

Development Applications

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

DA Number	DA 2024 / 00002
Applicant	Woolcott Surveys
Proposal	Educational and Occasional Care - Construction of a Childcare Centre
Location	P2382 Tully Street (CT186813/31), St Helens

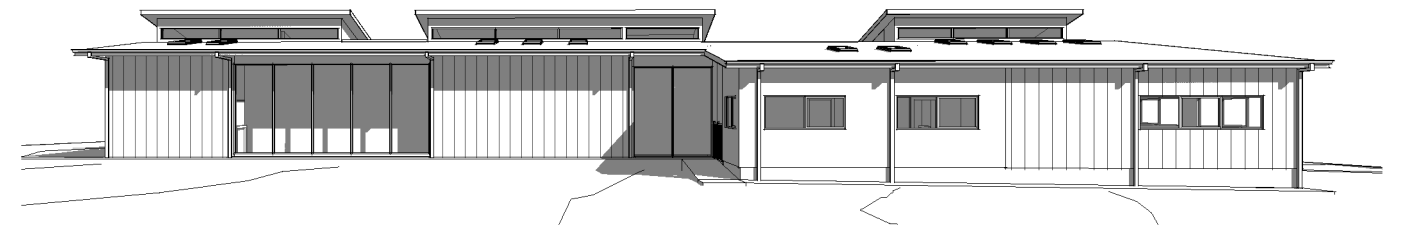
Plans and documents can be inspected at the Council Office by appointment, 32 – 34 Georges Bay Esplanade, St Helens during normal office hours or online at www.bodc.tas.gov.au.

Representations must be submitted in writing to the General Manager, Break O'Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on Saturday 26th October, 2024 **until 5pm Monday 11th November, 2024.**

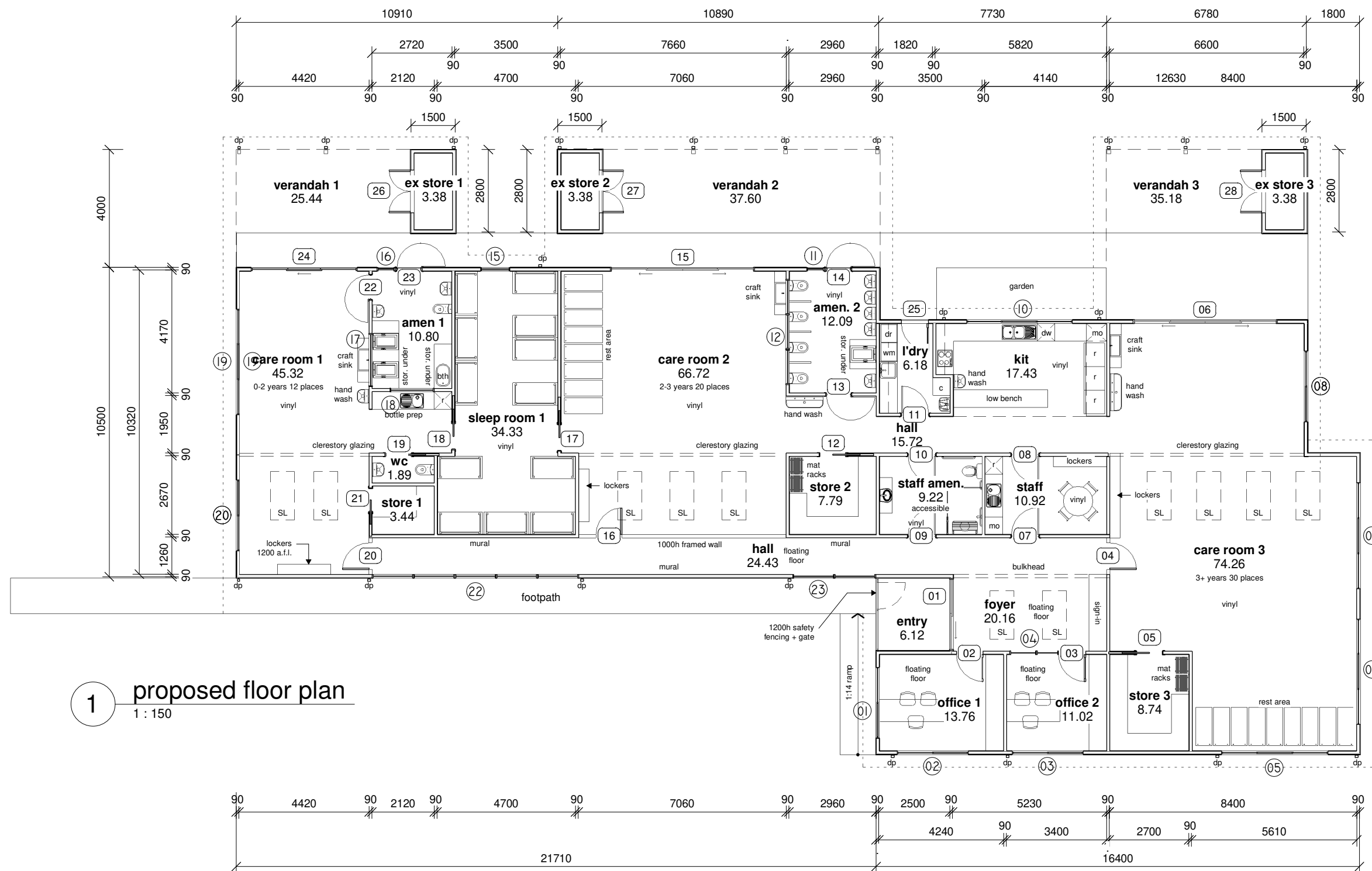
John Brown
GENERAL MANAGER

proposed early learning centre

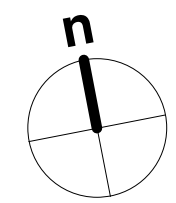
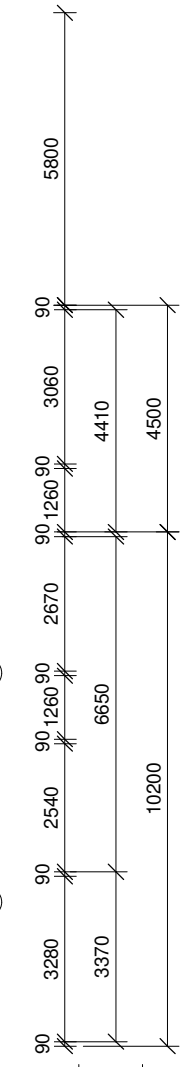
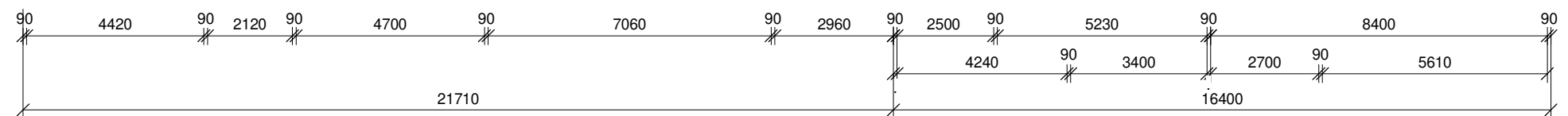
vince murdocca + charlie di francesco
lot 31 tully street st helens tasmania 7216



planning application

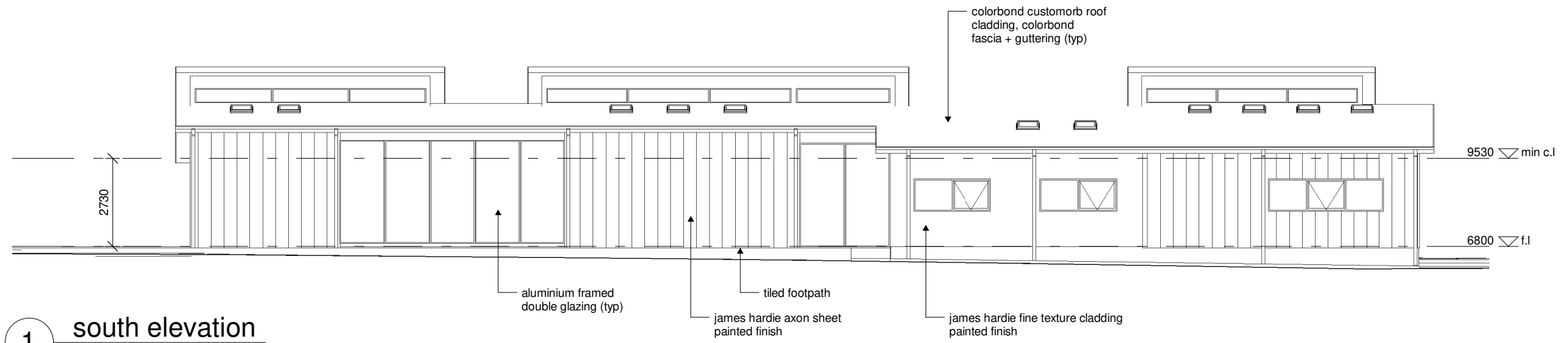


1 proposed floor plan
1 : 150

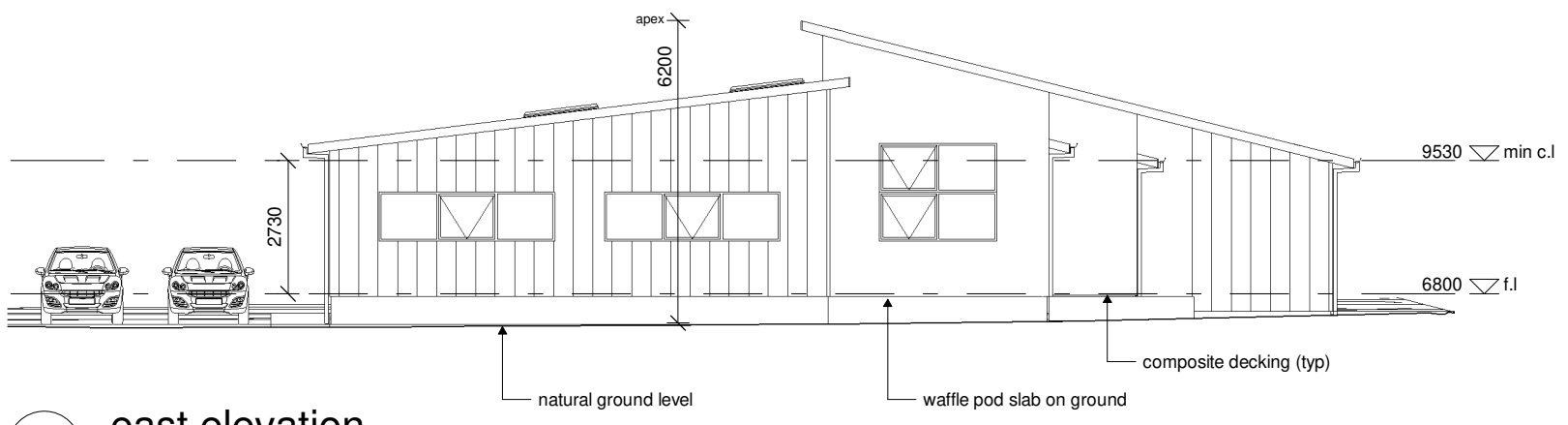


Building Areas	
early learning centre	454.43
covered deck 1	30.32
covered deck 2	38.43
covered deck 3	40.11
	563.30



REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: proposed floor plan		
DRAWING NO: a04	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE: 1 : 150	PROJECT: 0623MU	
<small>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</small>		
		ACCREDITATION NO: CC 1269L

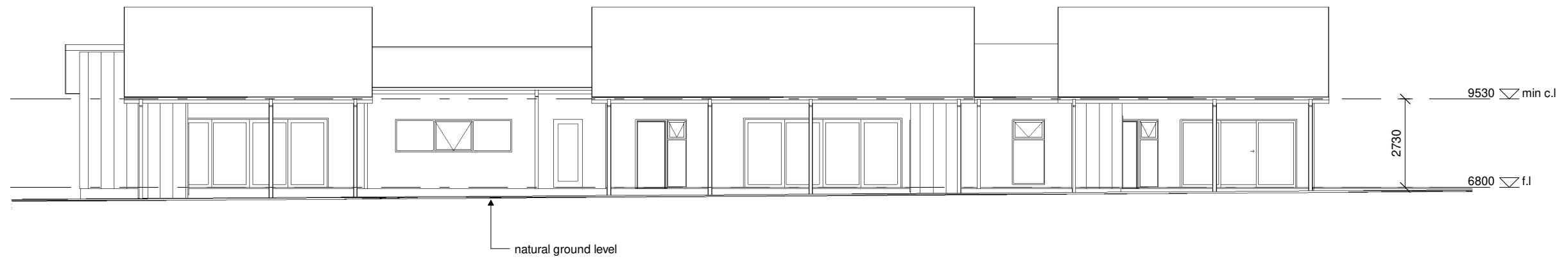


1 south elevation
1 : 150

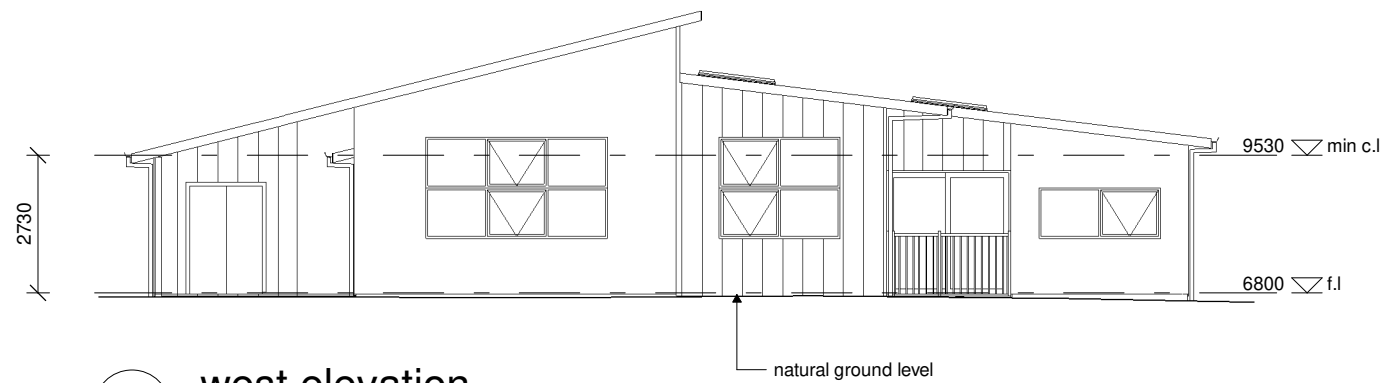


2 east elevation
1 : 150



REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: elevations		
DRAWING NO: a05	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE: 1 : 150	PROJECT: 0623MU	
 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

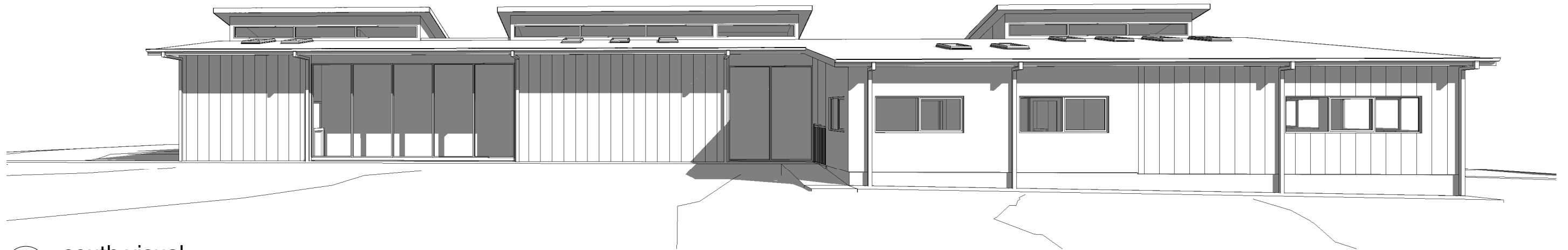


1 north elevation
1 : 150

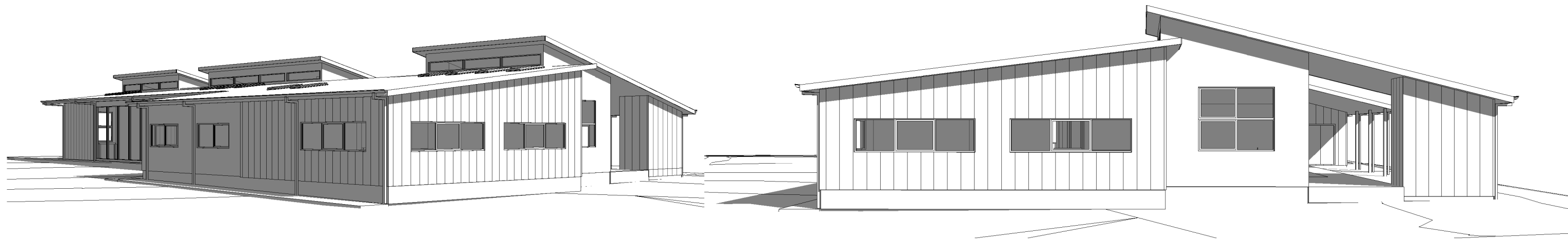


2 west elevation
1 : 150

REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: elevations		
DRAWING NO: a06	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE: 1 : 150	PROJECT: 0623MU	
 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

