

## **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 / 00216  
**Applicant** C Di Francesco, V Murdocca  
**Proposal** Residential – Seven (7) x Dwellings  
**Location** P2382 Tully Street, St Helens (CT186813/3, CT186813/4, CT186813/1)

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](http://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](mailto: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 11<sup>th</sup> January 2025 **until 5pm Friday 24<sup>th</sup> January 2025**.

**John Brown**  
**GENERAL MANAGER**

# 7 unit strata

## 24A Tully St, St Helens

Soil classification AS 2870-2011	-
Wind classification AS 4055-2012	
Climate zone ABCB Climate Zone Map	7
Bushfire Attack Level AS 3959-2018	
Alpine area BCA Figure 3.7.5.2	-
Corrosion environment BCA section 3.4.2.2 & BCA Table 3.4.4.2	-
Other	-

Zones			
Status, Type	Story	Name	Area
New, Conditioned			
	Ground Floor	1. Bedroom 1	10.99
	Ground Floor	1. Bedroom 2	10.65
	Ground Floor	1. Bedroom 3	10.02
	Ground Floor	1. Combined Living	43.05
	Ground Floor	1. Entrance	6.93
	Ground Floor	1. Hallway	6.20
	Ground Floor	2. Bedroom 1	10.99
	Ground Floor	2. Bedroom 2	10.30
	Ground Floor	2. Bedroom 3	9.89
	Ground Floor	2. Combined Living	44.07
	Ground Floor	2. Entrance	4.75
	Ground Floor	2. Hallway	5.42
	Ground Floor	3. Bedroom 1	10.99
	Ground Floor	3. Bedroom 2	10.30
	Ground Floor	3. Bedroom 3	9.89
	Ground Floor	3. Combined Living	44.07
	Ground Floor	3. Entrance	4.75
	Ground Floor	3. Hallway	5.42
	Ground Floor	4. Bedroom 1	10.99
	Ground Floor	4. Bedroom 2	10.30
	Ground Floor	4. Bedroom 3	9.89
	Ground Floor	4. Combined Living	44.07
	Ground Floor	4. Entrance	4.75
	Ground Floor	4. Hallway	5.42
	Ground Floor	5. Bedroom 1	10.99
	Ground Floor	5. Bedroom 2	10.30
	Ground Floor	5. Bedroom 3	9.89
	Ground Floor	5. Combined Living	44.07
	Ground Floor	5. Entrance	4.75
	Ground Floor	5. Hallway	5.42
	Ground Floor	6. Bedroom 1	10.99
	Ground Floor	6. Bedroom 2	10.65
	Ground Floor	6. Bedroom 3	10.02
	Ground Floor	6. Combined Living	43.05
	Ground Floor	6. Entrance	6.93
	Ground Floor	6. Hallway	6.20
	Ground Floor	7. Bedroom 1	10.99
	Ground Floor	7. Bedroom 2	10.65
	Ground Floor	7. Bedroom 3	10.02
	Ground Floor	7. Combined Living	43.05
	Ground Floor	7. Entrance	6.93
	Ground Floor	7. Hallway	6.20
			605.20 m <sup>2</sup>

New, Unconditioned			
	Ground Floor	1. Bathroom	6.50
	Ground Floor	1. Laundry	5.32
	Ground Floor	2. Bathroom	6.58
	Ground Floor	2. Laundry	8.02
	Ground Floor	3. Bathroom	6.58
	Ground Floor	3. Laundry	8.02
	Ground Floor	4. Bathroom	6.58
	Ground Floor	4. Laundry	8.02
	Ground Floor	5. Bathroom	6.58
	Ground Floor	5. Laundry	8.02
	Ground Floor	6. Bathroom	6.50
	Ground Floor	6. Laundry	5.32
	Ground Floor	7. Bathroom	6.50
	Ground Floor	7. Laundry	5.32
			93.86 m <sup>2</sup>
			699.06 m <sup>2</sup>

Issue Contents		
Layout ID	Layout Name	Revision ID
01	Project	01
02	Site Plan	01
03	House 1	01
04	House 1 Elevations	01
05	House 2	01
06	House 2 Elevations	01
07	House 3	01
08	House 3 Elevations	01
09	House 4	01
10	House 4 Elevations	01
11	House 5	01
12	House 5 Elevations	01
13	House 6	01
14	House 6 Elevations	01
15	House 7	01
16	House 7 Elevations	01
17	3D	01
18	3D	01
19	3D	01
20	3D	01
21	3D	01
22	3D	01
23	3D Floor Plan	01
30	Erosion Management	01

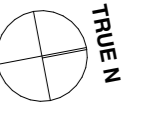
LAYOUT ID	LAYOUT	Project	DATE	REV ID	CHANGE/S
01	SCALE@A3		23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID	7870
PROJECT	7 unit strata
SITE	Lots 1,3,4
ADDRESS	24A Tully St, St Helens
CLIENT	C Di Francesco, V Murdocca



ARCHITECT	J Lev
	BDes(Arch) MArch
	Registration No. 1269
	CBOS 648911667
	lev.au/contact

**IMPORTANT NOTES**  
 All work must comply with the NCC and all relevant standards, laws, codes, specifications and development consent conditions. All structural work must be to engineer's detail. All dimensions are in mm to structure without finishes unless otherwise stated. Do not scale drawings; work to express dimensions only. Drawings are not for construction purposes until issued and certified for construction. Prior to construction, check all dimensions and levels on site, confirm compliance with building surveyor/certifier and notify any discrepancies. Copyright © Jiri Lev, all rights reserved.



- Bitumen driveway to match street
- Lawn and planting
- Permeable grassed pavement

Existing contours shown. Level and grade site for even drainage (per engineer's design)

1 Site plan  
1:200

LAYOUT ID	LAYOUT	Site Plan
02	SCALE@A3	1:200
	ISSUE ID	01
	ISSUE	Design
	ISSUED	23/10/2024
	PRINTED	13/12/2024

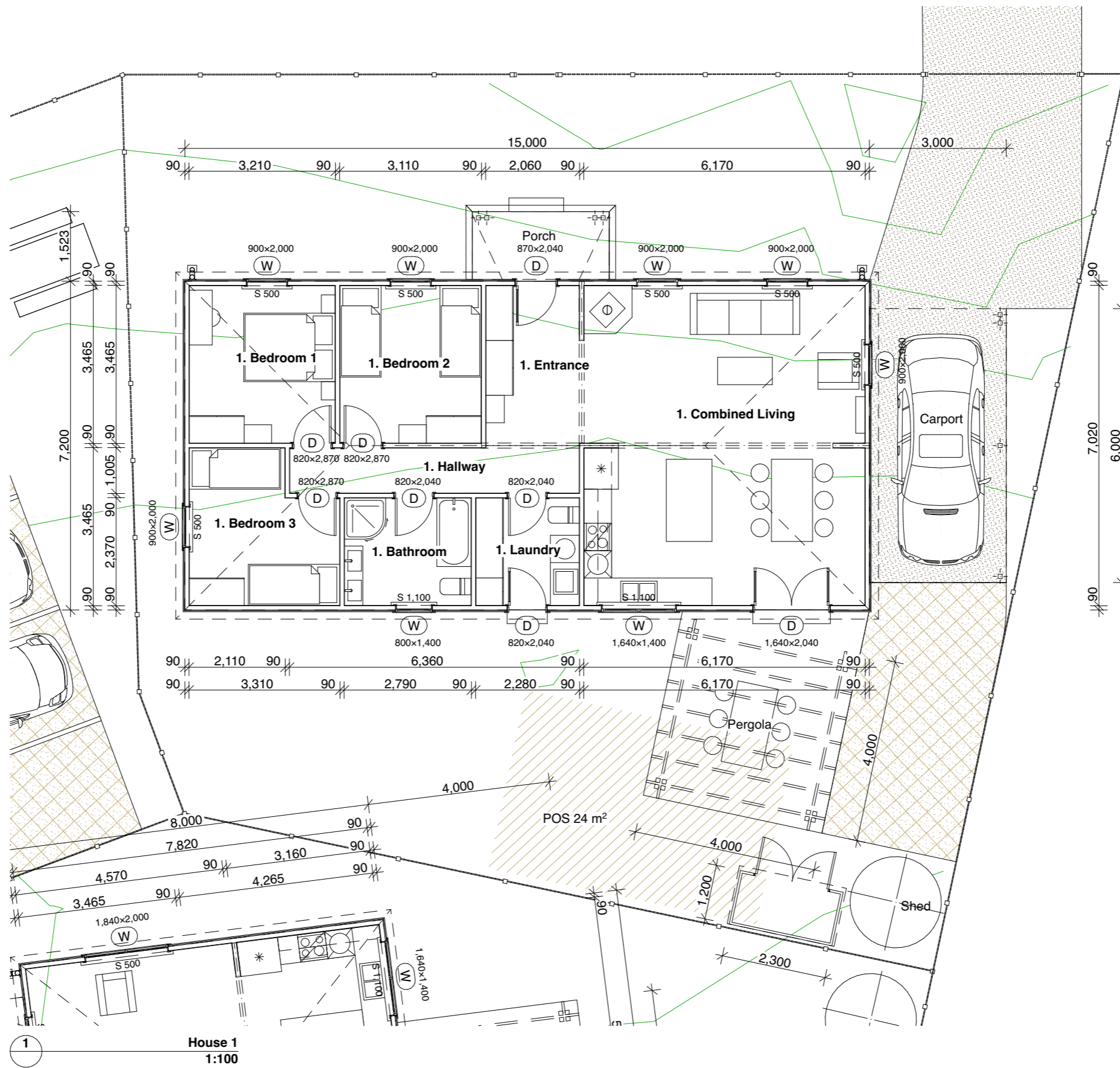
DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
 CLIENT C Di Francesco, V Murdocca



ARCHITECT  
**J Lev** BDes(Arch) March  
 Registration No. 1269  
 CBOS 648911667  
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LAYOUT ID  
**03**

LAYOUT **House 1**  
SCALE@A3 1:100  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



ARCHITECT  
**J Lev** BDes(Arch) MArch  
Registration No. 1269  
CBOS 648911667  
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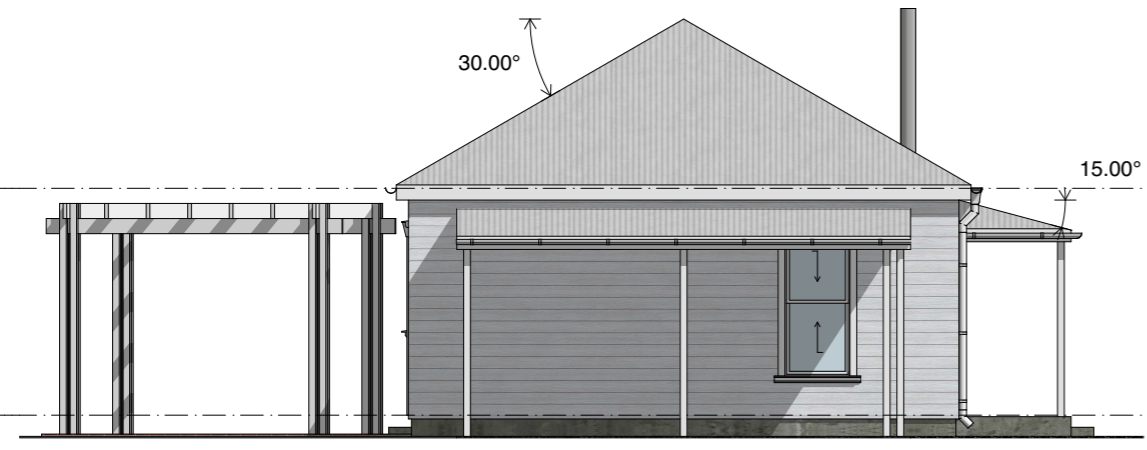
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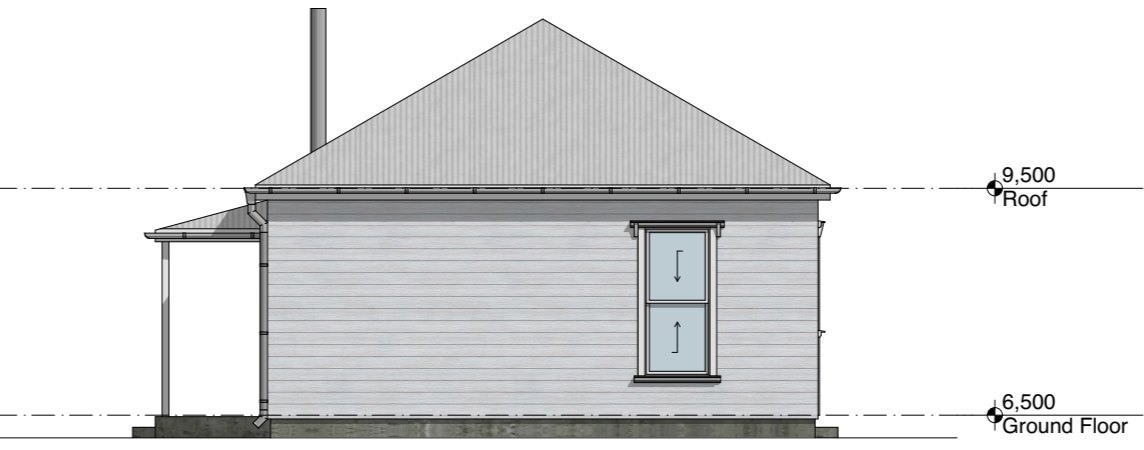
1 1N Front  
1:100



3 1S  
1:100



2 1E  
1:100



4 1W  
1:100

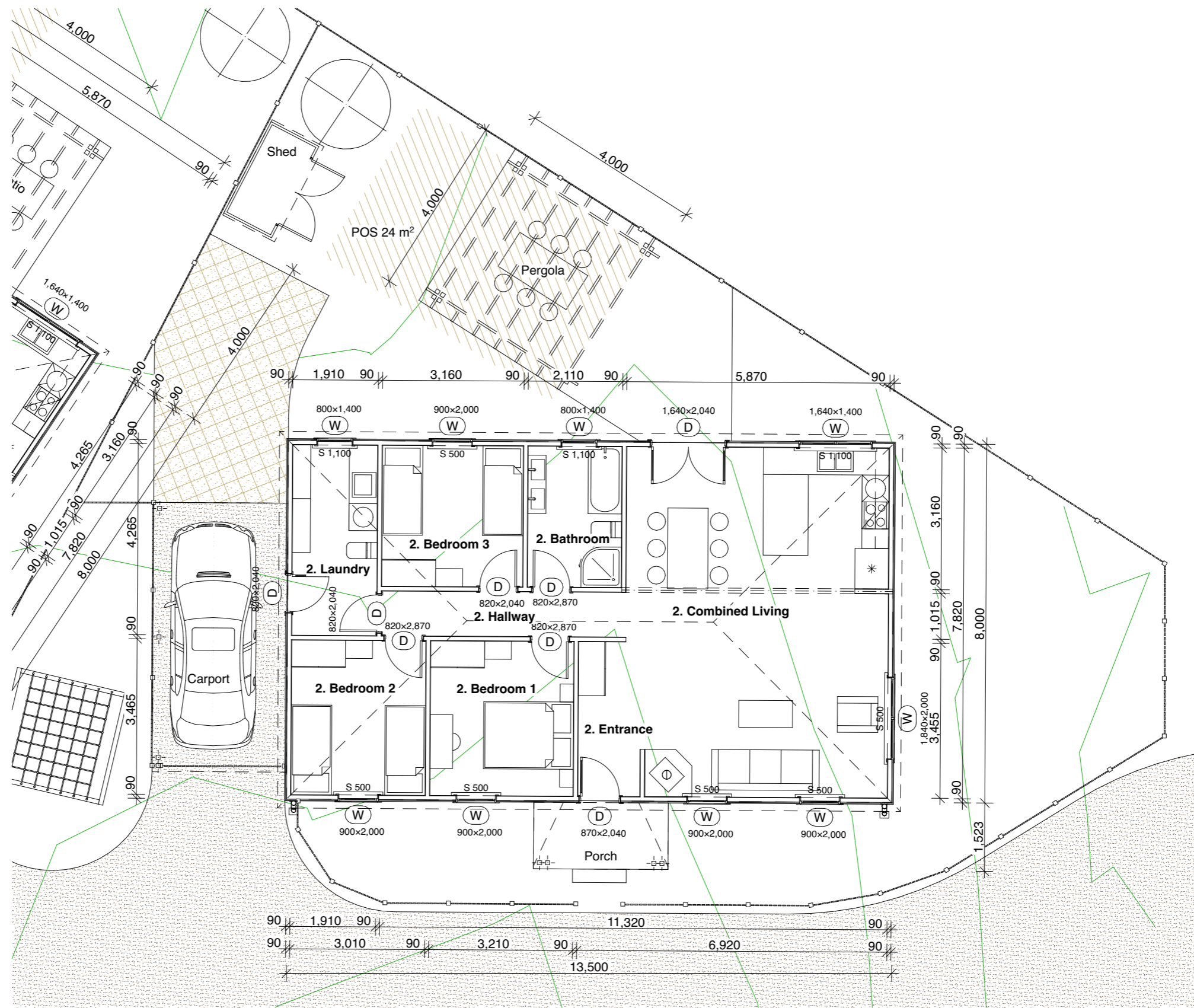
- Custom Orb dark grey (CB Monument)
- Custom Orb Zinalume or light grey (CB Shale Grey)
- Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
- Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
- Weatherboards shiplap hardwood or equivalent, white paint or white stain
- Dark grey (CB Monument or CB Night Sky)
- White
- Zinalume or light grey (CB Shale Grey)
- Timber, natural finish (oiled or stained)
- Concrete
- Glass

LAYOUT ID	LAYOUT	<b>House 1 Elevations</b>	DATE	REV ID	CHANGE/S
<b>04</b>	SCALE@A3	1:100	23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
 CLIENT C Di Francesco, V Murdocca

ARCHITECT  
**J Lev** BDes(Arch) MArch  
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1  
House 2  
1:100

LAYOUT ID  
**05**

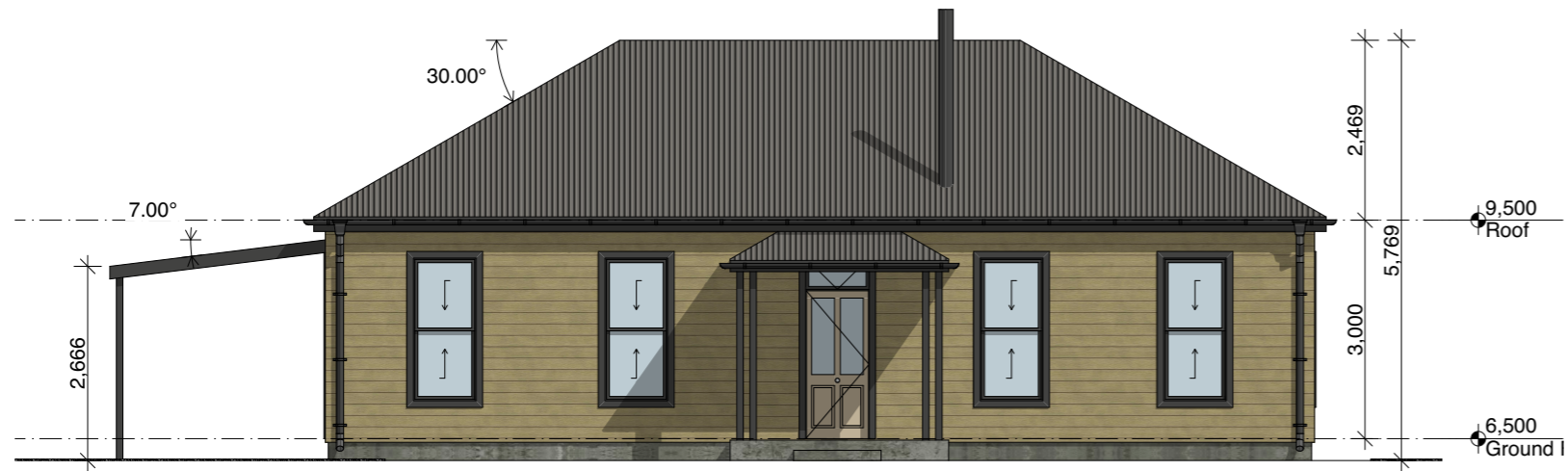
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SCALE@A3 1:100  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca

