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: **68 Burgess Street, Bicheno**
CT 24309/1

PROPOSAL: **Change of use to cafe & bar & change of use to visitor accommodation**

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 17 July 2025.

APPLICANT:	**Benjamin John Fleming**
DATE:	**30/05/2025**
APPLICATION NO:	**DA 2025 / 101**

GLAMORGAN SPRING BAY COUNCIL

9 Melbourne Street (PO Box 6)
Triabunna TAS 7190
03 6256 4777
03 6256 4774
admin@freycinet.tas.gov.au
www.gsbc.tas.gov.au

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:	Ben Fleming		
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:	68 Burgess Street		
Suburb:	Bicheno	Post Code:	
Email:		Phone: / Mobile:	

Details of Site *(Note: If your application is discretionary, the following will be placed on public exhibition)*			
Address of proposal:	68 Burgess Street		
Suburb:	Bicheno	Post Code:	7215
Size of site: (m^2 or Ha)	988 m^2		
Certificate of Title(s):	24309		
Current use of site:	Residential		

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General Application Details *Complete for All Applications*	
Description of proposed use or development:	change of use from residential to a cafe Bar // Restaurent & change of use from Ancillary dwelling to visitor accomodation
Estimated value of works: (design & construction) The estimated cost is to include the cost of labour and materials using current industry pricing and is to include GST. You may be required to verify this estimate.	$
Is the property on the State Heritage Register? (Circle one)	☐ Yes / No ☐

For all Non-Residential Applications	
Hours of Operation	10 Inline with council hours
Number of Employees	2
Describe any delivery of goods to and from the site, including the types of vehicles used and the estimated average weekly frequency	- Kitchen equip - food and deliveries will be sent to seperate business
Describe any hazardous materials to be used or stored on site	none
Type & location of any large plant or machinery used (refrigeration, generators)	none
Describe any retail and/or storage of goods or equipment in outdoor areas	none

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.

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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: 29/8/25	

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:		Date:	

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.

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Checklist of application documents:

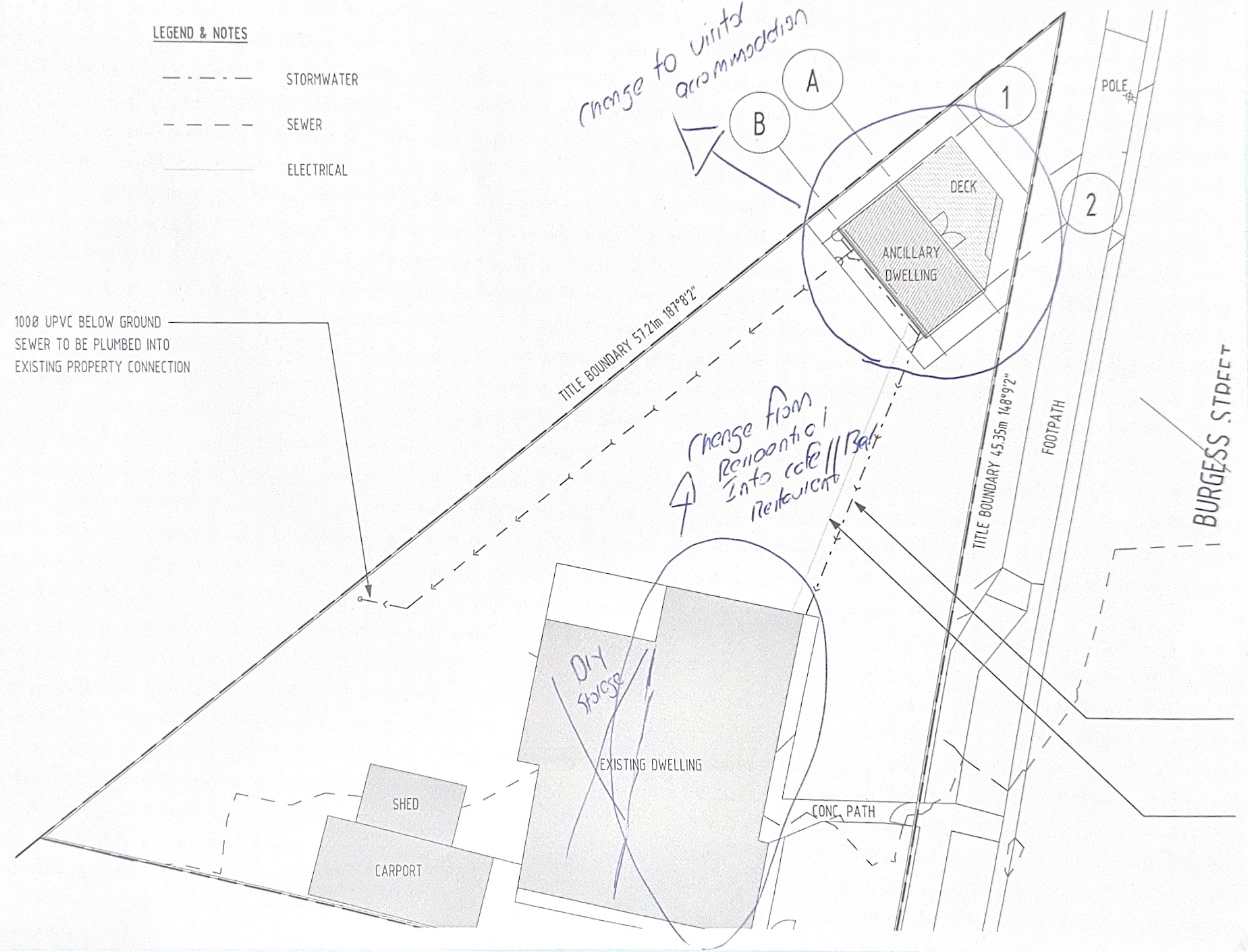
Taken from Section 6 of the Planning Scheme

An application must include:

- [x] 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;
- [x] details of the location of the proposed use or development;
- [x] 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.

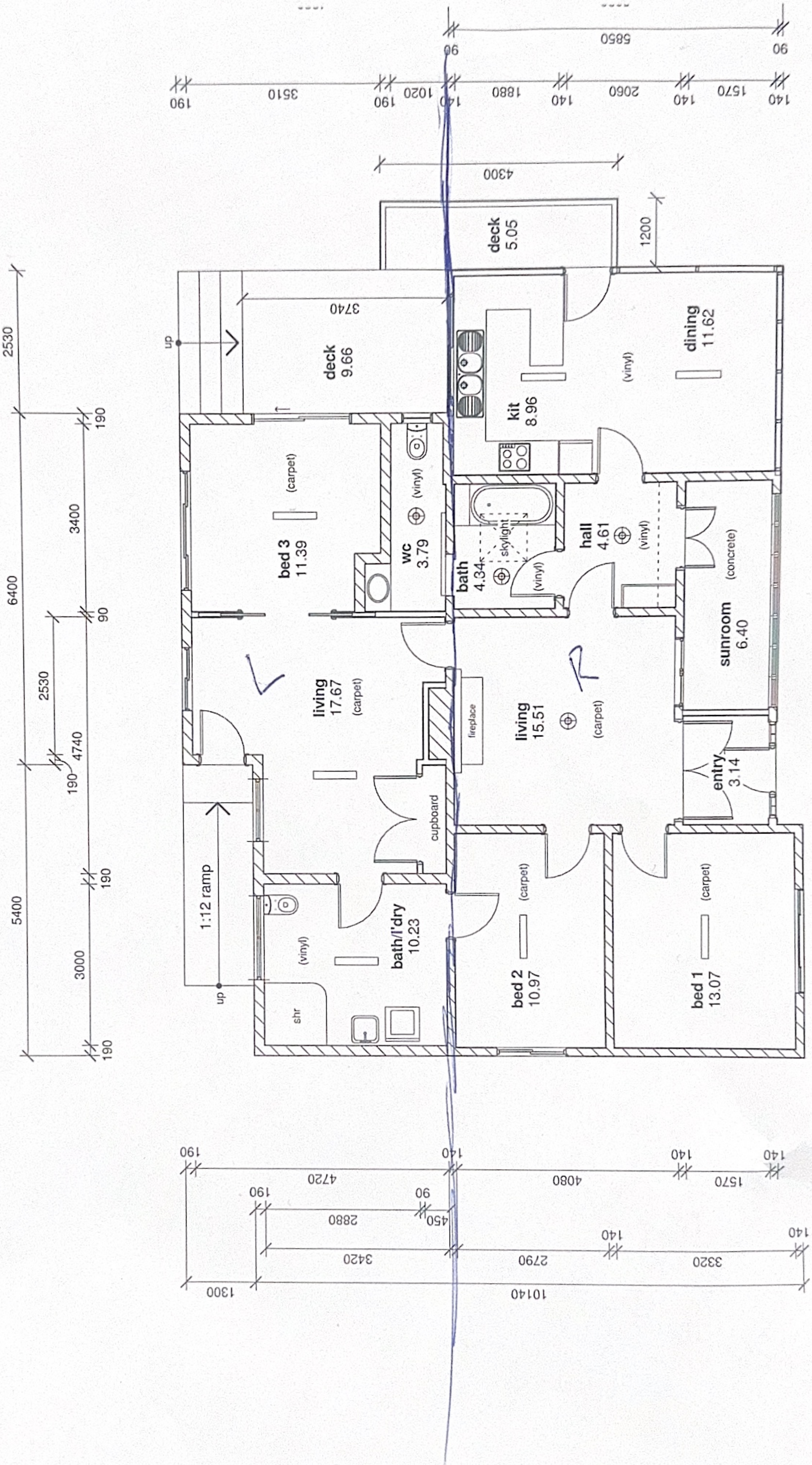
In addition to the information that is required by clause 6.1.2, a planning authority may, in order to enable it to consider an application, require such further or additional information as the planning authority considers necessary to satisfy it that the proposed use or development will comply with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

- [x] 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.


LEGEND & NOTES
STORMWATER
SEWER
ELECTRICAL
100Ø UPVC BELOW GROUND SEWER TO BE PLUMBED INTO EXISTING PROPERTY CONNECTION
TITLE BOUNDARY 57.21m 187°8'2"
TITLE BOUNDARY 45.35m 148°9'2"
FOOTPATH
BURGESS STREET
POLE
A
B
1
2
DECK
ANCILLARY DWELLING
EXISTING DWELLING
SHED
CARPORT
CONC PATH
Change to visitor accommodation
Change from Residential Into cafe || Bar Restaurant
DIY Storage

on the "L" side is DIY storage

on the "R" side is Restaurant Bar cafe



Cover letter for proposed changes to 68 burgess street Bicheno.

hours of operation is 7:00am-9:00pm Mon-sat and 8:00am-9:00pm Sundays and public holidays.

We are changing the residential building to a cafe // bar // restaurant

we are also changing our ancillary dwelling to visitor accommodation.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
24309	1
EDITION	DATE OF ISSUE
10	04-Mar-2019

SEARCH DATE : 30-May-2025
SEARCH TIME : 11.47 AM

DESCRIPTION OF LAND

Town of BICHENO
Lot 1 on Diagram 24309
Being the land described in Covenyance No. 60/2498
Derivation : Part of Lot 1 Section K Gtd to George Fisher
Prior CT 4128/69

SCHEDULE 1

M732711 TRANSFER to BENJAMIN JOHN FLEMING and EMELIE MATHILDA FLEMING Registered 04-Mar-2019 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E166800 MORTGAGE to National Australia Bank Limited Registered 04-Mar-2019 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

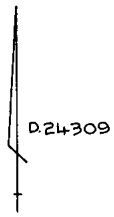
No unregistered dealings or other notations

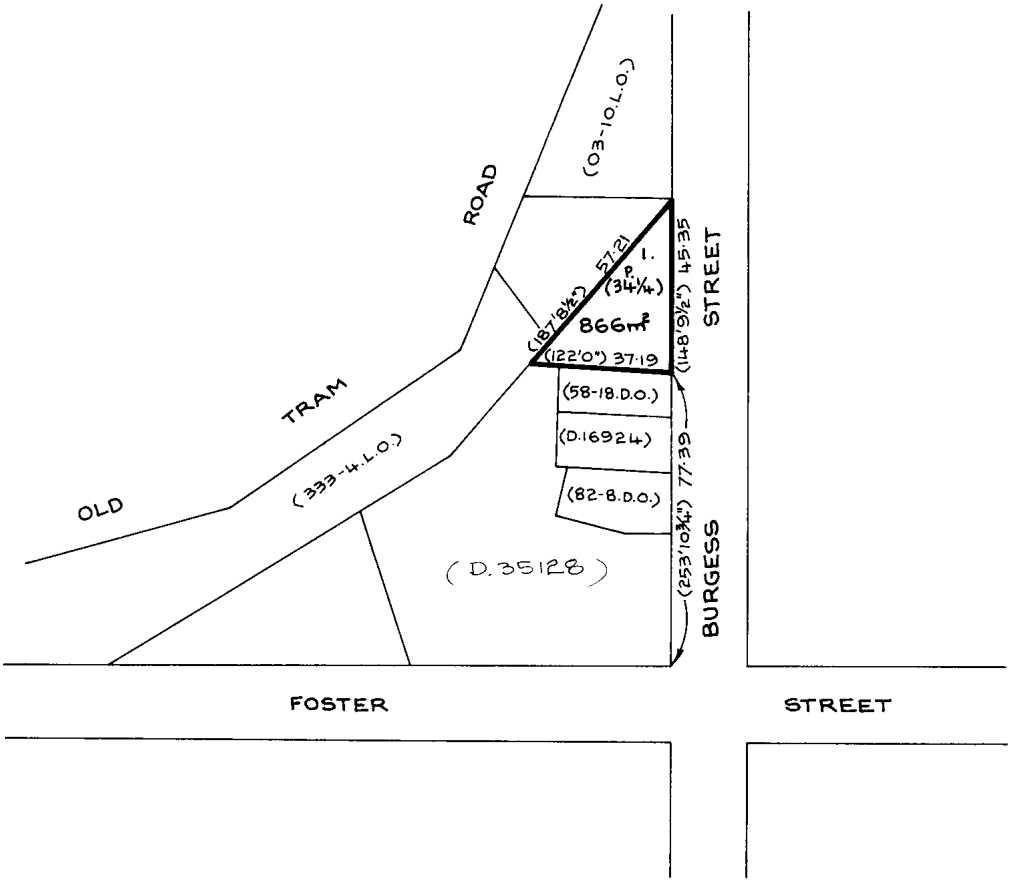
APPROVED ~~FROM~~ - 6 NOV 1984 E. R. Thorp RECORDER OF TITLES	CONVERSION PLAN (25/22.D.O.)	REGISTERED NUMBER D.24309
FILE NUMBER Y.3147.	GRANTEE PART OF LOT.1. 1·3·19 GEORGE FISHER.	B.HILL. 5·11·84

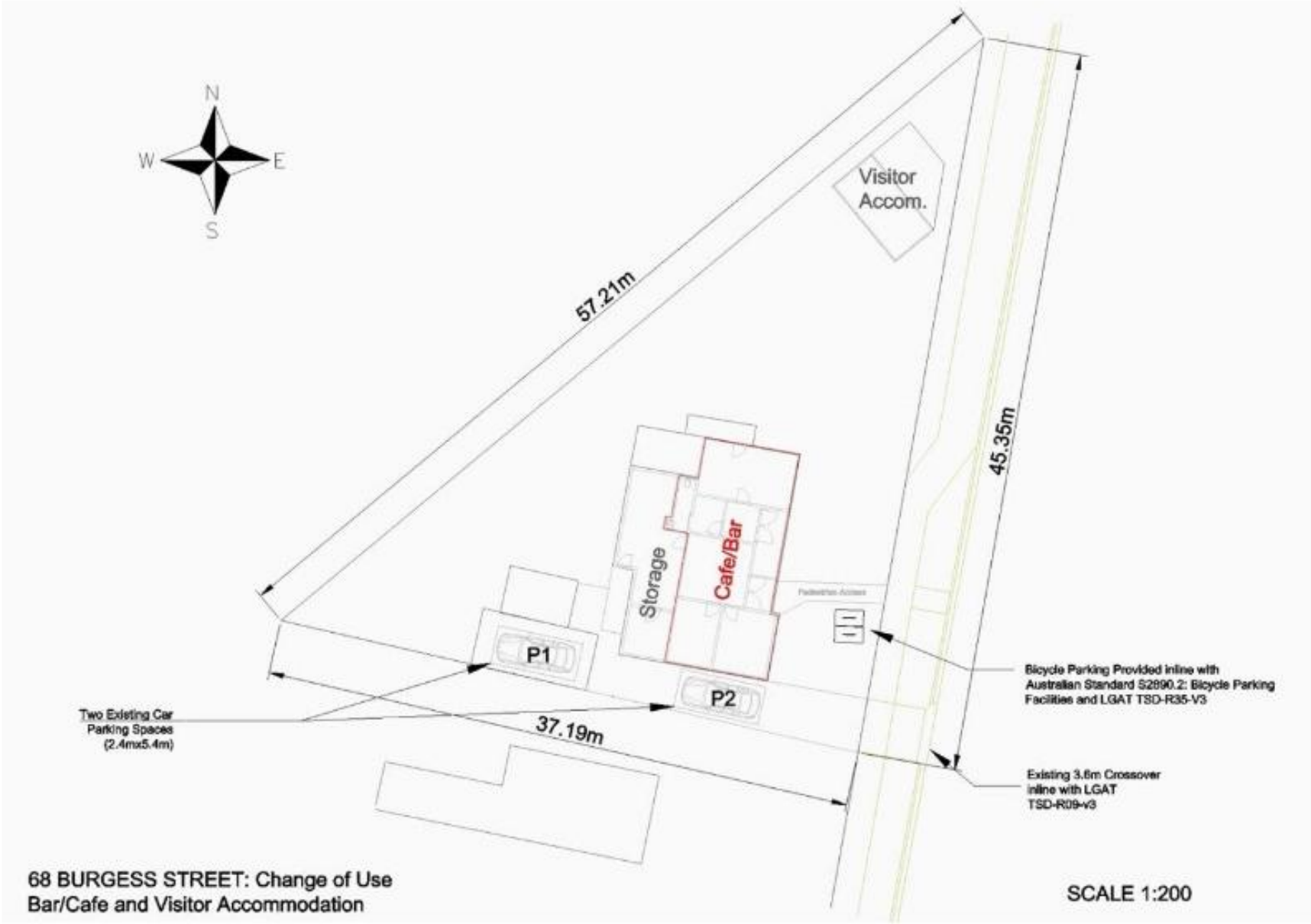
OS-K 2082

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY~~/TOWN OF BICHENO. SEC.K.
~~LAND DISTRICT OF~~
~~PARISH OF~~
LENGTHS ARE IN METRES NOT TO SCALE
LENGTHS IN BRACKETS IN ~~LINKS~~/FEET & INCHES