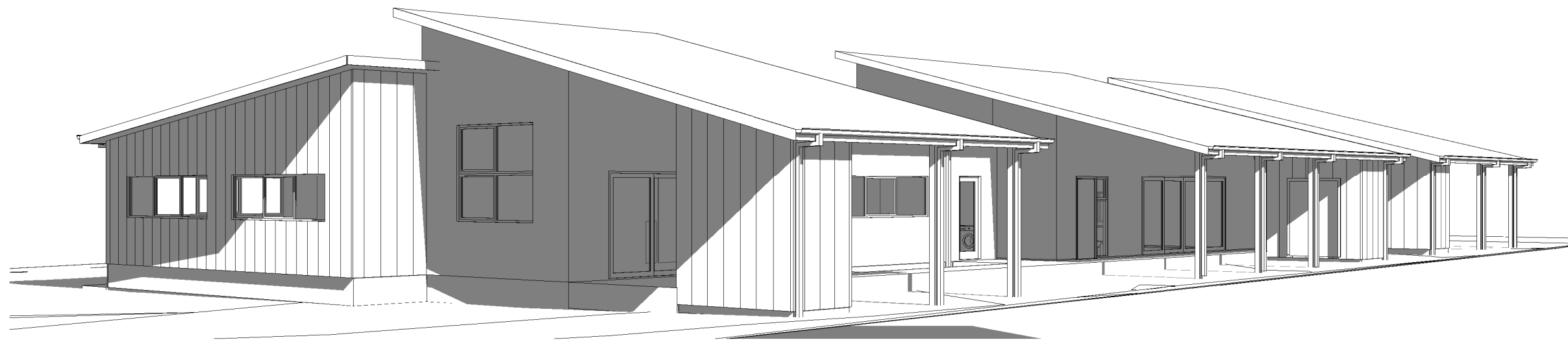


1 south visual





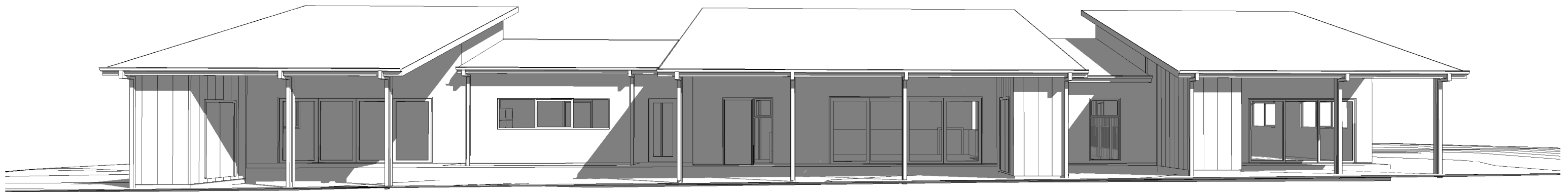
2 south east visual

3 east visual



4 north east visual

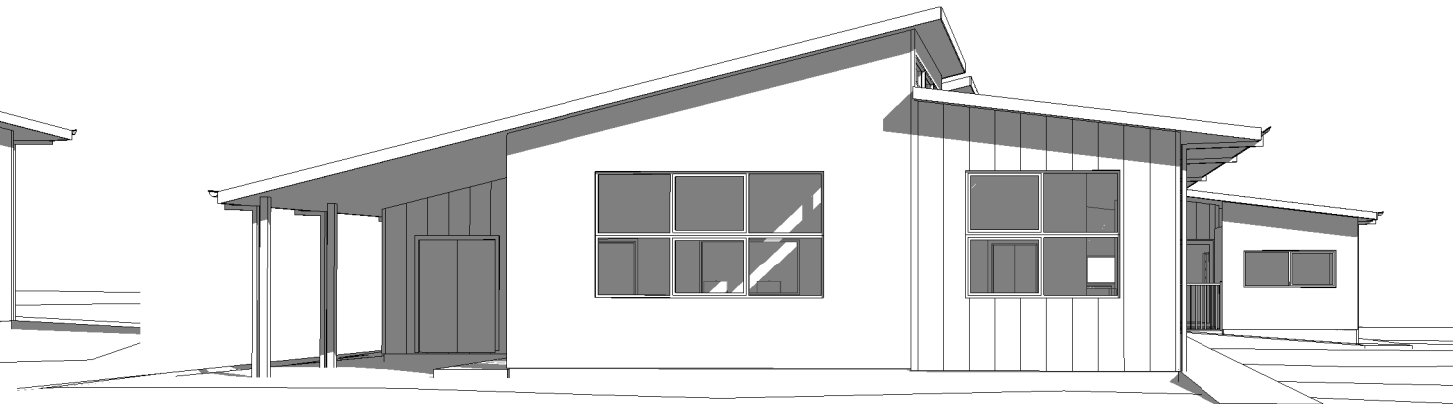
REV:	DESCRIPTION:	DATE:
PROJECT:		
prop. early learning centre		
FOR:		
v murdocca + c di francesco		
lot 31 tully street		
st helens tasmania 7216		
DRAWING TITLE:		
visuals		
DRAWING NO:	DRAWN BY: JB	
a08	DATE: 23.11.23	
SCALE:	PROJECT: 0623MU	
		
<small>www.jenniferbinnsdesign.com.au (03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com suite 8 level 1 avery house, 48 cecilia street, st helens 7216</small>		
 <small>BUILDING DESIGNERS AUSTRALIA</small>		<small>ACCREDITATION NO: CC 1269L</small>



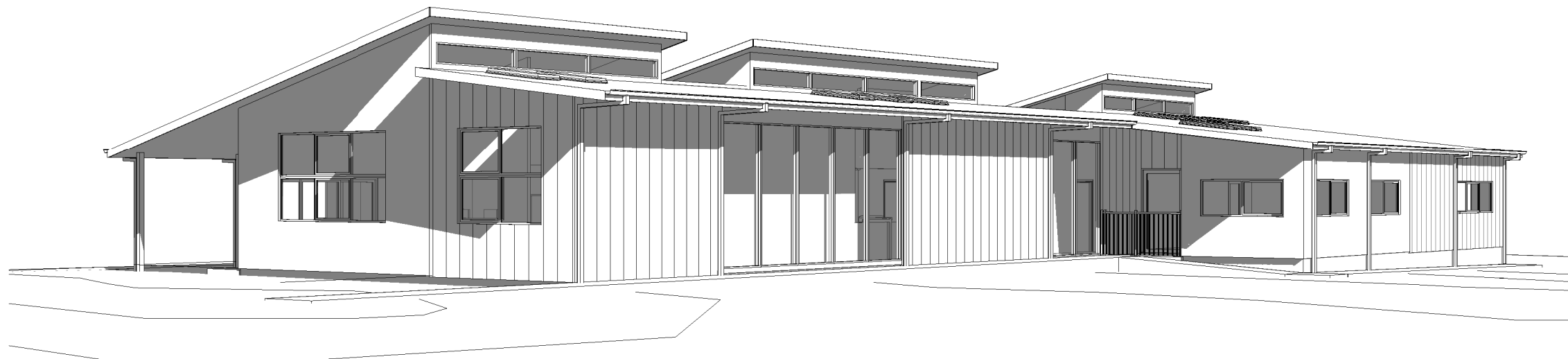
1 north visual





2 north west visual

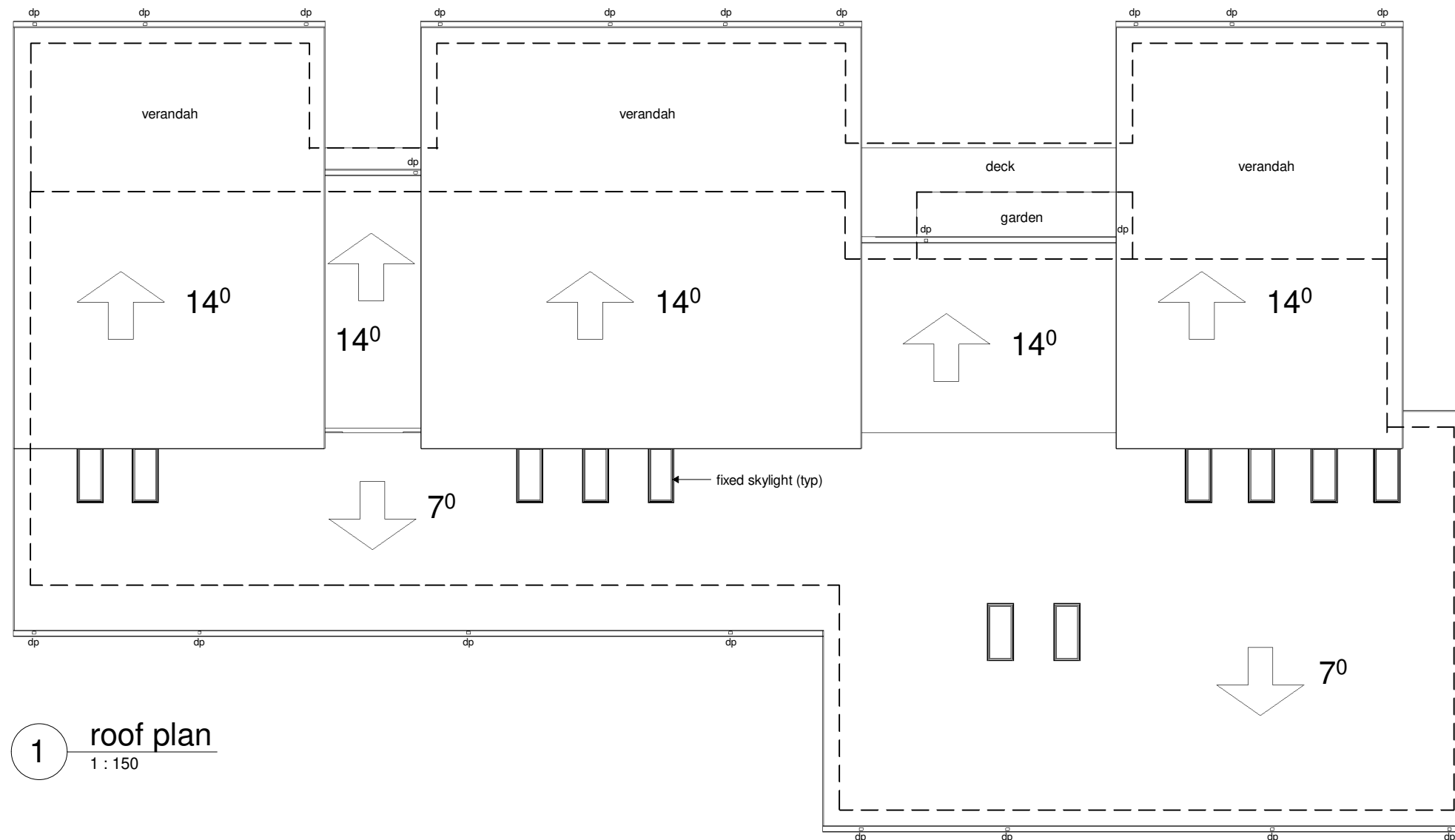


3 west visual





4 south west visual

REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: visuals		
DRAWING NO: a09	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE:	PROJECT: 0623MU	
		
<small>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</small>		
 <small>BUILDING DESIGNERS AUSTRALIA</small>		<small>ACCREDITATION NO: CC 1269L</small>



1 roof plan
1 : 150

REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: roof plan		
DRAWING NO: a10	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE: 1 : 150	PROJECT: 0623MU	
		
<small>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</small>		
 <small>BUILDING DESIGNERS AUSTRALIA</small>		<small>ACCREDITATION NO: CC 1269L</small>

Door Schedule						
No.	Location	Height	Width	Style	Frame	Glazing
01	foyer	2400	2400	2 panel glazed automatic sliding	aluminium	double clear
02	office 1	2040	920	hinged	timber	
03	office 2	2040	920	hinged	timber	
04	care room 3	1000	900	half height access	timber	
05	store 3	2040	920	internal cavity slider	timber	
06	care room 3	2100	4800	4 panel glazed sliding	aluminium	double clear
07	staff room	2040	920	hinged	timber	
08	staff room	2040	920	hinged	timber	
09	staff amenities	2040	920	hinged	timber	
10	staff amenities	2040	920	hinged	timber	
11	laundry	2040	920	hinged	timber	
12	store 2	2040	920	internal cavity slider	timber	
13	amenities 2	2040	820	wide throw hinged	timber	
14	amenities 2	2040	820	wide throw hinged - solid core external	aluminium	
15	care room 2	2100	4800	4 panel glazed sliding	aluminium	double clear
16	care room 2	1000	900	half height access	timber	
17	sleep room 1	2040	920	internal cavity slider	timber	
18	sleep room 1	2040	920	internal cavity slider	timber	
19	wc	2040	920	internal cavity slider	timber	
20	care room 1	1000	900	half height access	timber	
21	store 1	2040	820	internal cavity slider	timber	
22	amenities 1	2040	820	wide throw hinged	timber	
23	amenities 1	2040	820	wide throw hinged - solid core external	aluminium	
24	care room 1	2100	3600	3 Panel Sliding Door	aluminium	double clear
25	laundry	2100	920	hinged - glazed external	aluminium	double clear
26	external store 1	2100	1440	2 panel solid core hinged	aluminium	
27	external store 2	2100	1440	2 panel solid core hinged	aluminium	
28	external store 3	2100	1440	2 panel solid core hinged	aluminium	

Window Schedule						
No.	Location	Height	Width	Style	Frame	Glazing
01	office 1	1000	2400	awning	aluminium	double clear
02	office 1	1000	2400	awning	aluminium	double clear
03	office 2	1000	2400	awning	aluminium	double clear
04	office 2	2100	1500	fixed internal partition	timber	single clear
05	care room 3	1000	3600	awning	aluminium	double clear
06	care room 3	1000	3600	awning	aluminium	double clear
07	care room 3	1000	3600	awning	aluminium	double clear
08	care room 3	2000	2400	awning	aluminium	double clear
09	care room 3	450	6540	fixed clerestory	aluminium	double clear
10	kitchen	1000	3600	awning	aluminium	double clear
11	amenities 2	2100	600	awning	aluminium	double clear
12	amenities 2	1000	1200	fixed internal partition	timber	single clear
13	care room 2	450	2900	fixed clerestory	aluminium	double clear
14	care room 2	450	7590	fixed clerestory	aluminium	double clear
15	sleep room 1	2000	1000	awning	aluminium	double clear
16	amenities 1	2100	600	awning	aluminium	double obscure
17	amenities 1	1000	1800	fixed internal partition	timber	single clear
18	amenities 1	1000	1500	fixed internal partition	timber	single clear
19	care room 1	2000	3600	awning	aluminium	double clear
20	care room 1	2000	2400	awning	aluminium	double clear
21	care room 1	450	2390	fixed clerestory	aluminium	double clear
22	entry hall	3200	7000	fixed	aluminium	double clear
23	entry hall	3200	2800	fixed	aluminium	double clear
24	care room 1	1500	665	fixed skylight	aluminium	single laminated
25	care room 1	1500	665	fixed skylight	aluminium	single laminated
26	care room 2	1500	665	fixed skylight	aluminium	single laminated
27	care room 2	1500	665	fixed skylight	aluminium	single laminated
28	care room 2	1500	665	fixed skylight	aluminium	single laminated
29	care room 3	1500	665	fixed skylight	aluminium	single laminated
30	care room 3	1500	665	fixed skylight	aluminium	single laminated
31	care room 3	1500	665	fixed skylight	aluminium	single laminated
32	care room 3	1500	665	fixed skylight	aluminium	single laminated
33	foyer	1500	665	fixed skylight	aluminium	single laminated
34	foyer	1500	665	fixed skylight	aluminium	single laminated

window and door schedule notes

all openings and dimensions to be verified on site prior to commencing manufacture of windows and doors.

glazing to be in accordance with AS 1288 glass in buildings and AS 2047 windows in buildings.

glazing to be in accordance with NCC part 8

where glazing is capable of being mistaken for a doorway or opening, glass to be marked to make it readily visible

- provide opaque band min 20mm high, broken line or pattern acceptable
- upper edge of band min 700mm above f.f.l.
- lower edge of band min 1200mm above f.f.l.

does not apply to glazing <500mm in width, where there is no glazing within 700mm of f.f.l. or where glazing incorporates at least one horizontal glazing bar.

for windows to bedrooms where the adjacent surface outside the window is more than 2m below f.f.l., openings in window to be restricted to 125mm using a device or screen with child resistant release mechanism in accordance with NCC part 11.3.7

unless otherwise indicated, window and door heads at 2100 or near to suit external cladding requirements

unless otherwise indicated, flyscreens to be provided to all openable portions or windows + doors, refer BPC notes

window + door assemblies to be installed + flashed in accordance with manufacturer's specification, flashing materials to comply with AS/NZS 2904.

external doors and windows to be fitted with seals to restrict air movement.

windows, doors, hardware and finishes as selected by client.