ARCHITECT  
**J Lev** BDes(Arch) MArch  
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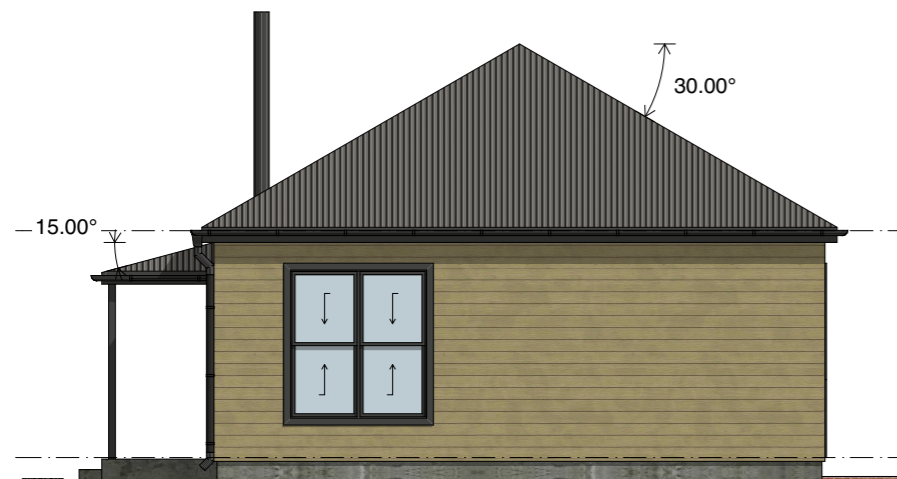
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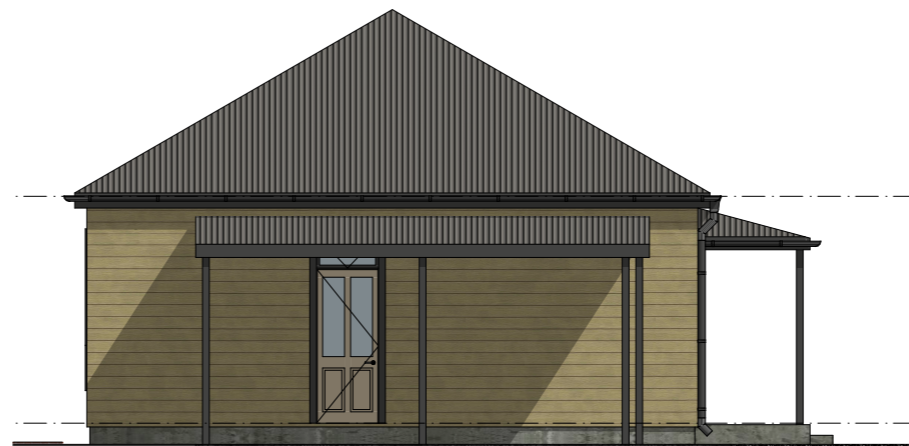
1  
2E Front  
1:100



3  
2W  
1:100



2  
2N  
1:100



4  
2S  
1:100

- Custom Orb dark grey (CB Monument)
- Custom Orb Zinalume or light grey (CB Shale Grey)
- Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
- Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
- Weatherboards shiplap hardwood or equivalent, white paint or white stain
- Dark grey (CB Monument or CB Night Sky)
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- Timber, natural finish (oiled or stained)
- Concrete
- Glass

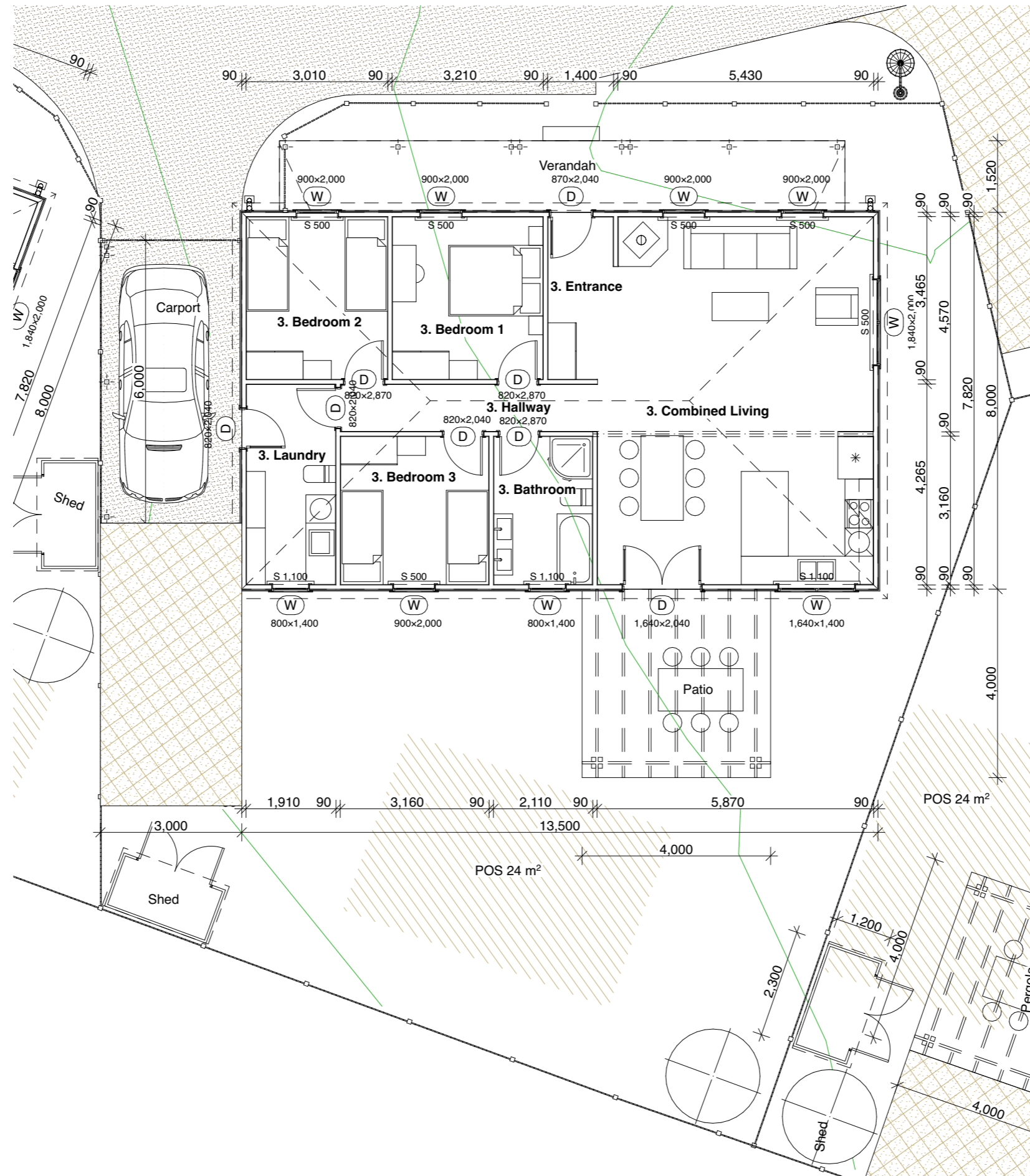
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	ISSUE ID	01	REV ID	01
	ISSUE	Design	CHANGE/S	
	ISSUED	23/10/2024		
	PRINTED	13/12/2024		

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
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1 House 3  
1:100

LAYOUT ID  
**07**

LAYOUT **House 3**  
SCALE@A3 1:100  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

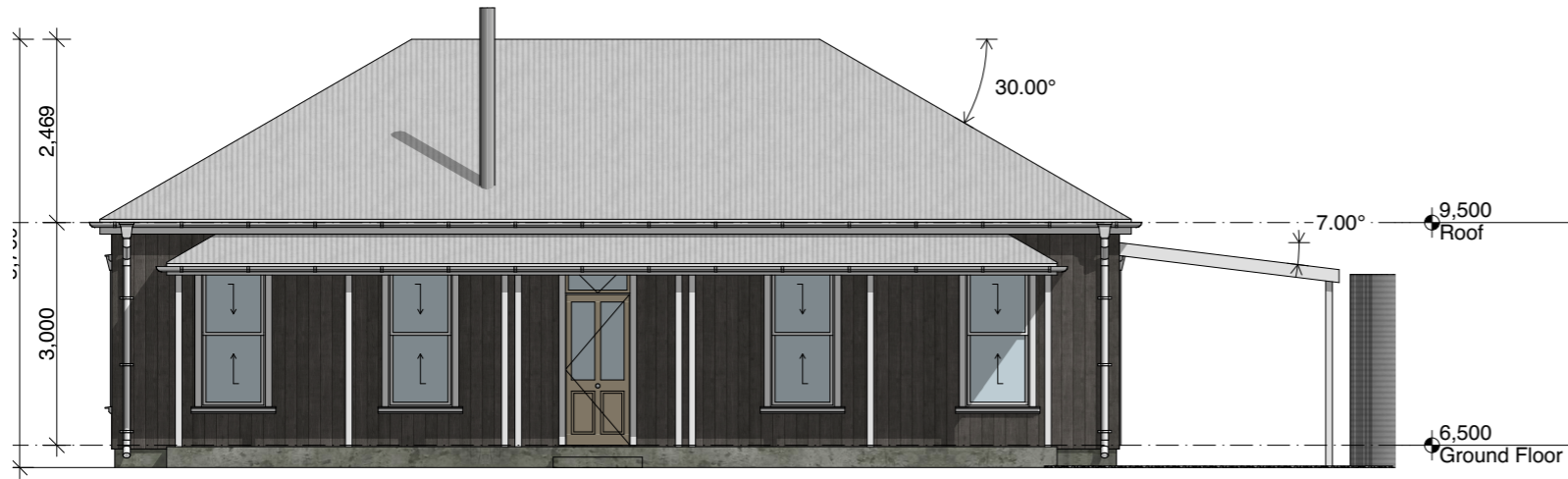
DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca

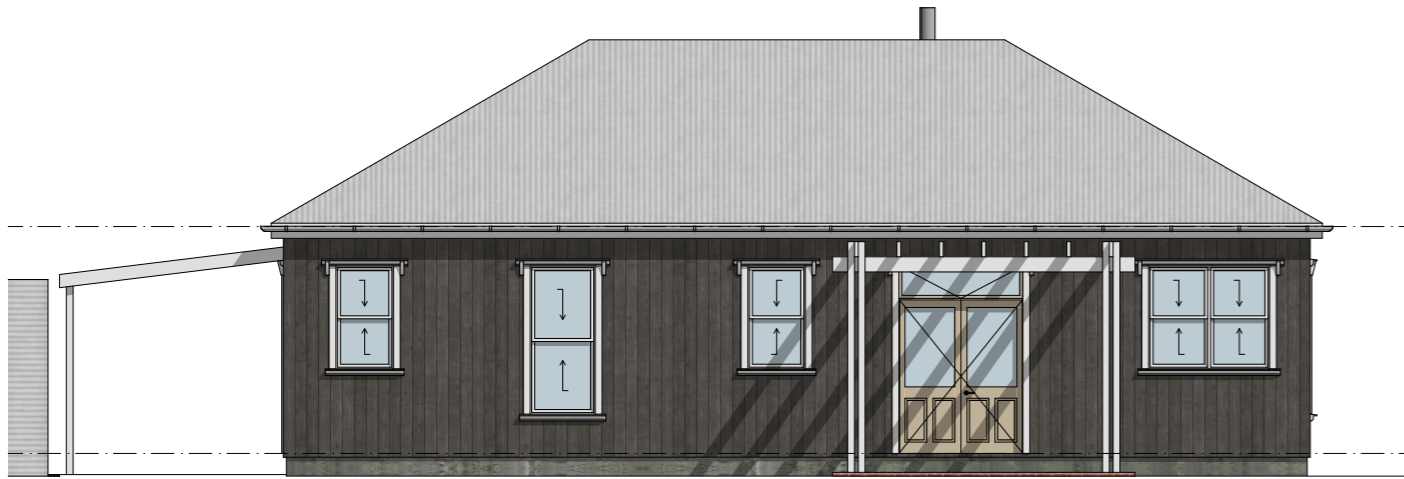
ARCHITECT  
**J Lev** BDes(Arch) MArch  
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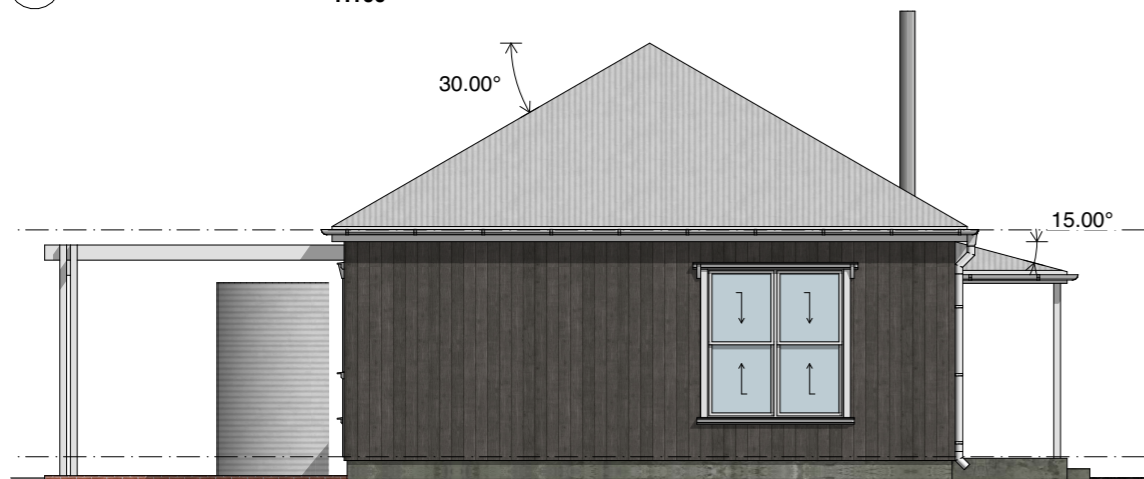




1 3W Front  
1:100



2 3E  
1:100



3 3N  
1:100



4 3S  
1:100

- Custom Orb dark grey (CB Monument)
- Custom Orb Zinalume or light grey (CB Shale Grey)
- Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
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- Weatherboards shiplap hardwood or equivalent, white paint or white stain
- Dark grey (CB Monument or CB Night Sky)
- White
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- Timber, natural finish (oiled or stained)
- Concrete
- Glass

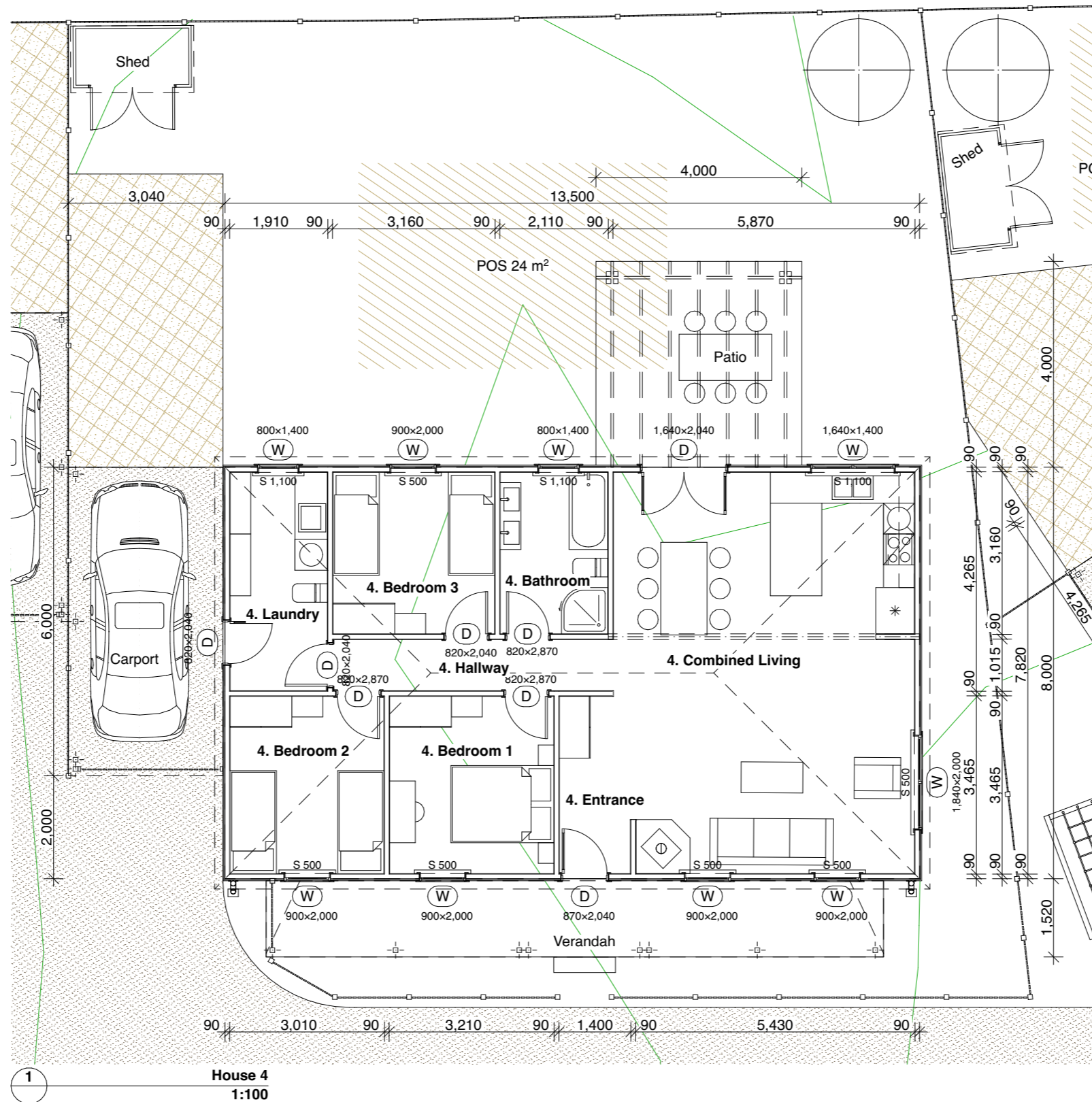
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	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
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LAYOUT ID  
**09**

LAYOUT **House 4**  
SCALE@A3 1:100  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