N
W
E
S
Visitor
Accom.
57.21m
45.35m
Storage
Cafe/Bar
P1
P2
37.19m
Two Existing Car
Parking Spaces
(2.4mx5.4m)
Bicycle Parking Provided inline with
Australian Standard S2890.2: Bicycle Parking
Facilities and LGAT TSD-R35-V3
Existing 3.6m Crossover
inline with LGAT
TSD-R09-v3
68 BURGESS STREET: Change of Use
Bar/Cafe and Visitor Accommodation
SCALE 1:200

HW - hand washing basin

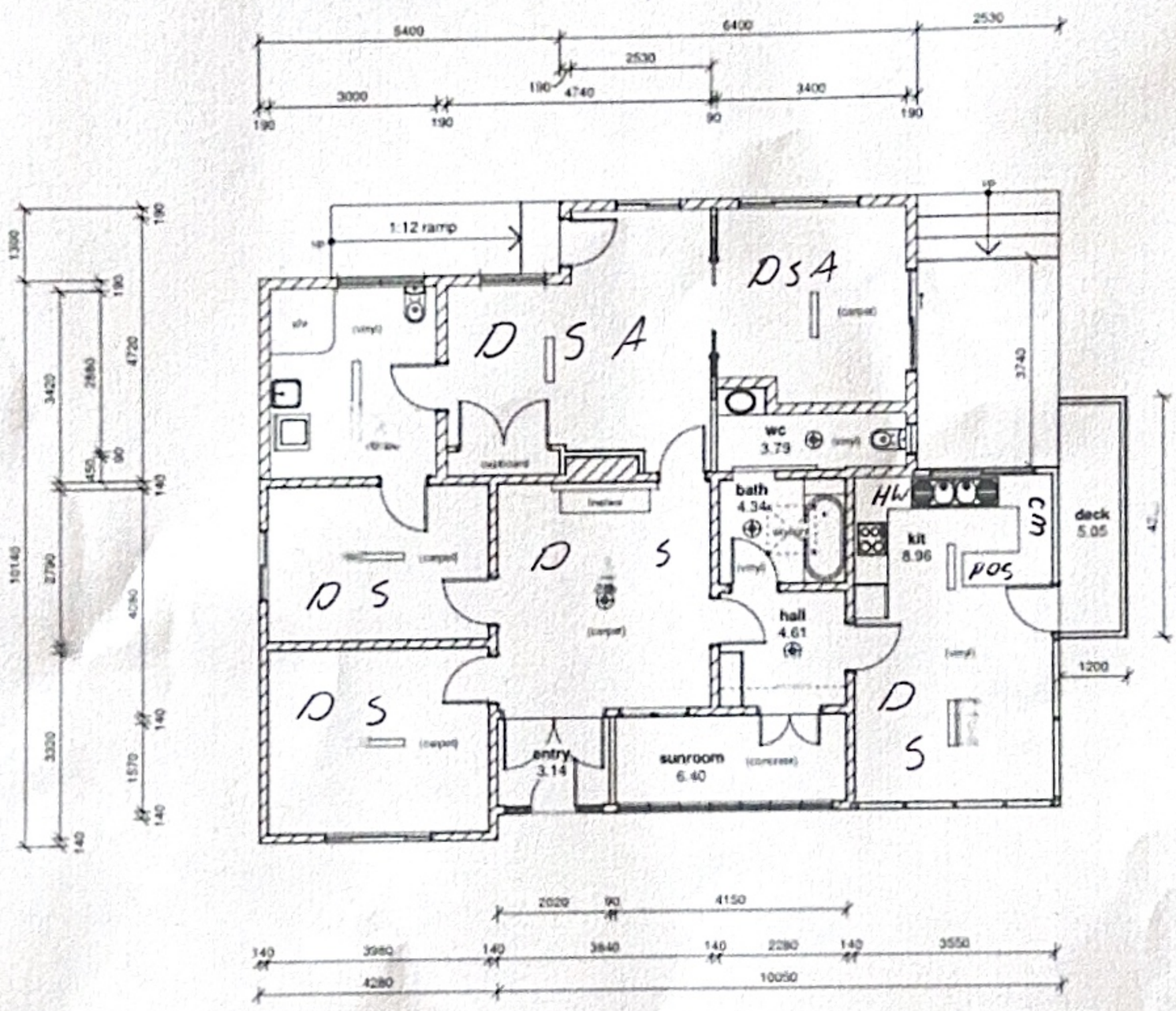
CM - coffee machine

POS - point of sale

D - Dining.

S - Seating

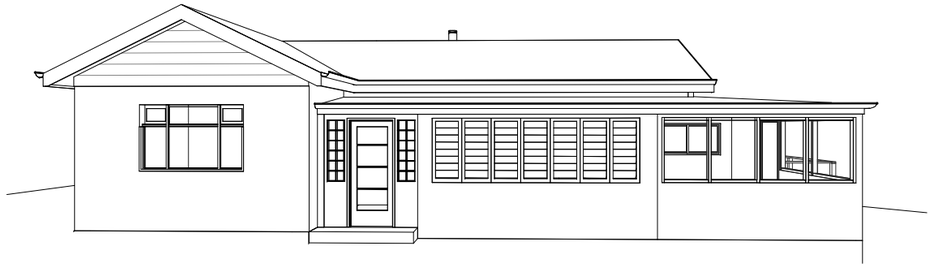
DSA - Dry storage Area



1 existing floor plan
1 : 100

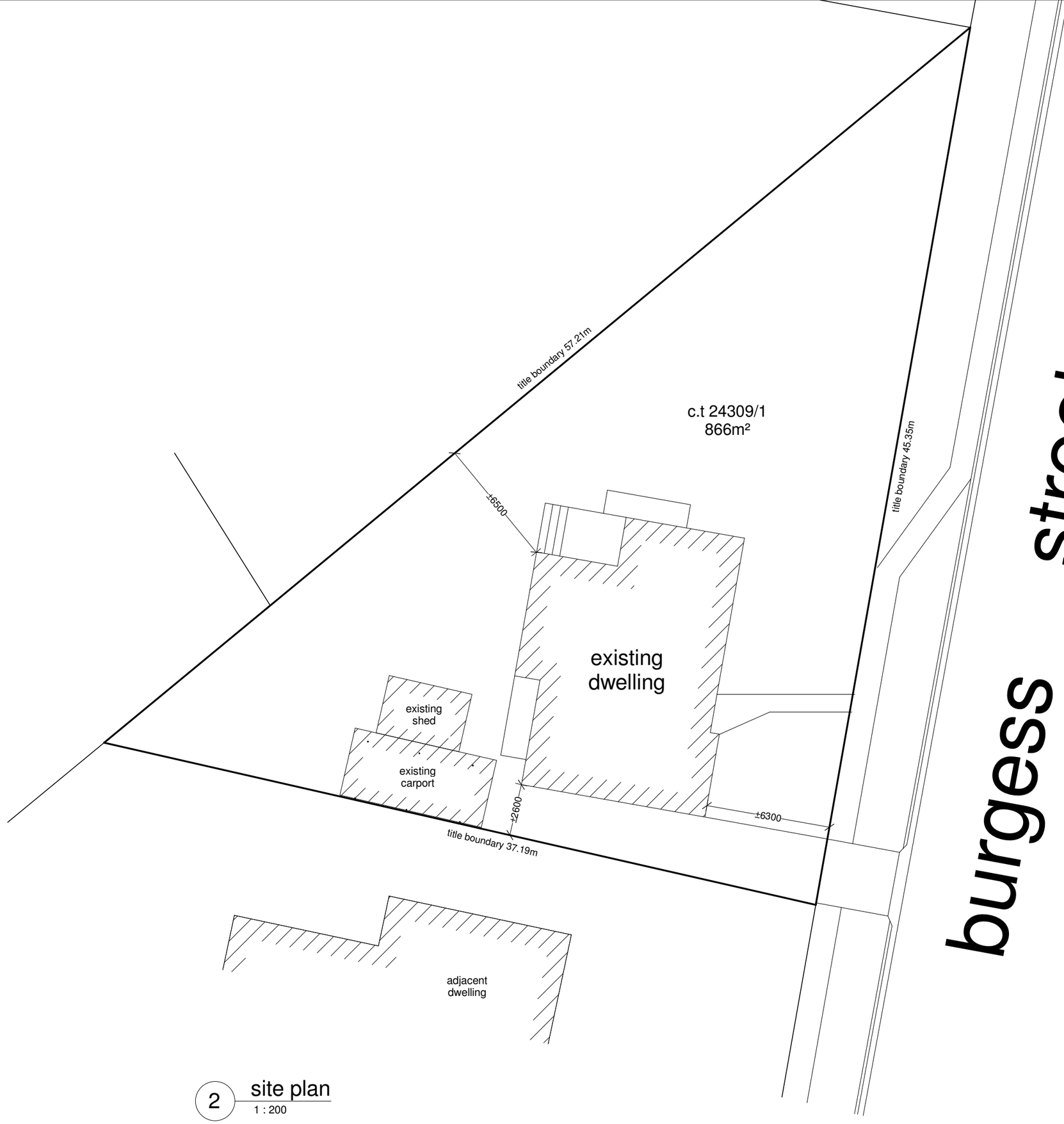
as-constructed drawings

ian whittred
68 burgess street bicheno tasmania 7215



jennifer binns
BUILDING DESIGN

level 1 avery house, 48 cecilia street, st helens tasmania 7216
jenniferbinns@bigpond.com.au : 03 6376 2588 : 0439 765 452



2 site plan
1 : 200

n

PROJECT:
as-constructed drawings

FOR:
ian whittred

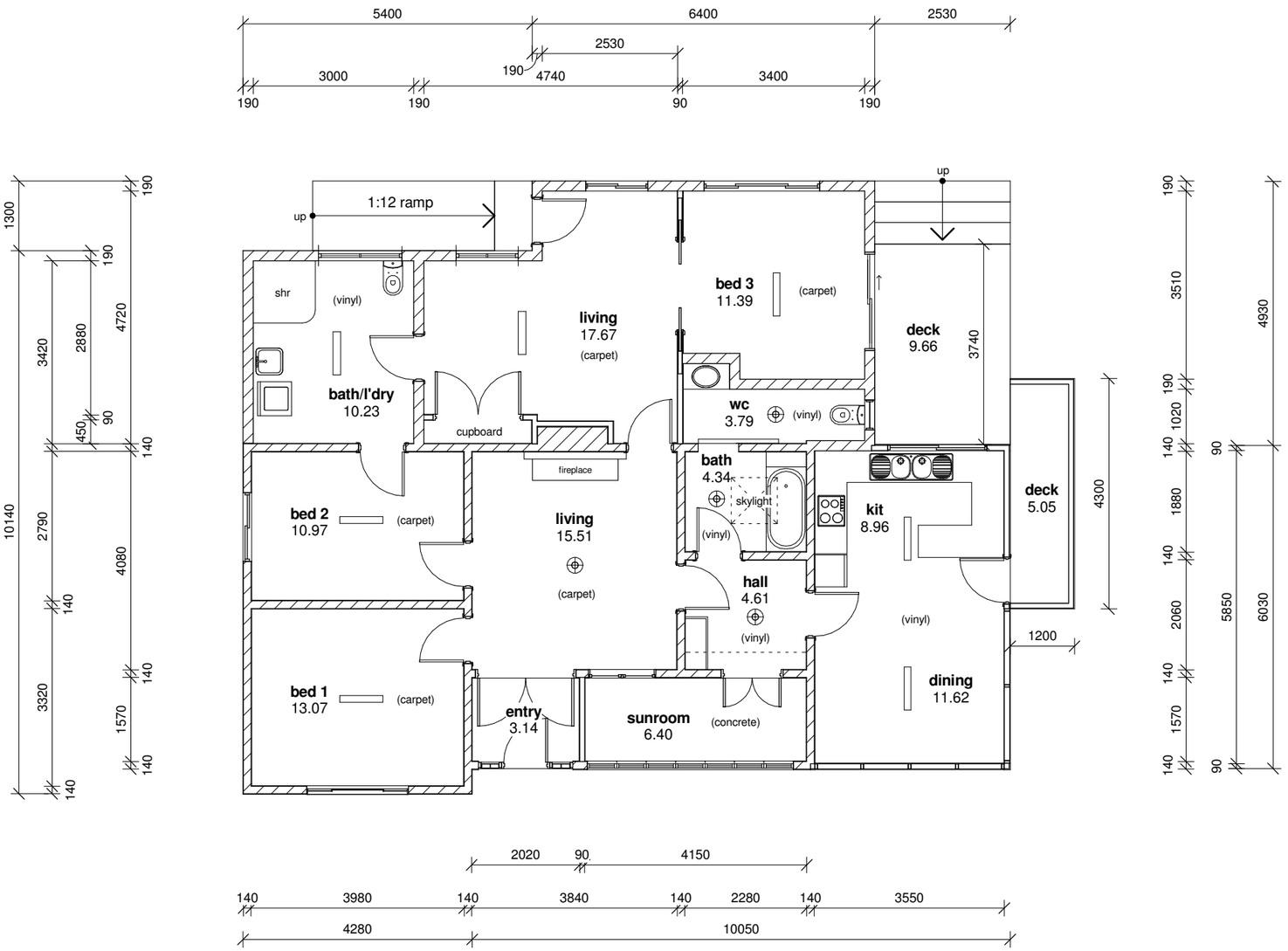
68 burgess street
bicheno

DRAWING TITLE:
site plan

SCALE:	DATE:
As indicated	feb 23 2016
DRAWING NO:	PROJECT NO:
a01	0216WH

DRAWN BY:

jennifer binns
www.jenniferbinnsdesign.com.au
(03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com
suite 8 level 1 avery house, 48 cecilia street, st helens 7216
BUILDING DESIGNERS AUSTRALIA
accreditation no:
CC 1269L



1 existing floor plan

1 : 100

PROJECT:
as-constructed drawings

FOR:
ian whittred

68 burgess street
bicheno

DRAWING TITLE:
existing floor plan

SCALE:	DATE:
1 : 100	feb 23 2016
DRAWING NO: **a02**	PROJECT NO: 0216WH

DRAWN BY:

jennifer binns
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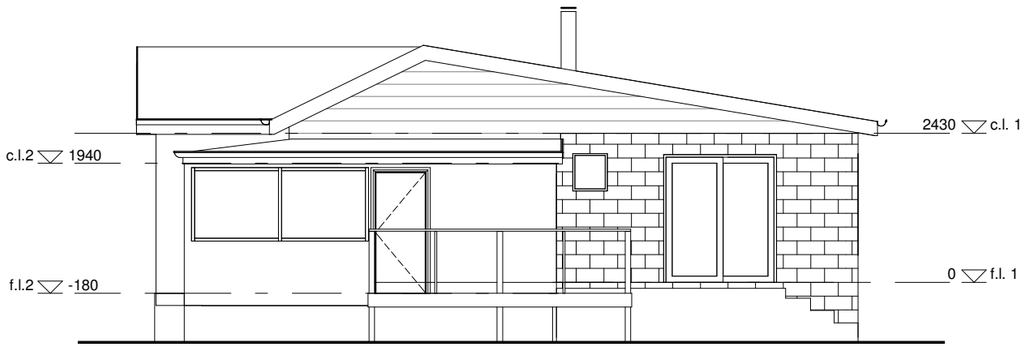
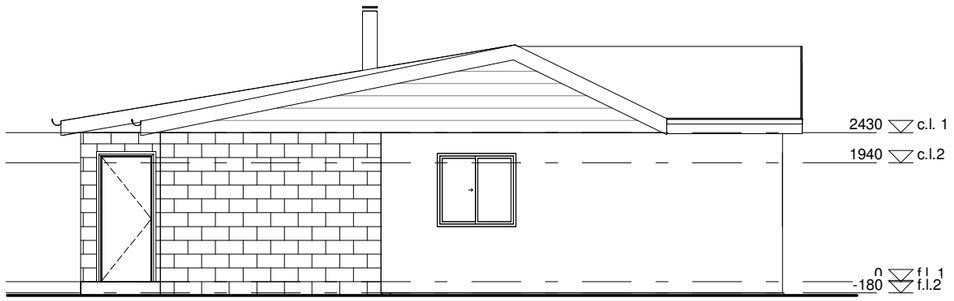
(03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com
suite 8 level 1 avery house, 48 cecilia street, st helens 7216
BUILDING DESIGNERS AUSTRALIA
accreditation no: CC 1269L



1 north elevation
1 : 100



2 south elevation
1 : 100

PROJECT:
as-constructed drawings

FOR:
ian whittred

68 burgess street
bicheno

DRAWING TITLE:
elevations

SCALE:	DATE:
1 : 100	feb 23 2016
DRAWING NO: **a03**	PROJECT NO: 0216WH

DRAWN BY:

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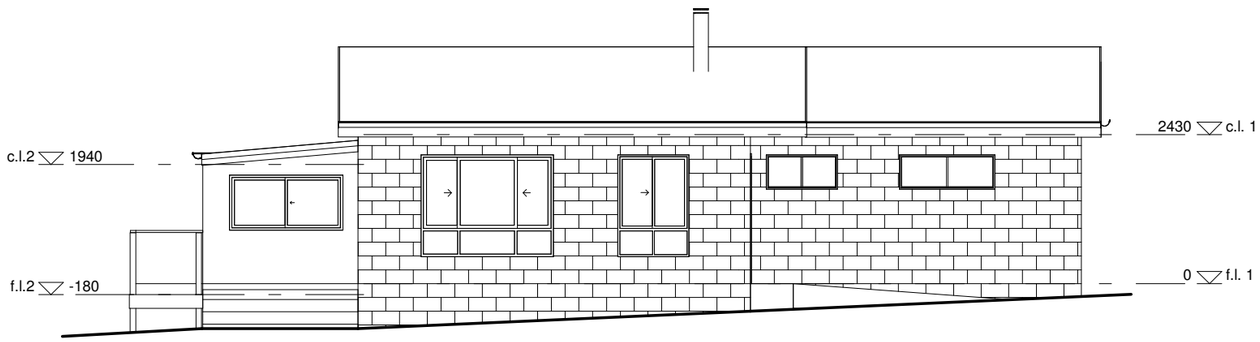
suite 8 level 1 avery house, 48 cecilia street, st helens 7216
BUILDING DESIGNERS AUSTRALIA
accreditation no: CC 1269L