DESIGN WIND SPEED: N3
BAL N/A

REV:	DESCRIPTION:	DATE:
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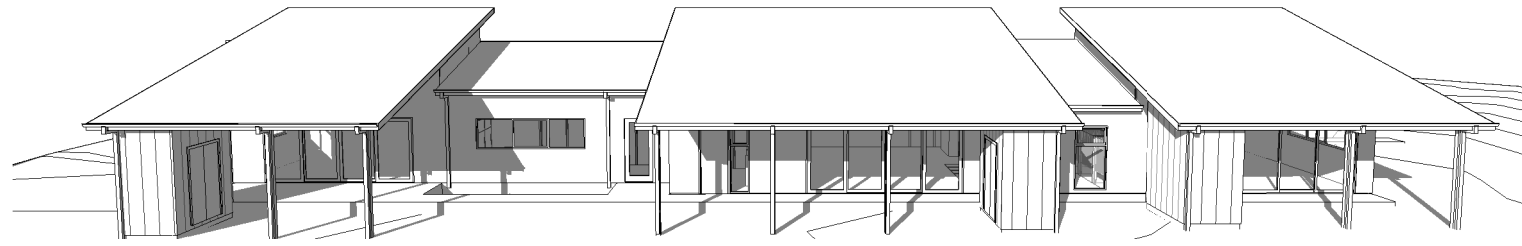
PROJECT:
prop. early learning centre

FOR:
v murdocca + c di francesco
lot 31 tully street
st helens tasmania 7216

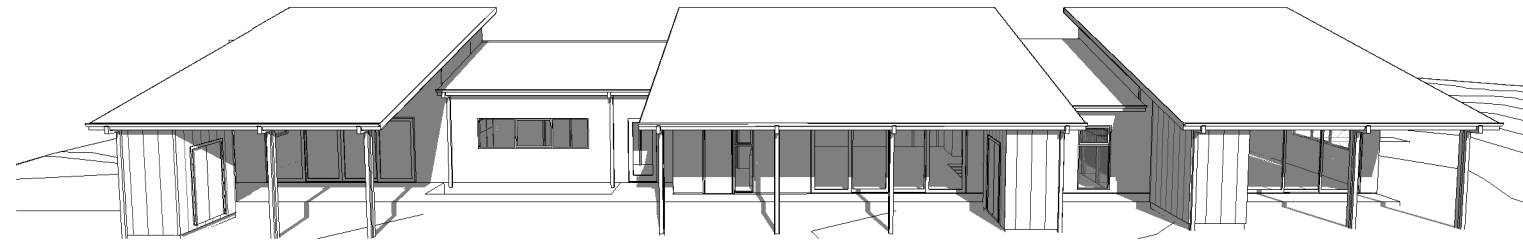
DRAWING TITLE:
schedules

DRAWING NO: a11	DRAWN BY: JB DATE: 23.11.23
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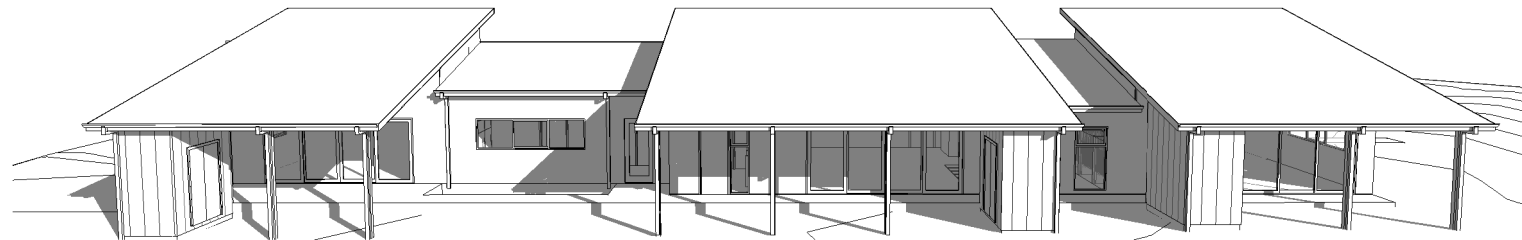
SCALE: 1 : 100	PROJECT: 0623MU
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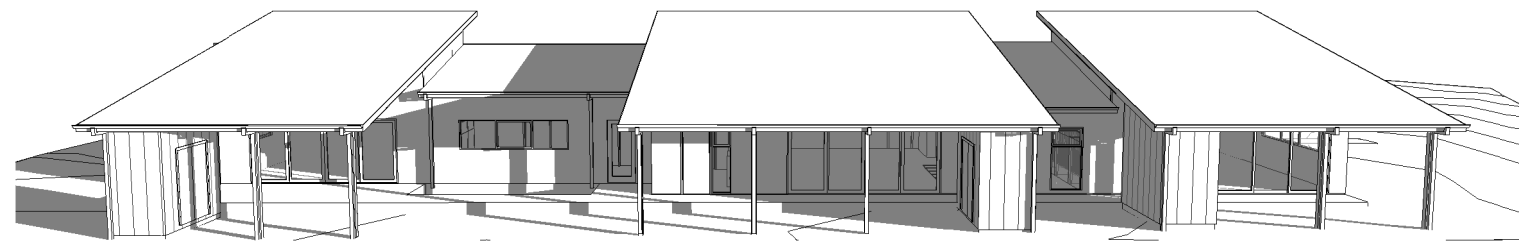
1 north visual 10am june 21





2 north visual 12 noon june 21

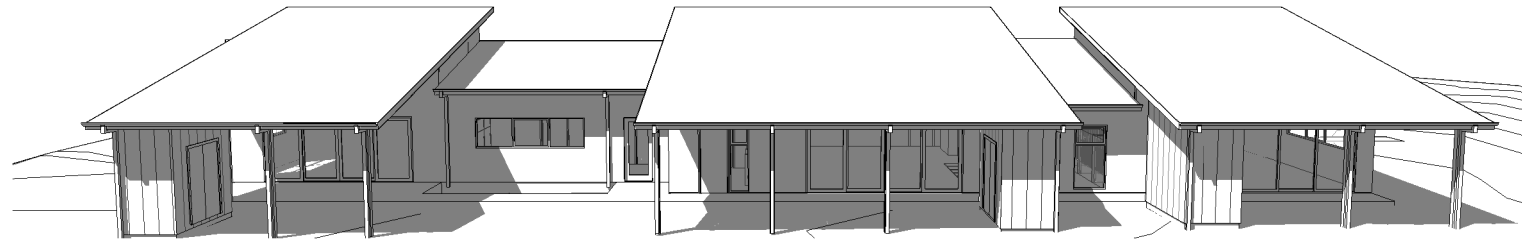


3 north visual 2pm june 21



4 north visual 4pm june 21

REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: solar visuals		
DRAWING NO: a11x	DRAWN BY: JB'	
	DATE: 23.11.23	
SCALE:	PROJECT: 0623MU	
 jennifer binns <small>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</small>		
 <small>BUILDING DESIGNERS AUSTRALIA</small>		ACCREDITATION NO: CC 1269L



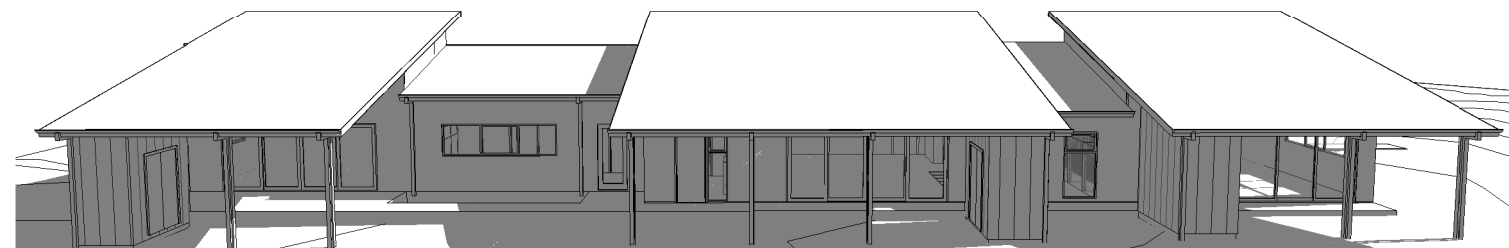
1 north visual 10am dec 21





2 north visual 12 noon dec 21

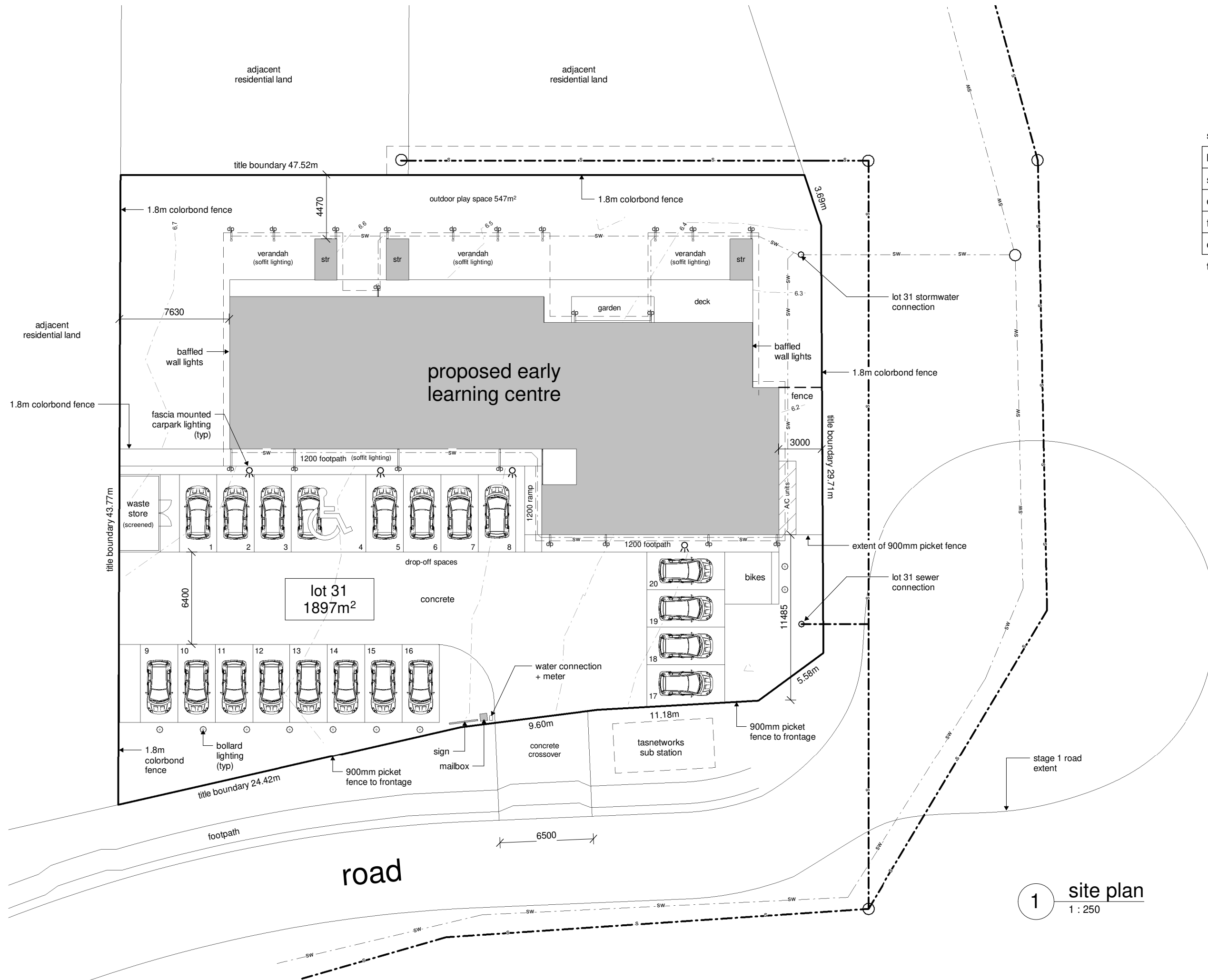


3 north visual 2pm dec 21



4 north visual 4pm dec 21

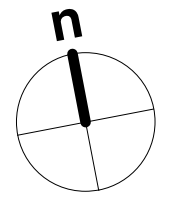
REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco lot 31 tully street st helens tasmania 7216		
DRAWING TITLE: solar visuals		
DRAWING NO: a12x	DRAWN BY: JB	
	DATE: 23.11.23	
SCALE:	PROJECT: 0623MU	
		
<small>www.jenniferbinnsdesign.com.au (03) 6376 2588 : 0439 765 452 : jenniferbinns@bigpond.com suite 8 level 1 avery house, 48 cecilia street, st helens 7216</small>		
		ACCREDITATION NO: CC 1269L





site coverage areas

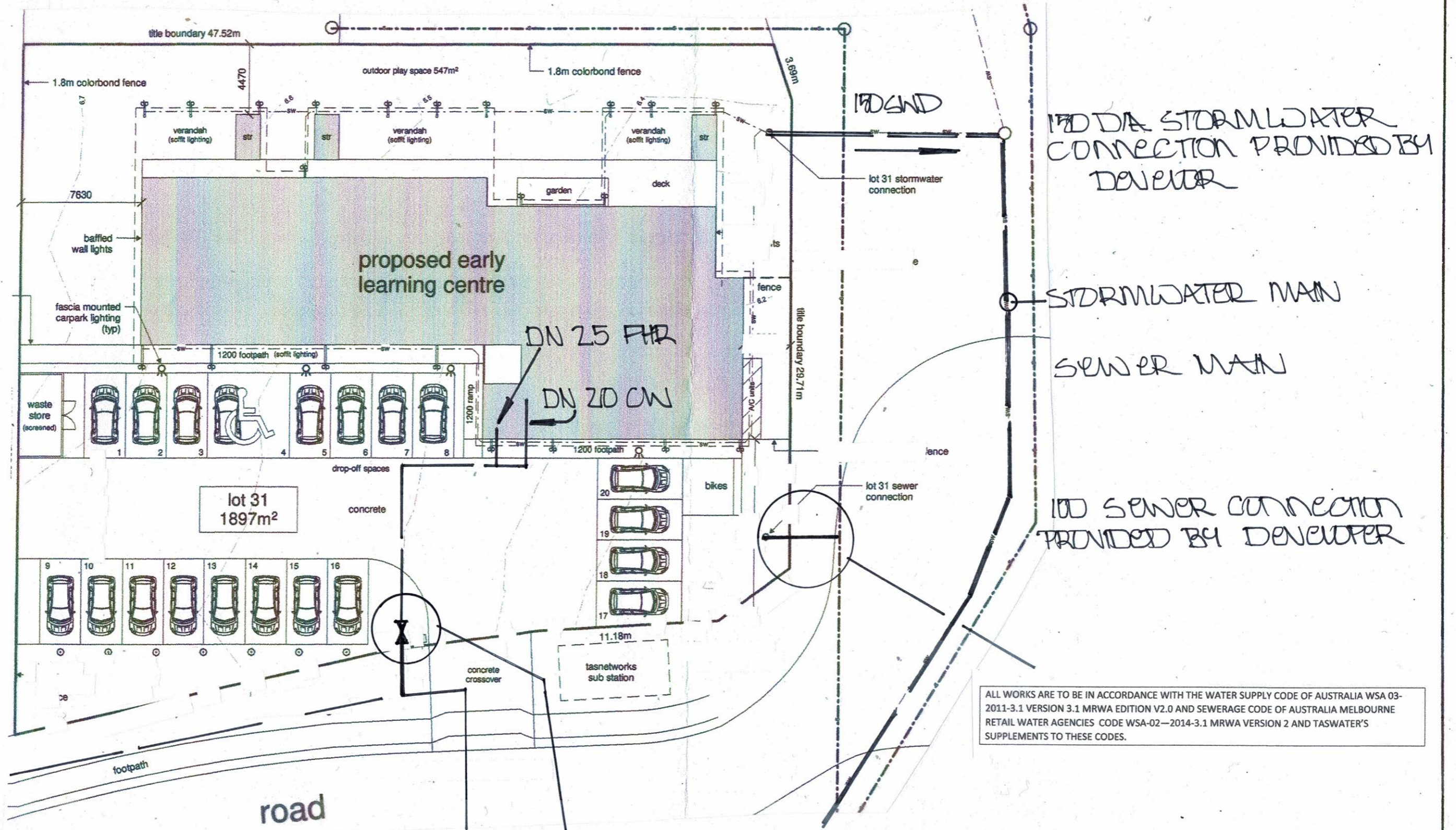
building	458m ²
stores	13m ²
deck	58m ²
footpaths	68m ²
carpark	628m ²

total 1225m²



REV:	DESCRIPTION:	DATE:
PROJECT: prop. early learning centre		
FOR: v murdocca + c di francesco		
lot 31 tully street		
st helens tasmania 7216		
DRAWING TITLE: site plan		
DRAWING NO: a03	DRAWN BY: JB	
SCALE: 1 : 250		DATE: 04.03.24
PROJECT: 0623MU		
		
