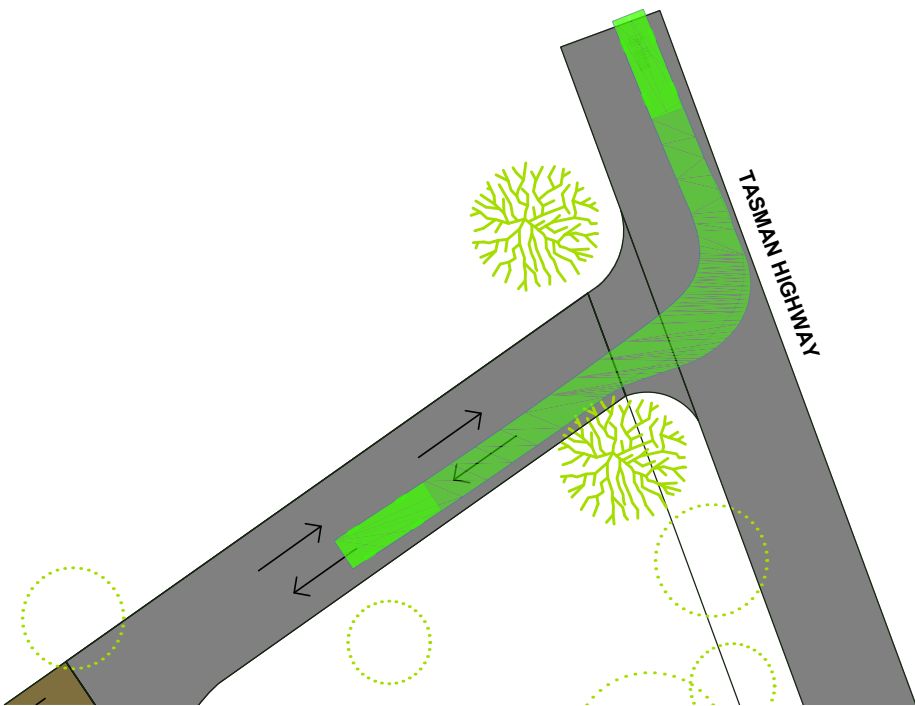
- Site Plans
- Swept Path Assessments; and
- Liaison with the Department of State Growth.



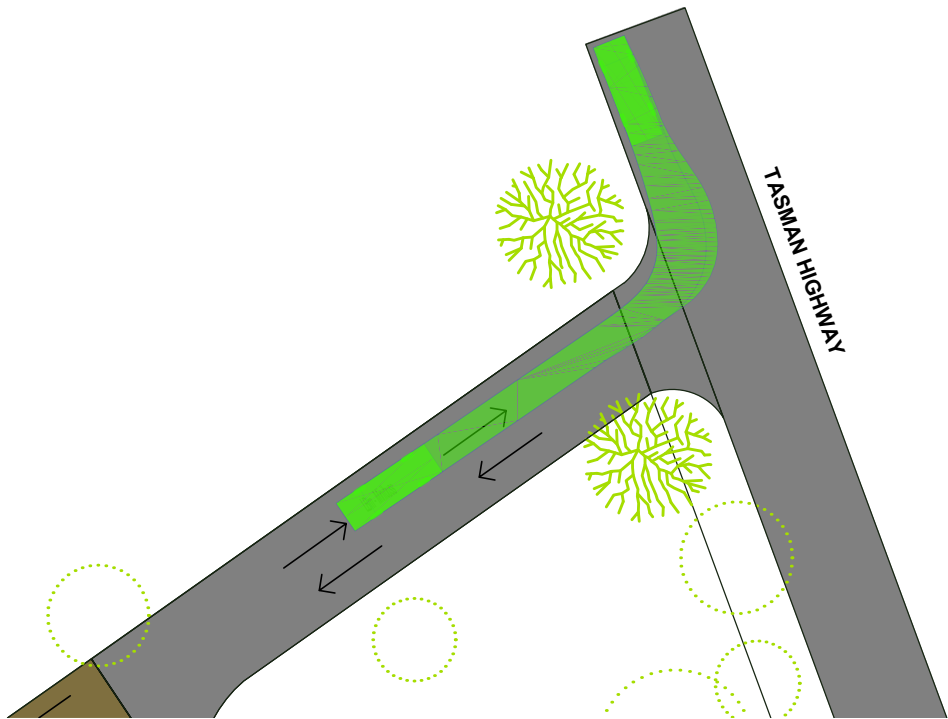
7m LONG MINIBUS - ENTERING



7m LONG MINIBUS - EXITING



7m LONG MINIBUS - ENTERING



7m LONG MINIBUS - EXITING

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		OVH	OVH	LL	05/12/2023

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ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

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5 0 5 10 15 20	SCALE IN METRES - 1:500	

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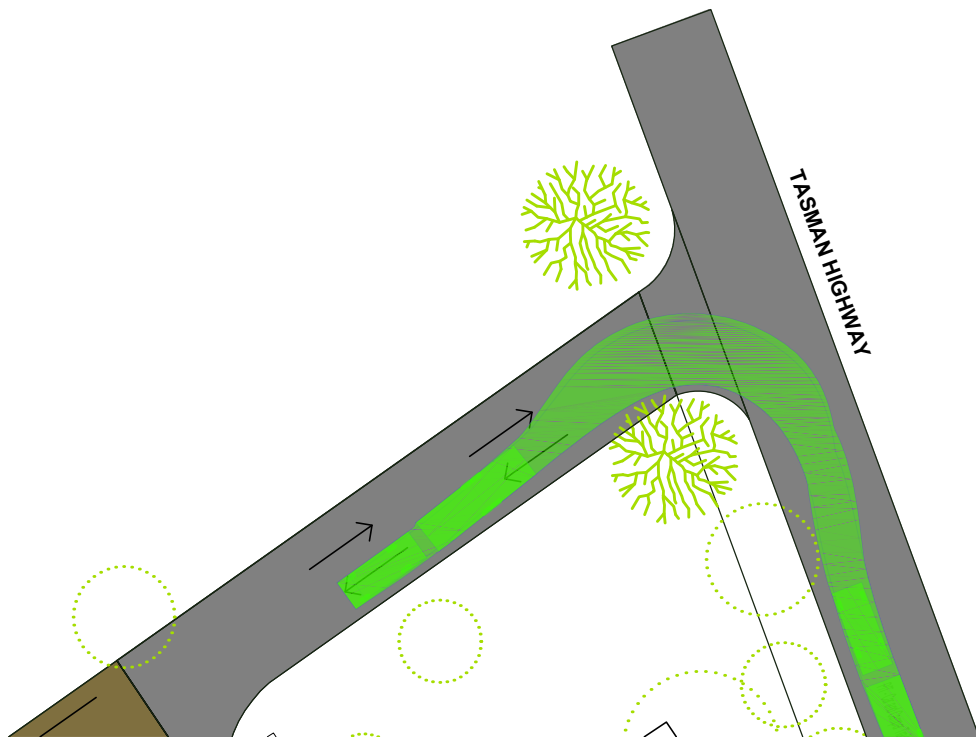
pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

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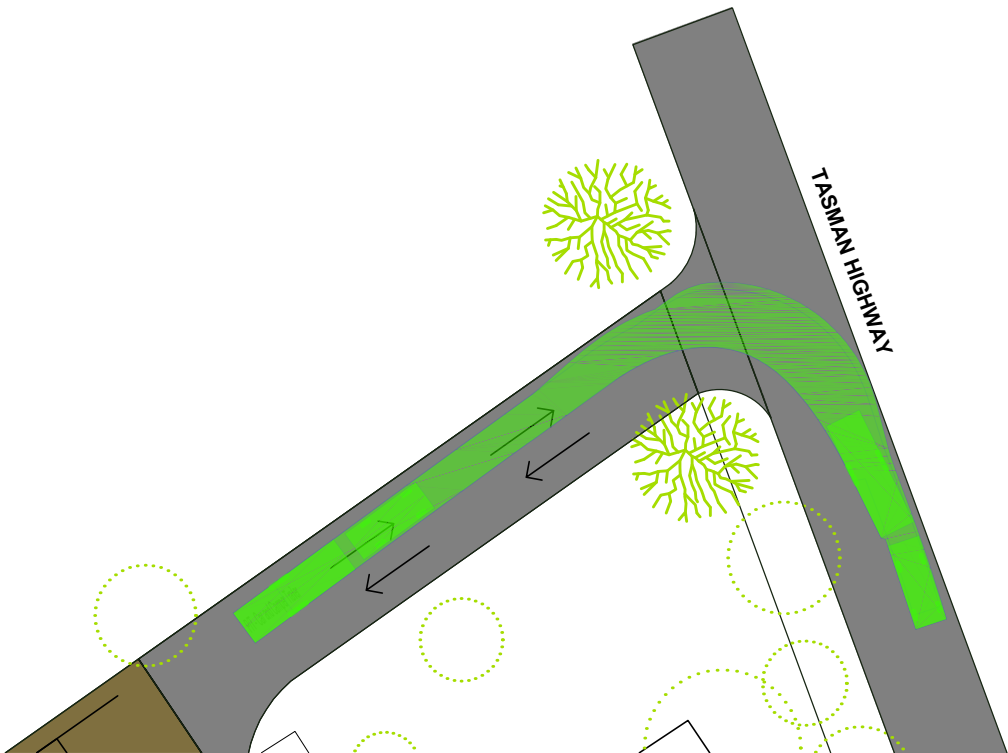
CLIENT	MICHAEL WILLIAM TRAV
PROJECT	14193 TASMAN HIGHWAY TRAFFIC ADVICE
STATUS	PRELIMINARY

DRAWING TITLE			ACCESS POINT SWEPT PATHS 7m LONG MINIBUS
DATUMS:	AHD / MGA	CLIENT No.	-
DRAWING No.	P.23.1589-00-TRA-SKT-1000	REVISION	A
Dec. 5, 23 - 15:31:07 Name: P.23.1589-00-TRA-SKT-1000.dwg			