2 east elevation
1 : 100



1 west elevation
1 : 100

PROJECT:
as-constructed drawings

FOR:
ian whittred

68 burgess street
bicheno

DRAWING TITLE:
elevations

SCALE:	DATE:
1 : 100	feb 23 2016
DRAWING NO: **a04**	PROJECT NO: 0216WH

DRAWN BY:

jennifer binns
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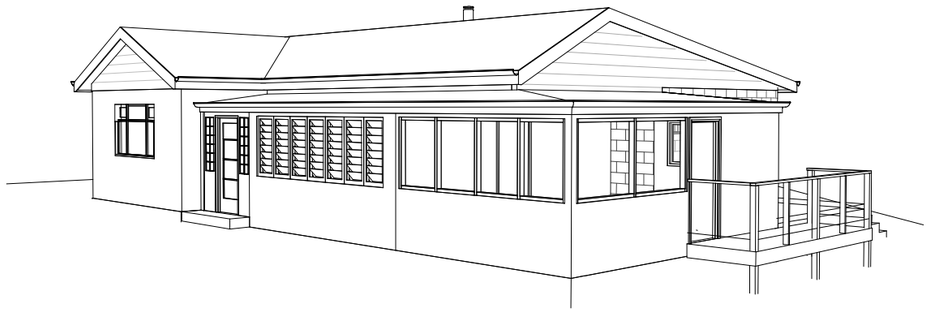
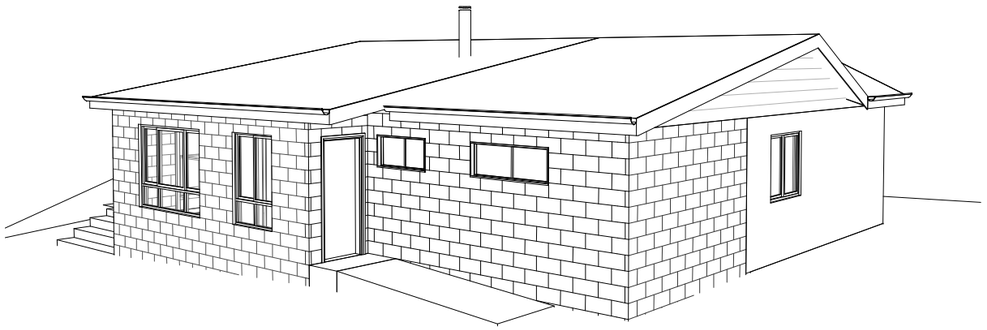
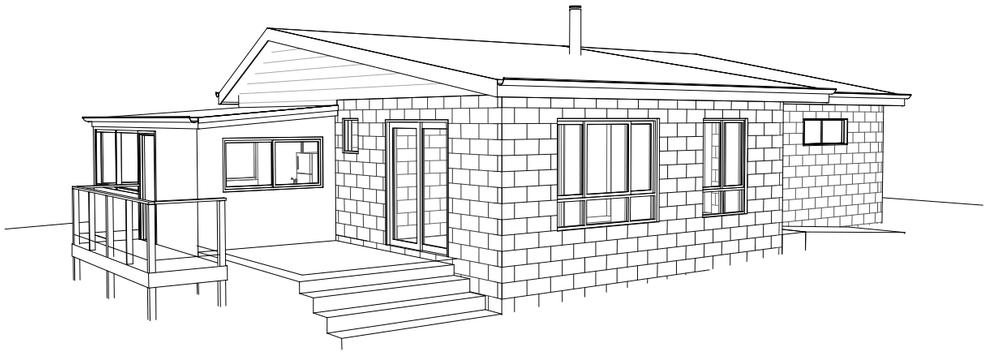
suite 8 level 1 avery house, 48 cecilia street, st helens 7216
BUILDING DESIGNERS AUSTRALIA
accreditation no: CC 1269L







PROJECT:
as-constructed drawings

FOR:
ian whittred

68 burgess street
bicheno

DRAWING TITLE:
visuals

SCALE:	DATE: feb 23 2016
DRAWING NO: **a05**	PROJECT NO: 0216WH

DRAWN BY:

jennifer binns
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(03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com
suite 8 level 1 avery house, 48 cecilia street, st helens 7216
BUILDING DESIGNERS AUSTRALIA
accreditation no: CC 1269L

68 BURGESS STREET

FLEMING ANCILLARY DWELLING

SITE INFORMATION

LAND TITLE REFERENCE
VOLUME 24309
FOLIO 1

ZONE
LOCAL BUSINESS

DESIGN WIND SPEED
WIND LOADING TO AS4055 N3

SOIL CLASSIFICATION TO AS 3870 S

CLIMATE ZONE FOR THERMAL DESIGN
CLIMATE ZONE TO BCA FIGURE 1.1.4 7

BAL LEVEL N/A

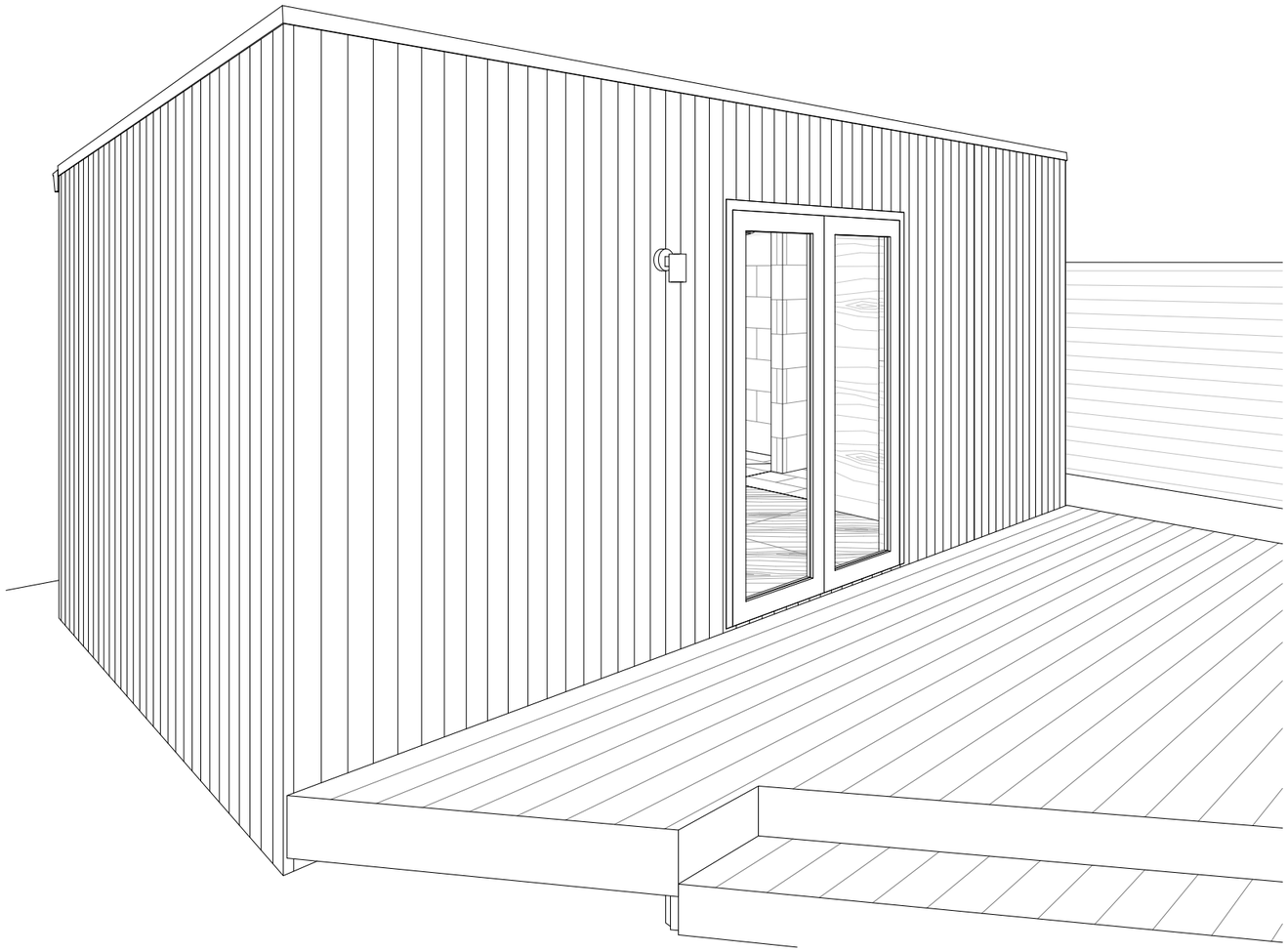
ALPINE AREA N/A

CORROSION ENVIRONMENT N/A

OTHER HAZARDS N/A

AREAS:
FLOOR AREA 18m^2
DECK AREA 15m^2

ARCHITECT
MYLES KEY - 1406
MYLES KEY ARCHITECTURE - F387
MYLESKEYARHCITECTURE@GMAIL.COM



DRAWING LIST

SHEET NUMBER	SHEET NAME
A000	COVER PAGE
A010	SITE PLAN
A100	GROUND FLOOR PLAN
A101	FLOOR FRAMING PLAN
A110	ROOF PLAN
A111	ROOF FRAMING PLAN
A112	DRAINAGE PLAN
A120	REFLECTED CEILING PLAN
A200	ELEVATIONS
A300	SECTIONS
A500	TYPICAL DETAILS
A600	WINDOW, DOOR & WALL SCHEDULES
A601	GLAZING CALCULATOR
A602	LIGHTING CALCULATOR

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
COVER PAGE

SCALE 1 : 100 DATE Issue Date ©

JOB NUMBER 24-11

DRAWN MK CHECKED MK

DWG NUMBER A000 ISSUE -

PLOT DATE 30/07/2024 6:06:58 AM

myleskeyarchitecture
10 burgess street bicheno tasmania 7215 australia
telephone +614 1257 4463
email myleskeyarchitecture@gmail.com

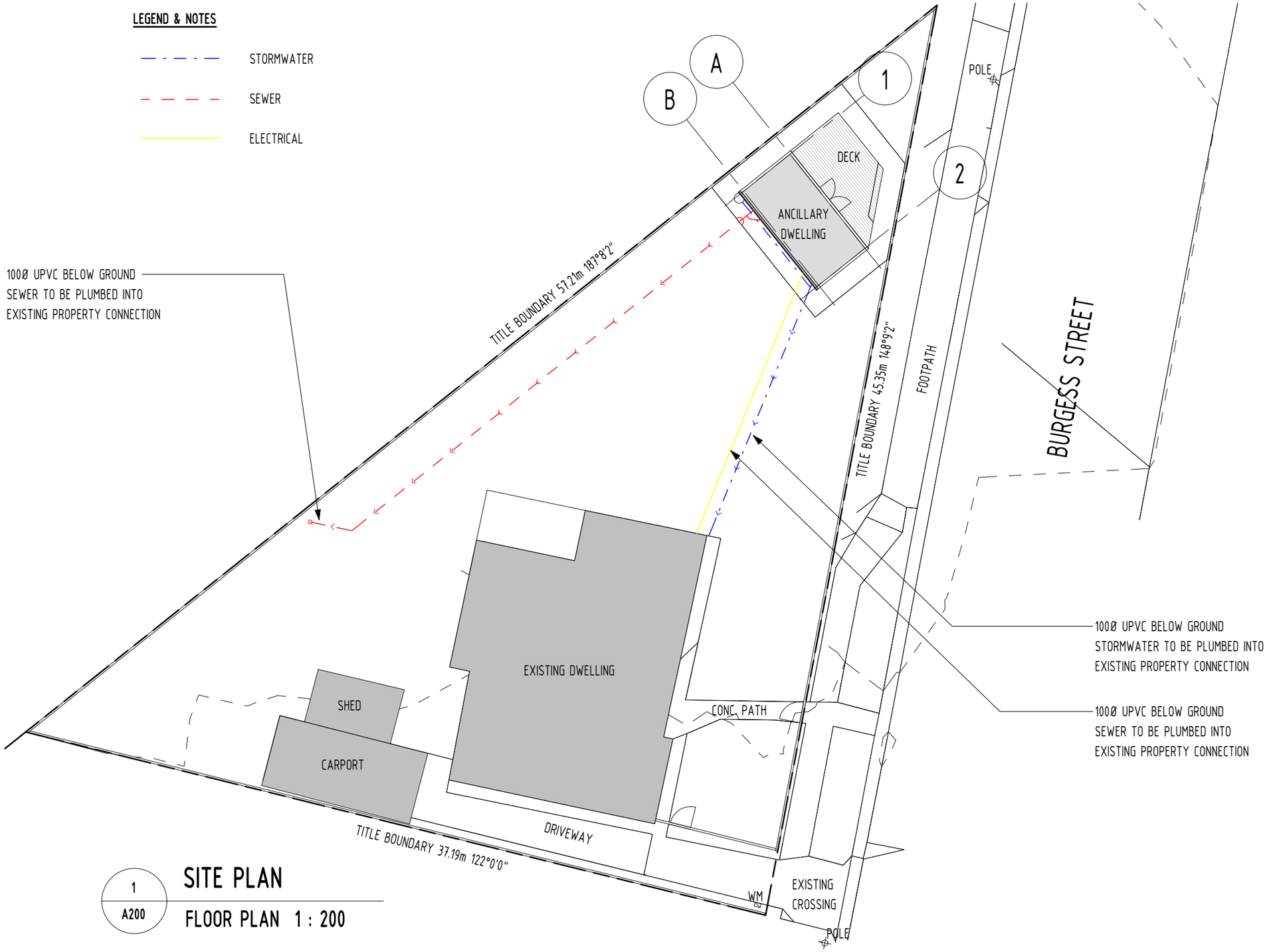
LEGEND & NOTES

STORMWATER

SEWER

ELECTRICAL

100Ø UPVC BELOW GROUND
SEWER TO BE PLUMBED INTO
EXISTING PROPERTY CONNECTION



100Ø UPVC BELOW GROUND
STORMWATER TO BE PLUMBED INTO
EXISTING PROPERTY CONNECTION

100Ø UPVC BELOW GROUND
SEWER TO BE PLUMBED INTO
EXISTING PROPERTY CONNECTION

1 / A200 **SITE PLAN**

FLOOR PLAN 1 : 200

ISSUES			
DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
SITE PLAN

SCALE 1 : 200 DATE Issue Date ©

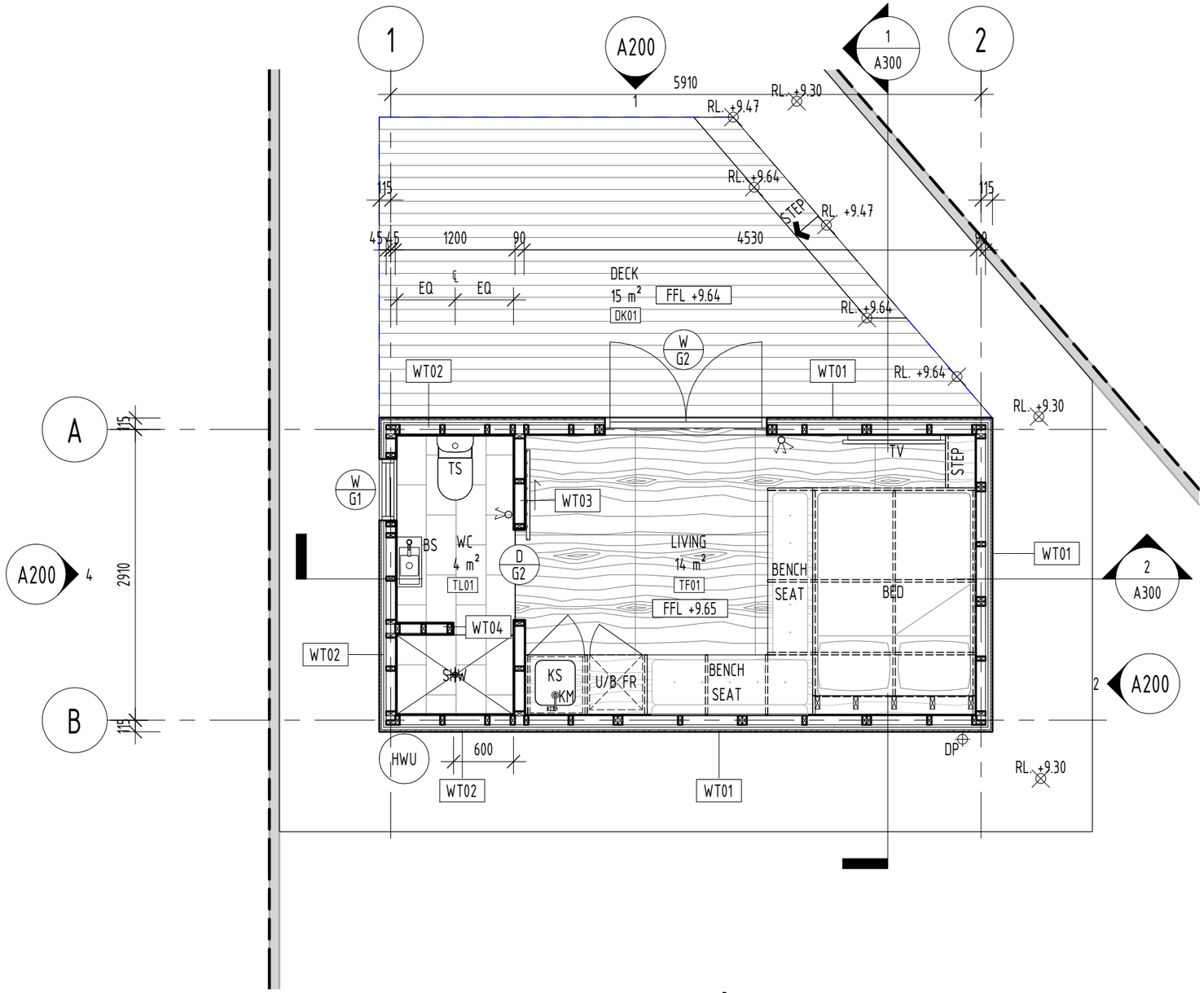
JOB NUMBER 24-11

DRAWN MK CHECKED MK

DWG NUMBER A010 ISSUE -

PLOT DATE 30/07/2024 6:07:02 AM

myleskeyarchitecture
10 burgess street bicheno tasmania 7215 australia
telephone +614 1257 4463
email myleskeyarchitecture@gmail.com