<small>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</small>		
 <small>BUILDING DESIGNERS AUSTRALIA</small>		<small>ACCREDITATION NO: CC 1269L</small>

1 site plan
1 : 250

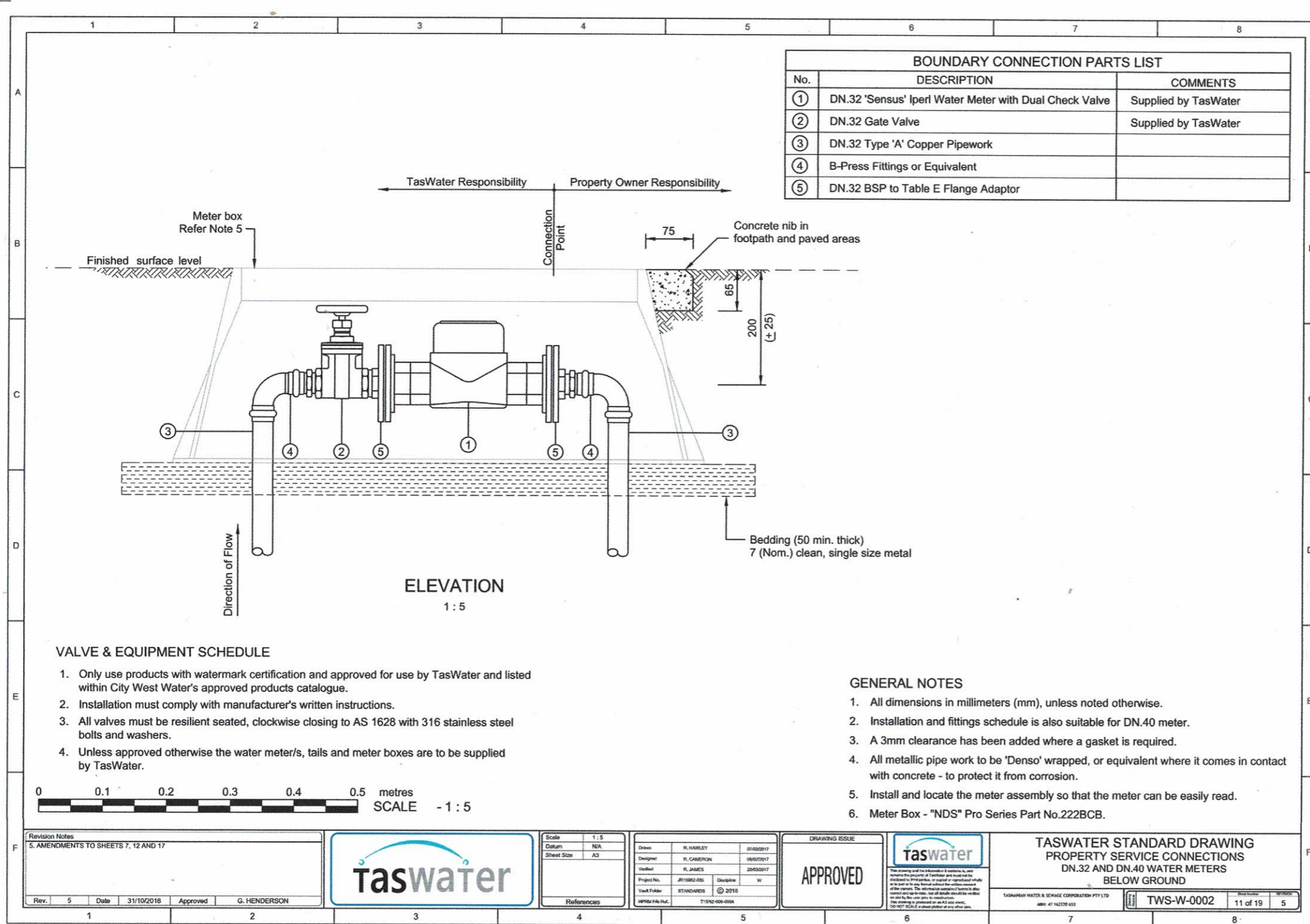


ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA-02—2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES.

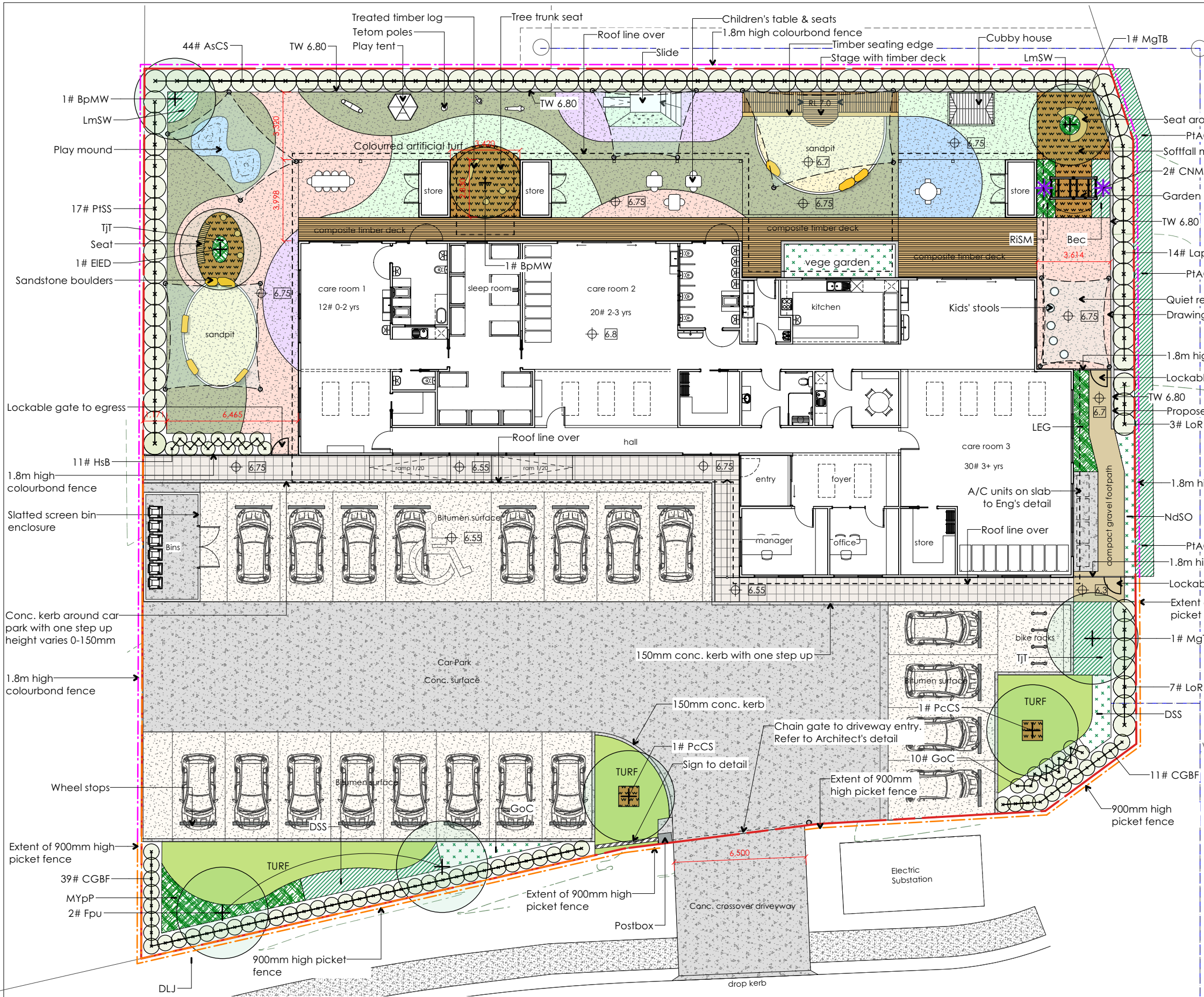
STANDARD DN 20 METRED WATER CONNECTION TO SITE TO BE UPSIZED TO DN32 INCLUDING METER. ALL COSTS ASSOCIATED WITH THE DIAMETER INCREASE TO BE UNDERTAKEN BY TASWATER AT THE DEVELOPERS COST AND BY TASWATER NOMINATED CONTRACTOR. THE SIZE INCREASE IS TO ACCOMMODATE INSTALLATION OF ONE 36 METRE FIRE HOSE REEL ON THE PREMISES. FULL CONNECTION DETAILS WILL BE PROVIDED ON CONSTRUCTION DRAWINGS.

TEL - 0418 597 741 E - info@rechyd.com.au

DATE: 9/2/17	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: LOT 31 TULLY ST
DRAWING No: DWG-H-1	REV: A	TITLE: CONCEPT PLAN	

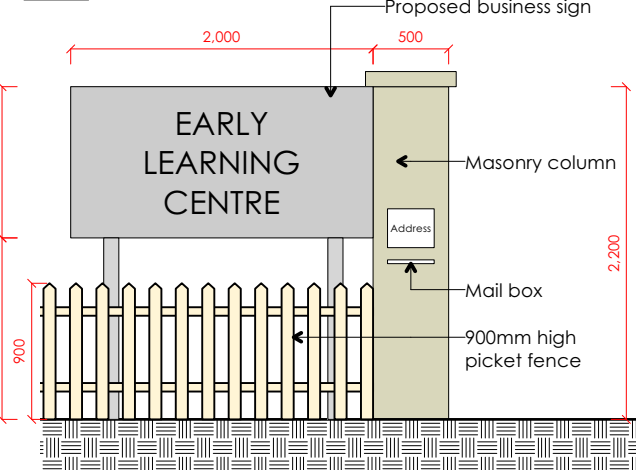


UPGRADED WATER CONNECTION
DETAIL



LEGEND

- Site Boundary
- Proposed new trees
- Proposed new shrubs
- Proposed groundcover planting
- New turf area
- Existing concrete surface
- New concrete surface
- New bitumen surface
- Tiled footpath
- Composite timber deck
- Mulch surface
- Compacted gravel surface
- Sandpit
- Coloured artificial turf
- Shade structure
- Extent of 1.8m high colourbond fence
- Extent of 900mm high picket fence



2 Front Sign Detail
Scale: 1:50

PROPOSED PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	PO	POT SIZE	MATURE HEIGHT	W R	TOTAL Nos
TREES							
BpMW	<i>Betula pendula</i> 'Moss White'	Moss White Birch	E	200 Litre	8.0-10.0m	**	2
EED	<i>Eucalyptus leucocylon</i> 'Euky Dwarf'	Eucalyptus Euky Dwarf	N	100 Litre	5.0-7.0m	*	1
FpU	<i>Fraxinus pennsylvanica</i> 'Urbdel'	Urbairle Ash	E	200 Litre	10.0-12.0m	**	2
MgTB	<i>Magnolia grandiflora</i> 'Teddy Bear'	Teddy Bear Magnolia	E	100 Litre	4.0-6.0m	**	2
PcCS	<i>Pyrus calleryana</i> 'Cleveland Select'	Cleveland Select Callery Pear	E	200 Litre	6.0-9.0m	**	2
SCREEN HEDGES & SHRUBS							
AsCS	<i>Acmena smithii</i> 'Cherry Surprise'	Cherry Surprise Lilly Pilly (Screen Hedge)	N	200mm	2.0-3.0m	**	44
CGBF	<i>Callistemon Great Balls of Fire</i>	Great Balls of Fire Bottlebrush	N	200mm	1.5m	*	50
DSS	<i>Dianella Silver Streak</i>	Silver Streak Flax Lilly	N	140mm	450mm	**	5
Lap	<i>Luma apiculata</i>	Chilean Myrtle	E	200mm	2.0-3.0m	**	14
LoR	<i>Loropetalum chinense</i> 'Rubrum'	Purple Chinese Fan Flower (Hedge)	E	200mm	1.5m	**	10
PTSS	<i>Pittosporum tenuifolium</i> 'Silver Sheen'	Silver Sheen Pittosporum	E	200mm	2.5-3.0m	**	17
GROUND COVER PLANTS & LOW SHRUBS							
Bec	<i>Bergenia cordifolia</i>	Pigsqueak/Bergenia	E	140mm	450mm	***	6
DLJ	<i>Dianella Little Jess</i>	Little Jess Flax Lilly	N	140mm	500mm	*	5
DSS	<i>Dianella Silver Streak</i>	Silver Streak Flax Lilly	N	140mm	450mm	**	5
GoC	<i>Goodenia ovata</i> 'Coverup'	Goodenia 'Edna Walling Coverup'	N	140mm	200-400mm	**	4
HSB	<i>Hebe hybrid</i> 'Sunset Boulevard'	Hebe Sunset Boulevard	E	140mm	800mm	**	4
LECS	<i>Liriope Evergreen Giant</i>	Evergreen Giant Lily Turf	E	100mm	450mm	**	6
LmsW	<i>Liriope muscari</i> 'Stripes White'	Stripes White Lily Turf	E	100mm	350mm	**	7
MyPp	<i>Myoporum parvifolium</i> 'Pink'	Creeeping boobialla	N	140mm	150-300mm	**	5
NdSO	<i>Nandina domestica</i> 'Seika Obsession'	Seika Obsession Nandina	E	150mm	600mm	**	4
PTAQ	<i>Phoridium tenax</i> 'Apricot Queen'	Apricot Queen NZ Flax	E	140mm	900mm +	**	4
RISM	<i>Rhapidolepis indica</i> 'Snow Maiden'	Snow Maiden Indian Hawthorn	E	200mm	900mm	*	4
TJT	<i>Trachelospermum jasminoides</i> 'Tricolor'	Variegated Star Jasmine	E	140mm	300-400mm	**	4
WAB	<i>Westringia fruticosa</i> 'Aussie Box'	Aussie Box Coast Rosemary	N	140mm	400-600mm	*	4
VINES & CLIMBERS							
CNM	<i>Clematis</i> 'Nelly Moser'	Nelly Moser Clematis	E	140mm	2.0-3.0m	**	
TURF							
SsP	<i>Stenotaphrum secundatum</i> 'Palmeta'	Palmeta Buffalo Turf	E	Turf Roll	60	**	
NOTE							
WR	Water - Drop Rating						
PO	Plant Origin: N: Native, E: Exotic						
Landscape Architect reserves the right to substitute plant species due to availability at time of construction							

1 Landscape Plan
Scale: 1:200

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										Sheet No. LP01
Issue Date 31-10-2023										

Surface & Pavement



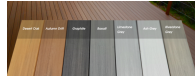
Playground Sofffall Mulch

Non-toxic 15mm graded pine bark mulch or similar. The addition of this garden mulch to any children's play area gives children safety when they take a fall and helps to level out uneven surfaces.



Coloured Artificial Turf

Thick synthetic turf with different colour selections. Additional shock absorption cushion layer might be required for fall protection.



Composite Timber Deck



Resin Bound Gravel Surface

To selected gravel colour and fineness. Lay over compacted road base on subsoil.

Retainign Wall & Fence



Timber garden retaining wall

Timber sleepers set between piers, set with sanded timber cap.



Colorbond steel fence

1.8m high fence with 'Woodland Grey' colour or preference.

Landscape Structures



Shade sails



Garden Arbor



Feature sandstone boulders



Raised vegetable garden

Play Features & Items



Child's Play Tent



Play mound



Slide

Junior slide for toddlers.



Slide

For older children.



Sandpit



Totem poles



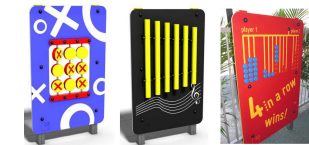
Treated timber logs



Seat around tree



Children's table & seats



Game boards



Cubby house



Abor-wigwam

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JCA Job Number

LT31TS/LP

Project Title

Proposed Early Learning Centre

Client

Vince Murdocca & Charlie Di Francesco

North Symbol

Rev. Revision Notes Date

Rev.	Revision Notes	Date
D	DA	31-10-2023
C	DA	27-10-2023
B	DA	24-10-2023
A	DA	28-09-2023

Sheet Title

Reference Images

Sheet No.