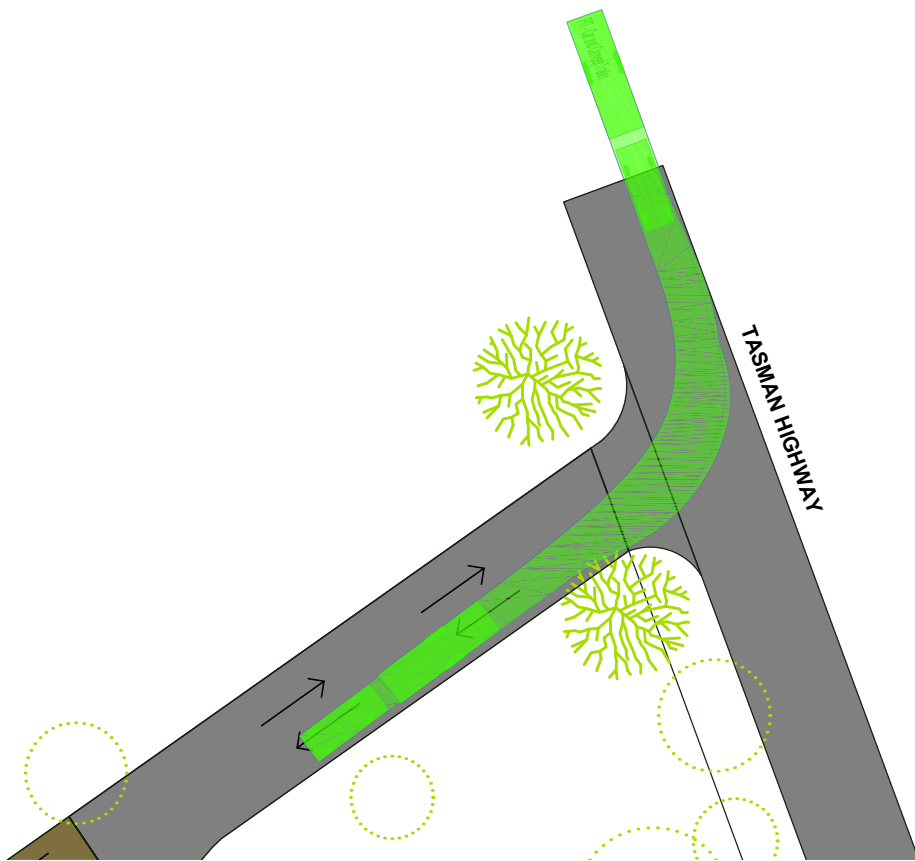




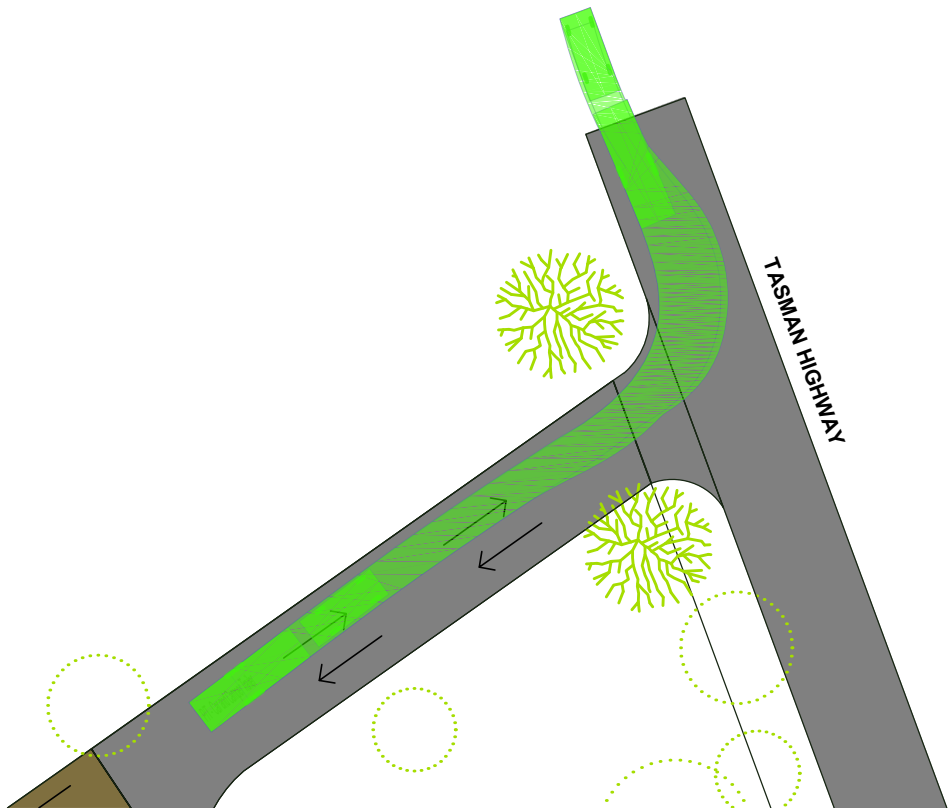
LIGHT VEHICLE WITH TRAILER - ENTERING



LIGHT VEHICLE WITH TRAILER - EXITING



LIGHT VEHICLE WITH TRAILER - ENTERING



LIGHT VEHICLE WITH TRAILER - EXITING

DRAWING REVISION HISTORY					
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	PRELIMINARY	OVH	OVH	LL	05/12/2023
		OVH	OVH	LL	05/12/2023

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SIGNED
DATE

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CLIENT	MICHAEL WILLIAM TRAV
PROJECT	14193 TASMAN HIGHWAY TRAFFIC ADVICE
STATUS	PRELIMINARY

DRAWING TITLE			ACCESS POINT SWEPT PATHS LIGHT VEHICLE (B99) WITH TRAILER
DATUMS:	AHD / MGA	CLIENT No.	-
DRAWING No.	P.23.1589-00-TRA-SKT-1000	REVISION	A
Dec. 5, 23 - 15:31:08 Name: P.23.1589-00-TRA-SKT-1000.dwg			



Rebekah Ramm

From: Volker, Sam <Sam.Volker@stategrowth.tas.gov.au>
Sent: Thursday, 7 December 2023 2:34 PM
To: Rebekah Ramm
Subject: RE: 14193 Tasman Highway - Potential Relocation and Intensification of access

Follow Up Flag: Follow up
Flag Status: Completed

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Hi Bek,

Mat has asked me to take a look at this.

We would not have an issue with relocation of the existing access further north with the closure of the existing access.

With regard to the consideration of whether a BAR/BAL facility we note the location has very good sight distance for overtaking, it is unlikely that a change in line marking will prevent overtaking (albeit illegal) if sight distance is appropriate. Generally, across the network, there are quite often overtaking opportunities coinciding with accesses however these are not normally commercial accesses with regular unfamiliar users.

At this location, drivers are generally not expecting a vehicle to enter the road as there is very limited/hidden development.

We consider that the provision of a BAR facility and a taper into and out of the access would be beneficial in improving the safety and conspicuousness of the access by providing road widening around the access. Especially if it is going to be used for a commercial venture aimed at tourists who are unfamiliar with the area. I note from an efficiency of through traffic perspective, the provision of a BAR/BAL facility is likely not required.

Advanced tourism signage and potentially warning signage would also be critical to identify to drivers in both directions that there is an access with likely turning vehicles to reduce the chance of an incident.

Regarding the trees, the department would be responsible for the trimming of trees and the maintenance contractor is required to manage sight lines from existing properties. If the access were to be moved, we would expect that works would be undertaken by the proponent to remove any trees or limbs that are causing sight distance impairment, minor branches and regrowth would then be managed by the department's maintenance contractor. Removal of trees would also be beneficial in improving the conspicuousness of the access.

Let me know if you have any further queries

Regards

Sam

Sam Volker | Traffic Engineering Liaison
Network Management | Department of State Growth
76 Federal Street, North Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6165 5205
www.stategrowth.tas.gov.au

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TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Stirling, Matthew <Matthew.Stirling@stategrowth.tas.gov.au>
Sent: Thursday, 7 December 2023 8:43 AM
To: Volker, Sam <Sam.Volker@stategrowth.tas.gov.au>
Subject: FW: 14193 Tasman Highway - Potential Relocation and Intensification of access

Do you want to respond to this one.

Sing out if want to discuss.

Matthew Stirling | Principal Analyst – Traffic Engineering
Network Management | Department of State Growth
76 Federal Street, North Hobart | GPO Box 536, Hobart TAS 7001
Phone: (03) 61663319 | Mobile: 0419 469 329
www.stategrowth.tas.gov.au

From: Rebekah Ramm <RGiana@pittsh.com.au>
Sent: Wednesday, 6 December 2023 4:29 PM
To: Stirling, Matthew <Matthew.Stirling@stategrowth.tas.gov.au>
Subject: 14193 Tasman Highway - Potential Relocation and Intensification of access

You don't often get email from rgiana@pittsh.com.au. [Learn why this is important](#)

Hi Mat

Hope you're going well.

We are completing a feasibility study, on the basis of traffic impacts, at 14193 Tasman Highway (Property ID 7312576 'Riversdale') in Swansea. The site currently has a winery and a residential dwelling. The client is proposing to add a cellar door which is a quick visit/ pick up type of cellar door with no dining. I have attached a plan showing what is being proposed in more detail.

The site currently has one direct access to the Tasman Highway which is located approximately in the centre of the site, the access has no turn lanes and a narrow road reserve with trees either side. The client is proposing to move the access to the northern end of the site and close the existing access.

We have been out to the site to measure the sight distance at the existing and proposed access locations with results in the table below.

Access Location	Direction of Vehicle	Speed	Sight Distance Requirement – Austroads (with general minimum 2.0s reaction time)	Sight Distance Requirements – Australian Standard for accesses other than domestic (desirable 5s gap)	Available Sight Distance	Meets Requirements
Proposed access	Northbound	100km/h	248m	160m	260m(*)	Yes
	Southbound				>300m	Yes
Existing access	Northbound				210m(*)	Australian Standard only
	Southbound				>300m	Yes

(*) subject to vegetation trimming.



Sight line at proposed access – facing north



Sight line at proposed access – facing south



Sight line at existing access – facing north



Sight line at existing access – facing south

The road is relatively straight which results in good sight distance, through keeping the trees trimmed is key here. Also of note, there is no crash history on this stretch of road.

General opening hours for the cellar door are proposed to be 11am to 4pm, seven days a week. The client advised that they expect to have in the order of 6 unique visits per hour. The client also advised that the largest vehicles expected on site would be a light vehicle towing a caravan.

At this location the Tasman Highway carries approximately 170 vehicles per hour in total.

Based on this I have a few questions:

- Could I get an indication of whether the Department would accept movement of the access to the north where there is improved sight distance (this also assists operation) and closure of the exiting access?
- We consider this to be a site that could be acceptable with no BAL/BAR due to the low traffic volumes, no crash history, good sight distance and the location of the trees (not sure of their significance). I will note that overtaking was observed on this stretch of road likely due to the good sight distance, is this usually maintained where there are accesses that service any more than a single dwelling?
- Is the Department responsible for the tree trimming in this location? The trees appear to be in the road reserve

Please let me know if you need any more info or would like to discuss over the phone.

Kind regards
Rebekah

pitt&sherry

Rebekah Ramm

Capability Lead – Traffic Engineering | Associate Roads and Traffic Engineer

MTrans&Traf, BE-MBA(Hons), CPEng, MIEAust

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Mon	Tues	Wed	Thurs	Fri
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Rebekah Ramm

From: Spiers, David <david.spiers@stategrowth.tas.gov.au>
Sent: Friday, 15 December 2023 2:05 PM
To: Fallon, Liza; Rebekah Ramm
Subject: RE: Significant Trees - Tasman Highway

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Hi there,

The trees themselves don't appear to have significant value.

Both sides of the road are listed under the planning scheme code as scenic corridor.

On the western side, the property is listed on the Tasmanian heritage register (Riversdale Mil – THR 1566). The trees are not included in the significance statement. As such, I expect Heritage Tasmania would have no interest, although the council may under the planning scheme code.

Looking at the imagery, I think that the trees are English Elms, with the majority of the growth being suckers with the parent trees located outside the road corridor.

I hope this helpful.

David Spiers

From: Fallon, Liza <Liza.Fallon@stategrowth.tas.gov.au>
Sent: Friday, 15 December 2023 1:06 PM
To: Spiers, David <david.spiers@stategrowth.tas.gov.au>
Cc: Rebekah Ramm <RGiana@pittsh.com.au>
Subject: RE: Significant Trees - Tasman Highway

Hi David,

Are you able to assist Rebekah with her enquiry, see below?

cheers,

Liza

Dr Liza Fallon | [Manager](#)
[Environment & Development Approvals](#)
State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6165 6676
www.stategrowth.tas.gov.au

Courage to make a difference through
TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Rebekah Ramm <RGiana@pittsh.com.au>
Sent: Friday, 15 December 2023 11:24 AM
To: Fallon, Liza <Liza.Fallon@stategrowth.tas.gov.au>
Subject: RE: Significant Trees - Tasman Highway

You don't often get email from rgiana@pittsh.com.au. [Learn why this is important](#)

Hi Liza

Just following up on this request from the other day.

Regards
Rebekah

pitt&sherry

Rebekah Ramm

Capability Lead – Traffic Engineering | Associate Roads and Traffic Engineer
MTrans&Traf, BE-MBA(Hons), CPEng, MIEAust

Phone +61 3 6210 1402 | rramm@pittsh.com.au | Connect on LinkedIn
Hobart — 199 Macquarie Street, Hobart TAS 7000

Mon	Tues	Wed	Thurs	Fri
In office	WFH	Away	In office	WFH

pittsh.com.au

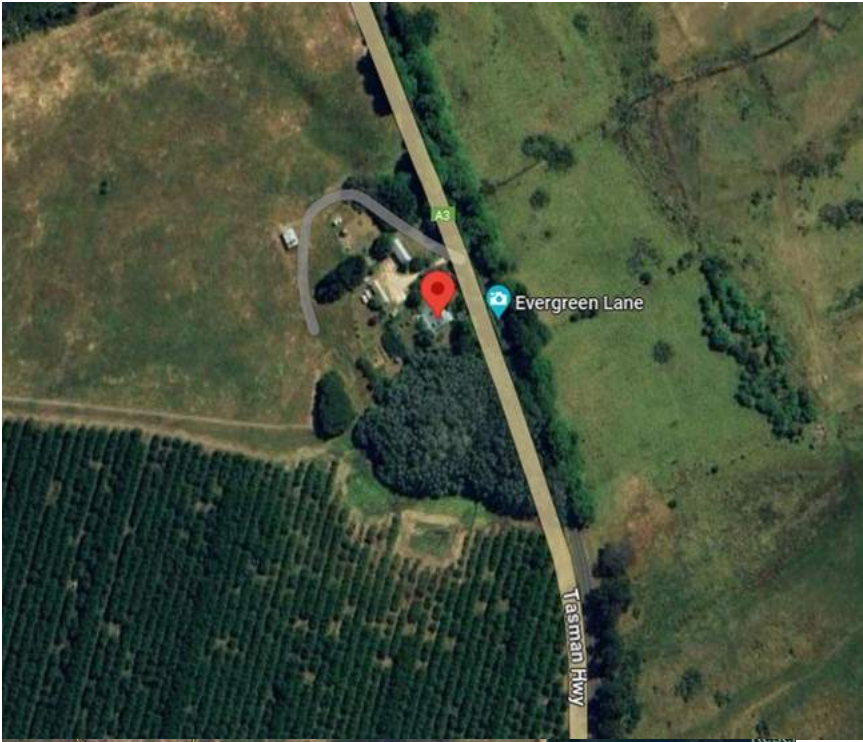


From: Rebekah Ramm
Sent: Tuesday, 12 December 2023 10:08 AM
To: Liza.Fallon@stategrowth.tas.gov.au
Subject: Significant Trees - Tasman Highway

Hi Liza

David Lenel forwarded your details to me.