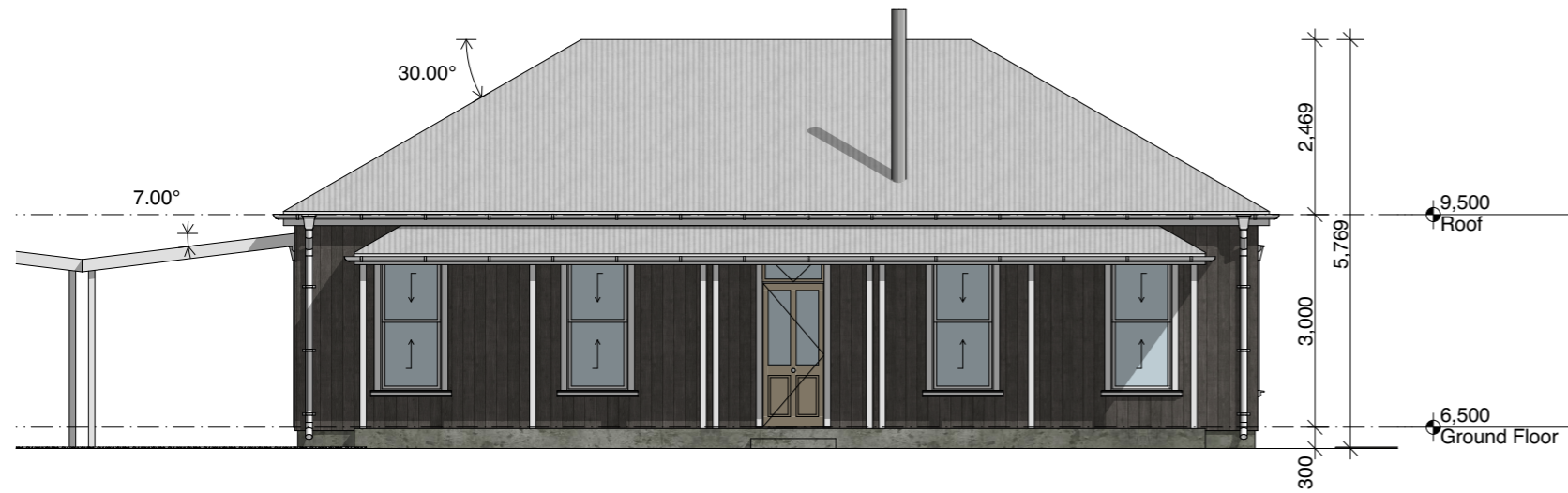
DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca

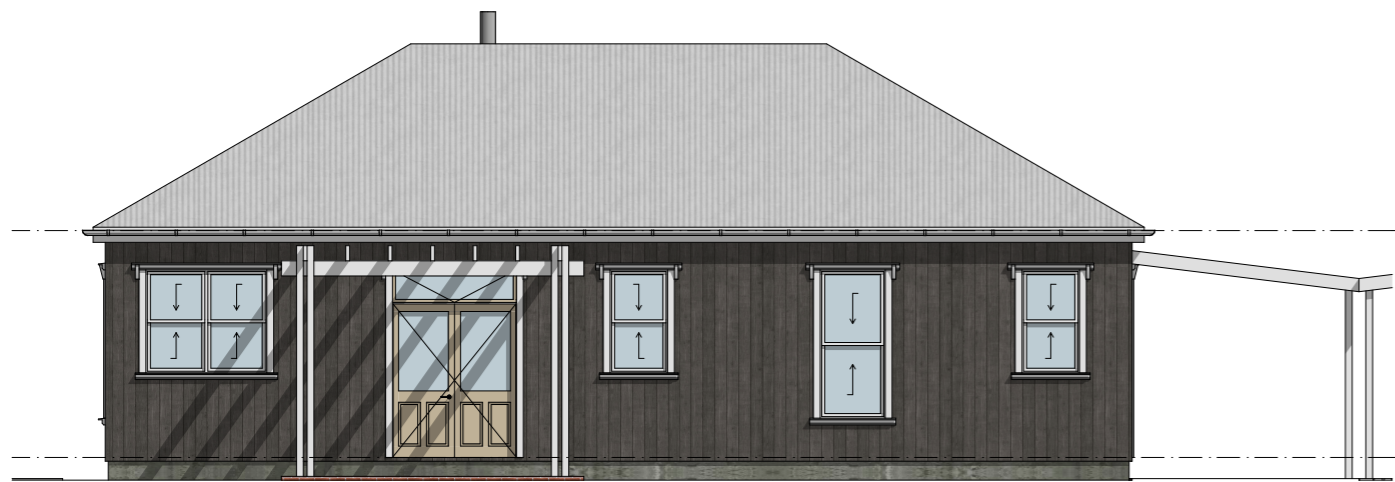


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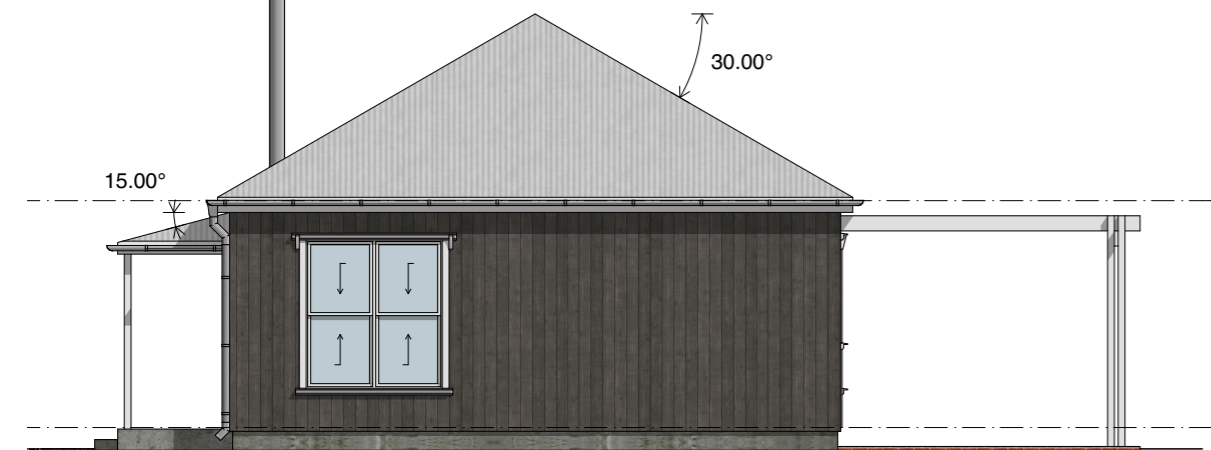
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1 4E Front  
1:100







2 4W  
1:100



3 4N  
1:100



4 4S  
1:100

-  Custom Orb dark grey (CB Monument)
-  Custom Orb Zinalume or light grey (CB Shale Grey)
-  Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
-  Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
-  Weatherboards shiplap hardwood or equivalent, white paint or white stain
-  Dark grey (CB Monument or CB Night Sky)
-  White
-  Zinalume or light grey (CB Shale Grey)
-  Timber, natural finish (oiled or stained)
-  Concrete
-  Glass

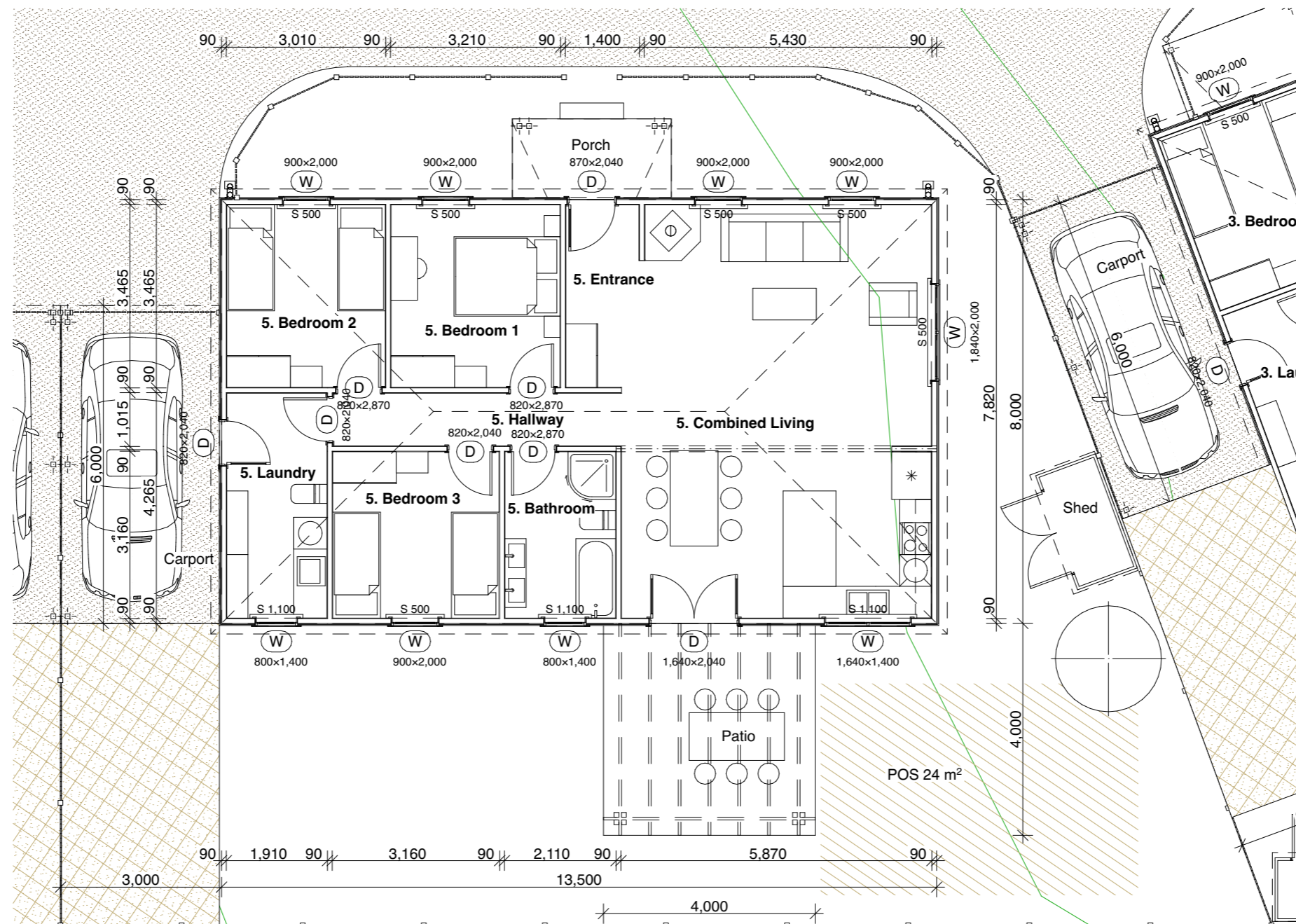
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	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
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1 House 5  
1:100

LAYOUT ID	LAYOUT	<b>House 5</b>
	SCALE@A3	1:100
<b>11</b>	ISSUE ID	01
	ISSUE	Design
	ISSUED	23/10/2024
	PRINTED	13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
 PROJECT 7 unit strata  
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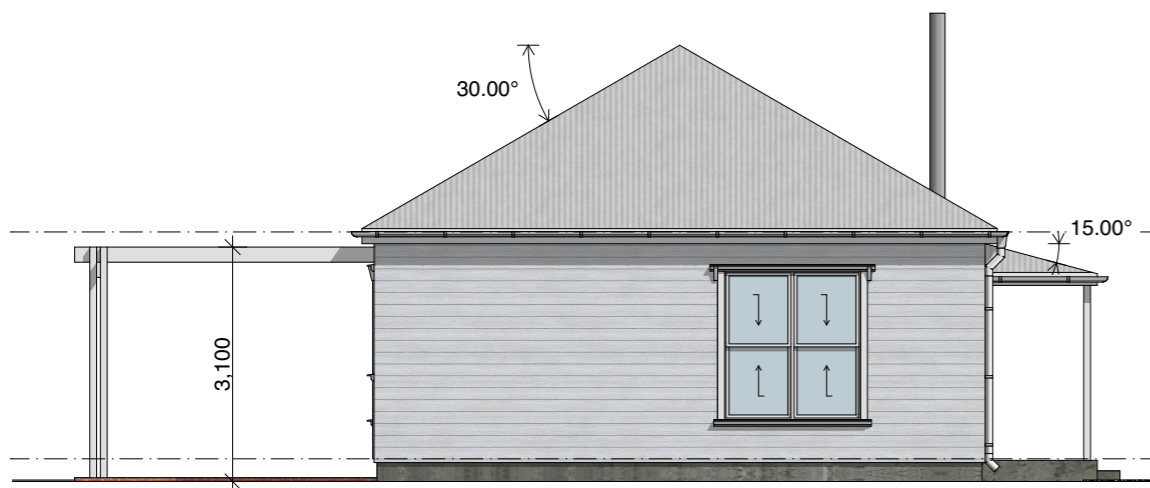
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1 5W Front  
1:100



2 5E  
1:100



3 5N  
1:100



4 5S  
1:100

- Custom Orb dark grey (CB Monument)
- Custom Orb Zinalume or light grey (CB Shale Grey)
- Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
- Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
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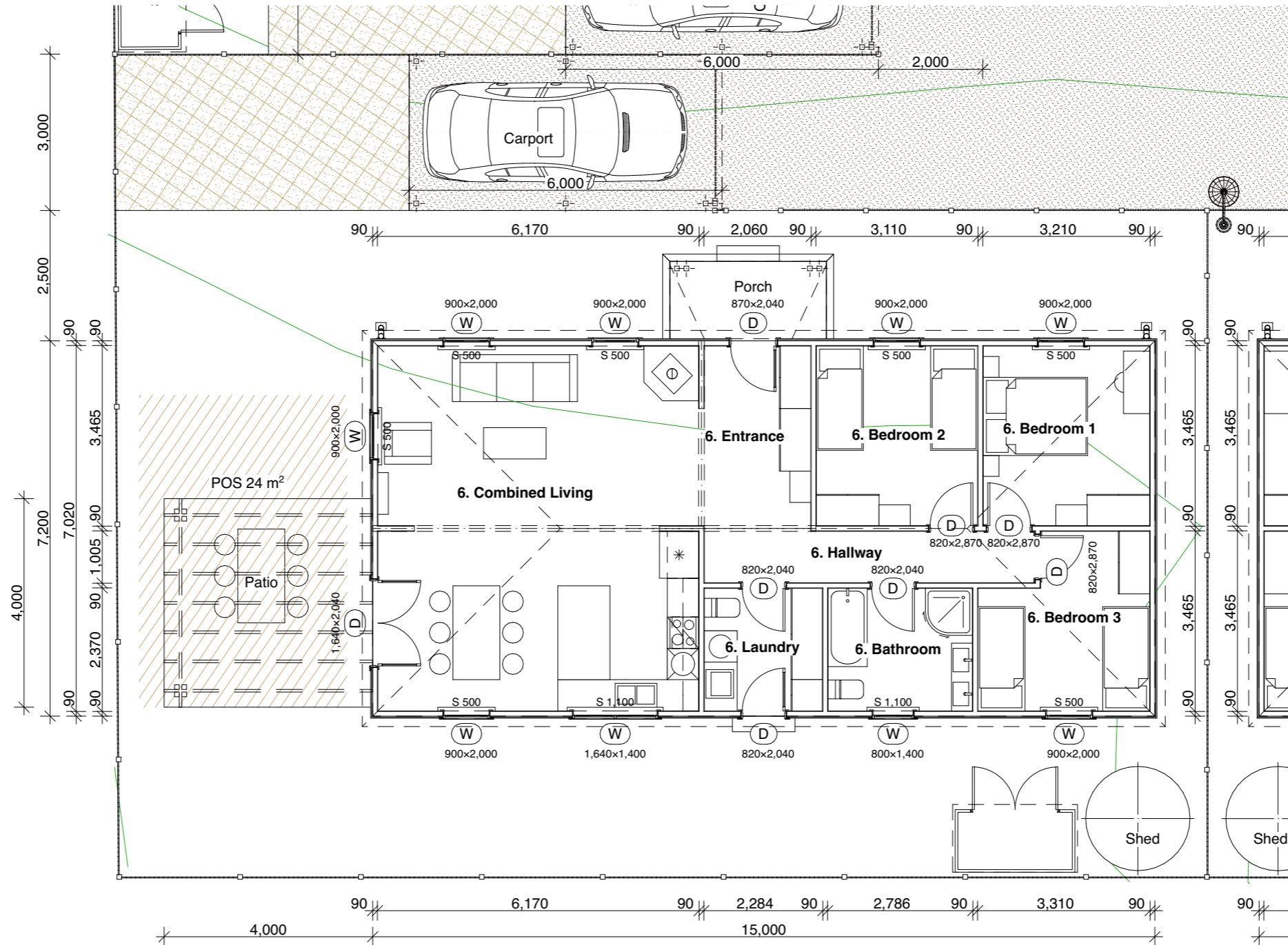
LAYOUT ID	LAYOUT	House 5 Elevations	DATE	REV ID	CHANGE/S
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	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

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1 House 6  
1:100

LAYOUT ID	LAYOUT	<b>House 6</b>
	SCALE@A3	1:100
	ISSUE ID	01
	ISSUE	Design
	ISSUED	23/10/2024
	PRINTED	13/12/2024

13

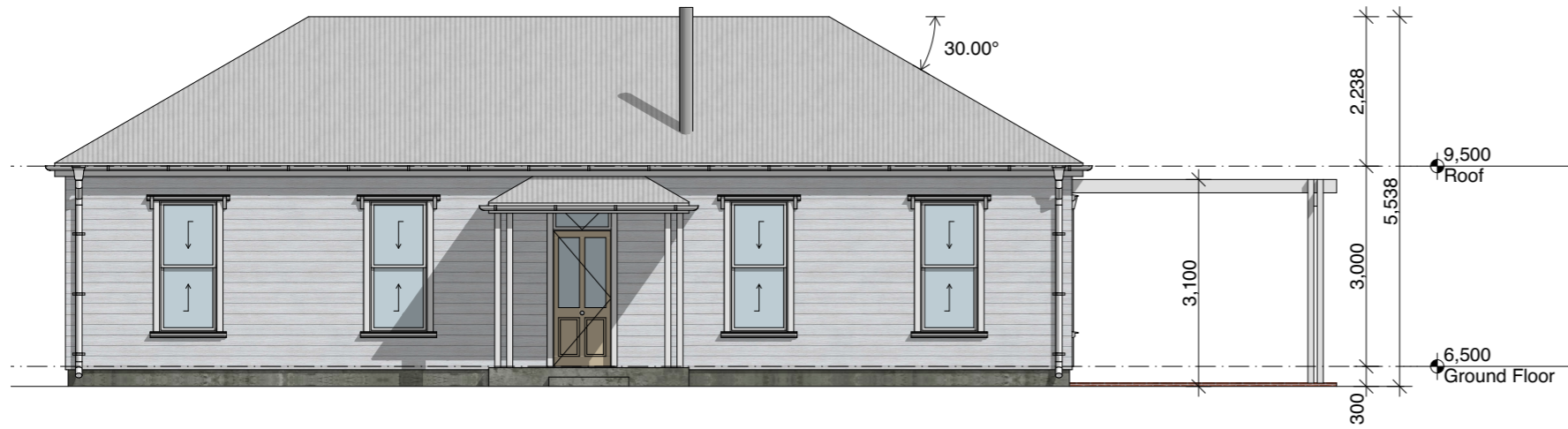
DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
 CLIENT C Di Francesco, V Murdocca



ARCHITECT  
**J Lev** BDes(Arch) MArch  
 Registration No. 1269  
 CBOS 648911667  
 lev.au/contact

