



Meander Valley Council
Working Together

PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	Design Intent Architecture & Management - PA\26\0038
PROPERTY ADDRESS:	844 Mole Creek Road NEEDLES (CT:130203/4)
DEVELOPMENT:	Food services (café) & Tourist operation (visitor centre) - discretionary use, parking, traffic generation, scenic protection corridor.

The application can be inspected until **Monday, 1 December 2025**, at www.meander.tas.gov.au or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to planning@mvc.tas.gov.au. Please include a contact phone number. Please note any representations lodged will be available for public viewing.

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 15 November 2025.

Jonathan Harmey
GENERAL MANAGER

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

- Application form & details **MUST** be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No:		Assessment No:		-		-	
DA\		PA\		PC\			

- Is your application the result of an illegal building work? ☐ Yes ☒ No
- Have you already received a Planning Review for this proposal? ☐ Yes ☒ No
- Is a new vehicle access or crossover required? ☐ Yes ☒ No

PROPERTY DETAILS:

Address:	844 Mole creek Road (via Askrigg Lane)	Certificate of Title:	130203
Suburb:	Needles	7304	Lot No: 4
Land area:	5.865 Ha	m^2 / ha	
Present use of land/building:	Truffle Farm	(vacant, residential, rural, industrial, commercial or forestry)	

- Does the application involve Crown Land or Private access via a Crown Access Licence: ☐ Yes ☒ No
- Heritage Listed Property: ☐ Yes ☒ No

DETAILS OF USE OR DEVELOPMENT:

- Indicate by ✓ box
- | | | | |
|---|--|--------------------------------------|-------------------------------------|
| ☒ Building work | ☐ Change of use | ☐ Subdivision | ☐ Demolition |
| ☐ Forestry | ☐ Other | | |

Total cost of development (inclusive of GST): Includes total cost of building work, landscaping, road works and infrastructure

Description of work:

Use of building: (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area: m^2 New building height: m

Materials: External walls: Colour:
Roof cladding: Colour:

SEARCH OF TORRENS TITLE

VOLUME 130203	FOLIO 4
EDITION 2	DATE OF ISSUE 15-Jul-2009

SEARCH DATE : 11-Jul-2025

SEARCH TIME : 07.59 AM

DESCRIPTION OF LAND

Parish of MIDHURST, Land District of DEVON
Lot 4 on Sealed Plan 130203
Derivation : For grantees see plan
Prior CTs 128446/1, 37185/1, 37185/2, 37185/3, 7520/1 and
95395/3

SCHEDULE 1

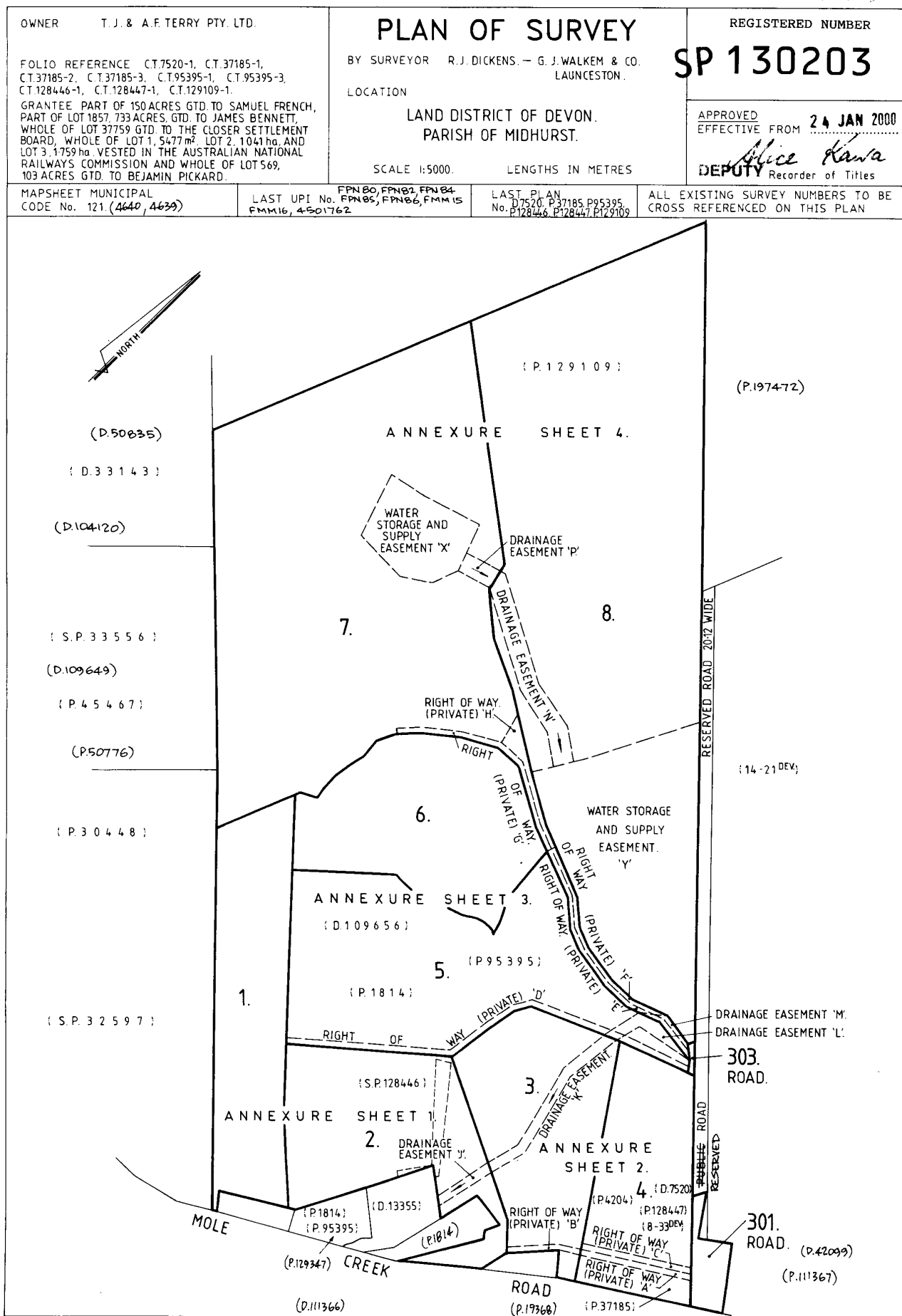
M194655 TRANSFER to ASKRIGG INVESTMENTS PTY LTD Registered
15-Jul-2009 at 12.01 PM

SCHEDULE 2

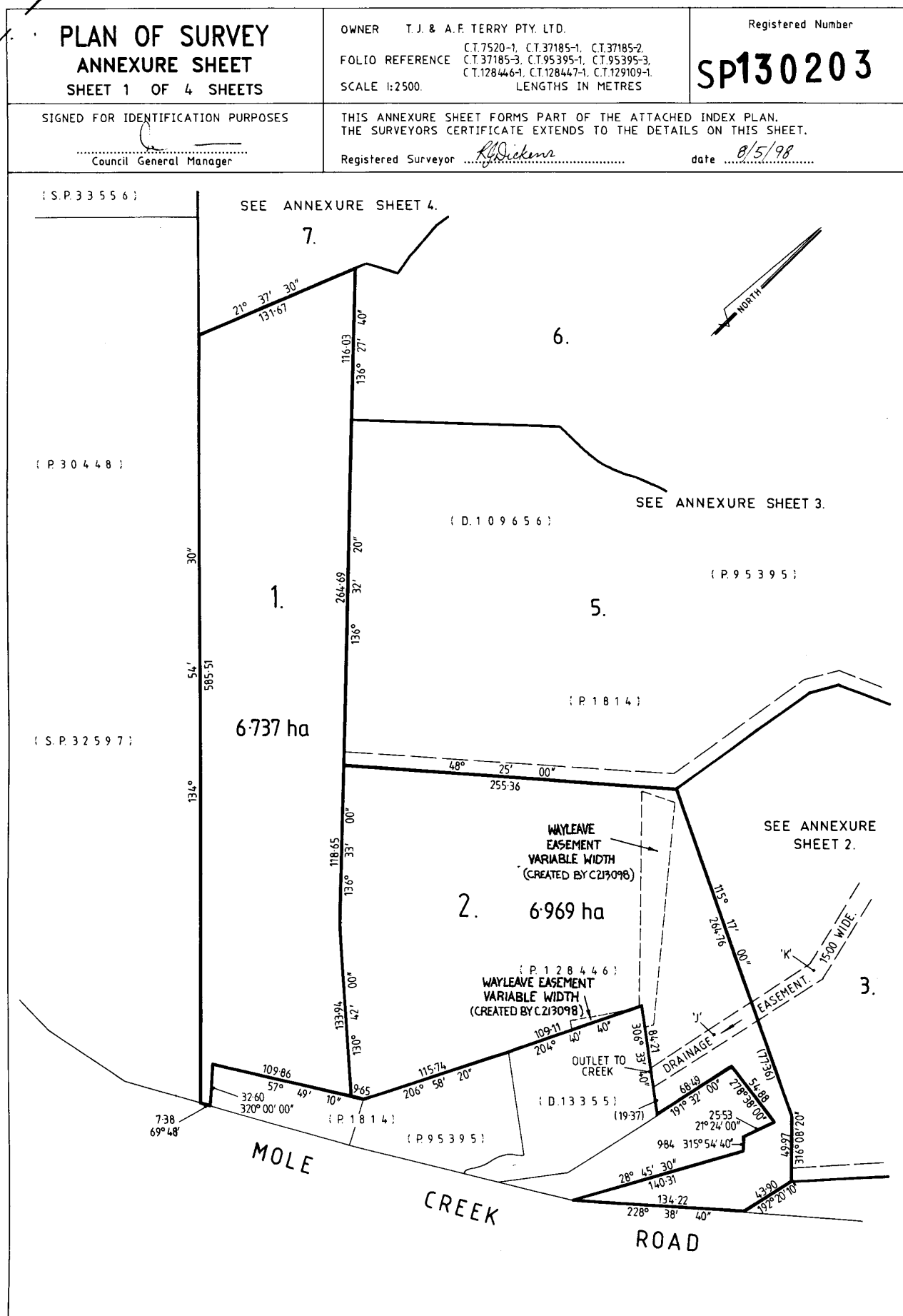
Reservations and conditions in the Crown Grant if any
SP 130203 EASEMENTS in Schedule of Easements
SP 130203 FENCING COVENANT in Schedule of Easements
C189182 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
24-Jan-2000 at 12.02 PM
C213650 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
24-Jan-2000 at 12.04 PM
C923605 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 15-Jul-2009 at 12.02 PM

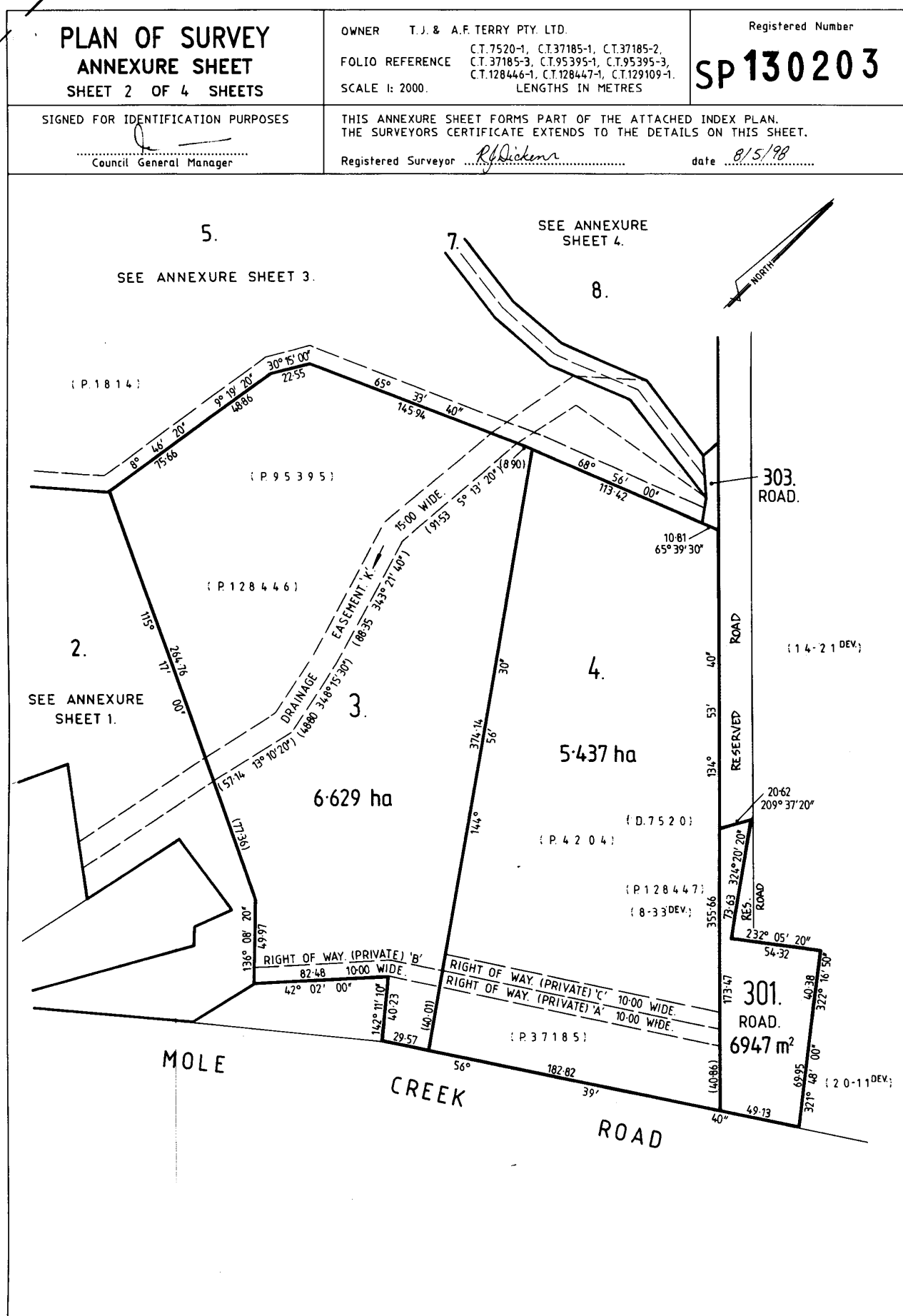
UNREGISTERED DEALINGS AND NOTATIONS

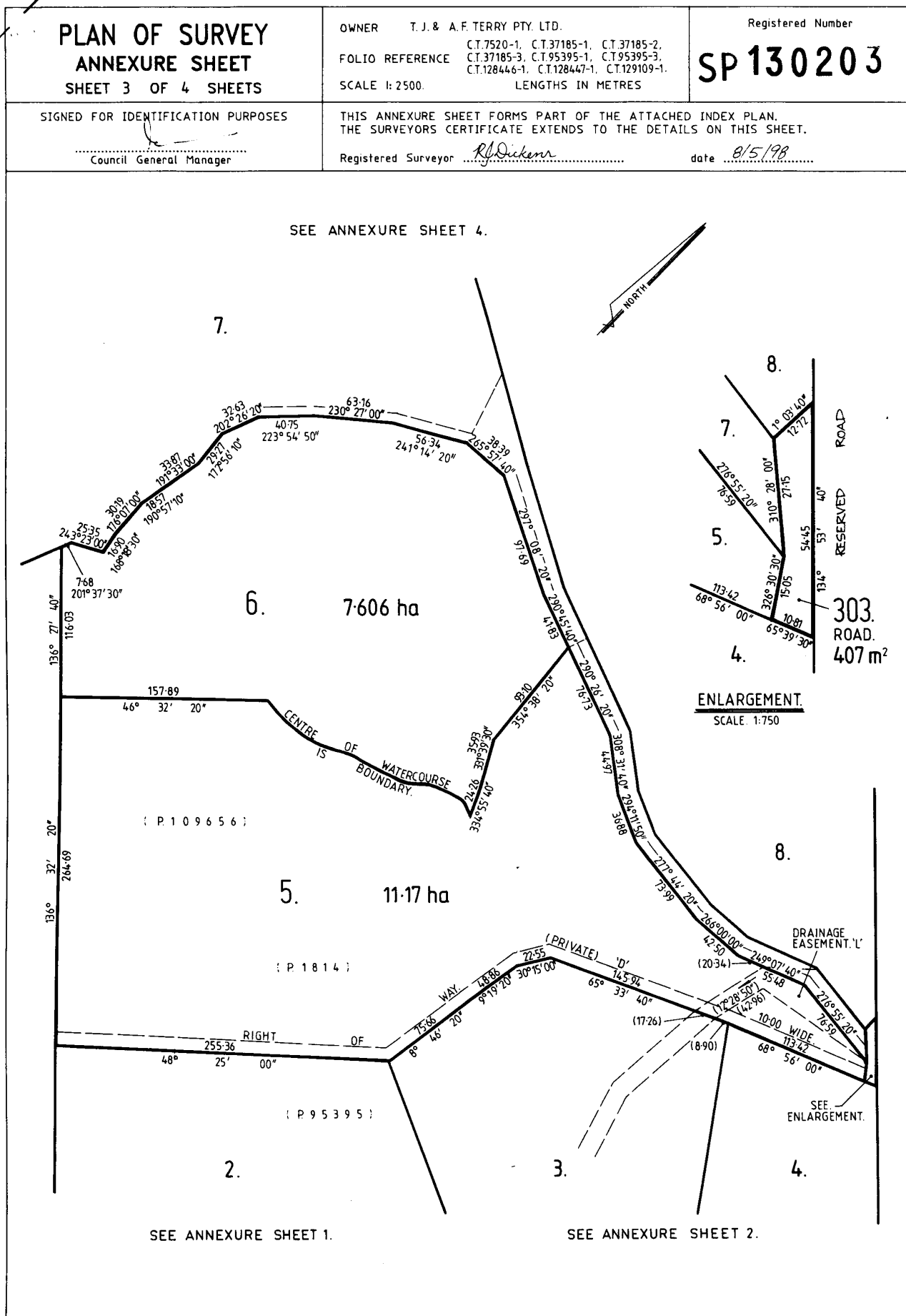
E421539 DISCHARGE OF MORTGAGE C923605 Lodged by DYE & DURHAM
(ANZ) on 30-Jun-2025 BP: E421539



A-148







A-144

**PLAN OF SURVEY
ANNEXURE SHEET
SHEET 4 OF 4 SHEETS**

OWNER T. J. & A. F. TERRY PTY. LTD.
FOLIO REFERENCE C.T.7520-1, C.T.37185-1, C.T.37185-2,
C.T.37185-3, C.T.95395-1, C.T.35395-3,
C.T.128446-1, C.T.128447-1, C.T.129109-1.
SCALE 1:4000. LENGTHS IN METRES

Registered Number

SP130203

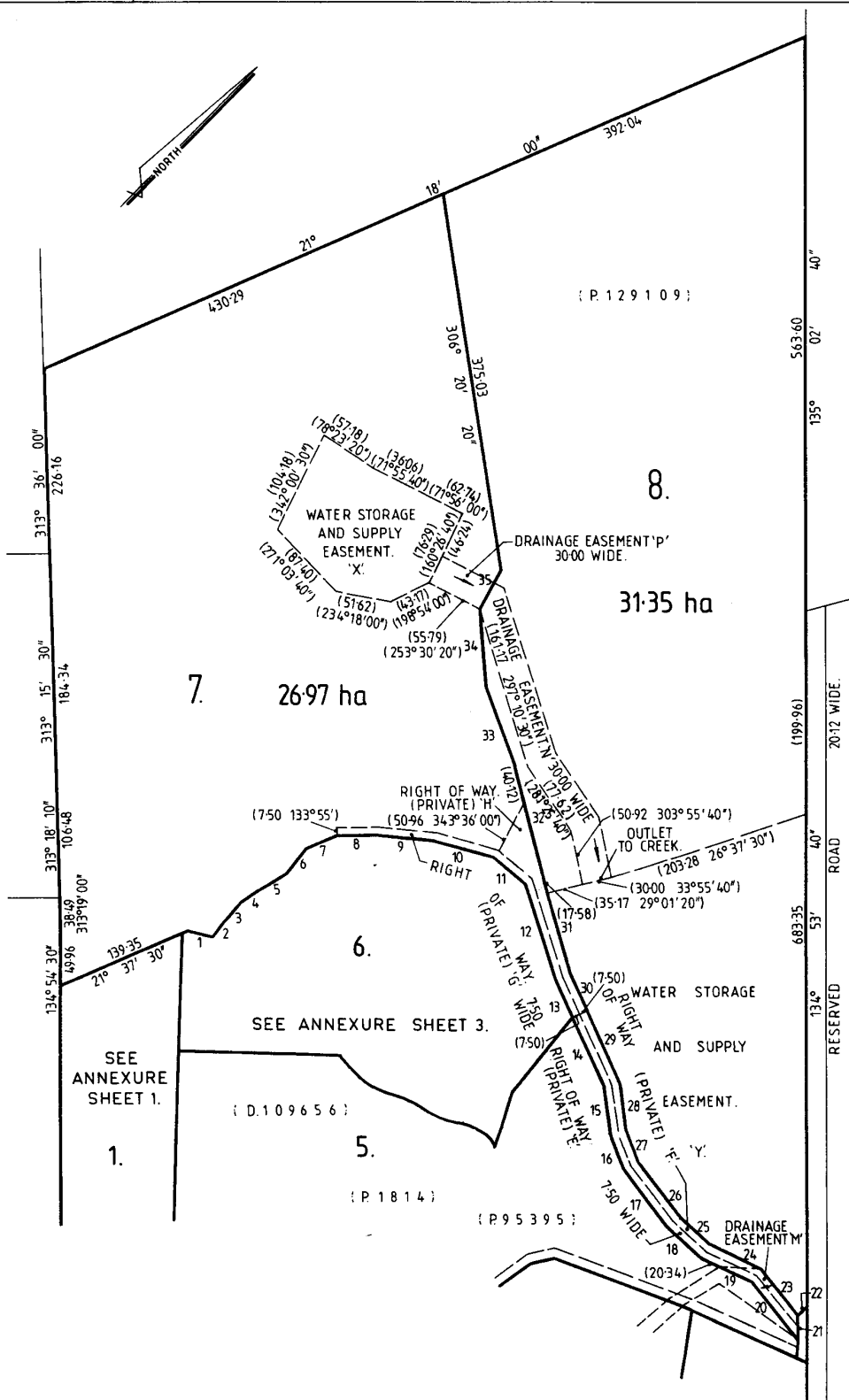
SIGNED FOR IDENTIFICATION PURPOSES

[Signature]
Council General Manager

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

Registered Surveyor *R. J. Dickson* date *8/5/98*

Nº	BEARING	LENGTH
1	243° 23' 00"	25.35
2	168° 18' 30"	16.90
3	176° 07' 00"	30.19
4	190° 57' 10"	18.57
5	191° 33' 00"	33.87
6	172° 56' 10"	29.27
7	202° 26' 20"	32.63
8	223° 54' 50"	40.75
9	230° 27' 00"	63.16
10	241° 14' 20"	56.34
11	265° 57' 40"	38.39
12	297° 08' 20"	97.69
13	290° 45' 40"	41.83
14	290° 26' 20"	76.73
15	308° 31' 40"	44.97
16	294° 11' 50"	36.88
17	277° 44' 20"	73.99
18	266° 00' 00"	42.50
19	249° 07' 40"	55.48
20	276° 55' 20"	76.59
21	310° 28' 00"	27.15
22	1° 03' 40"	12.72
23	276° 55' 20"	57.68
24	249° 07' 40"	56.97
25	266° 00' 00"	38.73
26	277° 44' 20"	70.28
27	294° 11' 50"	32.83
28	308° 31' 40"	45.47
29	290° 26' 20"	78.50
30	290° 45' 40"	41.53
31	299° 01' 20"	98.22
32	300° 40' 00"	112.15
33	294° 32' 00"	83.37
34	310° 00' 30"	74.38
35	345° 35' 30"	42.99



{ P.30448 }

{ S.P.32597 }

A-144

SCHEDULE OF EASEMENTS	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 130203

PAGE 1 OF 5 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

Interpretation

In this Schedule of Easements:-

“Water storage and supply easement” means the right to draw water from that area of each lot marked WATER STORAGE AND SUPPLY EASEMENT on the plan for domestic and agricultural purposes provided that the owner of each lot on the plan shall be entitled to draw no more than 2.5 megalitres of water per hectare of trufferie on such lot in total from the areas marked WATER STORE AND SUPPLY EASEMENT ‘X’ and WATER STORAGE AND SUPPLY EASEMENT ‘Y’ on the plan per calendar year.