1 / A200 **GROUND FLOOR PLAN**

FLOOR PLAN 1 : 50

3 / A200

LEGEND & NOTES

BS	VANITY BASIN SUITE - BY CLIENT
DP	DOWNPIPE
HWU	HOT WATER UNIT - CYLINDER BY CLIENT
KM	KITCHEN MIXER - BY CLIENT
KS	KITCHEN SINK - BY CLIENT
EXH	EXHAUST AIR DUCT
SHW	SHOWER - HARWARE BY CLIENT
TS	TOILET SUITE - BY CLIENT
UB	UNDER BENCH
FR	FRIDGE - BY CLIENT

WET AREAS TO STRICTLY COMPLY WITH THE REQUIREMENTS OF AS3740, PART 10.2 OF THE ABCB HOUSING PROVISIONS

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
GROUND FLOOR PLAN

SCALE As indicated DATE Issue Date ©

JOB NUMBER 24-11

DRAWN MK CHECKED MK

DWG NUMBER A100 ISSUE -

PLOT DATE 30/07/2024 6:21:28 AM

myleskeyarchitecture
10 burgess street bicheno tasmania 7215 australia
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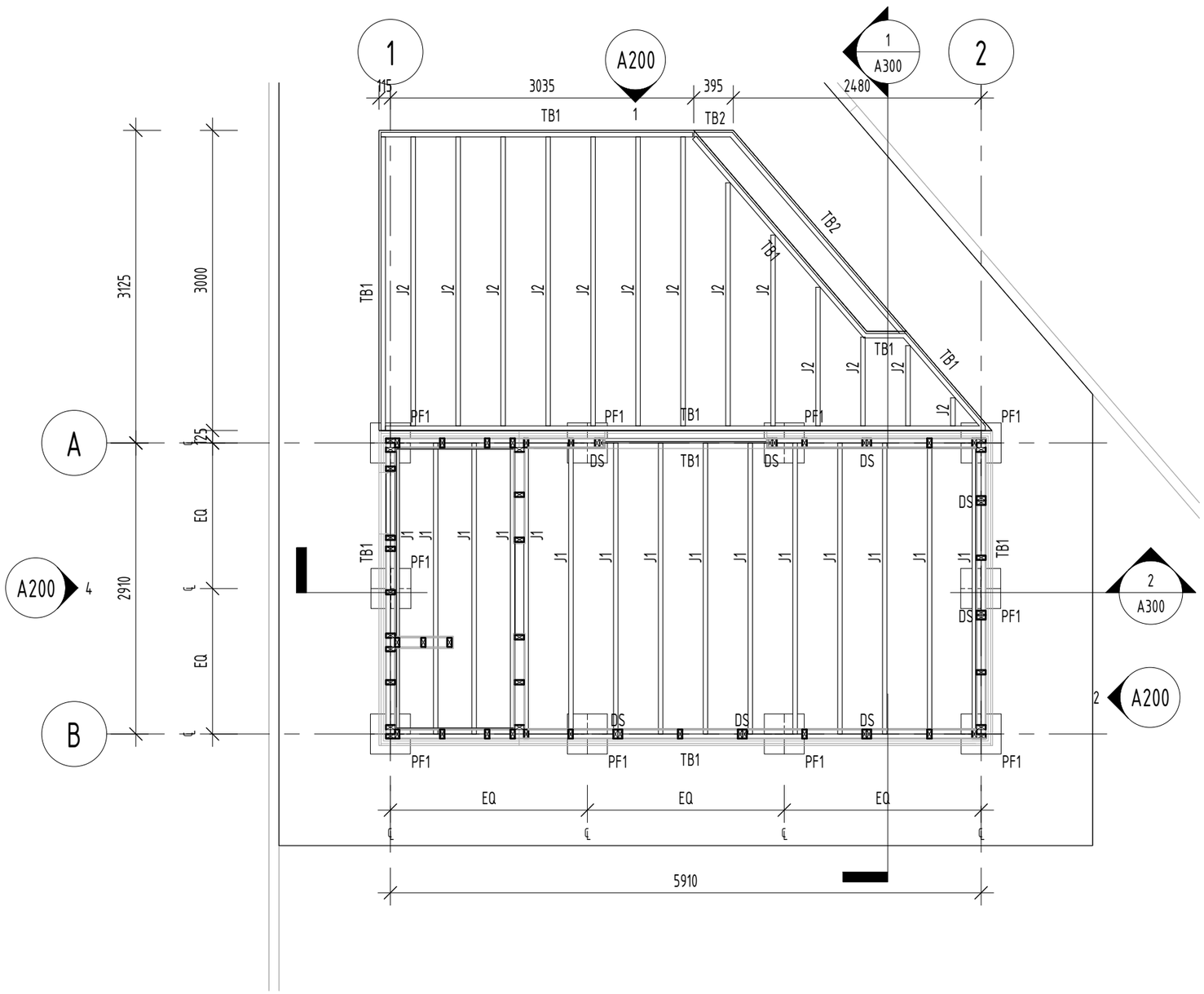

LEGEND & NOTES

DS	DOUBLE STUD
J1	240 x 45 MGP10 JOISTS @ 450 ctrs
J2	190 x 45 MGP10 JOISTS @ 450 ctrs
TB1	240 x 45 MGP10 TIMBER BEAM
TB2	190 x 45 MGP10 TIMBER BEAM
PF1	PAD FOOTING 1 (REFER TO A500 FOR DETAILS
L1	190 x 45 MGP10 TIMBER LINTEL
L2	2/90 x 45 MGP10 TIMBER LINTEL
D(2.4)	DOUBLE TENSIONED METAL STRAP PER TABLE 8.18d, GIVING 3kN/m (2.4m INDICATED)

BRACING & TIE DOWNS ARE TO COMPLY WITH AS1684.2 AND THE NCC.

WALL FRAMING

WALL FRAMING TO BE MIN. MGP10

ALL STUDS	90 x 45
NOGGINGS MIN.	90 x 35
OPEN STUDS MIN.	90 x 35
TOP & BOTTOM PLATES	90 x 45

TIE DOWNS

TOP & BOTTOM PLATES TO STUDS:
30 x 0.8mm G.I STRAP AT 1200 MAX. ctrs
6/30 x 2.8mm dia. NAILS TO EACH END OF STRAP

LINTELS TO STUDS:
1800mm MAX. SPAN
30 x 0.8 G.I STRAPS
4/30 x 2.8mm dia. NAILS TO EACH END

ALL TIMBER CONSTRUCTION TO BE IN ACCORDANCE WITH AS1684.2 AND THE NCC

3
A200

1
A200

GROUND FLOOR FRAMING PLAN

FLOOR PLAN 1 : 50

ISSUES			
DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
FLOOR FRAMING PLAN

SCALE As indicated DATE Issue Date ©

JOB NUMBER 24-11

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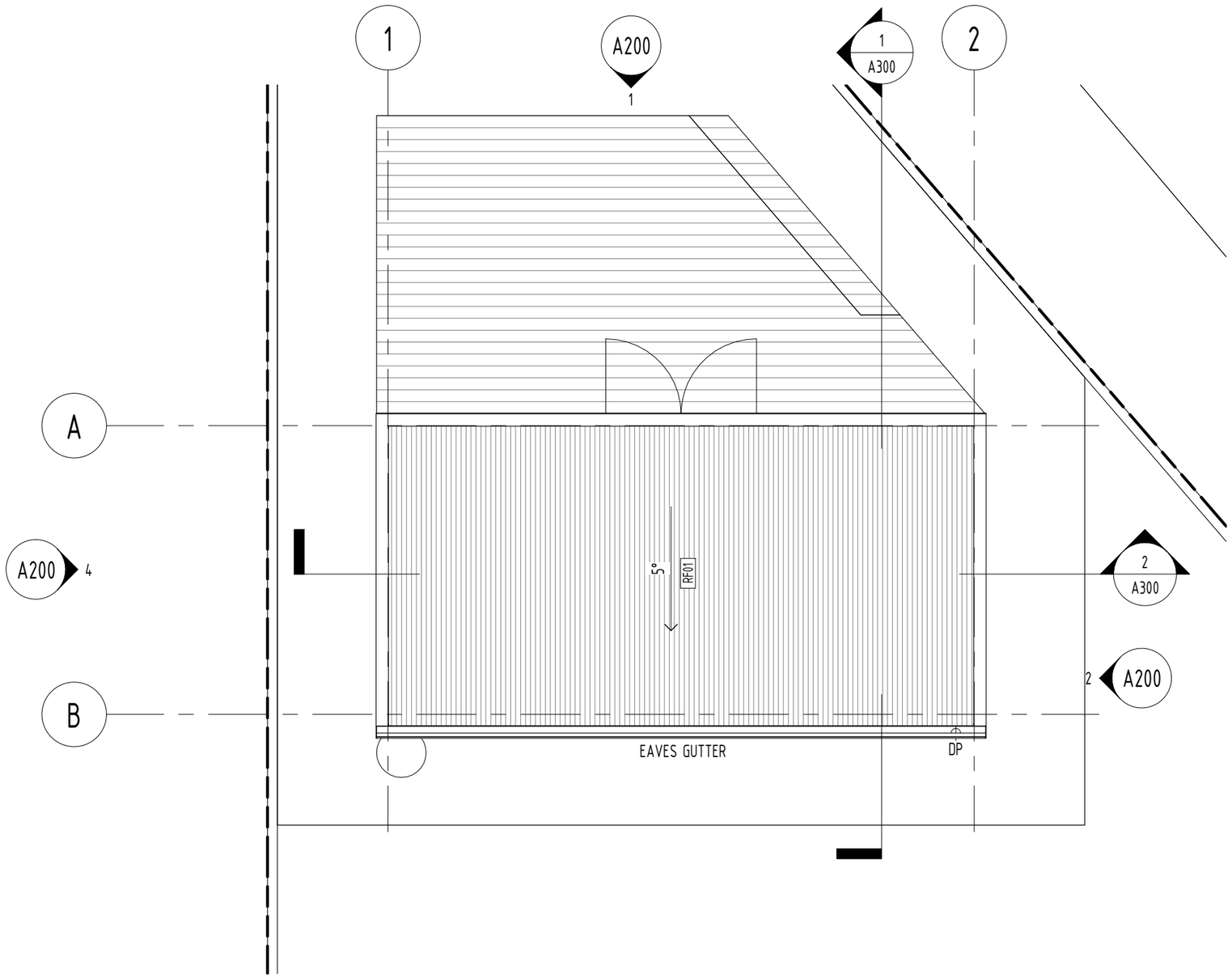

1 / A200 ROOF PLAN

FLOOR PLAN 1 : 50

LEGEND & GENERAL NOTES

ENERGY EFFICIENCY (REFER PART H6 OF NCC 2022 VOLUME TWO)

A SEAL TO RESTRICT AIR INFILTRATION MUST BE FITTED TO EACH EDGE OF AN EXTERNAL DOOR & OPENABLE WINDOW

A SEAL FOR THE BOTTOM EDGE OF AN EXTERNAL SWING DOOR MUST BE A DRAFT PROTECTION DEVICE. OTHER EDGES OF AN EXTERNAL SWING DOOR OR THE EDGES OF AN OPENABLE WINDOW MAY BE A FOAM OR RUBBER COMPRESSIBLE STRIP, FIBROUS SEAL OR THE LIKE

ROOF, EXTERNAL WALLS, EXTERNAL FLOORS AND OPENINGS SUCH AS DOOR AND WINDOW FRAMES MUST BE CONSTRUCTED TO MINIMISE AIR LEAKAGE, IE: ENCLOSED BY INTERNAL LINING SYSTEMS THAT ARE CLOSE FITTING AT THE CEILING, WALL AND FLOOR JUNCTIONS; OR SEALED BY CAULKING, SKIRTING, ARCHITRAVES, CORNICES OR THE LIKE

FULL COMPLIANCE WITH THE DtS PROVISIONS IN THE ABCB HOUSING PROVISIONS PART 13.4 ARE TO BE MET

SARKING

VAPOUR PERMEABLE SARKING TO BE INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS AND WITH THE NECESSARY AIRSPACE TO ACHIEVE THE REQUIRED R-VALUE BETWEEN A REFLECTIVE SIDE AND BUILDING LINING/CLADDING. SARKING TO BE CLOSELY FITTED AGAINST PENETRATIONS, DOORS, WINDOWS AND OPENINGS. SARKING TO BE ADEQUATELY SUPPORTED BY FRAMING MEMBERS, OVERLAPPED NOT LESS THAN 50MM; OR TAPED TOGETHER

CONDENSATION

TO COMPLY WITH PART 10.8 OF THE ABCB HOUSING PROVISIONS AND TAS H4D9. REFER TO CONDENSATION IN BUILDINGS TASMANIAN DESIGNERS' GUIDE - CURRENT VERSION AVAILABLE AT WWW.CBOS.TAS.GOV.AU

INSULATION REQUIREMENTS (CLIMATE ZONE 7) DtS COMPLIANCE - H6P1 (H6D2(1)(b)):

EXTERNAL WALLS:
(BASED ON SOLAR ABSORPTANCE OF 0.63)

NCC VALUE ADDED LIGHTWEIGHT WALLS	R0.3
NCC MIN. INSULATION REQUIREMENT (13.2.5m)	R1.5
TOTAL REQUIREMENT	R1.8

R2.0 WALLS BATTS REQUIRED

ROOF & CEILING:
(BASED ON SOLAR ABSORPTANCE OF 0.69)

NCC MIN. INSULATION REQUIREMENT (13.2.3q)	R4.0

REFLECTIVE SARKING R-VALUE NOT INCLUDED
NCC ADJUSTMENT FOR LOSS OF CEILING INSULATION (13.2.3w)
R5.0 CEILING BATTS REQUIRED

FLOOR:

NCC MIN. INSULATION REQUIREMENT (13.2.6a)	R4.0

R4.0 FLOOR BATTS REQUIRED UNDER UNENCLOSED PLYWOOD FLOOR

ISSUES			
DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
ROOF PLAN

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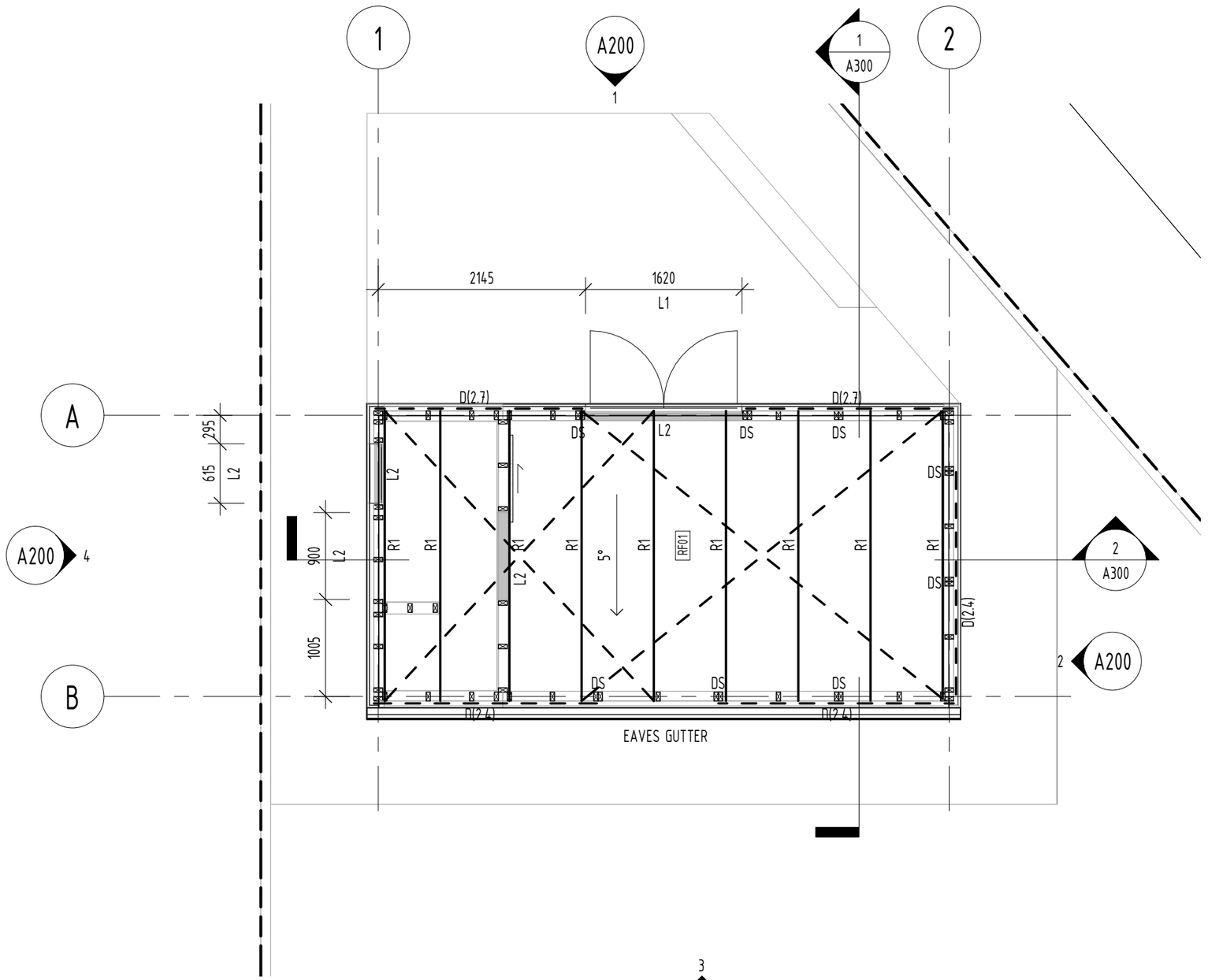

1 / A200 **ROOF FRAMING PLAN**

FLOOR PLAN 1 : 50

LEGEND & NOTES

DS	DOUBLE STUD
J1	240 x 45 MGP10 JOISTS @ 450 ctrs
J2	190 x 45 MGP10 JOISTS @ 450 ctrs
TB1	240 x 45 MGP10 TIMBER BEAM
TB2	190 x 45 MGP10 TIMBER BEAM
PF1	PAD FOOTING 1 (REFER TO A500 FOR DETAILS
L1	190 x 45 MGP10 TIMBER LINTEL
L2	2/90 x 45 MGP10 TIMBER LINTEL
D(2.4)	DOUBLE TENSIONED METAL STRAP PER TABLE 8.18d, GIVING 3kN/m (2.4m INDICATED) BRACING & TIE DOWNS ARE TO COMPLY WITH AS1684.2 AND THE NCC.
R1	190 x 45 MGP10 RAFTERS @ MAX. 900 ctrs

