NOTICE OF PROPOSED DEVELOPMENT

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

SITE: 18 Arthur Street, Sorell

PROPOSED DEVELOPMENT:
EDUCATIONAL AND OCCASIONAL CARE (CHILDCARE CENTRE)

The relevant plans and documents can be inspected at the Council Offices at 47 Cole Street, Sorell during normal office hours, or the plans may be viewed on Council's website at www.sorell.tas.gov.au until **Tuesday 28th January 2025.**

Any person may make representation in relation to the proposal by letter or electronic mail (sorell.council@sorell.tas.gov.au) addressed to the General Manager. Representations must be received no later than **Tuesday 28th January 2025.**

APPLICANT: **Era Planning & Environment**

APPLICATION NO: **DA 2024 / 270 - 1**
DATE: **09 January 2025**

Part B: Please note that Part B of this form is publicly exhibited.

Full description of Proposal:	*Use:* Educational and occasional care (childcare centre) *Development:* Demolition of existing buildings, new parking and vehicle circulation area *Large or complex proposals should be described in a letter or planning report.*
Design and construction cost of proposal:	$ 1,000,000

Is all, or some the work already constructed:	No: ☑ Yes: ☐

Location of proposed works:	Street address: 18 Arthur Street Suburb: Sorell Postcode: 7172 Certificate of Title(s) Volume: 29255 Folio: 1

Current Use of Site	Residential

Current Owner/s:	Name(s) 18 Arthur Street Pty Ltd

Is the Property on the Tasmanian Heritage Register?	No: ☑ Yes: ☐	*If yes, please provide written advice from Heritage Tasmania*
Is the proposal to be carried out in more than one stage?	No: ☑ Yes: ☐	*If yes, please clearly describe in plans*
Have any potentially contaminating uses been undertaken on the site?	No: ☑ Yes: ☐	*If yes, please complete the Additional Information for Non-Residential Use*
Is any vegetation proposed to be removed?	No: ☐ Yes: ☑	*If yes, please ensure plans clearly show area to be impacted*
Does the proposal involve land administered or owned by either the Crown or Council?	No: ☑ Yes: ☐	*If yes, please complete the Council or Crown land section on page 3*

If a new or upgraded vehicular crossing is required from Council to the front boundary please complete the Vehicular Crossing (and Associated Works) application form
https://www.sorell.tas.gov.au/services/engineering/

Part B continued: Please note that Part B of this form is publicly exhibited

Declarations and acknowledgements
• I/we confirm that the application does not contradict any easement, covenant or restriction specified in the Certificate of Title, Schedule of Easements or Part 5 Agreement for the land. • I/we consent to Council employees or consultants entering the site and have arranged permission and/or access for Council's representatives to enter the land at any time during normal business hours. • I/we authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation and have permission of the copyright owner for such copies. • I/we declare that, in accordance with s52(1) of the *Land Use Planning and Approvals Act 1993*, that I have notified the owner(s) of the intention to make this application. • I/we declare that the information in this application is true and correct. *Details of how the Council manages personal information and how you can request access or corrections to it is outlined in Council's Privacy Policy available on the Council website.*
• I/we acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process, for display purposes during public exhibition, and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.
• Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

Applicant Signature:	Signature: Sarah Silva Date: 29.10.2024

Crown or General Manager Land Owner Consent
If the land that is the subject of this application is owned or administered by either the Crown or Sorell Council, the consent of the relevant Minister or the Council General Manager whichever is applicable, must be included here. This consent should be completed and signed by either the General Manager, the Minister, or a delegate (as specified in s52 (1D-1G) of the *Land Use Planning and Approvals Act 1993*). Please note: • If General Manager consent if required, please first complete the General Manager consent application form available on our website www.sorell.tas.gov.au • If the application involves Crown land you will also need a letter of consent. • Any consent is for the purposes of making this application only and is not consent to undertaken work or take any other action with respect to the proposed use or development.
I _____ being responsible for the administration of land at _____ declare that I have given permission for the making of this application for _____ Sorell Council Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf Plans Reference:P1 Date Received: 29/10/2024

Signature of General Manager, Minister or Delegate:	Signature: ..... Date: .....

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report - 24 E 99 - 14 Rev A
PROJECT LOCATION	18 Arthur Street, Sorell TAS 7172
CLIENT ORGANISATION	Childs Play Early Learning
CLIENT REFERENCE	Tina Palushi
CLIENT CONTACT/S	tpalushi@hotmail.com
ALDANMARK REFERENCE	24 E 99 - 14
ALDANMARK CONTACT/S	Giancarlo Rigoli (grigoli@aldanmark.com.au)

DOCUMENT CONTROL

REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	22/03/2024	Development Approval	GR	NM	NM

TABLE OF CONTENTS

1. INTRODUCTION

Aldanmark have been engaged to provide a stormwater report for the proposed development at 18 Arthur Street, Sorell.

The development must comply with the stormwater quantity requirements of the Sorell Council Stormwater in New Development Policy.

- Stormwater runoff from the site will be no greater than pre-existing runoff for a 5% AEP rainfall event (Sorell Council Stormwater Policy).
- The stormwater system must incorporate water sensitive urban design principles for the treatment and disposal of stormwater (Sorell Council Stormwater Policy).

This report aims to demonstrate that the development at 18 Arthur Street, Sorell complies with the above stormwater quality and quantity requirements.

2. SITE OVERVIEW

The site contains one existing dwelling, shed and garage with concrete footpaths. The existing site stormwater system discharges to the stormwater kerb connection.

A single structure day-care centre is proposed to be constructed on the subject site, as well as new asphalt driveway and parking areas. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff.

3. CATCHMENT MODEL

3.1 MODIFIED RATIONAL METHOD

The modified rational method was applied within the software Autodesk Storm and Sanitary Analysis (SSA) to determine the increase in runoff between the pre-development and post-development conditions. The SSA model was then used to determine the volume and configuration of on-site detention required to reduce the site runoff below the pre-development condition for the 5% AEP storm.

3.2 DESIGN RAINFALL DEPTHS (SORELL COUNCIL)

Rainfall depths for the model were retrieved from the Bureau of Meteorology website (http://www.bom.gov.au/water/designRainfalls/revised-ifd/). The 5-minute duration of the 5% AEP storm was analysed.

TABLE <<1>>: IFD DESIGN RAINFALL DEPTH (REFERENCE)

DESIGN RAINFALL EVENT	DESIGN RAINFALL (MM/HR)
5% AEP 5 minute	92.2
5% AEP 10 minute	69.4
5% AEP 20 minute	47.9
5% AEP 30 minute	37.7

3.3 SITE CATCHMENTS (SORELL COUNCIL)

The site catchments assumed for the modified rational method calculations were determined from the architectural site plan prepared by CYBER DRAFTING & DESIGN dated December 2023. Runoff coefficients were adopted for each catchment area as per Sorell Council Stormwater in New Development Policy (2023):

TABLE <<2>>: PRE-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Pre-development impervious roofed areas	445	1.00
Pre-development impervious paved areas	87.9	0.90
Pre-development pervious areas	1060	0.2

TABLE <<3>>: POST-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Post-development impervious roofed areas	619.13	1.00
Post-development impervious paved areas	538	0.90
Post-development pervious areas	435.87	0.2

The runoff coefficient for pervious areas has been determined as per AS3500.3 2001 Section 5.4.6:

$$C_p = m(0.0133 \times 10\%I_{60} - 0.233)$$

As per Table 5.4.6(A) of AS3500, m for a 5% AEP event is equal to 1.05. $10\%I_{60}$ is given as 20.5mm/hr (ARR Data Hub), therefore 25mm/hr is adopted. The site soil profile is comprised of clay soils therefore the final result is increased by 0.1.

$$C_p = 1.05\big((0.0133 \times 25) - 0.233\big) + 0.1 = 0.204475$$

3.4 DETENTION MODEL RESULTS

The results of the Stormwater and Sanitary Analysis model showed that the post-development site runoff is increased by 13.12 L/s over pre-existing runoff quantities, as shown in Table <<4>>.

To reduce the post-development site outflow below pre-development quantities, an on-site detention system comprising one rainwater detention tank connected to the roof area of the proposed facility was simulated in Autodesk SSA. The model results showed that a tank with a capacity of 5000L and an orifice diameter of 40mm is required. Full specifications for the required on-site detention system are given in 5.

TABLE <<4>>: PEAK FLOW RATE SUMMARY

SCENARIO	SITE RUNOFF (L/s)
Pre-development	17.3
Post-development unmitigated	30.42
Post-development with OSD	13.16

Figure 1 below shows the site outflow hydrograph for the pre-development condition compared to the post-development condition mitigated by on-site detention.

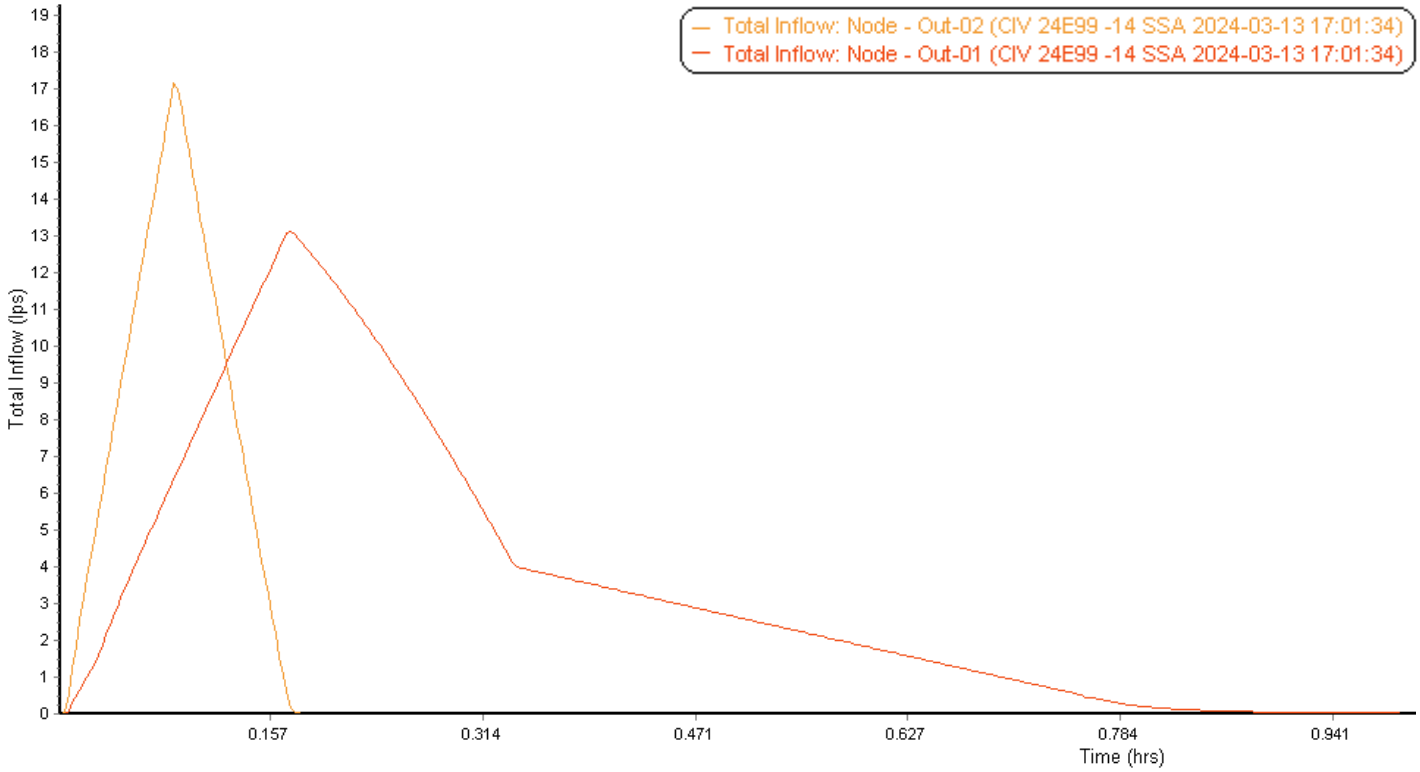

Figure 2: Pre vs Post Development Peak Flow

TABLE <<5>>: DETENTION TANK PARAMETERS

TANK ID	RW Tank 8
DESCRIPTION	TankTec 5,000L Slimline
BASE AREA (M^2)	2.5
TANK HEIGHT (M)	3.3
INLET HEIGHT (M)	3.15 from base of tank
DETENTION CAPACITY (L)	5000
ORIFICE DIAMETER (MM)	40
OVERFLOW PIPE DIAMETER (MM)	150
PEAK DISCHARGE RATE (L/S)	13.16
MAX. VOLUME 5% AEP (L)	3875
EMPTYING TIME (MINS)	52.2
CONTRIBUTING ROOF AREA (M^2)	619.13

TABLE <<6>>: DETENTION TANK MAXIMUM VOLUMES

STORM AEP AND DURATION	RW TANK 8 VOL. (L)
5% AEP 5-min	3250
5% AEP 10-min.	3875
5% AEP 15-min	3850
5% AEP 20-min	3725
5% AEP 25-min.	3550
5% AEP 30-min	3350

4. STORMWATER QUALITY MODEL

4.1 STORMWATER QUALITY MODEL

In accordance with the Sorell Council Stormwater in New Development Policy, the proposed development must incorporate water sensitive urban design principles.

Aldanmark Engineers have collaborated with Ocean Protect and a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

- An 90% reduction in the average annual load of Gross pollutants

Proprietary devices by OceanProtect were utilized to meet the water quality targets. The propriety devices include:

- A Jellyfish JF900-1-1 (686) 460mm Head.

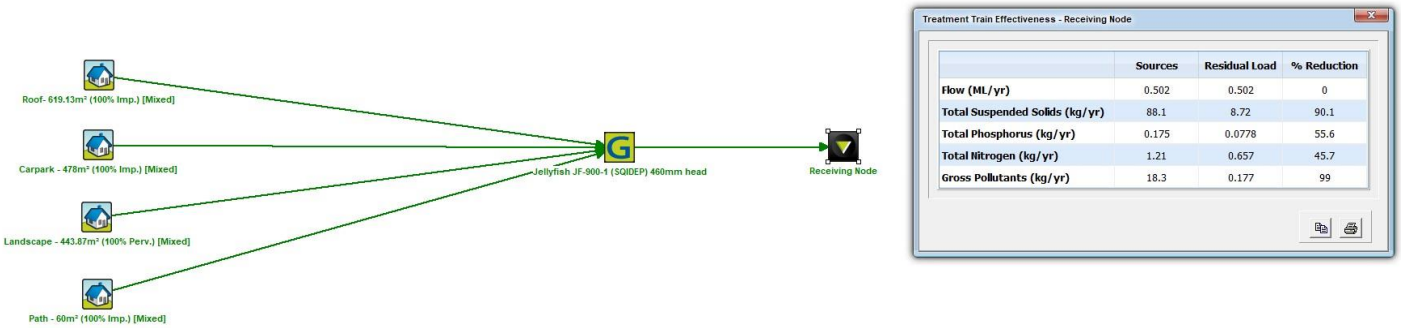

FIGURE 2: MODEL FOR URBAN STORMWATER IMPROVEMENT CONCEPTUALISATION OUTPUT

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention and stormwater treatment devices specified in this report are outlined in Table 7and Table 8.

The manufacturer's maintenance requirements for the stormwater detention and treatment devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE <<7>>: MAINTENANCE FOR OCEAN PROTECT OCEANGUARDS

	FREQUENCY
MINOR SERVICE Filter bat inspection and evaluation Removal of capture pollutants Disposal of material	1 – 6 times annually
MAJOR SERVICE Filter bag replacement Support frame rectification	As required

TABLE <<8>>: MAINTENANCE PLAN FOR RAINWATER TANKS

ACTIVITY	**FREQUENCY**
Visual inspection of rainwater detention tank for sediment accumulation, sludge, and algae growth, and clogging at outlet orifice.	Every 6 months
Vacuum truck sediment removal/desludging of rainwater detention tank	Approximately every 2-3 years or if sediment/'sludge' is evident upon inspection
Inspection and cleaning of gutters	Every 6 months

6. CONCLUSION

This report has demonstrated that the proposed development at 18 Arthur Street, Sorell complies with the stormwater quantity conditions of Sorell Council's planning permit.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at grigoli@aldanmark.com.au if you require any additional information.

Yours faithfully,

Giancarlo Rigoli
Graduate Civil / Structural Engineer

7/05/2024

ALDANMARK
CONSULTING ENGINEERS

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mail@aldanmark.com.au
www.aldanmark.com.au

ENGINEERS ADVICE

240507 ED 24E99-14 STORMWATER TREATMENT

To: Caroline — caroline@eraplanning.com.au

Cc: Sarah Silva — sarah@eraplanning.com.au

Tina Palushi — **Childs Play Early Learning** tpalushi@hotmail.com

INSPECTION ☐
INSTRUCTION ☒
MEMO ☐
RFI RESPONSE ☐
SHOP DRAWING APPROVAL ☐

PROJECT: Tina Palushi: 18 Arthur Street, Sorell
SUBJECT: Council RFI

RELEVANT DOCUMENTS:

- Architectural design drawings by Cyber Drafting and Design
- Engineering design documents by Aldanmark 240409 CIV 24E99-14 B
- Correspondence from Sorell Council Request for Additional Information dated 23/04/2024 Ref 5.2024.3.1

Aldanmark provides the following response to Sorell Council's request for additional information dated 23rd April 2024:

Item

5. Plans and Section markers 1 and 3 have been updated.

6. Detention tank arrangements updated.

Aldanmark have contacted Oceanprotect for stormwater treatment advice. Due to the site being serviced with a kerb connection, there is no device that can be installed that will still allow a gravity connection to the street. Aldanmark suggests that a contribution to Council is conditioned on the permit in line with Sorell Council's Stormwater in New Development Policy Section A2.2.

Regards,

Nathan Morey BEng (Hons)
Civil Engineer

SORELL COUNCIL

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

CIVIL DRAWINGS
CHILDS PLAY EARLY LEARNING
18 ARTHUR STREET
SORELL

C001	COVER	C	7/05/2024
C101	SITE PLAN	C	7/05/2024
C102	STORMWATER & GRADING PLAN - SHEET 1	C	7/05/2024
C103	SEWER AND WATER PLAN - SHEET 1	A	22/03/2024
C202	CROSS SECTIONS - SHEET 1	B	9/04/2024
C301	STORMWATER LONG SECTIONS- SHEET 1	B	9/04/2024
C401	CONSTRUCTION DETAILS	C	7/05/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS

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199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: CHILDS PLAY EARLY LEARNING

ADDRESS: 18 ARTHUR STREET
SORELL

CLIENT: TINA PALUSHI

SHEET: COVER

SCALE: AS INDICATED

TOTAL SHEETS: 7

SIZE: A1

PROJECT No: 24 E 99 - 14

SHEET: C001

REV: C

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	CONCRETE MANHOLE WITH CLASS 'D' LID AS PER TSD-SW02-V3
	INSPECTION OPENING
	GP3 - 600SQ GRATED PIT MAX. 900 DEEP
	GRATED TRENCH WITH PIT

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

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BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

HOLD POINTS / CONSTRUCTION TOLERANCES

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE AND FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

THE FOLLOWING TOLERANCES APPLY TO CONSTRUCTION OF THE DRIVEWAY:

- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
  - +/- 5mm OF DESIGN LEVELS ON VERTICAL TRANSITIONS

SETOUT FOR DRIVEWAY ALIGNMENT, FORMATION LEVELS AND FINISHED SURFACE LEVELS MUST BE PERFORMED BY A REGISTERED SURVEYOR AND EVIDENCE PROVIDED TO ALDANMARK PRIOR TO DRIVEWAY POUR. ALDANMARK TAKE NO RESPONSIBILITY FOR CONSTRUCTION OR REGULATORY ISSUES DUE TO INACCURATE SET-OUT OR CONSTRUCTION TOLERANCES BEYOND LIMITS NOTED ABOVE.

BUILDER TO ALLOW TO ENGAGE SURVEYOR FOR AN AS-CONSTRUCTED SURVEY OF DRIVEWAY FOR REVIEW BY ALDANMARK.

AS CONSTRUCTED SERVICES DRAWINGS MUST BE PROVIDED TO ALDANMARK UPON PROJECT COMPLETION.

WHERE DRIVEWAY GRADIENT EXCEEDS 28% THE DRIVEWAY SURFACE MUST BE A COARSE BROOMED FINISH. ALL OTHER SECTIONS OF DRIVEWAY SURFACE MAY HAVE A WOODEN FLOAT OR COARSE BROOMED FINISH. DRIVEWAY AGGREGATE MUST BE ANGULAR DOLERITE. ROUNDED STONE AGGREGATE IS NOT ACCEPTABLE.

SITE PLAN
SCALE 1:200 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

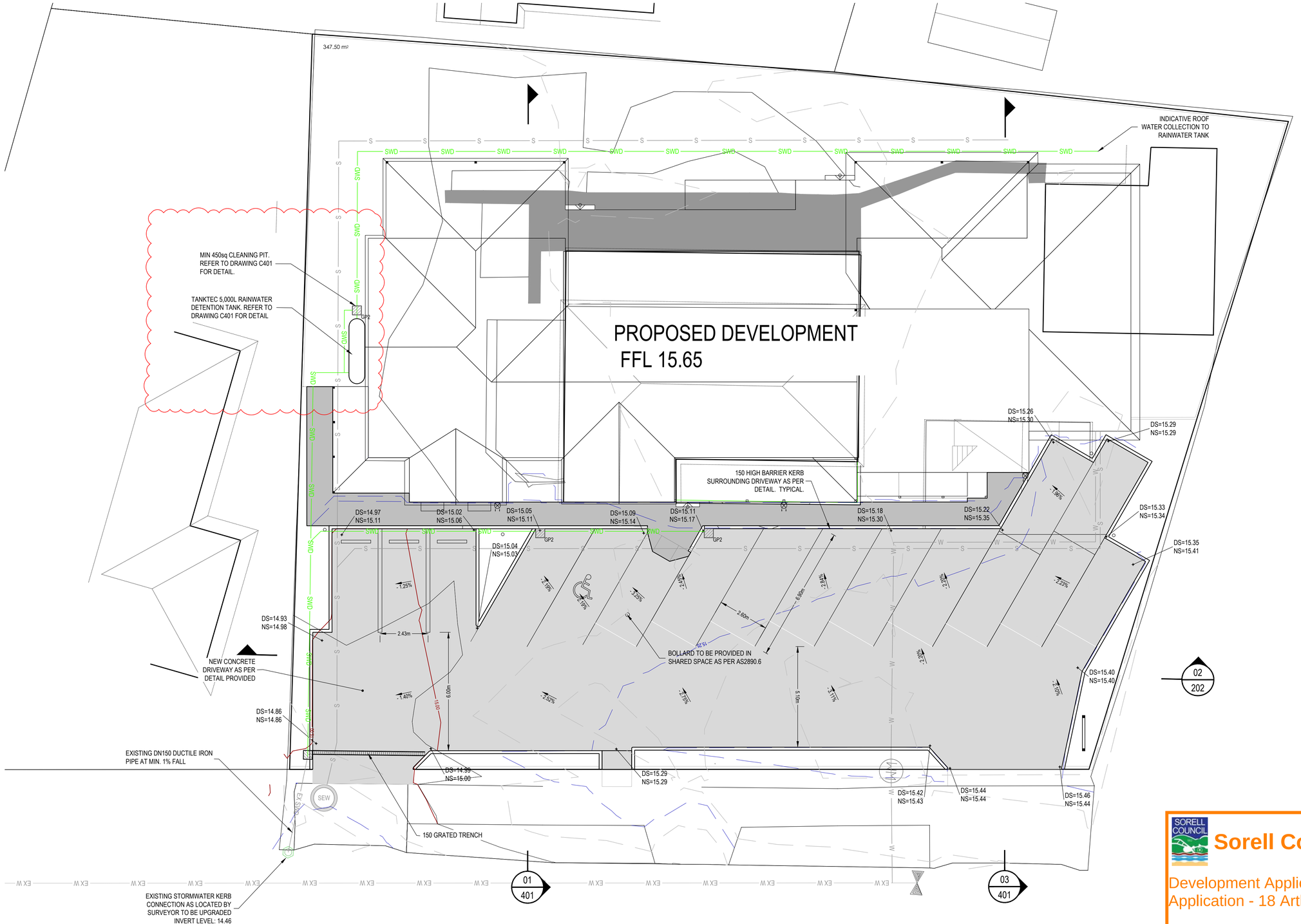
ADDRESS: 18 ARTHUR STREET
SORELL

CLIENT: TINA PALUSHI

SHEET: SITE PLAN

SCALE: 1:200 | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C101 | REV: C



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SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	CONCRETE MANHOLE WITH CLASS 'D' LID AS PER TSD-SW02-V3
	INSPECTION OPENING
	GP2 - 450SQ GRATED PIT MAX. 600 DEEP
	GRATED TRENCH WITH PIT

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	CONCRETE DRIVEWAY
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	EASEMENT
	EXISTING FENCE
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E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

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Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

STORMWATER & GRADING PLAN - SHEET 1

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: CHILDS PLAY EARLY LEARNING
ADDRESS: 18 ARTHUR STREET SORELL
CLIENT: TINA PALUSHI
SHEET: STORMWATER & GRADING PLAN - SHEET 1
SCALE: 1:100
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 24 E 99 - 14
SHEET: C102
REV: C