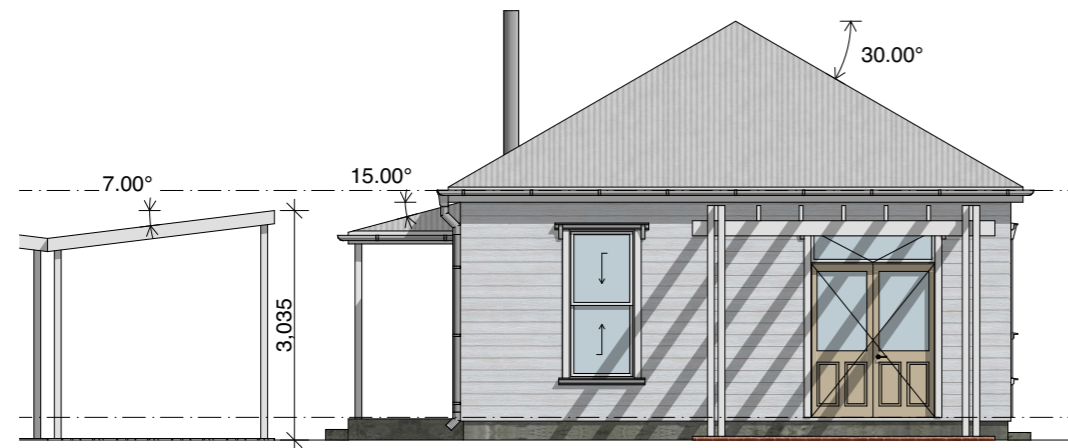
**IMPORTANT NOTES**  
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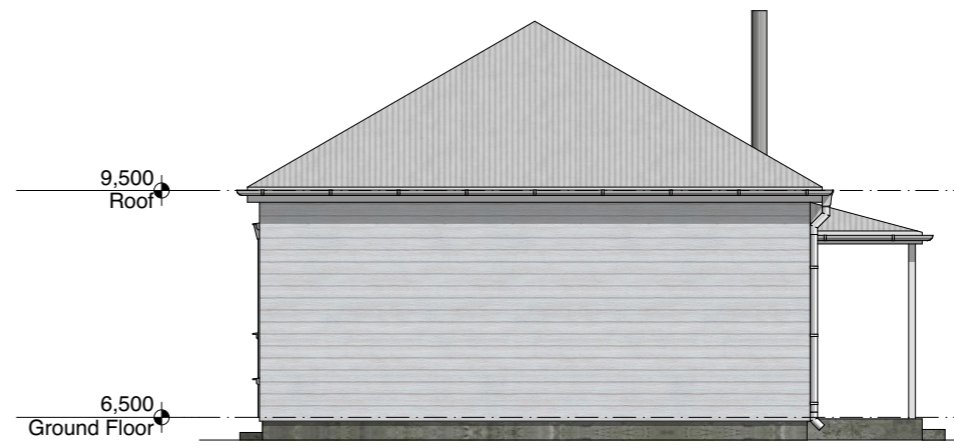
1  
6N Front  
1:100



2  
6S  
1:100



3  
6W  
1:100



4  
6E  
1:100

- Custom Orb dark grey (CB Monument)
- Custom Orb Zinalume or light grey (CB Shale Grey)
- Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
- Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
- Weatherboards shiplap hardwood or equivalent, white paint or white stain
- Dark grey (CB Monument or CB Night Sky)
- White
- Zinalume or light grey (CB Shale Grey)
- Timber, natural finish (oiled or stained)
- Concrete
- Glass

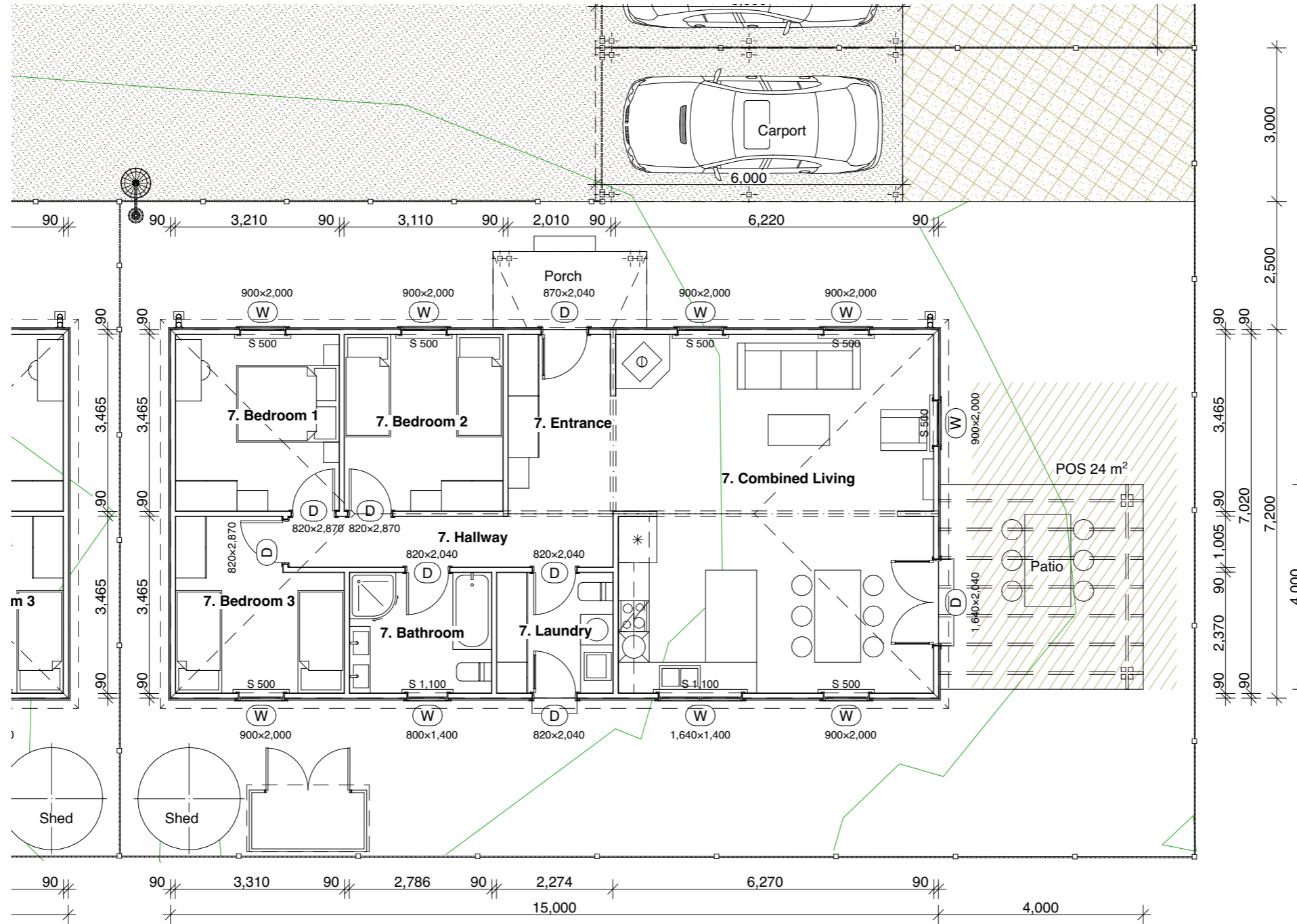
LAYOUT ID	LAYOUT	<b>House 6 Elevations</b>	DATE	REV ID	CHANGE/S
<b>14</b>	SCALE@A3	1:100	23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
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1 **House 7**  
1:100

LAYOUT ID  
**15**

LAYOUT **House 7**  
SCALE@A3 1:100  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



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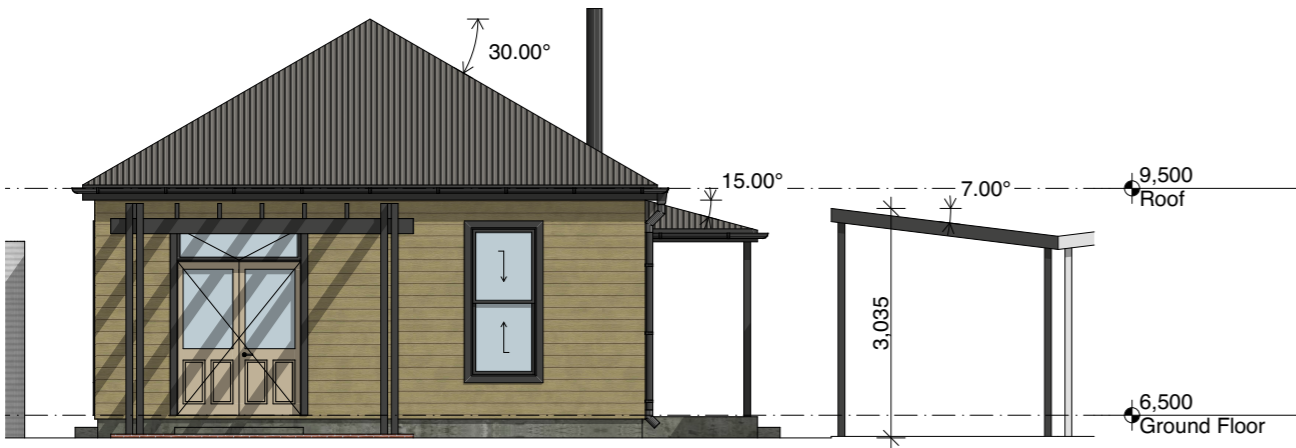




1 7N Front  
1:100









2 7S  
1:100



3 7E  
1:100



4 7W  
1:100

-  Custom Orb dark grey (CB Monument)
-  Custom Orb Zinalume or light grey (CB Shale Grey)
-  Vertical shiplap hardwood or Weathertex Weathgroove 150 stained charcoal
-  Weatherboards shiplap hardwood or equivalent, natural timber (oiled) or stained
-  Weatherboards shiplap hardwood or equivalent, white paint or white stain
-  Dark grey (CB Monument or CB Night Sky)
-  White
-  Zinalume or light grey (CB Shale Grey)
-  Timber, natural finish (oiled or stained)
-  Concrete
-  Glass

LAYOUT ID	LAYOUT	House 7 Elevations	DATE	REV ID	CHANGE/S
16	SCALE@A3	1:100	23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
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LAYOUT ID  
**17**

LAYOUT **3D**  
SCALE@A3 1:200  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

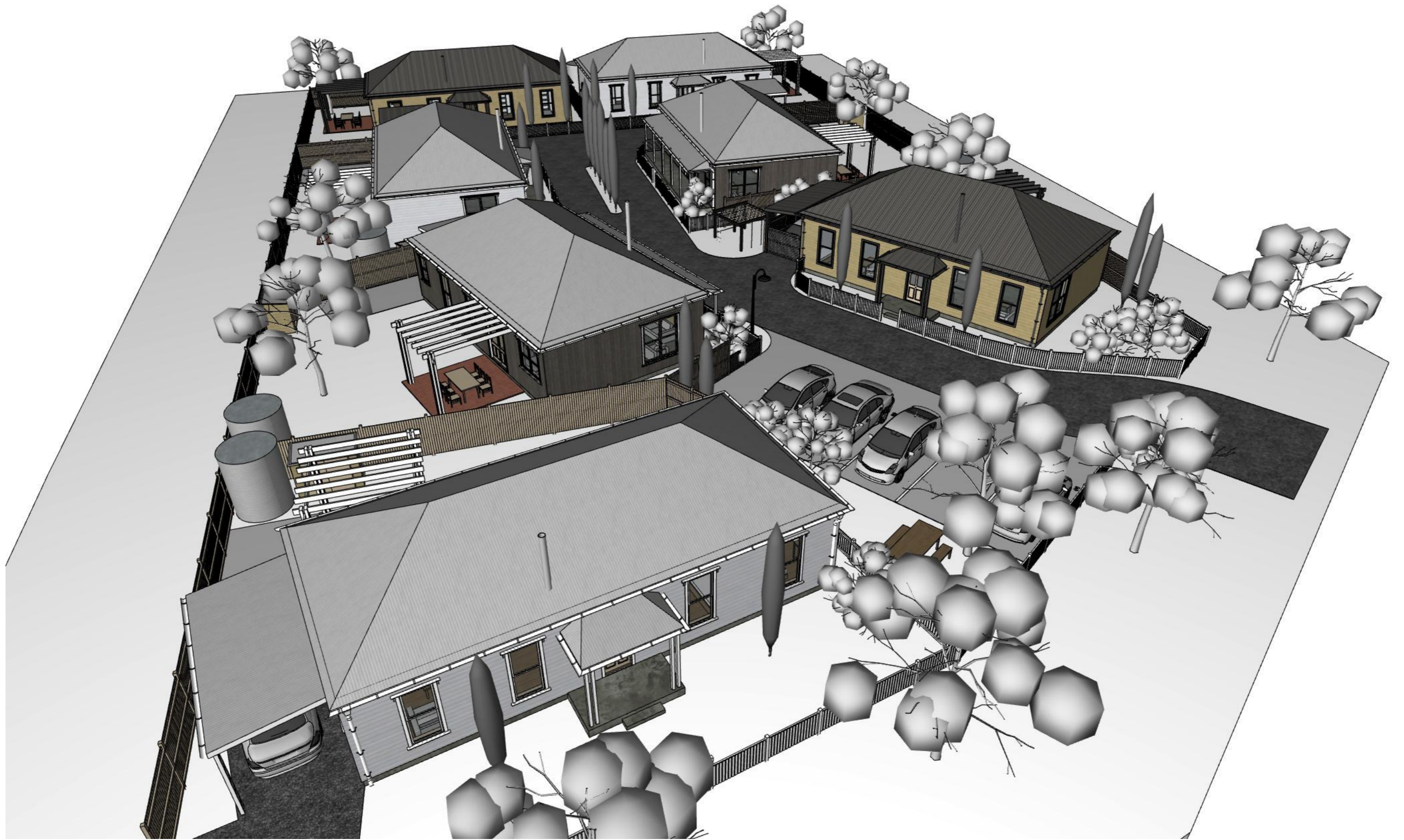
DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



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LAYOUT ID  
**18**

LAYOUT **3D**  
SCALE@A3 1:200  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
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LAYOUT ID  
**19**

LAYOUT **3D**  
SCALE@A3 1:200  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



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LAYOUT ID  
**20**

LAYOUT **3D**  
SCALE@A3 1:200  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



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LAYOUT ID	LAYOUT	3D	DATE	REV ID	CHANGE/S
<b>21</b>	SCALE@A3	1:200	23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
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LAYOUT ID  
**22**

LAYOUT **3D**  
SCALE@A3 1:200  
ISSUE ID 01  
ISSUE Design  
ISSUED 23/10/2024  
PRINTED 13/12/2024

DATE	REV ID	CHANGE/S
23/10/2024	01	

PROJECT ID 7870  
PROJECT 7 unit strata  
SITE Lots 1,3,4  
ADDRESS 24A Tully St, St Helens  
CLIENT C Di Francesco, V Murdocca



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LAYOUT ID	LAYOUT	3D Floor Plan	DATE	REV ID	CHANGE/S
23	SCALE@A3	1:166.67	23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
 CLIENT C Di Francesco, V Murdocca

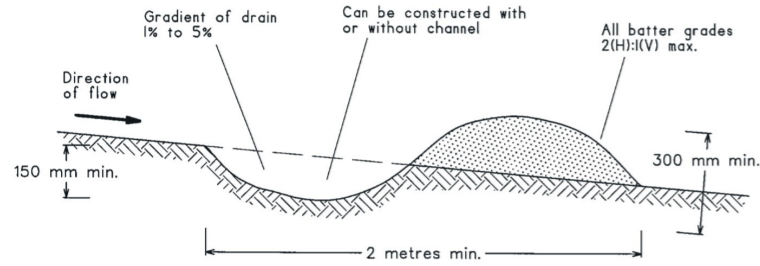

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**DIVERT UPSLOPE STORMWATER**

Avoid contamination of stormwater with sediment. Use flow diversion devices to reduce the volume of stormwater reaching the disturbed area.



NOTE: Only to be used as temporary bank where maximum upslope length is 80 metres.

**WASTE AND WASHING**

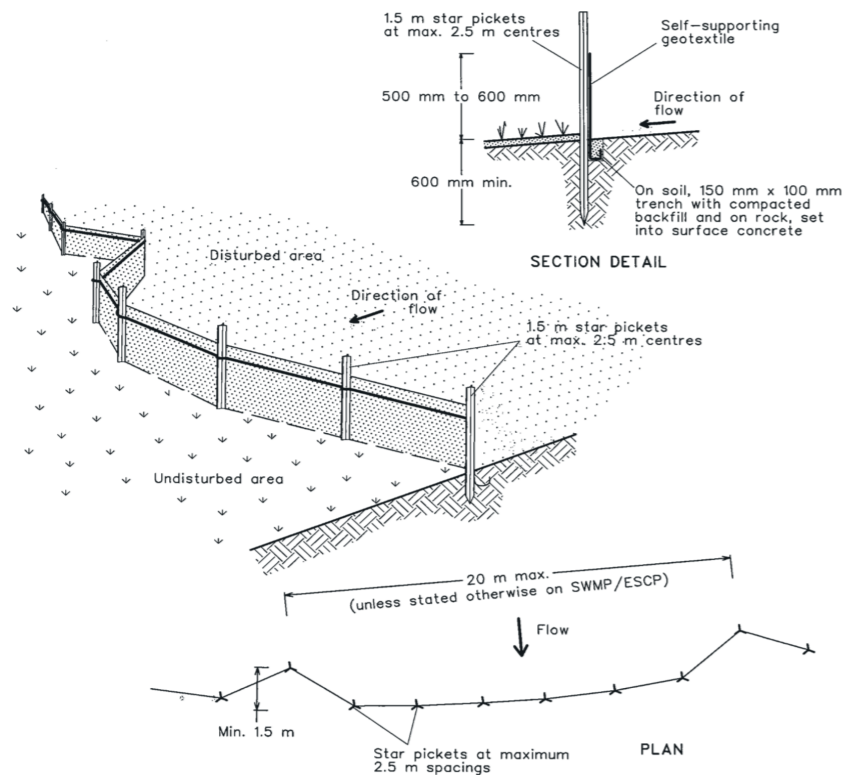
Cut bricks, tiles or masonry and clean equipment on a pervious surface such as grass or loosened soil within the property boundary. Waste concrete, paint and other solutions used on site must not be allowed to wash into the gutters or the street.

**SITE DISTURBANCE**

Delay removing vegetation or beginning earthworks until just before the start of construction. Minimise site disturbance and stabilise disturbed surfaces. Use biodegradable erosion control mats to protect exposed earth. Preserve grassed areas and vegetation where possible.

**SEDIMENT BARRIERS**

Install sediment barriers downslope of the building site to trap sediment.



**CONNECT RAINWATER DRAINAGE**

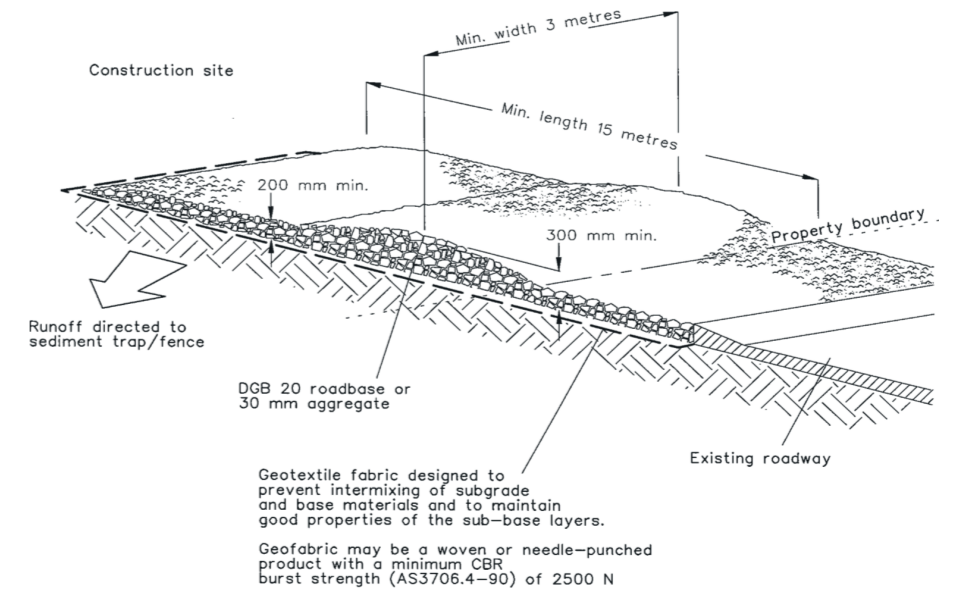
Complete the final stormwater drainage system before the roof is installed. Discharge rainwater to the stormwater system, unless rainwater is being harvested. Connect using temporary or permanent downpipes.