In the event that the owner of any lot on the plan wishes to draw a total of more than 2.5 megalitres of water in any calendar year then provided that the owners of lots 7 and 8 on the plan declare that such excess water is available the owner of the lot drawing such water shall pay for such additional water so drawn at a price equal to the price charged by the local municipal authority for water supplied to metered properties in excess of the annual water allowance with such amount to be paid to the owners of lots 7 and 8 on the plan in equal shares.

Lot 1 on the plan is together with a right of carriageway over the area marked RIGHT OF WAY (PRIVATE) ‘D’ shown passing through lot 5 on the plan.

Lot 1 on the plan is together with a water storage and supply easement over the areas marked WATER STORAGE AND SUPPLY EASEMENT ‘X’ and WATER STORAGE AND SUPPLY EASEMENT ‘Y’ shown on the plan.

Lot 1 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT ‘J’ shown passing through lot 2 on the plan
- (b) DRAINAGE EASEMENT ‘K’ shown passing through lot 3 on the plan
- (c) DRAINAGE EASEMENT ‘L’ shown passing through lot 5 on the plan
- (d) DRAINAGE EASEMENT ‘M’ shown passing through lot 7 on the plan

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: T.J. & A.F. Terry Pty. Ltd. FOLIO REF: 7520/1 37185/1 37185/2 37185/3 95395/1 95395/3 128446/1 128447/1 129109/1 SOLICITOR & REFERENCE: Douglas & Collins (B.D. Sproal)	PLAN SEALED BY: Meander Valley Council DATE: 9th September 1999 513197 REF NO. Council Delegate
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 5 PAGE/S	Registered Number
SUBDIVIDER: T.J. & A.F. Terry Pty. Ltd. FOLIO REFERENCE: 7520/1 37185/1 37185/2 37185/3 95395/1 95395/3 128446/1 128447/1 129109/1	

- (e) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan
- (f) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan

Lot 2 on the plan is together with a right of carriageway over the areas marked RIGHT OF WAY (PRIVATE) 'B' shown passing through lot 3 on the plan and RIGHT OF WAY (PRIVATE) 'A' shown passing through lot 4 on the plan.

Lot 2 on the plan is together with a right of carriageway over the area marked RIGHT OF WAY (PRIVATE) 'D' shown passing through lot 5 on the plan.

Lot 2 on the plan is together with a water storage and supply easement over the areas marked WATER STORAGE AND SUPPLY EASEMENT 'X' and WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on the plan.

Lot 2 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan
- (b) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan
- (c) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan
- (d) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan
- (e) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan

Lot 2 on the plan is subject to a right of drainage (appurtenant to all lots on the plan with the exception of lots 301 and 303) over the area marked DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan.

Lot 3 on the plan is together with a right of carriageway over the areas marked RIGHT OF WAY (PRIVATE) 'C' shown passing through lot 4 on the plan and RIGHT OF WAY (PRIVATE) 'D' shown passing through lot 5 on the plan.

Lot 3 on the plan is together with a water storage and supply easement over the areas marked WATER STORAGE AND SUPPLY EASEMENT 'X' and WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on the plan.

Lot 3 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan
- (b) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan
- (c) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan
- (d) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan
- (e) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan

Lot 3 on the plan is subject to a right of carriageway (appurtenant to lot 2 on the plan) over the area marked RIGHT OF WAY (PRIVATE) 'B' shown passing through lot 3 on the plan.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 5 PAGE/S	Registered Number
SUBDIVIDER: T.J. & A.F. Terry Pty. Ltd. FOLIO REFERENCE: 7520/1 37185/1 37185/2 37185/3 95395/1 95395/3 128446/1 128447/1 129109/1	

Lot 3 on the plan is subject to a right of drainage (appurtenant to all lots on the plan except lots 301 and 303) over the area marked DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan

Lot 4 on the plan is together with a right of carriageway over the area marked RIGHT OF WAY (PRIVATE) 'D' shown passing through lot 5 on the plan.

Lot 4 on the plan is together with a water storage and supply easement over the areas marked WATER STORAGE AND SUPPLY EASEMENT 'X' and WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on the plan.

Lot 4 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan
- (b) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan
- (c) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan
- (d) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan
- (e) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan
- (f) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan

Lot 4 on the plan is subject to a right of carriageway (appurtenant to lot 3) over the area marked RIGHT OF WAY (PRIVATE) 'C' shown passing through lot 4 on the plan.

Lot 4 on the plan is subject to a right of carriageway (appurtenant to lot 2 on the plan) over the area marked RIGHT OF WAY (PRIVATE) 'A' shown passing through lot 4 on the plan.

Lot 5 on the plan is together with a right of carriageway over those areas marked RIGHT OF WAY (PRIVATE) 'E' and RIGHT OF WAY (PRIVATE) 'F' shown passing through lot 7 on the plan.

Lot 5 on the plan is together with a water storage and supply easement over the areas marked WATER STORAGE AND SUPPLY EASEMENT 'X' and WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on the plan.

Lot 5 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan
- (b) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan
- (c) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan
- (d) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan
- (e) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan

Lot 5 on the plan is subject to a right of carriageway (appurtenant to lots 1, 2, 3 and 4) on the plan over the area marked RIGHT OF WAY (PRIVATE) 'D' shown passing through lot 5 on the plan.

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ANNEXURE PAGE

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Lot 5 on the plan is subject to a right of drainage (appurtenant to all lots on the plan except lots 301 and 303) over the area marked DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan.

Lot 6 on the plan is together with a right of carriageway over the areas marked RIGHT OF WAY (PRIVATE) 'E', RIGHT OF WAY (PRIVATE) 'F', RIGHT OF WAY (PRIVATE) 'G' and RIGHT OF WAY (PRIVATE) 'H' shown passing through lot 7 on the plan.

Lot 6 on the plan is together with a water storage and supply easement over those areas marked WATER STORAGE AND SUPPLY EASEMENT 'X' and WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on the plan.

Lot 6 on the plan is together with a right of drainage over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan.
- (b) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan.
- (c) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan.
- (d) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan.
- (e) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan.
- (f) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan.

Lot 7 on the plan is together with a water storage and supply easement over the area marked WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on lot 8 on the plan.

Lot 7 on the plan is together with a drainage easement over the following areas shown on the plan:

- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan.
- (b) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan.
- (c) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan.
- (d) DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan.

Lot 7 on the plan is subject to a water storage and supply easement (appurtenant to all other lots on the plan except lots 301 and 303) over the area marked WATER STORAGE AND SUPPLY EASEMENT 'X' shown on lot 7 on the plan.

Lot 7 on the plan is subject to a right of drainage (appurtenant to all lots on the plan except lots 301 and 303) over the areas marked DRAINAGE EASEMENT 'M' and DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan.

Lot 7 on the plan is subject to a right of carriageway (appurtenant to Lots 5, 6 and 8 on the plan) over RIGHT OF WAY (PRIVATE) 'E' and RIGHT OF WAY (PRIVATE) 'F' on the plan.

Lot 7 on the plan is subject to a right of carriageway (appurtenant to Lots 6 and 8 on the plan) over RIGHT OF WAY (PRIVATE) 'G' and RIGHT OF WAY (PRIVATE) 'H' on the plan.

Lot 8 on the plan is together with a right of carriageway over the areas marked RIGHT OF WAY (PRIVATE) 'E', RIGHT OF WAY (PRIVATE) 'F', RIGHT OF WAY (PRIVATE) 'G' and RIGHT OF WAY (PRIVATE) 'H' shown passing through lot 7 on the plan.

Lot 8 on the plan is together with a right of drainage over the following areas shown on the plan:

NOTE:- Every annexed page shall be signed by the parties to the dealing, or where the party is a corporate body, be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Version 1

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ANNEXURE PAGE

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- (a) DRAINAGE EASEMENT 'J' shown passing through lot 2 on the plan.
- (b) DRAINAGE EASEMENT 'K' shown passing through lot 3 on the plan.
- (c) DRAINAGE EASEMENT 'L' shown passing through lot 5 on the plan.
- (d) DRAINAGE EASEMENT 'M' shown passing through lot 7 on the plan.
- (e) DRAINAGE EASEMENT 'P' shown passing through lot 7 on the plan.

Lot 8 on the plan is together with a water storage and supply easement over the area marked WATER STORAGE AND SUPPLY EASEMENT 'X' shown on lot 7 on the plan.

Lot 8 on the plan is subject to a water storage and supply easement (appurtenant to all other lots on the plan except lots 301 and 303) over the area marked WATER STORAGE AND SUPPLY EASEMENT 'Y' shown on lot 8 on the plan.

Lot 8 on the plan is subject to a right of drainage (appurtenant to all lots on the plan except lots 301 and 303) over the area marked DRAINAGE EASEMENT 'N' shown passing through lot 8 on the plan.

COVENANTS

The owner of lot 1 on the plan covenants with the vendor (T.J. & A.F. Terry Pty. Ltd.) and the owners for the time being of every other lot shown on the plan to the intent that the burden of this covenant shall run with and bind the covenantor's lot and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every part of every other lot shown on the plan to observe the following stipulation, namely, not to use or permit to be used nor gain vehicular access to such lot directly from Mole Creek Road and not to use or permit to be used nor gain vehicular access to Mole Creek Road directly from such lot.

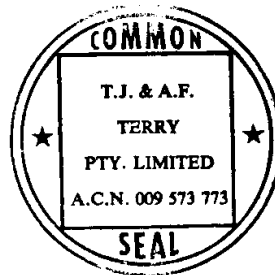
FENCING COVENANT

The owner of each lot shown on the plan covenants with the vendor (T.J. & A.F. Terry Pty. Ltd.) that the vendor shall not be required to fence.

The Common Seal of T.J. & A.F. TERRY PTY. LTD. was hereunto affixed in accordance with its constitution in the presence of:

Director:

Director/Secretary:



ANZ BANKING GROUP LIMITED as Mortgagee under Mortgage C152236 hereby consents to this schedule of easements.

EXECUTED BY
AUSTRALIA AND NEW ZEALAND
BANKING GROUP LIMITED by BEING
Signed by its Attorney
Stephen Noel Miller
(who hereby certifies that
he has received, no notice
of revocation of POWER
OF ATTORNEY NO. 68/7581
under which this instrument
is signed) in the presence of:

AUSTRALIA AND NEW ZEALAND
BANKING GROUP LIMITED
By its Attorney

Bank Officer, Hobart

NOTE:- Every annexed page shall be signed by the parties to the dealing, or where the party is a corporate body, be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Version 1

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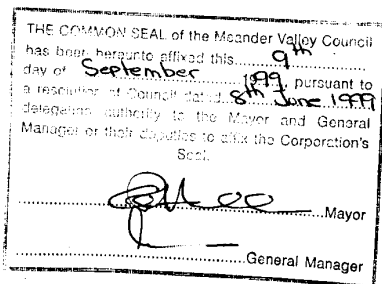
COUNCIL APPROVAL

{Insert any qualification to the permit under section 83(5), section 109 or section III
of the Local Government (Building & Miscellaneous Provisions) Act 1993 }

The subdivision shown in this plan is approved

Registered Number

SP130203



As witness whereof the common seal of
has been affixed pursuant to a resolution of the Council of the said municipality
passed the day of 19 , in the presence of us
Member
Member
General Manager

Council Reference 513/97

NOMINATIONS

For the purpose of section 88 of the Local Government (Building & Miscellaneous Provisions) Act 1993

the owner has nominated

..... Solicitor to act for the owner
..... Surveyor to act for the owner

TO BE COMPLETED WHEN ADDITIONAL PLAN OF SURVEY SHEETS ARE ANNEXED

Detailed drawings of the lots shown in this plan are contained in the additional sheet(s) annexed and
signed by us

..... R. Dickens Surveyor
..... General Manager

OFFICE EXAMINATION:

Indexed

Computed

Examined 3/11/99

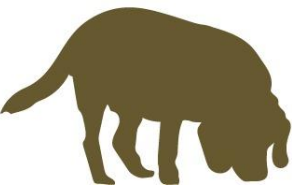
THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE

FOR THE TRUFFLE FARM PTY LTD
844 MOLE CREEK ROAD, DELORAINIE. TASMANIA



GENERAL NOTES:
ALL BUILDING WORKS TO COMPLY WITH NATIONAL CONSTRUCTION CODE - BUILDING CODE OF AUSTRALIA VOLUME 2, AUSTRALIAN STANDARDS, BUILDING ACTS & REGULATIONS AND COUNCIL BYLAWS. REFER TO ARCHITECTURAL DRAWINGS FOR NOTES.
ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ENGINEERING DRAWINGS AND SPECIFICATIONS.
USE FIGURED DIMENSIONS IN PREFERENCE TO SCALED DIMENSIONS.
THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR THE CORRECT SET OUT OF ALL WORKS.
BUILDING CONTRACTOR TO SITE CHECK DIMENSIONS AND LOCATIONS OF ALL ITEMS ON SITE PRIOR TO AND DURING THE WORKS.
LOCATIONS OF STRUCTURE, FITTINGS, AND SERVICES ON THIS DRAWING ARE INDICATIVE.
BUILDING CONTRACTOR TO CHECK DRAWINGS FOR CO-ORDINATION BETWEEN STRUCTURE, FABRIC, FIXTURES, AND FITTINGS. BUILDING CONTRACTOR SHALL CARRY OUT DIAL BEFORE YOU DIG REFERRAL FOR LOCATIONS OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EARTHWORKS. BUILDING CONTRACTOR SHALL SECURE AND MAKE SAFE THE WORK SITE IN ACCORDANCE WITH WORKSAFE TASMANIA & WHS GUIDELINES & REGULATIONS.
A LAND SURVEYOR IS RECOMMENDED FOR ALL SET OUT. THE ARCHITECT IS TO BE NOTIFIED OF ANY DISCREPANCIES WITH THE DRAWINGS.

THE TRUFFLE FARM
HOME OF AUSTRALIA'S FIRST BLACK TRUFFLE



Results through Partnership



LOCATION PLAN
SCALE 1:3000



Results through Partnership

NOTE

THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO CONSTRUCTION. THE CONTRACTOR MUST READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER DRAWINGS AND NOTIFY ANY ERRORS, DISCREPANCIES OR OMISSIONS TO THE DESIGNINTEGRANT. DO NOT SCALE DRAWINGS.

THIS DRAWING REFLECTS A DESIGN, BY DESIGN INTENT ARCHITECTURE + MANAGEMENT AND IS TO BE USED ONLY FOR WORK WHEN AUTHORISED IN WRITING BY DESIGN INTENT.

ALL DOCUMENTS HERE WITHIN ARE SUBJECT TO AUSTRALIAN COPYRIGHT LAWS.

Revision ID	Change Name	Transmittal Set Date	checked by	Approved by
P_01	ISSUED FOR CLIENT COMMENT	2/04/2026		
P_02	ISSUED FOR CLIENT COMMENT	10/04/2025	HC	HC
P_03	ISSUED FOR CLIENT COMMENT	18/05/2026	hc	hc
DA_01	ISSUED FOR PLANNING	11/07/2025	HC	HC
DA_02	ISSUED FOR PLANNING	10/09/2025	HC	HC
DA_03	ISSUED FOR PLANNING	27/10/2025	HC	HC

THE TRUFFLE FARM
HOME OF AUSTRALIA'S FIRST BLACK TRUFFLE



PROJECT NAME :
THE TRUFFLE FARM VISITOR
EXPERIENCE CENTRE
ADDRESS :844 MOLE CREEK ROAD, DELORAINÉ.
TASMANIA

CLIENT: THE TRUFFLE FARM PTY LTD

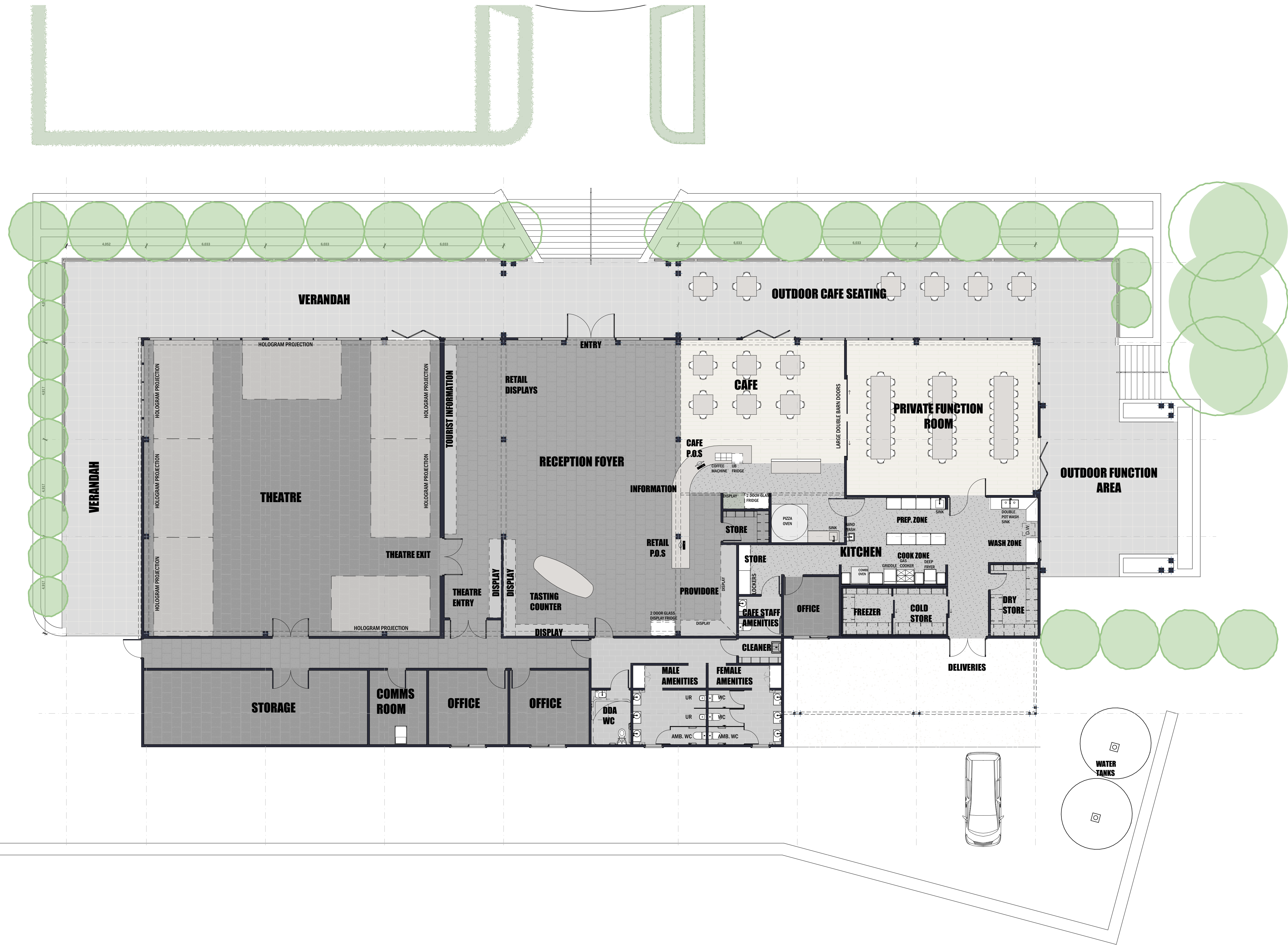
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DATE: 27/10/2025

DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD
ABN: 20 634 099 979 BUILDING ACCREDITATION No. CC2370X AIA: TAS 881
E: heath@designintent.com.au T: 0419 312 232 W: designintent.com.au

PROJECT No.	DRAWING NO.	REVISION
240041		

STATUS
APPROVAL



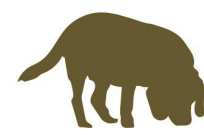
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Revision ID	Change Name	Issued/Revised Date	Checked By	Approved By
P_01	ISSUED FOR CLIENT COMMENT	10/04/2025	HC	HC
P_02	ISSUED FOR CLIENT COMMENT	10/04/2025	HC	HC
P_03	ISSUED FOR CLIENT COMMENT	10/04/2025	HC	HC
P_04	ISSUED FOR CLIENT COMMENT	11/04/2025	HC	HC
DA_01	ISSUED FOR PLANNING	11/07/2025	HC	HC

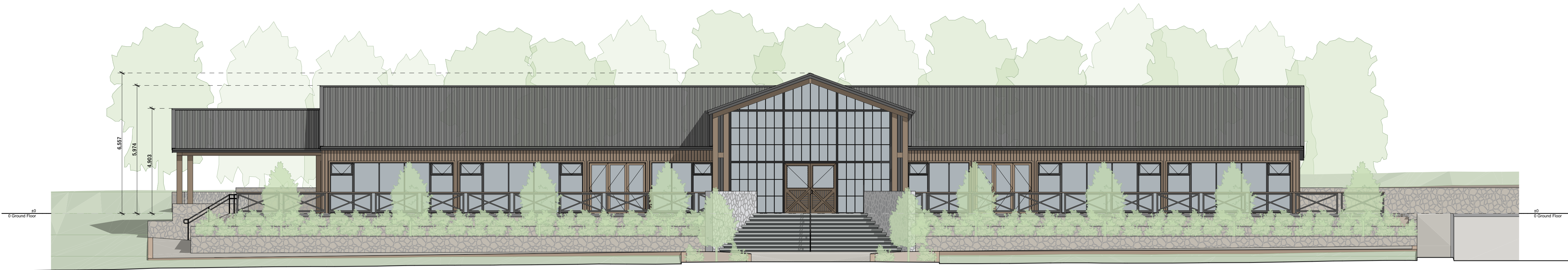
THE TRUFFLE FARM
HOME OF AUSTRALIA'S FIRST BLACK TRUFFLE



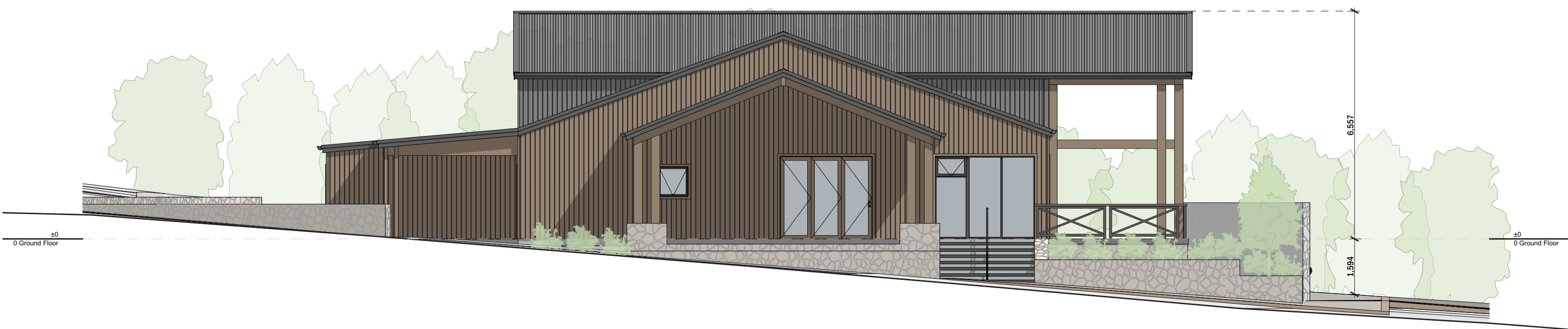
PROJECT NAME:
THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE
ADDRESS :844 MOLE CREEK ROAD, DELORAIN, TASMANIA
CLIENT: THE TRUFFLE FARM PTY LTD

DRAWING TITLE:
FLOOR PLAN
SCALE: AT SCALE WHEN PRINTED AT A1
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DESIGN INTENT ARCHITECTURE + MANAGEMENT PTY LTD
ABN: 20 634 099 979 BUILDING ACCREDITATION No. C2370X AIA: TAS 881
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PROJECT No. 240041 **DRAWING NO.** **REVISION**
STATUS APPROVAL **A100** **DA_01**



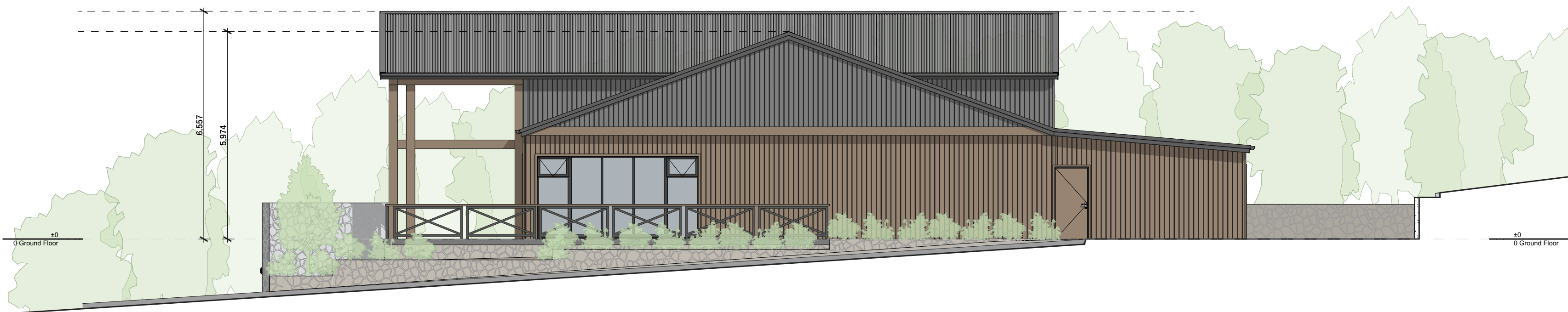
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E-03 SOUTH ELEVATION
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E-04 WEST ELEVATION
SCALE 1:100
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EXTERNAL CLADDING LEGEND

- CL.01**
SELECTED TIMBER CLADDING SHIP LAPPED
WITH APPLIED NATURAL OIL FINISH
- CL.02**
SELECTED TIMBER CLADDING SHIP LAPPED
WITH APPLIED BLACK OIL FINISH
- NEW ROOF SHEETING**
COLORBOND CUSTOM ORS ROOF CLADDING
BASALT
- TRIMS, FASHACIA, GUTTERS**
COLORBOND BASALT OR PAINTED FINISH
TO MATCH COLORBOND BASALT
- WINDOW FRAMES**
TO MATCH COLORBOND BASALT

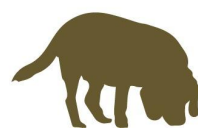


Results through Partnership

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Revision	Change Name	Transmittal	checked	Approved
ID		Set Date	By	By
01/01	ISSUED FOR PLANNING	15/07/2025	HC	HC

THE TRUFFLE FARM
HOME OF AUSTRALIA'S FIRST BLACK TRUFFLE



PROJECT NAME:
**THE TRUFFLE FARM VISITOR
EXPERIENCE CENTRE**
ADDRESS :844 MOLE CREEK ROAD, DELORAINIE,
TASMANIA
CLIENT: THE TRUFFLE FARM PTY LTD

DRAWING TITLE:
ELEVATIONS

SCALE: AT SCALE WHEN PRINTED AT A1
DATE: 11/07/2025

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E: heath@designintent.com.au T: 0419 312 232 W: designintent.com.au
PROJECT No. 240041 **DRAWING NO.** **REVISION**
STATUS APPROVAL **A200** **DA_01**





20th October 2025

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

Ms Anna Terry
The Truffle Farm
844 Mole Creek Road
Deloraine
TheTruffleFarm.tasmania@gmail.com

Dear Anna,

REVISED TRAFFIC IMPACT STATEMENT FOR PROPOSED TRUFFLE FARM VISITOR CENTRE AT 844 MOLE CREEK ROAD

This traffic impact statement assesses the proposed access in terms of traffic engineering principles, the Tasmanian Planning Scheme – Meander Valley and Department of State Growth (DSG) requirements including:

- review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.

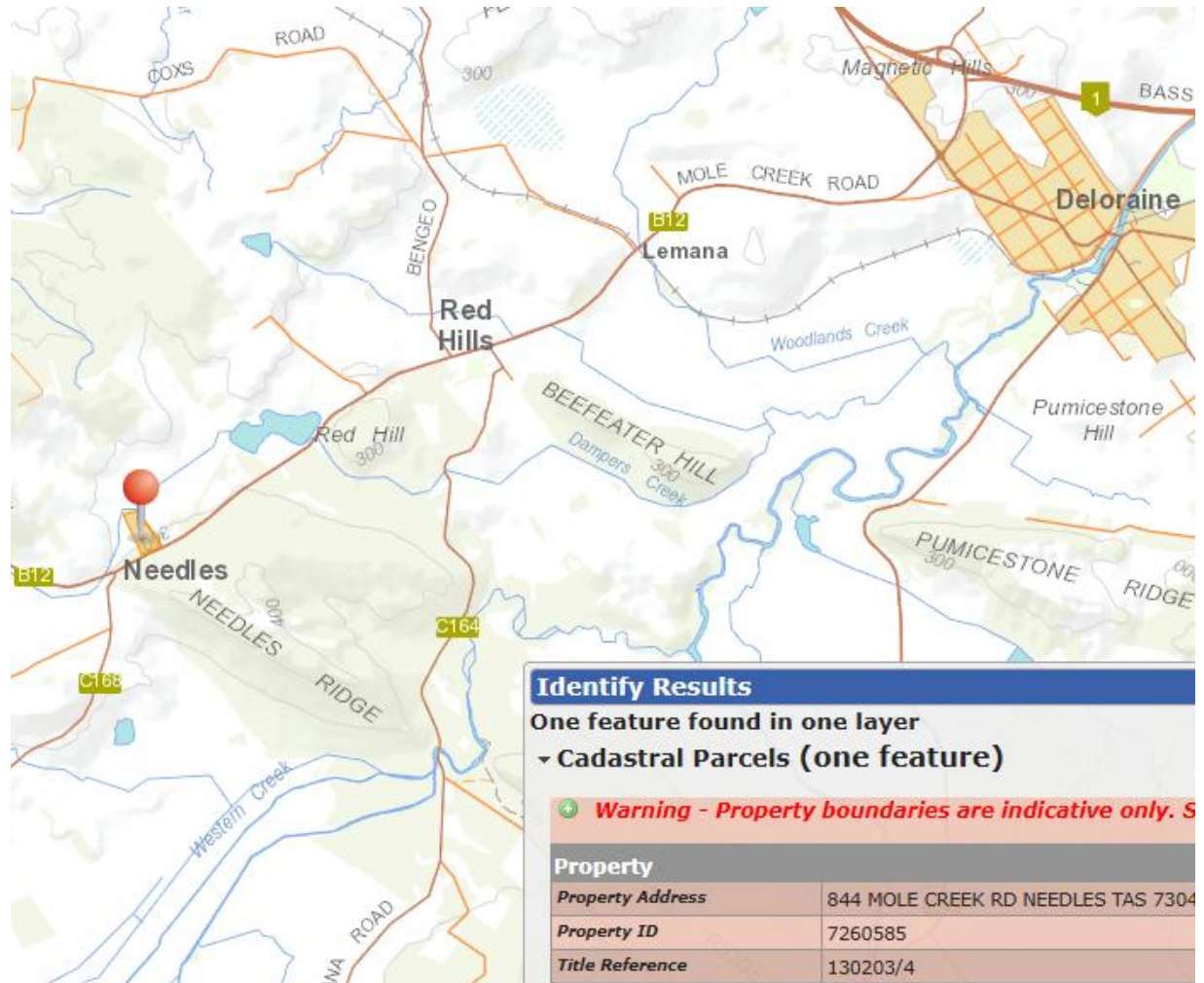
Information is included to respond to the MVC requests for information.

1. Background

1.1 Site Description

844 Mole Creek Main Moad, Needles, is some 3 km West of Red Hills in a rural environment. The land consists of cleared paddocks. Proposed access is to the property is via Askrigg Lane, Needles. Figure 1 shows the property location.

Figure 1 – 844 Mole Creek Road property location



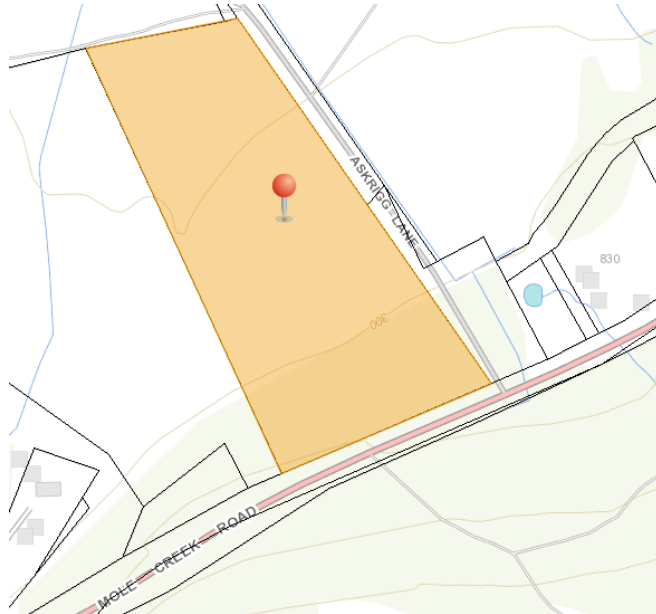
Source: The List, DPIPWE



1.2 Proposed Development

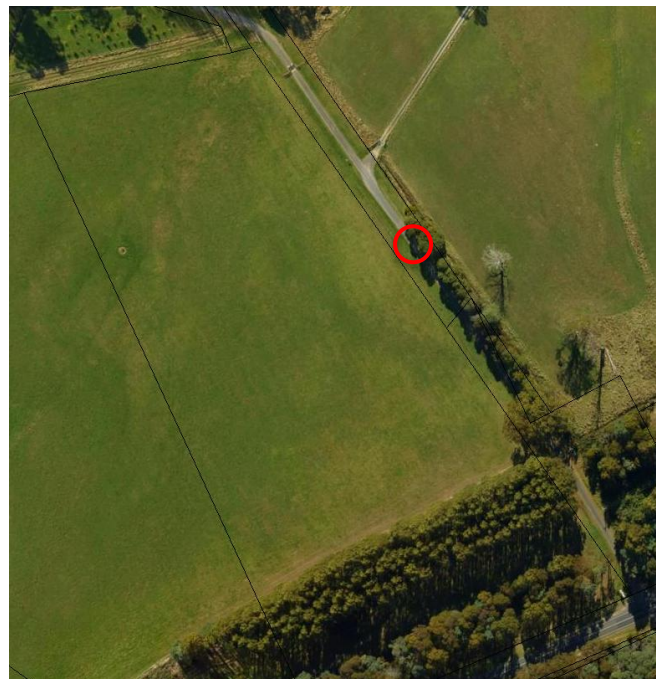
The proposal is to provide a shopfront for The Truffle Farm. Figures 2 show the site and Figures 4.0 to 4.3 show the proposed property, shopfront, parking and Askrigg Lane access. The proposal has a site area of 3,500m², see Appendix E and the proposed building floor area is < 1,000 m².

Figure 2 – 844 Mole Creek Road property location



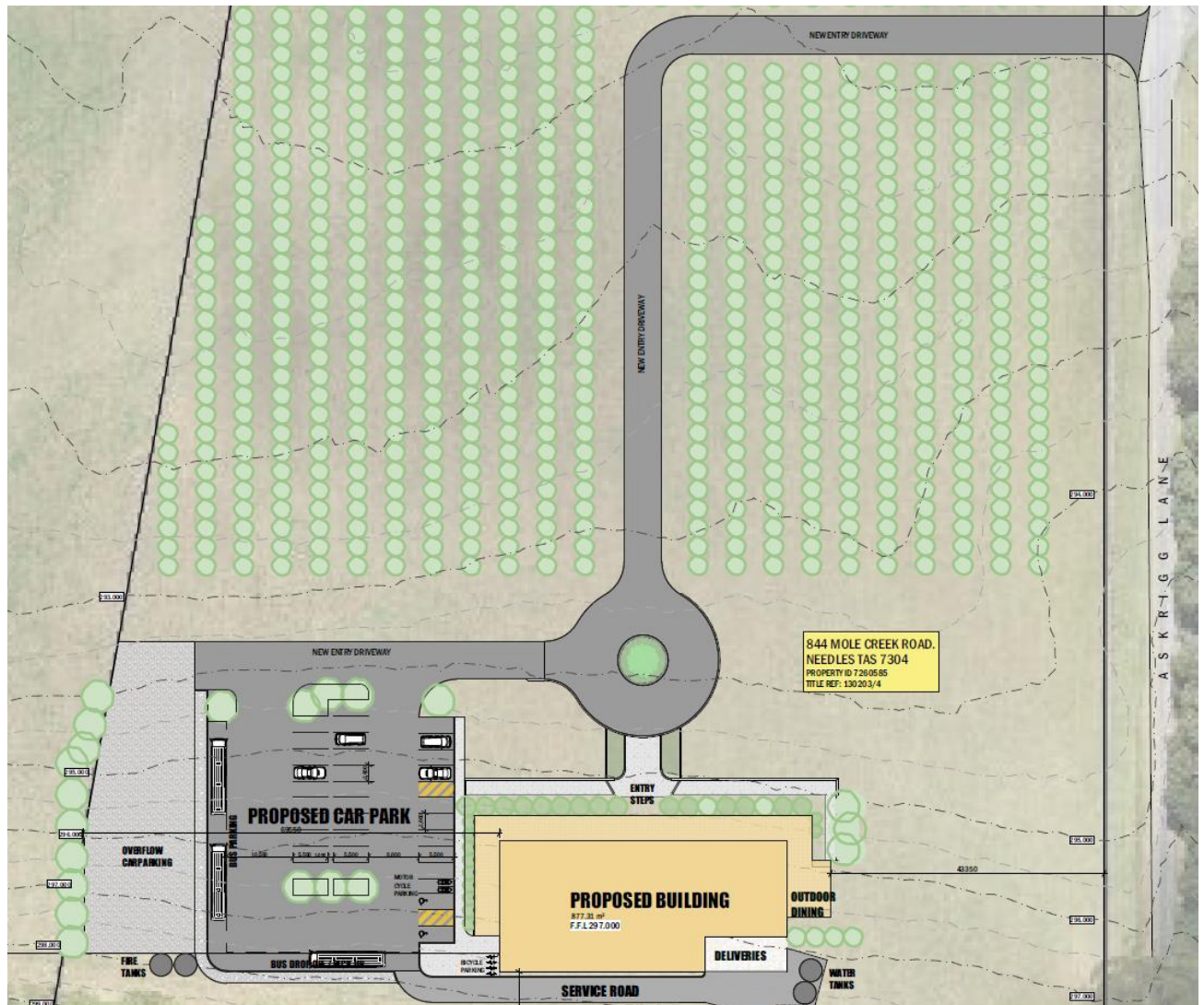
Source: *The List, DPIPWE*

Figure 3 – Aerial view of 844 Mole Creek Road



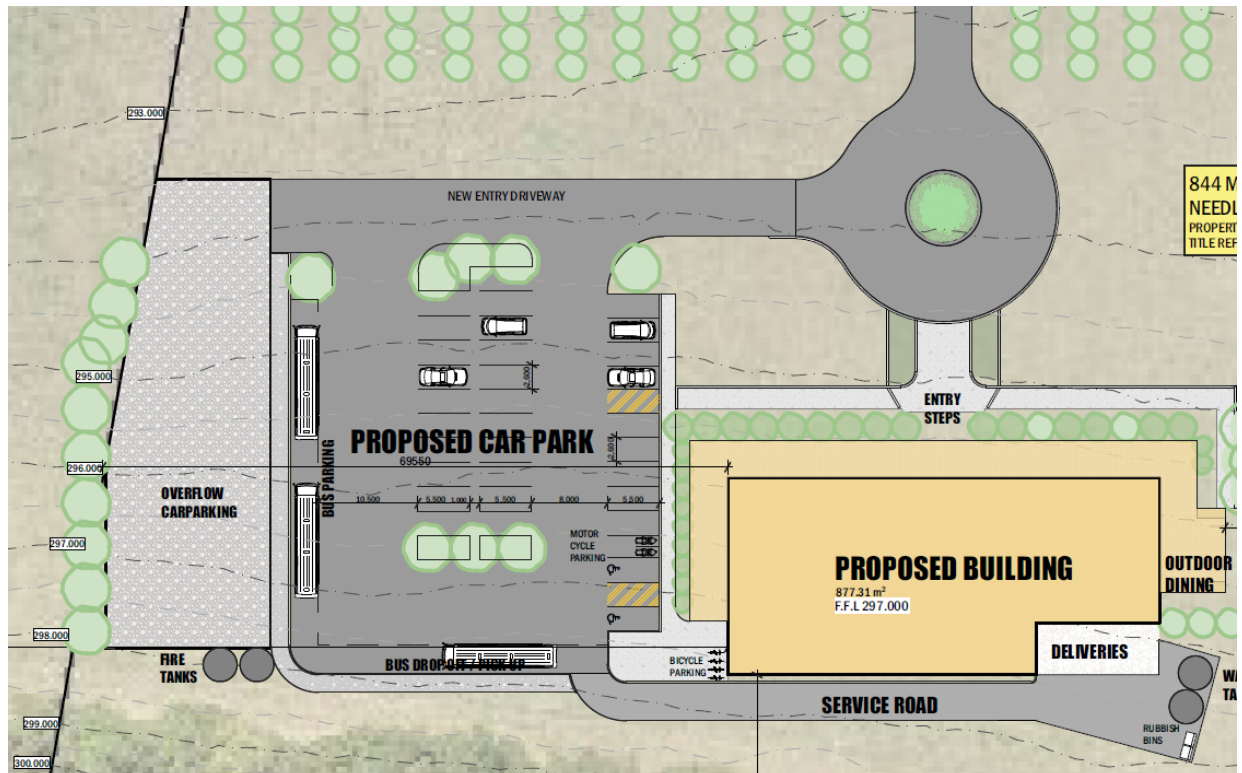
Source: *The List, DPIPWE*

Figure 4.0 – Proposed Truffle Farm Shopfront & carpark layout Concept.