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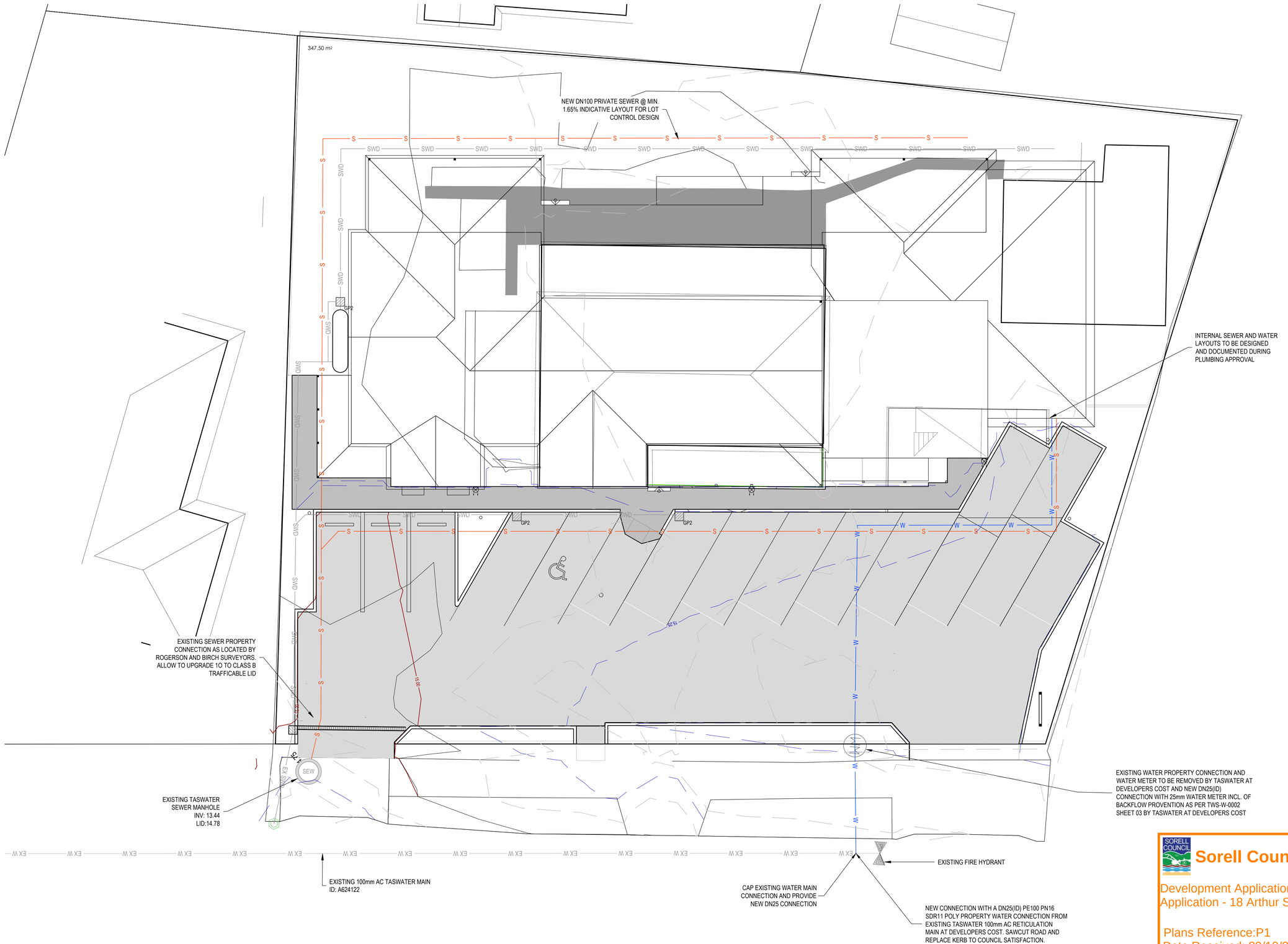

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

SITE & EXISTING SERVICES LEGEND

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26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
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G	EXISTING GAS

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Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

SEWER AND WATER PLAN - SHEET 1

SCALE 1:100 (A1)

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REV	ISSUE	DATE	APPROVAL
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PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 18 ARTHUR STREET SORELL

CLIENT: TINA PALUSHI

SHEET: SEWER AND WATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C103 | REV: A

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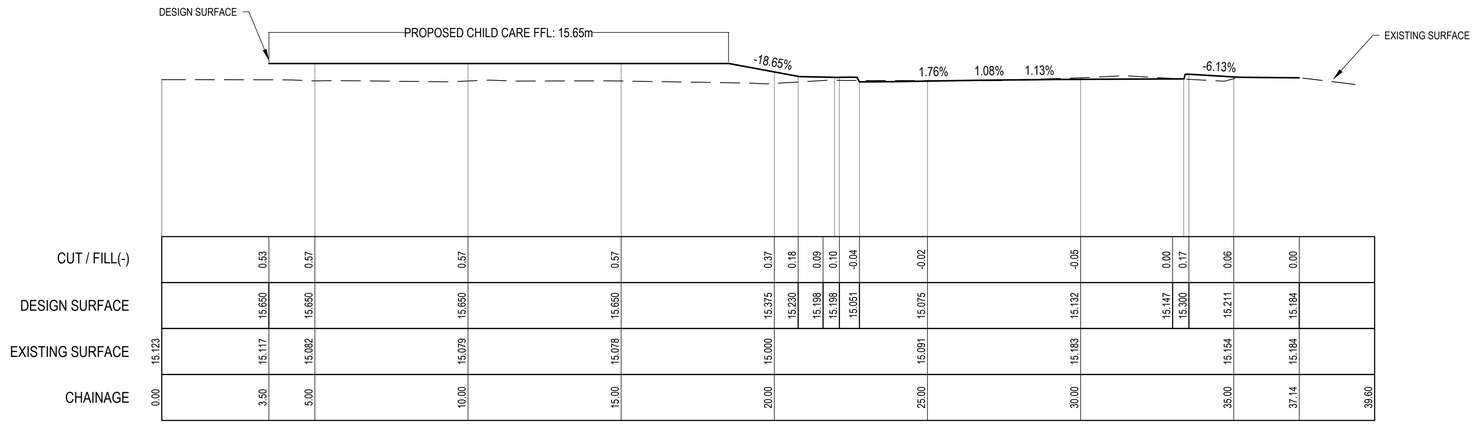
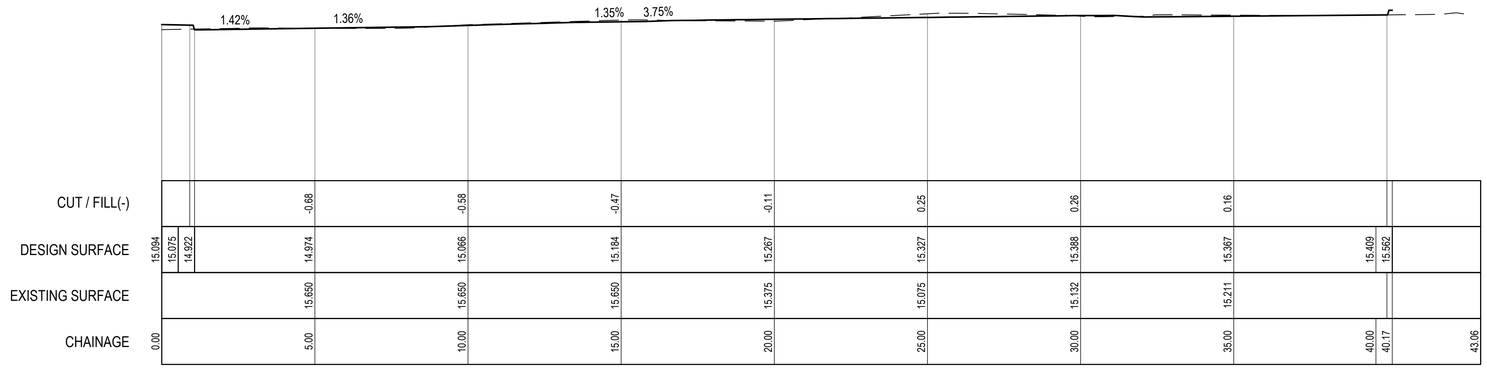


SECTION 01

SCALE 1:100



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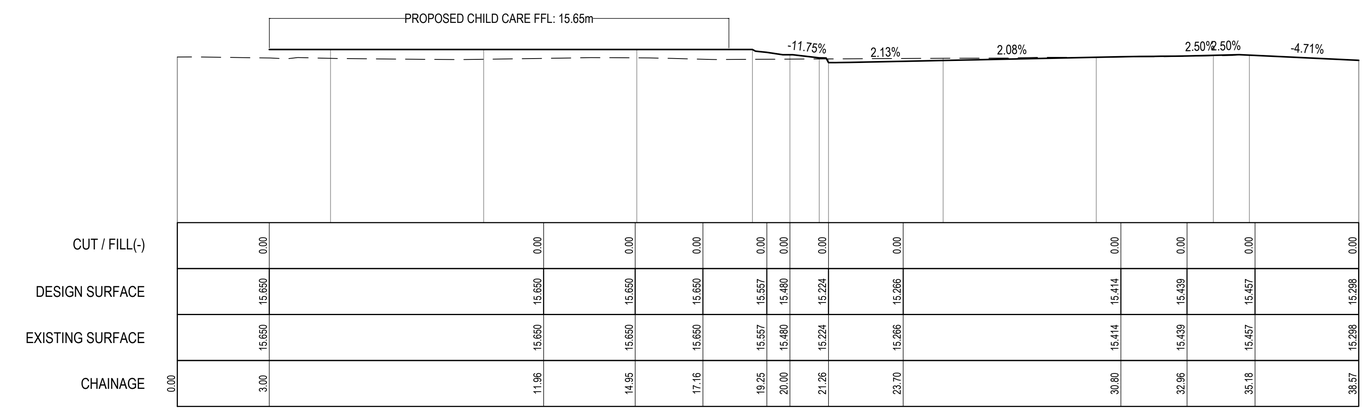

SECTION 03

SCALE 1:100

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

SECTIONS 01

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
			DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 18 ARTHUR STREET SORELL

CLIENT: TINA PALUSHI

SHEET: CROSS SECTIONS - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C202 | REV: B

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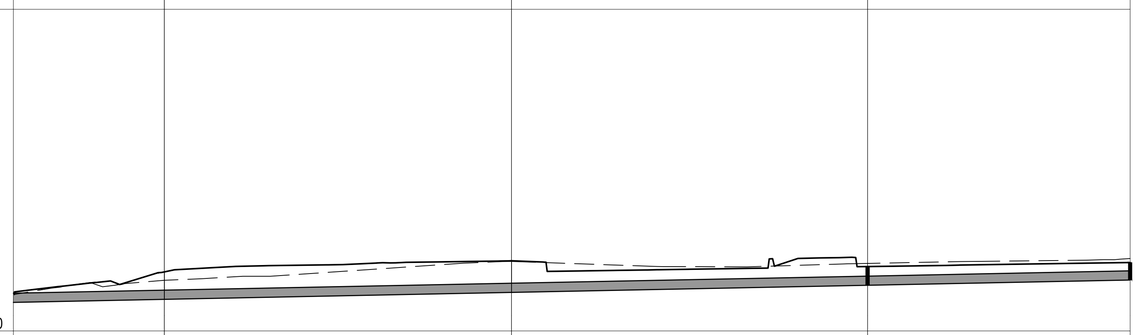
STRUCTURE DESCRIPTION	EXISTING KERB CONNECTION AS PER ROGERSON & BIRCH SURVEYOR	Grated Pit 450x450		Grated Pit 450x450 WITH GRATED CLASS B TRAFFICABLE LID	Grated Pit 450x450 WITH GRATED CLASS B TRAFFICABLE LID
STRUCTURE NAME	1/1	1/2	1/3	1/4	1/5
					
DATUM RL 14.00					
PIPE SIZE / MATRIAL	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	
GRADE %	1.01%	1.00%	1.00%	1.00%	
DEPTH TO INVERT	0.45	0.52	0.31	0.29	
INVERT LEVEL	14.466 14.516	14.629	14.745	14.831	
FINISHED SURFACE	14.96	15.15	15.05	15.12	
EXISTING SURFACE	14.83	15.13	15.10	15.18	
CHAINAGE	0.00 4.93 4.93m	16.26 11.34m	27.89 11.63m	36.46 8.57m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:100 VERTICAL 1:50

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

SECTIONS 01
SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
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B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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PROJECT: CHILDS PLAY EARLY LEARNING

ADDRESS: 18 ARTHUR STREET SORELL

CLIENT: TINA PALUSHI

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100 V1:50

SHEET: STORMWATER LONG SECTIONS- SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C301 | REV: B

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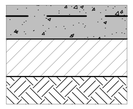


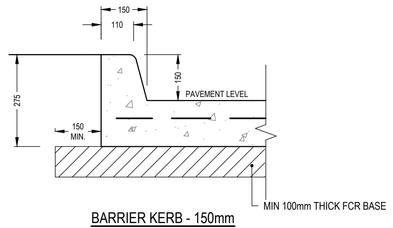
125mm MIN. CONCRETE (N32)
SL82 REINFORCING TOP (30mm COVER)
40mm SAWCUTS AT MAX. 4.0m CRS

100mm BASE A, 20mm FCR

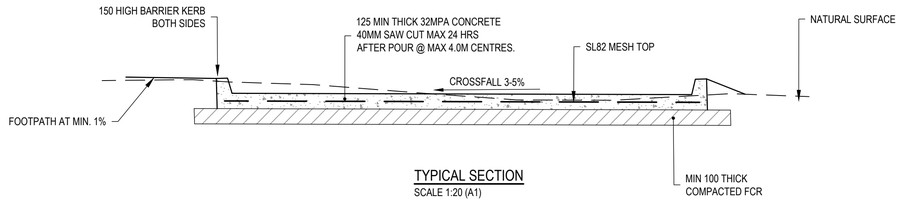
APPROVED SUBGRADE

NOTE: CONCRETE PAVEMENT NOT DESIGNED FOR SPECIAL SURFACE FINISHES SUCH AS EXPOSED AGGREGATE.

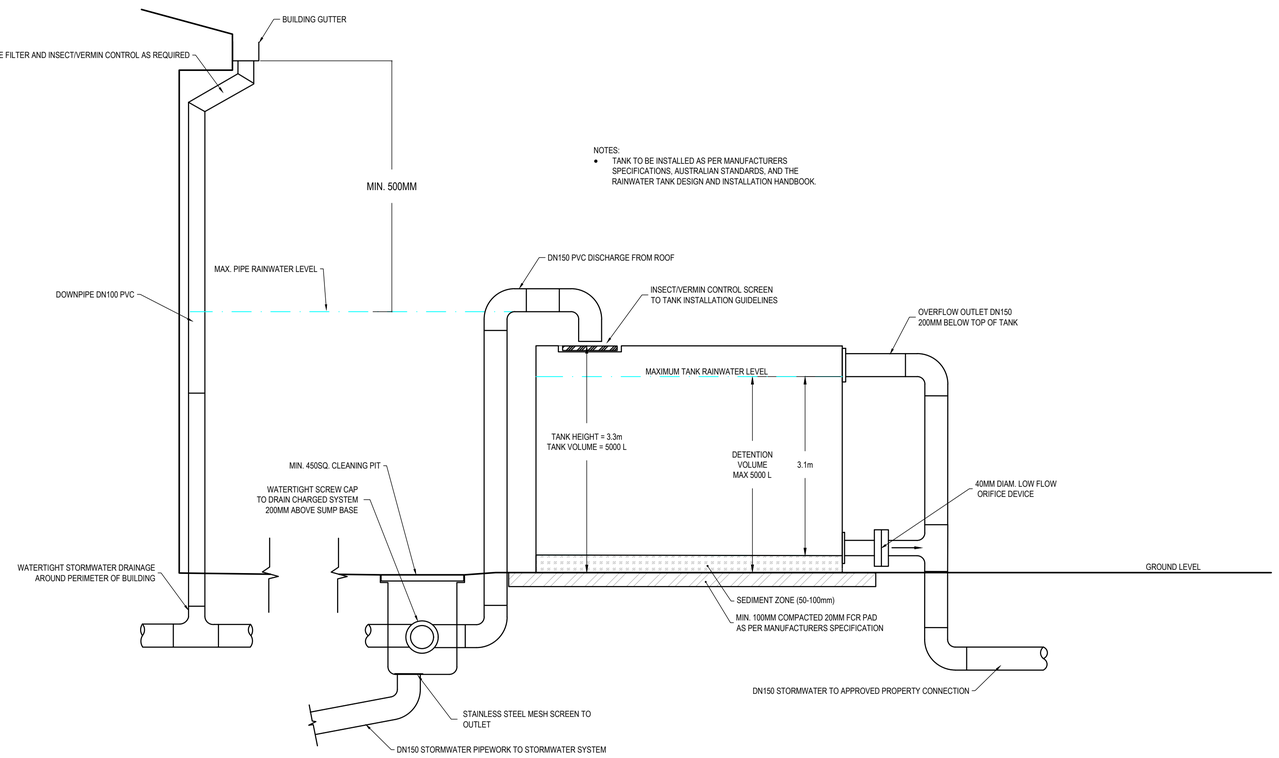
CONCRETE PAVEMENT DETAIL



BARRIER KERB - 150mm
SCALE 1:10 (A1)



TYPICAL SECTION
SCALE 1:20 (A1)



NOTES:
- TANK TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATIONS, AUSTRALIAN STANDARDS, AND THE RAINWATER TANK DESIGN AND INSTALLATION HANDBOOK.

TANK SCHEMATIC - SLIMLINE DETENTION TANK (TYPICAL)
NOT TOO SCALE

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

CONSTRUCTION DETAILS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 18 ARTHUR STREET
SORELL

CLIENT: TINA PALUSHI

SHEET: CONSTRUCTION DETAILS

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C401 | REV: C

era
PLANNING
& ENVIRONMENT

18 Arthur Street
Supporting Planning Report

Final | 29 October 2024

ERA Planning and Environment acknowledge *palawa* as the Traditional Owners of *lutruwita* (Tasmania).

They are the original custodians of our land, sky and waters. We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

Job Number: 2324-026

Document Status

Document Version	Date	Author	Reviewer
DRAFT	28 October 2024	Dana Elphinstone/Sarah Silva	Clare Hester
FINAL	29 October 2024		

era
PLANNING
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Permit overview

Permit application details

Applicant	18 Arthur Street Pty Ltd
Owner	18 Arthur Street Pty Ltd
Address	18 Arthur Street Sorell
Lot description	Folio of the Register 29255, Lot 1
Description of proposal	Demolition of existing dwellings and outbuildings. Development and use of childcare centre.

Relevant Planning Provisions

Applicable planning scheme	Tasmanian Planning Scheme - Sorell
Zone(s)	General Residential
Codes	Signs Code Parking and Sustainable Transport Code Road and Railway Assets Code Safeguarding of Airports Code
Discretions	• Clause 8.3.1 Discretionary uses (P1, P2, P4) • Clause 8.5.1 Non-dwelling development (P3, P6) • Clause C2.6.2 Design and layout of parking areas (P1) • Clause C2.6.5 Pedestrian access (P1) • Clause C1.6.1 Design and siting of signs (P2) • Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1) • Clause C2.5.1 Car parking numbers (P1, P2)

Contents

1 Introduction

1.1 Purpose of the report

ERA Planning and Environment (ERA) has been engaged by Tina Palushi (owner and director of 18 Arthur St Pty Ltd) to seek planning approval for the use and development of a childcare centre located at 18 Arthur Street, Sorell. This report provides the relevant background material, proposal details, and an appraisal of the development against the relevant planning provisions.

1.2 Name of planning authority

The relevant planning authority is the Sorell Council.

1.3 Statutory controls

This planning permit application is to be assessed in accordance with the *Land Use Planning and Approvals Act 1993* (LUPAA) and is subject to the provisions of the *Tasmanian Planning Scheme - Sorell* (the planning scheme).

Specifically, the proposal requires assessment against the applicable zone purpose, use standards, development standards, and code requirements of the planning scheme.

1.4 Title documentation

This planning permit application relates to land at 18 Arthur Street, Sorell (title reference CT 29255/1), under the ownership of 18 Arthur Street Pty Ltd.

The landowner has been notified of the intention to lodge this planning permit application pursuant to clause 52 of LUPAA.

Title documents are available at Appendix A.

1.5 Enquiries

Enquiries relating to this planning report should be directed to:

Sarah Silva
Senior Planner
ERA Planning and Environment
Email: enquiries@eraplanning.com.au
Phone: 03 6165 0443

2 Proposal

The proposal seeks approval for the demolition of existing buildings and development of a childcare centre at 18 Arthur Street in Sorell. The proposed development on the 1,601 m^2 site includes:

- The development of a single storey building with a total building area of 604 m^2 providing three activity rooms, a kitchen, dining area, reception area, three bathrooms, and associated office and training spaces.
- Outdoor play area between the proposed building and the rear boundary.
- Parking and circulation areas including:
  - Three 90-degree parking spaces (2.4 m wide by 5.4 m long); and
  - Thirteen 60-degree parking spaces (2.4-2.6 m wide by 5.4 m long), including one accessible space.
- Outdoor storage including bin storage.
- Acoustic fence along the eastern, southern, and part of the northern boundary with a height of 1.8 m. No fence is proposed within 4.5 m of the frontage.
- Ground-based sign with maximum height of 3.8 m and 0.12 m wide.

The centre will provide ten staff to care for up to 60 children across three activity spaces including:

- 20 children aged from 0 to 24 months, with four staff;
- 20 children aged 24 to 36 months with four staff; and
- 20 children aged over 36 months with 2 staff.

The centre will operate between 6.30 am and 6.30 pm, 5 days per week.

3 Background

On 18 June 2024, Planning Permit 5.2024.3.1 was issued for the site for the purpose of education and occasional care (childcare centre). This permit was subject to an appeal (against condition 15 of the permit which related to noise mitigation) and, following mediation, a revised permit was issues 3 September 2024.

On 2 October 2024, Minor Amendment Permit 5.2024.3.2 was issued for the removal of the second storey of the approved childcare centre.

This current planning application seeks approval for the demolition of the single dwelling in its entirety, rather than the partial demolition as previously approved. Through the complete demolition of the existing single dwelling, the proposed development will generally be the same as the originally approved, although there will be minor changes including:

- The existing building will be demolished in its entirety.
- The finished floor level of the overall building will be reduced from FL: 15.65 to FL 15.35, removing the requirement for steps down to the garden and minimising the extent of any access ramps on both the eastern and western elevations.
- The roof design will change slightly, increasing the maximum height of the building (at the southern elevation) from 6.067 m to 6.229 m above natural ground level.
- Minor changes to windows and doors.
- Minor internal layout changes to improve visual sightlines.

Other than the changes described above, the proposed childcare centre development will remain as approved by Planning Permit 5.2024.3.1 and subsequent variation 5.2024.3.2. It is noted that there are no changes to any approved child placement numbers, staff numbers, or hours of operation.

4 Site description

4.1 Site and surrounds

The subject site is located at 18 Arthur Street, Sorell in a single title, CT 29255/1. The site is generally flat with two existing vehicle crossings to Arthur Street. The site is developed with a single dwelling, associated outbuildings and garden. It is 1,601 m^2 in area and has 40.52 m frontage to Arthur Street, based on recent survey provided in Appendix A.

The site is located in the General Residential zone under the Tasmanian Planning Scheme - Sorell and is predominantly surrounded by residential properties. It shares a boundary on its south with 'St Thomas Catholic Church,' 22 Arthur Street, which is a large historic church listed on the Tasmania Heritage Register. An aerial image of the subject site and surrounding context is shown in Figure 1.

Figure 1 Aerial image of the site shown in blue outline (Source: https://www.thelist.tas.gov.au/)

5 Zoning assessment

5.1 Zoning

The site is zoned General Residential in the planning scheme. The proposal requires assessment against the applicable zone purpose, use standards, and development standards of the General Residential zone.

5.2 Use status

The proposed use is defined as educational and occasional care under the planning scheme. Educational and occasional care is a discretionary use in the General Residential zone.

5.3 Zone purpose

The General Residential zone purpose in clause 8.1 is:

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:

(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.

The proposed use and development is consistent with the zone purpose statements. The proposed development will provide for non-residential use that primarily serves the local community. The scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other offsite impacts will be managed to ensure there is no unreasonable loss of amenity.

Notwithstanding the above, in accordance with the decision of the Tasmanian Civil and Administrative Tribunal in *Mount Wellington Cableway Company Pty Ltd v Hobart City Council and Others* [2022] TASCAT 128 (3 November 2022), it is noted that the zone purpose statements do not provide a basis for the refusal of a discretionary use unless specifically called up in the performance criterion of a relevant use standard.

5.4 Use and development standards

Table 1 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following.

Table 1: Applicable standards in the General Residential Zone

Clause	Applicability
Use standards	
Clause 8.3.1 Discretionary uses	Applicable.
Clause 8.3.2 Visitor accommodation	Not applicable. The use is educational and occasional care.
Development standards	
Clause 8.4 Development standards for dwellings	Not applicable. No dwellings are proposed.
Clause 8.5.1 Non-dwelling development	Applicable.
Clause 8.5.2 Non-residential garages and carports	Not applicable. No garages or carports are proposed.

Clause	Applicability
Subdivision standards	
Subdivision clauses	Not applicable. The proposal does not include subdivision.

5.4.1 Discretionary uses

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause 8.3.1 Discretionary uses	
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: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.

Planner Response

The proposed operating hours for the development are 6.30 am to 6.30 pm. This exceeds the operating hours allowed under the acceptable solution. Therefore, the performance criteria must be considered.

It is expected that most children will be dropped off between the hours of 7 am to 8 am. This is generally followed by a period of settling in with children normally inside the centre. The number of children in the outdoor areas is expected to be minimal in the early hours of the morning and in the evening, particularly during the colder months. The indoor and outdoor activities for the children vary between age groups, meaning they are not all outside at any one time.

Most vehicles are expected to arrive at the centre between 7am and 8am, park briefly and then depart. Parking is provided for onsite to minimise the impact on the surrounding road network, ensuring there is less impact on residential amenity.

External lighting will be in operation between 6.30 am to 6.30 pm in the winter months, exceeding the acceptable solution under Clause 8.3.1 (A2) by half an hour in the morning. External lighting will meet applicable Australian Standards ensuring the lighting is appropriately baffled and angled to prevent any light spillage into adjoining properties. The proposal satisfies the performance criteria.

An acoustic fence is proposed around the outdoor play area, along the eastern and southern, and part of the northern boundaries. This will reduce any noise impacts from children playing, to adjoining residential properties.

Based on the above, the proposed use is not considered to have an unreasonable impact of the amenity of adjacent sensitive uses.

The performance criteria (P1) are satisfied.

A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.	**P2** External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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.

Planner Response

External lighting will be in operation between 6.30 am to 6.30 pm, exceeding the acceptable solution by half an hour in the morning. Therefore, the performance criteria have been addressed.

The proposed lighting location is shown in Appendix B.

The site is generally flat, meaning there would not be any exaggerated angles for light spill to cause unreasonable impact. Furthermore, external lighting will meet applicable Australian Standards ensuring the lighting is appropriately baffled and angled to prevent any light spillage into adjoining properties.

The proposed external lighting is not considered to have an unreasonable impact on the amenity of adjacent sensitive uses.

The performance criteria (P2) are satisfied.

A3	**P3**
Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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.

Planner Response

Commercial vehicle movements will be limited to the hours detailed in the acceptable solution.

The acceptable solution (A3) is met.

A4	**P4**
No Acceptable Solution.	A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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

Planner Response

The proposed use will operate 6.30 am to 6.30 pm, five days per week. The centre will cater to 60 children with 11 staff. The emissions generated by the use will include noise and lighting. The noise generation is expected to be most significant during the hours considered acceptable under A3 above. An acoustic fence is proposed along adjoining boundaries to help ameliorate the noise level. Lighting will operate for an additional half an hour outside the permitted hours listed in A2 above. Lighting will be used at a level to provide safe access to the centre and will meet applicable standards to ensure no light spillage into adjoining properties.