**WASTE COLLECTION**

Contain waste in covered bins or traps made from geotextile. Prevent airborne contamination of neighbouring land.

**SITE ACCESS POINT**

Construct a single vehicle entry/exit pad to minimise tracking of sediment onto roadways. A raised hump across the entry/exit pad to direct stormwater into a sediment trap to the side of the pad.

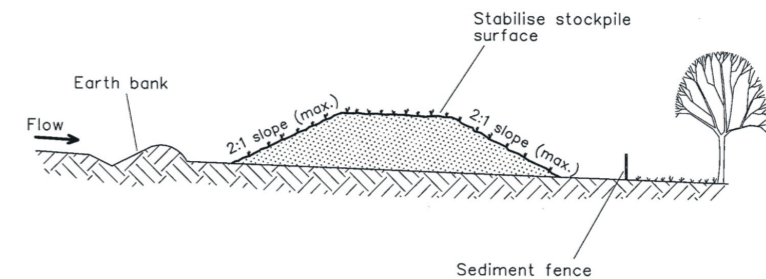


**FOOTPATH PROTECTION**

Protect kerbside vegetation. Do not use nature strips or footpaths for parking or stockpiling unless unavoidable (council permission is required).

**SECURE STOCKPILES**

Prevent material stockpiles from collecting or discharging sediment. Protect materials that may erode, particularly sand and soil, with waterproof coverings. Place stockpiles wholly on the construction site and behind a sediment barrier.



LAYOUT ID	LAYOUT	<b>Erosion Management</b>	DATE	REV ID	CHANGE/S
30	SCALE@A3		23/10/2024	01	
	ISSUE ID	01			
	ISSUE	Design			
	ISSUED	23/10/2024			
	PRINTED	13/12/2024			

PROJECT ID 7870  
 PROJECT 7 unit strata  
 SITE Lots 1,3,4  
 ADDRESS 24A Tully St, St Helens  
 CLIENT C Di Francesco, V Murdocca



ARCHITECT  
**J Lev** BDes(Arch) MArch  
 Registration No. 1269  
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# CERTIFICATE OF THE RESPONSIBLE DESIGNER

Section 94  
Section 106  
Section 129  
Section 155

Form **35**

To:  *Owner name*  
 *Address*  
  *Suburb/postcode*

## Designer details:

Name:  *Category:*   
Business name:  *Phone No:*   
Business address:   
  *Fax No:*   
*Licence No:*  *Email address:*

## Details of the proposed work:

*Owner*  *Designer's project reference No.*   
 *Lot No:*   
*Type of work:* Building work  Plumbing work  *(X all applicable)*

## Description of work:

DA Stage hydraulic design for stormwater management.

**NOT FOR CONSTRUCTION**

*(new building / alteration / addition / repair / removal / re-erection / water / sewerage / stormwater / on-site wastewater management system / backflow prevention / other)*

**Description of the Design Work (Scope, limitations or exclusions):** (X all applicable certificates)

Certificate Type:	Certificate	Responsible Practitioner
	<input type="checkbox"/> Building design	Architect or Building Designer
	<input type="checkbox"/> Structural design	Engineer or Civil Designer
	<input type="checkbox"/> Fire Safety design	Fire Engineer
	<input type="checkbox"/> Civil design	Civil Engineer or Civil Designer
	X Hydraulic design	Building Services Designer
	<input type="checkbox"/> Fire service design	Building Services Designer
	<input type="checkbox"/> Electrical design	Building Services Designer
	<input type="checkbox"/> Mechanical design	Building Service Designer
	X Plumbing design	Plumber-Certifier; Architect, Building Designer or Engineer
<input type="checkbox"/> Other (specify)		

Deemed-to-Satisfy: X Performance

Other details:

**NOT FOR CONSTRUCTION**

**Design documents provided:**

The following documents are provided with this Certificate –

*Document description:*

Drawing numbers: 24/80 Prepared by: REC Hydraulic Design P/L Date 20.12.24  
H1(B)H2(B)H3(B)H4(A)H5(A)

Schedules: Prepared by: Date 20.12.24

Specifications: Prepared by: Date: 20.12.24

Computations: Prepared by Date:

Performance solution proposals:

Test reports:

**Standards, codes or guidelines relied on in design process:**

**Any other relevant documentation:**

.REC Hydraulic Design P/L have not been engaged to provide any site supervision.

**Attribution as designer:**

I Rod Cooper am responsible for the design of that part of the work as described in this certificate;

The documentation relating to the design includes sufficient information for the assessment of the work in accordance with the *Building Act 2016* and sufficient detail for the builder or plumber to carry out the work in accordance with the documents and the Act;

This certificate confirms compliance and is evidence of suitability of this design with the requirements of the National Construction Code.

	<i>Name: (print)</i>	<i>Signed</i>	<i>Date</i>
Designer:	Rod Cooper	<i>R J Cooper</i>	20.12.24
Licence No:	1010321 & CC963M		

### Assessment of Certifiable Works: (TasWater)

**Note: single residential dwellings and outbuildings on a lot with an existing sewer connection are not considered to increase demand and are not certifiable.**

**If you cannot check ALL of these boxes, LEAVE THIS SECTION BLANK.**

**TasWater must then be contacted to determine if the proposed works are Certifiable Works.**

**I confirm that the proposed works are not Certifiable Works, in accordance with the Guidelines for TasWater CCW Assessments, by virtue that all of the following are satisfied:**

- The works will not increase the demand for water supplied by TasWater
- The works will not increase or decrease the amount of sewage or toxins that is to be removed by, or discharged into, TasWater's sewerage infrastructure
- The works will not require a new connection, or a modification to an existing connection, to be made to TasWater's infrastructure
- The works will not damage or interfere with TasWater's works
- The works will not adversely affect TasWater's operations
- The work are not within 2m of TasWater's infrastructure and are outside any TasWater easement
- I have checked the LISTMap to confirm the location of TasWater infrastructure
- If the property is connected to TasWater's water system, a water meter is in place, or has been applied for to TasWater.

### Certification:

I Rod Cooper being responsible for the proposed work, am satisfied that the works described above are not Certifiable Works, as defined within the *Water and Sewerage Industry Act 2008*, that I have answered the above questions with all due diligence and have read and understood the Guidelines for TasWater CCW Assessments.

Note: the Guidelines for TasWater Certification of Certifiable Works Assessments are available at: [www.taswater.com.au](http://www.taswater.com.au)

	<i>Name: (print)</i>	<i>Signed</i>	<i>Date</i>
Designer:	R T COOPER (CC963M)	<i>R J Cooper</i>	20.12.24

# Department of Natural Resources and Environment Tasmania

LAND TITLES OFFICE - LAND TASMANIA

GPO Box 541, Hobart, Tasmania 7001  
Ph (03)61654444  
Email: lto@nre.tas.gov.au  
Web: www.nre.tas.gov.au



15 July 2024

**TO: SPROAL & ASSOCIATES  
PO BOX 1024  
LAUNCESTON TAS 7250**

## NOTICE OF ACCEPTANCE OF

**SEALED PLAN NO: 186813**

**SUBDIVIDER: ST HELENS NO. 1 PTY. LTD.**

I have accepted this Plan. Enclosed is a copy in the form in which it has taken effect.

**Titles issued and dispatch details are as follows:**

Volume	Folio	Dispatch
186813	45	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	34	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	44	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	33	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	46	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	1	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	2	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	3	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	42	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	31	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	100	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
186813	300	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING

186813	4	Dispatched on: 16-Jul-2024 To: GOODMAN CONVEYANCING
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ROBERT MANNING  
Recorder of Titles

Registered Number

SP 186813

'Priority Final Plan'

### COUNCIL APPROVAL

(Insert any qualification to the permit under section 83(5), section 109 or section 111 of the Local Government (Building & Miscellaneous Provisions) Act 1993)



In witness whereof the common seal of BREAK O'DAY COUNCIL has been affixed, pursuant to a resolution of the Council of the said municipality passed the 28<sup>TH</sup> day of JUNE 2024 in the presence of us

Member B. K. Lefer

Member Shapple

Council Delegate [Signature]

Council Reference

DA 159 - 2020

### NOMINATIONS

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

SPROAL & ASSOCIATES ..... Solicitor to act for the owner

EAST COAST SURVEYING ..... Surveyor to act for the owner

OFFICE EXAMINATION:

Indexed .....

Computed ..... AS .....

Examined ..... AS 8.7.24 .....

OWNER: ST HELENS NO. 1 PTY. LTD

# PLAN OF SURVEY

REGISTERED NUMBER

## SP186813

FOLIO REFERENCE: CT 130396/1



GRANTEE: PART OF LOT 2 (11.1.14) & PART OF LOT 3 (11.0.32) GRANTED TO MICHAEL COFFEY

BY SURVEYOR : A.J. BUTLER  
LOCATION : TOWN OF ST HELENS  
(SECTION T)

APPROVED EFFECTIVE FROM 15 JUL 2024

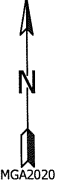
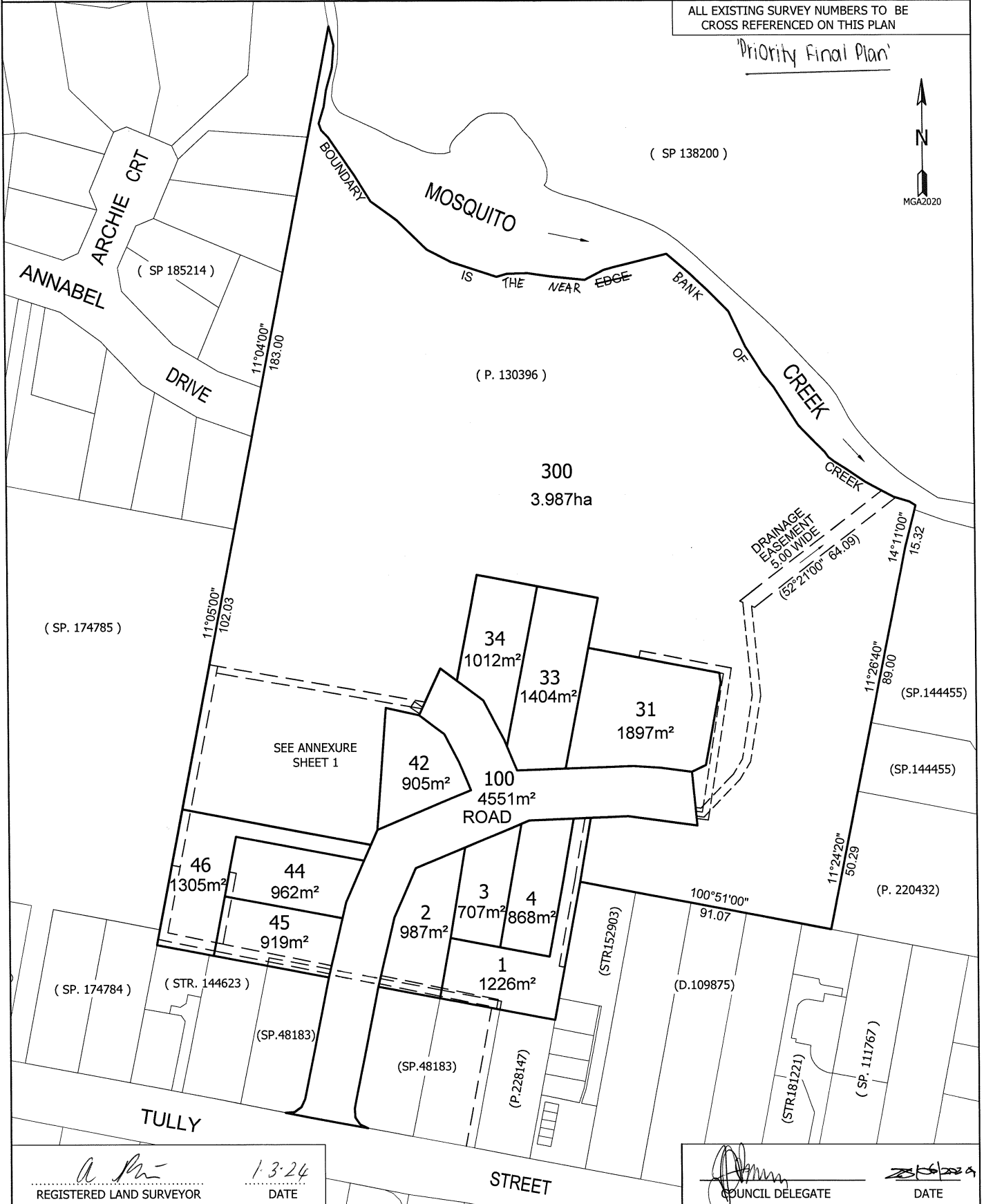
*[Signature]*  
Recorder of Titles

SCALE 1:1250

LENGTHS IN METRES

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

*Priority Final Plan*



*[Signature]*  
REGISTERED LAND SURVEYOR

1.3.24  
DATE

*[Signature]*  
COUNCIL DELEGATE

*[Signature]*  
DATE



**PLAN OF SURVEY  
ANNEXURE SHEET**

SHEET 1 OF 1 SHEETS

OWNER: ST HELENS NO. 1 PTY. LTD

FOLIO REFERENCE: CT 130396/1

SCALE 1:800 LENGTH IN METRES



Registered Number

**SP186813**

SIGNED FOR IDENTIFICATION PURPOSES

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.

APPROVED EFFECTIVE FROM 15 JUL 2024

*[Signature]*  
Council Delegate

28/06/2024  
Date

*[Signature]*  
Registered Land Surveyor

1.3.24  
Date

*[Signature]*  
Recorder of Titles



<b>SCHEDULE OF EASEMENTS</b>	Registered Number
<b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 186813

PAGE 1 OF 3 PAGE/S

Priority Final Plan

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.

Lot 1 on the plan ("the Lot") is subject to a Pipeline and Services Easement <sup>(as defined herein)</sup> in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'B' 3.00 WIDE" on the Plan ("the Easement Land").

Lot 1 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 2.00 WIDE" shown passing through Lot 1 on the plan.

Lot 1 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP 48183)" shown passing through Lot 1 on the plan.

Lot 1 on the plan is together with Pipeline Rights as fully defined in SP 48183 over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP 48183) on the plan.

<sup>(as defined herein)</sup>

Lot 2 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'B' 3.00 WIDE" on the Plan ("the Easement Land").

Lot 2 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP 48183)" shown passing through Lot 2 on the plan.

<sup>(as defined herein)</sup>

Lot 44 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'A' 2.50 WIDE" on the Plan ("the Easement Land").

<sup>(as defined herein)</sup>

Lot 45 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'A' 2.50 WIDE" on the Plan ("the Easement Land").

<sup>(as defined herein)</sup>


Lot 45 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'B' 3.00 WIDE" on the Plan ("the Easement Land").

Lot 45 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 3.00 WIDE (SP 48183)" shown passing through Lot 45 on the plan.



Charles Robert Di Francesco

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: St Helens No. 1 Pty Ltd FOLIO REF: Volume 130396 Folio 1 SOLICITOR & REFERENCE: Sproal Property Law & Conveyancing Ref: BDS 236313	PLAN SEALED BY: Break O'Day Council DATE: 28/06/2024  REF NO. DA 159-280 Council Delegate
--	--

**NOTE:** The Council Delegate must sign the Certificate for the purposes of identification.

**ANNEXURE TO  
SCHEDULE OF EASEMENTS**

PAGE 2 OF 3 PAGES

Registered Number

SF 186813

SUBDIVIDER: St Helens No. 1 Pty Ltd  
FOLIO REFERENCE: Volume 130396 Folio 1

Priority Final Plan

Lot 46 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'B' 3.00 WIDE" on the Plan ("the Easement Land").

(as defined herein)

Lot 46 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES AND DRAINAGE EASEMENT 'C' 3.00 WIDE" on the Plan ("the Easement Land").

(as defined herein)

Lot 46 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "PIPELINE & SERVICES AND DRAINAGE EASEMENT 'C' 3.00 WIDE" shown passing through Lot 46 on the plan.

(as defined herein)

Lot 300 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES AND DRAINAGE EASEMENT 'C' 3.00 WIDE" on the Plan ("the Easement Land").

Lot 300 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "PIPELINE & SERVICES AND DRAINAGE EASEMENT 'C' 3.00 WIDE" shown passing through Lot 300 on the plan.

(as defined herein)

Lot 300 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'D' 2.50 WIDE" on the Plan ("the Easement Land").

Lot 300 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 2.50 WIDE" shown passing through Lot 300 on the plan.

(as defined herein)

Lot 300 on the plan ("the Lot") is subject to a Pipeline and Services Easement in gross in favour of TasWater over the land marked "PIPELINE & SERVICES EASEMENT 'E' 2.50 WIDE" on the Plan ("the Easement Land").

Lot 300 on the plan is subject to a Right of Drainage in favour of Break O'Day Council over the land marked "DRAINAGE EASEMENT 3.00 & 5.00 WIDE" shown passing through Lot 300 on the plan.

Lots 1, 2, 100 & 45 on the plan are each subject to a right of drainage (appurtenant to Lots 1 & 2 on Sealed Plan 48183) over the land marked Drainage Easement 3.00 wide (SP48183) on the plan.

**FENCING COVENANT**

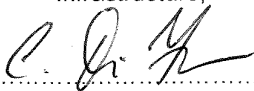
The Owner of each lot on the plan covenants with the Vendor (St Helens No. 1 Pty Ltd) that the Vendor shall not be required to fence.

**INTERPRETATION**

In this Schedule of Easements "Pipeline and Services Easement" means:

**FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY** for TasWater and its employees, contractors, agents and all other persons duly authorized by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment,
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorized to do or undertake,
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure,



Charles Robert Di Francesco

**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 3 PAGES

Registered Number

**SP 186813**

SUBDIVIDER: St Helens No. 1 Pty Ltd  
FOLIO REFERENCE: Volume 130396 Folio 1

- (4) run and pass sewerage, water and electricity through and along the Infrastructure, Priority Final Plan
- (5) do all works reasonably required in connection with such activities or as may be authorized or required by any law:
- (a) without doing unnecessary damage to the Easement Land, and
  - (b) leaving the Easement Land in a clean and tidy condition,
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorized by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land, and
- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

**SECONDLY**, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

**Interpretation:**

"Infrastructure" means infrastructure owned on for which TasWater is responsible and includes but is not limited to:

- (a) Sewer pipes and water pipes and associated valves
- (b) Telemetry and monitoring devices
- (c) Inspection and access pits
- (d) Electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) Markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure
- (f) Anything reasonably require to support, protect or cover any other Infrastructure;
- (g) Any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewerage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity, and
- (h) Where the context permits, any part of the Infrastructure.

"TasWater" means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

EXECUTED by ST HELENS NO. 1 PTY LTD ACN 109 833 856 being the registered proprietor of the land comprised in Folio of the Register Volume 130396 Folio 1 pursuant to Section 126 of the Corporations Act 2001.