LP02

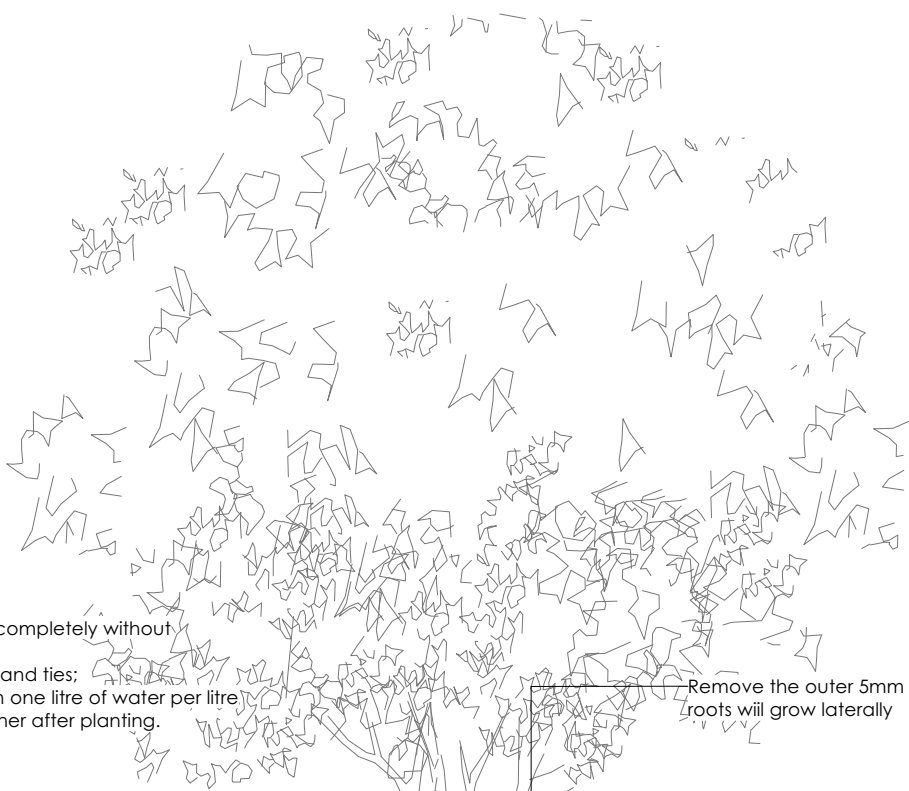
Drawn by

YW

Checked by

Issue Date

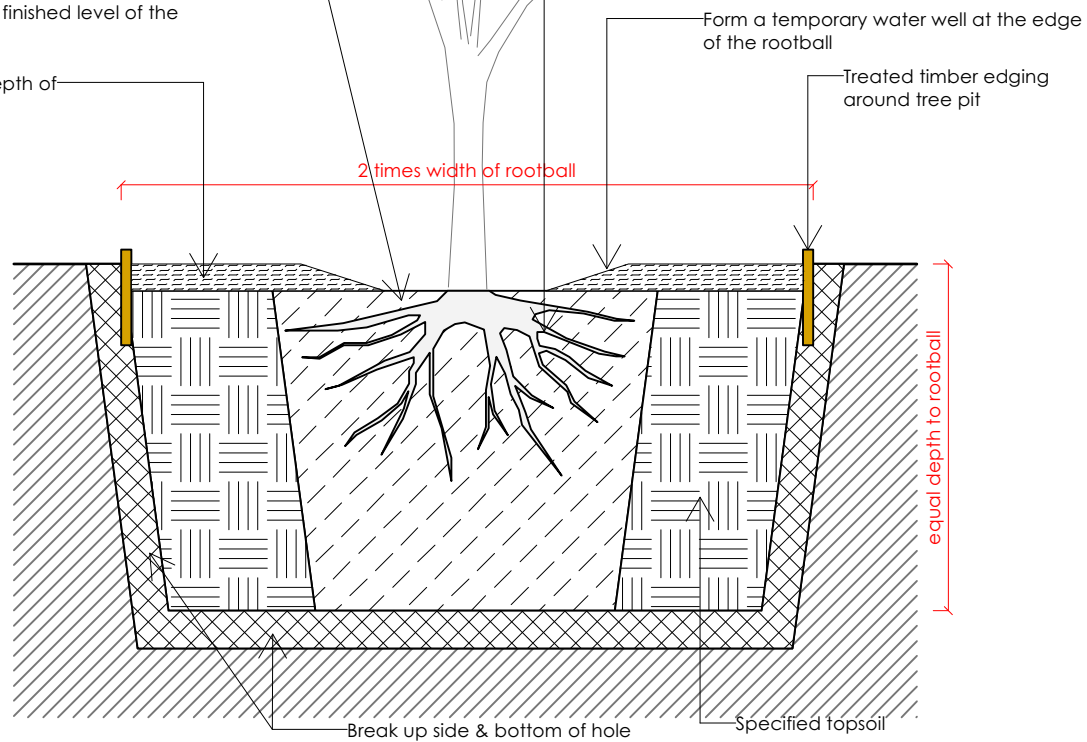
31-10-2023



- * Remove container completely without damaging the tree;
- * Remove any labels and ties;
- * Water the plant with one litre of water per litre volume of the container after planting.

The top of the root ball shall be set at equal height to the finished level of the surrounding soil

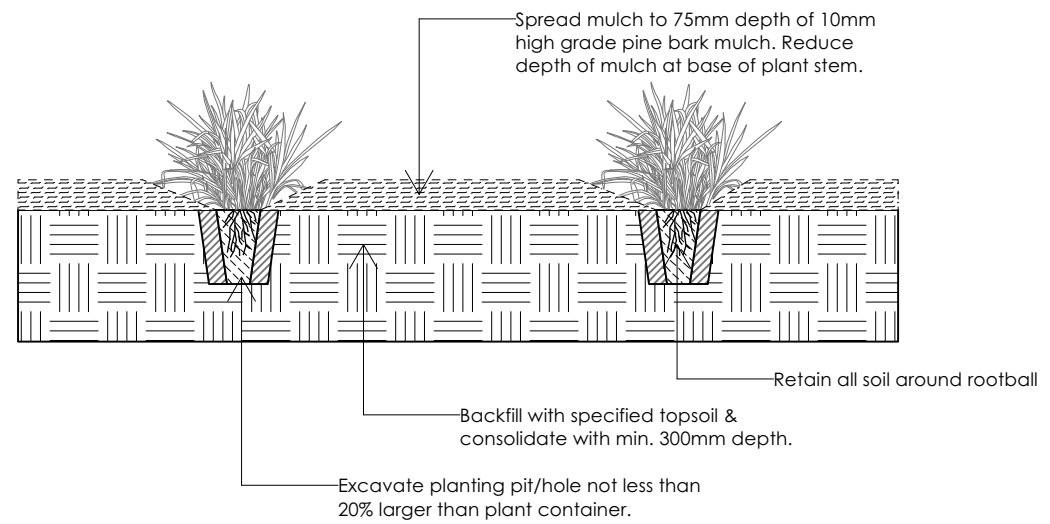
Spread to 75mm depth of pine bark mulch



1

Typical Tree Planting Detail

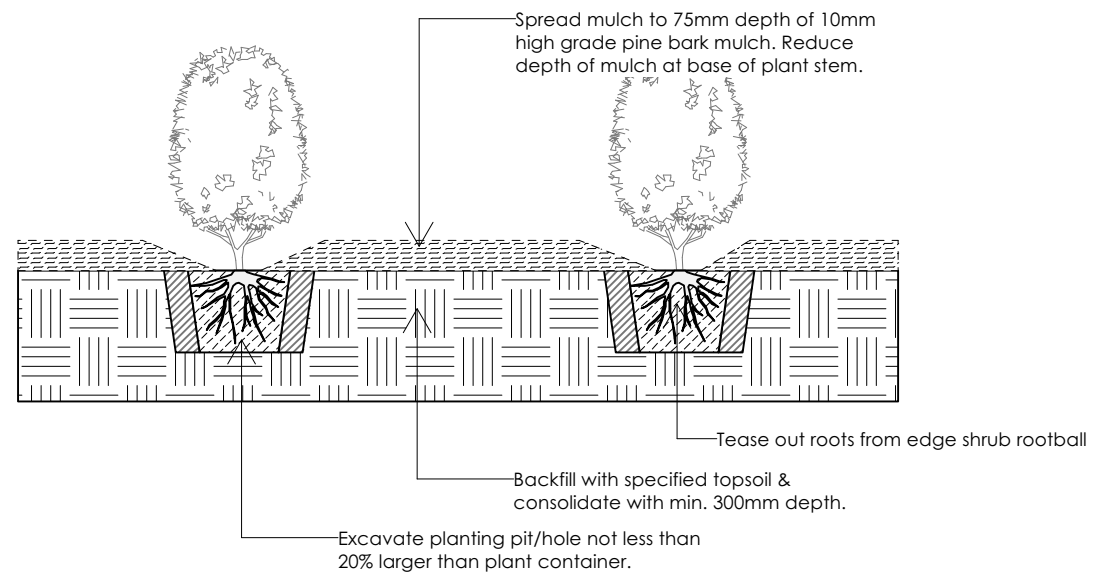
Scale: 1:20 @ A3



2

Typical Groundcover Planting Detail

Scale: 1:20 @ A3



3

Typical Shrub Planting Detail

Scale: 1:20 @ A3

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JCA Job Number

LT31TS/LP

Project Title

Proposed Early Learning Centre

Client

Vince Murdocca & Charlie Di Francesco

North Symbol

Rev. Revision Notes Date

D	DA	31-10-2023
C	DA	27-10-2023
B	DA	24-10-2023
A	DA	28-09-2023

Sheet Title

Landscape Details

Sheet No.

LP03


Drawn by

YW

Checked by

Issue Date

31-10-2023



December 2023

PLANNING REPORT

Application for Use and Development -

Educational and Occasional Care

Tully Street ST HELENS



Prepared by
Woolcott Land Services Pty Ltd
ABN 63 677 435 924

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Rev.no	Description	Date
1	Review	28 September 2023
2	Review	20 December 2023
3	Final	21 December 2023
4	RFI – titles issue	6 August 2024

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1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approvals Act 1993*.

Proposed development
Use and Development of a childcare centre

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

Document	Consultant
Proposal Plan	Jennifer Binns
Traffic Impact Assessment	Midson Traffic Pty Ltd
Copy of approved subdivision plan	DA 159-2020 Amend 2

2. Subject site and proposal

2.1 Site details

Address	Tully Street St Helens TAS 7216
Property ID	7731885
Title	186813/31
Land area	1897m ²
Planning Authority	Break O' Day Council
Planning Scheme	Tasmanian Planning Scheme – Break O' Day (Scheme)
Easements	None on title Agreement E389374 supplied
Application status	Discretionary application
Existing Access	Made access from (Tully Street) new road
Zone	General Residential
General Overlay	Stormwater Management Specific Area Plan
Overlays	Airport obstacle limitation area

Existing development	Vacant land
Existing services and infrastructure	
Water	Serviced
Sewer	Serviced
Stormwater	Serviced

2.2 Proposal

This application is for use and development of the land for a Childcare Centre.

The Centre will be able to cater to 62 children in care with the following breakdown:

0-2 years old – 12

2-3 years old – 20

3 + years old – 30.

The Centre will have 10 staff members in all and will operate weekdays from 6:30am to 7:00pm.

The development will include a single building providing three care rooms and one sleep room (area); two children’s amenities rooms, a single toilet room and a full amenities area for staff; a kitchen; office spaces; and, various storage spaces.

The outside space will have an extensive decked area, with outside storage spaces, and outdoor open space. The building with decks included will have a footprint of 563.3m² on a parcel of 1728m². A landscape plan is provided for the outdoor spaces and how they would be developed.

Car parking to the Centre will be provided at the front of the building where the entrance is located.

Twenty car parking spaces are proposed as well as bicycle parking. Access will be to the road that is to the south of the lot. The road has been built to the south frontage as a part of the Stage 2 subdivision completion.

2.3 Images



Figure 1 Aerial view of the subject site (Source: LIST)



Figure 2 Aerial view taken from Google maps 2024

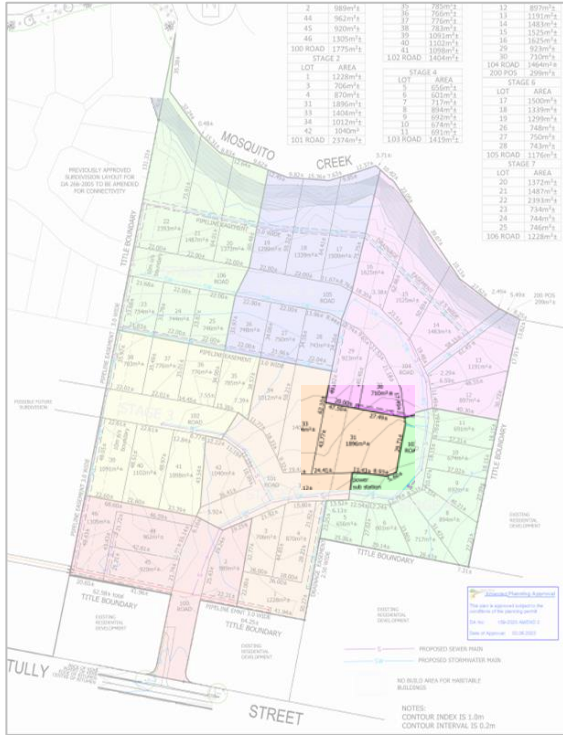


Figure 3 Approved subdivision - DA 159-2020 Amend 2

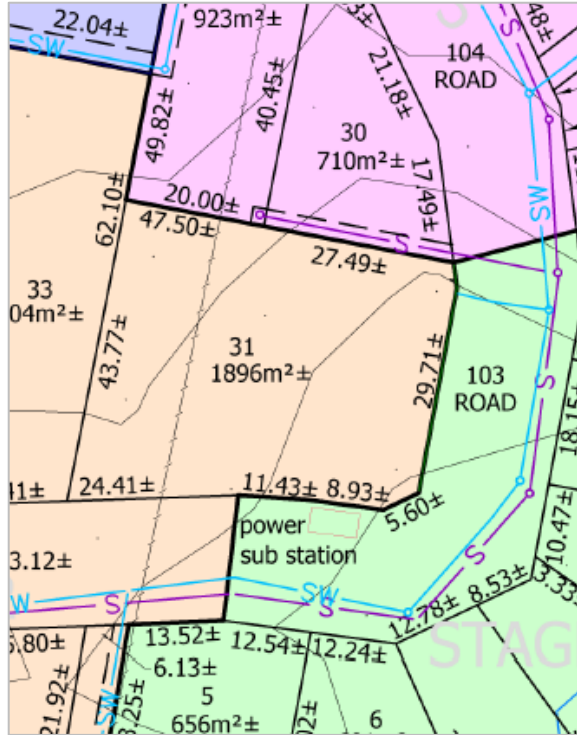


Figure 4 Showing Lot 31 in the approved plan

3. Zone and overlays

3.1 Zoning

The site is zoned General Residential under the Scheme.

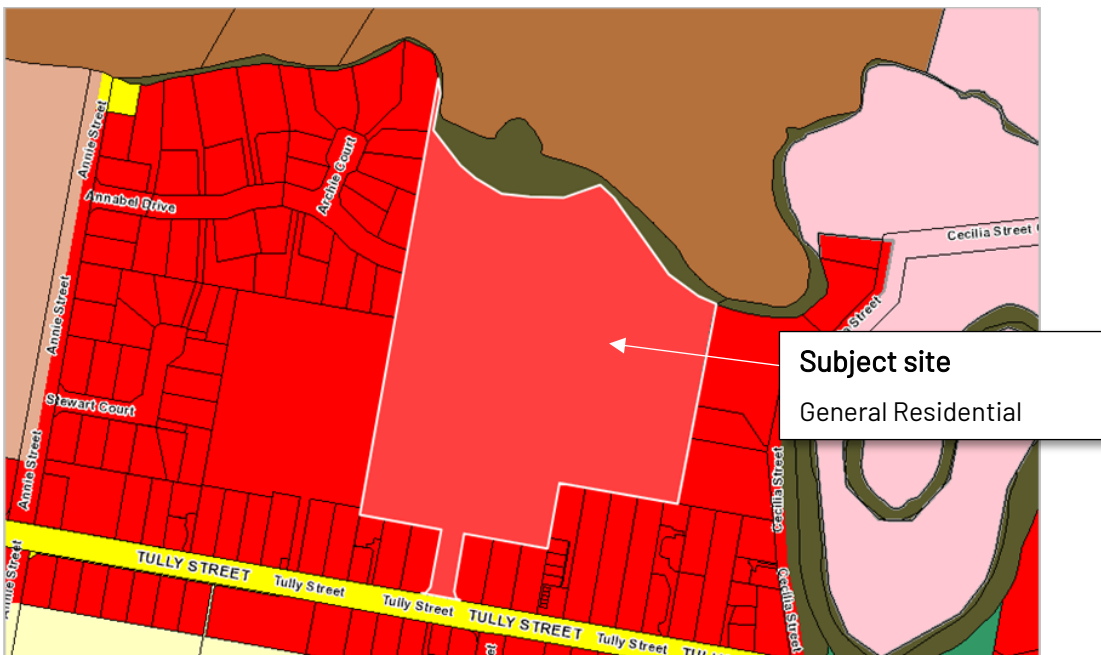


Figure 5 Zoning of the subject site and surrounding area (Source: LIST)

3.2 Overlays

The subject site is affected by the Stormwater Management Specific Area Plan.