Only one external condensing unit is proposed at ground level, and this will face the northern boundary, in proximity to the adjacent neighbouring dwelling at 16 Arthur Street. The external condenser will be located adjacent to the external storage areas which will be screened and will assist in buffering the associated noise. In addition, the condenser will be separated from the adjoining property by the solid acoustic fence, which provide additional acoustic attenuation.

The traffic generation from the use will increase the morning and evening peak traffic within Arthur Street. All vehicles will be able to enter the site and park, before exiting the site in a forward direction. This will minimise the impact of the additional vehicles on the street by avoiding on-street parking and ensuring safe and legible merging from the site.

The site is in a residential area in proximity to community purpose and business zoned land. The density of residential use in the area is relatively high, with multiple strata developments nearby including adjoining the site to the northeast. The site is within 100 m of Sorell School, 30 m of Ningana Home, 100 m of land zoned General Business and 80 m of Pembroke Park, whilst adjoining St Thomas Catholic Church to the south; that is, the area accommodates a mixture of community and commercial uses of which a daycare centre is compatible with.

There is a high need for childcare centres in the area and the region which this development seeks to service.

The proposed use is not considered to cause an unreasonable loss of amenity to adjacent sensitive uses.

The performance criteria (P4) are satisfied.

5.4.2 Development standards for non-dwellings

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause 8.5.1 Non-dwelling development	
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: (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 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 (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.	**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.
Planner Response The proposed building is set back 13.59 m from the Arthur Street frontage. The site is not vacant. **The acceptable solution (A1) is met.**	
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: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (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 (b) only have a setback less than 1.5m from a side or rear boundary if the building: (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).	**P2** The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: (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 (a) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

Planner Response

The proposed building will be setback 13.59 m from the frontage, 3.1 m from the northern boundary, 3.3 m from the rear, eastern boundary, and 3 m from the southern boundary.

The elevation plans provided in Appendix B demonstrate that the proposed building falls within the building envelope specified in the acceptable solution.

The proposed building is setback a minimum of 1.589 m from a side or rear boundary.

The acceptable solution (A2) is met.

A3	P3
A building that is not a dwelling, must have: (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.	A building that is not a dwelling, must have: (a) site coverage consistent with that existing on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.

Planner Response

The total floor area of the proposed building is 604 m^2 or 37% of the site area.

The total site area that is free from impervious surfaces is approximately 25%, therefore the performance criteria have been addressed.

Site coverage of established properties in the area varies greatly. For example, 14 Arthur Street (to the north of the site) has approximately 75-80% site coverage, whereas 35 Walker Street (adjoins the site to the west) has approximately 25% site coverage. The proposed development falls in between these examples and is considered consistent with the site coverage of the area.

As demonstrated on the plans in Appendix B, there is adequate space for the planting of gardens and landscaping.

The performance criteria (P3) are satisfied.

A4	P4
No Acceptable Solution An exemption applies for fences in this zone – see Table 4.6.	A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: (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: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.

Planner Response

A 1.8 m high acoustic fence is proposed along part of the northern boundary and along the eastern and southern boundaries. The fencing along the southern boundary is not within 4.5 m of the site frontage and can exempt under Table 4.6. **Not applicable as the fence can exempt.**

A5	P5
Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas.	Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to: (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.

Planner Response

Proposed outdoor storage areas will be screened from sight as show in the plans in Appendix B. Outdoor storage areas will not encroach upon parking areas, driveways, or landscaped areas.

The acceptable solution (A5) is met.

A6	P6

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. An exemption applies for heat pumps and air conditioners in this zone – see Table 4.6.	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: (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.

Planner Response

The proposed development includes three air conditioning units that will be attached to the building. It is not possible for these units to have a 10 m setback from residential use; therefore, the acceptable solution cannot be achieved.

The proposed air conditioning units are of a domestic scale producing noise emissions typical of a suburban dwelling.

The units will operate during opening hours.

The site is generally flat. Sensitive receivers are located to the north and to the east. Sensitive receivers to the west are separated from the building by at least 30 m and are unlikely to be affected. The adjoining use to the south is not considered a sensitive use. It is of note that to the north and east there is an acoustic fence which will assist in reducing any noise impacts from the air conditioners.

The proposed air conditioning units are not expected to have an unreasonable impact on amenity.

The performance criteria (P6) are satisfied.

6 Code assessment

The relevant planning scheme codes and specific area plans against which the proposal requires consideration are:

- Parking and Sustainable Transport Code
- Road and Railway Asset Code
- Safeguarding of Airports Code

6.1 Signs code

The Signs Code applies to all development for signs. The proposal includes one pole sign. Pole signs are not exempt from the Signs Code. Table 3 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 3.

Table 2: Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use standards	
There are no use standards in this Code.	
Development standards	
Clause C1.6.1 Design and siting of signs	Applicable.
Clause C1.6.2 Illuminated signs	Not applicable. No illuminated signs are proposed.
Clause C1.6.3 Third party sign	Not applicable. No third party signs are proposed.
Clause C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts	Not applicable. No heritage places, local heritage precincts or local historic landscape precincts are present.

6.1.1 Design and siting of signs

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C1.6.1 Design and siting of signs	
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution: (i) roof sign; (ii) sky sign; and (iii) billboard.	**P1.1** A sign must: (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians. **P1.2**

	If a roof sign, sky sign or billboard, the sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; (b) meet the sign standards for the relevant sign type in Table C1.6; and (c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which (iii) the sign is proposed; (iv) the amenity of surrounding properties; (v) the repetition of messages or information; (vi) the number and density of signs on the site and on adjacent properties; and (vii) the impact on the safe and efficient movement of vehicles and pedestrians.

Planner Response

The proposal includes one ground base sign. Ground base signs are acceptable in the General Residential zone.

The title has 40.52 m frontage to Arthur Street, meaning two ground base signs are allowed under Table C1.6; only one is proposed. The proposed sign has a maximum height of 2.4 m.

The supportive structure does not project above the sign face.

The acceptable solution (A1.1) is met. P1.2 is not applicable as no roof sign, sky sign or billboard is proposed.

A2	P2
A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to: (a) the topography of the site and the surrounding area; (b) the relative location of buildings, habitable rooms of dwellings and private open space; (c) any overshadowing; and (d) the nature and type of the sign.

Planner Response

The proposed sign is within 2 m of a boundary in the General Residential zone. Therefore, the acceptable solution cannot be met, and the performance criteria have been addressed.

The site and surrounding area are generally flat.

The proposed sign will be located close to the southern boundary of the site, which is shared with the church. The church is approximately 19 m from where the sign will be placed.

The sign will cause insignificant overshadowing to the church lot.

The sign will be free standing supported by a ground-based structure, providing clarity on the use of the site.

The performance criteria (P2) are satisfied.

A3	P3
The number of signs for each business or tenancy on a road frontage of a building must be no more than: (a) 1 of each sign type, unless otherwise stated in Table C1.6; (b) 1 window sign for each window; (c) 3 if the street frontage is less than 20m in length; and (d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: (i) name plate; and (ii) temporary sign	The number of signs for each business or tenancy on a street frontage must: (a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and (b) not involve the repetition of messages or information.

Planner Response

One ground base sign is proposed. One ground base sign per 20 m frontage is permitted under Table C1.6. The frontage is 40.52 m.

No window signs are proposed.

The acceptable solution (A1) is met.

6.2 Parking and sustainable transport code

The Parking and Sustainable Transport Code applies to all proposed use and development, with limited exception. Table 3 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 3.

Table 3: Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use standards	
Clause C2.5.1 Car parking numbers	Applicable.
Clause C2.5.2 Bicycle parking numbers	Applicable.
Clause C2.5.3 Motorcycle parking numbers	Applicable.
Clause C2.5.4 Loading bays	Not applicable. Proposed use is Educational and Occasional Care.
Clause C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable. No Food Services or General Retail and Hire uses are proposed.
Development standards	
Clause C2.6.1 Construction of parking areas	Applicable.
Clauses C2.6.2 Design and layout of parking areas	Applicable.
Clauses C2.6.3 Number of accesses for vehicles	Applicable.
Clause C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable. Site is not within the General Business Zone and Central Business Zone.
Clause C2.6.5 Pedestrian access	Applicable.
Clause C2.6.6 Loading bays	Not applicable. No loading bays are required or proposed.
Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable. Site is not within the General Business Zone and Central Business Zone.
Clause C2.6.8 Siting of parking and turning areas	Not applicable. Site is not within an applicable zone.
Parking precinct plan standards	
Parking precinct plan clauses	Not applicable. No parking precinct plans apply to the site.

6.2.1 Car parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.1 Car parking numbers	
A1 The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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.	**P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area. (d)

Planner Response

Educational and occasional care is required to provide 1 car parking space per employee. Based on a total of 11 staff members, 11 car parking spaces are required. The proposal includes 15 car parking spaces.

The acceptable solution (A1) is met.

6.2.2 Bicycle parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.2 Bicycle parking numbers	
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

(b) be no less than the number specified in Table C2.1.	(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Planner Response

Educational and occasional care for a childcare centre requires 1 bicycle space per five employees. Based on a total of 11 staff members, 3 bicycle parking spaces are required. The proposal includes 3 bicycle parking spaces.

The acceptable solution (A1) is met.

6.2.3 Motorcycle parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.3 Number of motorcycle spaces	
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	**P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Planner Response

There is no requirement for motorcycle parking spaces where fewer than 20 car parking spaces are required. The proposed use requires 11 car parking spaces; therefore, no motorcycle parking spaces are required.

The acceptable solution (A1) is met.

6.2.4 Construction of parking areas

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.6.1 Construction of parking area	
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Planner Response

The proposed parking and access way will be constructed with a durable all weather pavement and be drained to the public stormwater system. Refer to the civil plans and stormwater report, prepared by Aldanmark at Appendix C.

The acceptable solution (A1) is met.

6.2.5 Design and layout of parking areas

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clauses C2.6.2 Design and layout of parking areas	
A1.1 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. **A1.2** 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.	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

Planner Response

The design and layout of the parking areas is in accordance with Australian Standard AS 2890 and provides for vehicles to enter and exit the site in a forward direction.

The access width is 5.1 m, compliant with Table C2.2. All parking spaces are 2.4 m to 2.6 m wide by 5.4 m long, which is below the dimensions required under Table C3.2 for 90 degree and 60 degree angled car parking spaces. Therefore, the acceptable solution cannot be met, and the performance criteria must be addressed.

The site provides through access allowing vehicles to enter the site and exit in a forward direction, avoiding the need to park on the street, but also avoiding the requirement to reverse onto the street.

The site is generally flat, and the access and parking areas have been designed in accordance with applicable Australian Standards ensuring safety, legibility and efficiency in parking and movement.

The parking and access areas are to be sealed and appropriately drained to stormwater systems. This means the area is useable in all weather conditions.

Pedestrian access across the vehicle manoeuvring areas will be signed and line marked to ensure safety for families and visitors to the site. Parking bays will also be line marked to delineate the spaces.

The site will be used for childcare services with children primarily dropped off in the morning and evening. Drops offs will involve vehicles entering the site, parking briefly before exiting the site.

One accessible parking space has been provided in accordance with the requirements of the National Construction Code.

The proposed jockey carparking bays are to be reserved for staff only; these bays will be marked to reflect this. Subject to the jockey parking being for staff only, it is considered that the carparking layout, as proposed, is suitable for the intended purpose and is the most efficient use of the small parking area. The use of these carparking bays will be managed internally by the business. It is recommended that a condition of approval is included on any permit issued that requires the installation of signage that reserves these subject parking bays for the exclusive use of staff only.

The factors described above provide the parking and access with convenient, safe, and efficient parking, as required by the performance criteria.

The performance criteria (P1) are satisfied.

There is a requirement to provide one accessible parking space associated with the proposed car park given the number of parking spaces proposed. This space is provided on site near the main entrance to the childcare centre. The accessible space is to 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 acceptable solution (A1.2) is met.

6.2.6 Number of accesses for vehicles

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clauses C2.6.3 Number of accesses for vehicles	
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	**P1** The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.

Planner Response

The site has two existing access points on to the Arthur Street frontage. Both accesses are proposed to be utilised providing an entrance and exit point.

The acceptable solution (A1) is met.

A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.

Planner Response

The site is not in the Central Business zone or a pedestrian priority street.

Not applicable.

6.2.7 Pedestrian access

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.6.5 Pedestrian access	
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (c) the characteristics of the site; (d) the nature of the use; (e) the number of parking spaces; (f) the frequency of vehicle movements; (g) the needs of persons with a disability; (h) the location and number of footpath crossings; (i) vehicle and pedestrian traffic safety; (j) the location of any access ways or parking aisles; and (k) any protective devices proposed for pedestrian safety.

Planner Response

The proposed use requires 11 car parking spaces for 11 staff members. A 1.2 m footpath is provided between the car parking spaces and the building, separated from the access way by 5.1 m. Pedestrian access from the street crosses the access way to the internal footpath. This crossing will be signed, and line marked where pedestrians cross the access.

The acceptable solution (A1.1) is met.

Child care centres are considered Class 9b assembly buildings under the National Construction Code. Class 9b buildings are required to provide one accessible parking space per 1000 car parking space (or part thereof). Therefore, one accessible car parking space is required and has been provided.

A 1.2 m wide footpath, with a gradient of less than 1 in 14 is provided between the accessible space and the main entrance to the building. This is below the required 1.5 m and therefore the acceptable solution cannot be met.

The design and layout of the parking area is in accordance with Australian Standard AS 2890 and provides for vehicles to enter and exit the site in a forward direction.

The access width is 5.1 m, compliant with Table C2.2. All parking spaces are 2.4 m to 2.6 m wide by 5.4 m long, which is below the dimensions required under Table C3.2 for 90 degree and 60 degree angled car parking spaces. Therefore, the acceptable solution cannot be met, and the performance criteria must be addressed.

The site provides through access allowing vehicles to enter the site and exit in a forward direction, avoiding the need to park on the street.

The access and parking areas have been designed in accordance with applicable Australian Standards ensuring safety, legibility and efficiency in parking and movement.

The parking and access are to be sealed and appropriately drained to stormwater systems. This means the area is useable in all weather conditions.

Pedestrian access across the access will be signed and line marked to ensure safety. Parking bays will also be line marked to delineate parking spaces.

The site will be used for childcare services with children primarily dropped off in the morning and evening. Drops offs will involve vehicles entering the site, parking briefly before exiting the site.

The factors described above provide the parking and access with convenient, safe, and efficient parking, as required by the performance criteria.

The performance criteria (P1) are satisfied.

6.3 Road and railway assets code

The Road and Railway Assets Code applies to the proposal because the proposal will increase the amount of vehicular traffic using an existing vehicle crossing. Table 4 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 4.

Table 4: Applicable standards in the Road and Railway Assets Code

Clause	Applicability
Use standards	
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Applicable.
Development standards for buildings or works	
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not applicable. The site is not within a road or railway attenuation area.
Development standards for subdivision	
Subdivision clauses	Not applicable. No subdivision is proposed.

6.3.1 Use standards

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

Planner Response

Arthur Street is not a category 1 road, therefore A1.1 is not applicable.

No new junction, vehicle crossing, or level crossing is proposed, therefore A1.2 is not applicable.

No new private rail crossing/s are proposed, therefore A1.3 is not applicable.

The acceptable increase in vehicles movements per day for an existing vehicle crossing on a non-major road is 20% or 40 vehicle movements per day for vehicles up to 5.5 m long. It is anticipated that the majority of vehicles accessing the site will be under 5.5 m long. The increase in vehicle movements per day resulting from the proposal will exceed the acceptable solution based on the number of children (60). Therefore, the performance criteria have to be addressed.

Vehicular traffic will be able to enter and exit the site in a forward direction, compliant with A1.5.

The RTA Guide to Generating Traffic Development (RTA Guide) (Issue 2.2, October 2002) provides traffic generation rates for childcare centres. It is noted that the RTA Guide was based on traffic data gathered in NSW and may not accurately reflect the context of development and use in Tasmania. None the less the guide can be used to assist in determining performance criteria. The centre is best described as a 'long-day care' centre under the RTA Guide, which generates the following traffic rates

Period	Vehicle movements			
	Traffic generation rate	Total vehicle movements	2021 Arthur St peak volumes (modelled)	Estimated peak traffic on Arthur St
7 am to 9 am	0.8	48	66	114
2.30 pm to 4 pm	0.3	18	N/A	N/A
4 pm to 6 pm	0.7	42	155	197

The majority of the traffic will be the result off dropping off and collecting children from the centre. This is likely to occur predominantly in the morning between 6.30 am to 9.30am and in the evening between 3.30 pm to 6.30 pm. Vehicles will enter the site, park briefly, then depart the site in a forward direction. The RTA Guide gave the average length of stay as 6.8 minutes.

Arthur Street is a local road that operates as a residential street. Recent survey[1] by Hubble Traffic found that 47 vehicles travelled along Arthur Street during the morning peak hours of 8am to 9am, and 61 vehicles were recorded during the evening peak hour of 4 pm to 5 pm (Hubble Traffic 2021). Hubble Traffic modelled the service level for Arthur Street for morning and afternoon peak traffic and found that the street has the highest level of service and that traffic flow from Arthur Street to the nearest junction was operating efficiently. Given the modelled morning peak hour traffic for Arthur Street was described as the highest level of service with 155 vehicle movements, the increase to the morning traffic volume should still achieve the highest level of service at 114 vehicle movements per hour.

Hubble Traffic (2021) found that residential use in the street has adequate off-street parking meaning there is a low reliance on street parking minimising potential conflict.

Arthur Street has a speed limit of 50 km/hour.

The site is accessible by pedestrians and bicycle users. It is likely a small percentage of children will be dropped off on foot, and possibly by bicycle. The nearest bus stop to the site is on Gordon Street, within 500 m walking distance. The streets from Gordon Street to the site have formed footpaths with level terrain enabling pedestrian movement. There are pedestrian friendly features along the walking route including pram ramps, marked pedestrian crossings and refuge islands.

The use will provide childcare to the surrounding area. There is considered to be a high need for additional childcare facilities in the area and the region.

A traffic impact assessment has not been prepared at this time. No advice has been provided from the road authority.

The performance criteria (P1) are satisfied.

6.4 Safeguarding of airports code

The Safeguarding of Airports Code applies to the proposal because the site is located within an airport obstacle limitation area. The proposed development is exempt from the requirements of the code as the maximum height of the development is far below the specified 152 m AHD height for the obstacle limitation area.

[1] *Traffic Impact Assessment Additions and Alterations of the Ningana Residential Age Care Facility, Sorell*, Hubble Traffic, October 2021, accessed via https://www.sorell.tas.gov.au/wp-content/uploads/2023/11/Attachments-for-item-5.2-and-5.4.pdf on 13 December 2023.

7 Conclusion

The proposal seeks planning approval for the demolition of existing buildings and the development of a childcare centre at 18 Arthur Street Sorell. This report identifies that the proposal is subject to the provisions of the *Tasmanian Planning Scheme - Sorell*. In particular, the zone purpose, use, and development standards in the General Residential zone. The proposal also requires assessment against the Parking and Sustainable Transport Code and Road and Railway Asset Code.

An assessment against all relevant standards has been outlined in this report and is summarised in Table 5 below. In total the proposal relies on Council exercising its discretion in relation to four out of 11 applicable standards. The assessment has demonstrated that where the acceptable solution is not met, the performance criterion is achieved; accordingly, the proposal should be approved.

It is highlighted, that other than minor changes, the proposed childcare centre development will remain as approved by Planning Permit 5.2024.3.1 and subsequent amendment 5.2024.3.2. The primary purpose of this current planning application is to approve demolition of the existing single dwelling in its entirety rather than only a partial demoltion. There are no changes to any approved child placement numbers, staff numbers, or hours of operation.

Table 5: Summary of relevant standards and whether the proposal meets the acceptable solution or performance criteria

Clause	Standard	AS or PC
General Residential Zone		
8.3.1	Discretionary uses	Relies on PC
8.5.1	Non-dwelling development	Relies on PC
Signs Code		
C1.6.2	Design and siting of signs	Relies on PC
Parking and Access Code		
C2.5.1	Car parking numbers	Complies with AS
C2.5.2	Bicycle parking numbers	Complies with AS
C2.5.3	Number of motorcycle spaces	Complies with AS
C2.6.1	Construction of parking area	Complies with AS
C2.6.2	Design and layout of parking areas	Relies on PC
C2.6.3	Number of accesses for vehicles	Complies with AS
C2.6.5	Pedestrian access	Relies on PC
Road and Railway Assets Code		
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Relies on PC

Appendix A Title and survey information

Appendix C Stormwater Report

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

STORMWATER REPORT

Tina Palushi
18 Arthur Street
Sorell TAS 7172

19/03/2024 SR 24 E 99 - 14 REV A

ALDANMARK CONSULTING ENGINEERS

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PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report - 24 E 99 - 14 Rev A
PROJECT LOCATION	18 Arthur Street, Sorell TAS 7172
CLIENT ORGANISATION	Childs Play Early Learning
CLIENT REFERENCE	Tina Palushi
CLIENT CONTACT/S	tpalushi@hotmail.com
ALDANMARK REFERENCE	24 E 99 - 14
ALDANMARK CONTACT/S	Giancarlo Rigoli (grigoli@aldanmark.com.au)

DOCUMENT CONTROL

REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	22/03/2024	Development Approval	GR	NM	NM

TABLE OF CONTENTS

1. INTRODUCTION

Aldanmark have been engaged to provide a stormwater report for the proposed development at 18 Arthur Street, Sorell.

The development must comply with the stormwater quantity requirements of the Sorell Council Stormwater in New Development Policy.

- Stormwater runoff from the site will be no greater than pre-existing runoff for a 5% AEP rainfall event (Sorell Council Stormwater Policy).
- The stormwater system must incorporate water sensitive urban design principles for the treatment and disposal of stormwater (Sorell Council Stormwater Policy).

This report aims to demonstrate that the development at 18 Arthur Street, Sorell complies with the above stormwater quality and quantity requirements.

2. SITE OVERVIEW

The site contains one existing dwelling, shed and garage with concrete footpaths. The existing site stormwater system discharges to the stormwater kerb connection.

A single structure day-care centre is proposed to be constructed on the subject site, as well as new asphalt driveway and parking areas. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff.

3. CATCHMENT MODEL

3.1 MODIFIED RATIONAL METHOD

The modified rational method was applied within the software Autodesk Storm and Sanitary Analysis (SSA) to determine the increase in runoff between the pre-development and post-development conditions. The SSA model was then used to determine the volume and configuration of on-site detention required to reduce the site runoff below the pre-development condition for the 5% AEP storm.

3.2 DESIGN RAINFALL DEPTHS (SORELL COUNCIL)

Rainfall depths for the model were retrieved from the Bureau of Meteorology website (http://www.bom.gov.au/water/designRainfalls/revised-ifd/). The 5-minute duration of the 5% AEP storm was analysed.

TABLE <<1>>: IFD DESIGN RAINFALL DEPTH (REFERENCE)

DESIGN RAINFALL EVENT	DESIGN RAINFALL (MM/HR)
5% AEP 5 minute	92.2
5% AEP 10 minute	69.4
5% AEP 20 minute	47.9
5% AEP 30 minute	37.7

3.3 SITE CATCHMENTS (SORELL COUNCIL)

The site catchments assumed for the modified rational method calculations were determined from the architectural site plan prepared by CYBER DRAFTING & DESIGN dated December 2023. Runoff coefficients were adopted for each catchment area as per Sorell Council Stormwater in New Development Policy (2023):

TABLE <<2>>: PRE-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Pre-development impervious roofed areas	445	1.00
Pre-development impervious paved areas	87.9	0.90
Pre-development pervious areas	1060	0.2

TABLE <<3>>: POST-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Post-development impervious roofed areas	619.13	1.00
Post-development impervious paved areas	538	0.90
Post-development pervious areas	435.87	0.2

The runoff coefficient for pervious areas has been determined as per AS3500.3 2001 Section 5.4.6:

$$C_p = m(0.0133 \times 10\%I_{60} - 0.233)$$

As per Table 5.4.6(A) of AS3500, m for a 5% AEP event is equal to 1.05. $10\%I_{60}$ is given as 20.5mm/hr (ARR Data Hub), therefore 25mm/hr is adopted. The site soil profile is comprised of clay soils therefore the final result is increased by 0.1.

$$C_p = 1.05\big((0.0133 \times 25) - 0.233\big) + 0.1 = 0.204475$$

3.4 DETENTION MODEL RESULTS

The results of the Stormwater and Sanitary Analysis model showed that the post-development site runoff is increased by 13.12 L/s over pre-existing runoff quantities, as shown in Table <<4>>.

To reduce the post-development site outflow below pre-development quantities, an on-site detention system comprising one rainwater detention tank connected to the roof area of the proposed facility was simulated in Autodesk SSA. The model results showed that a tank with a capacity of 5000L and an orifice diameter of 40mm is required. Full specifications for the required on-site detention system are given in 5.

TABLE <<4>>: PEAK FLOW RATE SUMMARY

SCENARIO	SITE RUNOFF (L/s)
Pre-development	17.3
Post-development unmitigated	30.42
Post-development with OSD	13.16

Figure 1 below shows the site outflow hydrograph for the pre-development condition compared to the post-development condition mitigated by on-site detention.