I am currently working on a project at 14193 Tasman Highway, near Dolphin Sands which has the trees that come right up to the road. Do you know the significance of these trees or where I could look to find this information?



Kind regards
Rebekah

pitt&sherry

Rebekah Ramm

Capability Lead – Traffic Engineering | Associate Roads and Traffic Engineer
MTrans&Traf, BE-MBA(Hons), CPEng, MIEAust

Phone +61 3 6210 1402 | r.amm@pittsh.com.au | Connect on LinkedIn
Hobart — 199 Macquarie Street, Hobart TAS 7000

Mon	Tues	Wed	Thurs	Fri
In office	WFH	Away	In office	WFH

pittsh.com.au



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NOTES:

Proposed cellar door:
for the sale of spirits in bottle/ glass and some local retail products.
Repurpose a disused heritage listed barn for the purpose of new retail cellar door.
New road access off Tasman Highway, circa 50M north of existing.
Isolation of existing entrance.
New carparking area with adequate vehicle circulation.
Potential overflow/ large vehicle parking if required
New disabled parking allocation next to new cellar door.



APPROACH FROM SOUTH



APPROACH FROM NORTH

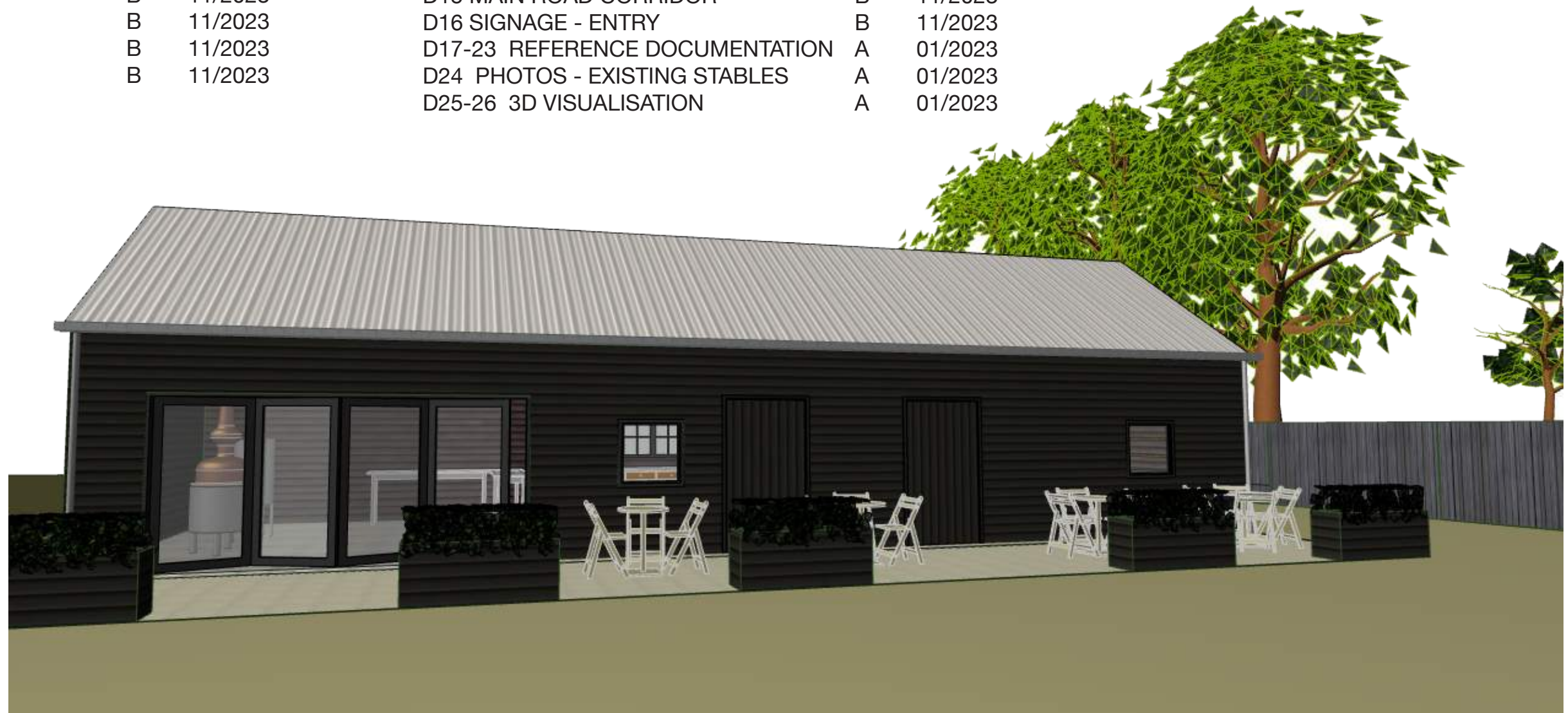


DRAFT ONLY
NOT FOR SUBMISSION

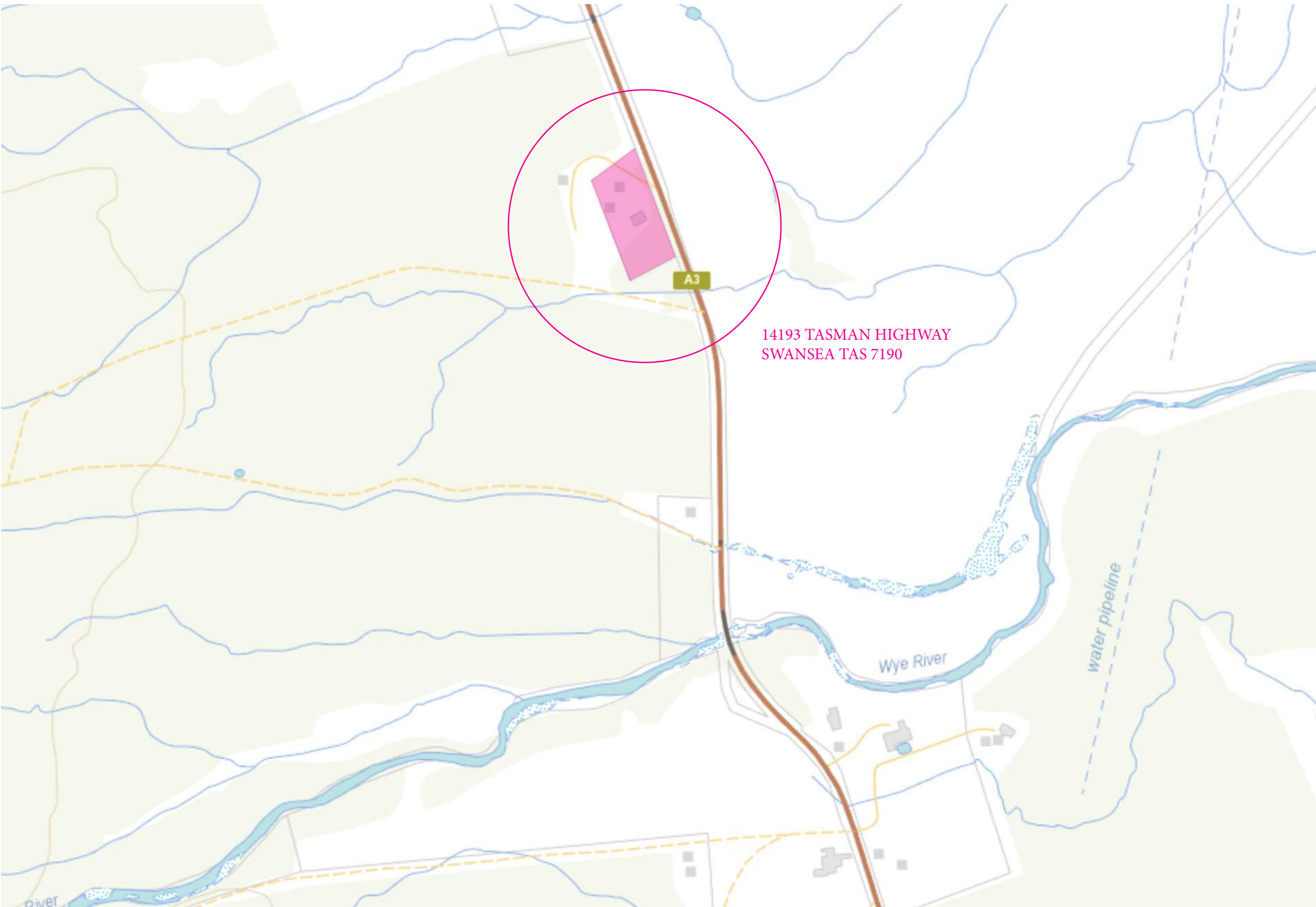
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				ISSUE:		DRAFT TRAFFIC ASSESSMENT		PROJECT No:		23004		SHEET No:	D04	REV No:	A
REV:	DESCRIPTION			DATE											

M Travalia A Boxall
RIVERSDALE, 14193 TASMAN HIGHWAY
Swansea TASMANIA 7190
PROPERTY ID: 7312576
TITLE REFERENCE 48983/1

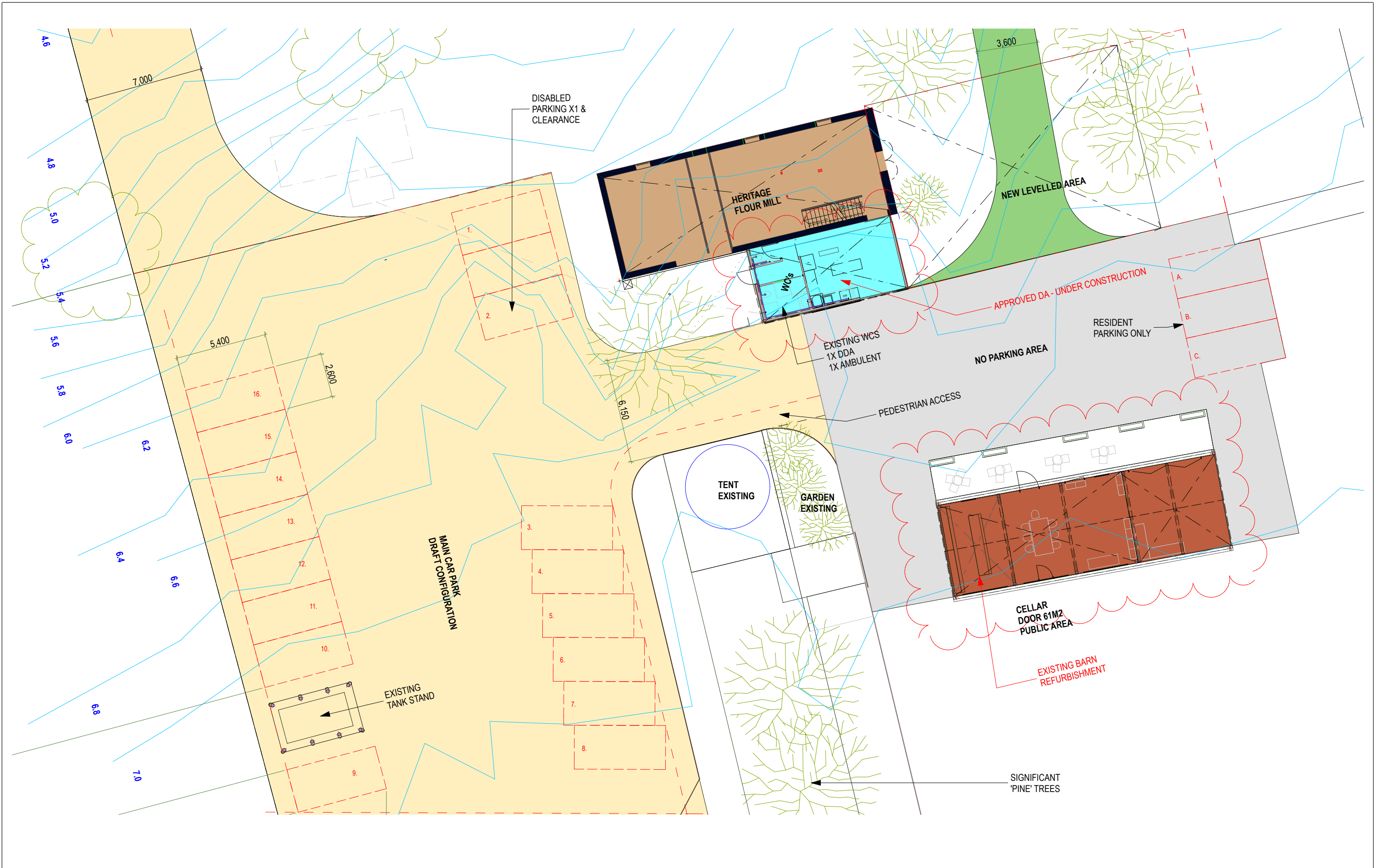
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D02	LOCATION PLAN	A	11/2023	D11	FLOOR PLAN - SHED	B	11/2023
D03	SITE PLAN	C	01/2024	D12	ELEVATION E-1	B	11/2023
D04	SITE PLAN - WORKS	C	01/2024	D13	ELEVATIONS E-2/ E-4	B	11/2023
D05	FLOOR PLAN - BARN	A	11/2023	D14	ELEVATION E-3	B	11/2023
D06	ELEVATION S-4	B	11/2023	D15	MAIN ROAD CORRIDOR	B	11/2023
D07	ELEVATION S-5	B	11/2023	D16	SIGNAGE - ENTRY	B	11/2023
D08	ELEVATION S-6	B	11/2023	D17-23	REFERENCE DOCUMENTATION	A	01/2023
D09	ELEVATION S-7	B	11/2023	D24	PHOTOS - EXISTING STABLES	A	01/2023
				D25-26	3D VISUALISATION	A	01/2023