.....  
Charles Robert Di Francesco  
Sole Director and Sole Secretary

**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.

To Break O'Day Council

Re: DA 2024 / 00216 - RFI

17 Dec 2024

Dear Jake and planning team,

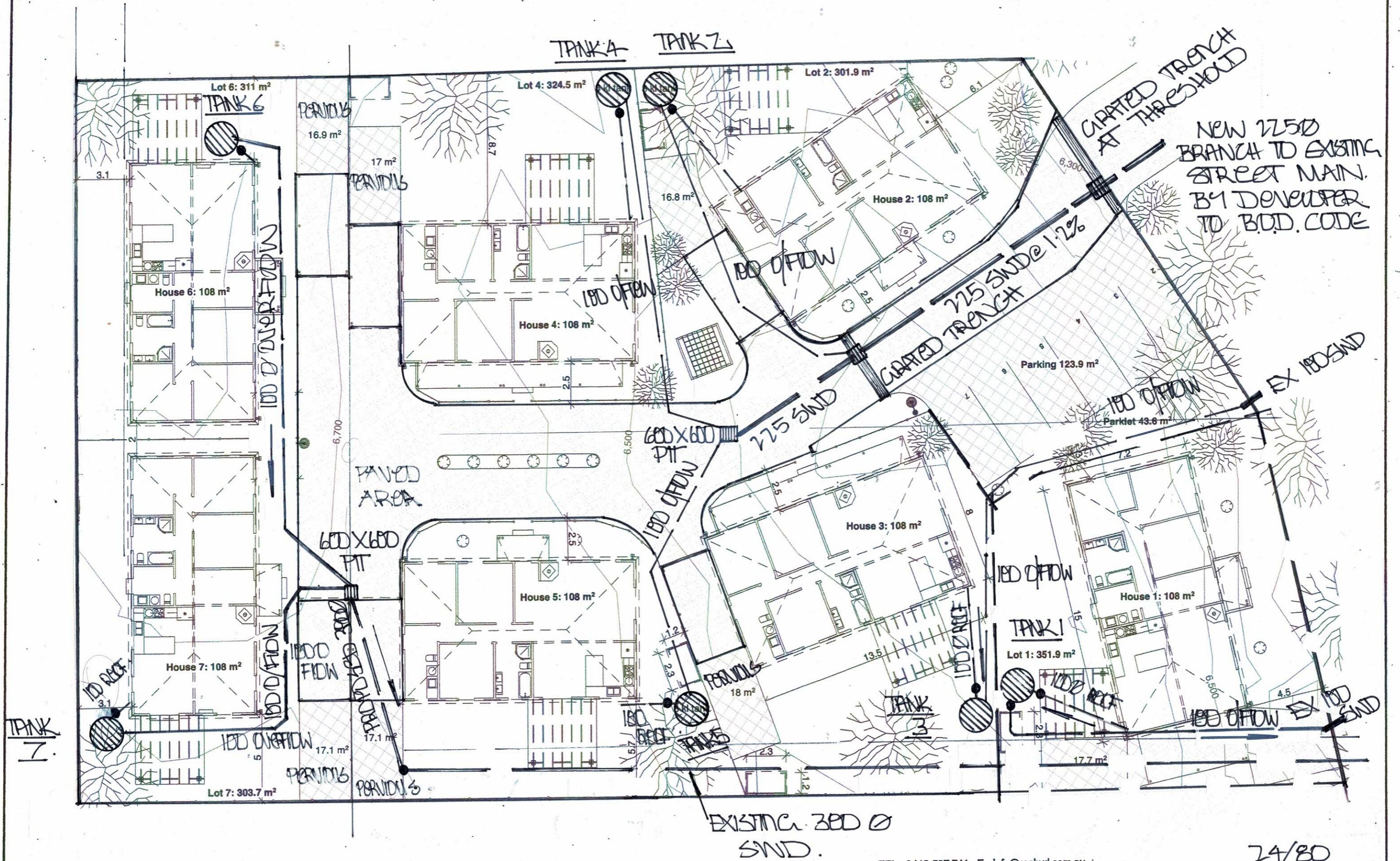
Addressing point 2 of your RFI, we confirm that the Use Class that relates to the proposed use and development is Residential Use Class.

Addressing point 4 of the same, the development occurs across three titles and the lots are indeed intended to be adhered and subdivided under strata title: 7 individual lots, with balance being common property, namely the shared driveway, parking, playground and parklet, referring to our plans.

Kind regards

Jiri Lev, architect for C di Francesco

A handwritten signature in black ink, consisting of stylized, overlapping loops and a long horizontal stroke extending to the right.



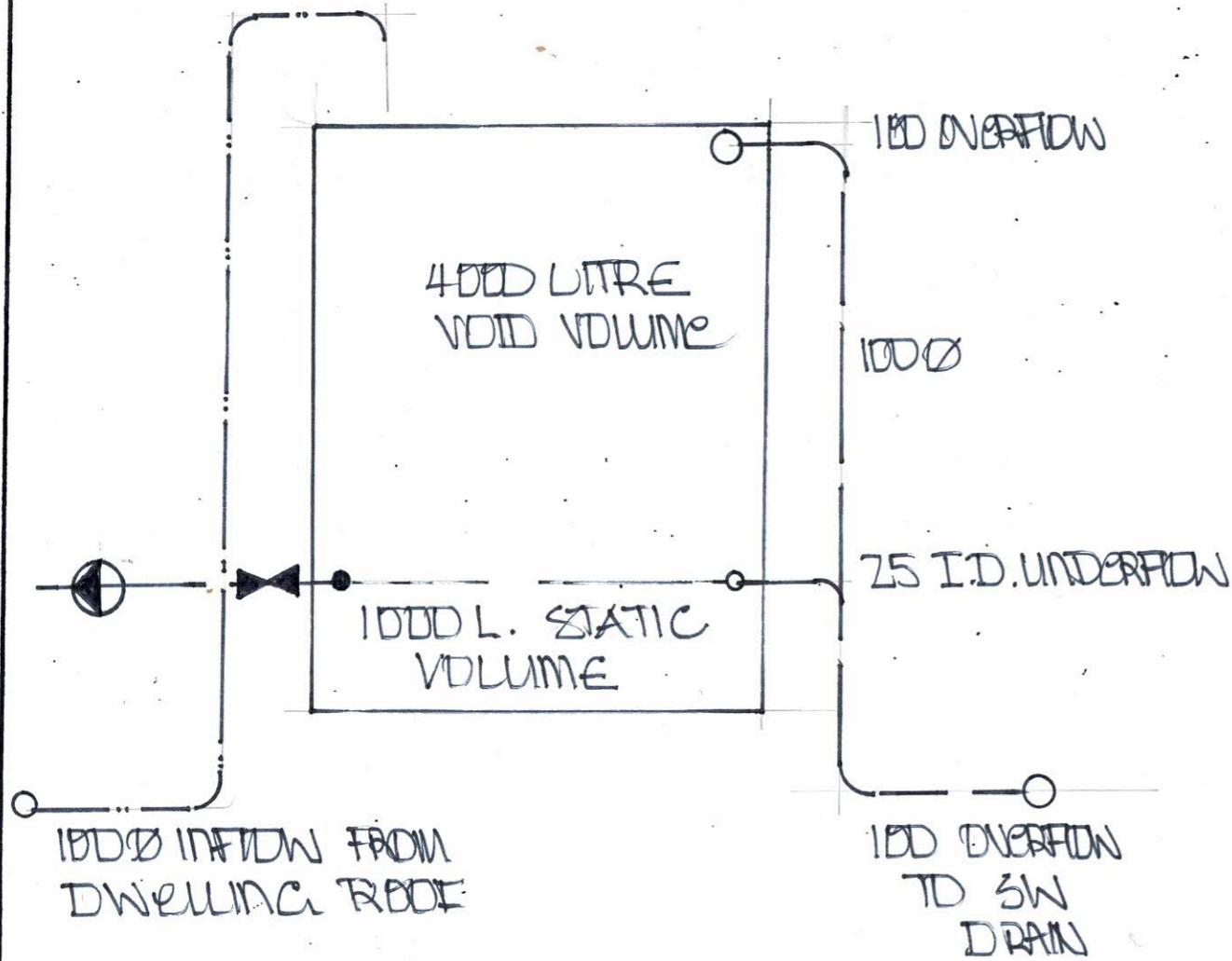
NEW 225 Ø  
BRANCH TO EXISTING  
STREET MAIN.  
BY DEVELOPER  
TO B.D.D. CODE

EXISTING 300 Ø  
S/W.

24/80

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

DATE: 17/11/13	SCALE: N3	DESIGNER: ROD COOPER	PROJECT: 24 TULLYST 1 3 & 4
DRAWING No: DWG-H-1	REV: A	TITLE: DA - STORMWATER	



RAINWATER HARVEST  
& DETENTION TANK  
N.T.S

THE DOCUMENTATION RESPONDS TO A COUNCIL REQUEST TO ADDRESS THE REQUIREMENT FOR STORMWATER MANAGEMENT FOR 7 UNITS AT LOTS 1, 3 AND 4 AT 24 TULLY STREET ST HELENS AT DEVELOPMENT APPLICATION STAGE.

THE SUBDIVISION HAS PREVIOUSLY BEEN APPROVED BY COUNCIL AND AS CONSTRUCTED DRAWINGS HAVE BEEN APPLIED TO THE PROPOSED STORMWATER SOLUTION. ON SITE DETENTION IS PROVIDED BY USING TANKS TO COLLECT AND RELEASE RAINWATER FROM ROOFS IN A CONTROLLED MANNER.

CALCULATIONS AND DETAILS ARE LISTED ON DRAWING 24/80 H4(A) DATED DECEMBER 2024.

THE DEVELOPER HAS SELECTED PERVIOUS FINISHES FOR 6 CAPARKING SPACES ON THE SITE, THE BALANCE OF THE PROPOSED PAVED AREAS WILL BE ASPHALT OR SIMILAR FINISH.

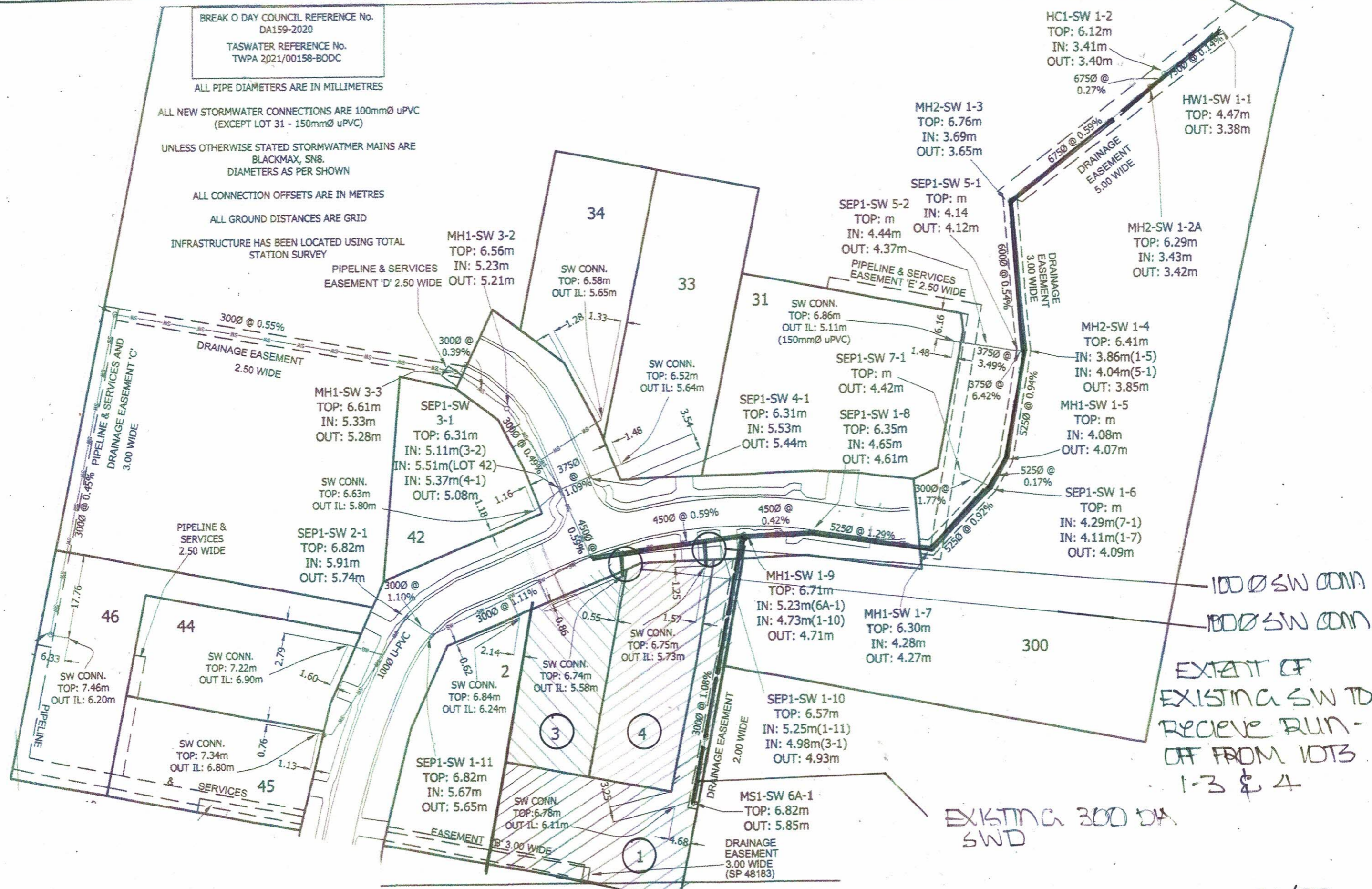
STORMWATER PITS WILL BE FITTED WITH INTEGRAL SILT RETENTION CHAMBERS TO THE FULL FOOTPRINT OF THE PIT AND 300mm BELOW THE OUTLET INVERT, GRATED TRENCHES WILL BE 200mm WIDE AND 160mm DEEP DRAINING TO INTEGRAL PITS. ALL GRATINGS SHOWN SHALL BE TRAFFICABLE GALVANISED TYPE

EACH RAINWATER HARVEST TANK WILL BE FITTED WITH AN OUTLET TO FACILITATE LANDSCAPE IRRIGATION AT THE OWNERS DISCRETION. HARVESTED RAINWATER WILL BE IDENTIFIED AS NOT FOR DRINKING USE.

DATE: 12/21	SCALE: N.T.S	DESIGNER: ROD COOPER	PROJECT: 24 TULLY ST 1, 3 & 4
DRAWING No: DWG-H-2	REV: A	TITLE: DA STORMWATER	

BREAK O DAY COUNCIL REFERENCE No.  
DA159-2020  
TASWATER REFERENCE No.  
TWPA 2021/00158-BODC

ALL PIPE DIAMETERS ARE IN MILLIMETRES  
ALL NEW STORMWATER CONNECTIONS ARE 100mmØ uPVC  
(EXCEPT LOT 31 - 150mmØ uPVC)  
UNLESS OTHERWISE STATED STORMWATER MAINS ARE  
BLACKMAX, SN8,  
DIAMETERS AS PER SHOWN  
ALL CONNECTION OFFSETS ARE IN METRES  
ALL GROUND DISTANCES ARE GRID  
INFRASTRUCTURE HAS BEEN LOCATED USING TOTAL  
STATION SURVEY



AS CONSTRUCTED - STORMWATER  
LOCATION: TULLY STREET, ST HELENS, 7216

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

24/80

**REC** HYDRAULIC DESIGN CONSULTANTS CC963M

DATE: 12/24/20	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: 24 JULY ST. 1, 3 & 4
DRAWING No: DWG-H-3	REV: A	TITLE: DA STORMWATER	



RAINFALL FIGURES EXTRACTED FROM AS/NZS3500.3:2021- TABLE D1

5% AEP (1:20 EVENT) = 134mm HOUR

1% AEP ( 1:100 EVENT)= 183MM HOUR

UNIT ROOF AREA ( ADJUSTED FOR SLOPE) 110 SQ METRES

110 X 134=14740 DIVIDE BY 3600 =4.09 L/S X 5 MINUTES = 1227 LITRES PER EVENT

110 X 183 = 20130 DIVIDE BY 3600= 5.59 L/S X 5 MINS= 1677 LITRES PER EVENT

ROOF HARVEST TANK VOID RESERVE = 3000 LITRES DIVIDE BY 1227 = 2.8 MINUTES

ROOF HARVEST TANK RESERVE 7000 =3000 LITRES DIVIDE BY 2544 = 1.17 MINUTES

25mm DIAMETER UNDERFLOW DISCHARGE RATE = 2.0 L/S

PAVED AREA 507 SQ METRES X 134=67938 DIVIDE BY 3600=18.87 X 5 MINUTES = 5661 LITRES

PAVED AREA 507 SQ METRES X 183 192781 DIVIDE BY 3600=86296 DIVIDE BY 3600=25.77 X 5 MINUTES = 7732 LITRES

PIT CAPACITY 1 PIT .9 X.9 X.9 = 730 LITRES X 5 = 730 LITRES

PIT CAPACITY 2 PITS .6 X.6 X.6 = 216 LITRES X 2 = 432 LITRES

VOLUME HELD IN COMMON PIPE= 60 LINEAL METRES X 7.8 LITRES/ LINEAL METRE = 468 LITRES

RAINFALL EVENT STARTING RESERVE IN SITU

7 TANKS EACH WITH 4000 LITRES = 28,000 LITRES

1 PITS (LARGE) = 730 LITRES

2 PITS (SMALL) = 432 LITRE

LINEAL PIPE = 1468 LITRE

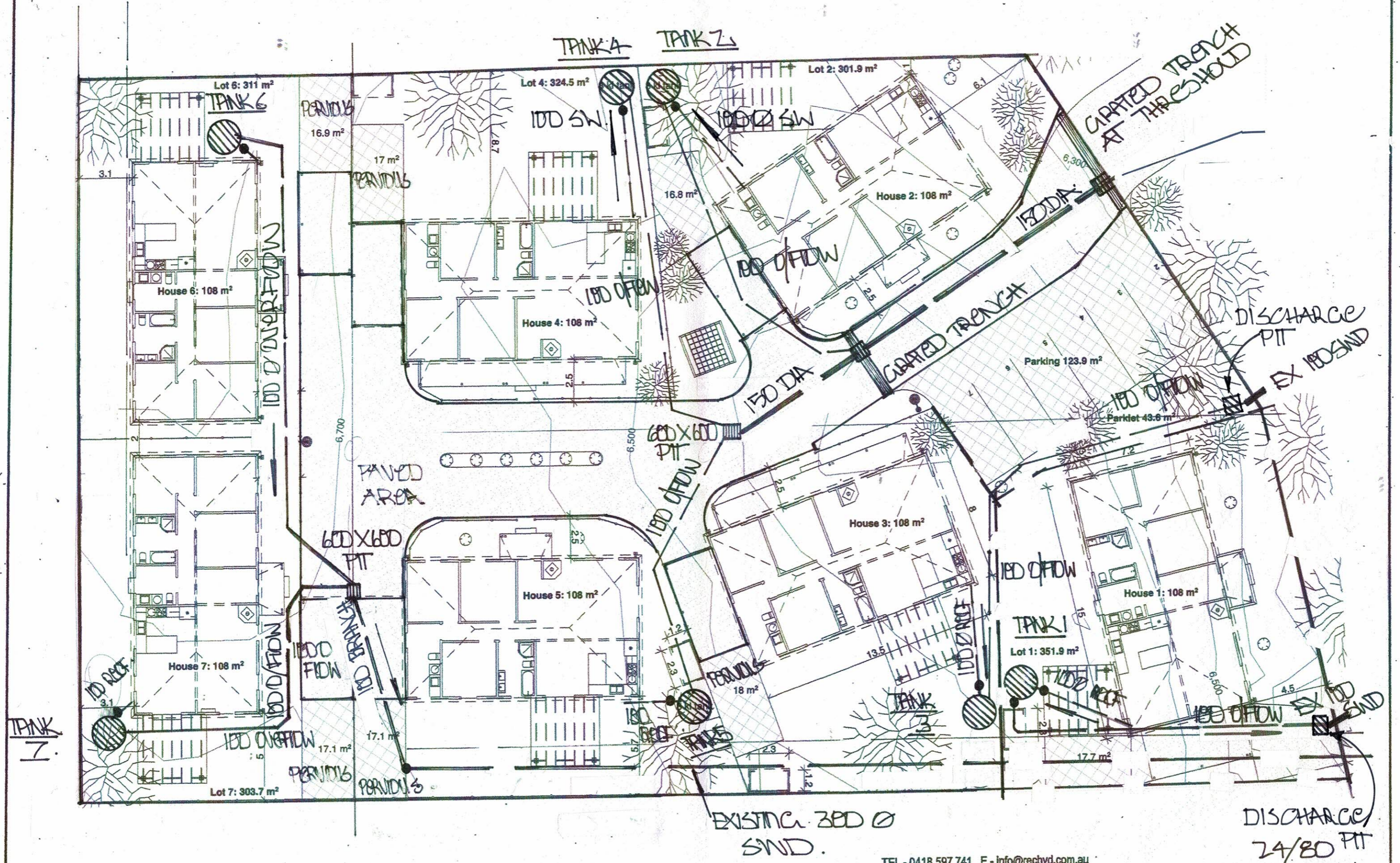
TOTAL POTENTIAL RESERVE: 30,630 LITRES

ESTIMATED DRAIN TIME @ 8.48 L/S = 61 MINUTES TO INUNDATE THE SYSTEM.