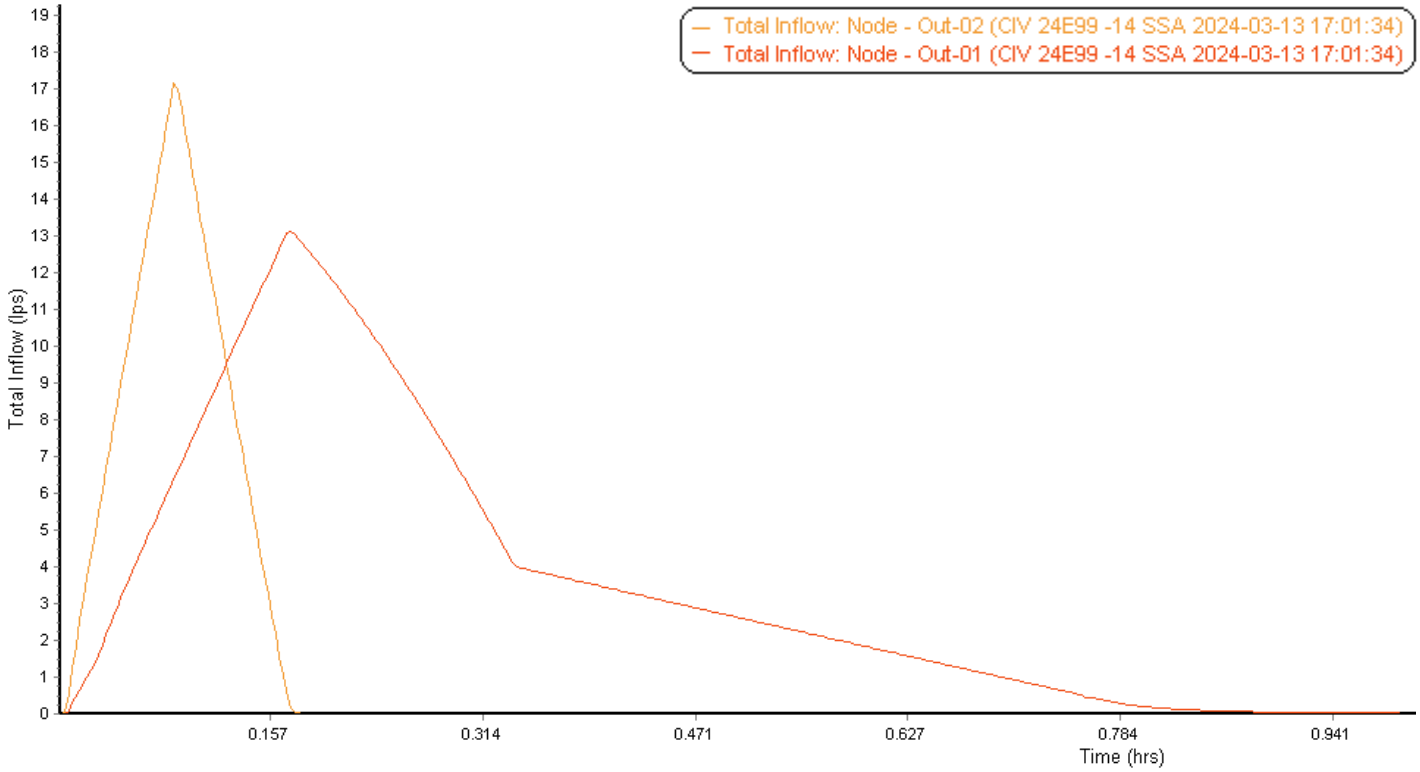

Figure 2: Pre vs Post Development Peak Flow

TABLE <<5>>: DETENTION TANK PARAMETERS

TANK ID	RW Tank 8
DESCRIPTION	TankTec 5,000L Slimline
BASE AREA (M^2)	2.5
TANK HEIGHT (M)	3.3
INLET HEIGHT (M)	3.15 from base of tank
DETENTION CAPACITY (L)	5000
ORIFICE DIAMETER (MM)	40
OVERFLOW PIPE DIAMETER (MM)	150
PEAK DISCHARGE RATE (L/S)	13.16
MAX. VOLUME 5% AEP (L)	3875
EMPTYING TIME (MINS)	52.2
CONTRIBUTING ROOF AREA (M^2)	619.13

TABLE <<6>>: DETENTION TANK MAXIMUM VOLUMES

STORM AEP AND DURATION	RW TANK 8 VOL. (L)
5% AEP 5-min	3250
5% AEP 10-min.	3875
5% AEP 15-min	3850
5% AEP 20-min	3725
5% AEP 25-min.	3550
5% AEP 30-min	3350

4. STORMWATER QUALITY MODEL

4.1 STORMWATER QUALITY MODEL

In accordance with the Sorell Council Stormwater in New Development Policy, the proposed development must incorporate water sensitive urban design principles.

Aldanmark Engineers have collaborated with Ocean Protect and a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

- An 90% reduction in the average annual load of Gross pollutants

Proprietary devices by OceanProtect were utilized to meet the water quality targets. The propriety devices include:

- A Jellyfish JF900-1-1 (686) 460mm Head.

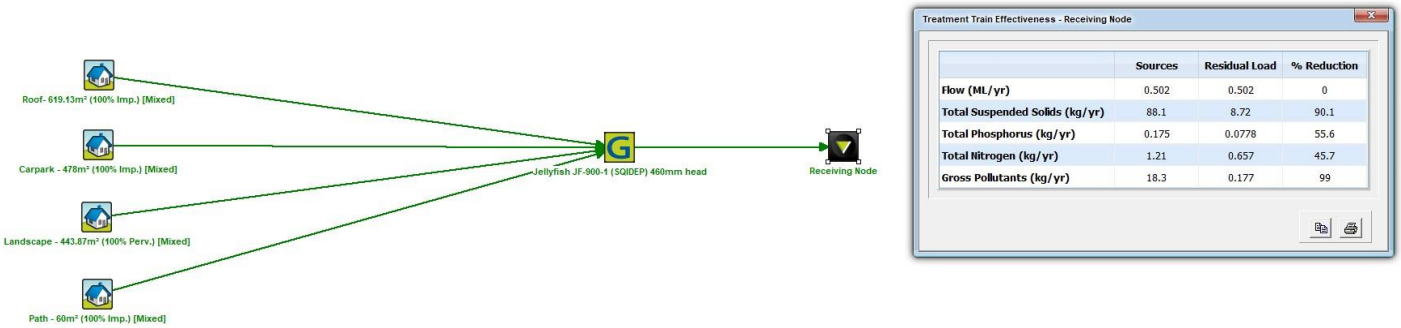

FIGURE 2: MODEL FOR URBAN STORMWATER IMPROVEMENT CONCEPTUALISATION OUTPUT

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention and stormwater treatment devices specified in this report are outlined in Table 7and Table 8.

The manufacturer's maintenance requirements for the stormwater detention and treatment devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE <<7>>: MAINTENANCE FOR OCEAN PROTECT OCEANGUARDS

	FREQUENCY
MINOR SERVICE Filter bat inspection and evaluation Removal of capture pollutants Disposal of material	1 – 6 times annually
MAJOR SERVICE Filter bag replacement Support frame rectification	As required

TABLE <<8>>: MAINTENANCE PLAN FOR RAINWATER TANKS

ACTIVITY	**FREQUENCY**
Visual inspection of rainwater detention tank for sediment accumulation, sludge, and algae growth, and clogging at outlet orifice.	Every 6 months
Vacuum truck sediment removal/desludging of rainwater detention tank	Approximately every 2-3 years or if sediment/'sludge' is evident upon inspection
Inspection and cleaning of gutters	Every 6 months

6. CONCLUSION

This report has demonstrated that the proposed development at 18 Arthur Street, Sorell complies with the stormwater quantity conditions of Sorell Council's planning permit.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at grigoli@aldanmark.com.au if you require any additional information.

Yours faithfully,

Giancarlo Rigoli
Graduate Civil / Structural Engineer

CIVIL DRAWINGS
CHILDS PLAY EARLY LEARNING
18 ARTHUR STREET
SORELL

C001	COVER	C	7/05/2024
C101	SITE PLAN	C	7/05/2024
C102	STORMWATER & GRADING PLAN - SHEET 1	C	7/05/2024
C103	SEWER AND WATER PLAN - SHEET 1	A	22/03/2024
C202	CROSS SECTIONS - SHEET 1	B	9/04/2024
C301	STORMWATER LONG SECTIONS- SHEET 1	B	9/04/2024
C401	CONSTRUCTION DETAILS	C	7/05/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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PROJECT: CHILDS PLAY EARLY LEARNING
ADDRESS: 18 ARTHUR STREET SORELL
CLIENT: TINA PALUSHI
SHEET: COVER
SCALE: AS INDICATED
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 24 E 99 - 14
SHEET: C001
REV: C

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	CONCRETE MANHOLE WITH CLASS 'D' LID AS PER TSD-SW02-V3
	INSPECTION OPENING
	GP3 - 600SQ GRATED PIT MAX. 900 DEEP
	GRATED TRENCH WITH PIT

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

NOTES

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HOLD POINTS / CONSTRUCTION TOLERANCES

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE AND FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

THE FOLLOWING TOLERANCES APPLY TO CONSTRUCTION OF THE DRIVEWAY:

- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
  - +/- 5mm OF DESIGN LEVELS ON VERTICAL TRANSITIONS

SETOUT FOR DRIVEWAY ALIGNMENT, FORMATION LEVELS AND FINISHED SURFACE LEVELS MUST BE PERFORMED BY A REGISTERED SURVEYOR AND EVIDENCE PROVIDED TO ALDANMARK PRIOR TO DRIVEWAY POUR. ALDANMARK TAKE NO RESPONSIBILITY FOR CONSTRUCTION OR REGULATORY ISSUES DUE TO INACCURATE SET-OUT OR CONSTRUCTION TOLERANCES BEYOND LIMITS NOTED ABOVE.

BUILDER TO ALLOW TO ENGAGE SURVEYOR FOR AN AS-CONSTRUCTED SURVEY OF DRIVEWAY FOR REVIEW BY ALDANMARK.

AS CONSTRUCTED SERVICES DRAWINGS MUST BE PROVIDED TO ALDANMARK UPON PROJECT COMPLETION.

WHERE DRIVEWAY GRADIENT EXCEEDS 28% THE DRIVEWAY SURFACE MUST BE A COARSE BROOMED FINISH. ALL OTHER SECTIONS OF DRIVEWAY SURFACE MAY HAVE A WOODEN FLOAT OR COARSE BROOMED FINISH. DRIVEWAY AGGREGATE MUST BE ANGULAR DOLERITE. ROUNDED STONE AGGREGATE IS NOT ACCEPTABLE.

SITE PLAN
SCALE 1:200 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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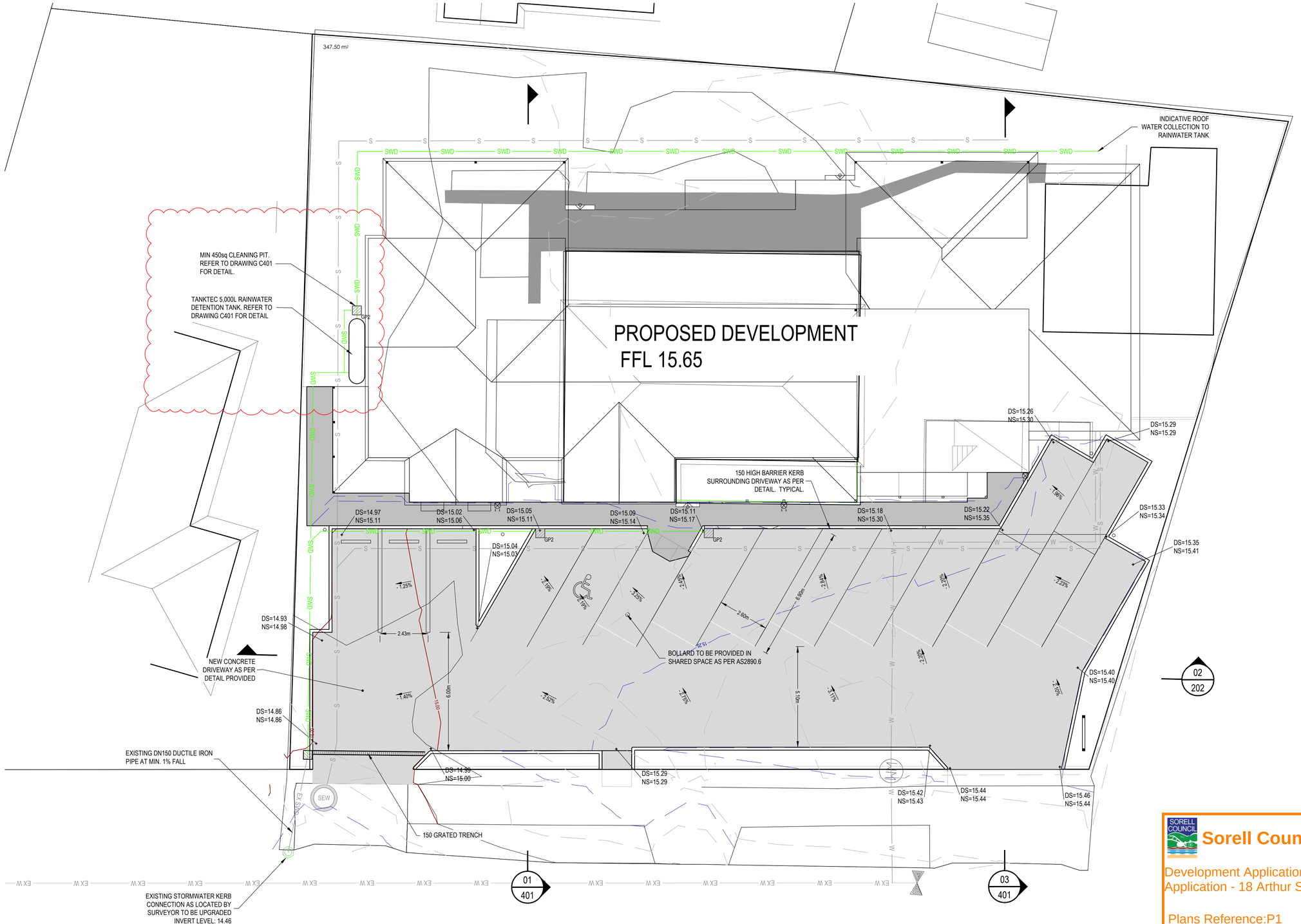
PROJECT: CHILDS PLAY EARLY LEARNING
ADDRESS: 18 ARTHUR STREET SORELL
CLIENT: TINA PALUSHI
SHEET: SITE PLAN
SCALE: 1:200
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 24 E 99 - 14
SHEET: C101
REV: C



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	CONCRETE MANHOLE WITH CLASS 'D' LID AS PER TSD-SW02-V3
	INSPECTION OPENING
	GP2 - 450SQ GRATED PIT MAX. 600 DEEP
	GRATED TRENCH WITH PIT

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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STORMWATER & GRADING PLAN - SHEET 1

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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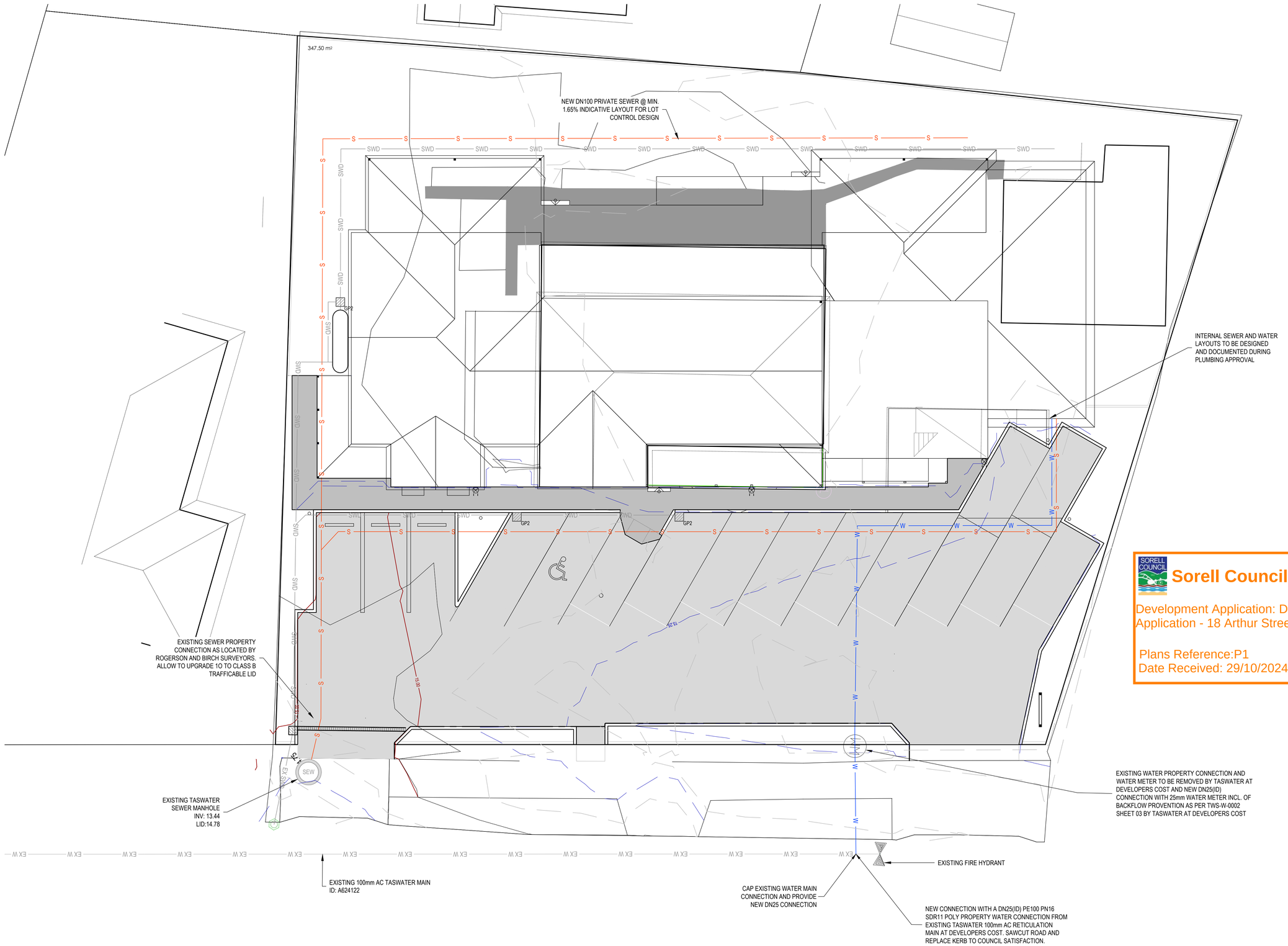
PROJECT: CHILDS PLAY EARLY LEARNING
ADDRESS: 18 ARTHUR STREET SORELL
CLIENT: TINA PALUSHI
SHEET: STORMWATER & GRADING PLAN - SHEET 1
SCALE: 1:100
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 24 E 99 - 14
SHEET: C102
REV: C



SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
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FOC	EXISTING NBN
G G	EXISTING GAS

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Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

SEWER AND WATER PLAN - SHEET 1

SCALE 1:100 (A1)

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REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
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			DESIGN: GR
A	PLANNING APPROVAL	22/03/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

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PROJECT: CHILDS PLAY EARLY LEARNING

ADDRESS: 18 ARTHUR STREET SORELL

CLIENT: TINA PALUSHI

SHEET: SEWER AND WATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C103 | REV: A

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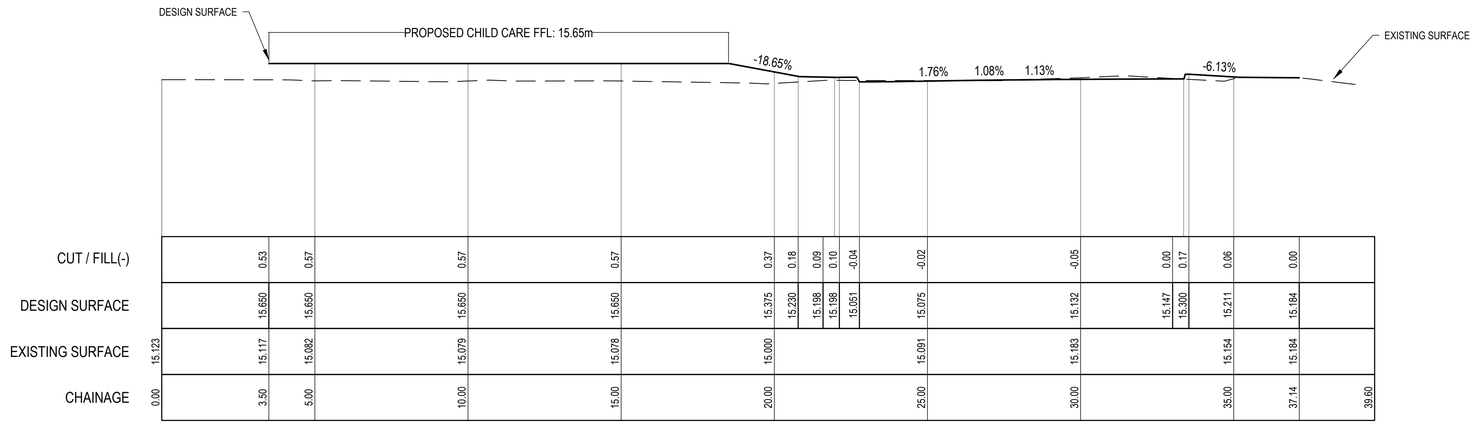

SECTION 01

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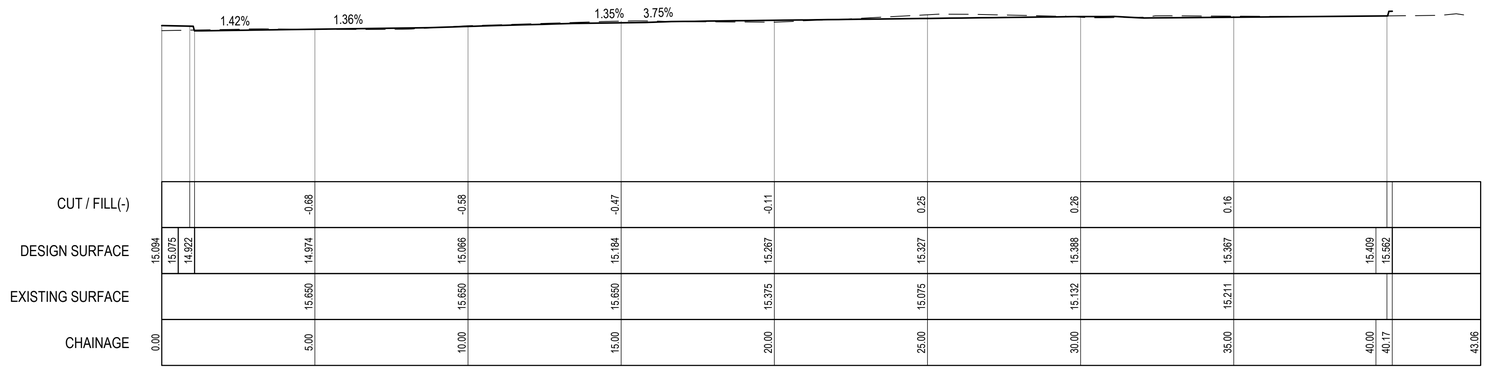

SECTION 02

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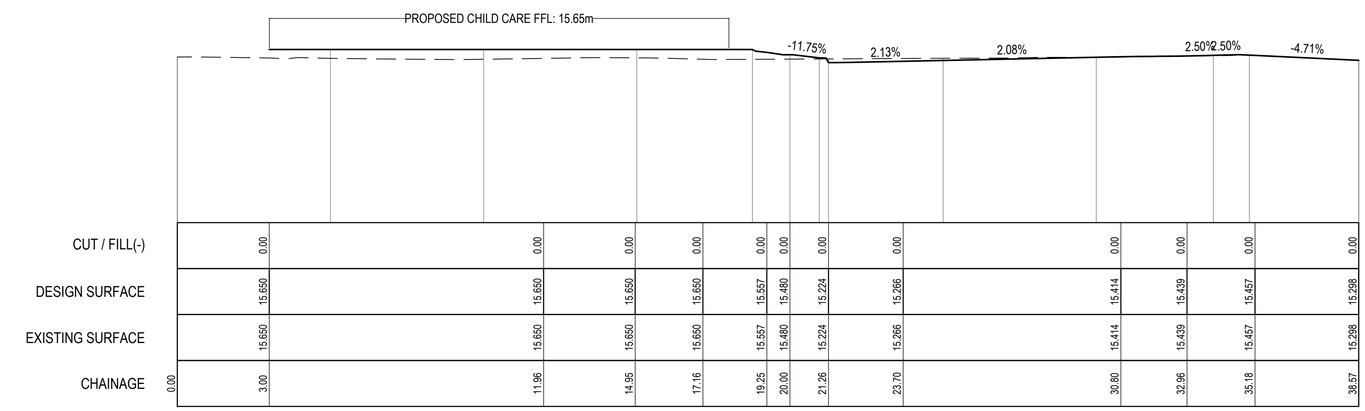

SECTION 03

SCALE 1:100

SECTIONS 01

SCALE 1:100 (A1)

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
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PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 18 ARTHUR STREET SORELL

CLIENT: TINA PALUSHI

SHEET: CROSS SECTIONS - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C202 | REV: B

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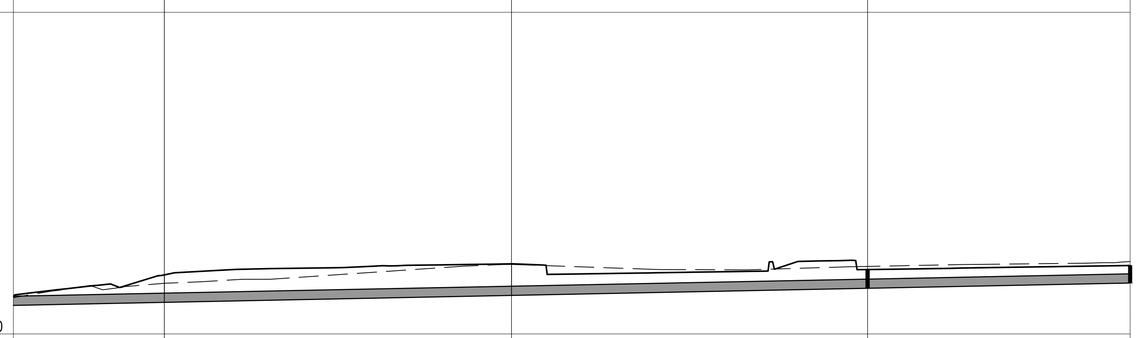
BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

STRUCTURE DESCRIPTION	EXISTING KERB CONNECTION AS PER ROGERSON & BIRCH SURVEYOR	Grated Pit 450x450		Grated Pit 450x450 WITH GRATED CLASS B TRAFFICABLE LID	Grated Pit 450x450 WITH GRATED CLASS B TRAFFICABLE LID
STRUCTURE NAME	1/1	1/2	1/3	1/4	1/5
					
DATUM RL 14.00					
PIPE SIZE / MATRIAL	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	
GRADE %	1.01%	1.00%	1.00%	1.00%	
DEPTH TO INVERT	0.45	0.52	0.31	0.29	
INVERT LEVEL	14.466	14.516	14.629	14.745	14.831
FINISHED SURFACE	14.96	15.15	15.05	15.12	
EXISTING SURFACE	14.83	15.13	15.10	15.18	
CHAINAGE	0.00 4.93	16.26	27.89	36.46	
	4.93m	11.34m	11.63m	8.57m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:100 VERTICAL 1:50

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

SECTIONS 01
SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
			DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
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03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 18 ARTHUR STREET
SORELL

CLIENT: TINA PALUSHI

SHEET: STORMWATER LONG SECTIONS- SHEET 1

SCALE: AS INDICATED
TOTAL SHEETS: 7
SIZE: A1

PROJECT No: 24 E 99 - 14
SHEET: C301
REV: B

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

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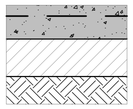


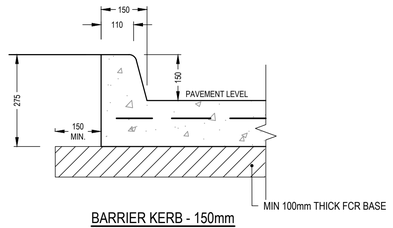
125mm MIN. CONCRETE (N32)
SL82 REINFORCING TOP (30mm COVER)
40mm SAWCUTS AT MAX. 4.0m CRS

100mm BASE A, 20mm FCR

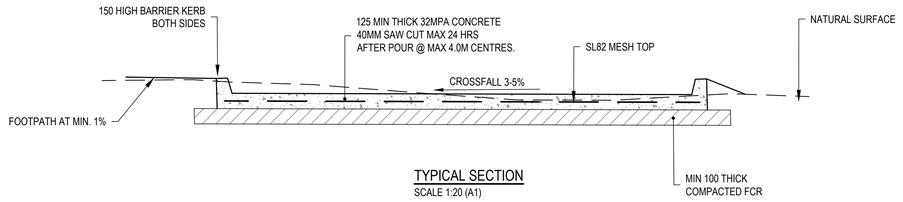
APPROVED SUBGRADE

NOTE: CONCRETE PAVEMENT NOT DESIGNED FOR SPECIAL SURFACE FINISHES SUCH AS EXPOSED AGGREGATE.