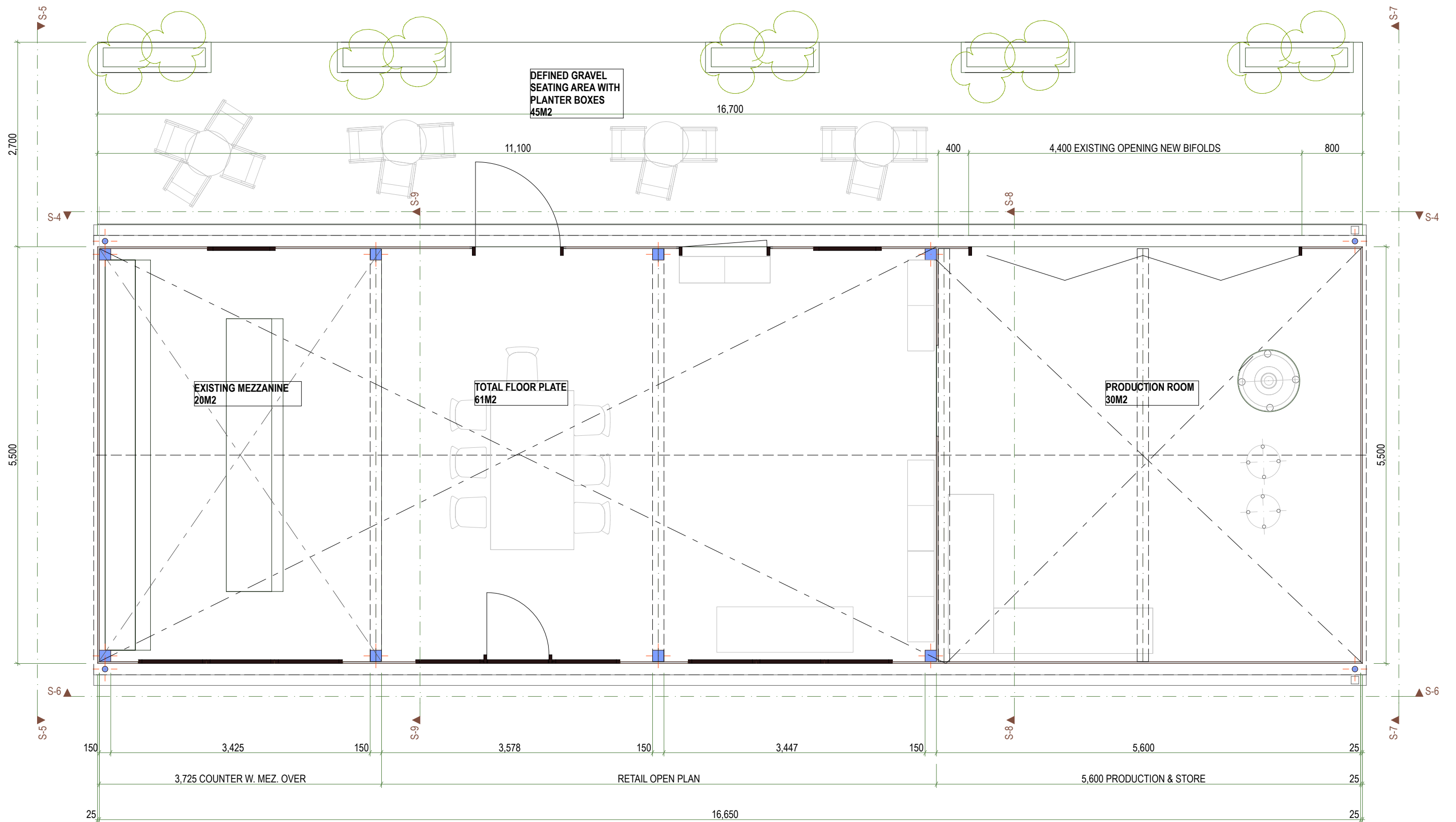
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				ADDRESS: <div>14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190</div>	PROJECT: <div>PROPOSED CELLAR DOOR</div>	SCALE: <div>NA</div>	SIZE: <div>A3</div>	DATE: <div>07.11.2023</div>	
					ISSUE: <div>DEVELOPMENT APPLICATION</div>	PROJECT No: <div>23006</div>		SHEET No: <div>D01</div>	REV No: <div>A</div>
REV:	DESCRIPTION	DATE							



			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: LOCATION PLAN	DRAWN: MT		APPROVED: DT	
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: NTS	SIZE: A3	DATE: 29.11.2023	
					ISSUE: PLANNING APPLICATION	PROJECT No: 23006		SHEET No: D02	REV No: A
REV:	DESCRIPTION		DATE						



			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: SITE PLAN - WORKS	DRAWN: MT		APPROVED: DT		
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:200	SIZE: A3	DATE: 17.01.2024		
						ISSUE: PLANNING APPLICATION	PROJECT No: 23006		SHEET No: D04	REV No: C
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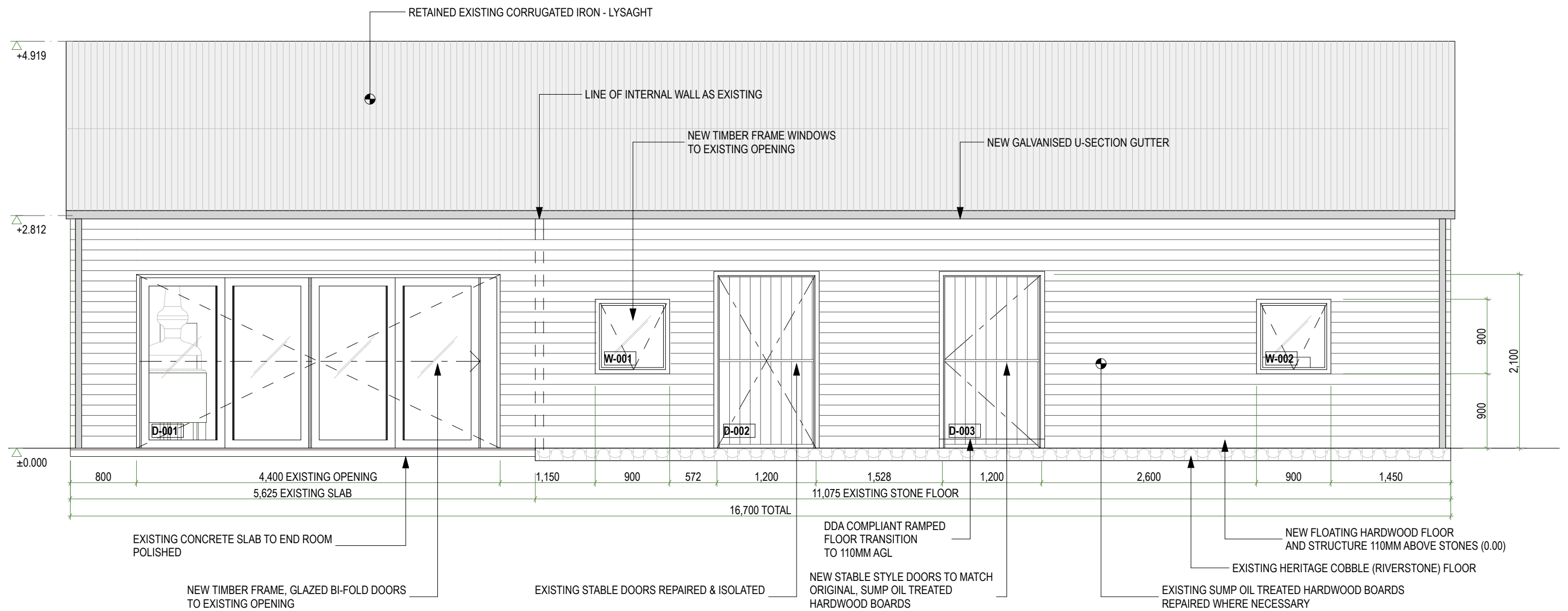
REV:	DESCRIPTION	DATE

Travalia
Architect
CC1051 0

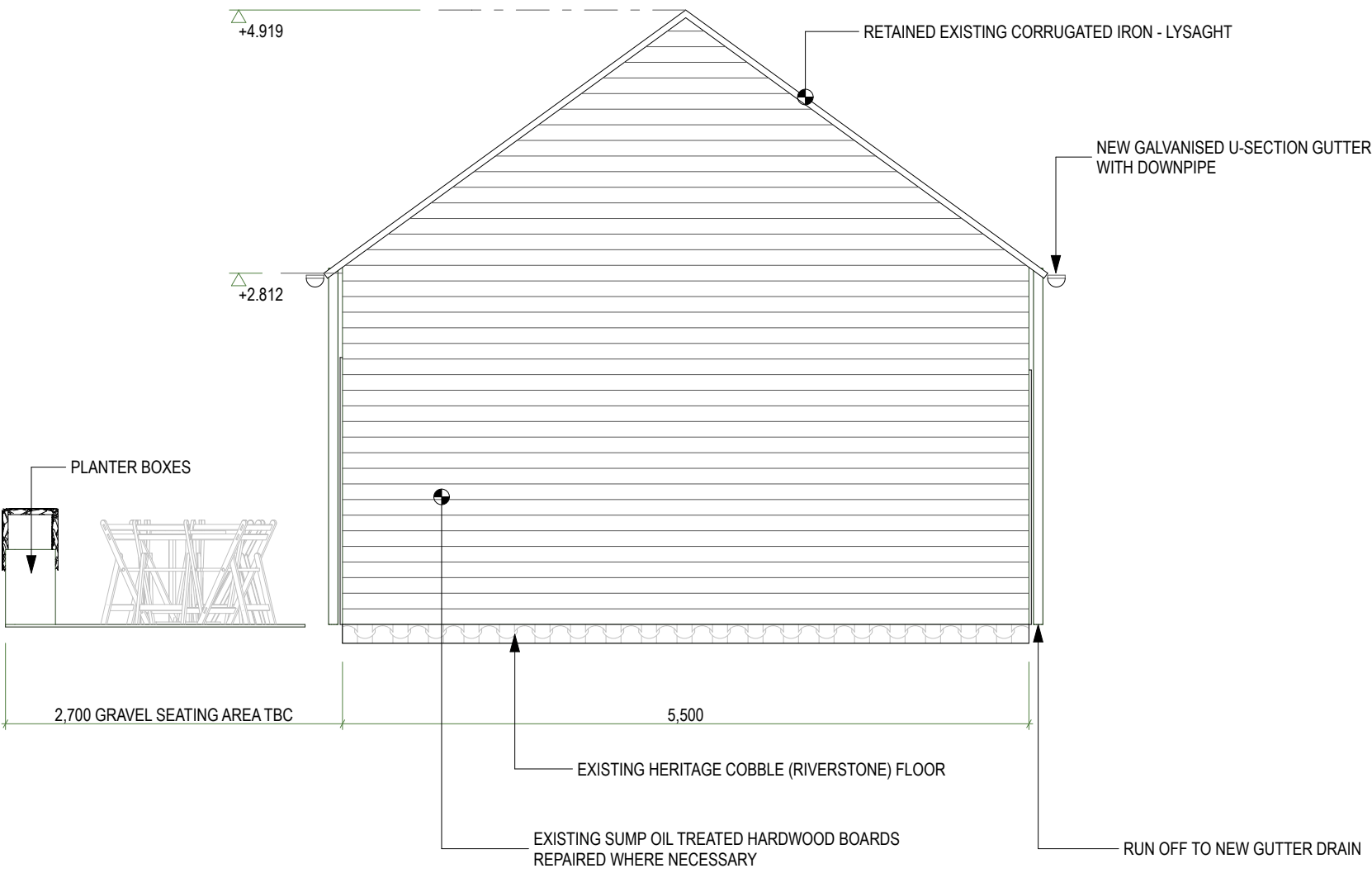
CLIENT:	M TRAVALIA A BOXALL
ADDRESS:	14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190