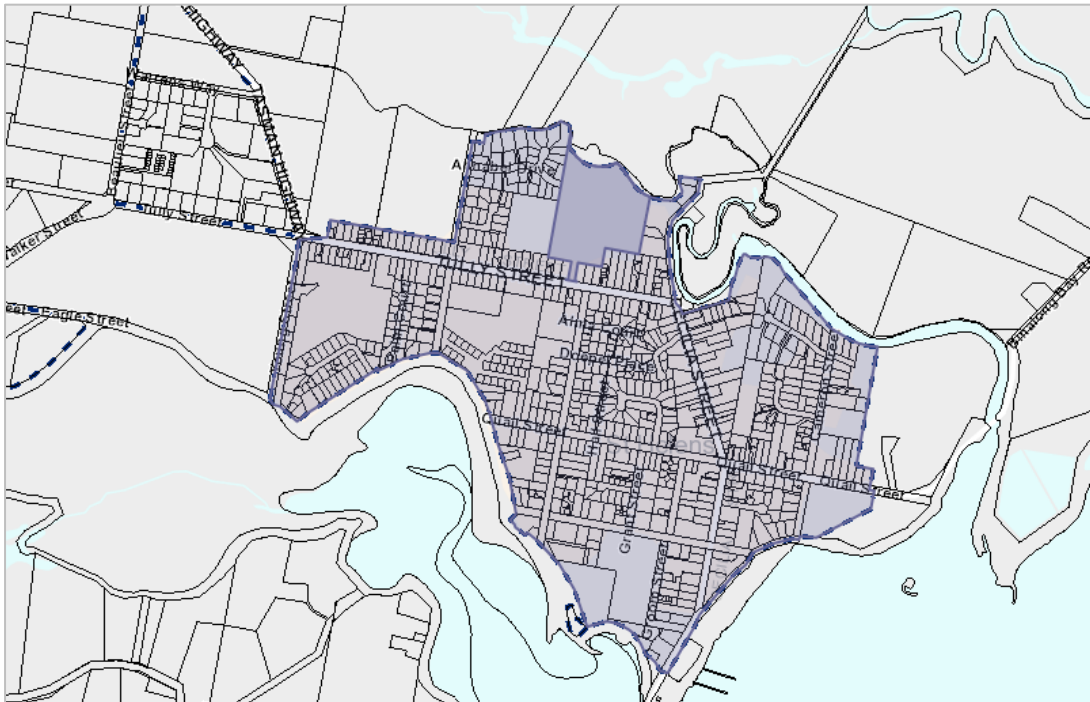


Figure 6 General Overlays affecting the subject site (Source: LIST)

The subject site is affected by the Bushfire prone areas overlay shown with red outline to the extent as it affects the subject site; and, the Waterways and coastal protection overlay, shown in blue

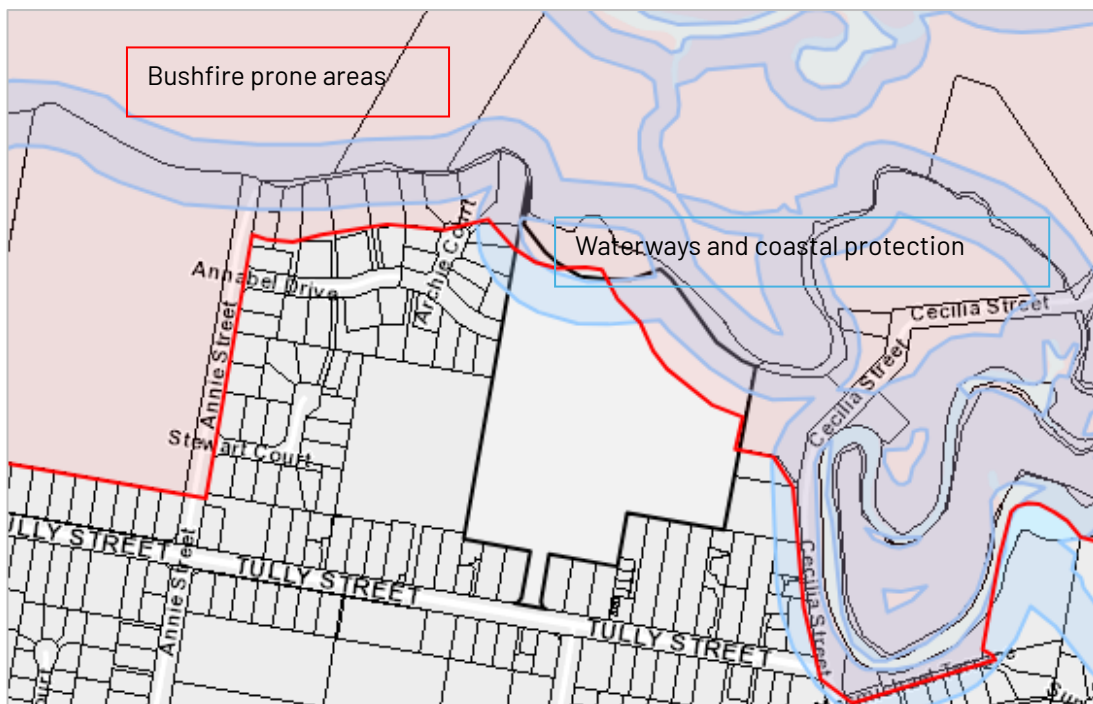


Figure 7 Overlays affecting the subject site (Source: LIST)

Other overlays affecting the site are Low coastal erosion hazard band, Flood prone areas and Coastal inundation hazard (Low). The whole of site is covered by the Airport obstacle limitation area overlay (not shown for clarity).

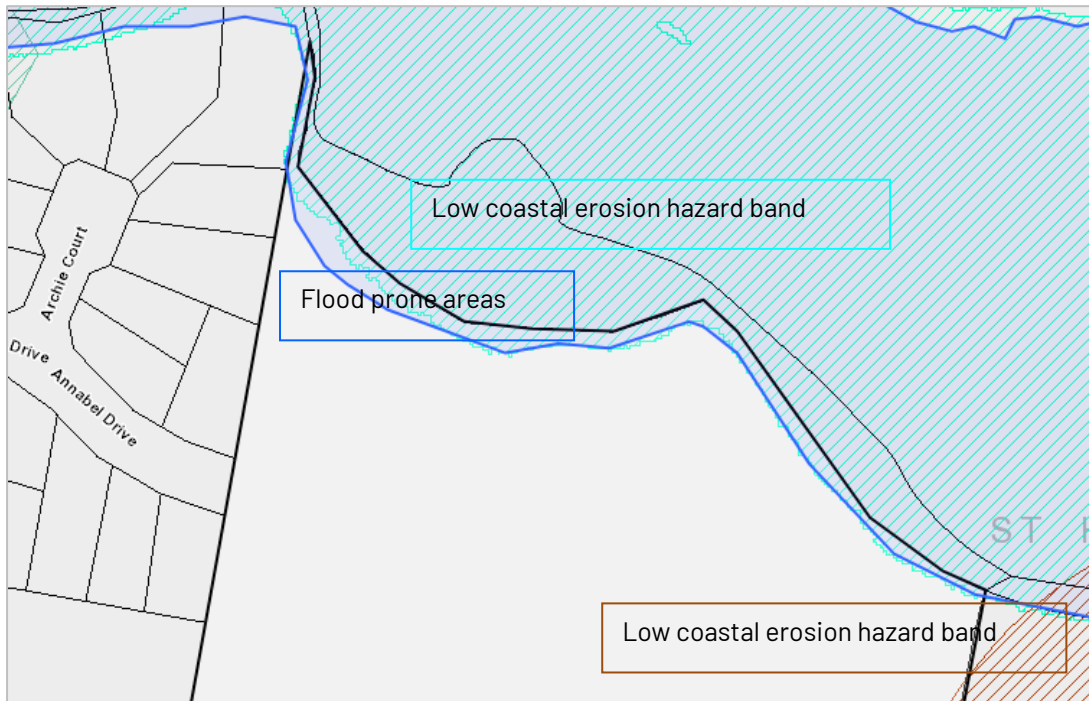


Figure 9 Overlays affecting the subject site (Source: LIST)

4. Planning Scheme Assessment

4.1 Zone assessment

BRE-S2.0 Stormwater Management Specific Area Plan

BRE-S2.1 Plan Purpose

BRE-S2.1.1 The purpose of the Stormwater Management Specific Area Plan is:
That stormwater quality and quantity is managed to protect natural assets, infrastructure and property.

BRE-S2.7 Development Standards for Buildings and Works

BRE-S2.7.1 Stormwater management

Objective	
That development provides for adequate stormwater management	
Acceptable Solutions	Performance Criteria

<p>A1 Development must be:</p> <ul style="list-style-type: none"> a) capable of connecting to the public stormwater system; or b) permitted by the General Manager to discharge stormwater to a system other than the public stormwater system. 	<p>P1 Development must be capable of accommodating an on-site stormwater management system adequate for the development, having regard to:</p> <ul style="list-style-type: none"> a) topography of the site; b) the size and shape of the site; c) soil conditions; d) any existing buildings and any constraints imposed by existing development on the site; e) any area of the site covered by impervious surfaces; f) any watercourses on the land; g) stormwater quality and quantity management targets identified in the State Stormwater Strategy 2010; and h) any advice from a suitably qualified person on the seasonal water table at the site, risks of inundation, land instability or coastal erosion.
---	---

RESPONSE

A1 The acceptable solution is achieved. The development will connect to the stormwater system as shown on Drawing a03 of the proposal plans.

8.0 General Residential Zone

8.1 Zone Purpose

8.1.1	To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
8.1.2	To provide for the efficient utilisation of available social, transport and other service infrastructure.
8.1.3	To provide for non-residential use that: <ul style="list-style-type: none"> a. primarily serves the local community; and b. does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.
8.1.4	To provide for Visitor Accommodation that is compatible with residential character.

RESPONSE

Clause 8.1.3 is relevant to the application. The proposal represents a non-residential use that serves the local community, and as the operation is primarily within business hours, will have a negligible impact outside of these hours. The centre will cater to the care of children through usual working hours, and while it will be open earlier and later than normal business hours, this is needed to allow drop

off and pick up outside of typical work hours. The level of activity on these peripheral times will be low to none, with peak activity coinciding closely with business hours.

The scale of the use is commensurate to the size of the lot. Outdoor play areas are well designed and the majority of the use will be indoors. The effect to future neighbours will be mitigated and reasonable in a suburban context.

8.2 Use Table

Discretionary	
Educational and Occasional Care	If not for a tertiary institution

RESPONSE

The proposed Use is *multiple dwellings* which is a permitted Use.

8.3 Use Standards

8.3.1 Discretionary uses

Objective	
That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions	Performance Criteria
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm..	P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: <ul style="list-style-type: none"> a) the timing, duration or extent of vehicle movements; and b) noise, lighting or other emissions.

RESPONSE

P1 The performance criteria are addressed.

The hours of operation are generally to be 6:30am to 7pm, Monday to Friday.

- a. The opening hours are needed to allow children to be dropped off and picked up outside of usual business hours. Vehicle movements are expected to be minimal at the peripheral hours, peaking between 8-9am, and between 5-6pm, however, within the capacity of the facility, vehicle movements could occur through the day as individual needs will differ.
- b. Lighting and other emissions are not anticipated to cause an impact. Lighting is designed to be baffled or downward facing. Indicated as 'soffit lighting' on the plans, Soffit lighting involves installing lights in the underside of a structures overhanging eaves or cornice. This allows lighting to the areas of foot traffic as required without extending to other areas or lots.

Noise levels would be assessed based on up to 62 children and up to 10 employees. Attenuation factors for acoustics include outdoor play, mechanical plant and pickup-drop-off as the main factors towards noise emissions, and are considered here as the area of focus towards impact to surrounding use.

Generally, children under 1 are not generally making undue sound, nor are they outdoors, therefore not contributing to outdoor noise. There would be up to 50 children to consider for outdoor noise, but children are likely to be outdoors in smaller groups, i.e., not all children would be outside at the same time, so noise intensity would be mitigated throughout the day.

Consideration to screening outdoor play areas and using non-reflective surfaces to reduce reflective noise has been made. The landscape plans provided show 1.8m Colorbond fencing with vegetative hedging for further buffering as well as soft surfaces (soft-fall mulch and artificial grass etc.) to mitigate sound reflecting to neighbouring sites.

Plant equipment is located on the east (road) side of the lot, away from future development lots also. Cars coming to and from the site will have a noise element, but this would not be constant throughout the day. Vehicle speed will be low given the nature of the site being suburban and, on a curve-linear road. It is submitted that noise factors will not be unreasonable in terms of impact to sensitive uses.

<p>A2 External lighting for a use listed as Discretionary, excluding Residential use:</p> <ul style="list-style-type: none"> a) must be within the hours of 7.00pm to 7.00am, excluding any security lighting; and b) security lighting must be baffled so that direct light does not extend into the adjoining property. 	<p>P2 External lighting for a use listed as Discretionary, excluding Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> a) the number of proposed light sources and their intensity; b) the location of the proposed light sources; c) the topography of the site; and d) any existing light sources.
---	---

RESPONSE

P2 The performance criteria are addressed.

- a. The outdoor lighting is indicated on the plans at drawing a03 and further explained at the response for 8.3.1 P1(b). The lighting is either baffled or fitted to be under the eaves so light is directed to the site, building and areas of pedestrian activity only.
- b. The plans show soffit lighting (under eave) for the rear play space, baffled lighting to the north west elevation and fascia mounted car park lighting to the south together with soffit lights, allowing secure and safe entry and exit for visitors in low light. The lighting is designed to be

limited in vertical illuminance and to create light that is localised to the building, thereby controlling any loss of amenity to others beyond what is reasonable.

- c. The topography is flat and even, so there is no height disadvantage for light spill.
- d. As a greenfield site, there is no other existing light source to record. As a residential subdivision, no significant other light source is anticipated aside from normal street lighting.

<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services or Residential use, must be within the hours of:</p> <ul style="list-style-type: none"> a) 7:00am to 7:00pm Monday to Friday; b) 9:00am to 12 noon Saturday; and c) nil on Sunday and public holidays. 	<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services or Residential use, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> a) the time and duration of commercial vehicle movements; b) the number and frequency of commercial vehicle movements; c) the size of commercial vehicles involved; d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; e) any existing or proposed noise mitigation measures between the vehicle movement areas and sensitive use; f) potential conflicts with other traffic; and g) existing levels of amenity.
---	--

RESPONSE

A3 The acceptable solution is achieved. Commercial vehicles will consist of normal (small package) freight delivery and waste collection. These will only occur during normal business hours.

<p>A4 No Acceptable Solution.</p>	<p>P4 A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> a) the intensity and scale of the use; b) the emissions generated by the use; c) the type and intensity of traffic generated by the use; d) the impact on the character of the area; and e) the need for the use in that location.
-----------------------------------	---

RESPONSE

P4 The performance criteria are addressed.

- a. The use of childcare centres is typical and reasonably common in residential areas as they need to be easily accessible. The size of the building proposed is commensurate to the site, and the number of children is based on projected needs. The numbers provided are based on full capacity.
- b. The use is likely to produce noise emissions, but the numbers of children on the site is not expected to produce undue levels of noise. Mitigation for outdoor areas is included in the plans and addressed at 8.3.1 Discretionary uses.
- c. Traffic generation is addressed in the TIA provided.
- d. The area is residential, although, as yet, a greenfield site with development for the subdivision underway. The building is designed to be fitting with a residential environment and takes into account future lots. It is low profile and will not dominate the streetscape as setbacks on the large sized lot are sufficient.
- e. The site is north of the town centre and in what is becoming a considerable residential area of St Helens. Anticipated demand for childcare in this growth area has prompted the development. The business will complement the education centres in St Helens and provide increased living standards and choices for residents.

8.5 Development Standards for Non-dwellings

8.5.1 Non-dwelling development

Objective	
That all non-dwelling development: <ul style="list-style-type: none">a. is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; andb. does not cause an unreasonable loss of amenity on adjoining residential properties.	
Acceptable Solutions	Performance Criteria
A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: <ul style="list-style-type: none">a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;b) if the frontage is not a primary frontage, not less than 3.0m, or if the	P1 A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

<p>setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</p> <p>c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.</p>	
---	--

RESPONSE

P1 The performance criteria are addressed. The setback from the primary frontage is 3m; the setback from the secondary frontage is 11.4m. The building is oriented to the secondary frontage and the access. The east elevation will be reasonably interactive for the corner lot, having several windows and variation in the building façade. Fencing will be used on the boundary as a requirement for the rear play area. Picket fencing will be used for the remainder of the boundary, being in keeping with residential development character.

<p>A2 A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <ul style="list-style-type: none"> i. a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and ii. projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and <p>b) only have a setback less than 1.5m from a side or rear boundary if the building:</p> <ul style="list-style-type: none"> i. does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or ii. does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser). 	<p>P2 The siting and scale of a building that is not a dwelling must:</p> <p>a) not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none"> i. reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; ii. overshadowing the private open space of a dwelling on an adjoining property; iii. overshadowing of an adjoining vacant property; and iv. visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and <p>b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.</p>
---	--

RESPONSE

Response

A2 The acceptable solution is achieved. The setbacks are sufficient and the building height does not project from the prescribed area.