100mm DIAMETER UPVC DRAINS 8.48 L/S @1.034 M/SEC

THIS CALCULATION IS BASED ON A START POINT WHERE TANK AND PIT VOLUMES ARE AT THE LOWEST LEVELS, THIS IS A REASONABLE ASSUMPTION GIVEN THAT THE PERFORMANCE IS BASED ON AN EXTREME AND INFREQUENT RAINFALL EVENT. LESSER RAINFALL LEVELS CAN BE ASSUMED TO PERFORM ON A PRO -RATA BASIS. THERE IS AN ADDITIONAL OPTION AVAILABLE, THAT IS TO INSTALL THE CONNECTING PIPES BETWEEN PITS USING 150mm DIAMETER PIPE WHICH WILL PROVIDE AN INCREASED VOLUME IN THE LINE OF 1800 LITRES,, THE 100mm DIAMETER OUTFALL LINE WILL BE RETAINED REGARDLESS

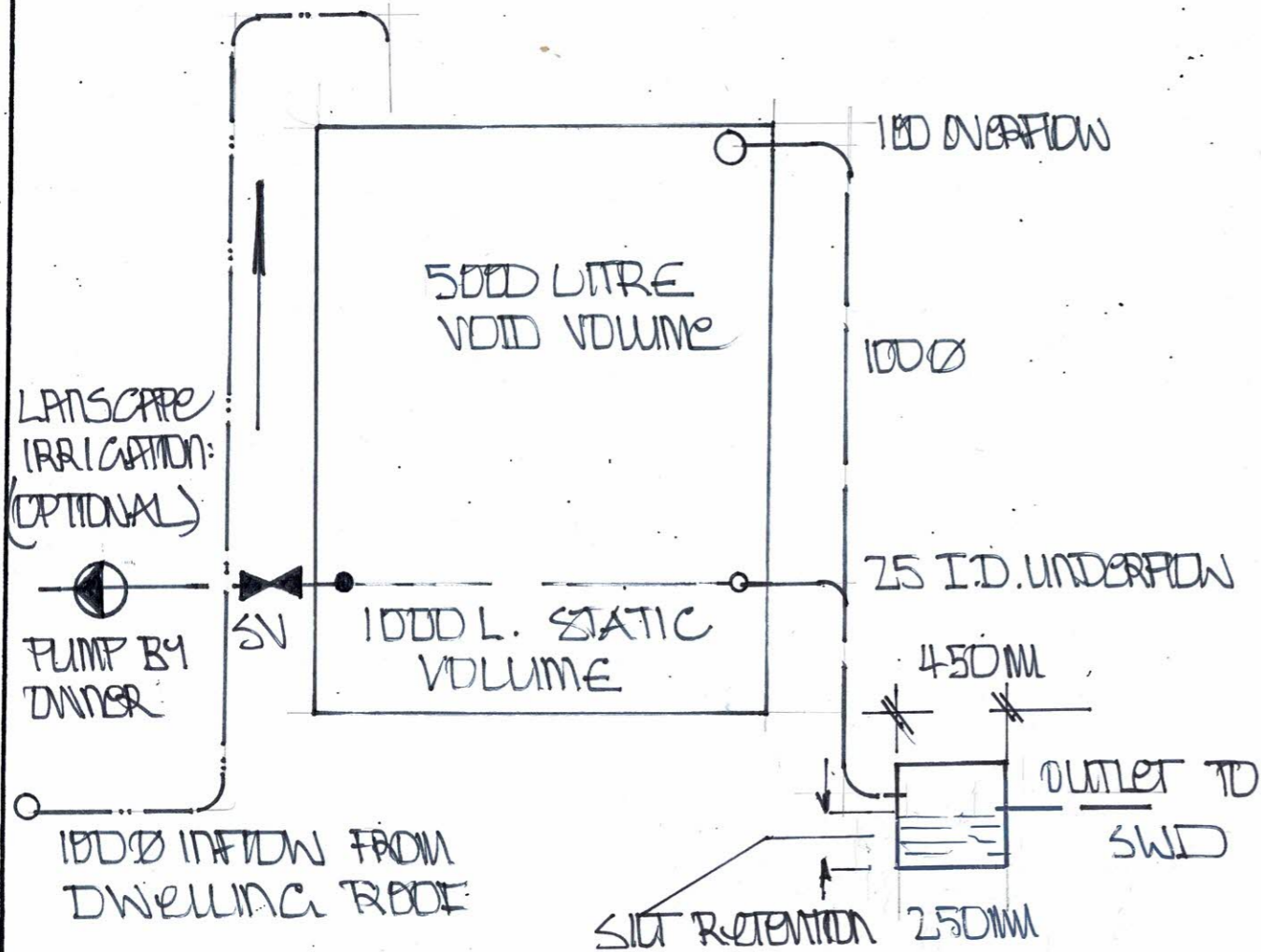
CLIMATE CHANGE IS AN UNKNOWN FACTOR AND IS THEREFORE UNQUANTIFIABLE- THIS DESIGN IS PREPARED BASED ON STANDARDS AND CODES RELEVANT AND CURRENT AT THE DATE OF THE DESIGN. REC HYDRAULIC P/L DESIGN DO NOT ACCEPT ANY RESPONSIBILITY FOR THE FUTURE EFFECT OF DROUGHT, UNSEASONAL RAINFALL EVENTS, LACK OF SYSTEM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



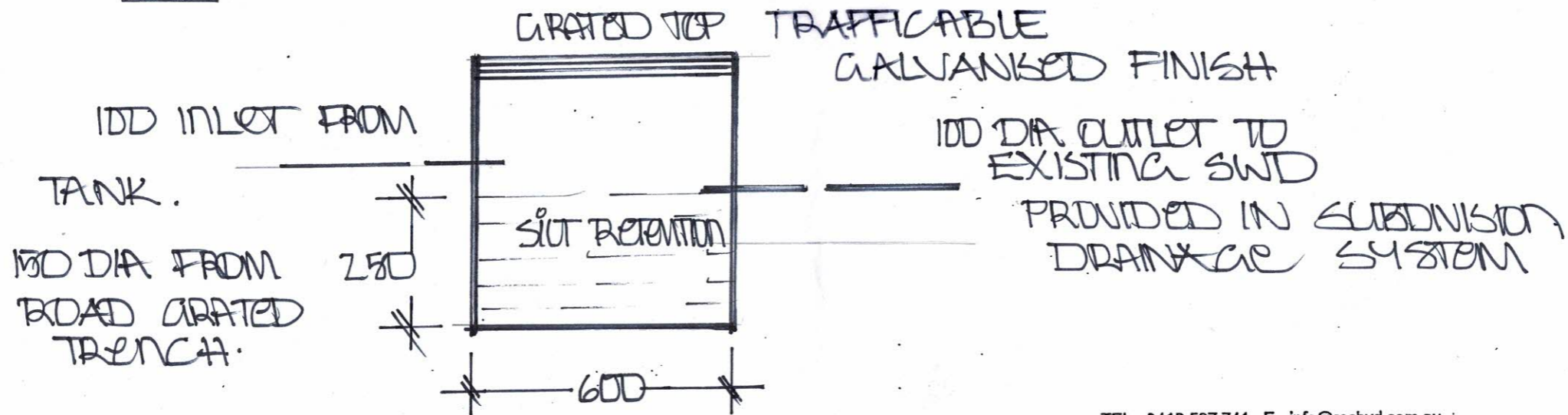
TEL - 0418 597 741 E - info@rechyd.com.au

DATE: 12/11/15	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: 24 TULLYST 1 3 & 4
DRAWING NO: DWG-H-1	REV: B	TITLE: DA. STORMWATER	

DISCHARGE  
24/80 PIT



RAINWATER HARVEST & DETENTION TANK  
N.T.S



THE DOCUMENTATION RESPONDS TO A COUNCIL REQUEST TO ADDRESS THE REQUIREMENT FOR STORMWATER MANAGEMENT FOR 7 UNITS AT LOTS 1, 3 AND 4 AT 24 TULLY STREET ST HELENS AT DEVELOPMENT APPLICATION STAGE.

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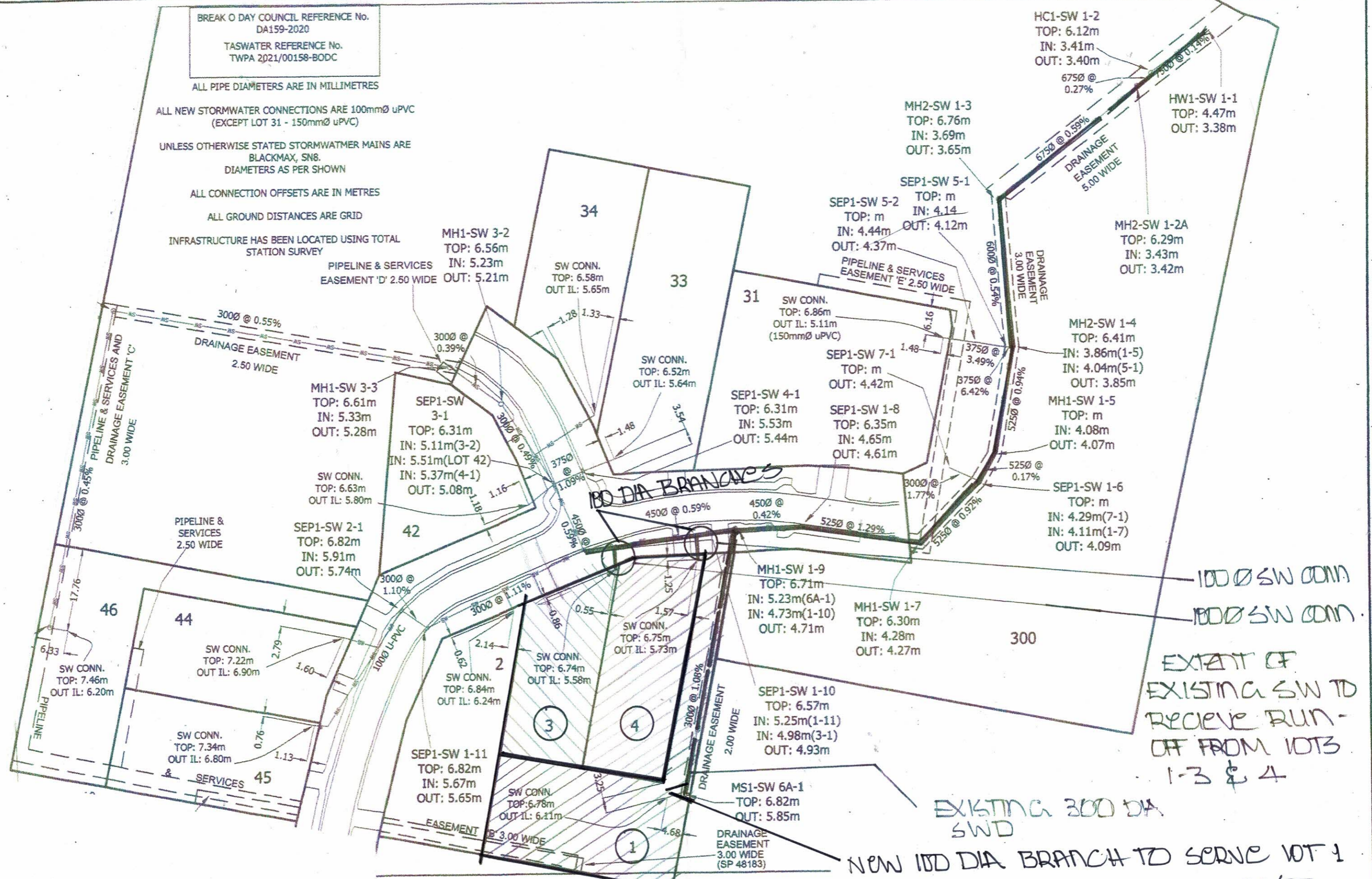
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DATE: 17/24	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: 24 TULLY ST 1, 3 & 4
DRAWING No: DWG-H-2	REV: B	TITLE: DA STORMWATER	

BREAK O DAY COUNCIL REFERENCE No.  
DA159-2020  
TASWATER REFERENCE No.  
TWPA 2021/00158-BODC

ALL PIPE DIAMETERS ARE IN MILLIMETRES  
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DIAMETERS AS PER SHOWN  
ALL CONNECTION OFFSETS ARE IN METRES  
ALL GROUND DISTANCES ARE GRID  
INFRASTRUCTURE HAS BEEN LOCATED USING TOTAL  
STATION SURVEY



100 Ø SW CONN.  
100 Ø SW CONN.  
EXTENT OF  
EXISTING SW TO  
RECEIVE RUN-  
OFF FROM LOTS  
1-3 & 4

EXISTING 300 DIA  
SWD  
NEW 100 DIA BRANCH TO SERVE LOT 1  
24/80

AS CONSTRUCTED - STORMWATER  
LOCATION: TULLY STREET, ST HELENS, 7216

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

DATE: 12/24/2023	SCALE: NTS	DESIGNER: ROD COOPER	PROJECT: 24 TULLY ST. 1, 3 & 4
DRAWING No: DWG-H-3	REV: B	TITLE: DA STORMWATER	

RAINFALL FIGURES EXTRACTED FROM AS/NZS3500.3:2021- TABLE D1

5% AEP (1:20 EVENT) = 134mm HOUR

1% AEP ( 1:100 EVENT)= 183MM HOUR

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24 TULLY STREET ST HELENS DA 216 - 2024

STORMWATER MANAGEMENT ADVICE – BOD L.P.S BRE-2.0

THE SELECTED SITE IS CURRENTLY 3 SEPARATE TITLES EACH OF WHICH WILL BE CONNECTED TO THE PUBLIC STORMWATER DRAINAGE SYSTEM VIA A 100mm DIAMETER BRANCH CONNECTION. THE BRANCH CONNECTIONS ARE IDENTIFIED ON THE AS CONSTRUCTED DRAWINGS PREPARED FOR THE ORIGINAL SUBDIVISION.

GENERALLY ALL ROOF WATER FROM THE 7 PROPOSED DWELLINGS WILL BE HARVESTED INTO INDIVIDUAL STORAGE TANKS OF AT LEAST 5000 LITRES CAPACITY AND FITTED WITH OVERFLOW AND UNDERFLOW CONNECTIONS TO REDUCE FLOW RATES FROM THE BUILDING ROOFS TO THE PUBLIC DRAINAGE SYSTEMS. THE DRAFT DA STAGE DRAWINGS SHOW THE PROPOSED CONNECTION METHODS.

THE COMMON ( PRIVATE ) ACCESS ROAD SERVING ALL THE UNITS WILL BE DRAINED TO THE EXISTING 100MM DIAMETER CONNECTION AS DETIALED ON DRAWING 24/80 H1(B) THE PAVED AREA DRAINAGE WILL UTILISE A SERIES OF PITS AND GRATED CHANNELS TO DIRECT THE STORMWATER AS SHOWN.

EACH CONNECTION PIT IS TO BE PLACED IN A POSITION WHERE OVERLAND FLOW TO A LARGER STORMWATER COLLECTION SYSTEM IS POSSIBLE.

DRAWINGS 24/80 H1(B) H2(B), H3(B) H4(A) AND H5(A) SUPERCEDE ANY PREVIOUS ISSUES AND ARE DEEMED TO BE FOR CONSIDERATION AND DA STAGE OF THE PROJECT.

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 DECEMBER 2024. ONGOING RESPONSIBILITY FOR MAINTENANCE OF THE SYSTEM REMAINS WITH THE PROPERTY OWNER.



**Vince Murdocca & Charlie Di Francesco**

**24A Tully Street, St Helens  
Traffic Impact Assessment**

**November 2024**



**CELEBRATING 15 YEARS  
2008 - 2023**

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# 1. Introduction

## 1.1 Background

Midson Traffic were engaged by Vince Murdocca & Charlie Di Francesco to prepare a traffic impact assessment for a proposed residential unit development at 24A 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: *Integrated Transport Assessments for Developments*, 2020.

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

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

This TIS also addresses the relevant clauses of Codes C2.0, *Parking and Sustainable Transport Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Break O’Day, 2021.

## 1.3 Statement of Qualification and Experience

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

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

- 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 at 24A Tully Street, St Helens. The site incorporates three subdivided lots of a recently constructed subdivision.

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

**Figure 1 Subject Site & Surrounding Road Network**



*Image Source: LIST Map, DPIPW*

## 1.6 Reference Resources

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

- Tasmanian Planning Scheme – Break O’Day, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management, Part 12: Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections*, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- 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 subdivision access road that connects the subject site to Tully Street.

Tully Street is a major collector road that becomes Tasman Highway to the north-east of the CBD of St Helens. It carries approximately 1,606 vehicles per day<sup>1</sup> near the subject site. The typical weekday hourly traffic volumes on Tully Street are shown in Figure 3. 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. As an extension of the Tasman Highway, Tully Street is classified as a Category 4 road under the Department of State Growth's road hierarchy.

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 near the subject site is shown in Figure 2.