See Appendix E for the development design plans.

Figure 4.1 – Proposed Truffle Farm Shopfront car park Concept.



Key site layout dimensions:

- Access is 270m North of Mole Creek Main Road
- Proposed driveway width is 6.3m
- 32* 90-degree car parking spaces, dimensions 5.5m * 2.6m
- Tasmanian Planning Scheme – Code 2 – Table C2.3 requires 90-degree parking space dimensions of at least 5.4m * 2.6m
- Minimum aisle width provided is 8.0m.
- Footpaths have at least 6m separation from traffic lanes
- Overflow carpark capacity for > 16 car parking spaces.
- Total car parking capacity > 48 spaces.



Figure 4.2 – Key car park dimensions.

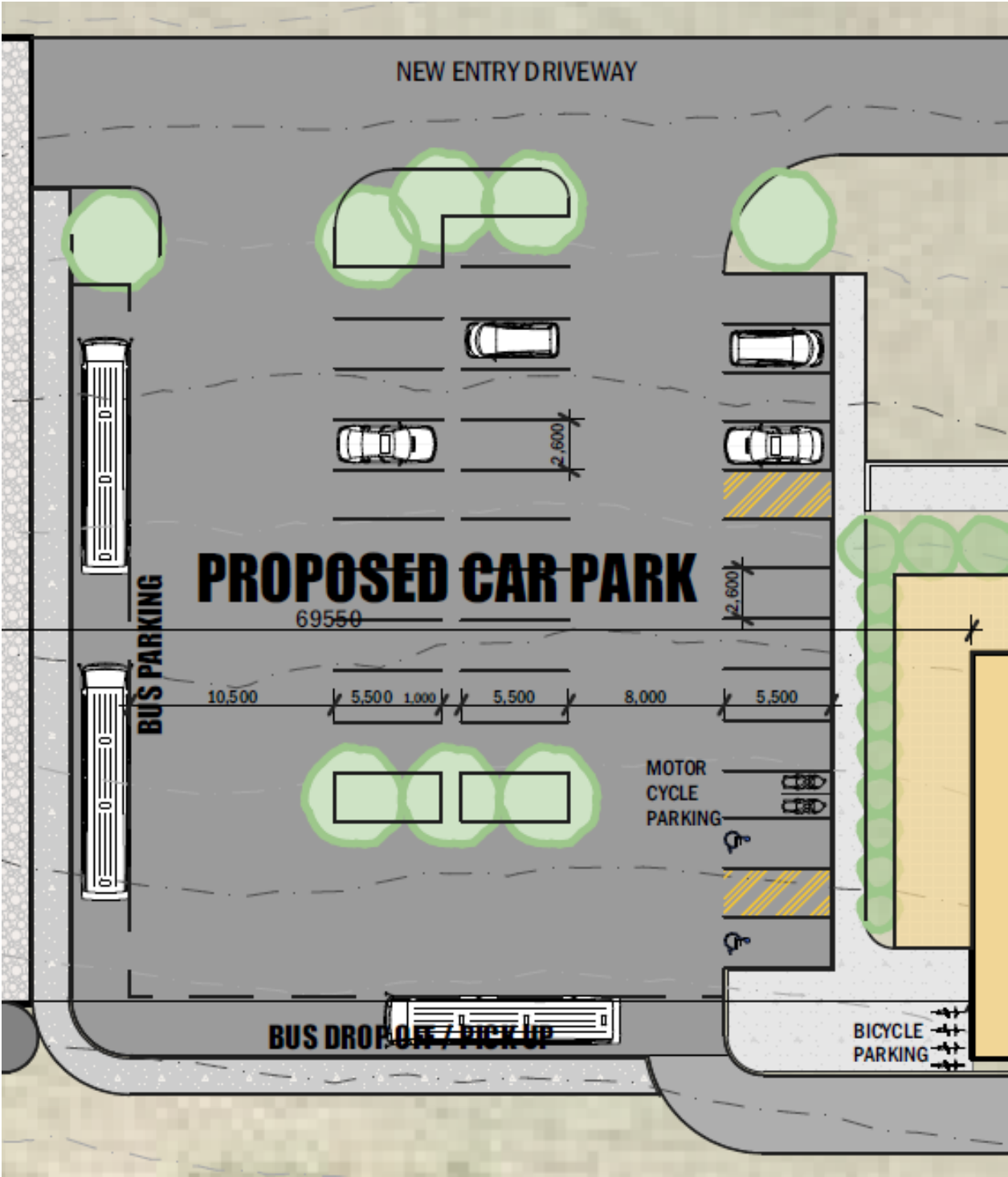
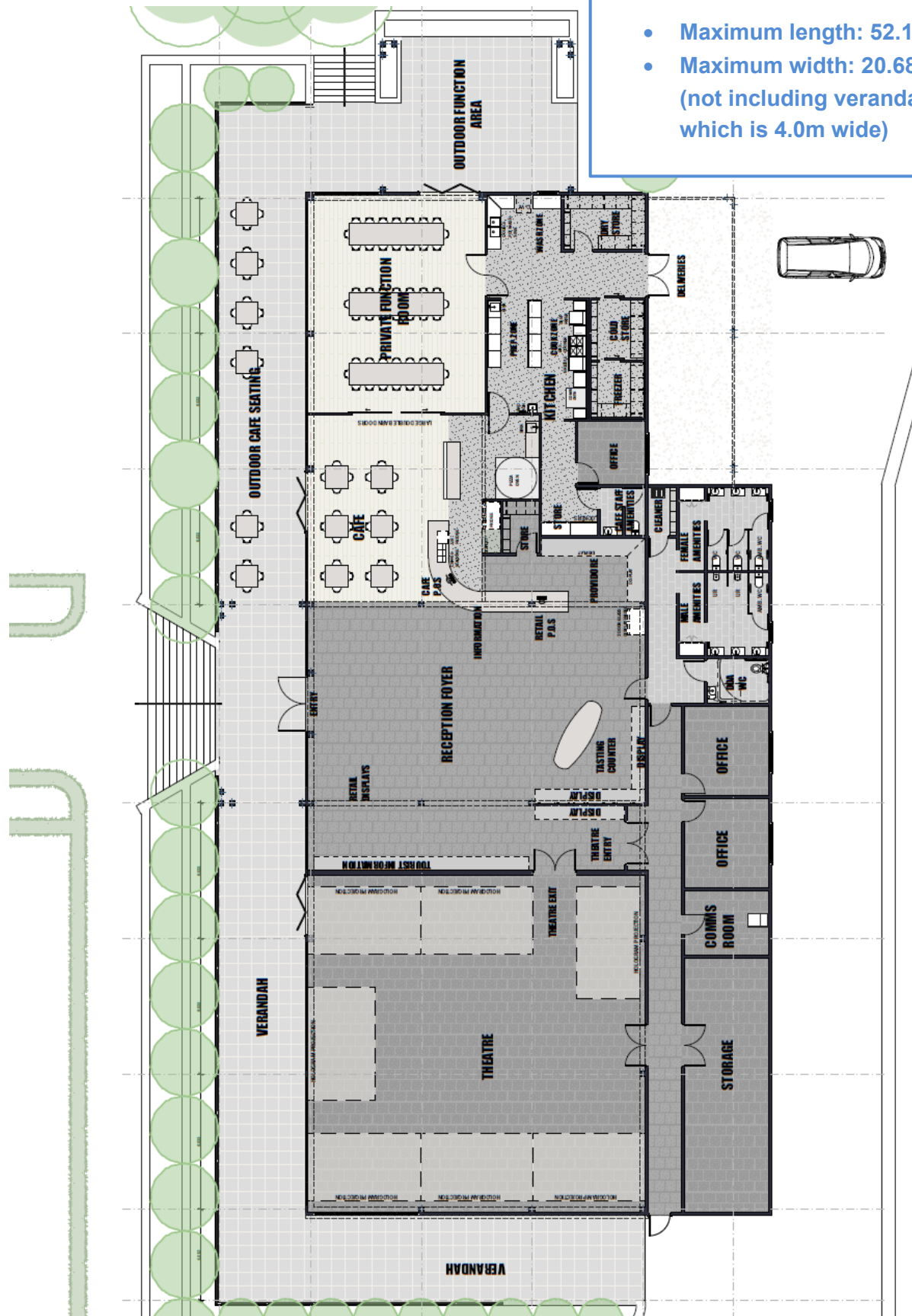


Figure 4.3 – Proposed Truffle Farm Shopfront Floor Plan.

Key floor plan dimensions:

- Maximum length: 52.155m
- Maximum width: 20.68m
(not including verandah which is 4.0m wide)

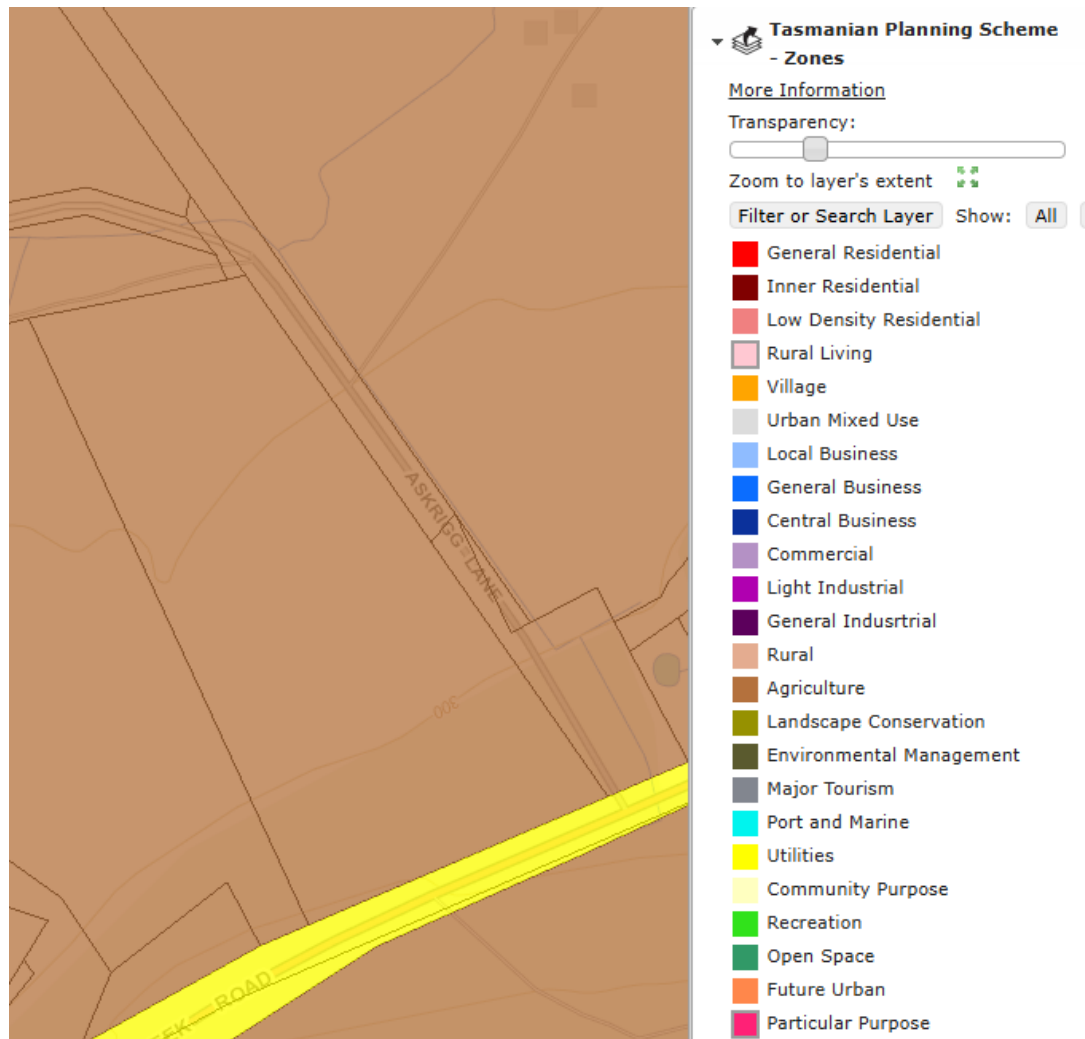




1.3 Council Planning Scheme

Tasmanian Planning Scheme – Meander Valley zoning is shown in Figure 5.

Figure 5 – The development site is zoned Agriculture



Source: *The List*, DPIPW

1.4 State Road Network Owner Objectives

The Department of State Growth (DSG) is the manager of Mole Creek Main Road. DSG objectives are to maintain traffic safety and transport efficiency.

1.5 Council Road Network Owner Objectives

The Meander Valley Council (MVC) is the manager of Askrigg Lane. MVC objectives are to maintain traffic safety and transport efficiency.



2. Existing Conditions

2.1 Mole Creek Main Road

Mole Creek Main Road is a Category 4 Feeder Road in the State Road Hierarchy, see Appendix A and connects Mole Creek with the Bass Highway at Deloraine. The sign posted speed limit is 100km/h and Mole Creek Main Road is part of the Tasmanian 26m B Double network, see Appendix B. The sealed road width is 8m wide with 3m traffic lanes and 1m shoulders at the Askrigg Lane junction. Delineation is provided by Barrier & Edge lines, RRPMs and guideposts.

2.2 Askrigg Lane

Askrigg Lane has a rural access function and is a No Through Road with a 3.5m sealed width over the short (370m length) of the road with a straight alignment and estimated speed environment of 50km/h. Askrigg Lane is not part of the Tasmanian 26m B Double network, see Appendix A. The road has no shoulders and stormwater sheds to the grass verges. There is no delineation with line marking due to the narrow road width and there are no guideposts.

TCS assessed the standard of Askrigg Lane during sign inspection during October 2024. No issues were identified with the road other than stated above. MVC has since assessed the road and advised on the 4th Sept. 2025 the following:

- Seal width < 3.0 m
- Side embankment drops of approximately 60%
- Absence of shoulders, with trees/vegetation close to pavement edge
- Limited opportunities for vehicle recovery or safe passing
- No guideline treatments.

TCS comments are as follows:

- For a sealed rural Council Road with a very low traffic volume in a low-speed environment, the absence of shoulders and trees close to the edge of the road is considered acceptable in this case as crash risk is very low.
- Due to the width of grass verge either side of the road at about road level, there is adequate provision for vehicle recovery or safe passing.
- Askrigg Lane has no line marking because there is insufficient road width. The normal minimum sealed width to support line marking with a centre line is 6.0m.
- It appears to be MVC policy on Askrigg Lane to not provide guideposts.

TCS visited the site 5th September 2025 to reassess the road given the Council advice of the 4th Sept 2025, with the following findings:

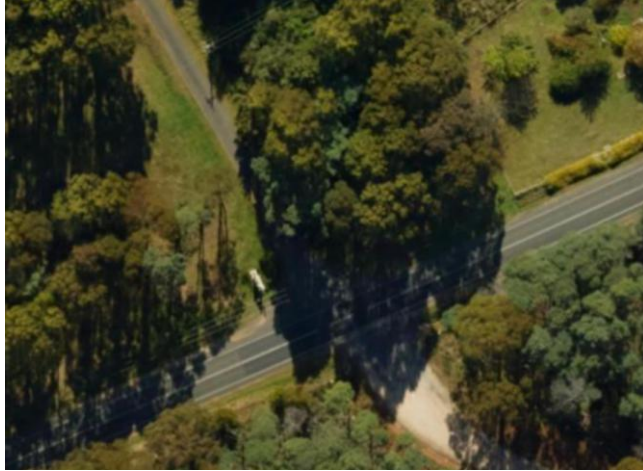
- Seal road width 3.5m consistently along the length of the road, see Appendix F.
- Batter Grade 2:1 (this is a normal embankment grade) for shallow embankments
- Grass verge 1.0m wide from edge of seal, not unusual for roads like Askrigg Lane.
- Embankment height 1.0m. The embankment height, batter slope, function of the road and largely forgiving roadside does not warrant retrofit of a barrier fence.
- Longitudinal road grade 6%. This grade is acceptable on any road.



2.3 Mole Creek Road / Askrigg Lane junction

The existing access approaches are shown in Figures 6 – 12.

Figure 6 – Aerial view of Mole Creek Road / Askrigg Lane junction



Source: The List, DPIPWE

Figure 7 – Mole Creek Road Eastern approach to Askrigg Lane



Figure 8 – Mole Creek Road Eastern approach at Askrigg Lane





Figure 9 – Mole Creek Road Western approach to Askrigg Lane



Figure 10 – Askrigg Lane approach to Mole Creek Road



Figure 11– Looking right along Mole Creek Road from Askrigg Lane



**Sight distance
right is 215m.**

Figure 12– Looking left along Mole Creek Road from Askrigg Lane



Sight distance left
is 170m which can
be improved to
220m+ with tree
removal.

2.4 Proposed access to Askrigg Lane

The existing access approaches are shown in Figures 13 – 19.

Figure 13 – Aerial view of proposed Askrigg Lane access



Source: The List, DPIPWE



Figure 14 – Northern approach to proposed access



Figure 15 – Northern approach at proposed access



Figure 16 – Southern approach to proposed access





Figure 17 – Elevation view of proposed access



Figure 18– Looking right along Askrigg Lane from proposed access



Sight distance
right is 200m.

Figure 19– Looking left along Askrigg Lane from proposed access



Sight distance
left is 130m.

Also see additional photos of Askrigg Lane in Appendix F showing road width, verge width, batter grade, embankment height and longitudinal grade of the road.



2.5 Traffic Activity

Mole Creek Road (See Appendix D)

- 1,739 vpd (2023) DSG Survey Data
- 2,270 vpd (2035), assuming 2.5% continued historic compound annual growth

Askrigg Lane

- 55 vpd (2024) TCS estimated.
- 60 vpd (2035), assuming 1% compound annual growth

2.6 Traffic Generation - Proposed Shopfront

The developer is proposing a Truffle Farm Visitors Centre.

The following is a guide to the site operation:

- Initially the shopfront would be open 4 days/week (Thu-Sun 9am-4pm)
- Door sales may expand to 6 days/ week during January.
- Likely the shop would be shut over the off-peak season.
- One person would operate the shop.
- The parking indicated in the plan is intended for shop visitors.
- Includes a reception area, offices, café, theatre and toilets

Estimated traffic activity

Method 1 – Estimation from anticipated visitor and staff activity

Open Thursday – Sunday (11am-5pm) with:

- 25 visitors per day weekdays
- 35 visitors per day on weekends during January- February

(a visit equates to 1 arrival and 1 departure.)

Estimated peak activity for analysis purposes of 60 vehicle movements per day (60vpd) with peak hour activity 5 vph.

Method 2 – Estimation from typical traffic generation rates for food premises

From Figure 4.3 the café shop floor area is some 112 m² in total for the indoor and outdoor seating area.

Assuming a typical traffic generation rate for a food premises of 100 vpd and 10 vph per 100m² of floor area suggests traffic generation of 112vpd and 12 vph. See Figure 20.0



As these methods yield different results, it has been assumed that the proposal will generate 100vpd and 10 vph.

These rates are considered a reasonable estimate of maximum likely traffic generation due to the proposal during the summer visitor season, with typically only staff activity during the winter when the shop would be closed.