ROOF BATTENS

70 x 35 MGP12 BATTENS @ MAX. 900 ctrs

WALL FRAMING

WALL FRAMING TO BE MIN. MGP10

ALL STUDS	90 x 45
NOGGINGS MIN.	90 x 35
OPEN STUDS MIN.	90 x 35
TOP & BOTTOM PLATES	90 x 45

TIE DOWNS

TOP & BOTTOM PLATES TO STUDS:
30 x 0.8mm G.I STRAP AT 1200 MAX. ctrs
6/30 x 2.8mm dia. NAILS TO EACH END OF STRAP

LINTELS TO STUDS:
1800mm MAX. SPAN
30 x 0.8 G.I STRAPS
4/30 x 2.8mm dia. NAILS TO EACH END

ALL TIMBER CONSTRUCTION TO BE IN ACCORDANCE WITH AS1684.2 AND THE NCC

ISSUES

DATE	REV	DETAILS	INIT
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PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
ROOF FRAMING PLAN

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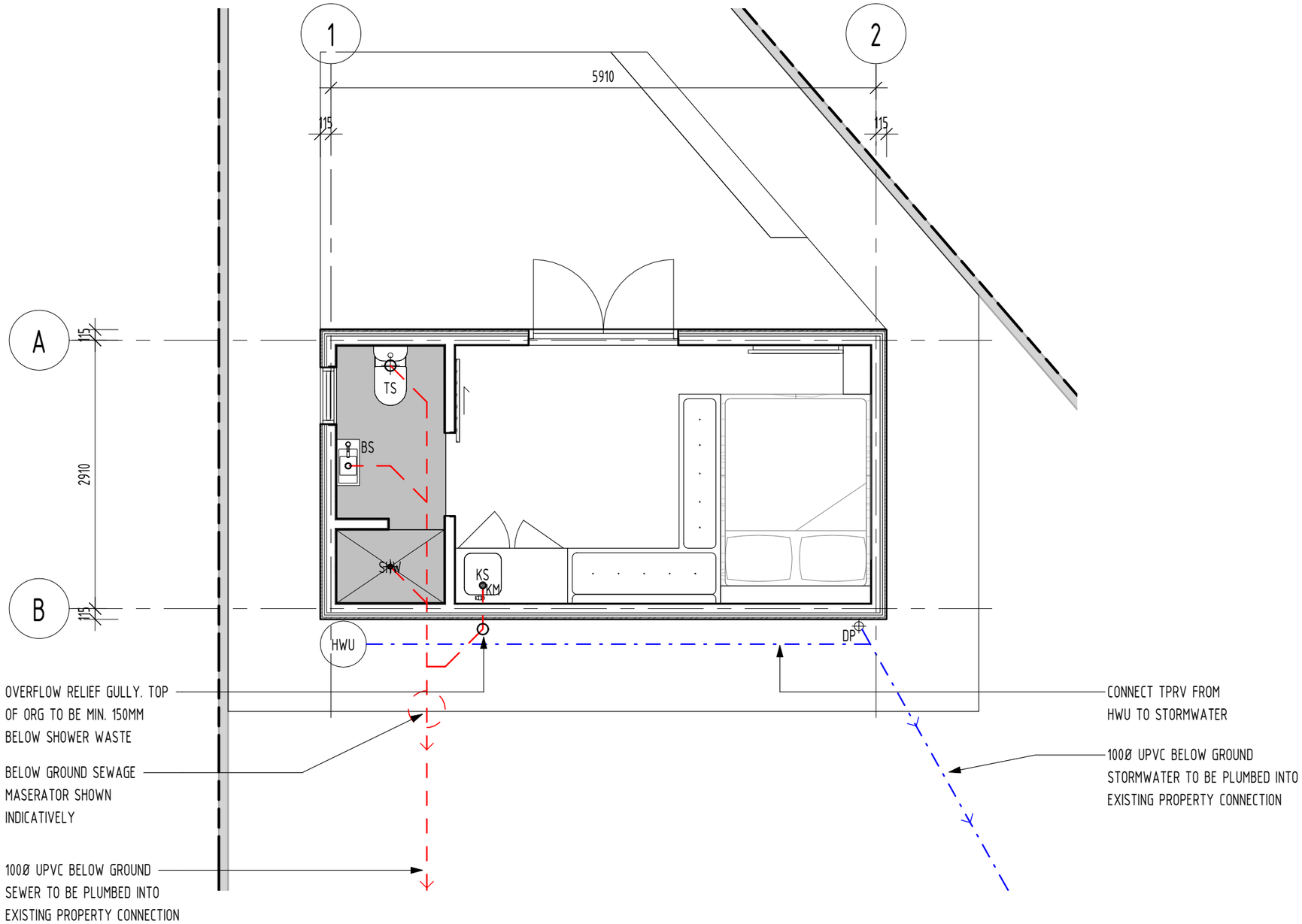

1
A200

DRAINAGE PLAN

FLOOR PLAN 1 : 50

ISSUES			
DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
DRAINAGE PLAN

SCALE 1 : 50 DATE Issue Date ©

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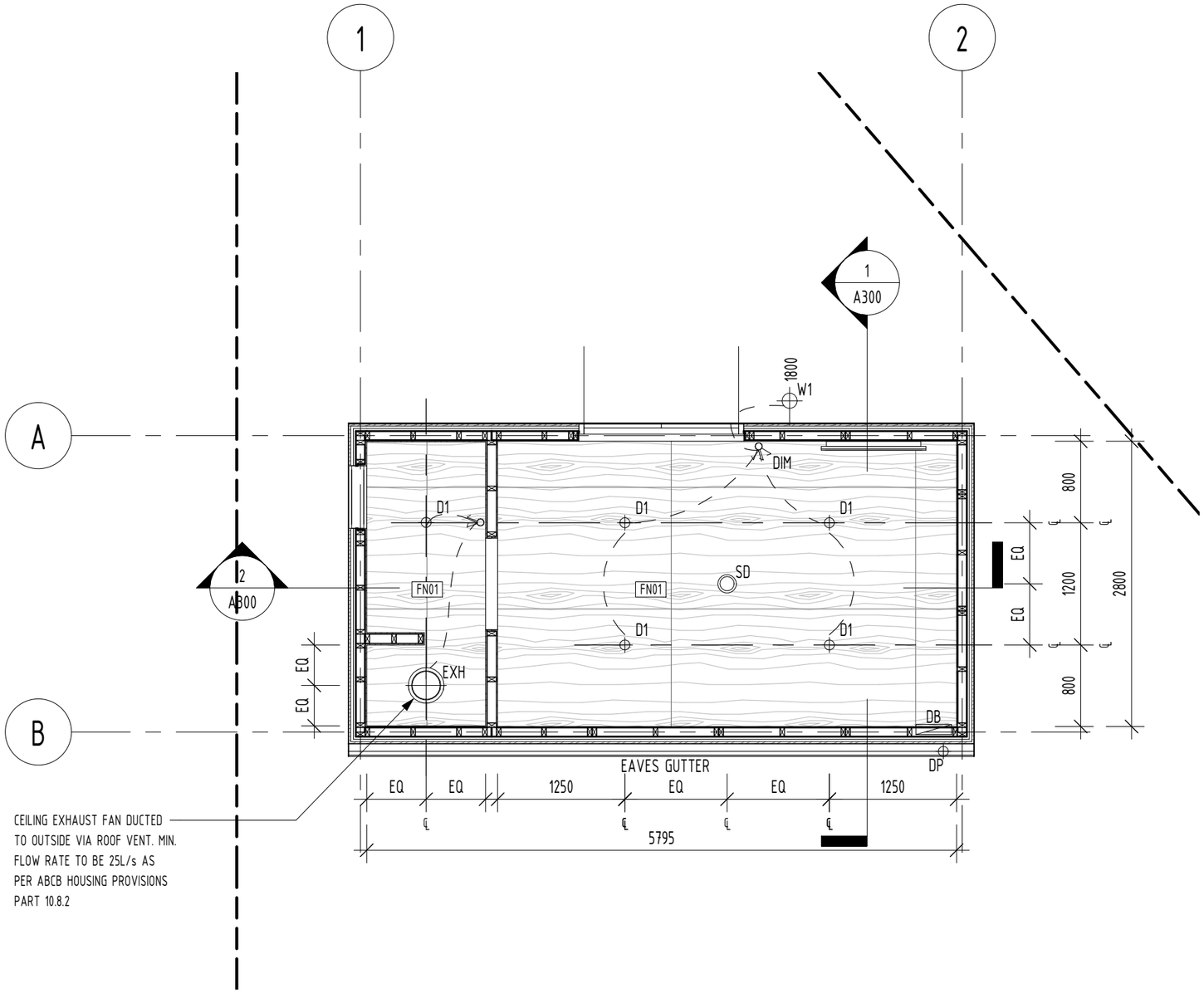

1 / A200

REFLECTED CEILING PLAN

Ceiling Plan 1 : 50

LEGEND - ELECTRICAL SERVICES

	DB	DISTRIBUTION BOARD CONNECTED TO EXISTING PROPERTY SUPPLY

LEGEND - CEILING FIXTURES

	D1	RECESSED LED DOWNLIGHT AS SELECTED BY CLIENT (11W)
1800	W1	WALL MOUNTED EXTERIOR LED LIGHT AS SELECTED BY CLIENT (11W) MOUNT AT 1800MM AFFL

LEGEND - MECHANICAL SERVICES

	EXH	BATHROOM EXHAUST FAN - AS SELECTED BY CLIENT

LEGEND - FIRE SERVICES

	SD	SMOKE ALARM - HARD WIRED WITH BATTERY BACKUP. TO AS 3786 AND PART 3.7.2 OF BCA

LEGEND - CEILING TYPES

CODE	CEILING TYPE	THERMAL INSULATION TYPE
PLY1	12MM PLYWOOD CEILING	R5.0

BATHROOM FAN TO BE FITTED WITH BACKDRAUGHT DAMPER/ SHUTTER.

DIMMER SWITCH TO MAIN LIVING AREA.

EXTERNAL WALL LIGHT TO HAVE AN AVERAGE LIGHT SOURCE EFFICACY OF NOT LESS THAN 40 LUMENS/W.

ADJUSTMENT OF MINIMUM R-VALUE FOR LOSS OF CEILING INSULATION (NCC 13.2.3w):

MINIMUM R-VALUE OF CEILING INSULATION REQUIRED TO SATISFY NCC 13.2.3q = R4.0

TOTAL HABITABLE CEILING AREA:	18m2
AREA OF FANS/LIGHTS:	.09m2

0.09m2 / 18m2 x 100 = **0.50%** OF CEILING AREA UNINSULATED DUE TO LIGHT FITTINGS AND FANS (SEE NCC TABLE 13.2.3w)

NCC REQUIRES ADJUSTMENT TO MINIMUM R-VALUE OF CEILING INSULATION FROM R4.0 TO R4.7

R5.0 BATTS REQUIRED TO CEILING

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT

FLEMING ANCILLARY DWELLING

68 BURGESS STREET, BICHENO TAS 7215

DRAWING

REFLECTED CEILING PLAN

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JOB NUMBER 24-11

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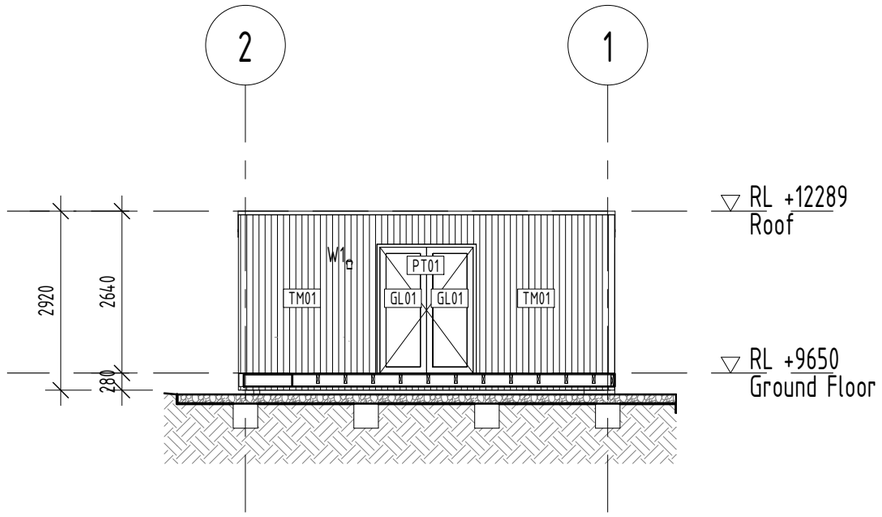
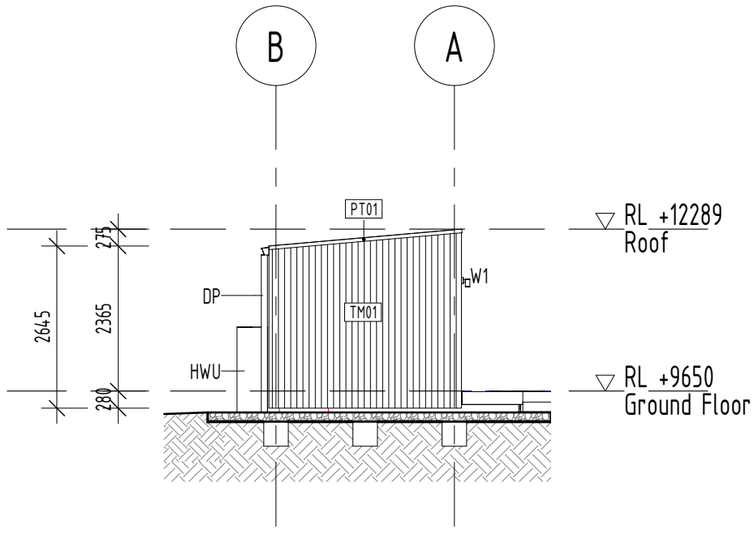


1 / A100

AD - NORTH ELEVATION

BUILDING ELEVATION 1 : 100



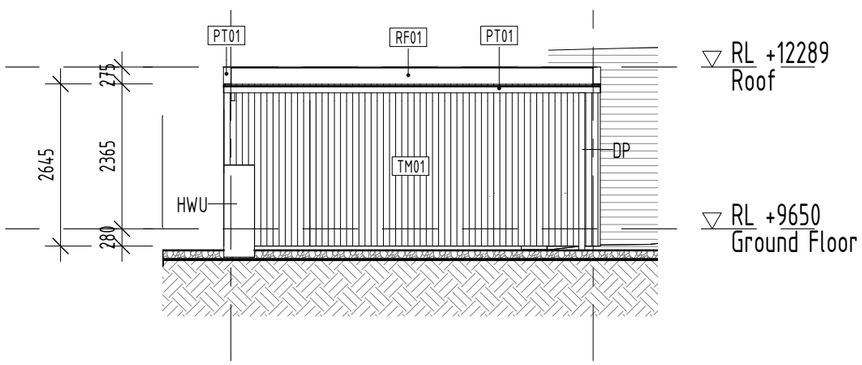
2 / A100

AD - EAST ELEVATION

BUILDING ELEVATION 1 : 100

LEGEND - MATERIALS & FINISHES

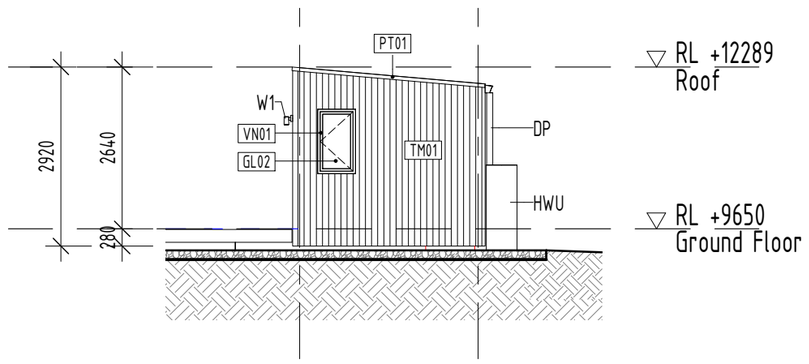
DK01	HARDWOOD TIMBER DECKING - 90 x 18mm
FN01	BB HOOP PINE PLYWOOD, CLEAR SATIN FINISH
GL01	CLEAR GLAZING
GL02	FROSTED GLAZING
PT01	PAINT FINISH - BASALT
RF01	CUSTOM ORB METAL ROOFING - BASALT
TF01	PLYWOOD - CD STRUCTURAL T&G FLOORING
TL01	TILE AS SELECTED BY CLIENT
TM01	VERTICAL SHIPLAP TAS OAK TIMBER CLADDING - 100 x 18mm
UP01	UPHOLSTERY - LIGHT GREY
VN01	UPVC VINYL WRAPPED WINDOW FRAMING - ANTHRACITE GREY