SHEET:	FLOOR PLAN - MILL
PROJECT:	PROPOSED CELLAR DOOR
ISSUE:	PLANNING APPLICATION

DRAWN:	MT	APPROVED:	DT
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PROJECT No:	23006	REV No:	A

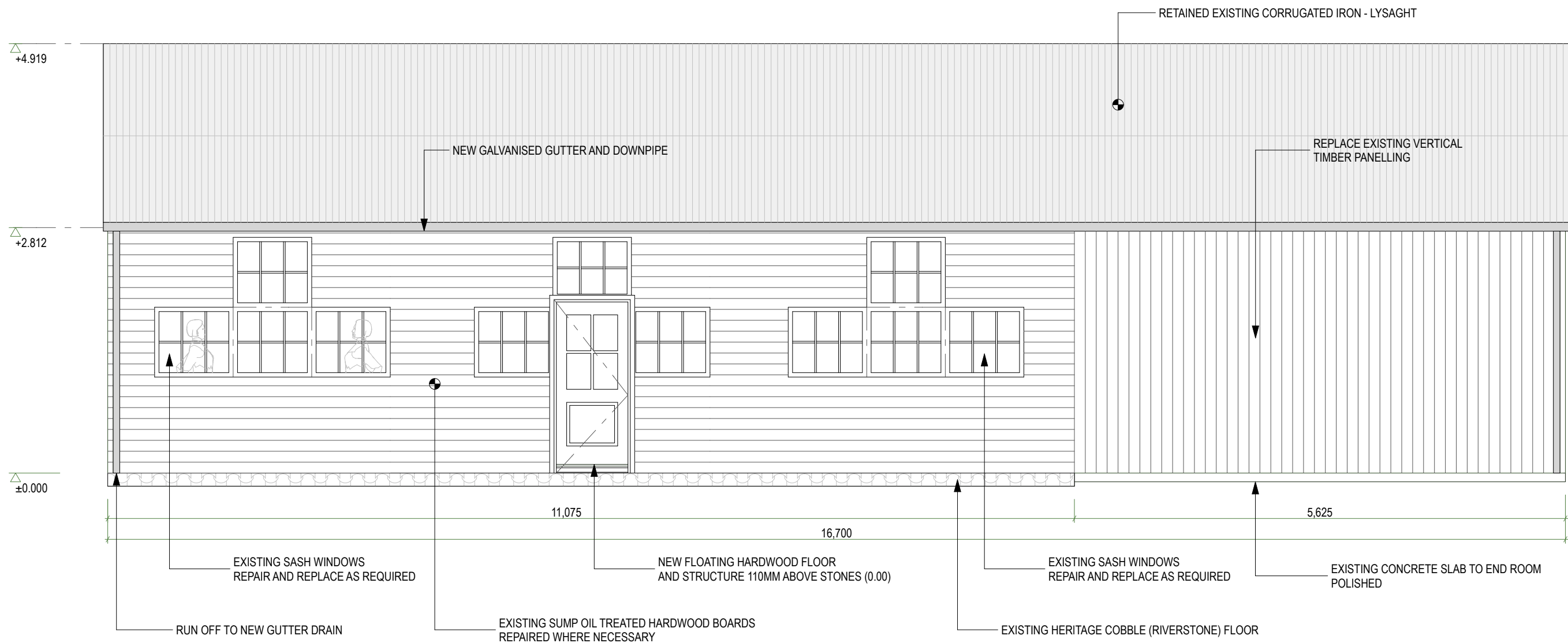


			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: ELEVATION S-4	DRAWN: MT		APPROVED: DT	
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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REV:	DESCRIPTION	DATE							



ELEVATION S-5

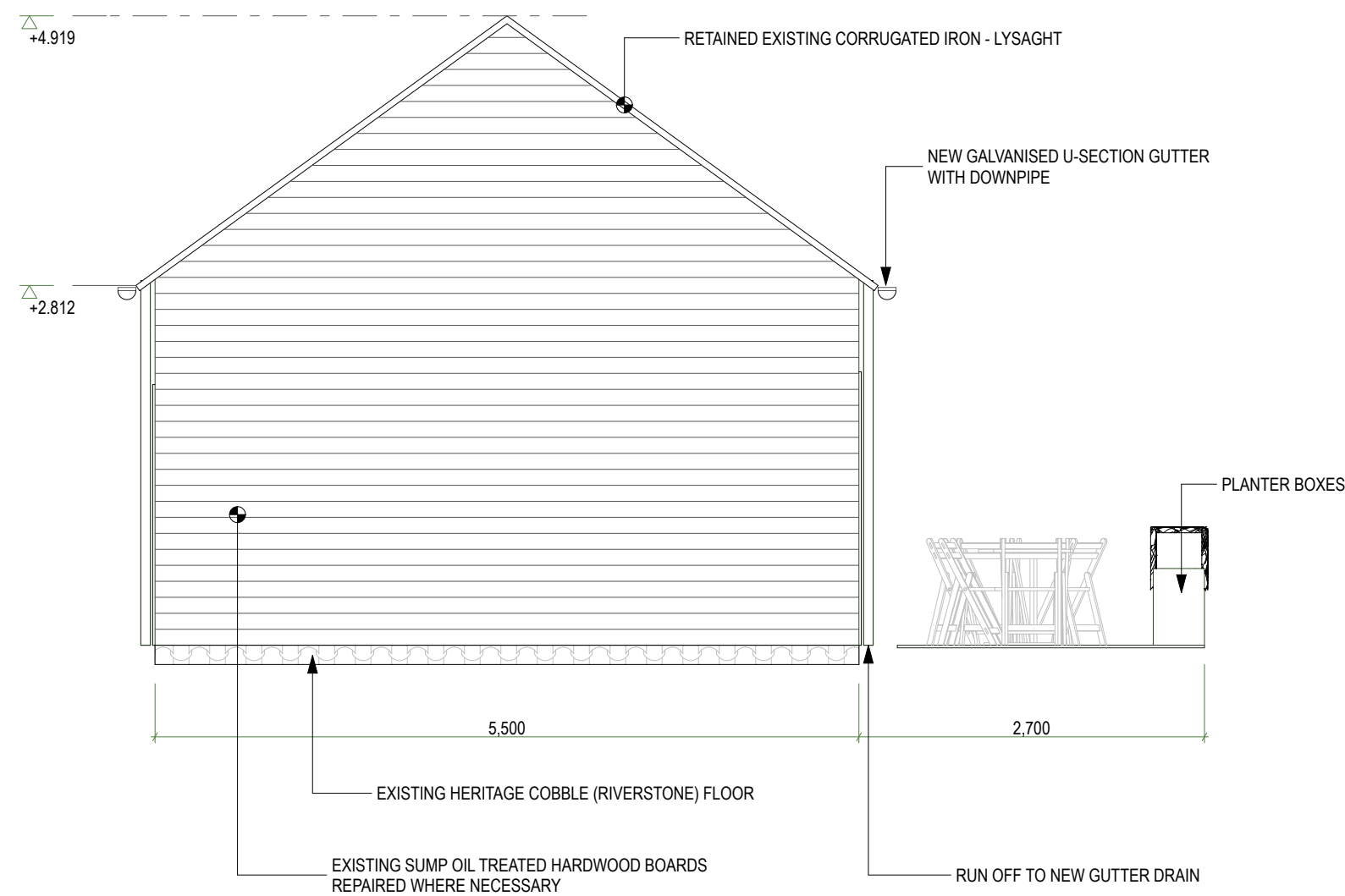
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				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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REV:		DESCRIPTION	DATE						



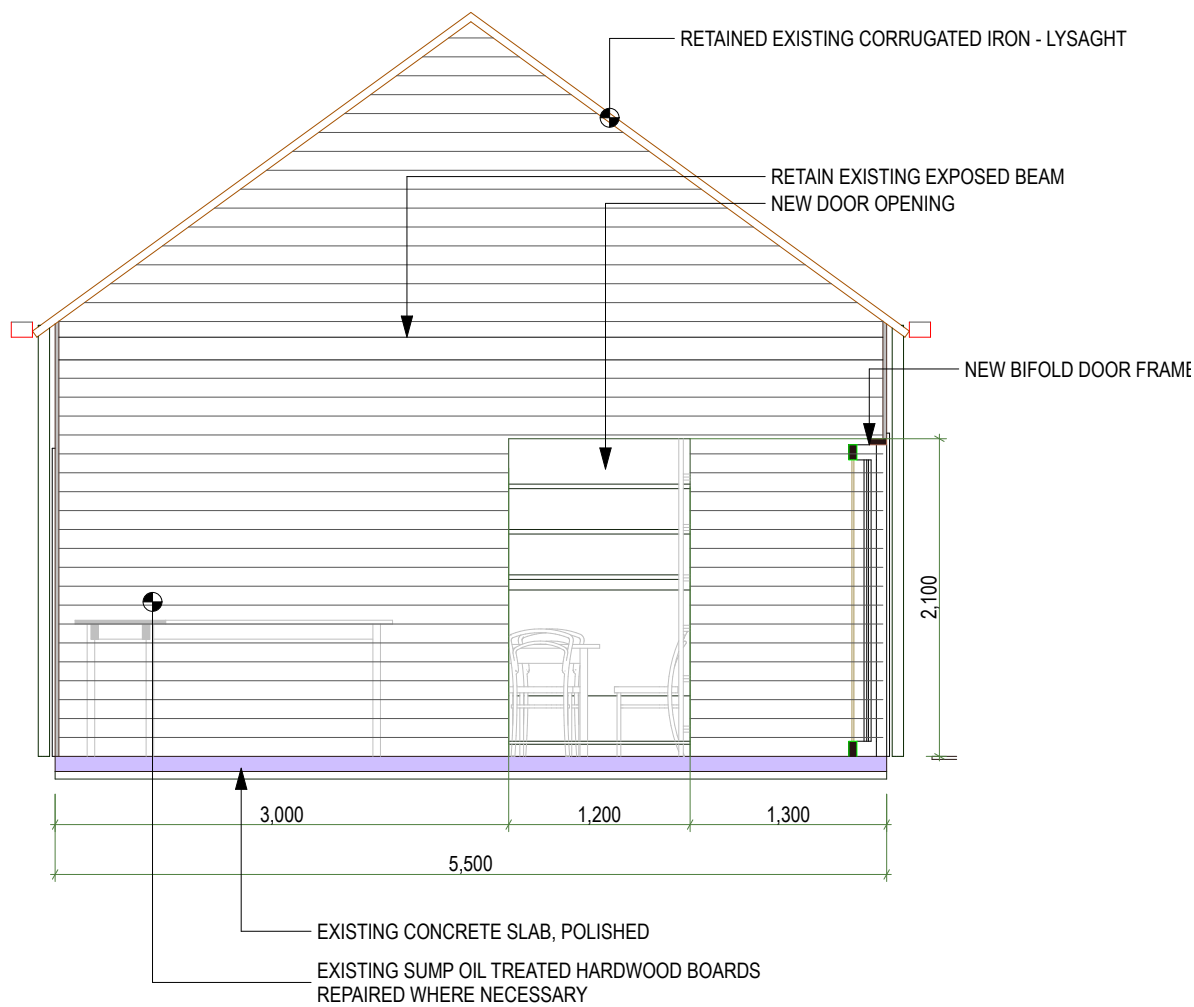
ELEVATION S-6

			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: ELEVATION S-6	DRAWN: MT		APPROVED: DT	
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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REV:	DESCRIPTION	DATE							