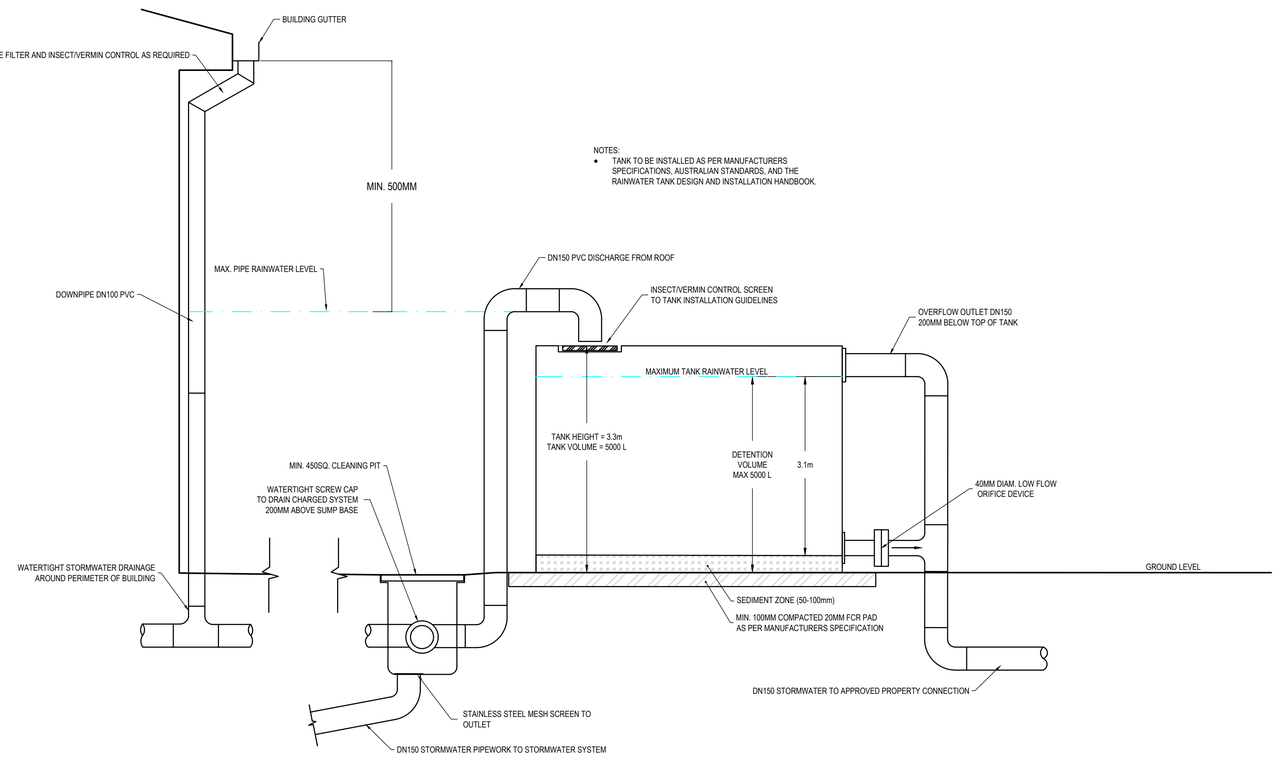
CONCRETE PAVEMENT DETAIL



BARRIER KERB - 150mm
SCALE 1:10 (A1)



TYPICAL SECTION
SCALE 1:20 (A1)



NOTES:
- TANK TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATIONS, AUSTRALIAN STANDARDS, AND THE RAINWATER TANK DESIGN AND INSTALLATION HANDBOOK.

TANK SCHEMATIC - SLIMLINE DETENTION TANK (TYPICAL)
NOT TOO SCALE

CONSTRUCTION DETAILS
AS INDICATED

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: GR
			CHECKED: NM
C	PLANNING APPROVAL	7/05/2024	DESIGN: GR
B	PLANNING APPROVAL	9/04/2024	CHECKED: NM
A	PLANNING APPROVAL	22/03/2023	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS
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PROJECT: CHILDS PLAY EARLY LEARNING

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 18 ARTHUR STREET
SORELL

CLIENT: TINA PALUSHI

SHEET: CONSTRUCTION DETAILS

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 24 E 99 - 14 | SHEET: C401 | REV: C

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

era PLANNING & ENVIRONMENT

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PLANNING
& ENVIRONMENT

18 Arthur Street
Supporting Planning Report

Final | 29 October 2024

ERA Planning and Environment acknowledge *palawa* as the Traditional Owners of *lutruwita* (Tasmania).

They are the original custodians of our land, sky and waters. We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

ERA Planning Pty Ltd trading as ERA Planning and Environment

ABN 67 141 991 004

Job Number: 2324-026

Document Status

Document Version	Date	Author	Reviewer
DRAFT	28 October 2024	Dana Elphinstone/Sarah Silva	Clare Hester
FINAL	29 October 2024		

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PLANNING
& ENVIRONMENT

Permit overview

Permit application details

Applicant	18 Arthur Street Pty Ltd
Owner	18 Arthur Street Pty Ltd
Address	18 Arthur Street Sorell
Lot description	Folio of the Register 29255, Lot 1
Description of proposal	Demolition of existing dwellings and outbuildings. Development and use of childcare centre.

Relevant Planning Provisions

Applicable planning scheme	Tasmanian Planning Scheme - Sorell
Zone(s)	General Residential
Codes	Signs Code Parking and Sustainable Transport Code Road and Railway Assets Code Safeguarding of Airports Code
Discretions	• Clause 8.3.1 Discretionary uses (P1, P2, P4) • Clause 8.5.1 Non-dwelling development (P3, P6) • Clause C2.6.2 Design and layout of parking areas (P1) • Clause C2.6.5 Pedestrian access (P1) • Clause C1.6.1 Design and siting of signs (P2) • Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1) • Clause C2.5.1 Car parking numbers (P1, P2)

Contents

1 Introduction

1.1 Purpose of the report

ERA Planning and Environment (ERA) has been engaged by Tina Palushi (owner and director of 18 Arthur St Pty Ltd) to seek planning approval for the use and development of a childcare centre located at 18 Arthur Street, Sorell. This report provides the relevant background material, proposal details, and an appraisal of the development against the relevant planning provisions.

1.2 Name of planning authority

The relevant planning authority is the Sorell Council.

1.3 Statutory controls

This planning permit application is to be assessed in accordance with the *Land Use Planning and Approvals Act 1993* (LUPAA) and is subject to the provisions of the *Tasmanian Planning Scheme - Sorell* (the planning scheme).

Specifically, the proposal requires assessment against the applicable zone purpose, use standards, development standards, and code requirements of the planning scheme.

1.4 Title documentation

This planning permit application relates to land at 18 Arthur Street, Sorell (title reference CT 29255/1), under the ownership of 18 Arthur Street Pty Ltd.

The landowner has been notified of the intention to lodge this planning permit application pursuant to clause 52 of LUPAA.

Title documents are available at Appendix A.

1.5 Enquiries

Enquiries relating to this planning report should be directed to:

Sarah Silva
Senior Planner
ERA Planning and Environment
Email: enquiries@eraplanning.com.au
Phone: 03 6165 0443

2 Proposal

The proposal seeks approval for the demolition of existing buildings and development of a childcare centre at 18 Arthur Street in Sorell. The proposed development on the 1,601 m^2 site includes:

- The development of a single storey building with a total building area of 604 m^2 providing three activity rooms, a kitchen, dining area, reception area, three bathrooms, and associated office and training spaces.
- Outdoor play area between the proposed building and the rear boundary.
- Parking and circulation areas including:
  - Three 90-degree parking spaces (2.4 m wide by 5.4 m long); and
  - Thirteen 60-degree parking spaces (2.4-2.6 m wide by 5.4 m long), including one accessible space.
- Outdoor storage including bin storage.
- Acoustic fence along the eastern, southern, and part of the northern boundary with a height of 1.8 m. No fence is proposed within 4.5 m of the frontage.
- Ground-based sign with maximum height of 3.8 m and 0.12 m wide.

The centre will provide ten staff to care for up to 60 children across three activity spaces including:

- 20 children aged from 0 to 24 months, with four staff;
- 20 children aged 24 to 36 months with four staff; and
- 20 children aged over 36 months with 2 staff.

The centre will operate between 6.30 am and 6.30 pm, 5 days per week.

3 Background

On 18 June 2024, Planning Permit 5.2024.3.1 was issued for the site for the purpose of education and occasional care (childcare centre). This permit was subject to an appeal (against condition 15 of the permit which related to noise mitigation) and, following mediation, a revised permit was issues 3 September 2024.

On 2 October 2024, Minor Amendment Permit 5.2024.3.2 was issued for the removal of the second storey of the approved childcare centre.

This current planning application seeks approval for the demolition of the single dwelling in its entirety, rather than the partial demolition as previously approved. Through the complete demolition of the existing single dwelling, the proposed development will generally be the same as the originally approved, although there will be minor changes including:

- The existing building will be demolished in its entirety.
- The finished floor level of the overall building will be reduced from FL: 15.65 to FL 15.35, removing the requirement for steps down to the garden and minimising the extent of any access ramps on both the eastern and western elevations.
- The roof design will change slightly, increasing the maximum height of the building (at the southern elevation) from 6.067 m to 6.229 m above natural ground level.
- Minor changes to windows and doors.
- Minor internal layout changes to improve visual sightlines.

Other than the changes described above, the proposed childcare centre development will remain as approved by Planning Permit 5.2024.3.1 and subsequent variation 5.2024.3.2. It is noted that there are no changes to any approved child placement numbers, staff numbers, or hours of operation.

4 Site description

4.1 Site and surrounds

The subject site is located at 18 Arthur Street, Sorell in a single title, CT 29255/1. The site is generally flat with two existing vehicle crossings to Arthur Street. The site is developed with a single dwelling, associated outbuildings and garden. It is 1,601 m^2 in area and has 40.52 m frontage to Arthur Street, based on recent survey provided in Appendix A.

The site is located in the General Residential zone under the Tasmanian Planning Scheme - Sorell and is predominantly surrounded by residential properties. It shares a boundary on its south with 'St Thomas Catholic Church,' 22 Arthur Street, which is a large historic church listed on the Tasmania Heritage Register. An aerial image of the subject site and surrounding context is shown in Figure 1.

Figure 1 Aerial image of the site shown in blue outline (Source: https://www.thelist.tas.gov.au/)

5 Zoning assessment

5.1 Zoning

The site is zoned General Residential in the planning scheme. The proposal requires assessment against the applicable zone purpose, use standards, and development standards of the General Residential zone.

5.2 Use status

The proposed use is defined as educational and occasional care under the planning scheme. Educational and occasional care is a discretionary use in the General Residential zone.

5.3 Zone purpose

The General Residential zone purpose in clause 8.1 is:

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:

(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.

The proposed use and development is consistent with the zone purpose statements. The proposed development will provide for non-residential use that primarily serves the local community. The scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other offsite impacts will be managed to ensure there is no unreasonable loss of amenity.

Notwithstanding the above, in accordance with the decision of the Tasmanian Civil and Administrative Tribunal in *Mount Wellington Cableway Company Pty Ltd v Hobart City Council and Others* [2022] TASCAT 128 (3 November 2022), it is noted that the zone purpose statements do not provide a basis for the refusal of a discretionary use unless specifically called up in the performance criterion of a relevant use standard.

5.4 Use and development standards

Table 1 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following.

Table 1: Applicable standards in the General Residential Zone

Clause	Applicability
Use standards	
Clause 8.3.1 Discretionary uses	Applicable.
Clause 8.3.2 Visitor accommodation	Not applicable. The use is educational and occasional care.
Development standards	
Clause 8.4 Development standards for dwellings	Not applicable. No dwellings are proposed.
Clause 8.5.1 Non-dwelling development	Applicable.
Clause 8.5.2 Non-residential garages and carports	Not applicable. No garages or carports are proposed.

Clause	Applicability
Subdivision standards	
Subdivision clauses	Not applicable. The proposal does not include subdivision.

5.4.1 Discretionary uses

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause 8.3.1 Discretionary uses	
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: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.

Planner Response

The proposed operating hours for the development are 6.30 am to 6.30 pm. This exceeds the operating hours allowed under the acceptable solution. Therefore, the performance criteria must be considered.

It is expected that most children will be dropped off between the hours of 7 am to 8 am. This is generally followed by a period of settling in with children normally inside the centre. The number of children in the outdoor areas is expected to be minimal in the early hours of the morning and in the evening, particularly during the colder months. The indoor and outdoor activities for the children vary between age groups, meaning they are not all outside at any one time.

Most vehicles are expected to arrive at the centre between 7am and 8am, park briefly and then depart. Parking is provided for onsite to minimise the impact on the surrounding road network, ensuring there is less impact on residential amenity.

External lighting will be in operation between 6.30 am to 6.30 pm in the winter months, exceeding the acceptable solution under Clause 8.3.1 (A2) by half an hour in the morning. External lighting will meet applicable Australian Standards ensuring the lighting is appropriately baffled and angled to prevent any light spillage into adjoining properties. The proposal satisfies the performance criteria.

An acoustic fence is proposed around the outdoor play area, along the eastern and southern, and part of the northern boundaries. This will reduce any noise impacts from children playing, to adjoining residential properties.

Based on the above, the proposed use is not considered to have an unreasonable impact of the amenity of adjacent sensitive uses.

The performance criteria (P1) are satisfied.

A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.	**P2** External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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.

Planner Response

External lighting will be in operation between 6.30 am to 6.30 pm, exceeding the acceptable solution by half an hour in the morning. Therefore, the performance criteria have been addressed.

The proposed lighting location is shown in Appendix B.

The site is generally flat, meaning there would not be any exaggerated angles for light spill to cause unreasonable impact. Furthermore, external lighting will meet applicable Australian Standards ensuring the lighting is appropriately baffled and angled to prevent any light spillage into adjoining properties.

The proposed external lighting is not considered to have an unreasonable impact on the amenity of adjacent sensitive uses.

The performance criteria (P2) are satisfied.

A3	**P3**
Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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.

Planner Response

Commercial vehicle movements will be limited to the hours detailed in the acceptable solution.

The acceptable solution (A3) is met.

A4	**P4**
No Acceptable Solution.	A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (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

Planner Response

The proposed use will operate 6.30 am to 6.30 pm, five days per week. The centre will cater to 60 children with 11 staff. The emissions generated by the use will include noise and lighting. The noise generation is expected to be most significant during the hours considered acceptable under A3 above. An acoustic fence is proposed along adjoining boundaries to help ameliorate the noise level. Lighting will operate for an additional half an hour outside the permitted hours listed in A2 above. Lighting will be used at a level to provide safe access to the centre and will meet applicable standards to ensure no light spillage into adjoining properties.

Only one external condensing unit is proposed at ground level, and this will face the northern boundary, in proximity to the adjacent neighbouring dwelling at 16 Arthur Street. The external condenser will be located adjacent to the external storage areas which will be screened and will assist in buffering the associated noise. In addition, the condenser will be separated from the adjoining property by the solid acoustic fence, which provide additional acoustic attenuation.

The traffic generation from the use will increase the morning and evening peak traffic within Arthur Street. All vehicles will be able to enter the site and park, before exiting the site in a forward direction. This will minimise the impact of the additional vehicles on the street by avoiding on-street parking and ensuring safe and legible merging from the site.

The site is in a residential area in proximity to community purpose and business zoned land. The density of residential use in the area is relatively high, with multiple strata developments nearby including adjoining the site to the northeast. The site is within 100 m of Sorell School, 30 m of Ningana Home, 100 m of land zoned General Business and 80 m of Pembroke Park, whilst adjoining St Thomas Catholic Church to the south; that is, the area accommodates a mixture of community and commercial uses of which a daycare centre is compatible with.

There is a high need for childcare centres in the area and the region which this development seeks to service.

The proposed use is not considered to cause an unreasonable loss of amenity to adjacent sensitive uses.

The performance criteria (P4) are satisfied.

5.4.2 Development standards for non-dwellings

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause 8.5.1 Non-dwelling development	
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: (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 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 (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.	**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.
Planner Response The proposed building is set back 13.59 m from the Arthur Street frontage. The site is not vacant. **The acceptable solution (A1) is met.**	
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: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (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 (b) only have a setback less than 1.5m from a side or rear boundary if the building: (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).	**P2** The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: (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 (a) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

Planner Response

The proposed building will be setback 13.59 m from the frontage, 3.1 m from the northern boundary, 3.3 m from the rear, eastern boundary, and 3 m from the southern boundary.

The elevation plans provided in Appendix B demonstrate that the proposed building falls within the building envelope specified in the acceptable solution.

The proposed building is setback a minimum of 1.589 m from a side or rear boundary.

The acceptable solution (A2) is met.

A3	P3
A building that is not a dwelling, must have: (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.	A building that is not a dwelling, must have: (a) site coverage consistent with that existing on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.

Planner Response

The total floor area of the proposed building is 604 m^2 or 37% of the site area.

The total site area that is free from impervious surfaces is approximately 25%, therefore the performance criteria have been addressed.

Site coverage of established properties in the area varies greatly. For example, 14 Arthur Street (to the north of the site) has approximately 75-80% site coverage, whereas 35 Walker Street (adjoins the site to the west) has approximately 25% site coverage. The proposed development falls in between these examples and is considered consistent with the site coverage of the area.

As demonstrated on the plans in Appendix B, there is adequate space for the planting of gardens and landscaping.

The performance criteria (P3) are satisfied.

A4	P4
No Acceptable Solution An exemption applies for fences in this zone – see Table 4.6.	A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: (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: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.

Planner Response

A 1.8 m high acoustic fence is proposed along part of the northern boundary and along the eastern and southern boundaries. The fencing along the southern boundary is not within 4.5 m of the site frontage and can exempt under Table 4.6. **Not applicable as the fence can exempt.**

A5	P5
Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas.	Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to: (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.

Planner Response

Proposed outdoor storage areas will be screened from sight as show in the plans in Appendix B. Outdoor storage areas will not encroach upon parking areas, driveways, or landscaped areas.

The acceptable solution (A5) is met.

A6	P6

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. An exemption applies for heat pumps and air conditioners in this zone – see Table 4.6.	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: (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.

Planner Response

The proposed development includes three air conditioning units that will be attached to the building. It is not possible for these units to have a 10 m setback from residential use; therefore, the acceptable solution cannot be achieved.

The proposed air conditioning units are of a domestic scale producing noise emissions typical of a suburban dwelling.

The units will operate during opening hours.

The site is generally flat. Sensitive receivers are located to the north and to the east. Sensitive receivers to the west are separated from the building by at least 30 m and are unlikely to be affected. The adjoining use to the south is not considered a sensitive use. It is of note that to the north and east there is an acoustic fence which will assist in reducing any noise impacts from the air conditioners.

The proposed air conditioning units are not expected to have an unreasonable impact on amenity.

The performance criteria (P6) are satisfied.

6 Code assessment

The relevant planning scheme codes and specific area plans against which the proposal requires consideration are:

- Parking and Sustainable Transport Code
- Road and Railway Asset Code
- Safeguarding of Airports Code

6.1 Signs code

The Signs Code applies to all development for signs. The proposal includes one pole sign. Pole signs are not exempt from the Signs Code. Table 3 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 3.

Table 2: Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use standards	
There are no use standards in this Code.	
Development standards	
Clause C1.6.1 Design and siting of signs	Applicable.
Clause C1.6.2 Illuminated signs	Not applicable. No illuminated signs are proposed.
Clause C1.6.3 Third party sign	Not applicable. No third party signs are proposed.
Clause C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts	Not applicable. No heritage places, local heritage precincts or local historic landscape precincts are present.

6.1.1 Design and siting of signs

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C1.6.1 Design and siting of signs	
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution: (i) roof sign; (ii) sky sign; and (iii) billboard.	**P1.1** A sign must: (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians. **P1.2**

	If a roof sign, sky sign or billboard, the sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; (b) meet the sign standards for the relevant sign type in Table C1.6; and (c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which (iii) the sign is proposed; (iv) the amenity of surrounding properties; (v) the repetition of messages or information; (vi) the number and density of signs on the site and on adjacent properties; and (vii) the impact on the safe and efficient movement of vehicles and pedestrians.

Planner Response

The proposal includes one ground base sign. Ground base signs are acceptable in the General Residential zone.

The title has 40.52 m frontage to Arthur Street, meaning two ground base signs are allowed under Table C1.6; only one is proposed. The proposed sign has a maximum height of 2.4 m.

The supportive structure does not project above the sign face.

The acceptable solution (A1.1) is met. P1.2 is not applicable as no roof sign, sky sign or billboard is proposed.

A2	P2
A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to: (a) the topography of the site and the surrounding area; (b) the relative location of buildings, habitable rooms of dwellings and private open space; (c) any overshadowing; and (d) the nature and type of the sign.

Planner Response

The proposed sign is within 2 m of a boundary in the General Residential zone. Therefore, the acceptable solution cannot be met, and the performance criteria have been addressed.

The site and surrounding area are generally flat.

The proposed sign will be located close to the southern boundary of the site, which is shared with the church. The church is approximately 19 m from where the sign will be placed.

The sign will cause insignificant overshadowing to the church lot.

The sign will be free standing supported by a ground-based structure, providing clarity on the use of the site.

The performance criteria (P2) are satisfied.

A3	P3
The number of signs for each business or tenancy on a road frontage of a building must be no more than: (a) 1 of each sign type, unless otherwise stated in Table C1.6; (b) 1 window sign for each window; (c) 3 if the street frontage is less than 20m in length; and (d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: (i) name plate; and (ii) temporary sign	The number of signs for each business or tenancy on a street frontage must: (a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and (b) not involve the repetition of messages or information.

Planner Response

One ground base sign is proposed. One ground base sign per 20 m frontage is permitted under Table C1.6. The frontage is 40.52 m.

No window signs are proposed.

The acceptable solution (A1) is met.

6.2 Parking and sustainable transport code

The Parking and Sustainable Transport Code applies to all proposed use and development, with limited exception. Table 3 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 3.

Table 3: Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use standards	
Clause C2.5.1 Car parking numbers	Applicable.
Clause C2.5.2 Bicycle parking numbers	Applicable.
Clause C2.5.3 Motorcycle parking numbers	Applicable.
Clause C2.5.4 Loading bays	Not applicable. Proposed use is Educational and Occasional Care.
Clause C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable. No Food Services or General Retail and Hire uses are proposed.
Development standards	
Clause C2.6.1 Construction of parking areas	Applicable.
Clauses C2.6.2 Design and layout of parking areas	Applicable.
Clauses C2.6.3 Number of accesses for vehicles	Applicable.
Clause C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable. Site is not within the General Business Zone and Central Business Zone.
Clause C2.6.5 Pedestrian access	Applicable.
Clause C2.6.6 Loading bays	Not applicable. No loading bays are required or proposed.
Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable. Site is not within the General Business Zone and Central Business Zone.
Clause C2.6.8 Siting of parking and turning areas	Not applicable. Site is not within an applicable zone.
Parking precinct plan standards	
Parking precinct plan clauses	Not applicable. No parking precinct plans apply to the site.

6.2.1 Car parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.1 Car parking numbers	
A1 The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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.	**P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area. (d)

Planner Response

Educational and occasional care is required to provide 1 car parking space per employee. Based on a total of 11 staff members, 11 car parking spaces are required. The proposal includes 15 car parking spaces.

The acceptable solution (A1) is met.

6.2.2 Bicycle parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.2 Bicycle parking numbers	
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

(b) be no less than the number specified in Table C2.1.	(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Planner Response

Educational and occasional care for a childcare centre requires 1 bicycle space per five employees. Based on a total of 11 staff members, 3 bicycle parking spaces are required. The proposal includes 3 bicycle parking spaces.

The acceptable solution (A1) is met.

6.2.3 Motorcycle parking numbers

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.5.3 Number of motorcycle spaces	
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	**P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Planner Response

There is no requirement for motorcycle parking spaces where fewer than 20 car parking spaces are required. The proposed use requires 11 car parking spaces; therefore, no motorcycle parking spaces are required.

The acceptable solution (A1) is met.

6.2.4 Construction of parking areas

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.6.1 Construction of parking area	
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Planner Response

The proposed parking and access way will be constructed with a durable all weather pavement and be drained to the public stormwater system. Refer to the civil plans and stormwater report, prepared by Aldanmark at Appendix C.

The acceptable solution (A1) is met.

6.2.5 Design and layout of parking areas

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clauses C2.6.2 Design and layout of parking areas	
A1.1 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. **A1.2** 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.	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

Planner Response

The design and layout of the parking areas is in accordance with Australian Standard AS 2890 and provides for vehicles to enter and exit the site in a forward direction.

The access width is 5.1 m, compliant with Table C2.2. All parking spaces are 2.4 m to 2.6 m wide by 5.4 m long, which is below the dimensions required under Table C3.2 for 90 degree and 60 degree angled car parking spaces. Therefore, the acceptable solution cannot be met, and the performance criteria must be addressed.

The site provides through access allowing vehicles to enter the site and exit in a forward direction, avoiding the need to park on the street, but also avoiding the requirement to reverse onto the street.

The site is generally flat, and the access and parking areas have been designed in accordance with applicable Australian Standards ensuring safety, legibility and efficiency in parking and movement.

The parking and access areas are to be sealed and appropriately drained to stormwater systems. This means the area is useable in all weather conditions.

Pedestrian access across the vehicle manoeuvring areas will be signed and line marked to ensure safety for families and visitors to the site. Parking bays will also be line marked to delineate the spaces.

The site will be used for childcare services with children primarily dropped off in the morning and evening. Drops offs will involve vehicles entering the site, parking briefly before exiting the site.

One accessible parking space has been provided in accordance with the requirements of the National Construction Code.