<p>A3 A building that is not a dwelling, must have:</p> <ul style="list-style-type: none"> a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and b) a site area of which not less than 35% is free from impervious surfaces. 	<p>P3 A building that is not a dwelling, must have:</p> <ul style="list-style-type: none"> a) site coverage consistent with that existing on established properties in the area; and b) reasonable space for the planting of gardens and landscaping.
--	---

RESPONSE

P3 The performance criteria are addressed. The building site coverage is 24 percent and compliant. The area of impervious surface exceeds the acceptable solution at 64 percent and so the performance criteria are addressed.

- a. There are no existing properties in the area for comparison on this site.
- b. The plans show the landscaping for the site which includes softened frontage areas and hedging at the boundaries.

<p>A4 No Acceptable Solution.</p>	<p>P4 A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must:</p> <ul style="list-style-type: none"> a) provide for security and privacy while allowing for passive surveillance of the road; and b) be compatible with the height and transparency of fences in the street, having regard to: <ul style="list-style-type: none"> i. the topography of the site; and ii. traffic volumes on the adjoining road.
-----------------------------------	---

RESPONSE

P4 The performance criteria are addressed. The frontage to the south will have a 0.9m high picket fence. The primary frontage will have partial Colorbond fencing at 1.8m high and partial picket fencing at 0.9m.

- a. the picket fence allows for visual surveillance to the street while defining the business premises. The 1.8m fence is required for the rear yard of the facility for security and mitigation to sound.
- b. There are no fences in the area to compare to, however, both fences are typical of a suburban environment.

<p>A5 Outdoor storage areas, for a building that is not a dwelling, including waste storage,</p>	<p>P5 Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on</p>
--	---

<p>must not:</p> <ul style="list-style-type: none"> a) be visible from any road or public open space adjoining the site; and b) encroach upon parking areas, driveways or landscaped areas. 	<p>views into the site from any roads or public open space adjoining the site, having regard to:</p> <ul style="list-style-type: none"> a) the nature of the use; b) the type of goods, materials or waste to be stored; c) the topography of the site; and d) any screening proposed.
---	--

RESPONSE

A5 The acceptable solution is achieved. The waste storage is discreetly positioned and includes screening. The outdoor storage is at the rear of the building and not visible.

<p>A6 Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.</p>	<p>P6 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:</p> <ul style="list-style-type: none"> a) the characteristics and frequency of any emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any mitigation measures proposed
---	--

RESPONSE

A6 The acceptable solution is achieved. The air conditioning units are 19m from the nearest residential boundary (according to the approved subdivision plans).

4.2 Code Assessment

C1.0 Signs Code

Table C1.3 Sign Type Definitions



C1.6 Development standards for buildings and works

C1.6.1 Design and siting of signs

-
- A1 The acceptable solution is achieved. Ground based sign is permissible in the zone and meets the dimension requirements.
- P2 The performance criteria are addressed as the sign is within the General Residential Zone.
The sign does not cause unreasonable loss of amenity as:
- a. the subject site is generally flat and even and has minimal topographical variation. In this regard the sign will not project or be above any other feature by reason of topography.
 - b. The nearest dwellings that would have any line of sight to the sign would be at least 18m south of the site, on the south side of the new road. Future dwellings will likely have setbacks that increase this distance and various forms of landscaping softening views to other properties.
 - c. The sign is not located, nor has bulk enough, to cause overshadowing.
 - d. The sign is designed to be minimal in terms of structure while providing business identification for visitors.
- A3 The acceptable solution is achieved. One sign only is proposed.

C1.6.2 Illuminated signs
Not applicable

C1.6.3 Third party sign
Not applicable

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts
Not applicable

C2.0 Parking and Sustainable Transport Code

C3.0 Road and Railway Assets Code

Please refer to Annexure 3 for a response to these Codes – Traffic Impact Assessment

C16.0 Safeguarding of Airports Code

C16.4 Use or Development Exempt from this Code

C16.4.1 The following use or development is exempt from this code:

- (a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

RESPONSE

The application is exempt.

5. Conclusion

This application is for use and development of a childcare centre. The development will be on approved Lot 31 of the subdivision at Tully Street, St Helens. The subdivision is underway but not finalised, and so this application applies to the current title of Vol. 130396 Fol. 1.

The development consists of a single building that is single storey. The building will have three care rooms and associated facilities. The outdoor area will include children's play areas and outdoor storage. Parking will be at the front of the building and will allow for staff parking and for drop off and pick up of children from the site.

Extensive landscaping is proposed to define the site and to soften the boundaries. The site design is compatible with a residential environment. The building is low profile and designed to conform with the anticipated character of the area. Ample customer parking will ensure the use can be contained to the site. The use is complimentary to residential needs, being a childcare provider with easy access to a residential area experiencing growth.

The application includes signage which is appropriately designed and positioned for a residential environment.

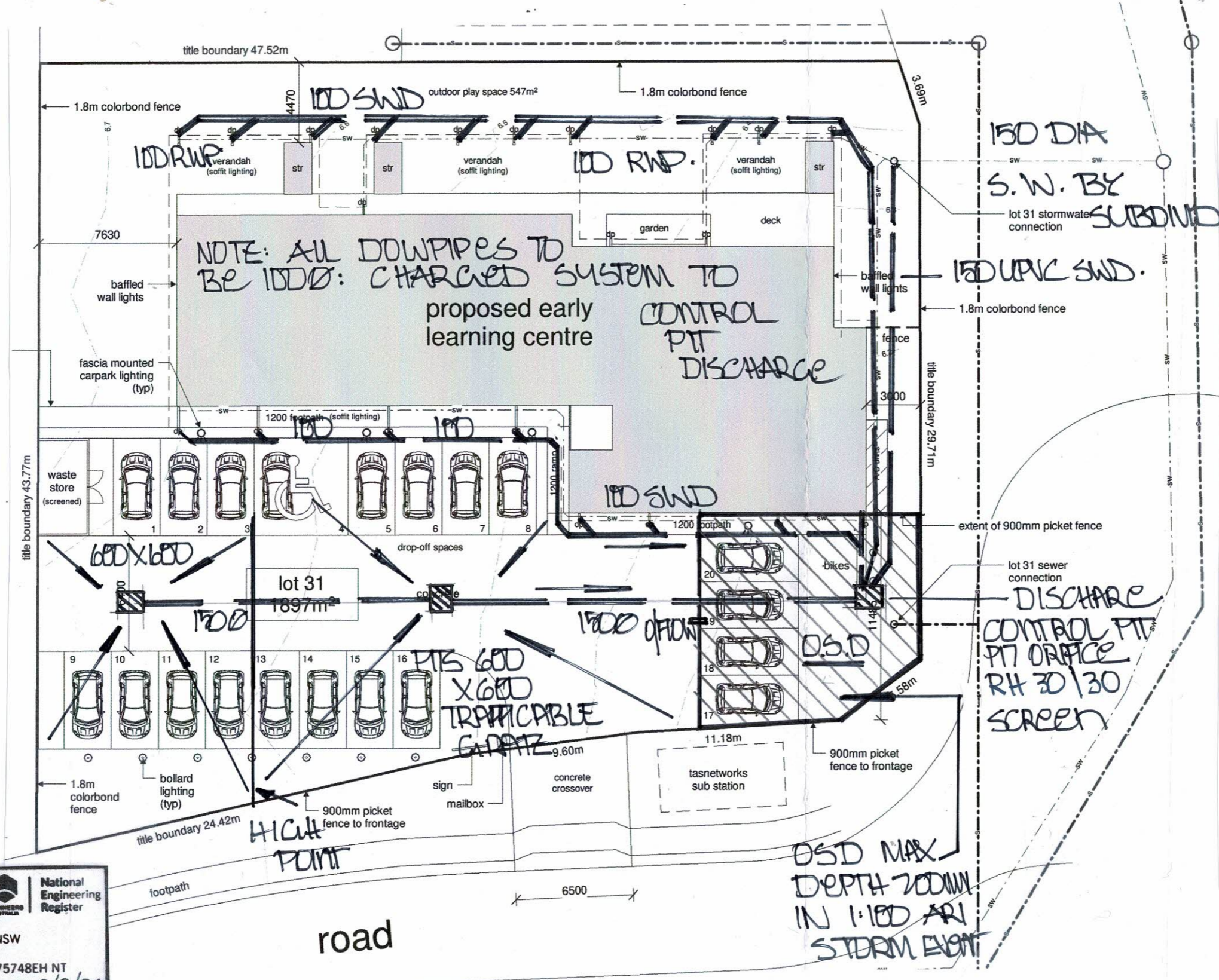
The proposal meets the standards of the zone and relevant codes. A planning permit for use and development is sought from Council.

Annexures

Annexure 1 Copy of Title plan and Folio text

Annexure 2 Proposal Plan

Annexure 3 - Traffic impact assessment



SITE STORMWATER MANAGEMENT DESIGN FOR DEVELOPMENT APPLICATION
 STAGE ONLY - COMPREHENSIVE DESIGN TO BE SUPPLIED AS CONSTRUCTION
 DRAWINGS

CLIMATE CHANGE IS AN UNKNOWN FACTOR AND IS THEREFORE UNQUANTIFIABLE- THIS DESIGN IS PREPARED BASED ON STANDARDS AND CODES RELEVANT AND CURRENT AT THE DATE OF THE DESIGN. REC HYDRAULIC P/L DESIGN DO NOT ACCEPT ANY RESPONSIBILITY FOR THE FUTURE EFFECT OF DROUGHT, UNSEASONAL RAINFALL EVENTS, LACK OF SYSTEM MAINTENANCE OR OTHER OCCURRENCES RESULTING FROM THE EFFECTS OF FUTURE CLIMATE CHANGE. DATE SEPTEMBER 2024. ONGOING RESPONSIBILITY FOR MAINTENANCE OF THE SYSTEM REMAINS WITH THE PROPERTY OWNER.

Ralph Douglas Williams
 MIEAust CPEng NER
 APEC Engineer IntPE(Aus)
 Membership No. 2445628
 CC4703F Civil TAS, PRE0001651 NSW
 RPEQ19577 Civil, Structural QLD
 PE0010023 VIC, 175748ES NT, 175748EH NT
 SIGNED: *R. Williams* DATE: 2/9/24

TEL - 0418 597 741 E - info@rechyd.com.au

DATE: 9/24	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: LOT 31 JULY ST
DRAWING No: DWG-H-1	REV: A	TITLE: DA STAGE STORMWATER	



Woolcott Surveys
**Childcare Centre, Tully Street, St
Helens**
Traffic Impact Assessment
September 2024



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1. Introduction

1.1 Background

Midson Traffic were engaged by Woolcott Surveys to prepare a traffic impact assessment for a proposed childcare centre development at Lot 31, Tully Street, St Helens.

1.2 Traffic Impact Assessment (TIA)

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

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019.

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

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

This TIA also addresses the relevant clauses in C2.0, *Parking and Sustainable Transport Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Break O’Day, 2022.

1.3 Statement of Qualification and Experience

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

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

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located within a subdivision as Lot 31, Tully Street, St Helens. The site is located on the inside of a curve within the subdivision road. The lot size is 1,896m².

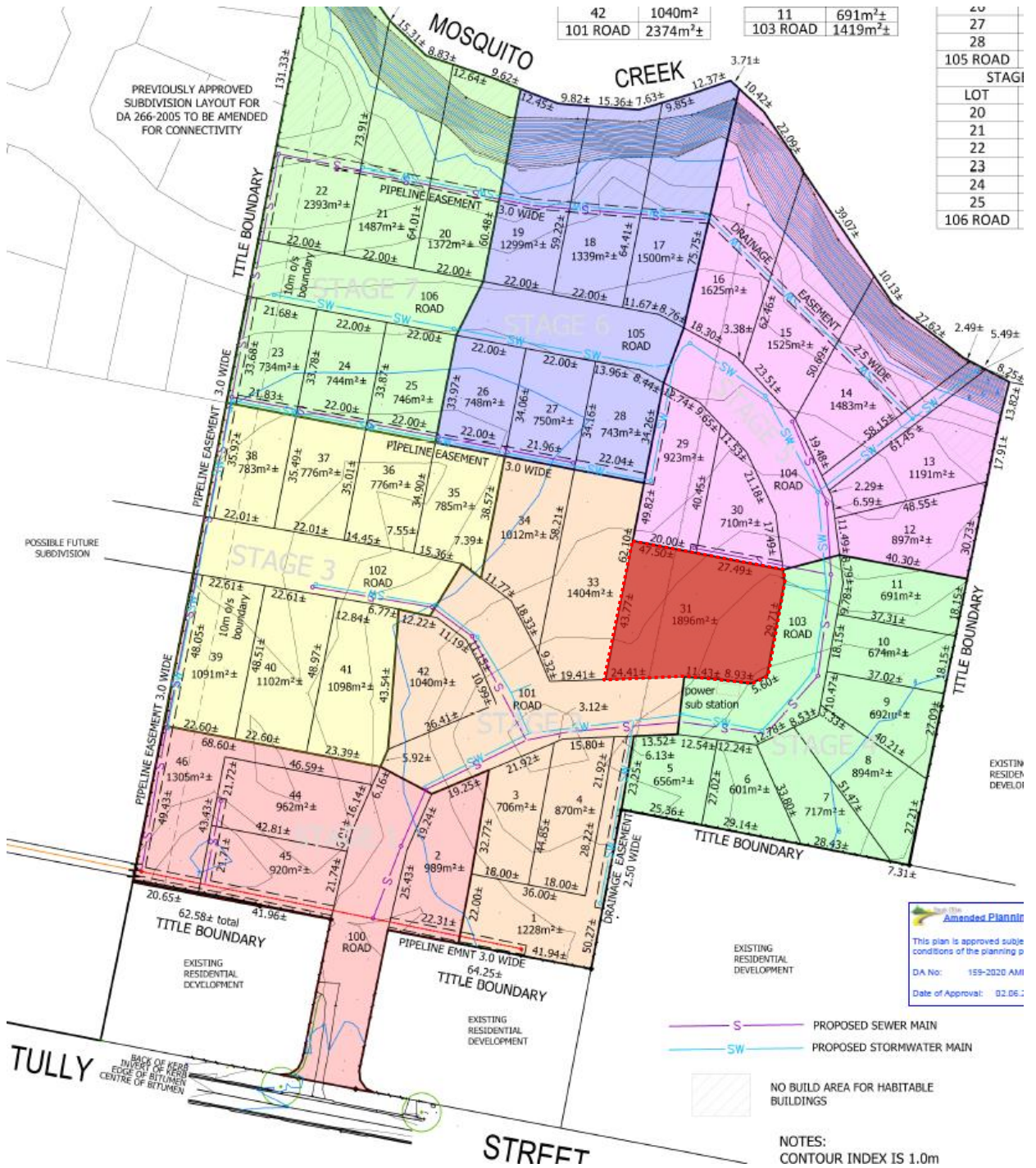
The subdivision area that contains the subject site is shown in Figure 1, and the subject site in the context of the uncompleted subdivision is shown in Figure 2.

Figure 1 Subdivision Area & Surrounding Road Network



Image Source: LIST Map, DPIPWE

Figure 2 Subject Site within Subdivision



1.6 Reference Resources

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

- Tasmanian Planning Scheme – Break O’Day, 2022 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys*, 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Tully Street and the internal roadway adjacent to the site that forms part of a recent subdivision.

Tully Street is a major collector road that becomes Tasman Highway to the north-east of the CBD of St Helens. It carries approximately 1,600 vehicles per day¹ near the subject site. It has a sealed pavement width of approximately 7 metres, established tree lined nature strip of approximately 3.5 metres on both sides, and a footpath of approximately 1.5 metres. The posted speed limit of Tully Street is 60-km/h.

Tully Street does not exhibit commuter peaks, but has a generally consistent hourly flow between 8:00am and 4:00pm of approximately 140 vehicles per hour.

The internal subdivision road adjacent to the subject site will connect between Tully Street and Annabel Drive. It is a local access road that will carry approximately 1,000 vehicles per day when fully developed. The general urban speed limit of 50-km/h will be applicable to the subdivision road.

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2018 and 30th November 2023 for Tully Street between Cecilia Street and Annie Street. No crashes were reported during this time.

Note that no crashes have been reported within the subdivision roads as construction is not yet complete.

¹ Department of State Growth traffic data, 2022.

3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a new childcare centre catering for 62 children. Access to the site is via a driveway connecting to the adjacent roadway. On-site car parking is provided for 20 spaces, including 1 disabled space.

The hours of operation will be 6:30am to 7:00pm.