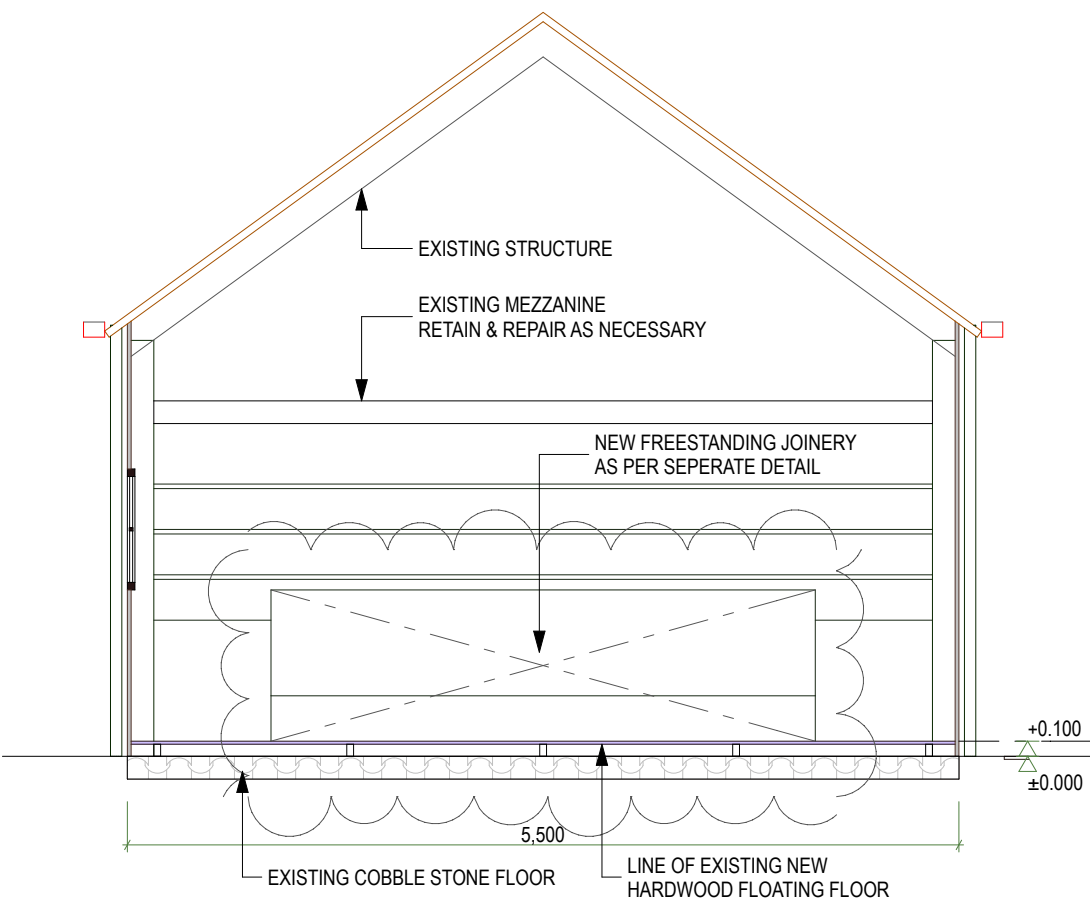
ELEVATION S-7



			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: ELEVATION S-7	DRAWN: MT		APPROVED: DT	
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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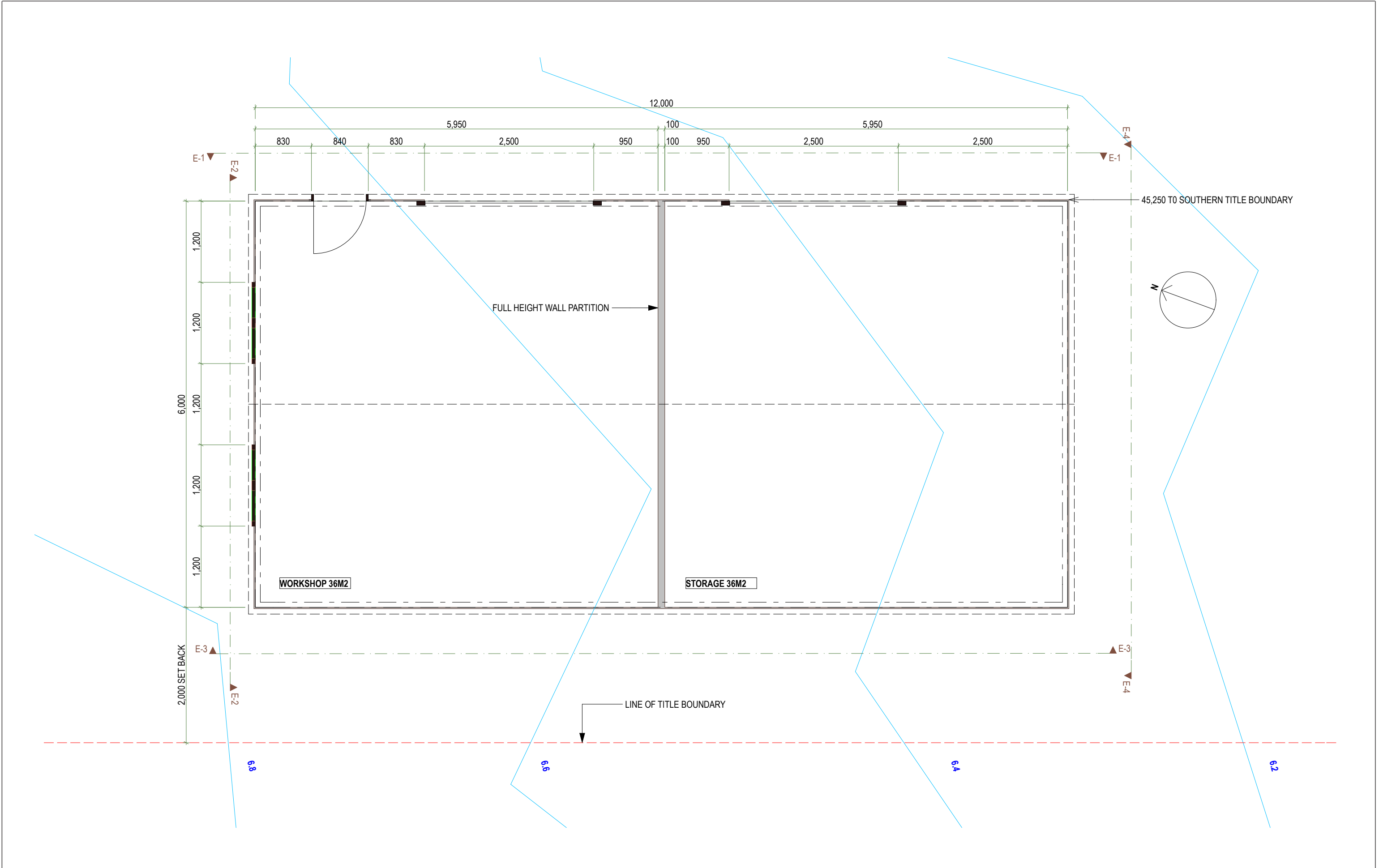