The proposed jockey carparking bays are to be reserved for staff only; these bays will be marked to reflect this. Subject to the jockey parking being for staff only, it is considered that the carparking layout, as proposed, is suitable for the intended purpose and is the most efficient use of the small parking area. The use of these carparking bays will be managed internally by the business. It is recommended that a condition of approval is included on any permit issued that requires the installation of signage that reserves these subject parking bays for the exclusive use of staff only.

The factors described above provide the parking and access with convenient, safe, and efficient parking, as required by the performance criteria.

The performance criteria (P1) are satisfied.

There is a requirement to provide one accessible parking space associated with the proposed car park given the number of parking spaces proposed. This space is provided on site near the main entrance to the childcare centre. The accessible space is to 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 acceptable solution (A1.2) is met.

6.2.6 Number of accesses for vehicles

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clauses C2.6.3 Number of accesses for vehicles	
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	**P1** The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.

Planner Response

The site has two existing access points on to the Arthur Street frontage. Both accesses are proposed to be utilised providing an entrance and exit point.

The acceptable solution (A1) is met.

A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.

Planner Response

The site is not in the Central Business zone or a pedestrian priority street.

Not applicable.

6.2.7 Pedestrian access

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C2.6.5 Pedestrian access	
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (c) the characteristics of the site; (d) the nature of the use; (e) the number of parking spaces; (f) the frequency of vehicle movements; (g) the needs of persons with a disability; (h) the location and number of footpath crossings; (i) vehicle and pedestrian traffic safety; (j) the location of any access ways or parking aisles; and (k) any protective devices proposed for pedestrian safety.

Planner Response

The proposed use requires 11 car parking spaces for 11 staff members. A 1.2 m footpath is provided between the car parking spaces and the building, separated from the access way by 5.1 m. Pedestrian access from the street crosses the access way to the internal footpath. This crossing will be signed, and line marked where pedestrians cross the access.

The acceptable solution (A1.1) is met.

Child care centres are considered Class 9b assembly buildings under the National Construction Code. Class 9b buildings are required to provide one accessible parking space per 1000 car parking space (or part thereof). Therefore, one accessible car parking space is required and has been provided.

A 1.2 m wide footpath, with a gradient of less than 1 in 14 is provided between the accessible space and the main entrance to the building. This is below the required 1.5 m and therefore the acceptable solution cannot be met.

The design and layout of the parking area is in accordance with Australian Standard AS 2890 and provides for vehicles to enter and exit the site in a forward direction.

The access width is 5.1 m, compliant with Table C2.2. All parking spaces are 2.4 m to 2.6 m wide by 5.4 m long, which is below the dimensions required under Table C3.2 for 90 degree and 60 degree angled car parking spaces. Therefore, the acceptable solution cannot be met, and the performance criteria must be addressed.

The site provides through access allowing vehicles to enter the site and exit in a forward direction, avoiding the need to park on the street.

The access and parking areas have been designed in accordance with applicable Australian Standards ensuring safety, legibility and efficiency in parking and movement.

The parking and access are to be sealed and appropriately drained to stormwater systems. This means the area is useable in all weather conditions.

Pedestrian access across the access will be signed and line marked to ensure safety. Parking bays will also be line marked to delineate parking spaces.

The site will be used for childcare services with children primarily dropped off in the morning and evening. Drops offs will involve vehicles entering the site, parking briefly before exiting the site.

The factors described above provide the parking and access with convenient, safe, and efficient parking, as required by the performance criteria.

The performance criteria (P1) are satisfied.

6.3 Road and railway assets code

The Road and Railway Assets Code applies to the proposal because the proposal will increase the amount of vehicular traffic using an existing vehicle crossing. Table 4 provides a summary of the applicable use and development standards for the proposal. An assessment against the applicable standards is provided in the sections following Table 4.

Table 4: Applicable standards in the Road and Railway Assets Code

Clause	Applicability
Use standards	
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Applicable.
Development standards for buildings or works	
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not applicable. The site is not within a road or railway attenuation area.
Development standards for subdivision	
Subdivision clauses	Not applicable. No subdivision is proposed.

6.3.1 Use standards

PLANNING SCHEME REQUIREMENT

Acceptable Solutions	Performance Criteria
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

Planner Response

Arthur Street is not a category 1 road, therefore A1.1 is not applicable.

No new junction, vehicle crossing, or level crossing is proposed, therefore A1.2 is not applicable.

No new private rail crossing/s are proposed, therefore A1.3 is not applicable.

The acceptable increase in vehicles movements per day for an existing vehicle crossing on a non-major road is 20% or 40 vehicle movements per day for vehicles up to 5.5 m long. It is anticipated that the majority of vehicles accessing the site will be under 5.5 m long. The increase in vehicle movements per day resulting from the proposal will exceed the acceptable solution based on the number of children (60). Therefore, the performance criteria have to be addressed.

Vehicular traffic will be able to enter and exit the site in a forward direction, compliant with A1.5.

The RTA Guide to Generating Traffic Development (RTA Guide) (Issue 2.2, October 2002) provides traffic generation rates for childcare centres. It is noted that the RTA Guide was based on traffic data gathered in NSW and may not accurately reflect the context of development and use in Tasmania. None the less the guide can be used to assist in determining performance criteria. The centre is best described as a 'long-day care' centre under the RTA Guide, which generates the following traffic rates

Period	Vehicle movements			
	Traffic generation rate	Total vehicle movements	2021 Arthur St peak volumes (modelled)	Estimated peak traffic on Arthur St
7 am to 9 am	0.8	48	66	114
2.30 pm to 4 pm	0.3	18	N/A	N/A
4 pm to 6 pm	0.7	42	155	197

The majority of the traffic will be the result off dropping off and collecting children from the centre. This is likely to occur predominantly in the morning between 6.30 am to 9.30am and in the evening between 3.30 pm to 6.30 pm. Vehicles will enter the site, park briefly, then depart the site in a forward direction. The RTA Guide gave the average length of stay as 6.8 minutes.

Arthur Street is a local road that operates as a residential street. Recent survey[1] by Hubble Traffic found that 47 vehicles travelled along Arthur Street during the morning peak hours of 8am to 9am, and 61 vehicles were recorded during the evening peak hour of 4 pm to 5 pm (Hubble Traffic 2021). Hubble Traffic modelled the service level for Arthur Street for morning and afternoon peak traffic and found that the street has the highest level of service and that traffic flow from Arthur Street to the nearest junction was operating efficiently. Given the modelled morning peak hour traffic for Arthur Street was described as the highest level of service with 155 vehicle movements, the increase to the morning traffic volume should still achieve the highest level of service at 114 vehicle movements per hour.

Hubble Traffic (2021) found that residential use in the street has adequate off-street parking meaning there is a low reliance on street parking minimising potential conflict.

Arthur Street has a speed limit of 50 km/hour.

The site is accessible by pedestrians and bicycle users. It is likely a small percentage of children will be dropped off on foot, and possibly by bicycle. The nearest bus stop to the site is on Gordon Street, within 500 m walking distance. The streets from Gordon Street to the site have formed footpaths with level terrain enabling pedestrian movement. There are pedestrian friendly features along the walking route including pram ramps, marked pedestrian crossings and refuge islands.

The use will provide childcare to the surrounding area. There is considered to be a high need for additional childcare facilities in the area and the region.

A traffic impact assessment has not been prepared at this time. No advice has been provided from the road authority.

The performance criteria (P1) are satisfied.

6.4 Safeguarding of airports code

The Safeguarding of Airports Code applies to the proposal because the site is located within an airport obstacle limitation area. The proposed development is exempt from the requirements of the code as the maximum height of the development is far below the specified 152 m AHD height for the obstacle limitation area.

[1] *Traffic Impact Assessment Additions and Alterations of the Ningana Residential Age Care Facility, Sorell*, Hubble Traffic, October 2021, accessed via https://www.sorell.tas.gov.au/wp-content/uploads/2023/11/Attachments-for-item-5.2-and-5.4.pdf on 13 December 2023.

7 Conclusion

The proposal seeks planning approval for the demolition of existing buildings and the development of a childcare centre at 18 Arthur Street Sorell. This report identifies that the proposal is subject to the provisions of the *Tasmanian Planning Scheme - Sorell*. In particular, the zone purpose, use, and development standards in the General Residential zone. The proposal also requires assessment against the Parking and Sustainable Transport Code and Road and Railway Asset Code.

An assessment against all relevant standards has been outlined in this report and is summarised in Table 5 below. In total the proposal relies on Council exercising its discretion in relation to four out of 11 applicable standards. The assessment has demonstrated that where the acceptable solution is not met, the performance criterion is achieved; accordingly, the proposal should be approved.

It is highlighted, that other than minor changes, the proposed childcare centre development will remain as approved by Planning Permit 5.2024.3.1 and subsequent amendment 5.2024.3.2. The primary purpose of this current planning application is to approve demolition of the existing single dwelling in its entirety rather than only a partial demoltion. There are no changes to any approved child placement numbers, staff numbers, or hours of operation.

Table 5: Summary of relevant standards and whether the proposal meets the acceptable solution or performance criteria

Clause	Standard	AS or PC
General Residential Zone		
8.3.1	Discretionary uses	Relies on PC
8.5.1	Non-dwelling development	Relies on PC
Signs Code		
C1.6.2	Design and siting of signs	Relies on PC
Parking and Access Code		
C2.5.1	Car parking numbers	Complies with AS
C2.5.2	Bicycle parking numbers	Complies with AS
C2.5.3	Number of motorcycle spaces	Complies with AS
C2.6.1	Construction of parking area	Complies with AS
C2.6.2	Design and layout of parking areas	Relies on PC
C2.6.3	Number of accesses for vehicles	Complies with AS
C2.6.5	Pedestrian access	Relies on PC
Road and Railway Assets Code		
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Relies on PC

Appendix A Title and survey information

Appendix B Proposal Plans

Appendix C Stormwater Report

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TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

December 2024

NEW CHILDCARE CENTRE, 18 ARTHUR STREET, SORELL

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Version	Date	Reason for Issue
Draft	December 2024	Draft issued for client feedback
Final	December 2024	Final issued

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1. Introduction

ERA Planners has engaged Hubble Traffic on behalf of the developer, to prepare an independent Traffic Impact Assessment, to consider the traffic impacts from a new childcare centre at 18 Arthur Street, Sorell (development site).

A development application was submitted to Sorell Council (Council), who have requested additional information be provided regarding the design and layout of parking areas, swept paths of parking spaces, rationale for implementation of tandem parking, traffic signs, and traffic generation at a vehicle crossing, level crossing or new junction.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

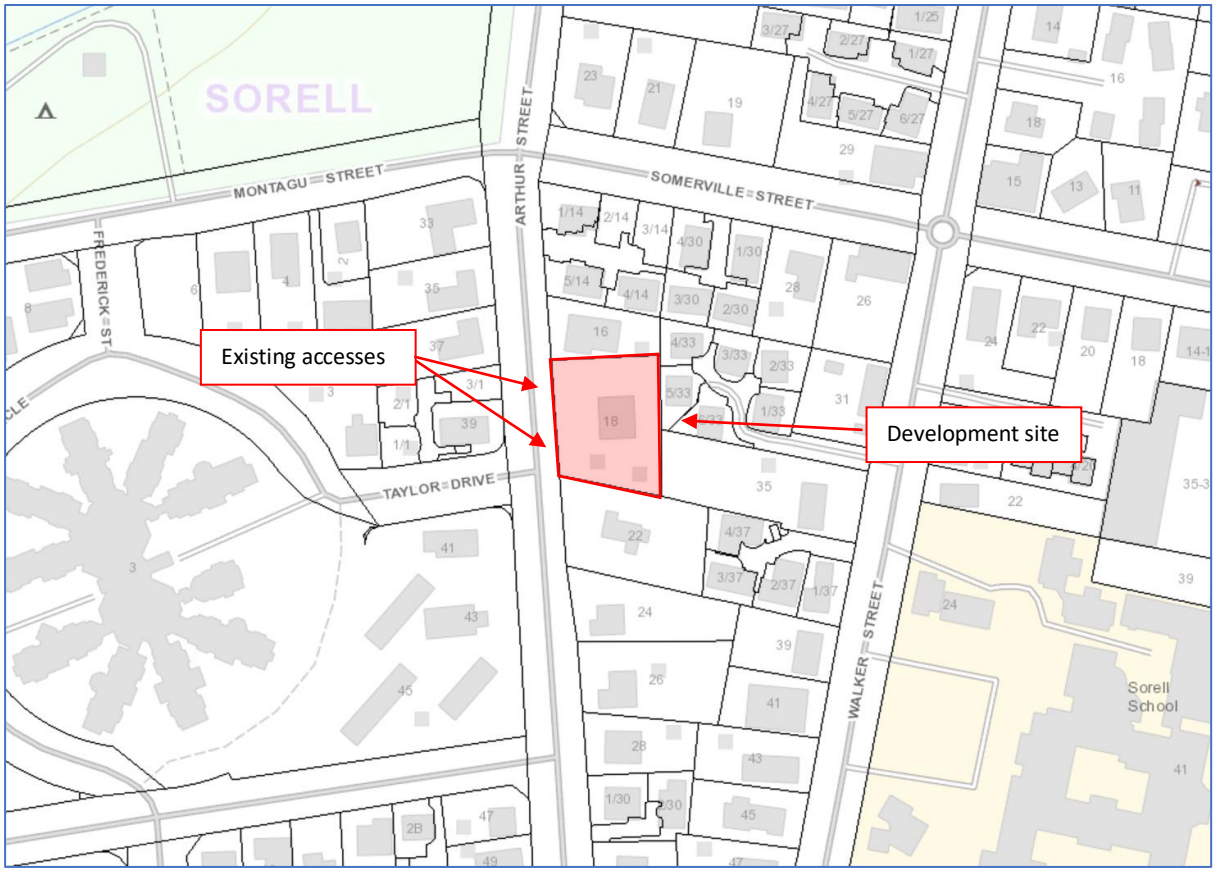
- Tasmanian Planning Scheme (Sorell Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- Autoturn Online Software
- LIST – Land Information System Tasmania Database

2. Site Description

Located at 18 Arthur Street, Sorell, the development site is occupied by a residential dwelling, situated on a reasonably flat parcel of land, with two existing vehicular accesses onto Arthur Street.

The site is zoned as General Residential and located within an established urban residential area, within close proximity to Sorell School, Ningana Aged Care facility, and local community recreational grounds.

Diagram 2.0 – Extract from LIST Land Information System Tasmania Database

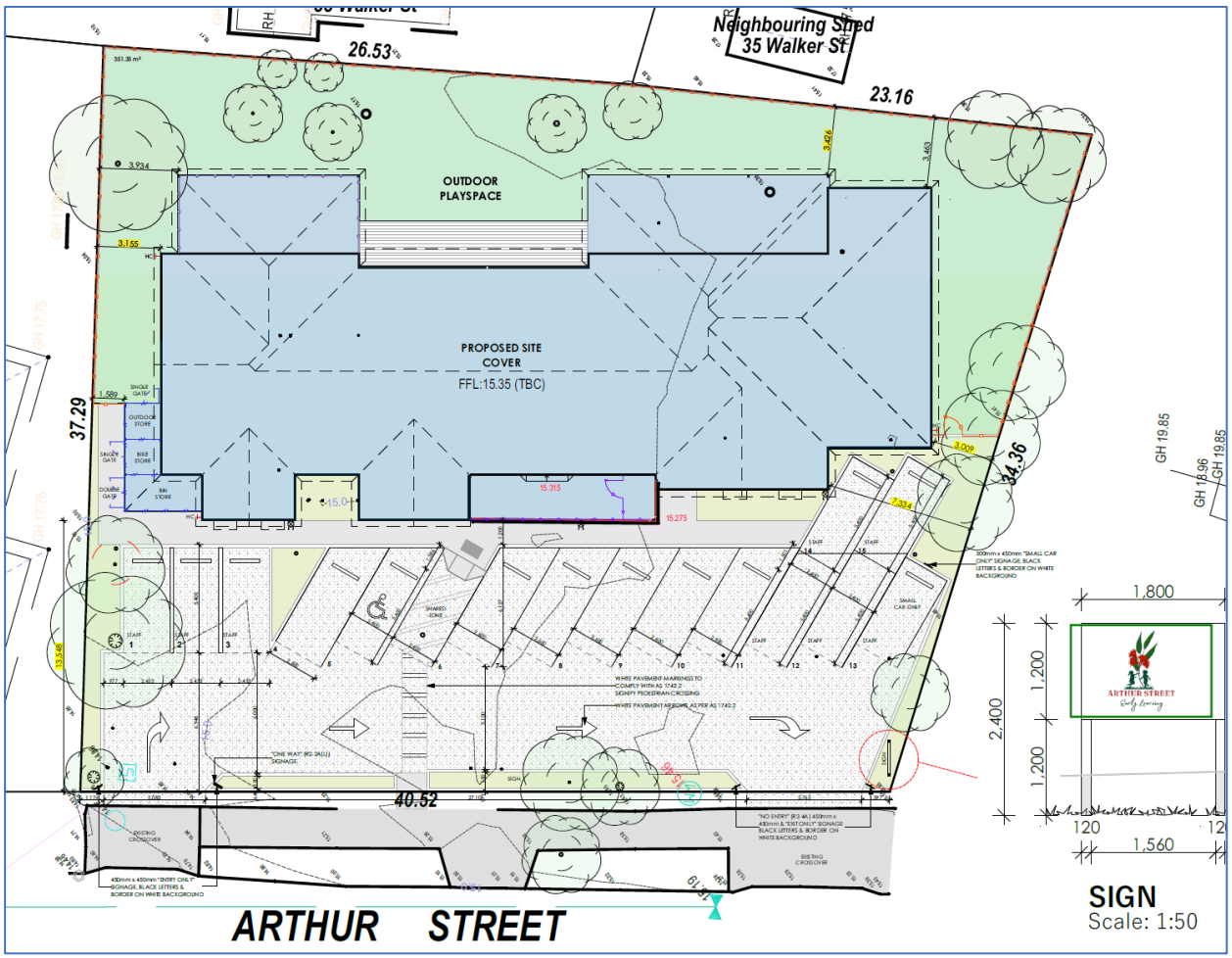


3. Development proposal

The development proposal involves demolishing the existing dwelling and constructing a one-storey building to operate as a childcare centre, employing 10 staff members to cater for up to 60 children. The facility is expected to operate five days per week, from 6:30 am to 6:30 pm.

Fifteen on-site car parking spaces will be provided, with the two existing vehicular accesses on Arthur Street retained and converted into separate entry and exit points, with traffic entering and leaving in a one-way flow.

Diagram 3.0 – Development proposal



4. Trip generation by this development

A trip in this report is defined as a one-way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To assist with determining the number of trips likely to be generated by this development, manual traffic survey data obtained during the morning and afternoon periods at an existing childcare facility, which caters for 50 children has been used. The manual traffic surveys and site observations found:

- Children arrived and were collected by parents using a private motor vehicle, with most trips involving a single child. For the purpose of this assessment each child generates two daily trips, one at drop-off and one at pick-up time.
- The main arrival and collection activity occurred over a two-and half-hour period during both the morning and afternoon periods.
- A parent vehicle would occupy a car parking space for an average of eight minutes.
- During the arrival and collection periods there was a steady movement of vehicles; on average parent vehicles occupied two parking spaces and generated a maximum demand of four car parking spaces.

Staff are expected to arrive before the morning peak and leave after the afternoon peak. However, as a worst-case scenario this assessment will assume that staff will arrive and leave during the peak hour periods.

This assessment predicts the proposed childcare facility is likely to generate 260 daily trips when operating at 100 percent capacity. The daily number of trips is not as important as the number of trips occurring in the peak hour periods, when the surrounding road network is busy. It is predicted in both the morning and evening peak hour periods that the facility is likely to generate 58 trips. It is important to note that parent vehicles generate two trips in both the morning and evening periods, one trip entering the site, and the other trip when leaving the site.

Table 4.0 – Total daily and peak hour trips

Type of user	Number	Daily trips	Morning peak hour			Evening peak hour		
			Total	In	Out	Total	In	Out
Parent	60 children	240	48	24	24	48	24	24
Staff	10	20	10	10	0	10	0	10
Total		**260**	**58**	**34**	**24**	**58**	**24**	**34**

5. Existing traffic Conditions

5.1 Arthur Street characteristics

Arthur Street runs in a north to south orientation past the development site, extending between Tasman Highway and Forcett Street. The road is situated on flat terrain, with a straight horizontal road alignment.

Adjacent to the development site, Arthur Street has been constructed with a sealed bitumen surface, concrete kerb and channel, footpath on the eastern side, grass verge on the western side, and street lighting. Delineation is provided through a marked centreline either side of a pedestrian refuge and a solid yellow line on the eastern side of the road, restricting vehicles stopping.

With no posted speed limit signs on Arthur Street, the urban 50 km/h speed limit would apply.

Photograph 5.1 – Arthur Street standard

5.2 Arthur Street and Taylor Drive junction

Directly opposite the development site is the junction of Taylor Drive and Arthur Street. Taylor Drive intersects Arthur Street at a ninety-degree angle, forming a standard T-junction with a Give Way sign and holding line that reinforce traffic priority for motorists on Arthur Street. Sight lines at the junction are unrestricted, allowing motorists to turn in a safe and efficient manner.

Although the exit of the new childcare centre is located opposite Taylor Drive, this should not adversely impact the performance of the junction. According to the Road Rules, motorists leaving the childcare centre must give way to all traffic turning at the junction and traffic using Arthur Street.

Photograph 5.2 – Arthur Street and Taylor Drive junction

5.3 Traffic Activity

In assessing the traffic impact from the development, it is important to understand the level of traffic flow on the surrounding road network passing the development site. A Traffic Impact Assessment prepared for the extension of Ningana Aged Care included a manual traffic survey conducted in February 2022, at the Taylor Drive and Arthur Street junction. This traffic data has been used in this assessment and adjusted with a 4% incremental growth per year to represent 2024 traffic conditions.

The Ningana traffic assessment predicted that the aged care extension is likely to generate an additional nine trips during peak hours. With the new car park under construction on Taylor Drive, these additional trips are expected to turn at the Taylor Drive and Arthur Street junction.

Diagrams 5.3A and 5.3B demonstrate the adjusted existing traffic flows at the junction and include the additional trips generated by the age care facility.

Diagram 5.3A – Morning peak hour flows with extension to Age care and incremental growth

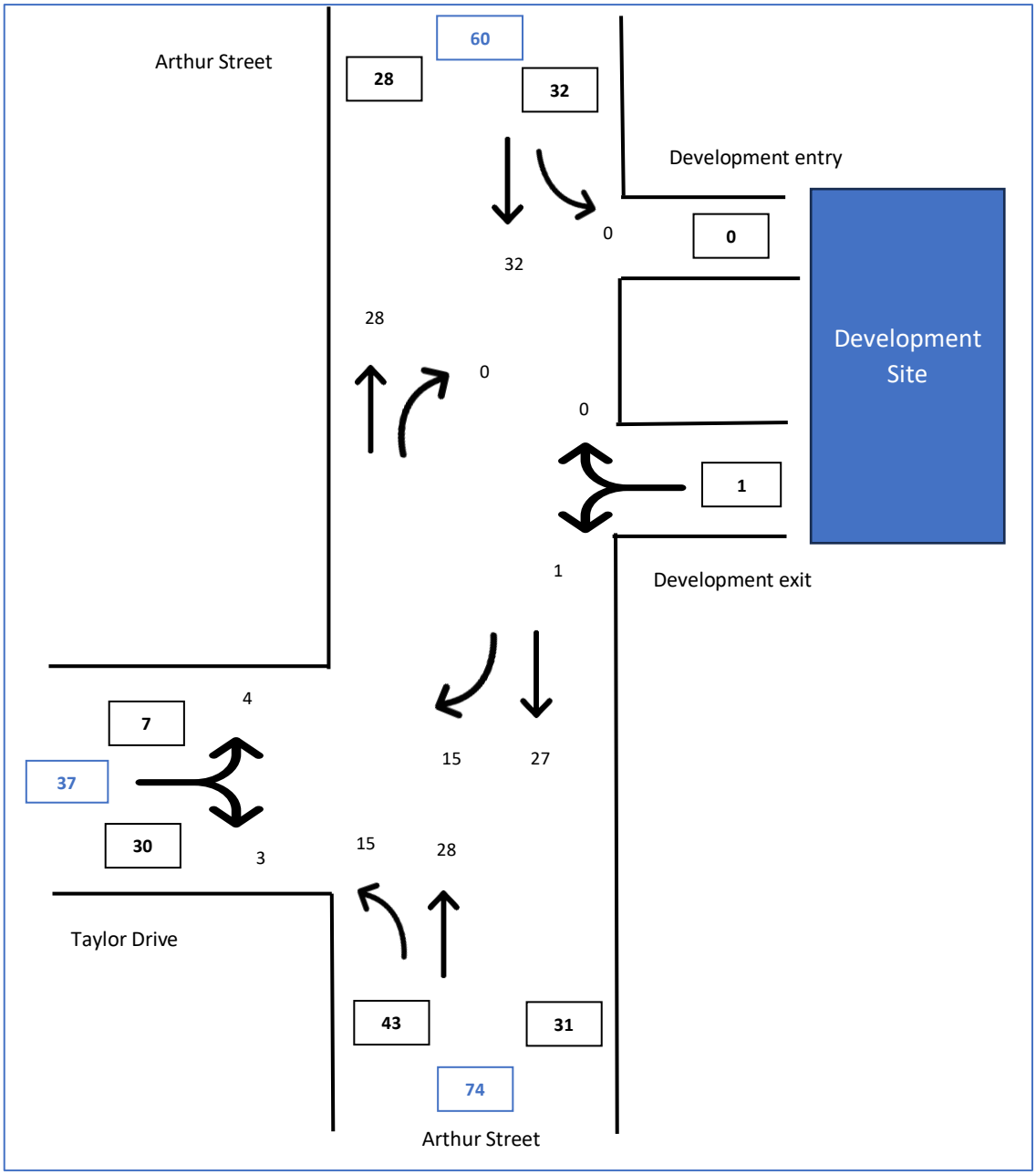
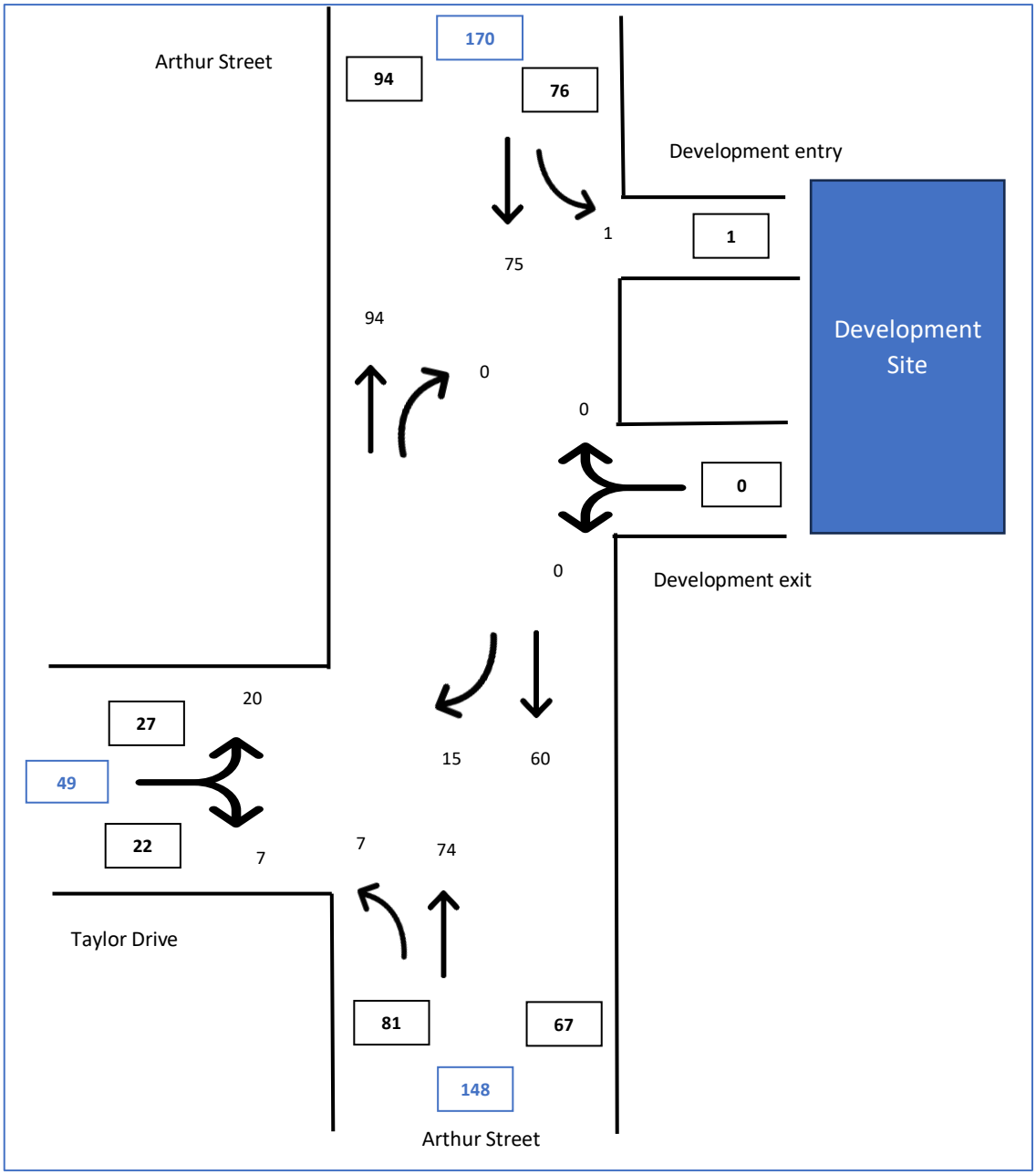


Diagram 5.3B – Evening peak hour flows with extension of Age care and incremental growth



5.4 Traffic safety near the development site

The Department of State Growth maintains a database of reported road crashes. A check of this database for the last five years found four crashes reported on Arthur Street, but none within the vicinity of the development site. Three crashes occurred at the intersection of Somerville Street, and one crash north of Fitzroy Street.