Figure 20.0 – Estimated Traffic Generation & Parking require due to the proposal

Truffle Farm Visitor Centre Traffic & Parking Estimates

Floor Area Assessment		Floor Area (m2)	Use	Traffic Generation			Parking Spaces Required (Table C2.1)			
				(vpd/100m2)	(vpd)	(vph)	Rate for Cars	Rate for Bicycles	Car spaces	Bicycle spaces
Theatre		209	TO	Ancillary to Farm Visitor Centre Operation			1 space / 200m2	1 space / 1000m2	1.1	0.2
Reception / Foyer		123	TO				1 space / 200m2	1 space / 1000m2	0.6	0.1
Office / Storage		86	OF				1 space / 40m2	1 space / 500m2	2.2	0.1
Private Function Centre	48 seats	72	FS				15/100m2 or 1/3 seats	1/75m2	16.0	1.0
Outdoor Function Area		66	TO				1 space / 200m2	1 space / 1000m2	0.3	0.1
Providore		58	TO				1 space / 200m2	1 space / 1000m2	0.3	0.1
Kitchen		66	FS				15/100m2	1/75m2	9.9	0.9
Toilets		41	Toilets				NA	NA	NA	NA
Café Seating	48 seats	146	FS	100	112	12	15/100m2 or 1/3 seats	1/75m2	21.9	1.9
Tourist Operation Site based on floor area					112	12			52.3	4.3

NA | Not Applicable

FS | Food Services

TO | Tourist Operation

OF | Office

- Café - 100vpd & 10 vph/100m2 of Gross Floor Area (GFA).

Site Area Assessment	Area (m2)
Site area	3,500
Tourist Operation based on area	

Parking Spaces Required (Table C2.1)		
Rate for Cars		Car spaces
1 space / 500m2		7
		7

2.7 Traffic Assignment

Estimated traffic assignment 2035 for full development of the site, see Figure 20.1.

Figure 20.1 – Mole Creek Road / Askrigg Lane junction 2035

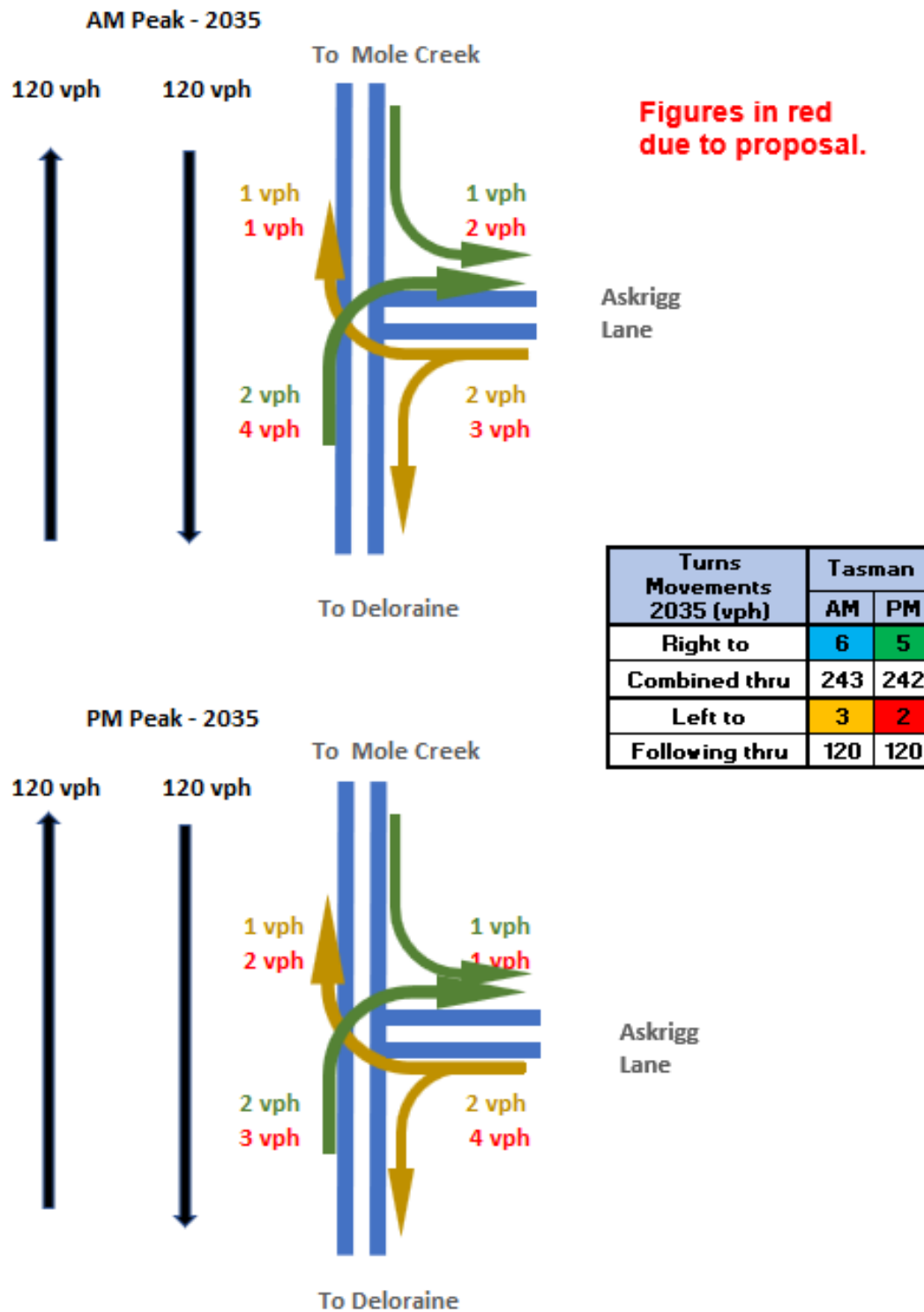
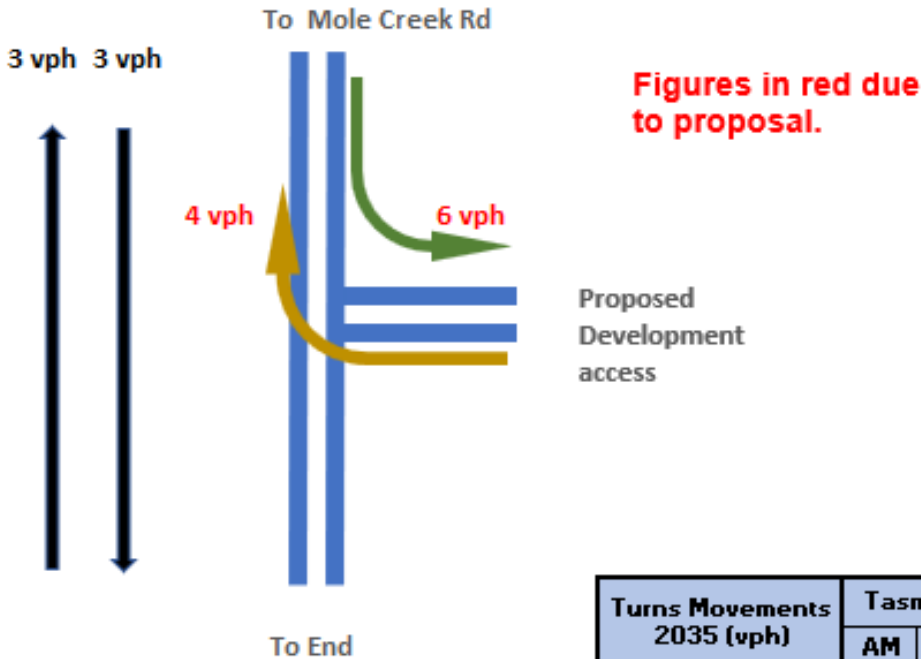




Figure 20.2 – Askrigg Lane/ Proposed Development access 2035

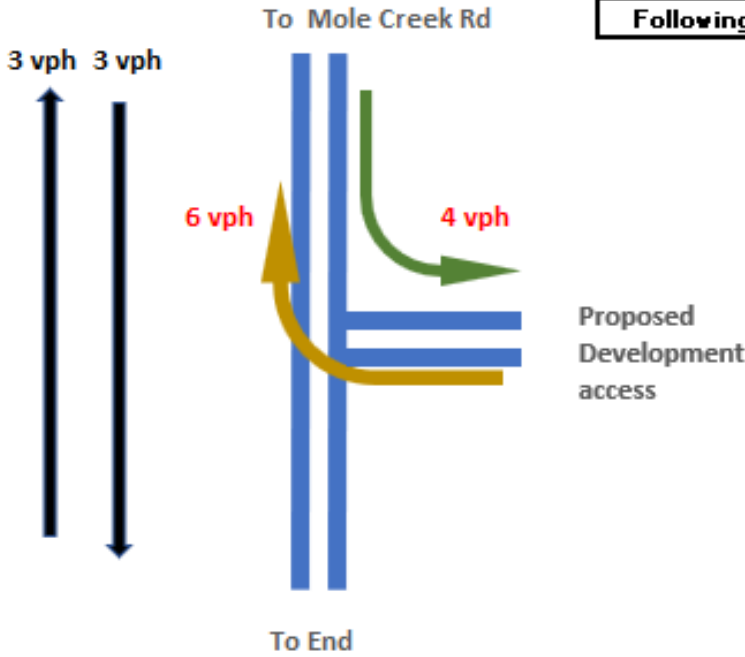
Estimated traffic assignment 2035 for full development of the site, see Figure 20.2.

AM Peak - 2035



Turns Movements 2035 (vph)	Tasman	
	AM	PM
Right into access	0	0
Combined thru	12	10
Left into access	4	6
Following thru	3	3

PM Peak - 2035





2.8 Crash History

DSG is supplied with crash reports by Tasmania Police and maintains a crash database that is used to monitor road safety, identify problem areas and develop improvement schemes.

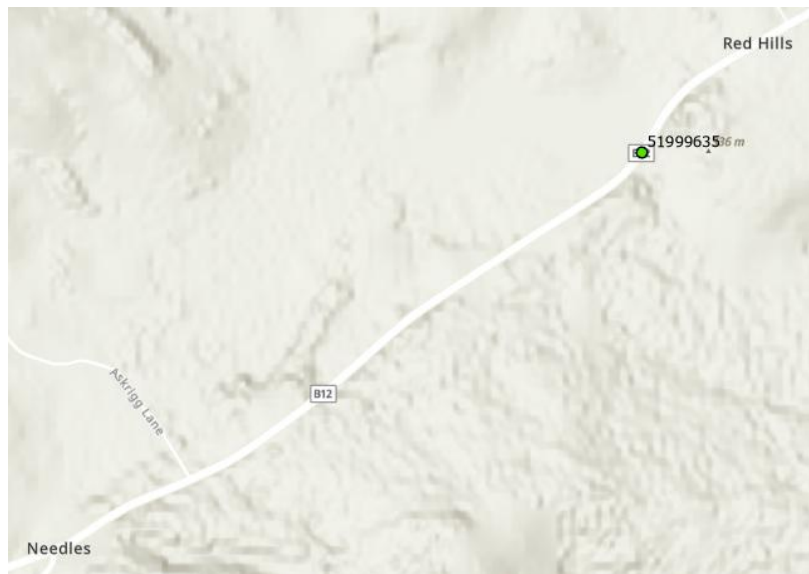
The reported 5 Year crash history is summarised in Figures 21 and 22 for Askrigg Lane and the junction with Mole Creek Main Road. The reported crash history does not show evidence of a crash propensity.

Figure 21 – 5 Year Reported Crash History – Mole Creek MR & Askrigg Lane

Crash ID	Units	Description	Date	Time	Severity	Light	Speed Limit (Km/h)
51305756	LV	171 - Left off c/way into obj. or pkd veh.	07-JUL-2021	14:50	PDO	Day	100
51999635	LV	189 - Other curve	18-APR-2023	17:00	Minor	Dusk	100

LV | Light vehicle
PDO | Property damage only

Figure 22 – 5 Year Reported Crash locations – Mole Creek MR & Askrigg Lane



2.9 Road Safety Review

From review of Askrigg Lane and the proposed access no traffic safety concerns were identified. The proposed access site is considered suitable and safe for the proposed use and estimated traffic.

There are some isolated large trees near the edge of Askrigg Lane however the road standard, very low traffic activity and low speed environment imply a very low crash risk. Low crash risk situations with a few isolated roadside hazards such as large trees, do does not mean that road widening or barrier fences are required.



2.10 Safe System Assessment

The Askrigg Lane approaches to the proposed access have been assessed with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

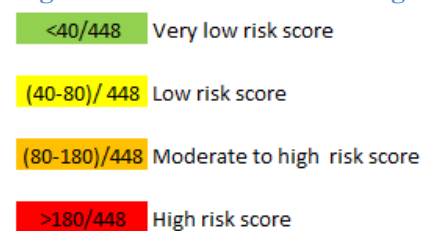
The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Road users are considered along with the most common crash types. The crash risk score is an indication of how well the infrastructure being assessed satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

From safe system assessment, the situations were found to be reasonably aligned with the safe system objective with a crash risk scores of:

- Existing Askrigg Lane approaches to proposed property access 2025 - 26/448
- Future Askrigg Lane approaches to proposed property access 2035 - 26/448

These scores are all low and the same because the situation is very low risk. See Figure 23 and Appendix C for assessment details.

Figure 23 – Austroads SSA alignment between crash score & risk



2.11 Sight Distance Assessment

The proposed access satisfies sight distance criteria, see Figure 24.

Sight distance is limited looking left along Mole Creek Road from Askrigg Lane due to a tree that continues to grow and further limit visibility.

Figure 24 – Sight Distance summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Austrroads	Current Provision	AS / NZS 2890.1
			Road frontage sight distance		
			SISD (m)	Available Left(m) Right(m)	Minimum SSD
Access to Askrigg Lane	100	60	123	130 200	65
Mole Creek - Askrigg	100	90	214	170 215	

Austrroads SISD compliant

Austrroads SISD non compliant

2.12 Junction warrant

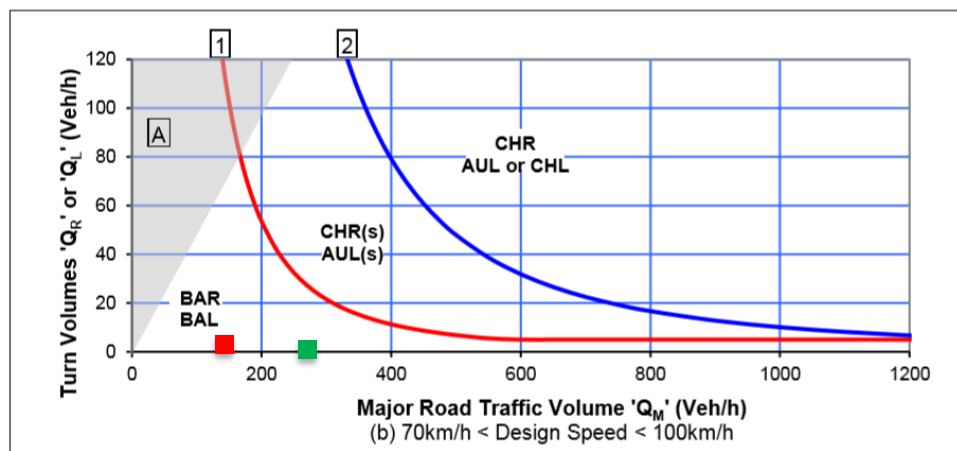
Junction layout requirements are based on Austrroads Guidelines which take into account the standard of the road, speed limit, through & side road traffic i.e. Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – 2020.

2.12.1 Existing Molde Creek MR / Askrigg Lane junction

Figure 25 shows that technically in accordance with Austrroads junction warrants Basic Right (BAR) and Basic Left (BAL) turn facilities are the default standard.

However, as the through and estimated turning traffic at the junction is low, the existing simple junction layout is adequate for the situation.

Figure 25 – Austrroads Warrant for Mole Creek MR / Askrigg Lane junction 2035.



Turns Movements 2034 (vph)	Tasman	
	AM	PM
Right to	5	5
Combined thru	242	242
Left to	2	2
Following thru	120	120

Source: Austrroads GTM Part 6-2020



2.12.2 Proposed Development access to Askrigg Lane

Figure 20.2 shows the estimated traffic assignments for the proposed access.

Without the proposal estimated Askrigg Lane traffic is 6 vph and 60vpd (2035).

The proposal is estimated to add peak hour flow of 10vph and 100vpd.

As these traffic volumes are extremely low, the proposed simple access layout is adequate.

The proposal will result in 160 vpd on Askrigg Lane between the proposed access and Mole Creek Road i.e over a distance of 270m.

The relevant Rural Sealed Road LGAT Standard to reference for suitable road standard for Askrigg Lane between the proposed access and Mole Creek Road is TSD-R02.

Applicable standards to consider are:

- Code S1 Road – (< 30 AADT) – 4m seal width with 0.5m gravel shoulders
- Code S2 Road – (30-100 AADT) – 4m seal width with 1m gravel shoulders
- Code S3 Road – (100-300 AADT) – 5.5m seal width with 0.5m gravel shoulders

Currently Askrigg Lane (55 AADT) is 3.5m wide with 1m grass verges, see Figures 13-19. This road standard is partial S2 standard which is adequate for the current situation.

With the proposal it is suggested that due to the increase in traffic a passing bay be provided near the proposed access to Askrigg Lane as the natural surface beside the road at this location is close to road level and the location provides good visibility to approaching traffic, see Figure 27.

2.13 Impacts on the environment and road users

The proposal will have negligible impact on road users provided the recommendations are implemented.

2.13.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, vibration, visual impact and residential amenity
 - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

2.13.2 Road users

- Public Transport – Proposed access and passing bay caters for 11.5m rigid bus, see Swept Path Checks attached in Appendix G.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.



3. Tas. Planning Scheme – Meander Valley

3.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

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

- (a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,*
- (b) The site is contained within a parking precinct plan and subject to Clause C2.7,*
- (c) The site is subject to Clause C2.5.5; or*
- (d) It relates to an intensification of an existing use or development or a change of use where:*
 - i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or*
 - ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

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

N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

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

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

See Figure 20.0 for a summary of the proposed land uses within the Truffle Farm Visitor Centre and Tas Planning Scheme Table C2.1 parking requirements.

From Figure 20.0 52 off street parking spaces are required based on Table C2.1.

32 dedicated off-street parking spaces are proposed including 2 accessible spaces plus overflow parking area if required

A1 is not satisfied.



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

- (a) *The availability of off-street public car parking spaces within reasonable walking distance of the site.*
Estimated overflow off streetcar parking spaces available is 20, see Appendix H.
- (b) *The ability of multiple users to share spaces because of:*
 - (i) *variations in car parking demand over time; or*
 - (ii) *efficiencies gained by consolidation of car parking spaces*Shared car parking space use is possible but not expected to impact parking demand.
- (c) *The availability and frequency of public transport within reasonable walking distance of the site.*
Some visitors will arrive by means of private bus operators but not as part of regular public transport services.
- (d) *The availability and frequency of other transport alternatives.*
Walking is not considered a likely transport alternative as the site is remote from built up population centres. Similarly cycling is not likely to be a likely transport alternative.
- (e) *Any site constraints such as existing buildings, slope, drainage, vegetation, and landscaping.*
The site is constrained by the land area available for parking.
- (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.*
Demand for on street parking is expected to be negligible as off-street overflow parking spaces is available adjacent to the formal parking space.
- (g) *The effect on streetscape.*
Proposal has negligibly impact on streetscape.
- (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.*

This Traffic Impact Statement assesses the proposal to make occasional use of overflow parking space is acceptable.

32 formal & 20 overflow spaces equate with the Table C2.1 requirement of 52 spaces. **P1.1 is satisfied.**



C2.5.2 Bicycle parking numbers

Acceptable Solution A1: *Bicycle parking spaces must:*

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

Table C2.1 requires 4 bicycle spaces, see Figure 20. 4 bicycle parking spaces are proposed. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

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

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

As technically 47 formal car spaces are proposed, 2 motorcycle parking spaces are required as per Table C2.4. 2 motorcycle parking spaces are proposed. **A1 is satisfied.**

C2.5.4 Loading Bays

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

Not applicable as the proposed floor area is 905.58m².

C2.6.1 Construction of parking areas

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

- (a) be constructed with a durable all-weather pavement,*
- (b) be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone, and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

An unsealed permeable crushed rock pavement is proposed for car parking in a rural environment. All trafficable areas will be drained to the public stormwater drainage system. The proposed pavement is deemed fit for purpose for access in a Rural zone. **A1 is satisfied.**



C2.6.2 Design and layout of parking areas

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

(a) comply with the following:

- i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities.*
Satisfied.
- ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied.
- iii. *Have an access width not less than the requirements in Table C2.2.* As 47 car parking spaces are required, the driveway width required is 5.5m. A 6.3m wide driveway is proposed. Satisfied.
- iv.
- v. *Have car parking space dimensions satisfying Table C2.3.*
30 * 2.6m wide by 6.1m long 90-degree parking spaces are proposed with at least 7.8m of manoeuvring width satisfying Table C2.3. see Figure 4.1.
- vi. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*
Satisfied.
- vii. *Have a vertical clearance of not less than 2.1 metres above the parking surface.*
Satisfied.
- viii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

A1.1 is satisfied.

Acceptable Solution A1.2

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

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

A1.2 is satisfied.



C2.6.3 Number of accesses for vehicles

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

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

The proposal involves a two-way access to the property. **A1 is satisfied.**

C2.6.5 Pedestrian access

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

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways/ 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 & line marked at points where pedestrians cross access ways or parking aisles.

Compliant footpaths are proposed, see Figure 4.1.

Car parking spaces will be delineated with white plastic nail down dots, see Figure 26.

A1.1 is satisfied.

Figure 26 – Plastic Car Park Markers

Marking Dots – Car Park Markers



White marking dots to be used for delineation of car parking spaces.

Suitable for use on unsealed pavements.