3 / A100

AD - SOUTH ELEVATION

BUILDING ELEVATION 1 : 100



4 / A100

AD - WEST ELEVATION

BUILDING ELEVATION 1 : 100

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT

FLEMING ANCILLARY DWELLING

68 BURGESS STREET, BICHENO TAS 7215

DRAWING

ELEVATIONS

SCALE 1 : 100 DATE Issue Date ©

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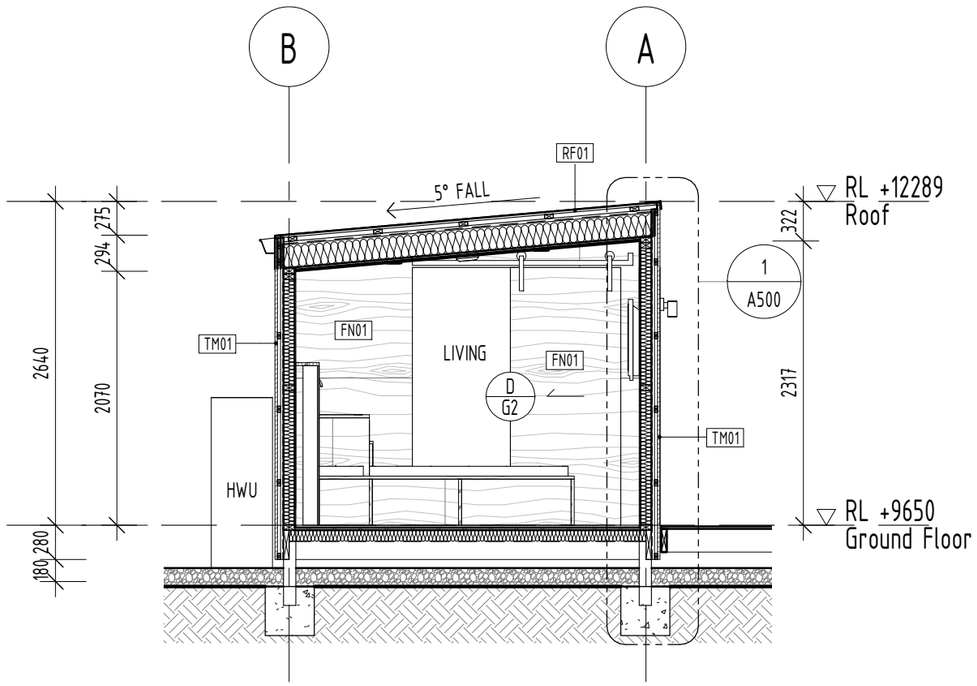
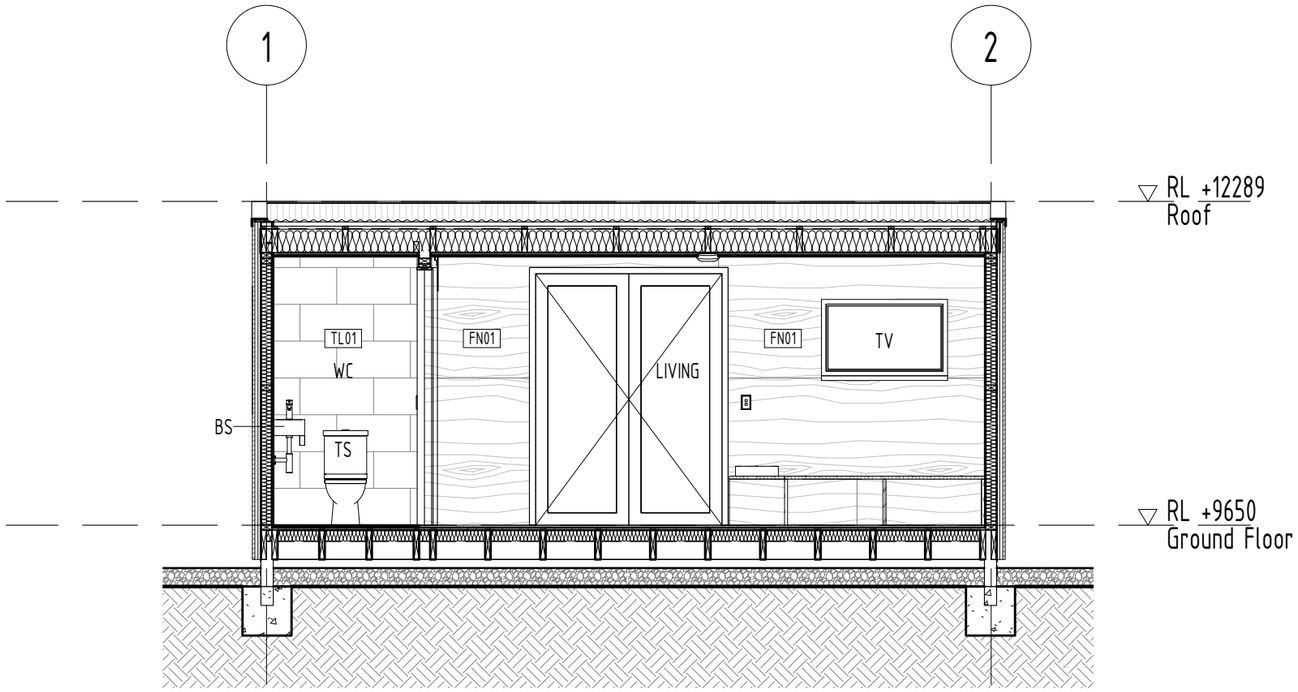


1 A100 **CROSS SECTION**

BUILDING SECTION 1 : 50



2 A100 **LONGITUDINAL SECTION**

BUILDING SECTION 1 : 50

LEGEND - MATERIALS & FINISHES

DK01	HARDWOOD TIMBER DECKING - 90 x 18mm
FN01	BB HOOP PINE PLYWOOD, CLEAR SATIN FINISH
GL01	CLEAR GLAZING
GL02	FROSTED GLAZING
PT01	PAINT FINISH - BASALT
RF01	CUSTOM ORB METAL ROOFING - BASALT
TF01	PLYWOOD - CD STRUCTURAL T&G FLOORING
TL01	TILE AS SELECTED BY CLIENT
TM01	VERTICAL SHIPLAP TAS OAK TIMBER CLADDING - 100 x 18mm
UP01	UPHOLSTERY - LIGHT GREY
VN01	UPVC VINYL WRAPPED WINDOW FRAMING - ANTHRACITE GREY

ISSUES

DATE	REV	DETAILS	INIT
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PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
SECTIONS

SCALE As indicated

DATE Issue Date

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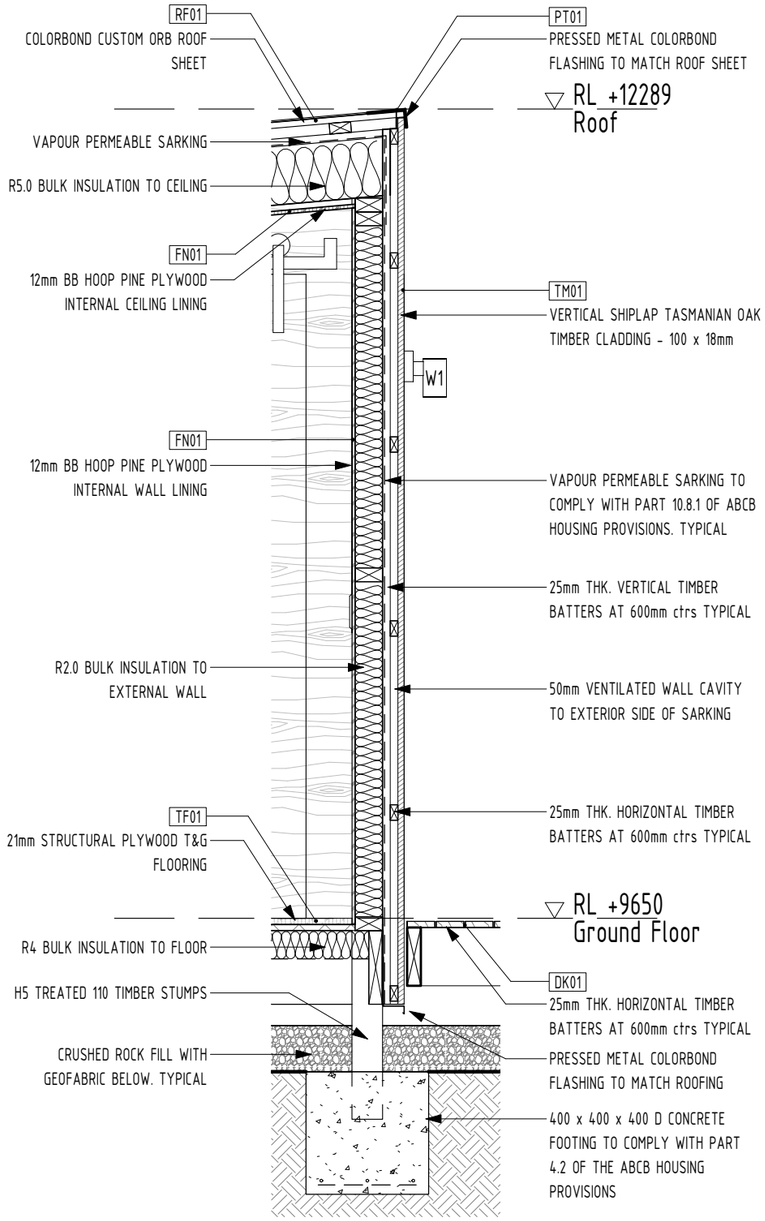

1
A300

SECTION DETAIL - TYPICAL WALL / CONSTRUCTION

BUILDING SECTION 1 : 20

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

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FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
TYPICAL DETAILS

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Wall Schedule

Type Mark	WALL CONSTRUCTION			Construction - Loadbearing	Fire Rating	ACOUSTIC			RValue	InsulationType	Type Comments
	Construction - External Side	Construction - Structure	Construction - Internal Side			Acoustic Requirement	Acoustic Rw+Ctr	Acoustic Rw			
WT01	18 SHIPLAP TIMBER/ 25 TIMBER BATTEN/ 25 TIMBER BATTEN/ SARKING	90 x 45 MGP10 RADIATA PINE STUDS	12 PLYWOOD	Yes	N/A	N/A	N/A	N/A	R1.8 MIN.	90 R2.0 WALL BATTS	
WT02	18 SHIPLAP TIMBER/ 25 TIMBER BATTEN/ 25 TIMBER BATTEN/ SARKING	90 x 45 MGP10 RADIATA PINE STUDS	12 PLYWOOD	Yes	N/A	N/A	N/A	N/A	R1.8 MIN.	90 R2.0 WALL BATTS	
WT03	10 TILE/ 6 FC	90 x 45 MGP10 RADIATA PINE STUDS	12 PLYWOOD		N/A	N/A	N/A	N/A	N/A	90 R2.0 WALL BATTS	
WT04	10 TILE/ 6 FC	90 x 45 MGP10 RADIATA PINE STUDS	10 TILE/ 6 FC		N/A	N/A	N/A	N/A	N/A	N/A	

INTERIOR DOOR SCHEDULE

DOOR NUMBER	ROOM	DOOR TYPE	LEAF DIMENSIONS			LEAF		FRAME		DOOR SEALS	DOOR HARDWARE	COMMENTS
			HEIGHT	WIDTH	THICK	TYPE	FINISH	TYPE	FINISH			
G2	WC	FACE SLIDER	2100	900	35	PLYWOOD	CLEAR SATIN	PLYWOOD	CLEAR SATIN	NIL	BY CLIENT	UNDERCUT DOOR

WINDOW SCHEDULE

WINDOW NUMBER	DIMENSIONS			OPERATION	FRAME		GLAZING TYPE	ESD REQUIREMENTS		COMMENTS
	HEIGHT	WIDTH	SILL HEIGHT		TYPE	FINISH		MIN. UVALUE	SHGC +/- 10%	
G1	1050	615	900	CASEMENT	UPVC	ANTHRACITE	DOUBLE GLAZED - GL01	U-Value = 2.6 or less	SHGC = 0.55 or less	4Clr / 20 Ar / 4Clr
G2	2100	1620	0	DOUBLE HINGED	UPVC	ANTHRACITE	DOUBLE GLAZED - GL02	U-Value = 2.6 or less	SHGC = 0.55 or less	4Clr / 20 Ar / 4Clr

ISSUES

DATE	REV	DETAILS	INIT
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PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
WINDOW, DOOR & WALL SCHEDULES

SCALE

DATE Issue Date

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ABCB

Glazing

National Construction Code

Calculator

Help

1. Enter building name and description below - identifying the particular part(s) covered by this assessment.

68 Burgess Street, TAS - Ancillary Dwelling

Climate zone: **7**

Number of storeys: **One**

Floor construction	Area
Direct contact	
Ground suspended	18m²
Suspended upper floor(s)	
Area of dwelling	**18m²**
Area of glazing	*3.8m²* *(21% of floor area)*

Number of rows for table below: **2** *(as currently displayed)*

Constants:

C_U	C_{SHGC}
7.96	0.0792

Allowances

	C_U / $C_{SHGC\ W}$	$C_{SHGC\ S}$ x area
	8.0	**1.4**

Glazing elements, orientation sector, size and performance characteristics													Shading		Calculation data			Winter outcomes		Summer outcomes	
Glazing element		Orient-ation	Size			Factors affecting impact of glazing performance					Performance		P&H or Device		Exposure		Size	Conduction / Solar gain - PASSED 68.0%		Solar heat gain - PASSED 70.5%	
ID	Description (optional)	Facing sector	Height (m)	Width (m)	Area (m²)	Room type Bedroom / Utility? / Other	Level/ Floor type	Adjacent Floor Covering	Frame colour	Openability	Total System U-Value (AFRC)	Total System SHGC (AFRC)	P (m)	H (m)	P/H	E_s	Area used (m²)	% of winter heat loss	% of winter heat gain	SHGC x E_s x Area	Element share % of allowance used
1	W.G1	NW	1.05	*0.62*		*Utility*	*Ground: Suspended*	*Ceramic Tile*	*Dark*	*Casement*	2.60	0.55				0.50	0.65	17%	19%	0.2	18% of 70%
2	W.G2	NE	2.10	*1.50*		*Bedroom*	*Ground: Suspended*	*Floating Timber*	*Dark*	*Highly Openable*	2.60	0.55				0.47	3.15	83%	81%	0.8	82% of 70%

IMPORTANT NOTICE AND DISCLAIMER IN RESPECT OF THE GLAZING CALCULATOR

By accessing or using this calculator, you agree to the following: While care has been taken in the preparation of this calculator, it may not be complete or up-to-date. You can ensure that you are using a complete and up-to-date version by checking the Australian Building Codes Board website (abcb.gov.au). The Australian Building Codes Board, the Commonwealth of Australia and States and Territories of Australia do not accept any liability, including liability for negligence, for any loss (howsoever caused), damage, injury, expense or cost incurred by any person as a result of accessing, using or relying upon this publication, to the maximum extent permitted by law. No representation or warranty is made or given as to the currency, accuracy, reliability, merchantability, fitness for any purpose or completeness of this publication or any information which may appear on any linked websites, or in other linked information sources, and all such representations and warranties are excluded to the extent permitted by law. This calculator is not legal or professional advice. Persons rely upon this calculator entirely at their own risk and must take responsibility for assessing the relevance and accuracy of the information in relation to their particular circumstances.

If inputs are valid

ISSUES

DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

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ABCB

National Construction Code

Lighting

Class 1 & 10a buildings

Calculator

Building name/description	Classification
68 Burgess Street, TAS - Ancillary Dwelling	Class 1

Number of rows preferred in table below	2	*(as currently displayed)*

ID	Description	Type of space	Floor area of the space	Design lamp or illumination power load	Location	Adjustment factor	Adjustment factor: Dimming % area	Adjustment factor: Dimming % of full power	Adjustment factor: Design lumen depreciation factor	SATISFIES PART 13.7.6: Lamp or illumination power density: System allowance	SATISFIES PART 13.7.6: Lamp or illumination power density: System design	SATISFIES PART 13.7.6: System share of % of aggregate allowance used
						Adjustment factors						
1	Living	Bedroom	14.0 m²	44 W	Class 1 building	(c) Manual dimming system	*100%*			5.9 W/m²	3.1 W/m²	**53% of 54%**
2	WC	Bathroom	4.0 m²	11 W	Class 1 building					5.0 W/m²	2.8 W/m²	**47% of 54%**

			Allowance	*Design average*
18.0 m²	55 W	**Class 1 building**	5.7 W/m²	3.1 W/m²

if inputs are valid ✓

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ISSUES			
DATE	REV	DETAILS	INIT
25/07/2024	-	FOR APPROVAL	

PROJECT
FLEMING ANCILLARY DWELLING
68 BURGESS STREET, BICHENO TAS 7215

DRAWING
LIGHTING CALCULATOR

SCALE

DATE Issue Date ©

JOB NUMBER 24-11

DRAWN Author | CHECKED Checker

DWG NUMBER A602 | ISSUE -

PLOT DATE 30/07/2024 6:07:51 AM

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Traffic Impact Assessment

Change of Use Application: Residential to Café/Bar and Visitor Accommodation

68 Burgess Street, Bicheno, Tasmania

Prepared For

Client: Benjamin Fleming

Date: 23 June 2025

Prepared By

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Project Number	RD.100.12
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1. Introduction

1.1 Background

Roundhouse Developments was engaged by Ben Fleming to prepare a Traffic Impact Assessments (TIA) for the proposed development, being a change of use application, for a Café/Bar and Visitor Accommodation at 68 Burgess Street, Bicheno, Tasmania.

The site currently has a single dwelling that is utilised for residential purposes, and an ancillary dwelling which is utilised for short term rental purposes. Previously the site served as the medical centre for Bicheno and as a result, the on-site infrastructure offers disability access and widened paths for pedestrian access.

The proposal aims to redevelop the single dwelling to form the area for the café/bar, consisting of a simple kitchenette, storage and food preparation area, along with guest seating space. Overall, the development has a Gross Floor Area of 139m^2. Additionally, the ancillary dwelling requires a Change of Use to Visitor Accommodation to continue its function as a short term rental.

1.2 Purpose

The purpose of this report is to identify the existing traffic conditions surrounding the site and assess the proposed development's potential traffic impacts. It addresses the relevant provisions of the Tasmanian Planning Scheme (TPS), which sets out the requirements for use or development of land in accordance with the *Land Use Planning and Approvals Act 1993*.

1.3 Standards

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

The TIA has also been prepared with reference to the following resources:

- Tasmanian Planning Commission, Tasmanian Planning Scheme, State Planning Provisions and Glamorgan Spring Bay Local Provisions Schedule.
- Glamorgan Spring Bay Council, *Bicheno Structure Plan Final*, August 2024.
- Transport for NSW, *Guide to Transport Impact Assessments Version 1.1 (2024)*.
- Austroads, *Guide to Traffic Management*, Part 12: Impacts of Developments, 2019.
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments, 2002*; and Updated Traffic Surveys 2013.
- Australian/New Zealand Standard for Off-street Car Parking (AS/NZS 2890.1:2004), and for Bicyle Parking (AS/NZS 2890.3: 2015).
- Department of State Growth Crash and Traffic Data Base.
- Local Government Association of Tasmania, Tasmanian Municipal Standard Drawings, December 2020.

2. Existing Conditions

2.1 Subject Site

2.1.1 Background

The subject site for the proposed development is located on the mid-block of Burgess Street within the local business zone of Bicheno. The transport network relevant to the proposal comprises of Burgess Street, Tasman Highway, Foster Street, and James Street. Other roads surrounding the site have been considered in the assessment but have not been studied in detail due to the distance and relevance to the proposed development.