The increase in traffic generated by this development is not expected to change this crash rate. Therefore, there is no reason why this development should not proceed from a traffic safety perspective.

6. Impact from traffic generated by this development

As determined in section 4 of this report, the development site has the potential to generate up to 260 daily trips, with 58 of these movements likely to occur during the morning and evening peak periods.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. The RTA Guide provides performance criteria for urban traffic lanes (diagram 6.2) and junctions (diagram 6.3), with five levels from A to E.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users. For busy arterial urban roads LOS D within the weekday peak hour periods are acceptable.

6.1 Trip assignment

In assigning the new trips to the surrounding road network, the trip distributions along Arthur Street and through the Taylor Drive junction have been used. From the manual traffic surveys, it is likely that close to an even split of motorists will travel north and south along Arthur Street when arriving and leaving the site in the morning.

During the evening peak, motorists arriving at the site are likely to arrive with an even split, while the majority of motorists leaving are likely to travel north along Arthur Street.

The new trips generated by the development have been assigned to the surrounding road network based on the manual survey data, as shown in diagrams 6.1A and 6.1B.

Diagram 6.1A – Morning peak hour traffic movements with childcare operating

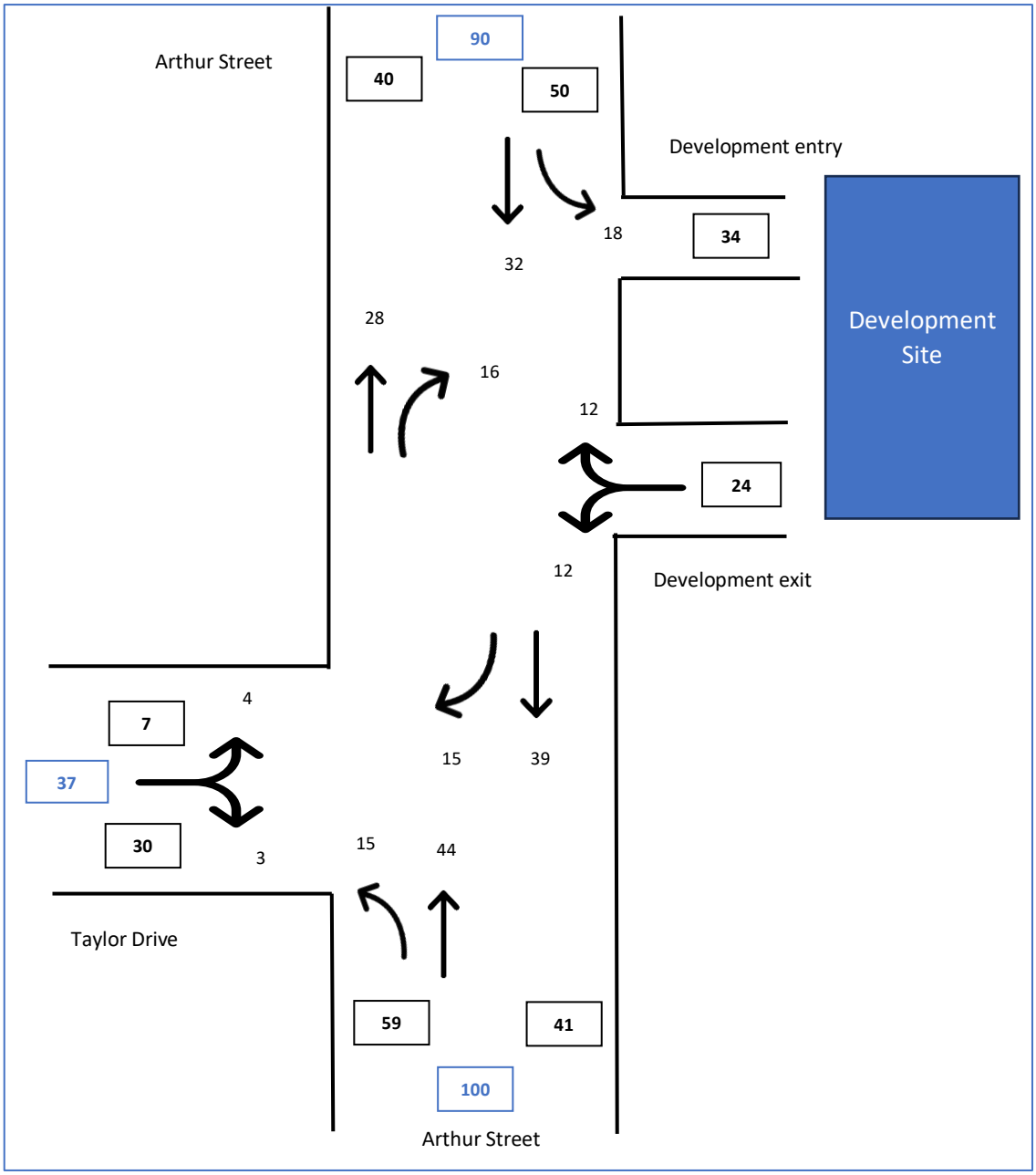
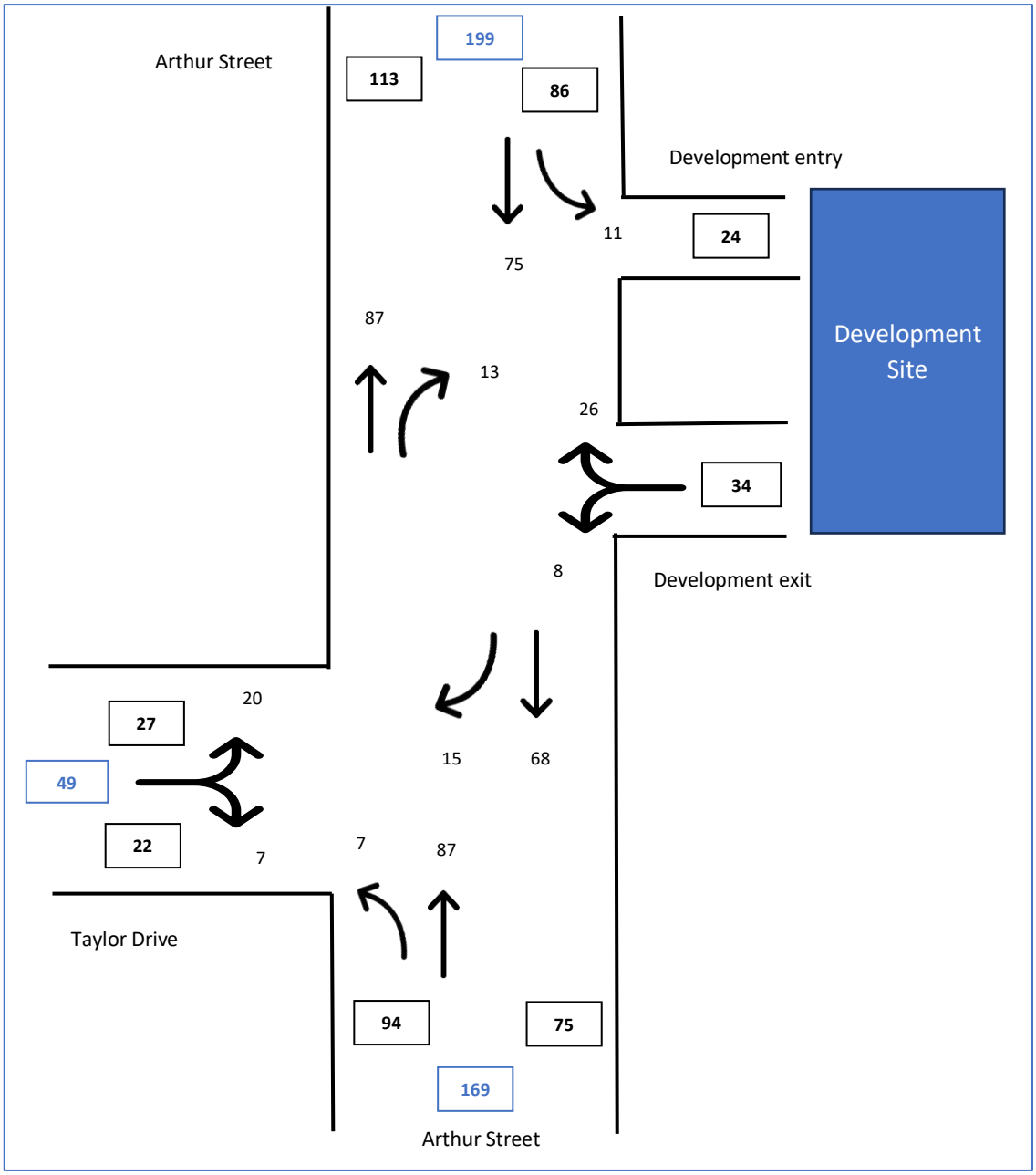


Diagram 6.1B – Evening peak hour traffic movements with childcare operating



6.2 Lane capacity and level of service for Arthur Street and Taylor Drive users

In evaluating the impact of additional vehicles on Arthur Street and Taylor Drive users, it is important to understand LOS motorists are currently receiving, through a comparison of the peak hour traffic flow with diagram 6.2 from the RTA Guide, for urban environments.

Diagram 6.2 – Extract from the RTA Guide

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

From the manual traffic surveys, the surrounding roads are operating at the highest level of traffic efficiency, LOS A. This means that the traffic flow is free flowing, motorists have freedom to select their own operating speed, and there should be sufficient gaps in the traffic stream to enable vehicles to enter and leave, without causing adverse impacts.

The additional peak hour trips have been assigned to the surrounding road network, with table 6.2 comparing the current directional traffic flow and level of performance, when the development is operating. This demonstrates the increase in vehicular trips is not expected to cause adverse traffic impact on the surrounding road network, as level of service will not deteriorate, with all traffic lanes to continue to operate at LOS A.

Table 6.2 – Comparison of traffic performance on the surrounding roads

	Arthur Street				Taylor Drive			
	Morning		Evening		Morning		Evening	
	NB	SB	NB	SB	EB	WB	EB	WB
Existing flows	43	32	59	50	7	30	27	22
Level of Service	A	A	A	A	A	A	A	A
With development	59	50	113	86	7	30	27	22
Level of Service	A	A	A	A	A	A	A	A

6.3 Traffic efficiency at the surrounding road junctions

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths, and degree of saturation, which are all measures of traffic congestion and level of service. The RTA Guide provides five levels of service for junctions and roundabouts as shown in diagram 6.3.

Diagram 6.3 – RTA Guide for level of service at junctions, intersections, and roundabouts

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

Traffic models were developed using SIDRA software, using peak hour traffic flows to replicate the Arthur Street and Taylor Drive junction, as well as the development's exit access onto Arthur Street.

Traffic modelling indicates that the Arthur Street and Taylor Drive junction is operating at the highest level of traffic performance, LOS A, with motorists not experiencing any notable delays or traffic queues. The additional childcare trips have been assigned to the junction, and the modelling indicates that the development will intensify the traffic flow but will not deteriorate the traffic efficiency that motorists are currently experiencing.

When the childcare centre is fully operational, traffic modelling indicates that vehicles leaving onto Arthur Street will operate at the highest level of traffic efficiency, as there will be sufficient gaps in the traffic flow. Motorists are not predicted to experience any notable delays, and the additional trips are not expected to adversely affect existing motorists using Arthur Street.

Traffic analysis demonstrates that the additional peak hour trips generated by the childcare centre, are not expected to cause any adverse traffic impact on the traffic performance of the surrounding junctions.

Table 6.3 – Traffic modelling comparison between existing and with development traffic

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Arthur St with Taylor Dr	Existing	Morning peak	97	0.024	5.7 secs	A	0.6 metres
	With development		126	0.032	5.8 secs	A	0.6 metres
	Existing	Evening peak	206	0.051	6.0 secs	A	0.7 metres
	With development		215	0.051	6.1 secs	A	0.7 metres
Exit access with Arthur St	With development	Morning peak	107	0.024	5.7 secs	A	0.5 metres
	With development	Evening peak	212	0.049	6.0 secs	A	0.7 metres

Printouts of traffic modelling can be found in Appendix B.

6.4 Impact on residential amenity

A new development in residential areas can be concerning to local residents, and it can be difficult to argue that a traffic increase is reasonable. The RTA Guide has considered this matter and provided an environmental performance standard, as detailed in extract 6.4.

With both Arthur Street and Taylor Drive being lightly trafficked, the additional 58 peak hour trips mean the street will continue to operate with less than 200 vehicles per hour, which is within the environmental goal for residential amenity.

Extract 6.4 – RTA Guide performance standards for residential streets

Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

7. Development layout and internal road arrangements

7.1 Existing vehicular access

The development will retain the two existing vehicular accesses onto Arthur Street, with the northern access converted to entry-only, and the southern access to exit-only.

Both accesses are suitable to accommodate one-way vehicular movements, with suitable swept paths for a vehicle turning left in and left out, without crossing the centre of the road.

Photograph 7.1 – Existing vehicular accesses onto Arthur Street

7.2 Sight distance leaving the development site

At the exit-only access on Arthur Street, drivers must give way to oncoming traffic and vehicles exiting Taylor Drive. Both roads are straight, providing excellent sight distance for motorists leaving the development site

As the access expected to operate with a moderate vehicle turnover, it is important for drivers to have Safe Intersection Sight Distance (SISD), which is the highest sight distance parameter. According to the Austroads Guide to Road Design, SISD for a 50 km/h speed environment is 90 metres, based on a driver reaction time of 1.5 seconds and an observation time of three seconds.

Although the urban default 50 km/h speed limit would apply along Taylor Drive, with vehicles having to slow down approaching the junction, an operating speed of 30 km/h would be more likely. Austroads Guide to Road Design provides guidance on sight distance and specifies SISD for a 30 km/h speed environment as 47 metres.

On-site measurements of the available sight distance were taken, based on the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high.

Table 7.2 – Safe Intersection Sight Distance at the driveway access

Direction	Operating speed	Required SISD	Available sight distance	Comment
North (Arthur Street)	50 km/h	90 metres	100 metres	Compliant
South (Arthur Street)	50 km/h	90 metres	100 metres	Compliant
West (Taylor Drive)	30 km/h	47 metres	80 metres	Compliant

With the available sight distance exceeding the SISD requirements, it demonstrates vehicles will be able to enter and leave the development site in a safe and efficient manner, without impacting other road users.

Photograph 7.2A – Available sight distance to the right

Photograph 7.2B – Available sight distance to the left

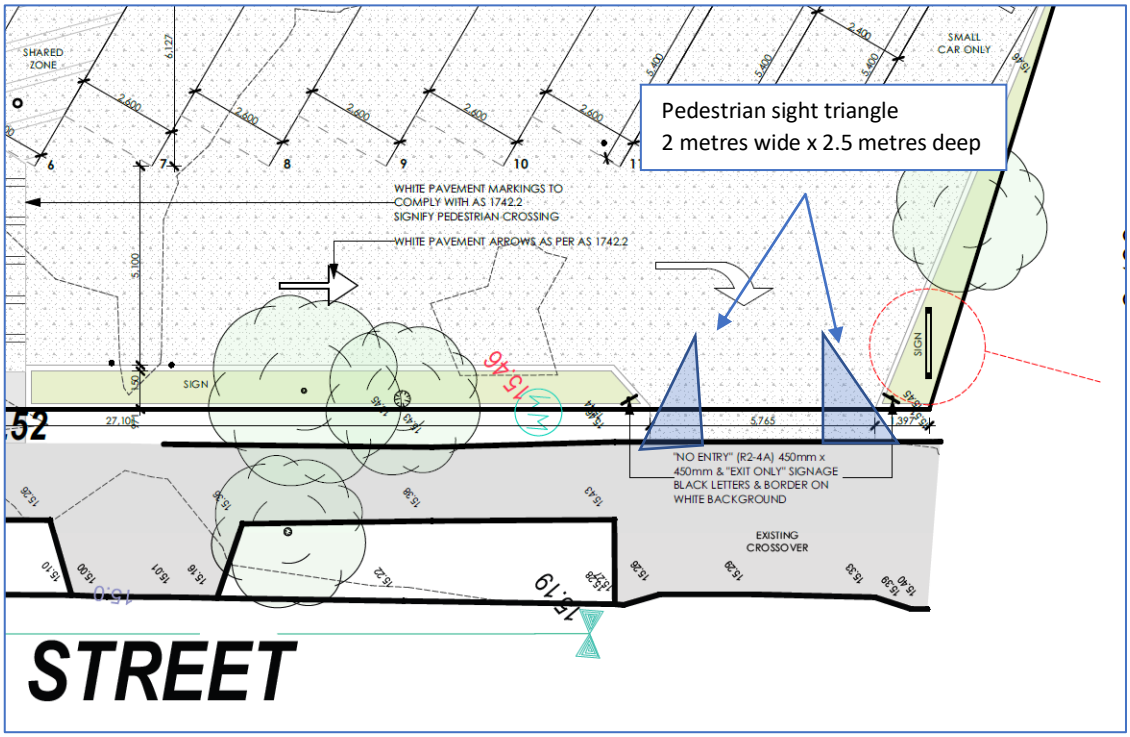
Photograph 7.2C – Available sight distance to Taylor Drive

7.3 Pedestrian sight distance

It is important for drivers leaving the development site, to have adequate sight lines to pedestrians using the footpath along Arthur Street. Adequate sight lines between a driver leaving the site and pedestrians using the footpath, will be achieved by not having any physical obstacles in the pedestrian sight triangle.

Diagram 7.3 demonstrates the pedestrian sight triangles for a driver leaving the site, as defined in the Standard figure 3.3.

Diagram 7.3 – Pedestrian sight triangle



7.4 Number of parking spaces

A childcare centre sits within Educational and Occasional Care use, requiring one parking space per employee as per Table C2.1 of the planning scheme. With the development operating with a maximum of 10 staff members and providing 15 on-site parking spaces, it exceeds the number of required spaces, complying with the acceptable solution.

Of the 15 parking spaces:

- three will be 90 degrees to the parking aisle, and
- 12 will be 60 degrees to the parking aisle, which will include one accessible space, one small car space, and two tandem spaces.

Where a parking space is located adjacent to a vertical obstruction higher than 150 millimetres, an additional 0.3 metres of width will be provided between the space and the obstruction. If there is a vertical obstruction on both sides, 0.3 metres will be provided on both sides of the space.

7.5 Parking demand

It is important that all generated vehicles are contained within the site, minimising the potential for parking overflow. To achieve this, the development is providing 15 on-site parking spaces.

Employees arriving and leaving using private vehicles have the potential to generate a maximum demand of 10 spaces, leaving at least five spaces available for parent vehicles. A survey of a 50 place childcare centre found that parent vehicles generated an average parking demand of two spaces, and maximum demand of four spaces.

7.6 Dimensions of the ninety-degree parking spaces

The design includes three ninety-degree parking spaces, designated to be used by employees only. These spaces have been designed to comply with the Standard, as user class 1A, suitable for employee parking, measuring a minimum of 2.4 metres wide, 5.4 metres long, and supported with a minimum 5.8 metre manoeuvring area. These spaces will be delineated with pavement markings and supported with wheel stops.

7.7 Dimensions of the sixty-degree parking spaces

These spaces have been designed to comply with two user classes in the Standard, user class 1A, suitable for employee parking and user class 3A, suitable for short-term high turnover parking.

Five of the employee parking spaces will be 2.4 metres wide, 5.4 metres long, with 4.9 metres of manoeuvring area. While the remaining spaces will be allocated for parent drop-off and pick-up, measuring 2.6 metres wide, 5.4 metres long, with 5.1 metres of manoeuvring area.

One space has been designed as a small car space only, to comply with section 2.4.1 (a) (iii) of the Standard, measuring a minimum of 2.3 metres wide and five metres long. This space will be allocated as employee parking only.

All parking spaces will be delineated with pavement markings and supported with wheel stops where applicable.

7.8 Tandem parking for employees – sixty degree parking spaces

In optimising car parking, two spaces will operate as tandem parking spaces, which means one space is directly behind another, requiring vehicle shuffling to allow for the rear vehicle to leave if the front space is occupied.

Tandem parking is an efficient method to increase the number of car parking spaces where space is limited. It is suitable for long-term use, such as staff parking, and where vehicle shuffling can be accommodated on-site. The two tandem parking spaces will be allocated to employees only, allowing for shuffling to occur outside of the parent arrival and collection times, to ensure other vehicles are not adversely affected.

7.9 Car parking manoeuvrability

The car park design provides sufficient manoeuvring area behind all on-site parking spaces to allow vehicles to enter and leave efficiently, complying with the Standard for a one-way parking aisle.

Vehicle swept path software has been used to demonstrate the swept path of a B85 vehicle entering and leaving a selection of the parking spaces, with the swept paths available in Appendix A.

7.10 Gradient of parking spaces

With the property being reasonably flat, the grades of the parking spaces will comply with Section 2.4.6 of the Standard and shall not exceed five percent.

7.11 Other parking requirements

Motorcycle parking spaces

Table C2.4 of the planning scheme prescribes any a use requiring less than 20 on-site car parking spaces, does not require any motorcycle parking spaces. As the development is only required to provide ten on-site parking spaces, dedicated motorcycle parking will not be provided, complying with the acceptable solution.

Bicycle parking spaces

Table C2.1 of the planning scheme, specifies that Educational and Occasional Care use requires one bicycle space per five employees. The development will provide two on-site bicycle parking spaces, meeting the required number for 10 employees.

Accessible parking spaces

One accessible parking space with a shared zone will be provided, situated as close as possible to the entrance of the building.

7.12 Internal driveway layout

The design incorporates a one-way internal driveway, where vehicles enter using the northern access and leave using the southern access. The development will use the two existing access points, complying with the planning scheme in regard to the number of accesses.

The width of the one-way driveway will be a minimum of 5.1 metres wide to accommodate sixty-degree parking spaces. At the location of the ninety-degree parking spaces, the aisle width is a minimum of 5.8 metres. The driveway will be constructed with a hard-wearing concrete surface, with a suitable camber to direct surface water to kerbing, to feed into an approved stormwater drainage system.

7.13 Internal gradients

Civil plans provided by the developer confirm that the development site is located on mostly flat terrain, with all on-site gradients to measure less than 4%. The vertical gradients of the internal driveway are not expected to cause any adverse impact to vehicles entering, circulating and leaving.

7.14 Pedestrian access

An internal pedestrian pathway will be provided, connecting all parking spaces with the main entrance of the building and with the existing footpath along Arthur Street. The pathway will be a minimum of one metre wide, constructed with a hard-wearing concrete surface. The pathway will be separated from the driveway by kerbing and wheel stops.

Where the pathway crosses the internal driveway, it will be delineated with road markings, defining the pathway and pedestrian crossing areas. The proposed safety measures are expected to ensure pedestrians can move around the development site in a safe and convenient manner, meeting the objective of the planning scheme.