3.2 Road and Railway Assets Code C3

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

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

Acceptable Solution A1.2 – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

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

Acceptable Solution A1.3: Not applicable as no rail-line is impacted.

Acceptable solution A1.4:

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

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

The proposal increases traffic by an estimated 100 vpd during the tourist season.

A1.4 is not satisfied.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

- (a) any increase in traffic caused by the use.*
- (b) the nature of the traffic generated by the use.*
- (c) the nature of the road.*
- (d) the speed limit and traffic flow of the road.*
- (e) any alternative access to a road.*
- (f) the need for the use.*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority.*

Traffic generated by the proposal is due to customers primarily with light vehicles. The proposed access is considered suitable for the rural environment.

While the speed limit on Askrigg Lane is unsigned, the road is narrow (3.5m wide) with a straight alignment and short road length of 370m. There is also a mild dip in the road some



100m from Mole Creek Main Road which serves to calm traffic. Accordingly, the speed environment on Askrigg Lane is estimated at 50km/h.

There is no alternative access to the property, and the proposal is justified on commercial grounds.

It is suggested that due to the increase in traffic due to the proposal, an increase from 55 to 160vpd by 2035, a passing bay be provided on Askrigg Lane for traffic bound for Mole Creek Main Road from the proposed access, see Figure 27.

Turning template checks of the proposed access from Askrigg Lane and internal car park access show that the design caters for 11.5m rigid bus access, see Appendix G.

Also see discussion in Section 2.12.2 of this report involving consideration of the standard of Askrigg Lane in light of the proposed development.

The proposed access, subject to recommended improvements, is considered suitable, safe and efficient for proposed operation and will not affect transport safety and efficiency on the Askrigg Lane approaches. There are no traffic capacity issues with the proposal.

This TIA finds no reason to disallow the proposal, and the road will continue to operate safely and efficiently.

P1 is satisfied.

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

A1.5 is satisfied.

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

Proposal does not involve habitable buildings.

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

Not applicable as no subdivision is proposed.



4. Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess the proposed Truffle Farm Visitor Centre at 844 Mole Creek Road, Needles.

Existing road conditions have been reviewed including the existing access, speed environment and available sight distances, see Figure 18.

It is assessed that the proposal will generate 100 vpd and 10 vph at peak times which will have negligible impact on traffic safety and capacity for all road users.

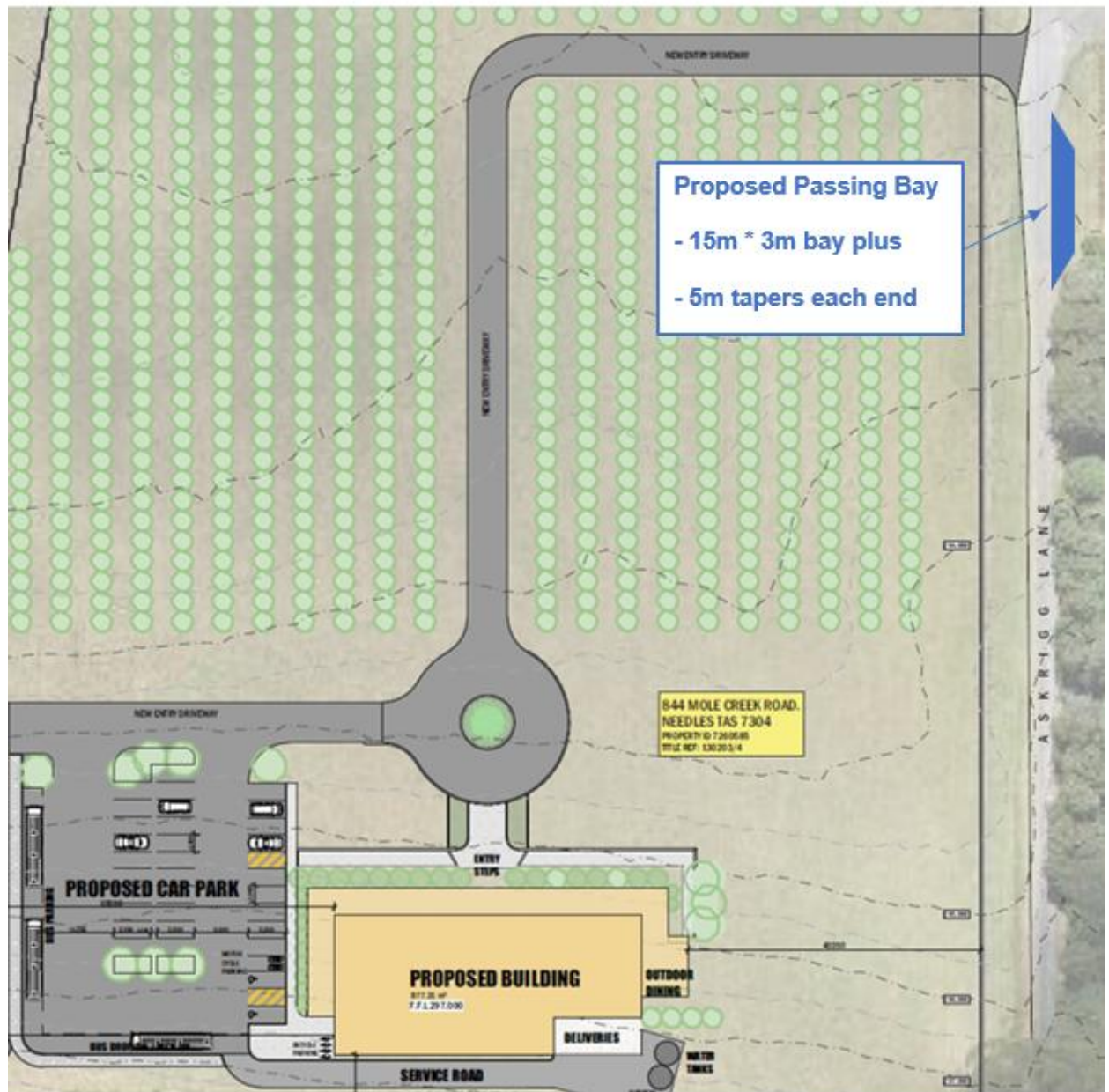
Evidence is provided that the proposal satisfies the Tasmanian Planning Scheme – Meander Valley - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Recommendations:

The access should be provided to satisfy LGAT Standard Drawing TSD-R03 for a sealed rural road access involving:

- *Install a passing bay on Askrigg Lane near the proposed access to Askrigg Lane for traffic bound for Mole Creek Main Road. Bay should have a parallel sealed width of 3m over 15m with 5m tapers either end, see Figure 27.*
- *Seal the access from the edge of the road for 10m. A driveway culvert is required as stormwater runoff sheds to the side of Askrigg Lane, see Figure 16.*
- *Delineate parking spaces with plastic marking dots, see Figure 26.*
- *Request DSG arrange clearing of sight line looking left along Mole Creek Main Road from Askrigg Lane by removing trees and shrubs on the sight line. This is a growing issue as the tree continues to grow and further reduce visibility for vehicles entering Mole Creel Road from Askrigg Lane, see Figure 12.*

Figure 27 – Proposed pass bay on Askrigg Lane



Overall, it has been concluded that the proposal will not create any traffic issues and traffic will be able to continue to operate safely and efficiently along Mole Creek Road, at the junction with Askrigg Lane, along Askrigg Lane and at the proposed access. Based on the finding of this report and subject to the recommendations above, the proposal is supported on traffic grounds.



5. Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is written over a light blue rectangular background.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

Appendix A – DSG Link Map - Mole Creek MR

Appendix B – Tas. 26m B Double Network

Appendix C – Safe System Assessment

Appendix D – Traffic Count Data

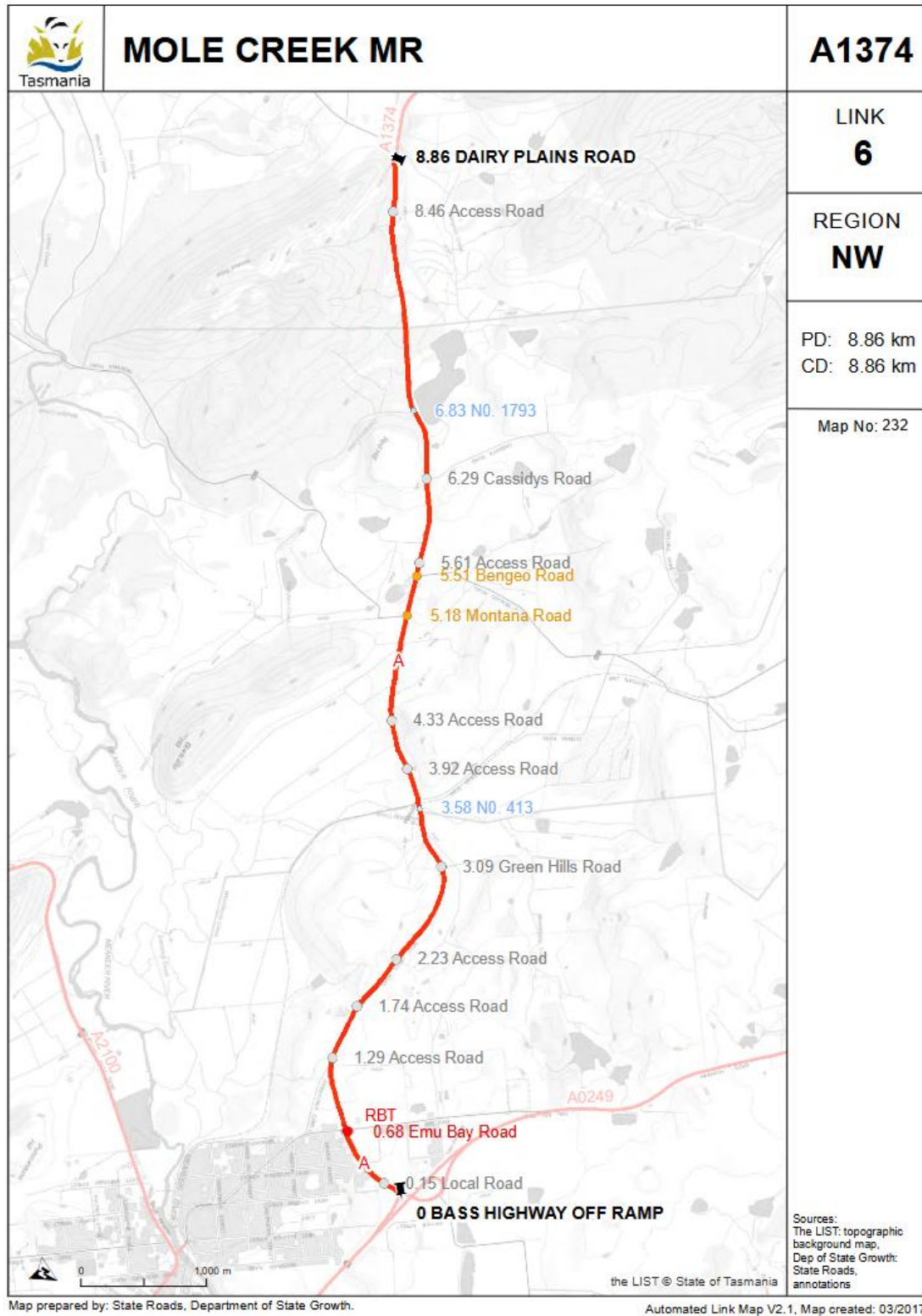
Appendix E – Concept Plans

Appendix F – Askrigg Lane Images 5th Sept 2025

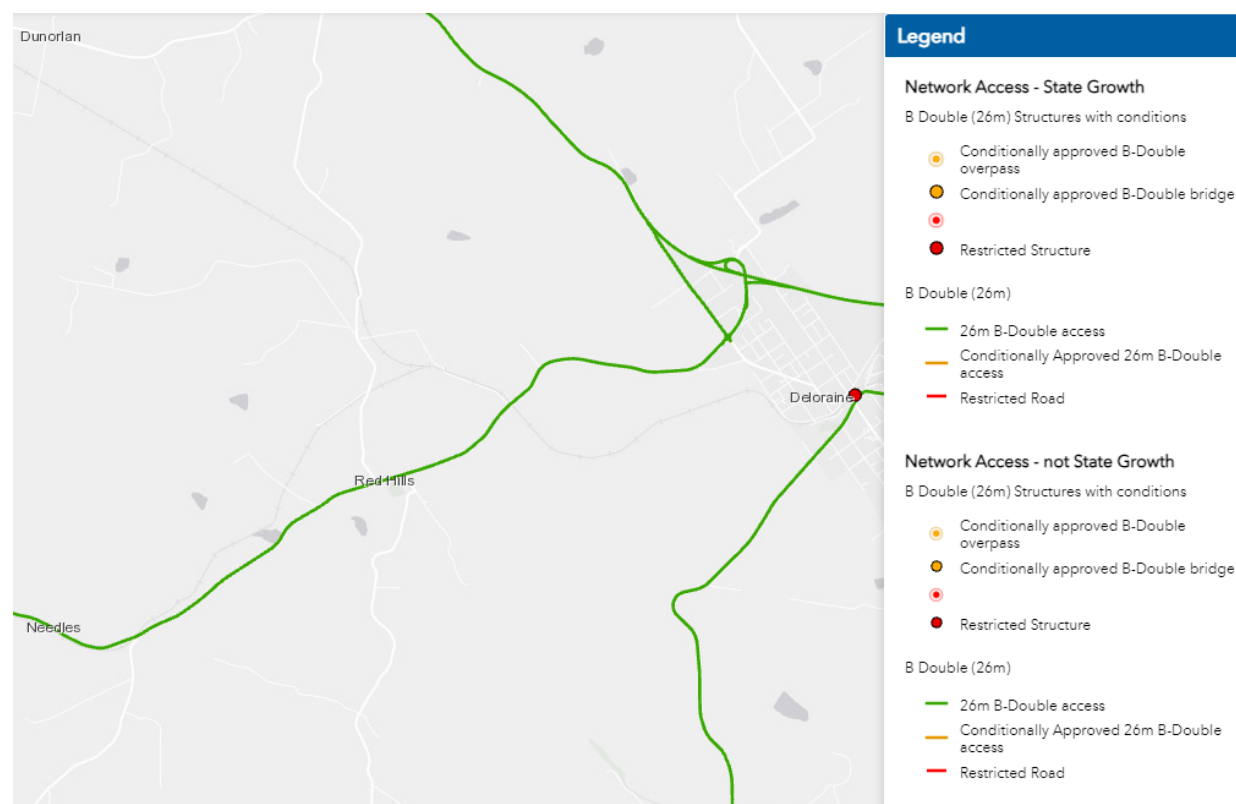
Appendix G – Turning Template Checks

Appendix H – Overflow car park capacity

Appendix A – DSG Link Map - Mole Creek MR



Appendix B – Tas. 26m B Double Network





Appendix C – Safe System Assessment

The following Safe System Assessments have been prepared in accordance with Austroads Safe System Assessment framework (2016).

Assessments are prepared for the:

- existing situation on Askrigg Lane 2025
- proposed situation on Askrigg Lane 2035 allowing for the proposal

Austroads Safe System Assessments considered the highest crash risk groups. Vulnerable road users such as pedestrians, cyclists and motorcyclists are high crash risk groups which should be included in the assessment.

The existing property access just South of the proposed access should not be considered as it is not a high crash risk.

The tables prepared do not require modification to more accurately reflect site conditions.

Existing situation on Askrigg Lane 2025

Existing Askrigg Lane approaches to proposed access 2025

Safe System Assessment

Exposure	Justification (AADT 160 vpd)	Run-off-road	Head-on	Intersection	Access to #844	Pedestrian	Cyclist	Motorcyclist
		Low traffic volume, no leaving the road crashes	Low traffic volume, no reported crashes.	Low traffic volume at Mole Creek MR junction (1739 vpd) and no reported crashes	Proposed access, low traffic and no crashes.	Low pedestrian activity in rural environment	Low cyclist activity	Low motorcyclist activity
Likelihood	Score / 4	1	1	1	1	1	1	1
	Justification	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment	Simple junction layout, good priority road standard	Simple access layout	Grassed user friendly roadsides	No facilities for cyclists	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment
	Score / 4	2	2	2	1	1	1	1
Severity	Justification (60 km/h speed environment)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	High speed environment for pedestrians	High speed environment for cyclists	High Severity for motorcyclists
	Score / 4	2	2	2	2	4	4	4
Product	Total Score /64	4	4	4	2	4	4	4
	Total /448							26