ELEVATION S-8

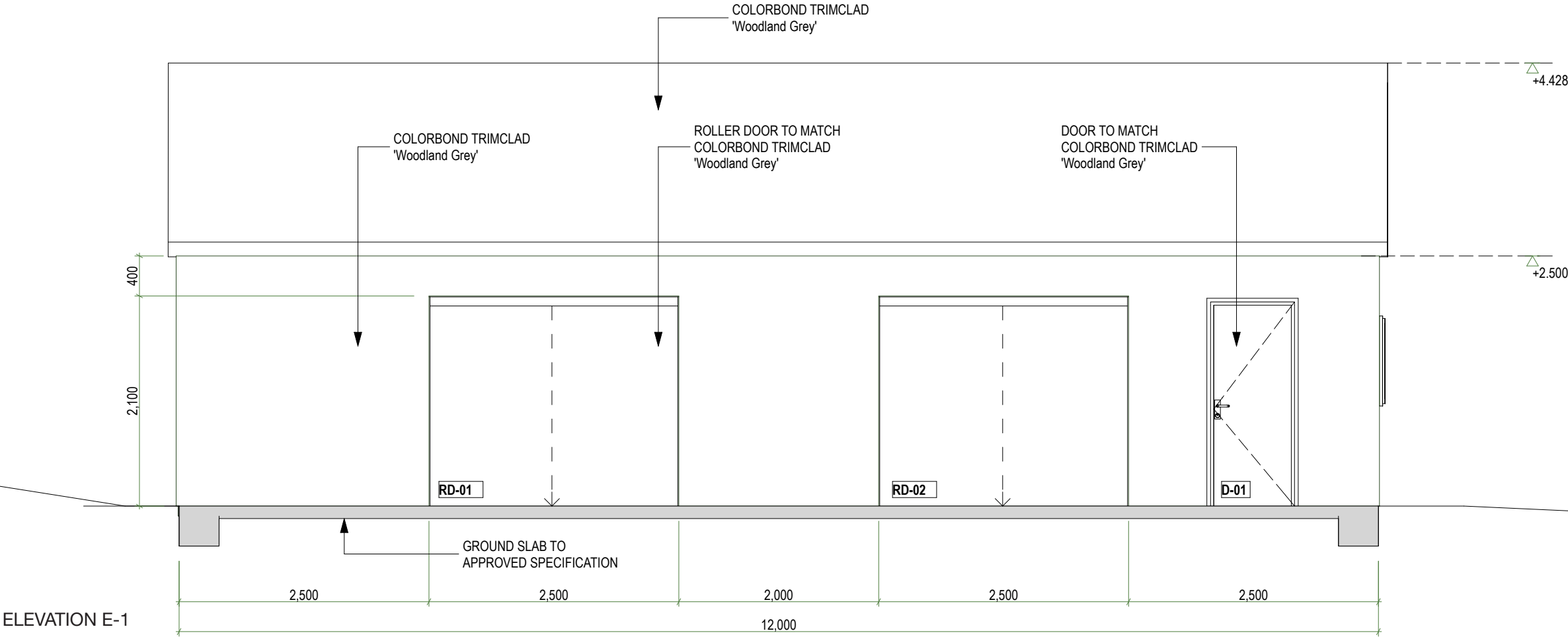


ELEVATION S-9

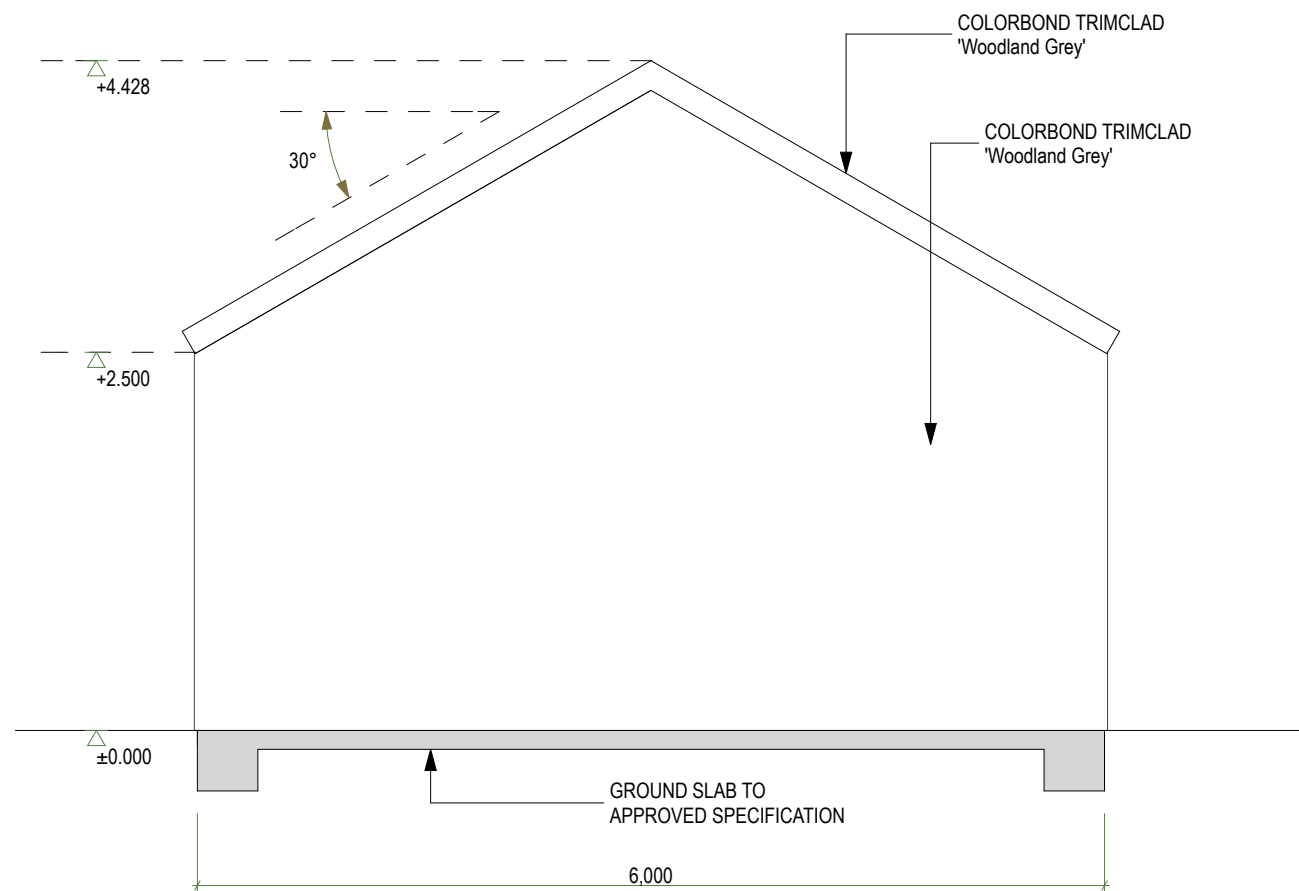
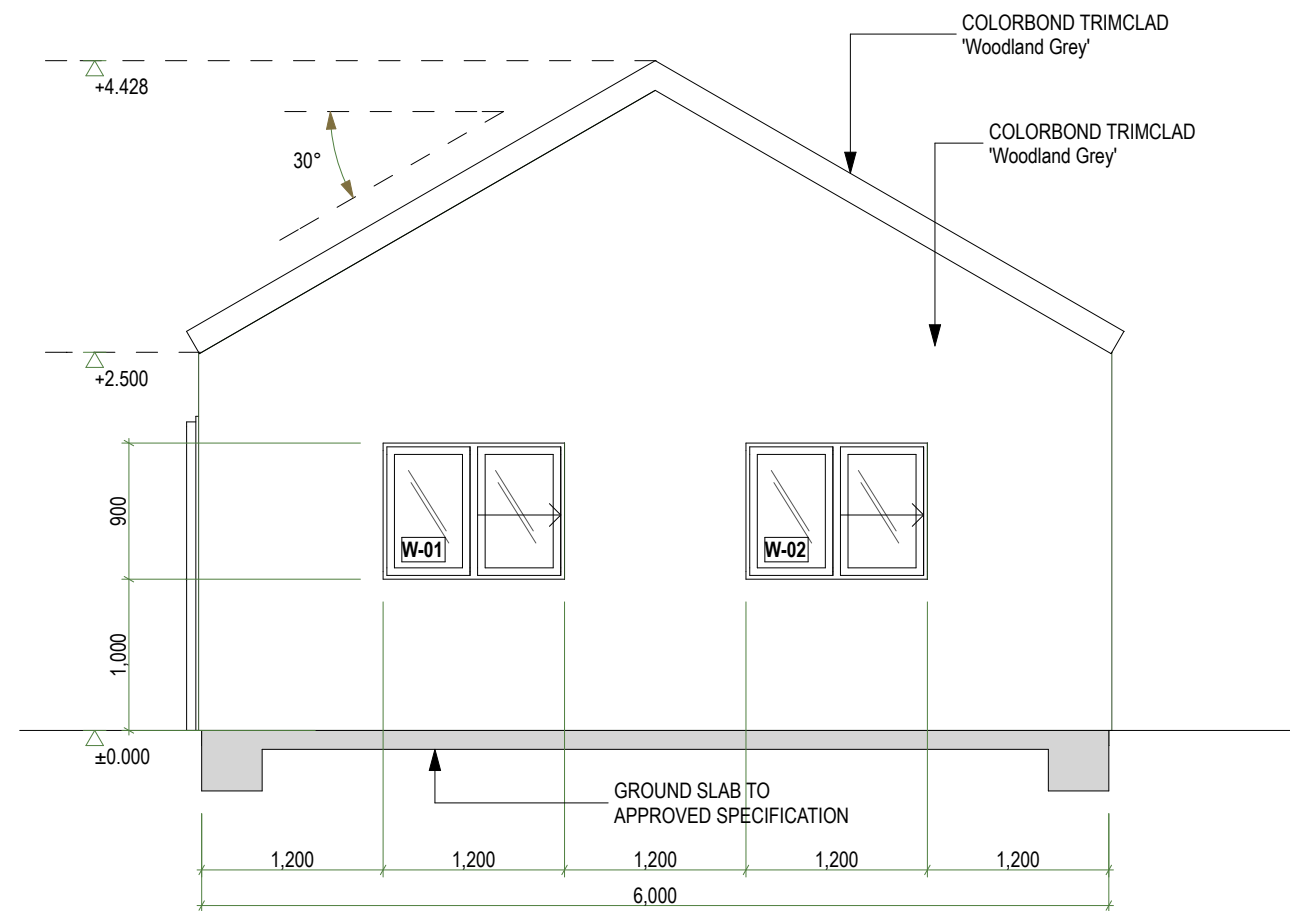
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					ISSUE: PLANNING APPLICATION	PROJECT No: 23006		SHEET No: D10	REV No: B
REV:	DESCRIPTION	DATE							



			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: FLOOR PLAN - SHED	DRAWN: MT		APPROVED: DT	
				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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REV:	DESCRIPTION		DATE						



			<div>Travalia Architect CC1051 0</div>	CLIENT:	M TRAVALIA A BOXALL	SHEET:	ELEVATION E-1		DRAWN:	MT		APPROVED:		DT		
				ADDRESS:	14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT:	PROPOSED CELLAR DOOR		SCALE:	1:50	SIZE:	A3	DATE:			29.11.2023
						ISSUE:	PLANNING APPLICATION		PROJECT No:		23006		SHEET No:	D12	REV No:	B
REV:	DESCRIPTION			DATE												



		<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL	SHEET: ELEVATIONS E-2/ E-4	DRAWN: MT		APPROVED: DT	
			ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 29.11.2023	
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REV:	DESCRIPTION		DATE					



PROPOSED NEW DRIVEWAY ACCESS TO TASMAN HIGHWAY
APPROACH FROM SOUTH

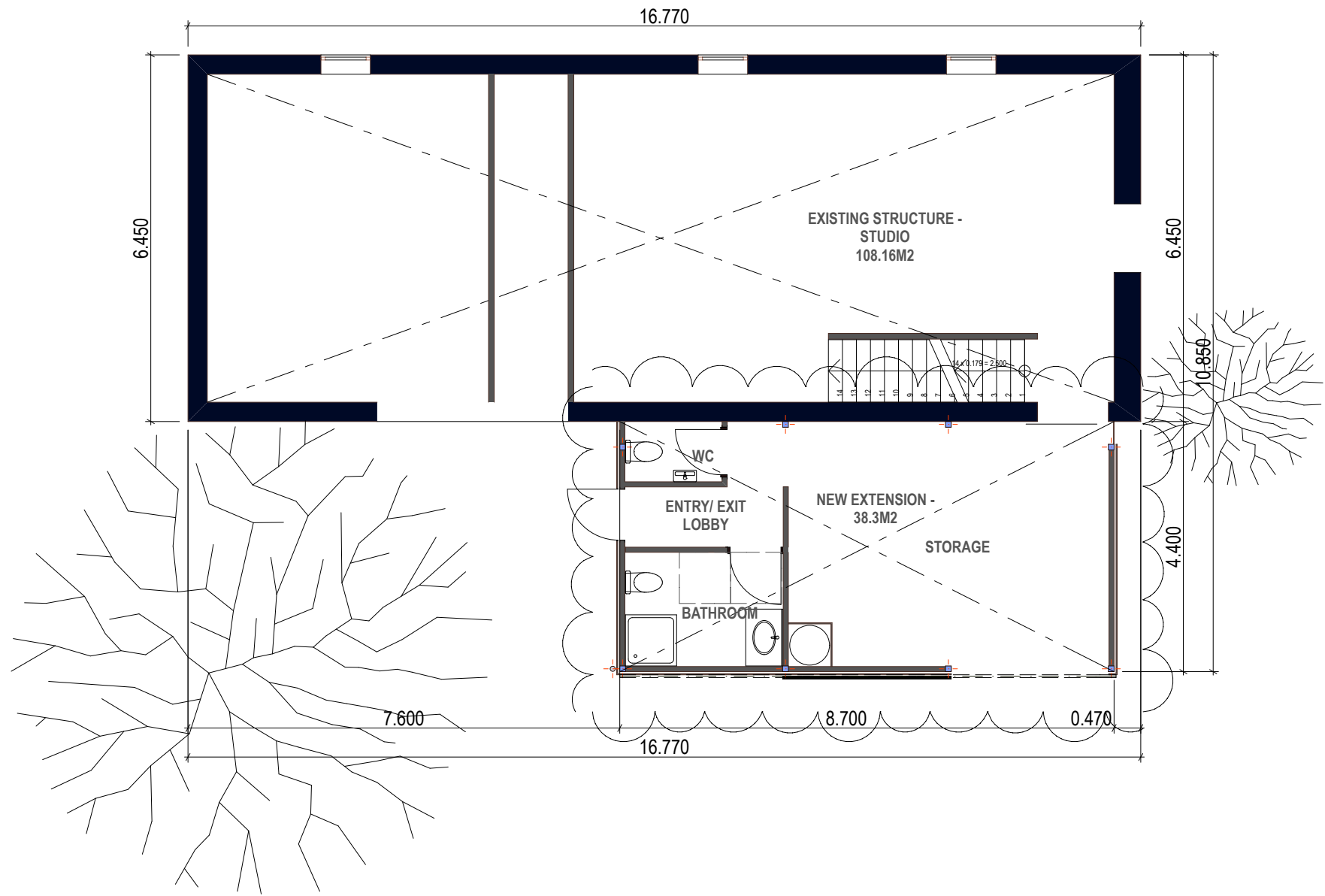


PROPOSED NEW DRIVEWAY ACCESS TO TASMAN HIGHWAY
APPROACH FROM NORTH

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				ADDRESS:	14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT:	PROPOSED CELLAR DOOR		SCALE: N/A	SIZE: A3		DATE: 29.11.2023	
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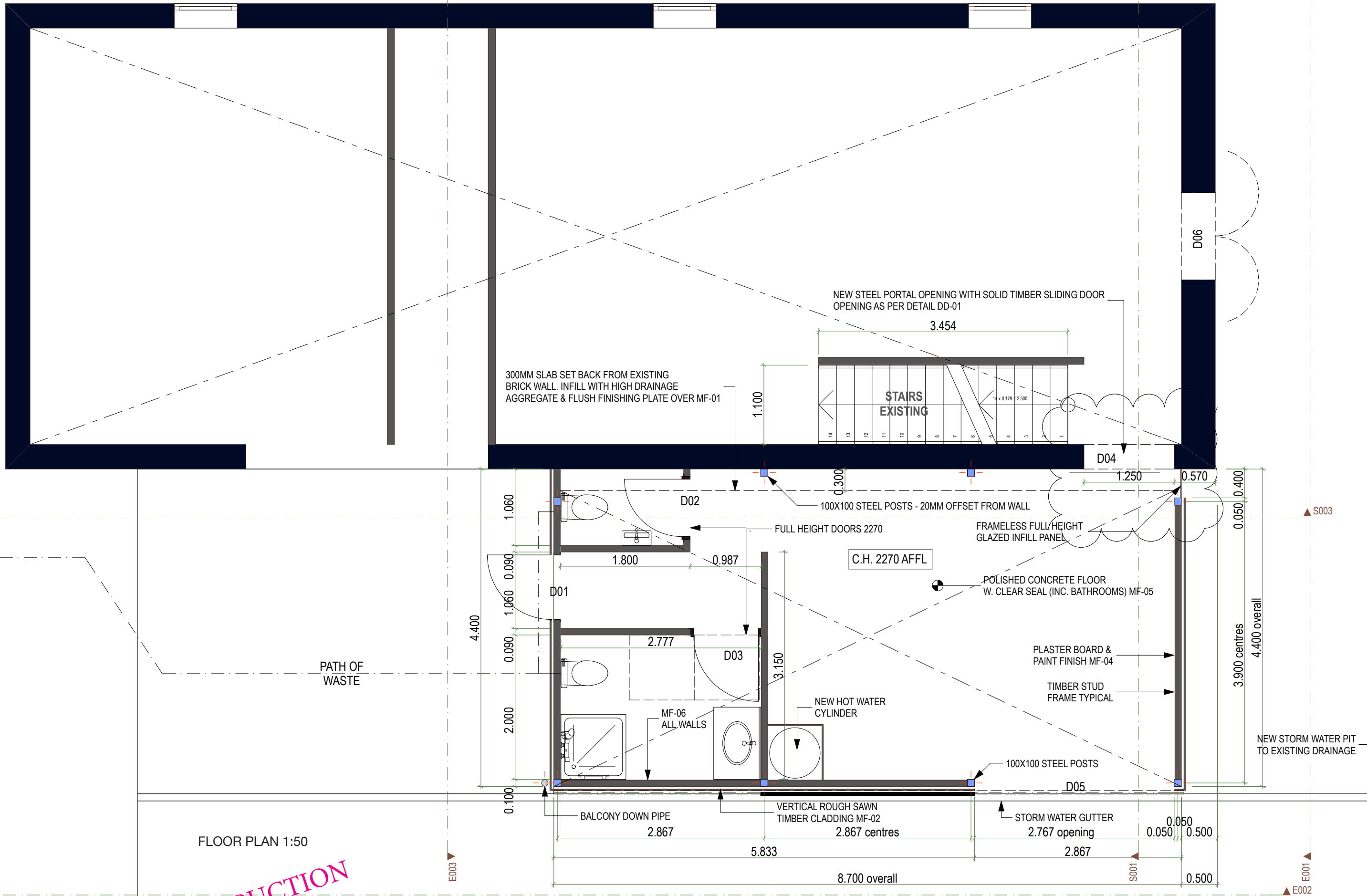
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				ADDRESS: <div>14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190</div>	PROJECT: <div>PROPOSED CELLAR DOOR</div>	SCALE: <div>1:20</div>	SIZE: <div>A3</div>	DATE: <div>29.11.2023</div>	
					ISSUE: <div>PLANNING APPLICATION</div>	PROJECT No: <div>23006</div>		SHEET No: <div>D16</div>	REV No: <div>B</div>
REV:	DESCRIPTION	DATE							