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Site Layout Plans

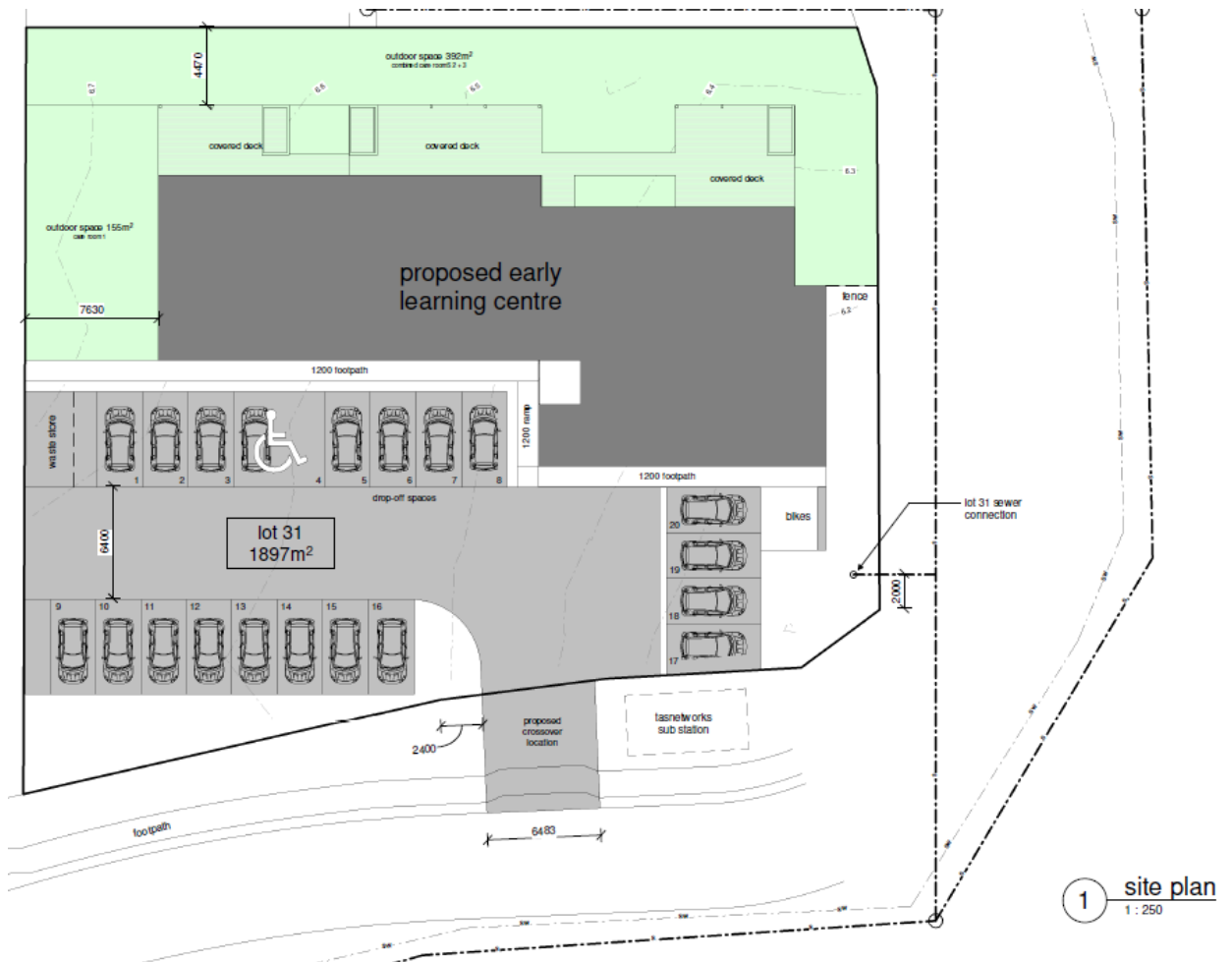
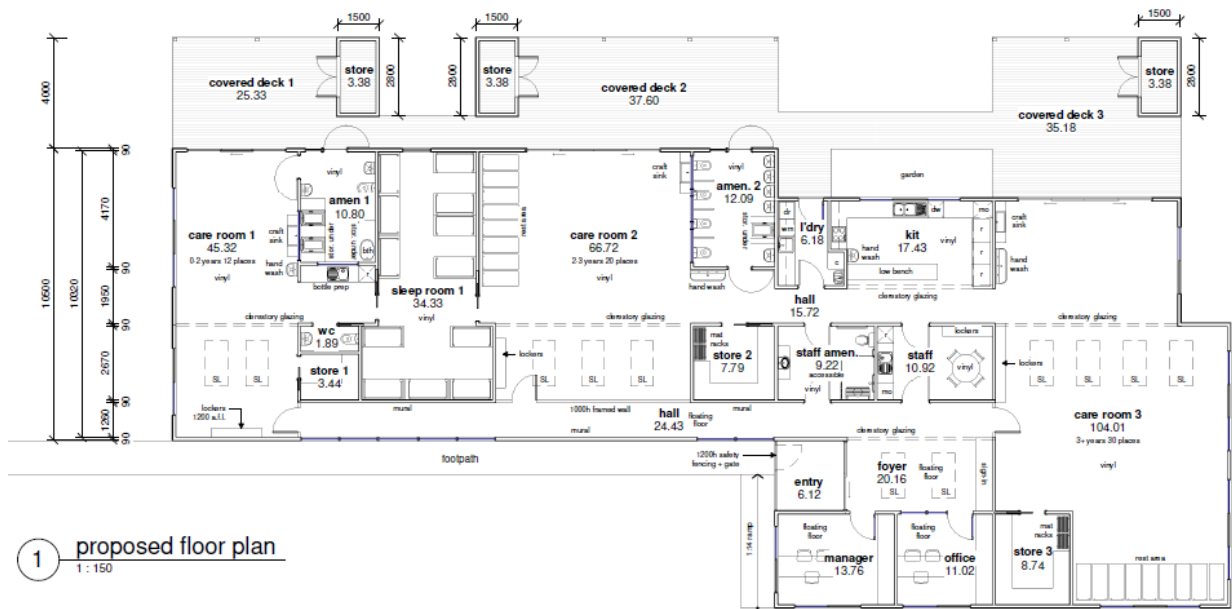


Figure 4 Proposed Development Floor Plans



4. Traffic Impacts

4.1 Trip Generation

Trip generation rates were sourced from the RMS Guide. The RMS Guide traffic generation rates are summarised in Table 1.

Table 1 RMS Traffic Generation

Component	Quantity	Maximum Morning Peak Hour Traffic Generation	Maximum Afternoon Peak Hour Traffic Generation
Proposed childcare	62 children	1.4 trips per child 87 vehicles per hour	0.8 trips per child 50 vehicles per hour

The traffic generation will therefore be 87 and 50 vehicles per hour during the morning and afternoon peaks respectively. The daily traffic generation is likely to be in the order of 300 vehicles per day (assuming two trips per child places per drop-off and pick-up, plus staff vehicle trips).

4.2 Trip Assignment

Based on the connectivity of the road network with the subject site, it is likely that the dominant movements at the site's access will be left-in/ right-out (movements to and from Tully Street will be dominant).

4.3 Access Impacts

The proposed development will provide a new access onto the subdivision road. The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*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*". In this case road authority consent has not yet been provided.

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

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

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*

- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority”.*

The following is relevant with respect to the development proposal:

- a. Increase in traffic. The increase in traffic at the access will be 89 vehicles per hour during the morning peak and 50 vehicles per hour during the afternoon peak. This represents 1.5 vehicles each minute during the morning peak and 0.8 vehicles per minute during the afternoon peak period on average. The increase in traffic can be readily absorbed into the road network without any loss of efficiency.
- b. Nature of traffic. The traffic will consist of cars, with timing that is normally associated with commuter and school peak periods. The access design is consistent with future neighbouring accesses located along the subdivision frontage road.
- c. Nature of road. The subdivision road is a low volume local access road. The traffic generation and access conditions are compatible with the nature and function of the road.
- d. Speed limit and traffic flow of road. The speed limit of the subdivision road is 50-km/h. The traffic flow is estimated to be in the order of 1,000 vehicles per day. The speed limit and traffic flow is compatible with the access conditions associated with the proposed development.
- e. Alternative access. No alternative access is considered possible or necessary.
- f. Need for use. The access is required to provide access to the on-site car parking spaces.
- g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.
- h. Road authority advice. Council (as road authority) require a TIA to be prepared for the development proposal.

Based on the above findings, the development complies with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

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

The minimum sight distance requirements for an access driveway in a 50-km/h frontage road is 45 metres. The available sight distance to the east of the access is approximately 45 metres (measured along the road alignment, thus satisfying the AS2890.1 sight distance requirement. The picket fence and vegetation located on the corner of the proposed development's boundary will be the limiting factor for sight distance. Sight distance is relatively unrestrained to the west of the access.

It is further noted that actual vehicle speeds are likely to be lower than 50-km/h through the bend immediately to the east of the access. The reduced vehicle speeds would reduce the actual sight distance requirements.

4.5 Pedestrian Impacts

The proposed development is likely to attract a relatively small amount of pedestrian movements in the surrounding network. The site is well connected to subdivision pedestrian infrastructure through to Tully Street.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

"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".*

The car park has a 1.2-metre pedestrian path that connects along the northern edge of the car parking area. The path is not separated by a distance of 2.5 metres or protective bollards. No path is provided along the eastern side of the footpath. On this basis the pedestrian infrastructure within the car park does not comply with the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

"Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;*
- (b) the nature of the use;*
- (c) the number of parking spaces;*
- (d) the frequency of vehicle movements;*
- (e) the needs of persons with a disability;*
- (f) the location and number of footpath crossings;*
- (g) vehicle and pedestrian traffic safety;*
- (h) the location of any access ways or parking aisles; and*
- (i) any protective devices proposed for pedestrian safety".*

The following is relevant with respect to the development:

- a. Characteristics of site. The site is a childcare development. The movement of cars and pedestrians only relates to activity associated with the childcare centre and would be expected by all road users. Vehicle speeds will be very low by virtue of the relatively small size of the car park.
- b. Nature of the use. The use is a childcare centre. The size of the car park is relatively small, resulting in low vehicle speeds and relatively low traffic volumes (peak generation of 89 vehicles per hour during the morning peak period).
- c. Number of parking spaces. A total of 20 on-site parking spaces are proposed, accessed via a single driveway/ internal access.
- d. Frequency of vehicle movements. The peak traffic generation will be 89 vehicles per hour during the morning peak. The relatively low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.
- e. Needs of persons with a disability. A disabled parking space is located immediately adjacent to the footpath alongside the building. The shared space adjacent to the parking space provides disabled pedestrian access to the path without conflict from vehicles within the car park.
- f. Location and number of footpath crossings. Not applicable.
- g. Vehicle and pedestrian safety. The car park will be a 'shared zone' where vehicles and pedestrians share the space with pedestrians having priority. As noted in d above, the low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars. This is typical of a small car park design that services a small commercial development.
- h. Location of access ways or parking aisles. The development has a relatively simple layout consisting a single access and central aisle. Parking is accessed at 90-degrees to the aisle.
- i. Protective devices. No pedestrian protective devices are included in the design.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

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

- The existing road safety performance of the surrounding road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development.

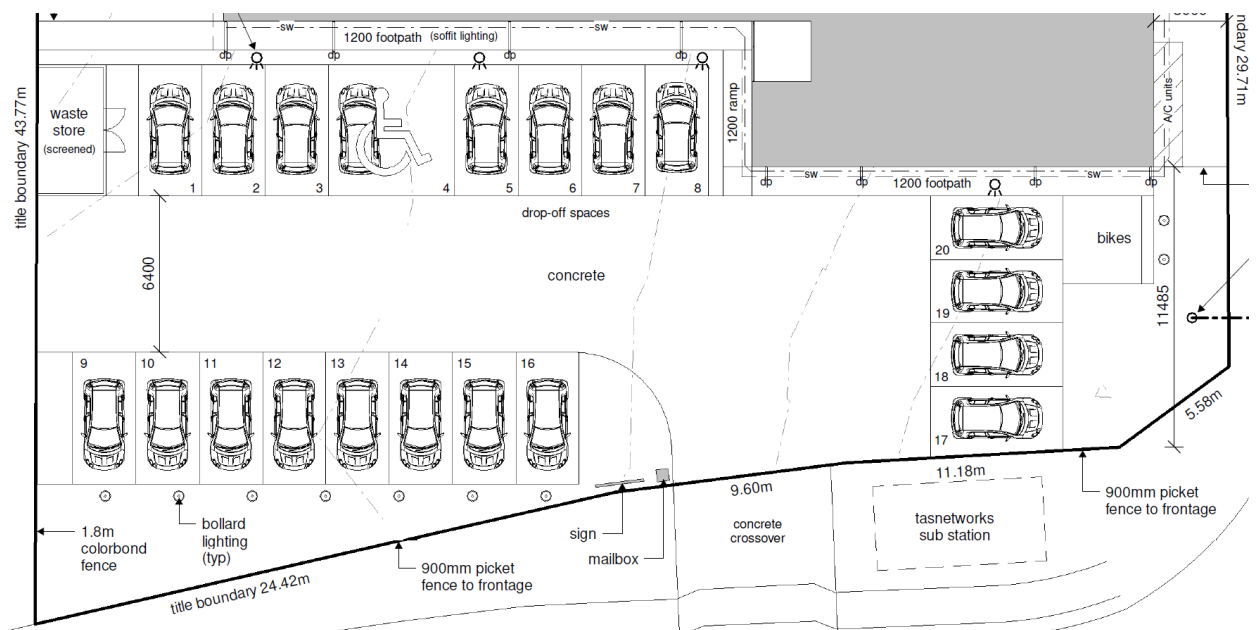
- Adequate sight distance is available at the proposed site access on the subdivision road in relation to the prevailing vehicle speeds in accordance with Australian Standards requirements.
- The additional traffic generated by the proposed development (noting an estimated peak of up to 89 vehicles per hour, can be readily absorbed by the surrounding road network).

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 20 on-site car parking spaces. This includes one disabled parking space. The car parking layout is shown in Figure 5.

Figure 5 Car Parking Layout



5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table 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 on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*

(ii) *the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

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

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

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

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

In this case, sub-points (a), (b), (c), and (d) are not applicable. The car parking requirements in Table C2.1 for 'Educational and Occasional Care' is 1 space per employee and 1 space per 6 tertiary students.

The childcare centre ('occasional care') does not cater for tertiary students and therefore the requirements relate to staff parking only.

The proposed childcare centre will cater for up to 10 staff: the parking requirement is therefore 10 spaces. The parking provision of 20 spaces satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

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

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level;
and

- (vii) *excluding a single dwelling, be delineated by line marking or other clear physical means; or*
- (b) *comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".*

The car parking layout is assessed in the following sections:

5.3.1 Gradient

Driveway Grade

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

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

The driveway grade is effectively level and therefore complies with AS2890.1 requirements.

Parking Grade

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

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

All parking spaces comply with the requirements of AS2890.1.

5.3.2 On-Site Turning

The car park facilities forward entry and forward exit, with adequate on-site turning within the central aisle.

5.3.3 Access Width

Table C2.2 requires a minimum internal access width of 5.5 metres. The available width is 6.5 metres at the driveway access, and 6.4 metres within the central aisle of the car park, thus complying with Table C2.2 requirements.

5.3.4 Parking Dimensions & Manoeuvring Width

Table C2.3 requires the following dimensions for 90-degree parking:

- Space width 2.6 metres
- Space length 5.4 metres

- Aisle width 6.4 metres

The parking dimensions within the car park have the following dimensions:

- Space width 2.6 metres
- Space length 5.4 metres
- Aisle width 6.4 metres

The parking spaces therefore comply with the requirements of Table C2.3 of the Planning Scheme.

5.3.5 Vertical Clearance

The site is not constrained by vertical obstructions.

5.3.6 Assessment Summary

The proposed car parking design complies with the requirements of Acceptable Solution A1.1(a) of Clause C2.6.2 of the Planning Scheme.

5.4 Accessible Parking

The Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme states:

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

(a) be located as close as practicable to the main entry point to the building;

(b) be incorporated into the overall car park design; and

(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities".

The following is relevant with respect to the development proposal:

- Location. The disabled parking space is located immediately adjacent to the main entrance to the childcare centre building.
- Car park design. The disabled parking space has been incorporated into the design of the car park.
- Disabled space design. The disabled parking space complies with the dimensional requirements in AS2890.6, including the adjacent shared area.

The National Construction Code provides the requirements for the number of disabled spaces. The Code classifies the building as a 'Class 9b' building. This requires 1 disabled parking space for every 100 car parking spaces. This is a requirement for 1 disabled space, which is provided.

Based on the above assessment, the disabled parking provision complies with the requirements of Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme.

5.5 Bicycle Parking

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

"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".

Bicycle parking is provided on-site for 4 bicycle spaces (shown in Figure 5). Table C2.1 requires 1 bicycle space per 5 employees. This is a requirement for 4 bicycle spaces. The requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme are met.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed childcare development at Lot 31 Tully Street, St Helens.

The key findings of the TIA are summarised as follows:

- The childcare centre will cater for up to 62 children.
- The childcare centre currently generates approximately 89 vehicles per hour to and from the site during the morning peak period, and 50 vehicles per hour during the afternoon peak period.
- Access to the development will be via a driveway access connecting to a new subdivision road. The access complies with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The proposed childcare centre provides a total of 20 on-site car parking spaces. The parking provision complies with the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The car parking design complies with the requirements of Acceptable Solution A1.1(a) of Clause C2.6.2 of the Planning Scheme.

Based on the findings of this report the proposed development is supported on traffic grounds.

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