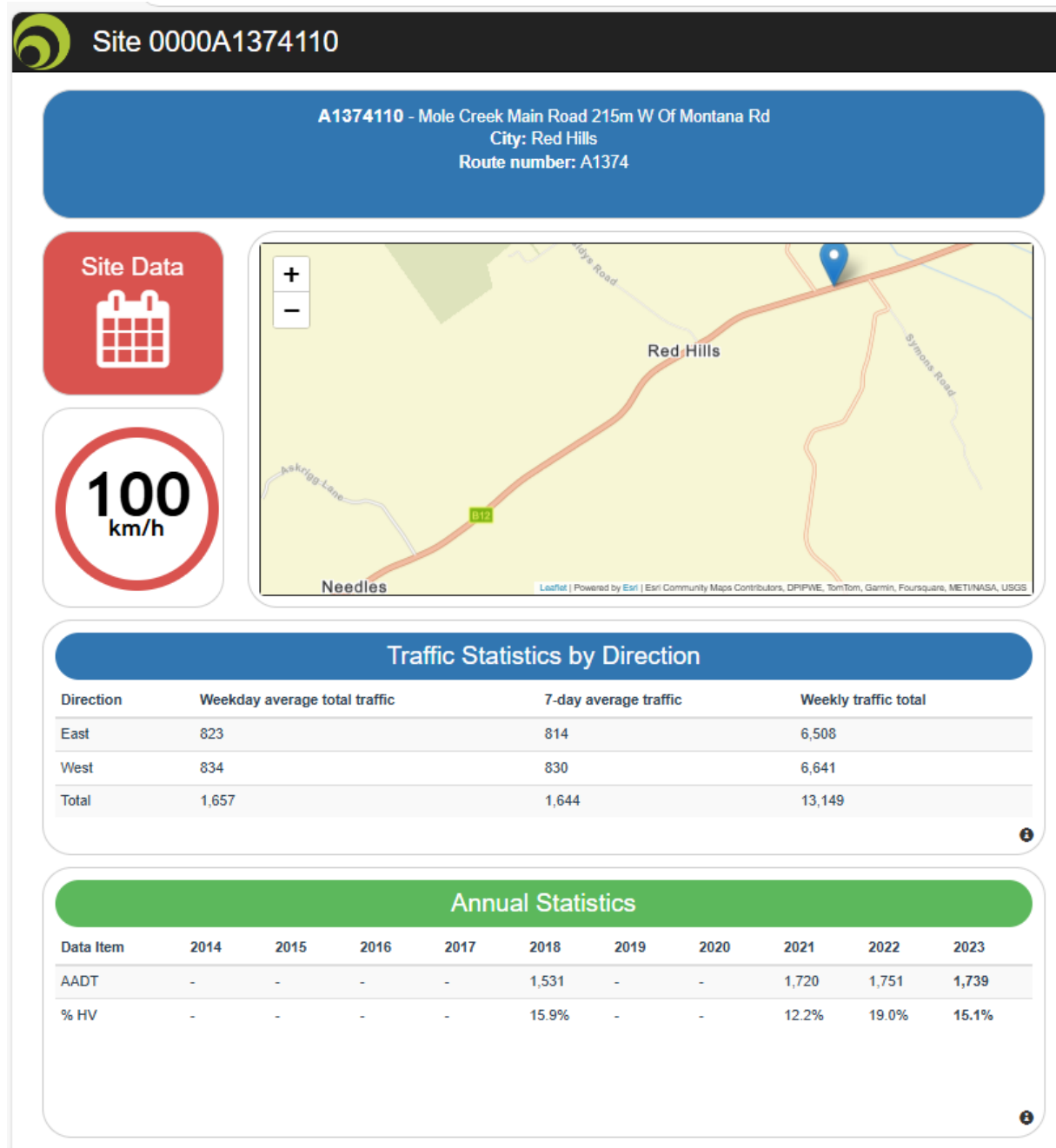
Future situation on Askrigg Lane 2035

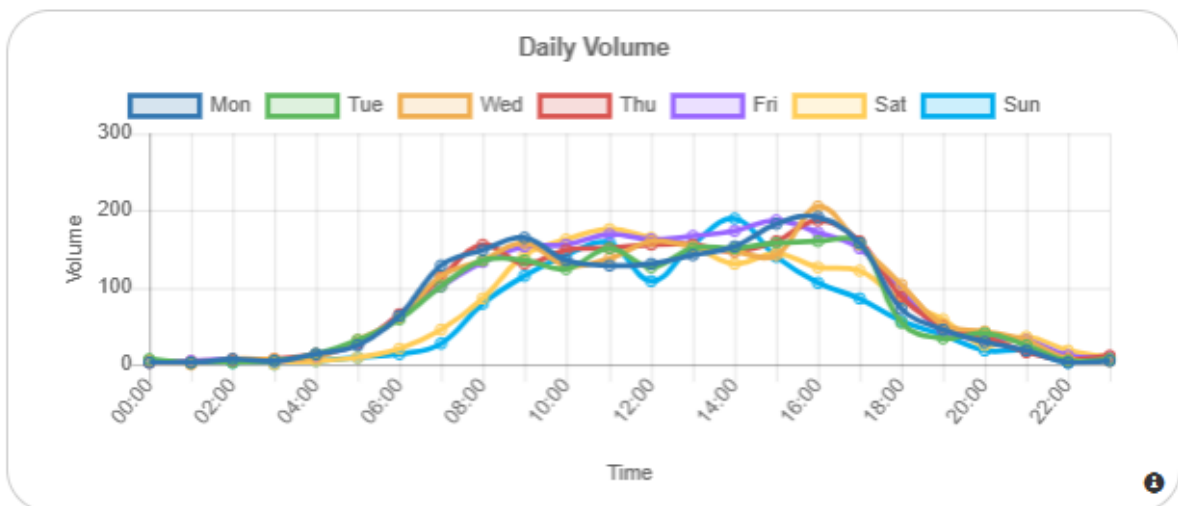
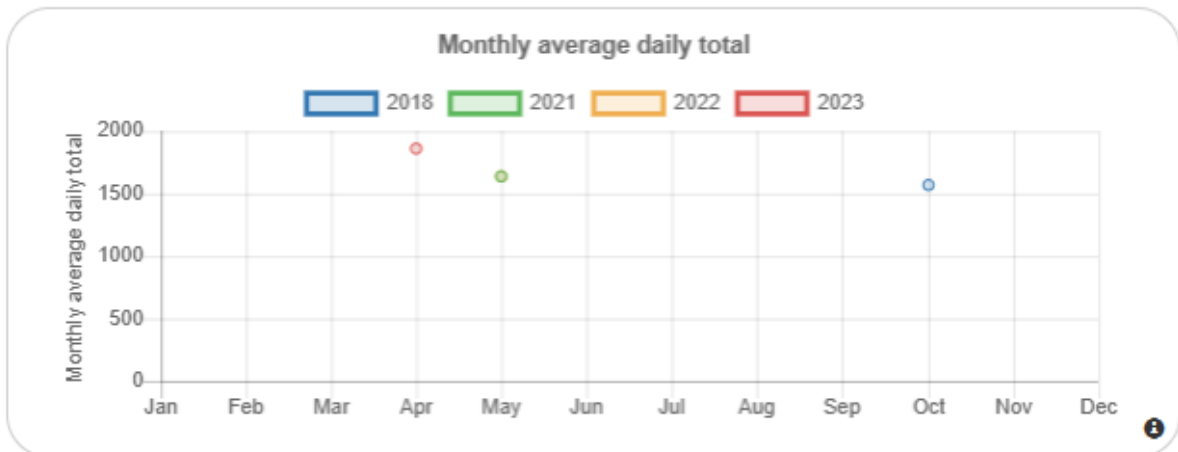
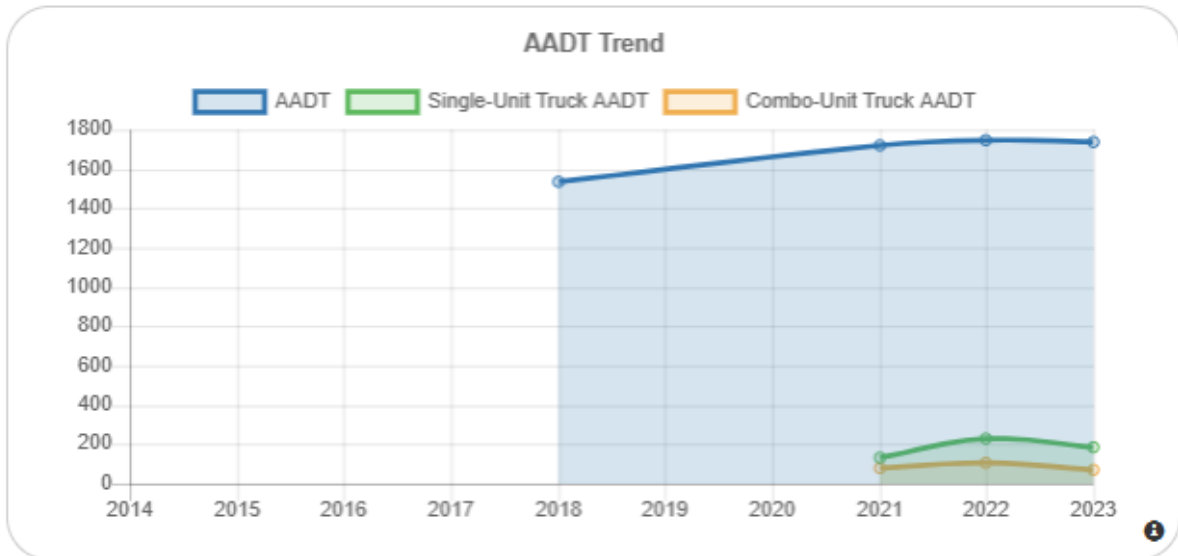
Safe System Assessment		Future Askrigg Lane approaches to proposed access 2035						
		Run-off-road	Head-on	Intersection	Access to #844	Pedestrian	Cyclist	Motorcyclist
Exposure	Justification (AADT 60 vpd)	Low traffic volume, no leaving the road crashes	Low traffic volume, no reported crashes.	Low traffic volume at Mole Creek MR junction (1739 vpd) and no reported crashes	Proposed access, low traffic and no crashes.	Low pedestrian activity in rural environment	Low cyclist activity	Low motorcyclist activity
	Score / 4	1	1	1	1	1	1	1
Likelihood	Justification	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment	Simple junction layout, good priority road standard	Simple access layout	Grassed user friendly roadsides	No facilities for cyclists	Narrow 3.5m seal width rural road with no roadside hazards or delineation with straight alignment
	Score / 4	2	2	2	1	1	1	1
Severity	Justification (60 km/h speed environment)	Low speed environment	Low speed environment	Low speed environment	Low speed environment	High speed environment for pedestrians	High speed environment for cyclists	High Severity for motorcyclists
	Score / 4	2	2	2	2	4	4	4
Product	Total Score /64	4	4	4	2	4	4	4
	Total /448							



Appendix D – Traffic Count Data

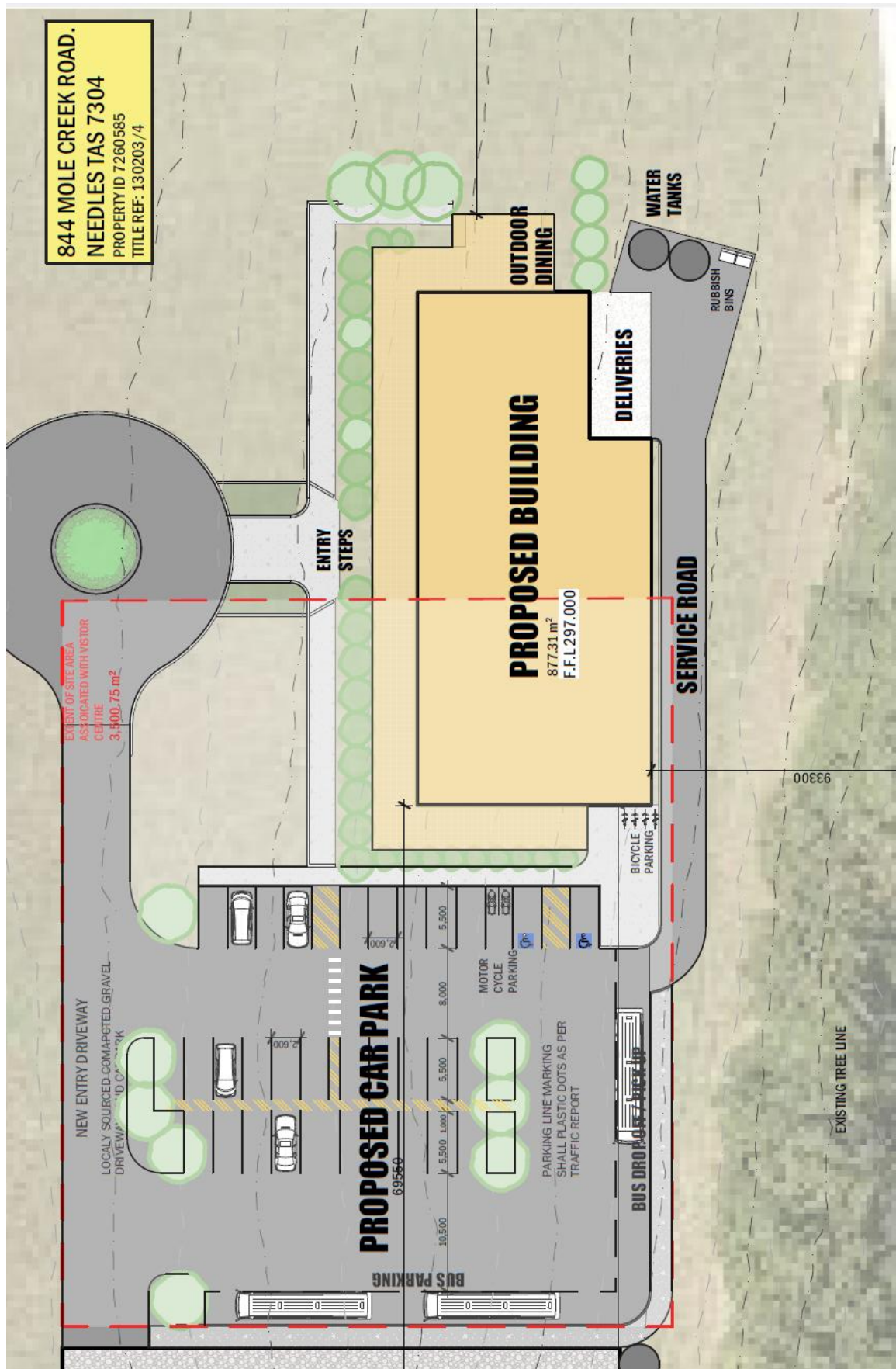
Mole Creek Road

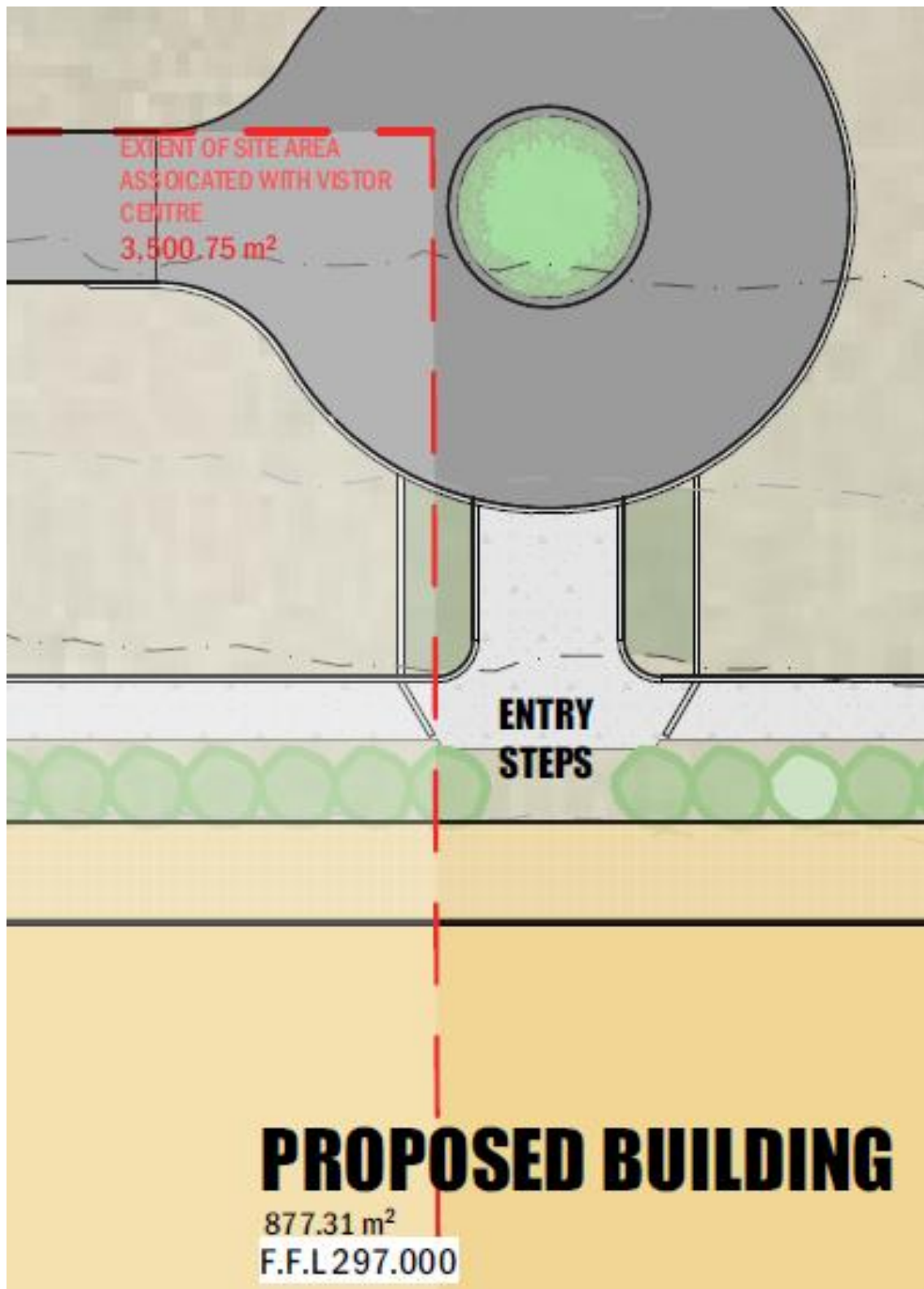




Plans of Extent of Site Area – 3,500m2









Design Plans

GENERAL NOTES:
1. THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE IS A NEW BUILDING TO BE CONSTRUCTED ON THE TRUFFLE FARM SITE.
2. THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE IS A NEW BUILDING TO BE CONSTRUCTED ON THE TRUFFLE FARM SITE.
3. THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE IS A NEW BUILDING TO BE CONSTRUCTED ON THE TRUFFLE FARM SITE.
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10. THE TRUFFLE FARM VISITOR EXPERIENCE CENTRE IS A NEW BUILDING TO BE CONSTRUCTED ON THE TRUFFLE FARM SITE.

THE TRUFFLE FARM VISITOR EXPERIENCE
CENTRE
FOR THE TRUFFLE FARM PTY LTD
844 MOLE CREEK ROAD, DELORAINNE, TASMANIA



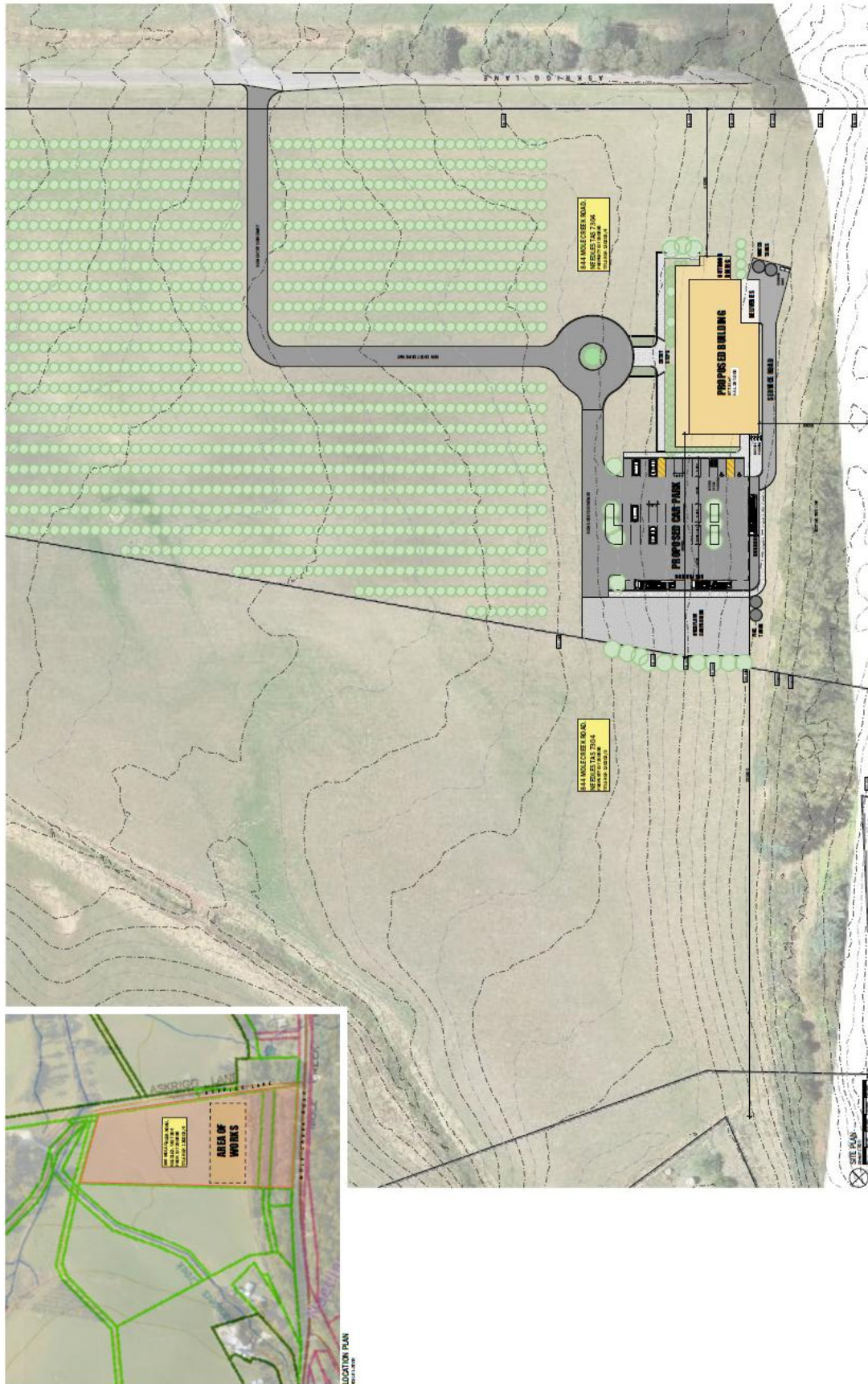
THE TRUFFLE FARM

HOME OF AUSTRALIA'S FIRST BLACK TRUFFLE





Results. Enough. Partnership.