Bicheno is the most populous single town in the municipality, recording 1,049 residents at the 2021 Census (P 14). In the year beginning December 2023, the East Coast region had 432,000 visitors, 97,000 of whom stayed overnight in Bicheno (p 20) (Glamorgan Spring Bay Council Bicheno Structure Plan Final, August 2024).

Figure 1. Site Location within Bicheno township (Source: Google Map Data © 2025)

2.1.2 Local Business Zone

The subject site is located within the Local Business Zone, which provides retail and commercial services, primarily in the town centre area on Foster and Burgess streets. This includes the IGA Everyday supermarket, Log Cabin General Store, fashion retail and homewares stores, professional services, and several cafés and restaurants. It is also noted that seasonal visitation patterns experienced on the East Coast contribute to business opening periods often being tailored to tourism activity or lifestyle choices, rather than meeting the needs of the permanent population (P 19) (Glamorgan Spring Bay Council Bicheno Structure Plan Final, August 2024).

2.2 Connecting Streets

2.2.1 Burgess Street

Burgess Street is a Collector Road, providing for the connection to residential areas, local businesses, and commercial and community facilities. Burgess Street is located north of the main business centre in Bicheno and follows on from a section the Tasman Highway. Burgess Street has seen a significant increase in the number of local businesses in the area over the past 5 years, mainly restaurants, cafés and commercial uses, in effect leading to the expansion of the local business centre towards the North.

Burgess Street has a significant amount of untimed on-street parking with car parking spaces running both sides and the length of the street.

Further north again, the street is used to access the Bicheno Lions Park, Bicheno Primary School, and Governor Island Marine Reserve area.

Burgess Street has an estimated Annual Average Daily Traffic (AADT) Volume of between 1000-2000 vehicles per day and is limited to vehicle speeds of 50 km/h. During survey, cars were observed generally traveling slower than the prescribed speed limit, this is likely due to most users utilising parking within Burgess Street and the surrounds to access local businesses.

Figure 2. Intersection of Burgess Street and James Street looking south towards Foster Street and the intersection of Tasman Highway and Burgess Street.

2.1.2 Tasman Highway

The Tasman Highway is a Category 4 Road allowing safe travels between towns, major tourist destinations and industrial areas with an estiamted AADT of between 1000-2000 vehicles per day, however can experience a greater AADT in peak season. A traffic volume survey taken by the Department of State Growth, March 2023, estimated an AADT of 2,113 vehicles per day. In this area the signed speed limit is posted at 50km/h, however due to the nature of the road, it carries a relatively higher volume of traffic in comparison to the surrounding network.

Figure 3. Intersection of Foster and Burgess streets, facing Tasman Highway Intersection

2.1.2 Foster Street

Foster Street is an Access Road, providing pedestrian and vehicle access to a range of local businesses including the IGA Everyday supermarket, restaurants, cafés, mechanical services and post office. Foster Street provides pedestrian network to Burgess Street via footpath and street network, and from the east connecting the coastal and Governor Island Marine Reserve area. Foster Street is sign posted at a speed limit of 50km/h.

Figure 4. Foster Steet facing Burgess Street intersection

2.1.3 James Street

James Street, an access road, is to the north of the subject site and provides connection and access to Bicheno Primary School, and Waubs Bay Esplanade, which is used to access the Governor Island Marine Reserve area. James Street has a sign posted speed limit of 50 km/h but is reduced to a limit of 40 km/h during school periods via electronic signpost.

Figure 5. James Street looking towards Burgess Street

2.3 Road Safety

2.3.1 Crash Data

Crash data covering the past 10-year period from the 12 January 2015 to 12 January 2025 has been obtained from the Department of State Growth for intersections and roads connecting to the site. A summary of the data is presented in Table 1 below.

Table 1. Crash History 12th January 2015- 12th of January 2025

Location	Total Crashes	Severity	Crash Type
Intersections			
Burgess Street / Tasman Highway	1	Property Damage	Cross Traffic
Burgess Street / Foster Street	0	N/A	N/A
Burgess Street / James Street	0	N/A	N/A
Foster Street / Tasman Highway	0	N/A	N/A
Mid-blocks			
Burgess Street (Tasman -Foster)	1	Property Damage (2)	Parking Manoeuvres
Burgess Street (Foster - James)	1	Property Damage (2)	Parking Manoeuvres
Foster Street (Tasman - Burgess)	3	Property Damage (2)	Parking Manoeuvres
Foster Street (Burgess - Fraser)	0	N/A	N/A
James Street	0	N/A	N/A
Tasman Highway (Burgess – Foster)	1	First Aid	Vehicle off road into fixed object
TOTAL	**7**		

2.3.2 Crash History Summary

A low number of crash events, with a total of seven, were observed from the data for the intersections and mid-blocks surrounding the site. This is typical of the local business environment with a large proportion of crashes involving parking manoeuvres.

Severity: The severity of crashes observed is for the majority property damage, and this is consistent with the nature of traffic using the area. A single first aid incident occurred on the Tasman Highway just beyond the intersection involving vehicle run off.

Crash Types: At the intersection of Burgess Street and the Tasman Highway, a single Cross Traffic crash was observed from the data. This crash type is consistent for a highway intersection and shows the intersection functions relatively well given the higher volume of traffic it can experience. Parking manoeuvres made the majority of the crash types observed. Notably all crash types observed were likely to have occurred at low speed given the low severity of the data observed.

Crash Locations: Crashes predominantly occurred on the mid-blocks, and this is consistent with the crash types of parking manoeuvres observed.

Vulnerable Road Users: Crashes observed did not involve vulnerable road users, and were only between vehicles and fixed objects.

2.4 Parking Survey

2.4.1 Off-Street Parking Conditions

The site provides two existing off-street car parking spaces in a jockey configuration. Both spaces meet the Australian Standard in terms of width and length (2.4m x 5.4m).

2.4.2 On-Street Car Parking Availability

There is a relatively large pool of on-street parking surrounding the site. The survey focuses on the availability within a 200m radius of the site (refer Figure 6). A 200m radius from the site is considered appropriate as it equates to a two-and-a-half-minute walk.

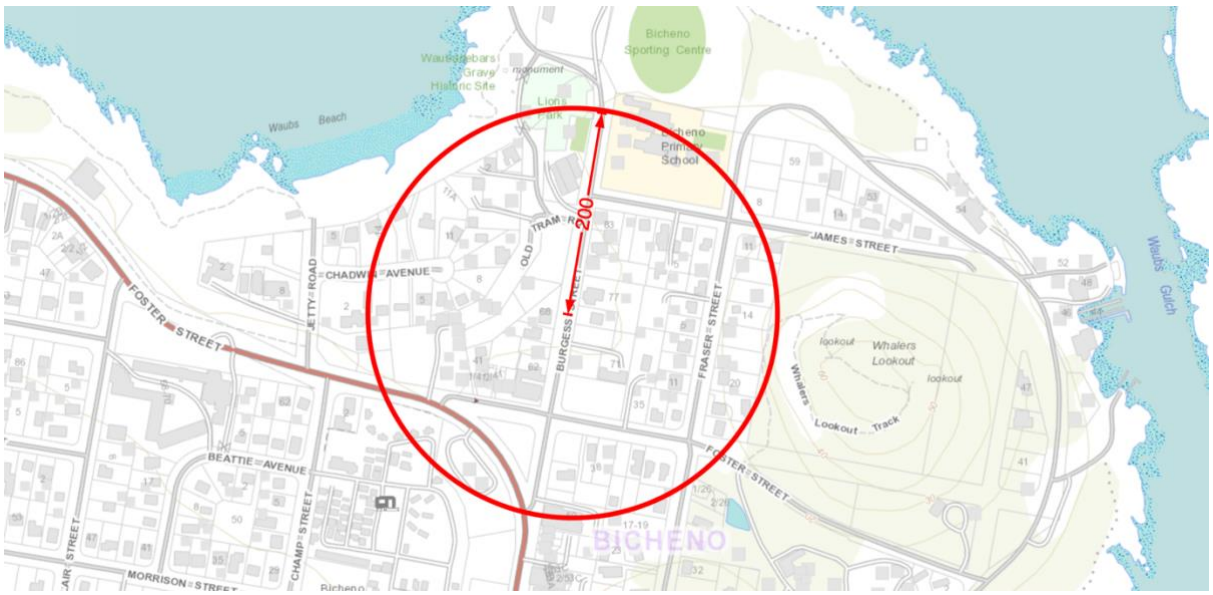

Figure 6. 200m radius from the subject site showing survey boundaries (Source: ListMap LISTdata ©State of Tasmania.)

Within a 200m radius of the site, the subject areas for survey are:

- Burgess Street – large pool of untimed parallel parking
- Foster Street – large pool of timed and untimed parallel parking, IGA (90-degree parking) and untimed parallel parking.
- James Street – untimed parallel parking.

Fraser Street and Old Tram Road have been excluded from the survey study due to their residential nature. Old Tram Road does not provide for parking opportunities, having no car parking space, footpath or kerb infrastructure. Fraser Street has kerb infrastructure and car parking space availability and would be considered for overflow parking in peak events.

2.4.3 Parking Survey

Parking demand surveys were undertaken for the available car parking spaces on six days, on various days and times, from the 6 January 2025 to 19 January 2025. The results are provided in the tables below, with raw data in Table 2 and a summary of averages in Table 3. Note that the timing of this survey is in the peak annual visitor period. Hence the data reflects the on-street car parking network capacity in high demand and provides a valid indication of the parking availability with minimal bias.

Table 2. Results of Parking Surveys

	Number of available car parking spaces			Total
Time/Day	**Burgess Street**	**Foster Street**	**James Street**	
Monday 6/1/2024				
9:45am–10:15am	33	20	8	61
11:30 am–12:00pm	30	18	8	56
5:00pm–5:30pm	52	31	8	91
Average				69
Tuesday 7/1/2024				
10:00–10:30am	25	25	8	58
1:45 am–2:15pm	32	22	8	62
5:30pm–6:00pm	43	19	8	70
Average				63
Wednesday 8/1/2024				
9:45–10:15am	38	27	8	73
2:30pm–3:00pm	33	25	7	65
6:00pm–6:30pm	61	42	8	111
Average				83
Friday 10/1/2024				
9:45–10:15am	41	20	8	69
2:30pm–3:00pm	28	19	8	55
6:00pm–6:30pm	38	27	6	71
Average				65
Saturday 18/1/2024				
9:45–10:15am	36	36	8	80
2:30pm–3:00pm	63	35	8	106
6:00pm–6:30pm	66	44	8	118
Average				101
Sunday 19/1/2024				
9:45–10:15am	42	36	8	86
2:30pm–3:00pm	38	38	8	84
6:00pm–6:30pm	58	29	8	95
Average				88

Table 3. Summary of Averages

Average Number of Available Car Parking Spaces Observed		
Period	**Weekday**	**Weekend**
AM	65.25	83
MIDDAY	59.5	95
PM	85.75	106.5

2.3.4 Summary of Parking Survey Findings

The survey shows that in general there is a significant availability of car parking spaces throughout the day within the on-street network surrounding the site.

The minimum number of available car parking spaces observed over the period was 55, and the mean value for each period ranged between 60 to 80 available car parking spaces.

Given that the survey has been taken in the peak tourist and visitor season, the results suggest that the on-street car parking network has significant capacity.

Parking observed was generally short stay and high in turnover, with demand coming from the surrounding local businesses.

It is further noted that just beyond the surveyed area there is a large pool of on-street parking available within the streets of Fraser Street and the far end of Burgess Street.

3. The Proposal

3.1 Overview

The proposal consists of the change of use from residential to Cafe/Bar and Visitor Accommodation. A Parking and Access Site Plan is provided below in figure 7 for reference.

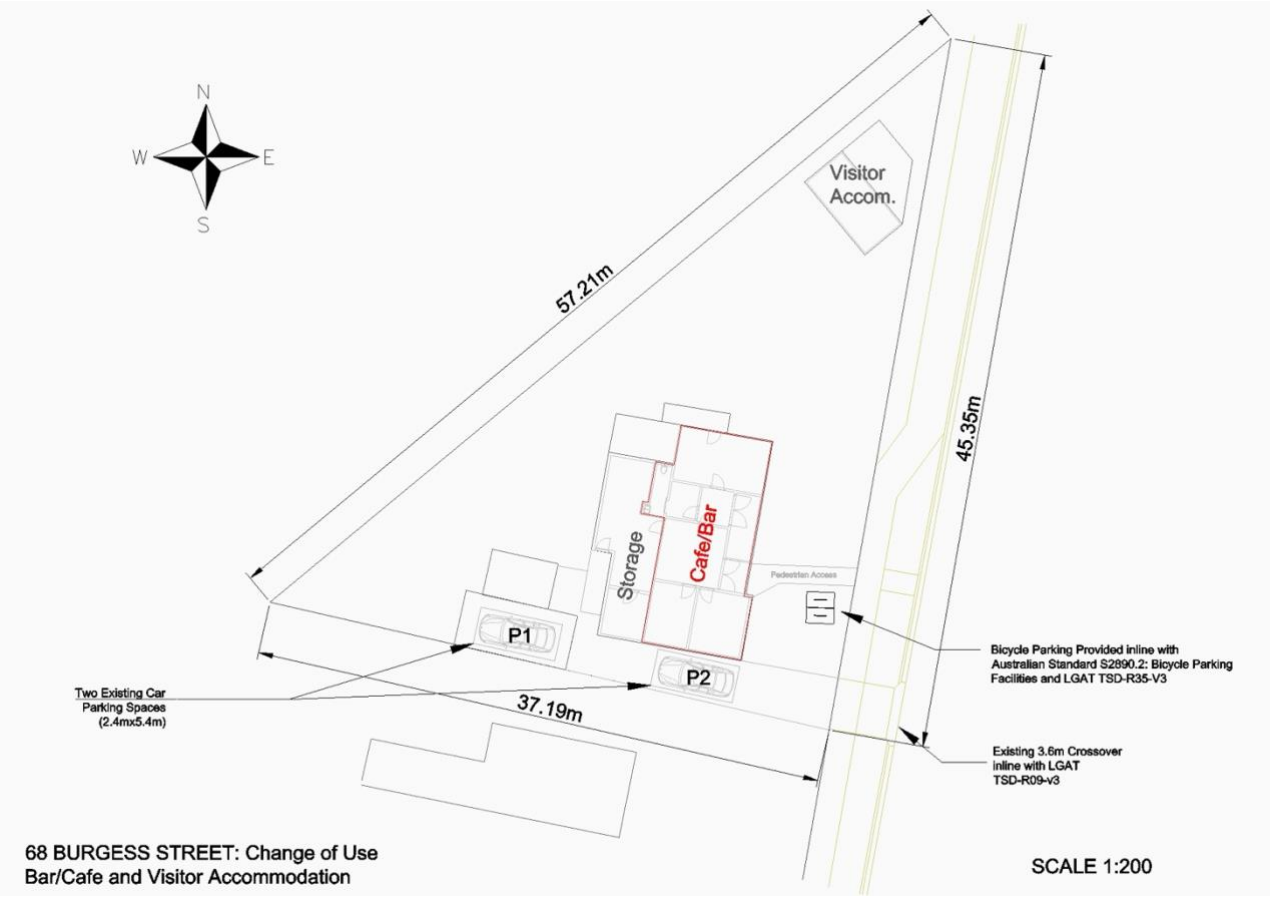

Figure 7. Proposed Parking and Access Site Plan

3.1.1 Café/Bar

The Cafe/Bar shown above in Figure 7 will rely on half of the floor area of the existing single dwelling (approximately 83m^2) to provide food and beverage, and alcohol sales, with the remainder of the floor area provided for storage (approximately 55m^2). The Gross Floor Area proposed for the Café/Bar is 139m^2.

Hours of operation are proposed between 7am to 9pm Monday to Saturday, and 9am to 5pm on Sundays. Service hours for patrons will be targeted for the early afternoon and evening. Delivery of goods will be via staff in standard vehicles (B85 and B99) and will be provided within the acceptable hours of 7am to 9pm Monday to Saturday and 8am to 9pm Sundays and Public Holidays.

Council waste services are proposed for use to service the site. Access to the site for patrons will be via pedestrian access only and via Burgess Street. Two existing car

parking spaces provided in a jockey parking configuration will be maintained for staff members to utilise only.

3.1.2 Visitor Accommodation

The Visitor Accommodation shown above in Figure 7 will utilise the area of the existing ancillary dwelling to provide short stay accommodation. The Visitor Accommodation is serviced, and access will be provided via the pedestrian footway, and parking via the on-street car parking network.

The ancillary dwelling is currently utilised as a short term rental, with guests relying on the on-street car parking network to provide amenity for the development. This provision will be ongoing for the Visitor Accommodation component.

3.2 Access and Parking

3.2.1 Pedestrian Access

The existing 1m wide footpath is to be utilised and will be the main ingress and egress point for patrons and guests. The footpath is separated from the site's vehicular access by approximately 6m.

3.2.2 Bicycle Parking

Four bicycle parking spaces will be constructed adjacent to the entry and in accordance with the Australian Standard AS2890.3: Bicycle Parking, comprising of a hoop structure as detailed by the LGAT TSD-R35-v3 (refer Figure 8 below).

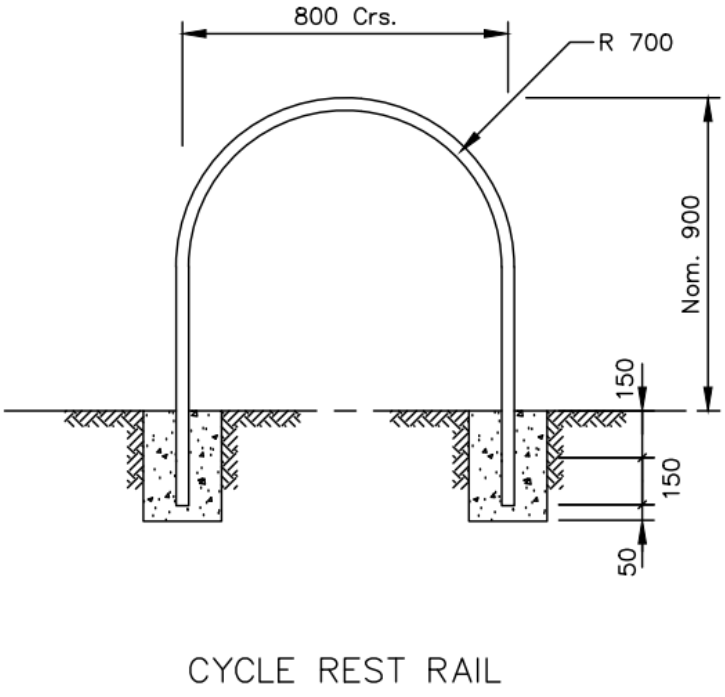

Figure 8. Proposed Bicycle Parking Infrastructure using 40NB 2.3 W.T., (Source LGAT TSD-R35-v3)

3.2.3 Vehicular Access

The existing 3.6m crossover (refer Figure 9) will be utilised to provide vehicular access to the site. The crossover is in good condition and is in accordance with the relevant Tasmanian Municipal Standard Drawings. The existing fence provides pedestrian sight lines with 30% transparency.