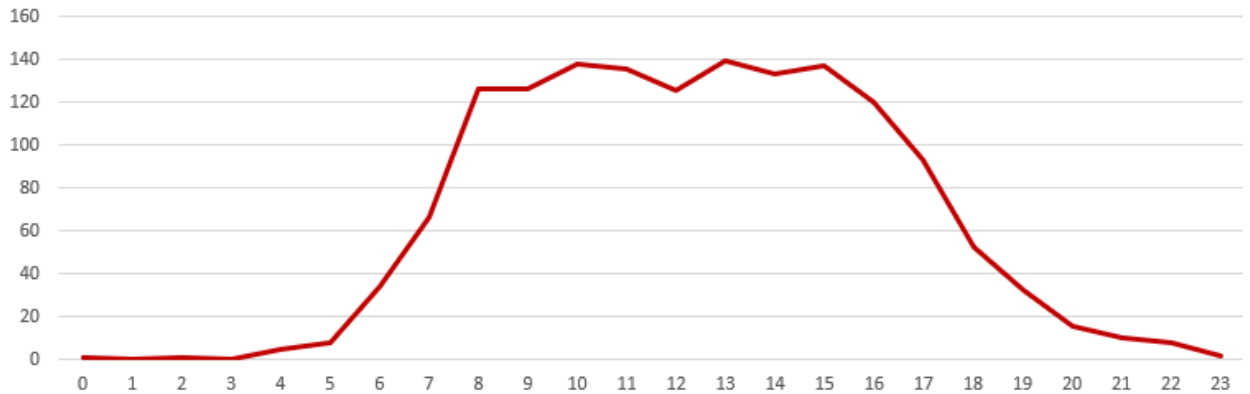
**Figure 2 Tully Street**



The subdivision access road that provides frontage for the subject site has recently been constructed. It has a sealed pavement width of 6 metres with a footpath provided along the western side of the road. Traffic volumes are currently very low as not lots have not been fully developed. The general urban speed limit of 50-km/h is applicable to the road.

<sup>1</sup> Department of State Growth traffic data, 2022.

**Figure 3 Tully Street Weekday Hourly Flows**



## 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 1<sup>st</sup> January 2019 and 30<sup>th</sup> August 2024 for Tully Street between Annie Street and MacMichael Street.

Two crashes were reported during this time:

- 12:50PM, Tuesday 1<sup>st</sup> June 2022 – single vehicle crash on curve at Cecilia Street junction resulting in property damage only.
- 11:30AM, Thursday 7<sup>th</sup> March 2024 – single vehicle loss of control crash resulting in property damage only.

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

## 3. Proposed Development

### 3.1 Development Proposal

The proposed development involves the construction of 7 residential units. All units have a floor area of 108m<sup>2</sup> and have three bedrooms.

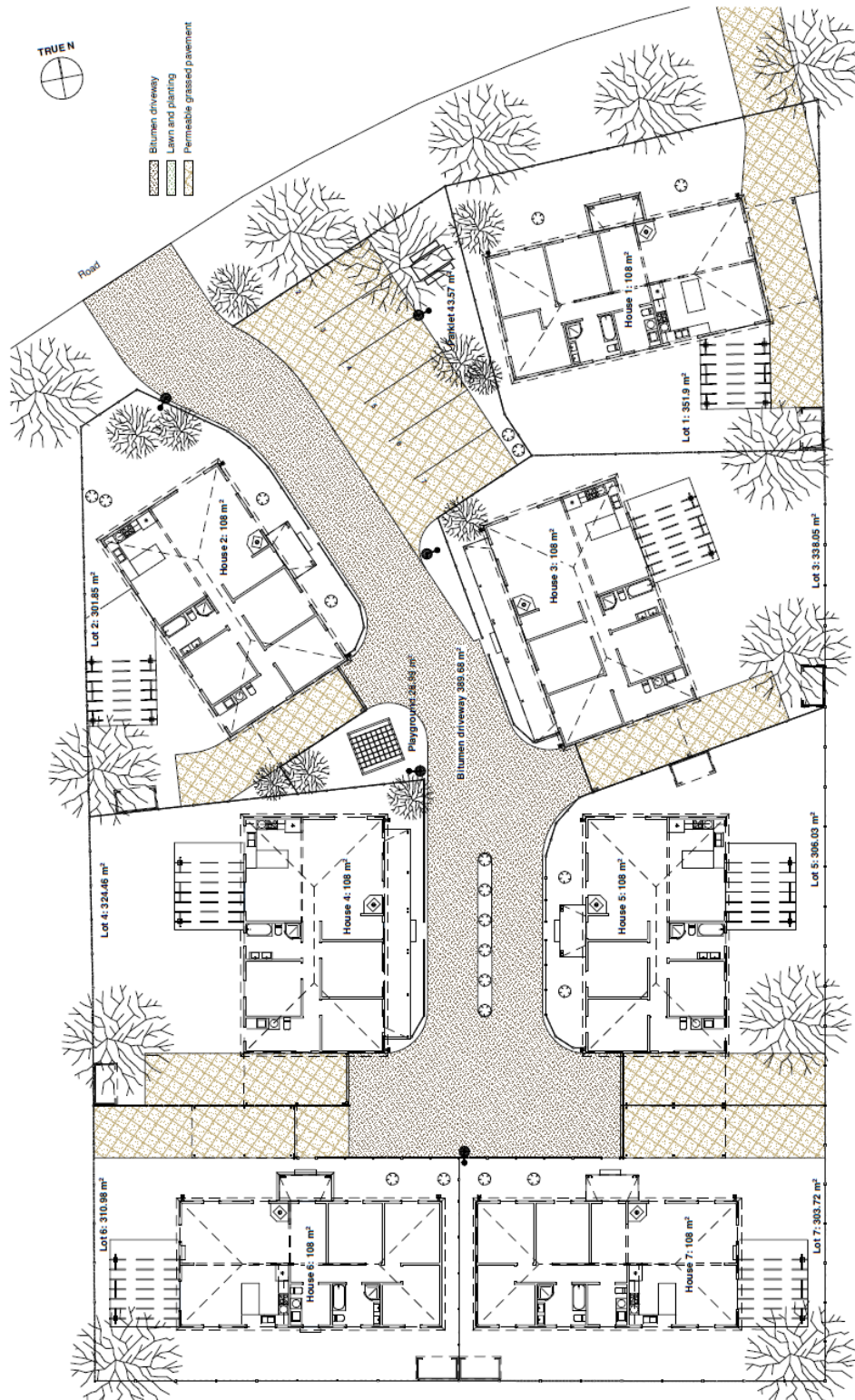
A total of 20 parking spaces are provided. All units have a flexible parking arrangement where one parking space is provided for each unit in the form of a car port, with space for two cars to be parked in a jockey style arrangement.

The parking layout within the site is designed to be flexible, to enable the use of the parking area for outdoor activities. Residents would utilise the excess visitor parking spaces to free up their allocated parking area so that it increases their outdoor area. This is similar to Hobart Cohousing scheme where vehicle movements are minimised between units in favour of pedestrian movements, children's play area, etc. Ultimately, most residents will most likely park one vehicle in their carport and one out the front in the shared area (if they have 2 cars). During community events within the site, activities, etc, the front carpark could be (partially or completely) cleared and serve as extension of that small shared parklet next to it. The whole scheme is looking to emulate or evoke a small village laneway, with its character and social life.

The parking areas of the development will all be semi paved / permeable / grassed. This will provide an all weather surface material but enable a flexible use of the area for outdoor activities.

The proposed development is shown in Figure 4.

**Figure 4 Proposed Development Plans**





## 4. Traffic Impacts

### 4.1 Trip Generation

Trip generation rates were sourced from the RMS Guide. The RMS Guide recommends the following traffic generation rates for medium density residential developments of this scale:

- Residential units 6 trips/ dwelling per day, peak 0.6 trips/ dwelling per hour

This equates to a total traffic generation of 42 vehicles per day with a peak of 4 vehicles per hour.

### 4.2 Trip Assignment

All traffic will access the frontage road that connects to Tully Street. This will result in all traffic movements being right-in/ left-out at the site's access.

At the intersection of the access road with Tully Street it is likely that the majority of movements will be to/ from St Helens town centre.

The two driveway accesses servicing the site will have the following traffic generation:

- Western access (servicing 5 units) 36 vehicles per day/ peak 3 vehicles per hour
- Eastern access (servicing 1 unit) 6 vehicles per day/ peak 1 vehicle per hour

### 4.3 Traffic Capacity Analysis

The peak traffic generation at the site's access on the frontage road will be 4 vehicles per hour. This is an average of 1 vehicle every 25 minutes. The access will therefore operate at a high level of service with no effective queuing or delay.

### 4.4 Access Impacts

The subject site consists of three subdivided lots that will be incorporated into one lot. The existing three accesses to the site will be consolidated to two accesses.

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states " *Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase of 20% of 40 vehicle movements per day, whichever is greater. In this case both accesses will generate less than 40 vehicles per day and the Acceptable Solution A1 of Clause C3.5.1 of the Planning Scheme is met.

## 4.5 Sight Distance

The Australian Standards, AS2890.1, provides the relevant sight distance requirements for residential and domestic driveways. For a frontage road speed of 60-km/h, the required sight distance is 45 metres.

The available sight distance at each access location is summarised in Table 1.

The available sight distance at each access location complies with the requirements of AS2890.1.

**Table 1 Access Sight Distance Summary**

Access	Sight distance to west of access	Sight distance to east of access	Complies?
Western access	48 metres	80 metres	Yes
Eastern access	80 metres	Unrestricted to end of road	Yes

## 4.6 Pedestrian Impacts

The proposed development is likely to generate a small amount of pedestrian activity associated with the residential units.

The site and surrounding network is well serviced by pedestrian infrastructure, including well defined pedestrian paths to the surrounding road network.

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".*

Separate footpaths are not provided within the subject site. The design of the internal accessways and parking areas are intended to provide a shared environment, with vehicles operating at very low speed and pedestrians having priority.

On this basis the layout of the development 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 small-scale medium density residential development. The movement of cars and pedestrians only relates to activity associated with the residential units and would be expected by all road users. The careful design of the internal accessways of the development will result in a very low speed and low volume environment.
- b. Nature of the use. The use is medium density residential.
- c. Number of parking spaces. A total of 20 on-site parking spaces are provided, accessed via two driveways. The associated traffic generation of the site will be low due to the small number of parking spaces within the car park (4 vehicles per hour during peak periods).
- d. Frequency of vehicle movements. The peak traffic generation will be 4 vehicles per hour. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars. The traffic generation provides a low-risk environment for pedestrian/ vehicular conflict that is consistent with numerous similar multiple dwelling developments in the surrounding area.
- e. Needs of persons with a disability. Not applicable.
- f. Location and number of footpath crossings. Not applicable.
- g. Vehicle and pedestrian safety. The driveway access 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.

- h. Location of access ways or parking aisles. The development has a relatively simple layout consisting of a linear access with parking provided at 90-degrees to the access.
- 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.

#### **4.7 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 road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development (noting that only two crashes have been reported in Tully Street near the site in the past five years).
- Adequate sight distance is available at the proposed site accesses in relation to the prevailing vehicle speeds in accordance with Australian Standards requirements.
- The additional traffic generated by the proposed residential unit development can be readily absorbed by the subdivision junction with Tully Street.

## 5. Parking Assessment

### 5.1 Parking Provision

The proposed development provides a total of 20 on-site car parking spaces. This comprises of 2 jockey style spaces for each unit and 6 parking spaces located perpendicular to the main accessway. The car parking layout is shown in Figure 4.

### 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 residential land use is 2 spaces per dwelling plus 1 space per four dwellings visitor parking. This equates to a parking requirement for 16 parking spaces.

The proposed development provides up to 20 spaces (2 jockey spaces for each unit and an additional 6 spaces near the main entrance to the development). The parking provision therefore complies with 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 was assessed against the requirements of A1.1(b) of the Planning Scheme. The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

#### **5.3.1 Driveway Grade**

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

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

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

### 5.3.2 Parking Grade

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

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

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

### 5.3.3 Driveway Width

AS2890.1 defines the access as 'Category 1' access facility (Class 1A parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres.

The width of the driveway at the interface with the frontage road is 6.0 metres, thus complying with the width requirements of AS2890.1.

### 5.3.4 Parking Dimensions

AS2890.1 defines the parking as User Class 1A, *Residential, Domestic and Employee Parking*. Parking dimension requirements for 90-degree parking for User Class 1A are:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces comply with these minimum requirements. It is noted that the rear jockey spaces associated with Units 1 and 2 have an 'angled' shape. The physical dimensions of these spaces permits an envelope of 2.4m x 5.4m and therefore comply with AS2890.1 dimensional requirements.

### 5.3.5 Height Requirements

The minimum height clearance to an overhead structure is 2.2 metres. The height of the proposed carport structures complies with this requirement.

### 5.3.6 AS2890.1 Assessment Summary

The car parking layout complies with the requirements of AS2890.1. The car parking therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.3(b) of the Planning Scheme.

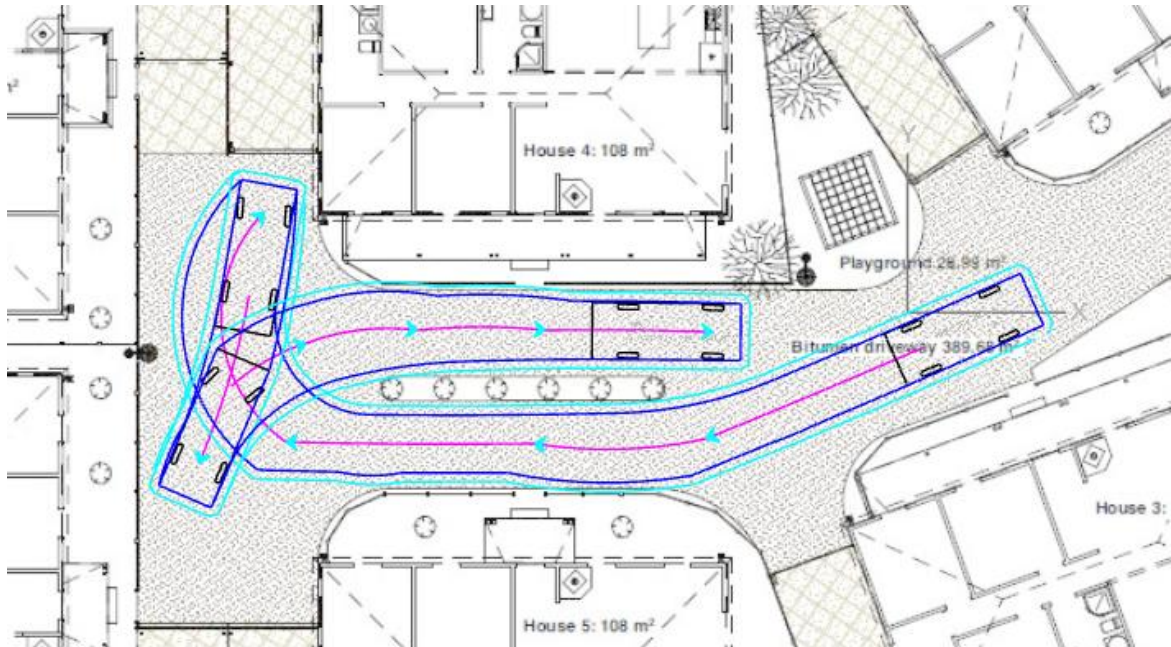
## 5.4 Vehicle Manoeuvring

Swept paths for a B85 vehicle were tested to assess the accessibility of the parking spaces associated with the proposed development.

It is noted that Unit 1 has a separate driveway. The driveway will function in the same way as a typical residential dwelling with a driveway requiring either a reverse entry/ forward exit, or forward entry/ reverse exit.

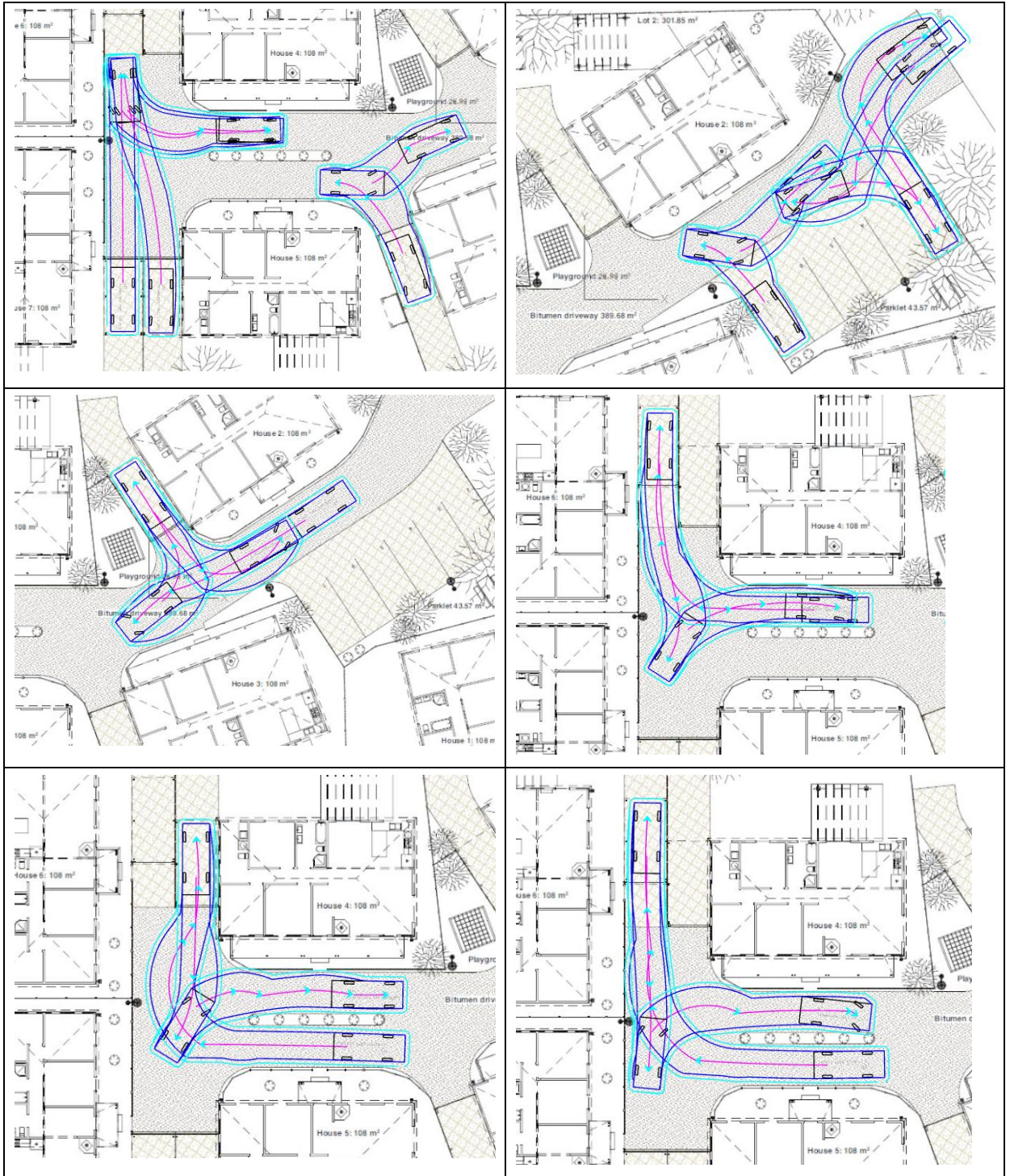
The swept paths are shown in Figure 5 and Figure 6.

**Figure 5 B85 Vehicle Swept Path for Non Parking Manoeuvre**





**Figure 6 B85 Vehicle Swept Paths**



## 6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential unit development at 24A Tully Street, St Helens.

The key findings of the TIA are summarised as follows:

- The proposed development consists of 7 residential 3-bedroom units.
- The traffic generation associated with the proposed development will be 42 vehicles per day with a peak of 4 vehicles per hour. The traffic generation at the accesses satisfies the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.
- The layout of the site does not separate pedestrian movements. The low speed and low volume operating environment satisfies the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- The parking layout within the site is designed to be flexible, to enable the use of the parking area for outdoor activities. Residents would utilise the excess visitor parking spaces to free up their allocated parking area so that it increases their outdoor area. A total parking provision of 20 spaces is available on-site. The parking provision satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The car parking layout within the site satisfies the requirements of Acceptable Solution A1 of Clause C2.5.3(b) of the Planning Scheme.

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

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**Document Status**

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