PROJECT NAME:
THE TRUFFLE FARM VISITOR CENTRE

CLIENT:
THE TRUFFLE FARM

DESIGNED BY:
TCS

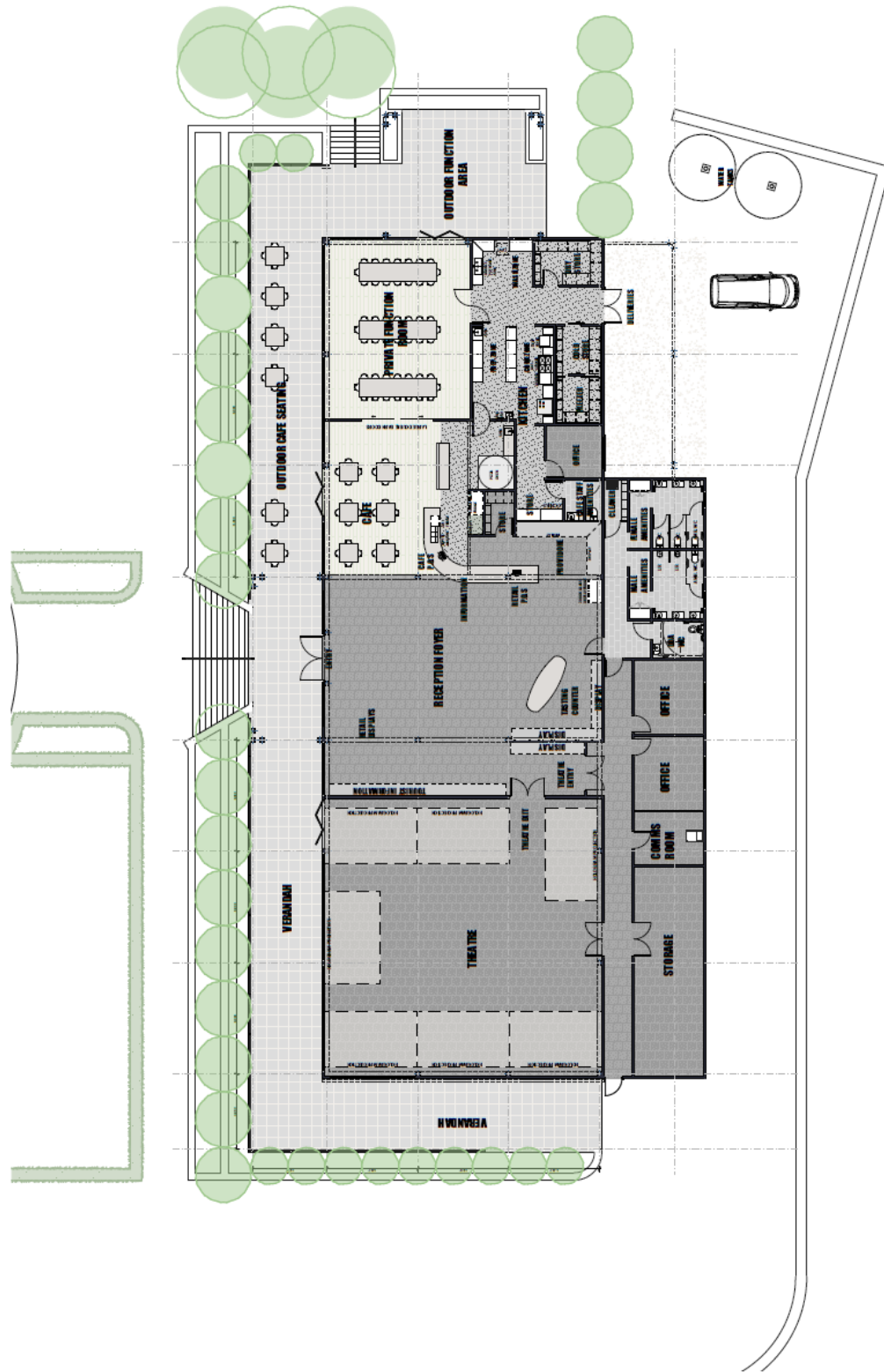
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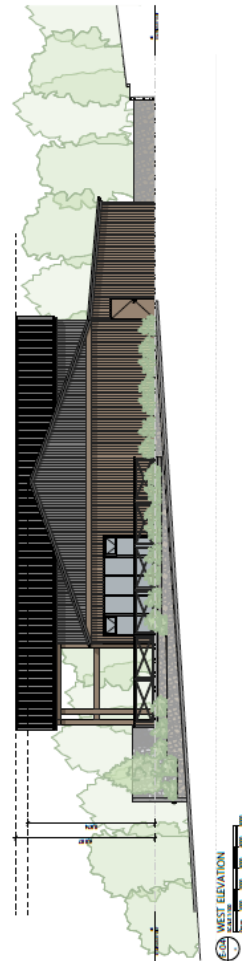
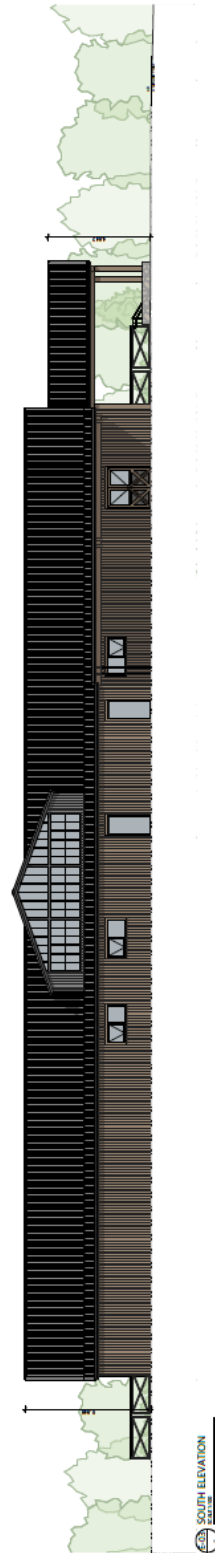
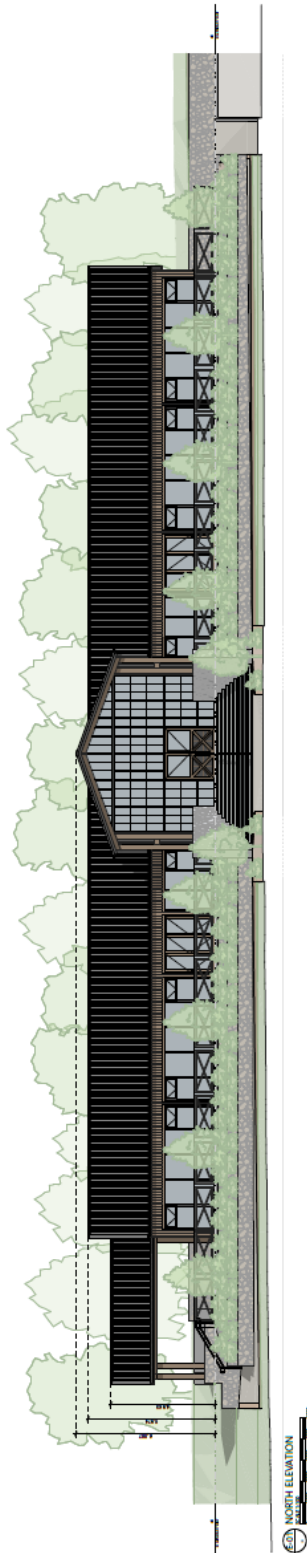
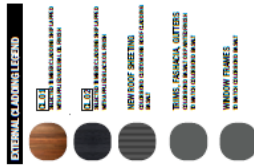
SCALE:
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PROJECT NO.:
A001

THE TRUFFLE FARM
HOME OF AUSTRALIAN WHITE TRUFFLES

NO.	REVISION	DATE	BY	CHECKED BY
1	ISSUED FOR PERMIT	10/10/2023	TCS	TCS
2	FOR INFORMATION	10/10/2023	TCS	TCS
3	FOR INFORMATION	10/10/2023	TCS	TCS
4	FOR INFORMATION	10/10/2023	TCS	TCS
5	FOR INFORMATION	10/10/2023	TCS	TCS
6	FOR INFORMATION	10/10/2023	TCS	TCS
7	FOR INFORMATION	10/10/2023	TCS	TCS
8	FOR INFORMATION	10/10/2023	TCS	TCS
9	FOR INFORMATION	10/10/2023	TCS	TCS
10	FOR INFORMATION	10/10/2023	TCS	TCS





Appendix F – Askrigg Lane Images 5th Sept 2025

Appendix F.1 – Looking Nth on Askrigg Lane 20m from Mole Creek MR



Seal width 4.0m

Appendix F.2 – Looking Nth on Askrigg Lane 80m from Mole Creek MR



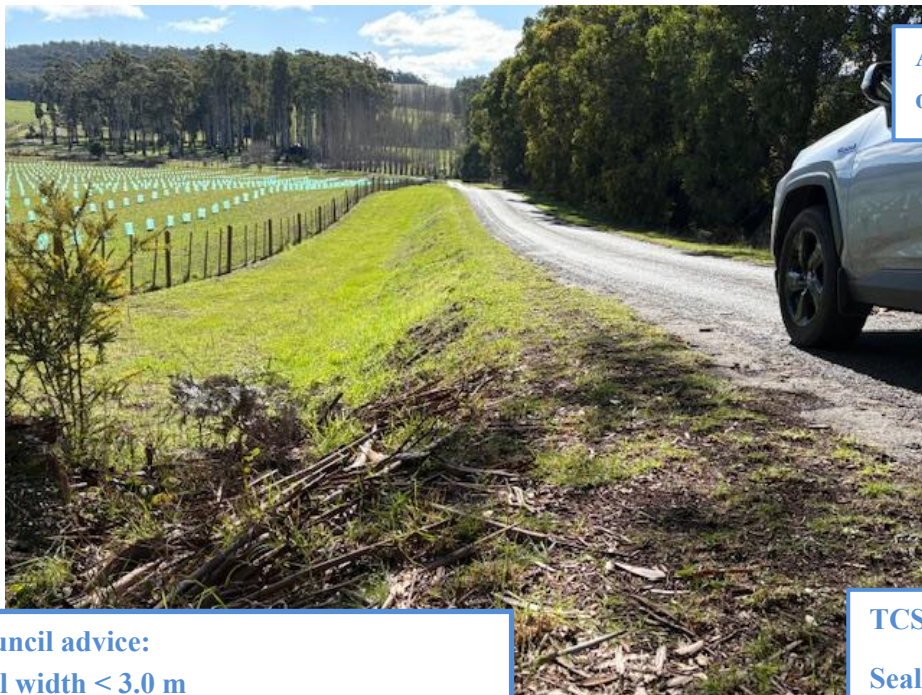
Seal width 3.6m

Appendix F.3– Looking Nth on Askrigg Lane 90m from Mole Creek MR



Seal width 3.6m

Appendix F.4– Looking Nth on Askrigg Lane 100m from Mole Creek MR



Approximately 164m South
of the proposed access.

Council advice:

Seal width < 3.0 m

Side embankment drops of approximately
60%

Absence of shoulders, with
trees/vegetation close to pavement edge
Limited opportunities for vehicle recovery
or safe passing

No guideline treatments.

TCS site measurements:

Seal width 3.5m

Grass verge 1.0m

Batter Grade 2:1

Embankment height 1.0m

Longitudinal road grade 6%

Appendix F.5– Looking Sth on Askrigg Lane 110m from Mole Creek MR



Seal width 3.5m
Grass verge 1.0m
Batter Grade 2:1
Embankment height 1.0m
Longitudinal road grade 6%

Appendix F.6– Looking Sth on Askrigg Lane 115m from Mole Creek MR



Seal width 3.5m
Grass verge 1.0m
Batter Grade 2:1
Embankment height 1.0m
Longitudinal road grade 6%

Appendix F.7– Askrigg Lane seal condition 115m from Mole Creek MR





Appendix F.7– Looking Sth on Askrigg Lane 280m from Mole Creek MR



Seal width 3.5m
Grass verge 1.0m
Batter Grade 10:1
Embankment height 0.3m
Longitudinal road grade 6%

Appendix F.8– Looking Sth on Askrigg Lane 200m from Mole Creek MR



Seal width 3.5m
Grass verge 1.0m
Batter Grade - flat
Embankment 0m
Longitudinal road grade 6%

Appendix G – Turning Template Checks

G.1 – Rapid Path Swept Path Software

Invarion Rapid Path Swept Path Simulation Software version 4.2 - 2025

G.2 - Design Vehicle - 11.5m Rigid Bus



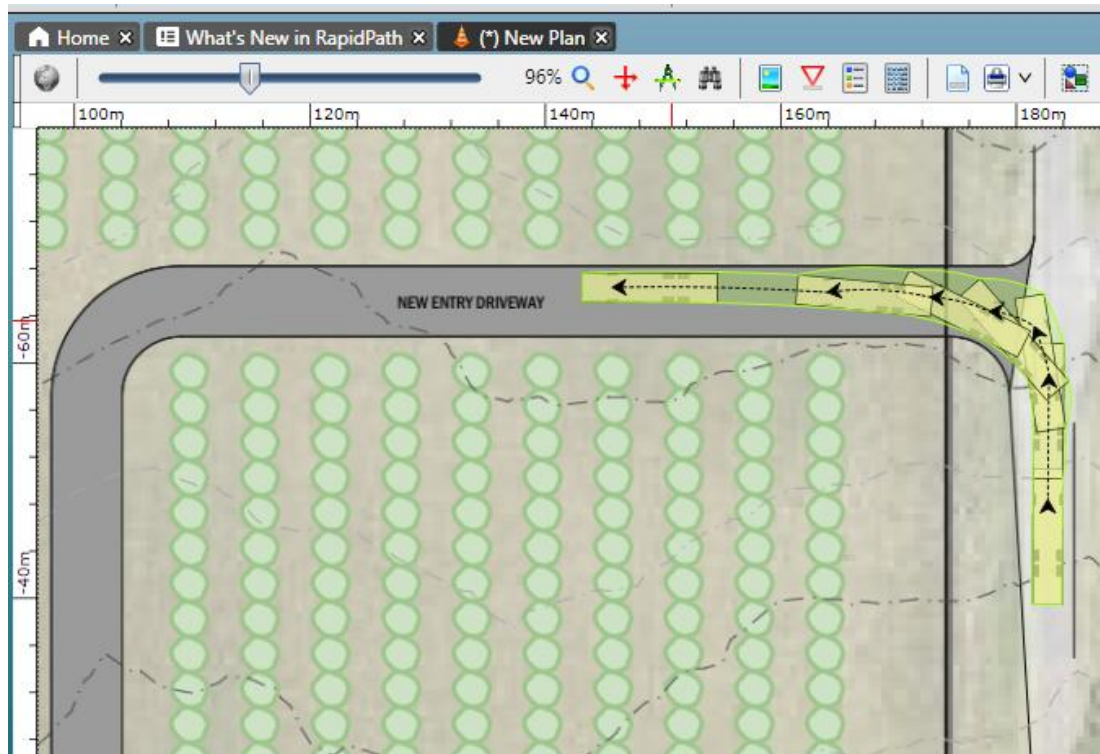
Overall values of Long rigid bus

Length: 11.50 m	Steering angle: 46.37 °
Max width: 2.50 m	Turn radius (curb to curb): 8.37 m
Lock to lock: 4 s	Turn radius (wall to wall): 10.24 m

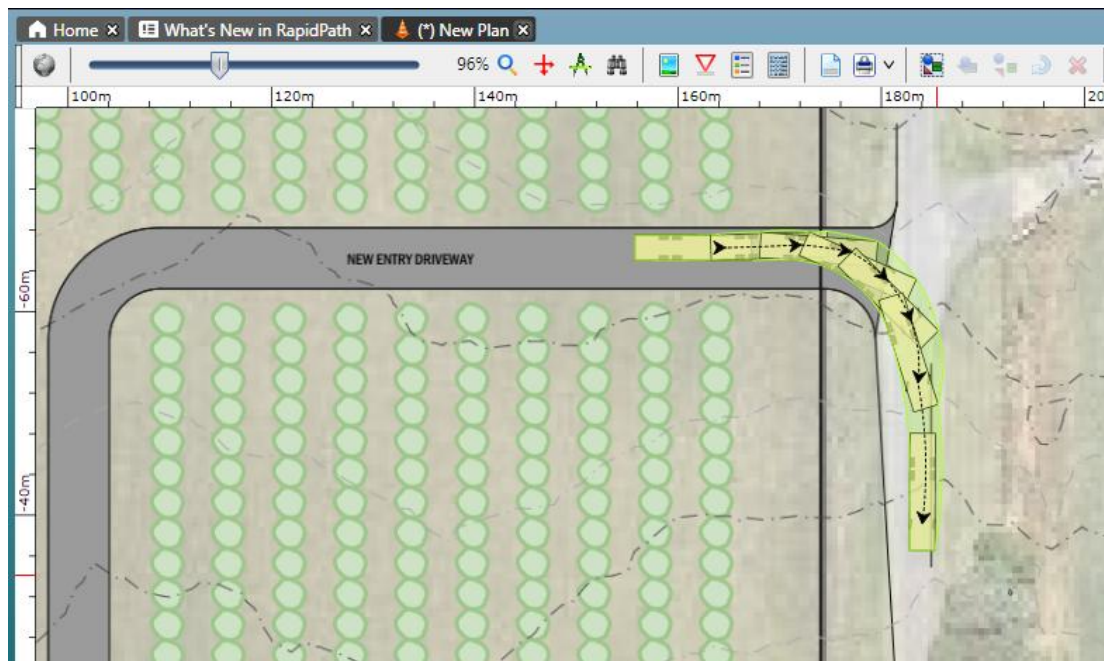
Dimensions

Front: 2.6 m	Width: 2.5 m
Wheel base: 5.4 m	
Rear: 3.5 m	

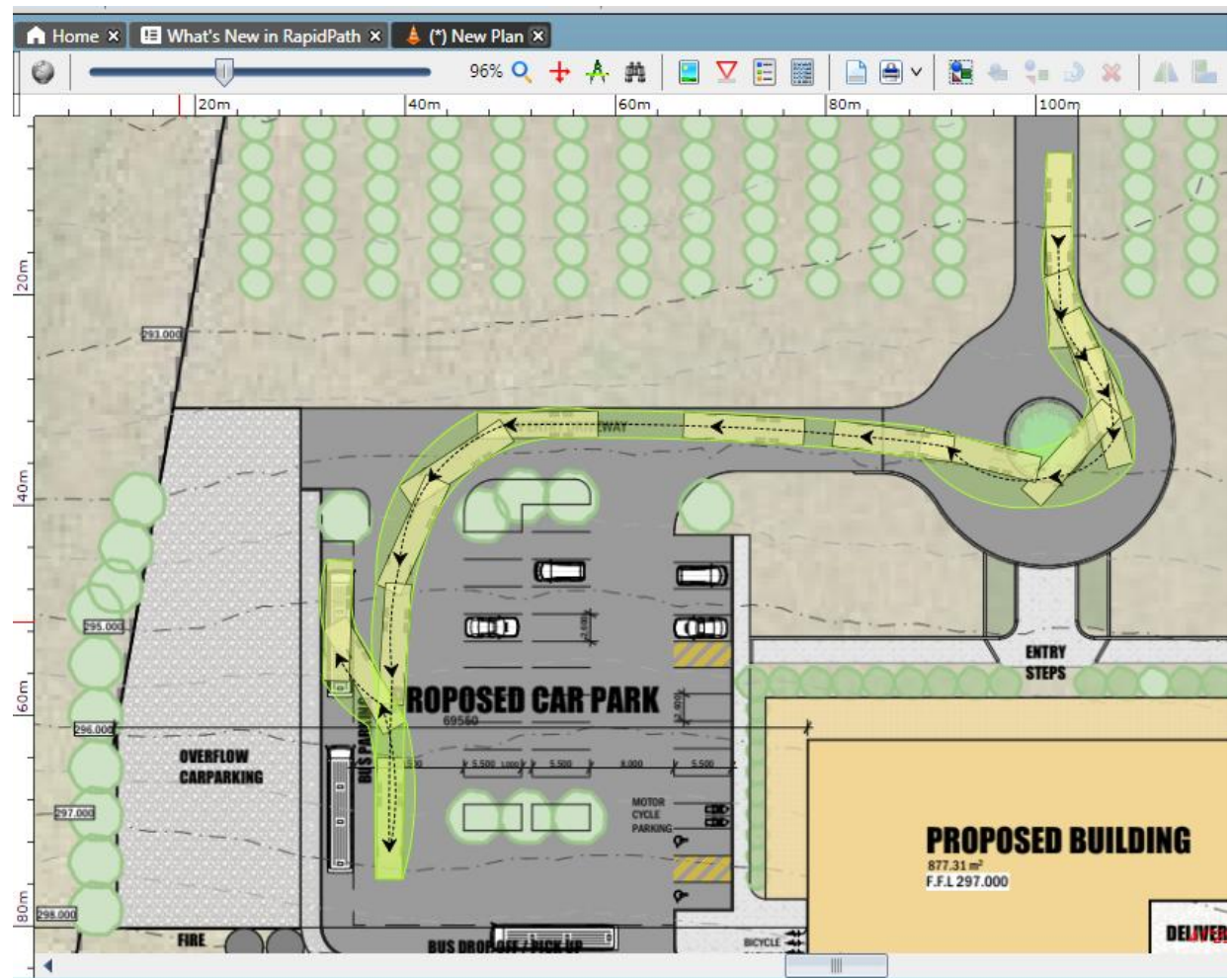
G.3 – Entering proposed access



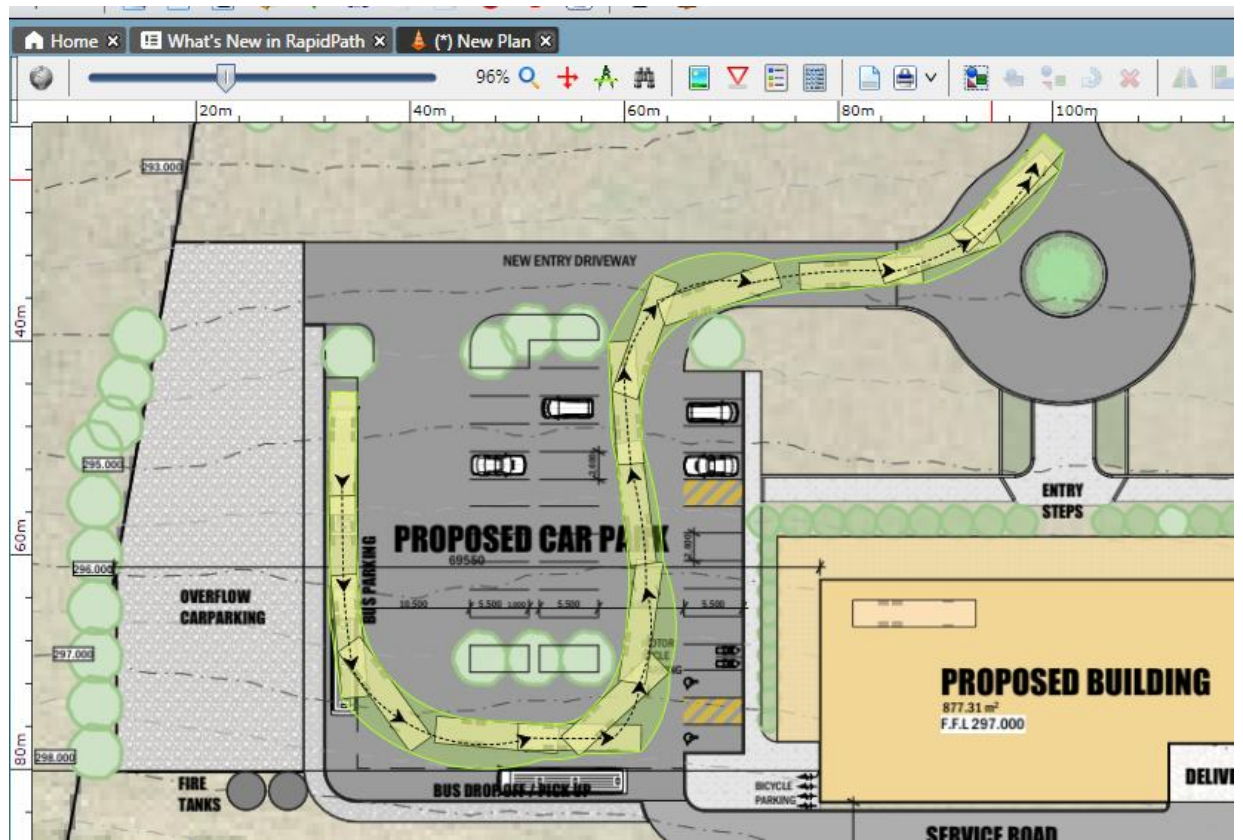
G.4 – Exiting proposed access



G.5 – Entering development site carpark



G.6 – Exiting development site carpark



Appendix H – Overflow car park capacity