Two staff members will utilise the two on-site car parking spaces. These would likely generate a maximum combined daily vehicle trip total of six to and from the site, comprising of arrival for service, service break, and end of service.

Figure 9. Existing Crossover and Footpath Infrastructure

3.2.4 On-site Turning

On-site turning is not available for the site, with the existing reversing manoeuvre arrangement utilised for the two off-street car parking spaces.

3.2.5 Number of Accesses

One access exists on the site. There is no proposed changes to the number of accesses.

3.2.6 Commercial Vehicle Access

The uses does not require Commercial Vehicle Access onto the site. The proposal is small in scale and will utilise standard vehicles to provide goods for service.

3.2.7 Disability Parking

The *Diability Discrimination Act 1992* (DDA) requires that public places be accessible to people with disabilities. There is no on-site DDA car parking requirement under the Building Code of Australia. Within 100m of the site, there are three DDA car parking spaces located on Foster and Burgess streets and the proposal will rely on this provision to provide parking and access under the DDA.

4. Traffic Impact

4.1 Trip Generation

The expected vehicular trip generation has been estimated based on Gross Floor Area (GFA) rates published by Transport for NSW, *Guide to Transport Impact Assessments (GTIA) Version 1.1 (2024)* and in conjunction with Roads and Maritime Services NSW, *Guide to Traffic Generating Developments, 2002*.

4.1.1 Existing Trip Generation Rates

The existing trip generation will include the single dwelling, and ancillary dwelling.

The ancillary dwelling, which is currently utilised as a short term rental, will use traffic generating rates provided for a single bedroom dwelling. This is appropriate given the similarities between short term rentals and residential in terms of trip generation.

Calculation:

- Existing Use = Single Dwelling + Ancillary Dwelling
- Estimated Daily Vehicle Trips = (9) per Dwelling + (4-5) per Ancillary Dwelling
- Estimated Weekday Peak Hour Vehicle Trips = (0.85) per Dwelling + (0.4-0.5) per Anillcary dwelling
- Hence, the Existing Total Daily Vehicle Trips = 13-14
- And, an Exsiting Weekday Peak Hour Vehicle Trips = 1-2

4.1.2 Expected Trip Generation Visitor Accommodation

Given that the ancillary dwelling is currently utilised for short term rental, the trip generation is not expected to change with the Change of Use to Visitor Accommodation. Trip generation for VA's are alike to residential uses, and hence, the assessment will use traffic generating rates provided for single bedroom dwelling.

- Estimated Daily Vehicle Trips = (4-5) per VA
- Estimated Weekday Peak Hour Vehicle Trips = (0.4-0.5) per VA
- Hence, the VA's esitmated Total Daily Vehicle Trips = 4-5
- And, a Weekday Peak Hour Vehicle Trips = 1

This is consistent with the low volume of traffic generated by a single bedroom visitor accommodation.

4.1.3 Expected Trip Generation Café/Bar Rates

The assessment will use traffic generating rates provided for a restauraunt, given the proposals nature.

In line with the guide requirements for calculating trip generation, occupancy will be taken at an assumed 85% capacity. The proposal consists of 132m^2 of GFA. Using the ratio method, this can be equated to 112.2m^2 GFA.

Calculation:

- Estimated Evening Peak Hour Vehicle Trips = 5 per 100 m^2 GFA
- Estimated Daily Vehicle Trips = 60 per 100m2 GFA

- These rates reflect a high private transport usage, with a mean mode split for cars of 0.85 and a mean car occupancy of 2.2
- Using the Gross Floor Area (85%) = 112.2m^2
- The estimated Evening Vehicle Peak Hour Trips generated = (112.2/100) x 5 = 5.61
- And the Total Daily Vehicle Trips generated = (112.2/100) x 60 = 67.32

The Café/Bar will typically generate more traffic during the PM peak rather than the AM peak given the target business hours of the development. Given this, the AM peak will generally be nominal. The guideline does not provide a morning peak hour vehicle trips rate for the AM, and hence an alternative approach is required.

Using a conservative rate to indicate a high morning demand of the development, the AM peak will be taken as 80% of the PM peak.

Results:

Given the generation rates above, the estimated trip generation is as follows:

- Daily Vehicle Trips = 67
- AM Peak Hour Trips = 4
- PM Peak Hour Trips = 6

Accordingly, the proposed vehicular trip generation is very low. This is consistent with the small size of the development and available venue area.

4.1.4 Total Increase in Expected Trip Generation

Taking the above into consideration, there is no increase in demand proposed for the Change of Use of the ancillary dwelling to VA, with the primary trip generation coming from the café/bar component.

Taking the existing and proposed conditions into consideration, the proposed total expected increase in trip generation is:

- Daily Vehicle Trips = 58
- AM Peak Hour Trips = 4
- PM Peak Hour Trips = 6

The expected increase in demand for vehicular trip generation proposed by the development is very low in terms of traffic generating developments.

4.2 Traffic and Safety Assessment

The increase in expected trip generation is soley from the proposed café/bar. Given this, the traffic and safety assessment will focus primarily on the impacts of the proposed café/bar component.

4.2.1 Factors of Development

Location

Given the central location of the site within Bicheno, it is likely that a large portion of generated trips will be via alternative methods of transport such as walking and cycling.

Nature of Development

The nature of the development consists of food and alcohol beverage sales, hence vehicular transport methods may be less desirable for patrons. This will naturally increase the likelihood of patrons seeking other modes of transport instead and reduce the number of vehicular trips generated by the development.

It is a consideration that if the development offers lunch service, the number of total daily vehicle trips will be substantially higher. This is why the conservative rate of 0.85% was used to determine the peak AM rate.

The development aims to cater for the afternoon and evening period, with the business structured around this period. This is likely to result in a large majority of trips being generated in the PM. This is consistent with the trip generation assumptions above.

Shared Trip Generation

Given the other local businesses in the area, it is likely that trip generation will be shared between uses, with patrons attending adjacent facilities during a single trip. Hence, helping to reduce the developments impact on the on-street parking network.

Vehicular Movements Over Access

Two staff parking spaces are utilised on site, and hence the vehicular movements to and from the site's vehicular access will generally be out of service hours. This will minimise conflicts between users and for patrons accessing the site via Burgess Street.

The likelihood of patrons using alternative transport methods is increased by the fact that no car parking spaces are available on-site for patrons.

4.2.2 Traffic Assessment

The expected vehicular trips generated by the development are low and are consistent with the surrounding businesses. In consideration of the factors above, it is likely that a large portion of trips generated will be via alternative modes of transport, such as walking and cycling rather than vehiclular. This will likely result in less demand on the on-road network and parking capacity proposed by the development.

Although it is expected that transport routes will be spread across the surrounding roads, the Tasman Highway and Burgess Street junction is the most critical. From the Department of State Growth Traffic Data, the junction has a AADT of 1000-2000 vehicles per day. The proposal is expected to generate 58 vehicle movements per day, which is 3.35-6.70% of the junction's AADT. This indicates that the junction will more than likely have the capacity to absorb the additional traffic movements proposed.

A good standard of pedestrian infrastructure is provided within Bicheno and on Burgess Street connecting to the site. This infrastructure consists of wide footpaths on both sides of the road. Patrons generating vehicular demand will access the site via the on-street parking network, and available footpaths. Given the standard of pedestrian infrastructure, alternative transport methods to the site are well supported by the road and footpath network. This includes DDA access which can be provided using the on-street network. Pedestrian and bicycle access to the site is separated from the vehicular access and is provided via Burgess Street.

Bicycle parking spaces are included in the development, catering for the needs of the use in terms of bicycle trip generation. There is the ability for additional bicycle parking spaces to be constructed and used within the designated area, and if necessary, may be increased in numbers.

The development does not propose to increase the number of vehicle movements across the access, with the existing two car parking spaces utilised by staff. The number of vehicular trips generated over the sites access will be similar in volume to the existing residential use, with the existing demand on the access being 9 daily vehicle trips to and from the site, compared to the proposed 6 generated by the two staff members.

E-mobility is becoming more available and common, with E-scooters and E-bikes providing an alternative transport method and enabling longer distances to be travelled. It is likely that trips will also be generated using this alternative transport method.

The proposal is consistent with the Bicheno Structure Plan (Glamorgan Spring Bay Council Bicheno Structure Plan Final, August 2024), which points to the expansion of local business and industry on Burgess Street.

4.2.3 Safety Assessment

Given the details of the assessment above, no significant detrimental road safety impacts are foreseen for the proposed development. This is based on:

- The development will generate a relatively low traffic volume of approx. 58 vehicle movements per day, based on the gross floor area and expected trip generation.
- It is likely that the development will generate a lower traffic volume than estimated by the guide requirement, given the location and the well supported alternative modes of transport.
- The existing access on Burgess Street will be utilised by staff only, generally outside of business hours. Additionally, pedestrian access is provided separate from the vehicular access, thereby reducing the number of conflict opportunities.
- The additional vehicle movements proposed by the development is nominal in comparison to the AADT of the surrounding road network, indicating the proposal will have minimal impact on the road network. The majority of trips to and from the site will be generated in the form of pedestrian movements. A good standard of pedestrian infrastructure is provided on Burgess Street to facilitate this.
- The crash data does not indicate any specific road safety deficiency for the intersections and mid-blocks surrounding the site that would be exacerbated by the proposed development. The traffic generated by the development is in keeping with the existing uses of the area and from the crash data is low risk.

5. Planning Scheme Assessment

Below is an assessment of the proposal against the relevant clauses of the Tasmanian Planning Scheme (TPS), summarising the findings of this report.

5.1 Parking and Sustainable Transport Code (C2.0)

5.1.1 Car Parking Numbers (C2.5.1)

The proposal does not meet the acceptable solution of C2.5.1 A1 which requires 15 car parking spaces for the café/bar component, and 1 car parking space for the visitor accommodation component to be located on site. 2 on-site car parking spaces are provided for staff. Hence the performance criteria of C2.5.1 P1.1 applies.

5.1.2 Performance Criteria P1.1 (C2.5.1)

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 parking spaces within reasonable walking distance of the site;
(b) The ability of multiple users to share spaces because of;
    a. Variations in car parking demand over time; or
    b. Efficiencies gained by consolidation of car parking spaces;
(c) The availability and frequency of other transport alternatives;
(d) The availability and frequency of other transport alternatives;
(e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;
(f) The availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;
(g) The effect on the street scape;
(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;

Assessment:

(a) There are approximately 20 off-street public car parking spaces at the northern end of Burgess Street servicing the Bicheno Lions Park and the break wall. These parking spaces are within walking distance of the site and are often available. However given the low trip generation of the proposal and the available on-street parking, it is not anticipated that these would be required for regular business.
(b) The proposal is consistent with the surrounding local businesses comprising of café/restaurant, retail and commercial. The primary car parking demand produced by the Café/Bar component is frequent in turnover and would be in keeping with the surrounding developments. The visitor accommodation is likely to produce car parking demand out of peak period given the natue of the use (overnight stay). Shared trip generation is likely between the surrounding local businesses, and Several of the cafés adjacent to the site primarily operate during the morning and lunch, in comparison to the proposed development which will target to operate from midday to late afternoon.

(c) Public transport is not available in Bicheno beyond transportation between townships. This occurs morning and afternoon most days. The site is located within 200m walking distance of the bus stop. This is appropriate and in keeping with development within Bicheno.
(d) Surrounding the site is a prominent footpath network connecting to the greater outskirts of Bicheno. This provides accessibility for alternative traveling methods such as cycling and walking.
(e) The site is constrained in size and restricted due to the existing buildings, reducing any ability to provide car parking for patrons.
(f) From the TPS, the proposed use demands 16 car parking spaces, hence a shortfall of 14 car parking spaces is proposed for the site. However, the survey data for the surrounding on-street car parking network shows an average surplus of 72 car parking spaces in the AM peak and 91 spaces average PM peak. The survey data therefore, indicates that there is a significant availability of on-street car parking spaces surrounding the site that will reasonably meet the needs of the proposal. This includes the single car parking space required by the visitor accommodation component, with on-street car parking being un-timed enabling the servicing of the use for overnight stays.

    The majority of on-street parking in the vicinity of the site, and specifically Burgess Street, is provided as parallel parking spaces, which are accessible and safe in accordance with the Local Government standards and Australian Standards. Burgess Street is a 50km/hr zone and provides access as a collector road to local businesses and residential. The trips generated by the development will be generally short term, being consistent with the other uses in the surrounds, and in addition with the large supply of available parking, will reasonably meet the needs of the use.
(g) No additional car parking spaces are proposed, hence there is no impact on the street scape.
(h) The expected traffic impact of the proposal has been assessed in this report and the actual car parking demand determined to be acceptable within the performance criteria.

5.2.1 Bicycle Parking Numbers (C2.5.2)

The proposal meets the Acceptable Solution A1 for clause 2.5.2, planning to provide four Bicycle Parking spaces as required in Table C2.1 (TPS) on site.

C2.5.2 Acceptable Solution A1 - Bicycle Parking Spaces Must:

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

Assessment:

(a) Bicycle parking will be provided on the site and in accordance with the Australian Standard AS2980.3:2015.
(b) 2 bicycle parking spaces are specified in Table C2.1 (TPS) for the use, hence the proposal meets this requirement providing four bicycle parking spaces.

5.2.2 Motorcycle Parking Numbers (C2.5.3)

The proposal meets the Acceptable Solution A1 for clause C2.5.3, providing no motorcycle parking spaces.

C2.5.3 Acceptable Solution A1 - The number of on-site motorcycle parking spaces for all uses must:

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

Assessment:

(a) The proposed development requires 16 car parking spaces, using table C2.4 of the TPS, there is no requirement for motorcycle parking spaces for the proposal.
(b) The application comprises of a change of use application, hence, is not applicable to the proposal.

5.2.3 Loading Bays (C2.5.4)

The proposal meets the Acceptable Solution A1 for clause C2.5.4 Loading Bays -

C2.5.4 Acceptable Solution A1 - A loading bay must be provided for uses with a floor area of more than 1000m^2 in a single occupancy.

Assessment:

The proposal does not require a loading bay providing under 1000m^2 of floor area and therefore meets the acceptable solution.

5.2.4 Construction of Parking Bays (C2.6.1)

Not Applicable - No works are proposed to the existing parking and access arrangements of the site.

5.2.5 Design and Layout of Parking Areas (C2.6.2)

Not Applicable - No changes are proposed to the existing two on-site parking spaces.

5.2.6 Number of Accesses for Vehicles (C2.6.3)

Not Applicable - No changes are proposed to the existing access. A single access exists.

5.2.7 Lighting of Parking areas Within the General Business Zone and Central Business Zone (C2.6.4)

Not Applicable – Proposal is not within the General Business Zone and Central Business Zone.

5.2.8 Pedestrian Access (C2.6.5)

The Proposal meets the Acceptable Solution A1.1 for Clause C2.6.5 Pedestrian Access providing a 1.2m footpath separated by 6m from the vehicular access to the site.

C2.6.5 Acceptable Solution 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.

Assessment:

(a) A 1.2m Footpath is provided separated by a horizontal distance of approximately 6m, meeting this requirement.
(b) There is no interaction on-site between the pedestrian footpath and vehicular access, hence point (b) is not applicable.

5.2.9 Loading Bays (C2.6.6)

Not Applicable – no commercial vehicle access proposed.

5.2.10 Bicycle parking and storage Facilities within the General Business Zone and Central Business Zone (C2.6.7)

Not Applicable – Proposal is not within the General Business Zone and Central Business Zone.

5.2.11 Siting of Carparking and turning areas (C2.6.8)

Not applicable – No changes proposed to the existing conditions.

5.2.12 Parking Precinct plan (C2.7)

A parking precinct plan is not available.

5.3 Road and Railway Assets Code (C3.0)

5.3.1 Traffic Generation at a vehicle crossing, level crossing or new junction (C3.5.1)

The proposal meets the Acceptable Solution of Clause C3.5.1, not proposing to increase the number of trips generated across an existing access.

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.

Assessment:

a) Vehicular traffic movements to and from the site over the existing vehicle crossing are not expected to increase, with no additional car parking spaces proposed by the development. Staff using the on-site car parking are expected to generate 6 vehicular trips over the vehicle crossing.
b) Not Applicable.

6. Conclusion

Within this Traffic Impact Assessment (TIA) report, the traffic and parking impacts of the proposed Café/Bar and Visitor Accommodation development at 68 Burgess Street, Bicheno, have been investigated and assessed.

Key findings of the TIA are summarised below:

- The proposal consists of a change of use application, from residential to Café/Bar and Visitor Accommodation. Two existing on-site car parking spaces are utilised for staff parking, with patrons and guests relying on the on-street car parking network.
- A shortfall of 14 car parking spaces is proposed in comparison to the number of car parking spaces required by the Tasmanian Planning Scheme.
- The parking survey undertaken indicates that there is a significant availability of on-street car parking spaces within a 200m radius of the site that can accommodate the shortfall prescribed under the development proposal.
- The proposal has been assessed against the performance criteria of Clause C2.5.1 Car Parking Numbers, meeting the performance criteria set out by the Tasmanian Planning Scheme.
- The proposal is expected to generate a increase of 58 vehicle movements per day, with an estimate of 4 vehicles per hour in the AM peak and 6 vehicles per hour in the PM peak. This volume is considered low in traffic engineering terms.
- It is expected that a large majority of trips generated by the development will be via alternative means of transport, due to the site's central location and the nature and characteristics of the proposed café/bar component.
- Additional bicycle parking spaces are provided on-site and in accordance with the Tasmanian Planning Scheme requirements and the relevant Australian Standards.
- Alternative methods of transport to the site are well supported with footpath and kerb road infrastructure provided for connecting streets.
- The crash data does not indicate any specific road safety deficiency surrounding the site that would be exacerbated by the development.

Based on the above findings and assumptions of this report and subject to the recommendations above, the proposed development is supported on traffic and transport grounds.