FLOOR PLAN 1:100

UNDER CONSTRUCTION

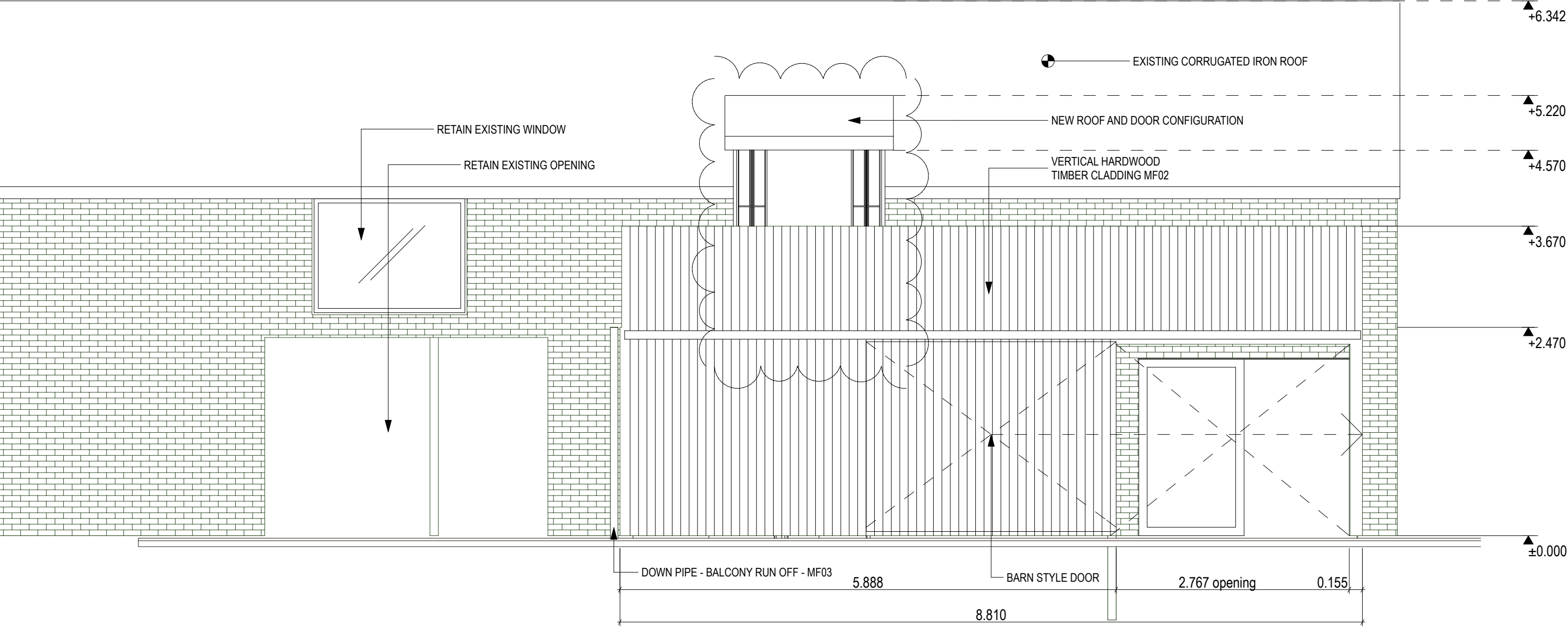
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						ISSUE:	PLANNING APPLICATION		PROJECT No:		21002		SHEET No:		D17		REV No:	A
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FLOOR PLAN 1:50

UNDER CONSTRUCTION

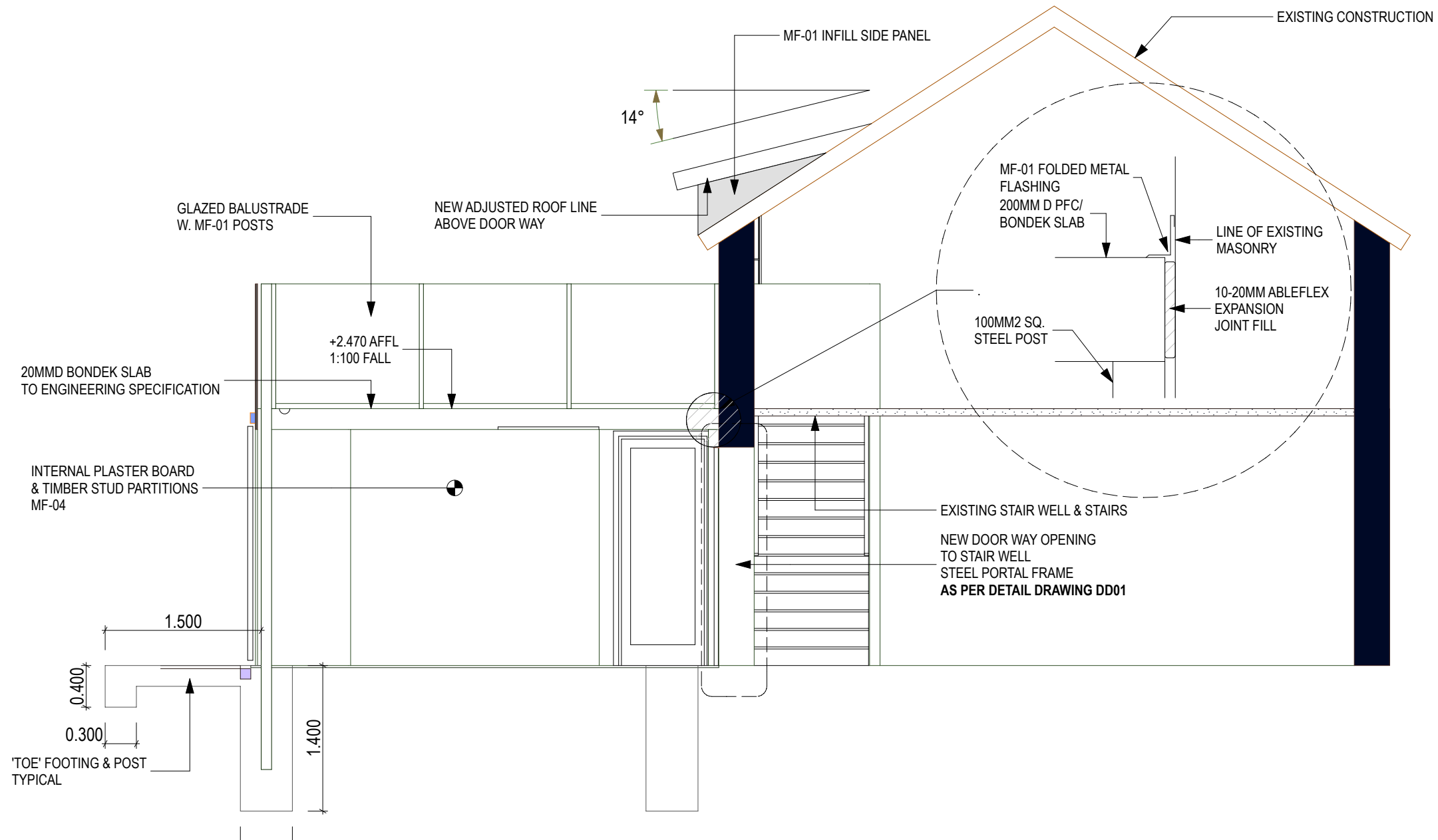
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REV:	DESCRIPTION	DATE									



ELEVATION E002 1:50

UNDER CONSTRUCTION

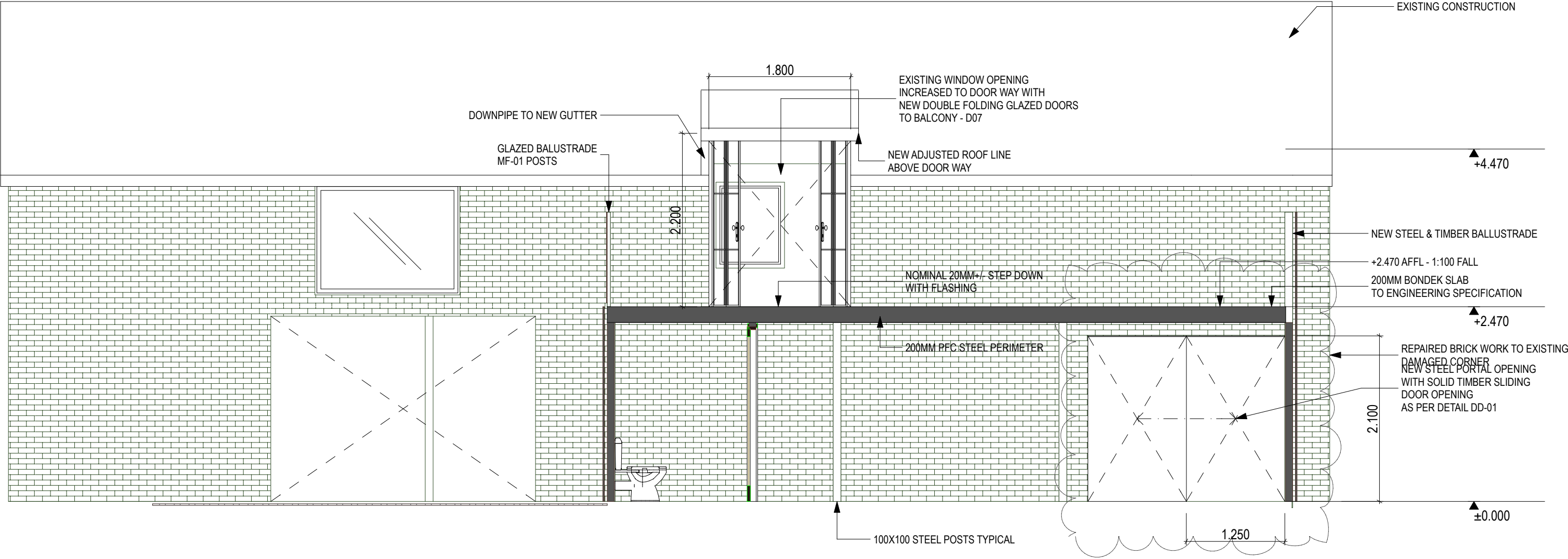
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				ADDRESS:	14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT:	PROPOSED CELLAR DOOR		SCALE:	1:50	SIZE:	A3		DATE:		14.01.2023	
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REV:	DESCRIPTION			DATE													



ELEVATION E003 1:50

UNDER CONSTRUCTION

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					ISSUE: PLANNING APPLICATION	PROJECT No: 21002		SHEET No: D22	REV No: A
REV:	DESCRIPTION	DATE							



SECTION S003 1:50

UNDER CONSTRUCTION

<div>UNDER CONSTRUCTION</div>			<div>Travalia Architect CC1051 0</div>	CLIENT: M TRAVALIA A BOXALL		SHEET: MILL - EXTENSION REFERENCE		DRAWN: MT		APPROVED: DT		
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				ADDRESS: 14193 TASMAN HIGHWAY SWANSEA TASMANIA 7190	PROJECT: PROPOSED CELLAR DOOR	SCALE: 1:50	SIZE: A3	DATE: 14.01.2023	
					ISSUE: PLANNING APPLICATION	PROJECT No: 23006		SHEET No: D24	REV No: A
REV:		DESCRIPTION		DATE					