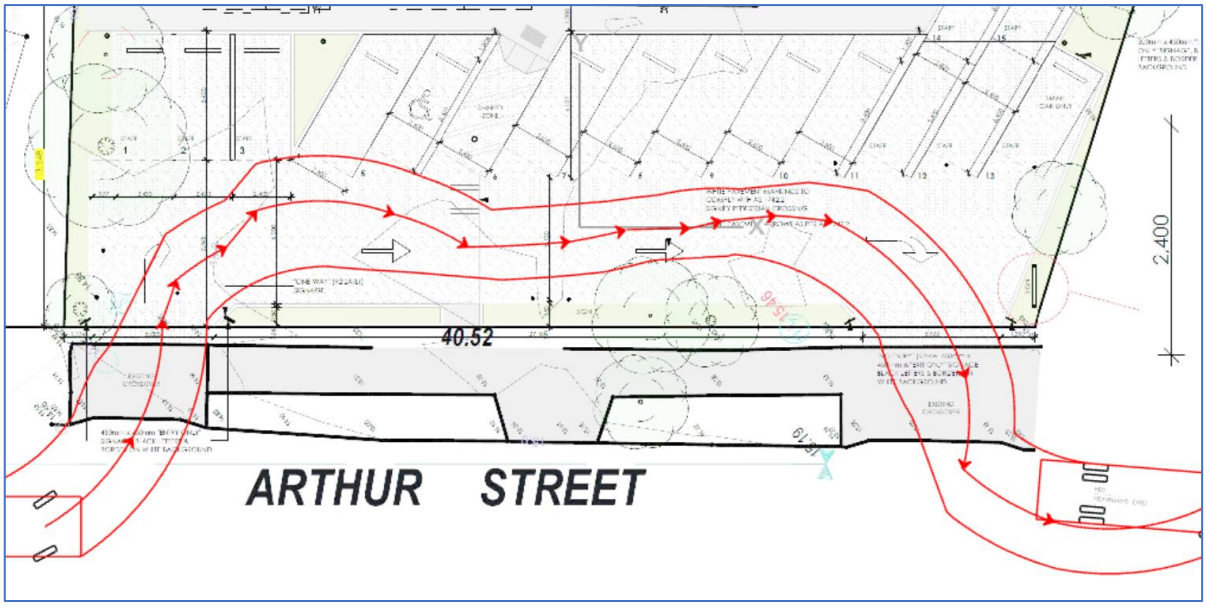
7.15 Access for emergency and waste collection vehicles

The developer will engage a private waste collector.

It is important that the internal design can accommodate occasional heavy vehicle movement, such as an emergency and waste collection vehicle. Both of these heavy vehicles have similar dimensions to a medium rigid vehicle, 8.8 metres in length.

Vehicle swept path software has been used to demonstrate that the design allows for a medium rigid vehicle, measuring 8.8 metres in length, to enter and leave the development site in a forward driving direction.

Diagram 7.15 – Swept path of a medium rigid vehicle entering and leaving the site



8. Traffic signage

Traffic signage will be implemented at the development site to manage the one-way internal directional traffic flow. Traffic control measures will consist of the following:

- Standard 'No Entry' (R2-4) regulatory sign located either side of the driveway exit, within the property and angled to face approaching motorists.
- Supplement beneath the 'No Entry' signs with 'Exit Only' sign, to signify the internal driveway operates as one-way flow.
- With motorists expected to be regular users, additional regulatory signs on Arthur Street are not considered necessary.
- 'Entry Only' signs to be located either side of the driveway entry, within the property, angled to face appropriate motorists.
- Internal white pavement arrows will be installed to comply with AS 1742.2.
- 'One Way' R2-2 (arrow right) to be located at the entry, on the back of the 'Entry Only'.

All regulatory signs to comply with the Australian Standard 1742.2, size A.

The supplementary 'Exit Only' and 'Entry Only' signs will feature a white background with black letters and black border. They will match the width of the regulatory signs and will be installed beneath them.

Signs to be located at the exit are to be positioned to maximise visibility to approaching motorists but not impede the sight lines between drivers and pedestrians.

9. Planning scheme

9.1 C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

A total of 15 on-site parking spaces will be provided, exceeding the minimum requirement under the planning scheme table C2.1 of 10 spaces. This number of spaces is expected to meet the reasonable demand, eliminating parking overflow, and complying with the acceptable solution A1.

C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme prescribes that an Education or Occasional Care use requires one space per five employees. The development site will provide two bicycle parking spaces, complying with the required number and acceptable solution.

C2.5.3 Motorcycle parking numbers

Table C2.4 of the planning scheme prescribes any a use requiring less than 20 on-site car parking spaces, does not require any motorcycle parking spaces. Dedicated motorcycle parking will not be provided, and this complies with the acceptable solution.

C2.5.4 Loading bays

As the floor area of the childcare facility is less than 1,000 square metres, a loading bay is not required, and this complies with the acceptable solution.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The parking spaces and internal driveway will be constructed with a hard-wearing concrete surface, with appropriate camber to direct surface water to kerbing, which will be connected to an approved stormwater system. This design complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking areas have been designed to comply with the Standard, ensuring vehicles can enter and leave the site in a forward-driving direction. There is sufficient manoeuvring width adjacent to all parking spaces, to enable vehicles to enter and leave efficiently. All parking spaces will be located on gradients less than five percent. Each space will be delineated with pavement markings and supported with wheel

	stops where applicable. One accessible parking space with a shared zone will be provided as close to the front entrance as possible. Overall, the design complies with the acceptable solution A1.2 (b) and A1.2.
C2.6.3 Number of accesses for vehicles.	The development will operate with the two existing vehicular accesses onto Arthur Street, as separate entry and exit accesses, complying with the acceptable solution A1 (b).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	Not applicable for a development within a general residential zone.
C2.6.5 Pedestrian access.	A minimum one metre wide pedestrian pathway will be provided, connecting the front entrance with the parking spaces and existing footpath along Arthur Street. This pathway will be separated by kerbing and wheel stops and constructed with a concrete surface. Where the pathway crosses the internal driveway, it will be delineated with pavement markings, providing priority to pedestrians. Overall, pedestrians will be provided with a high level of service, complying with the intent of the planning scheme.
C2.6.6 Loading bays.	Not applicable for this type of development.
C2.6.7 Bicycle parking and storage facilities	Bicycle parking spaces will be designed to comply with the planning scheme and Australian Standard 1158.3.1:2005 and be located within close proximity to the entrance of the building, complying with the acceptable solution A1 and A2.
C2.6.8 Siting of parking and turning areas.	Not applicable for a general residential zone.

9.2 C3.0 Road and Railway Assets Code

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

The development will increase the use of the existing accesses by more than 20 percent and will need to be assessed against the performance criteria P1, ensuring that it can operate safely and efficiently.

Performance criteria	Assessment
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 the traffic caused by the use;	This assessment predicts that the development has the potential to generate 260 daily trips, when operating at 100 percent capacity. Of these trips 34 are predicted to occur within the morning and evening peak hour periods, as parent vehicles arrive and leave.
b) The nature of the traffic generated by the use;	The development is likely to generate vehicle movements with the majority likely to be light vehicles, measuring less than 5.5 metres in length, which have good manoeuvrability and are compatible with the surrounding road network traffic.
c) The nature of the road;	Arthur Street is a local residential street, built to a sufficient standard to accommodate two-way traffic flow. The surrounding network is of a suitable standard to absorb the additional traffic movements. There is sufficient sight distance at the exit to enable vehicles to leave the development site in a safe and efficient manner, giving way to vehicles along Arthur Street and those leaving Taylor Drive.
d) The speed limit and traffic flow of the road;	With no posted speed limit, the urban default 50 km/h speed limit applies to Arthur Street. Manual surveys at the junction with Taylor Drive revealed that the surrounding road networked is lightly trafficked, with less than 200 two-way vehicles observed. Traffic modelling demonstrates motorists are receiving the highest level of traffic performance and efficiency, and the additional traffic generated by the development is not expected to cause any deterioration in traffic performance or have an adverse impact on traffic flow or residential amenity.
e) Any alternative access to a road;	None.
f) The need for the use;	The development will provide the local area with more childcare spaces, benefiting the local community.
g) Any traffic impact assessment; and	An independent traffic assessment has found no reason for this development not to proceed.
h) Any written advice received from the rail or road authority.	Aware of none.

10. Conclusion

From a traffic engineering and road safety perspective, additional traffic generated from this development site is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:

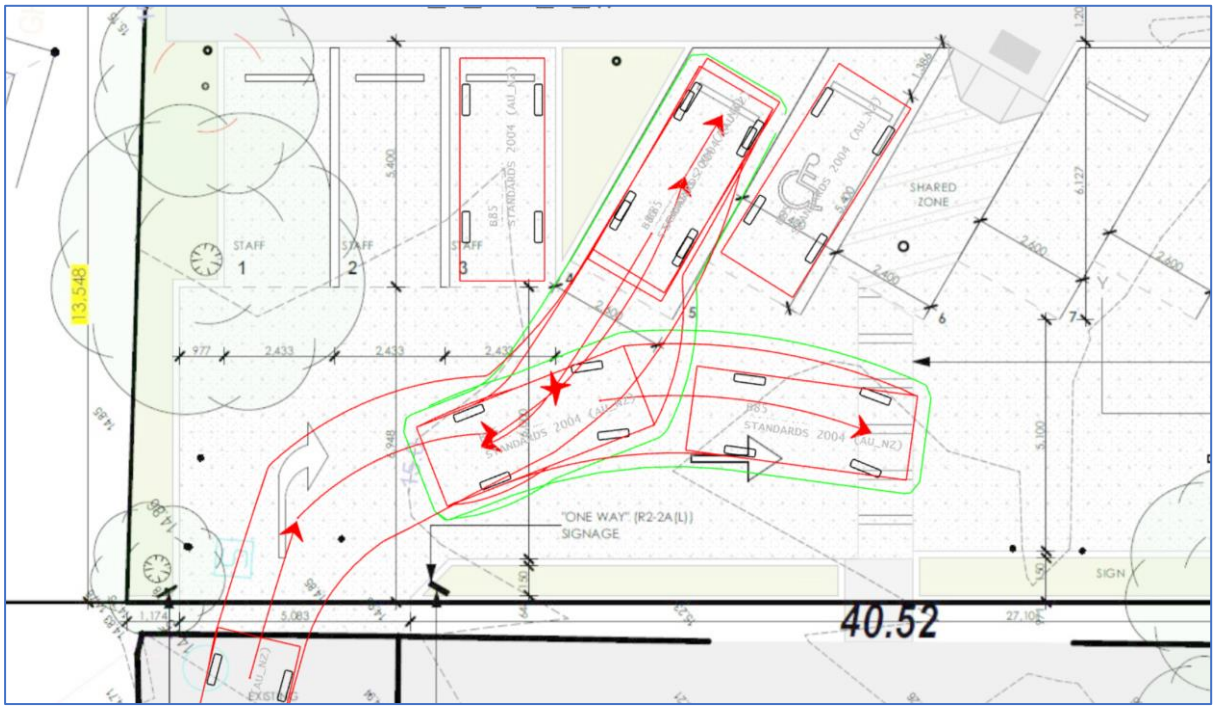
- the amount of traffic generated by the development is considered to be moderate and there is sufficient capacity within the surrounding road network to absorb these movements without impacting other users,
- the site will retain the existing vehicular accesses onto Arthur Street, as entry-only and exit-only accesses, operating with a one-way internal flow,
- the existing exit-only access with Arthur Street has sufficient sight distance, enabling vehicles to enter and leave the development site safely and efficiently,
- there will be a sufficient number of on-site car parking spaces to meet the reasonable demand, minimising parking overflow, and
- all parking spaces have been designed to comply with the Standard, ensuring that all vehicles can enter and leave the spaces in an efficient manner.

This Traffic Impact Assessment found no reason for this development not to proceed.

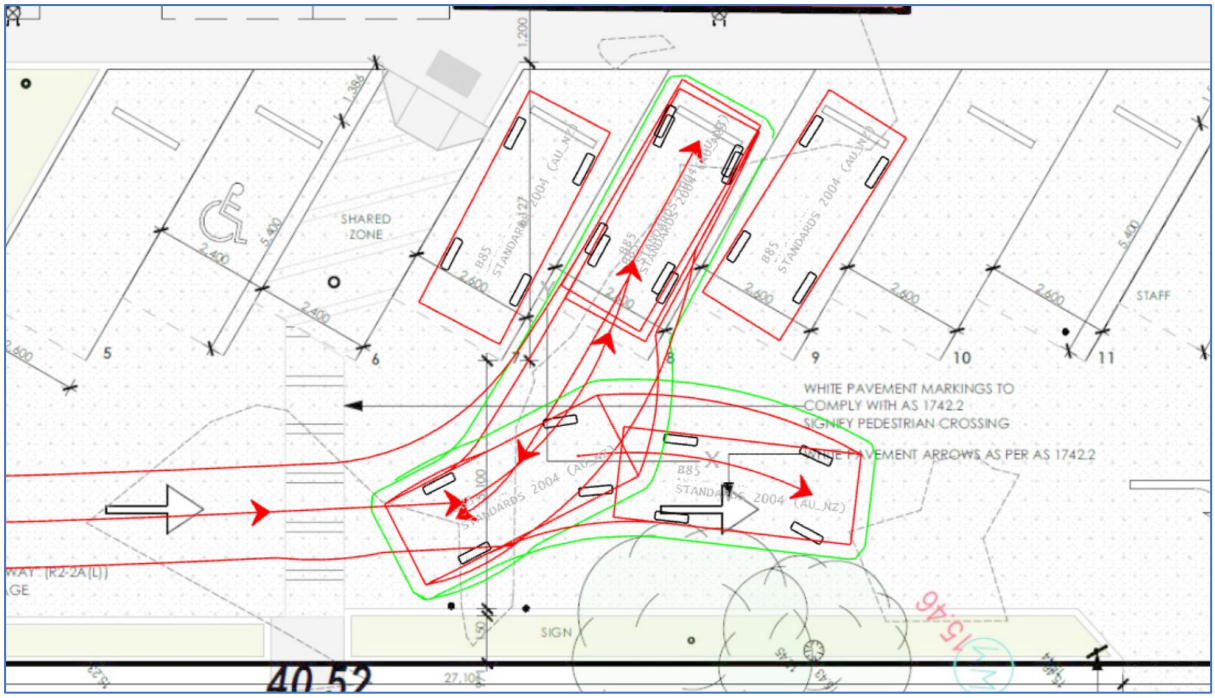
11. Appendix A – Swept paths for on-site parking spaces

Swept path of a B85 vehicle entering and exiting parking space 3

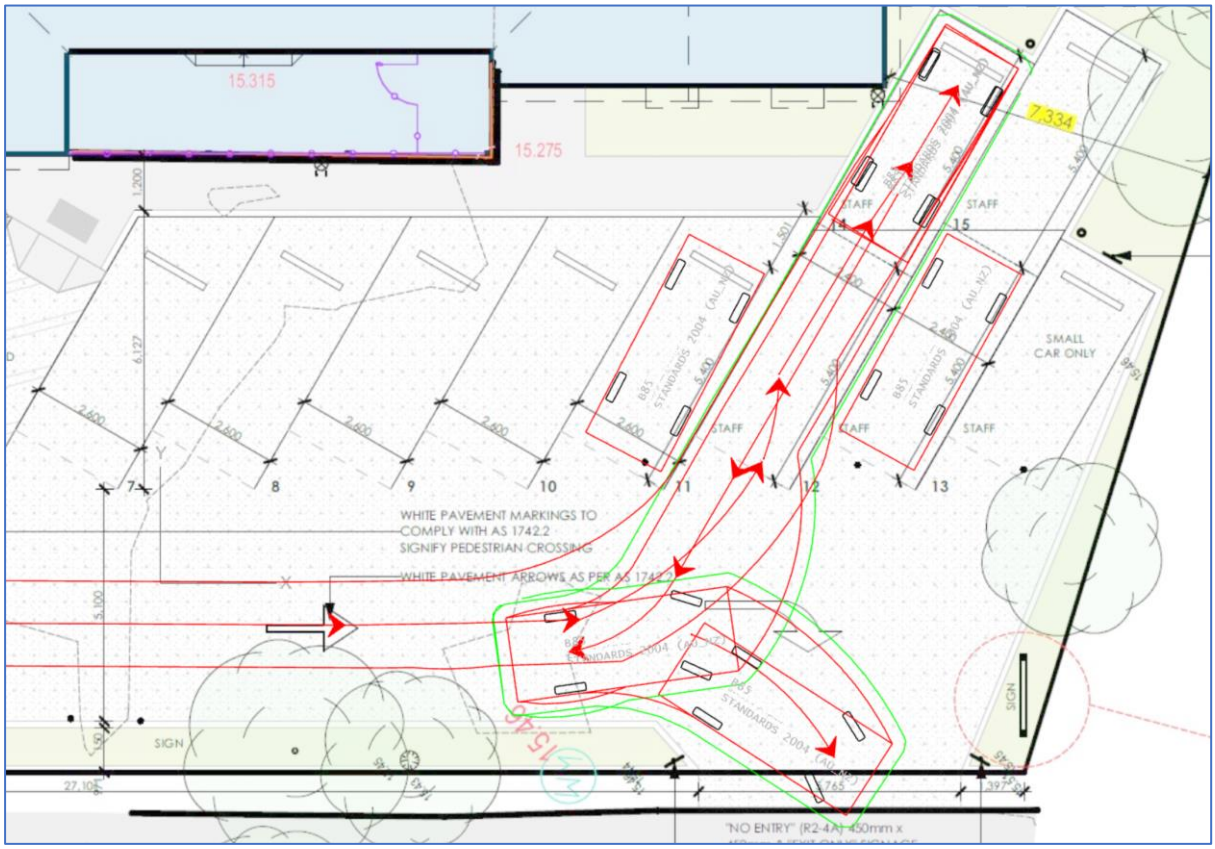
Swept path of a B85 vehicle entering and exiting parking space 4



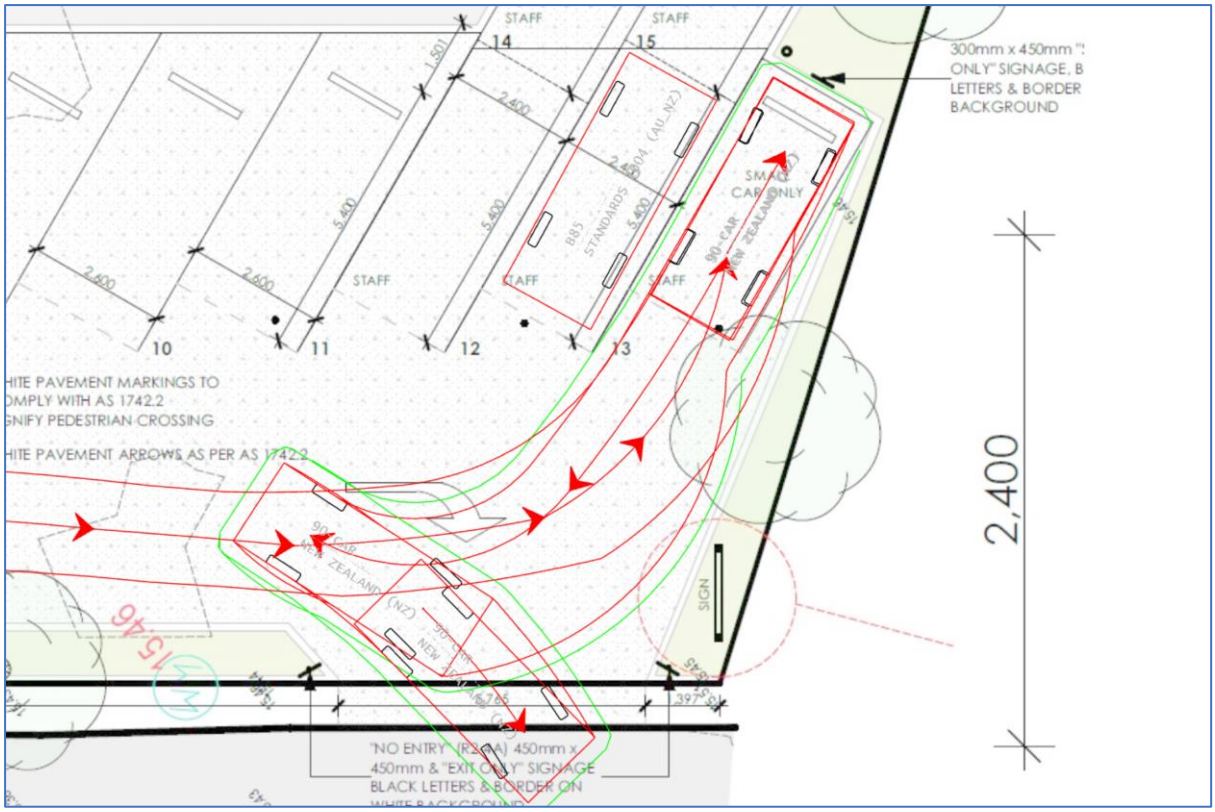
Swept path of a B85 vehicle entering and exiting parking space 7



Swept path of a B85 vehicle entering and exiting parking space 14



Swept path of a small vehicle entering and exiting parking space 13



12. Appendix B – Traffic modelling

Arthur Street and Taylor Drive junction

Morning peak – Predicted flows incorporating Aged Care extension and incremental growth

MOVEMENT SUMMARY

Site: 101 [Taylor and Arthur extension to age care and growth - Morning]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (south)								
1	L2	16	0.0	0.024	5.5	LOS A	0.0	0.0
2	T1	29	0.0	0.024	0.0	LOS A	0.0	0.0
Approach		45	0.0	0.024	1.9	NA	0.0	0.0
North: Arthur (North)								
8	T1	28	0.0	0.024	0.1	LOS A	0.1	0.6
9	R2	16	0.0	0.024	5.6	LOS A	0.1	0.6
Approach		44	0.0	0.024	2.0	NA	0.1	0.6
West: Taylor								
10	L2	4	0.0	0.005	5.6	LOS A	0.0	0.1
12	R2	3	0.0	0.005	5.7	LOS A	0.0	0.1
Approach		7	0.0	0.005	5.6	LOS A	0.0	0.1
All Vehicles		97	0.0	0.024	2.3	NA	0.1	0.6

Evening peak – Predicted flows incorporating Aged Care extension and incremental growth

MOVEMENT SUMMARY

Site: 101 [Taylor and Arthur extension Age care, growth - Evening]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (south)								
1	L2	7	0.0	0.051	5.5	LOS A	0.0	0.0
2	T1	92	0.0	0.051	0.0	LOS A	0.0	0.0
Approach		99	0.0	0.051	0.4	NA	0.0	0.0
North: Arthur (North)								
8	T1	63	0.0	0.042	0.1	LOS A	0.1	0.7
9	R2	16	0.0	0.042	5.7	LOS A	0.1	0.7
Approach		79	0.0	0.042	1.2	NA	0.1	0.7
West: Taylor								
10	L2	21	0.0	0.021	5.8	LOS A	0.1	0.5
12	R2	7	0.0	0.021	6.0	LOS A	0.1	0.5
Approach		28	0.0	0.021	5.9	LOS A	0.1	0.5
All Vehicles		206	0.0	0.051	1.5	NA	0.1	0.7

Morning peak – with childcare operating

MOVEMENT SUMMARY

Site: 101 [Taylor and Arthur existing Morning with childcare]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (south)								
1	L2	16	0.0	0.032	5.5	LOS A	0.0	0.0
2	T1	46	0.0	0.032	0.0	LOS A	0.0	0.0
Approach		62	0.0	0.032	1.4	NA	0.0	0.0
North: Arthur (North)								
8	T1	41	0.0	0.031	0.1	LOS A	0.1	0.6
9	R2	16	0.0	0.031	5.6	LOS A	0.1	0.6
Approach		57	0.0	0.031	1.6	NA	0.1	0.6
West: Taylor								
10	L2	4	0.0	0.005	5.7	LOS A	0.0	0.1
12	R2	3	0.0	0.005	5.8	LOS A	0.0	0.1
Approach		7	0.0	0.005	5.7	LOS A	0.0	0.1
All Vehicles		126	0.0	0.032	1.8	NA	0.1	0.6

Evening peak – with childcare operating

MOVEMENT SUMMARY

Site: 101 [Taylor and Arthur existing Evening - with childcare]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (south)								
1	L2	7	0.0	0.051	5.5	LOS A	0.0	0.0
2	T1	92	0.0	0.051	0.0	LOS A	0.0	0.0
Approach		99	0.0	0.051	0.4	NA	0.0	0.0
North: Arthur (North)								
8	T1	72	0.0	0.047	0.1	LOS A	0.1	0.7
9	R2	16	0.0	0.047	5.7	LOS A	0.1	0.7
Approach		87	0.0	0.047	1.1	NA	0.1	0.7
West: Taylor								
10	L2	21	0.0	0.021	5.8	LOS A	0.1	0.5
12	R2	7	0.0	0.021	6.1	LOS A	0.1	0.5
Approach		28	0.0	0.021	5.9	LOS A	0.1	0.5
All Vehicles		215	0.0	0.051	1.4	NA	0.1	0.7

Arthur Street and exit-only access

Morning peak – with childcare operating

MOVEMENT SUMMARY

Site: 101 [Childcre and Arthur St - Morning with childcare]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (South)								
2	T1	46	0.0	0.024	0.0	LOS A	0.0	0.0
3	R2	1	0.0	0.024	5.5	LOS A	0.0	0.0
Approach		47	0.0	0.024	0.1	NA	0.0	0.0
East: Childcare								
4	L2	13	0.0	0.018	5.6	LOS A	0.1	0.5
6	R2	13	0.0	0.018	5.7	LOS A	0.1	0.5
Approach		25	0.0	0.018	5.7	LOS A	0.1	0.5
North: Arthur (North)								
7	L2	1	0.0	0.018	5.5	LOS A	0.0	0.0
8	T1	34	0.0	0.018	0.0	LOS A	0.0	0.0
Approach		35	0.0	0.018	0.2	NA	0.0	0.0
All Vehicles		107	0.0	0.024	1.4	NA	0.1	0.5

Evening peak – with childcare operating

MOVEMENT SUMMARY

Site: 101 [Childcre and Arthur St - Evening with childcare - Copy]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Arthur (South)								
2	T1	95	0.0	0.049	0.0	LOS A	0.0	0.0
3	R2	1	0.0	0.049	5.7	LOS A	0.0	0.0
Approach		96	0.0	0.049	0.1	NA	0.0	0.0
East: Childcare								
4	L2	8	0.0	0.030	5.8	LOS A	0.1	0.7
6	R2	27	0.0	0.030	6.0	LOS A	0.1	0.7
Approach		36	0.0	0.030	6.0	LOS A	0.1	0.7
North: Arthur (North)								
7	L2	1	0.0	0.041	5.5	LOS A	0.0	0.0
8	T1	79	0.0	0.041	0.0	LOS A	0.0	0.0
Approach		80	0.0	0.041	0.1	NA	0.0	0.0
All Vehicles		212	0.0	0.049	1.1	NA	0.1	0.7

STORMWATER DESIGN REPORT

18 Arthur St, Sorell

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ENGINEERS AUSTRALIA
Chartered Professional Engineer
MEMBER

CLIENT: Tina Palushi
PROJECT: 18 Arthur St, Sorell
JOB NO: EE1001

Date	Purpose of Issue/Nature of Revision	Revision No.	Authorised by
18/12/2024	Draft for review	01	SD
18/12/2024	FOR DA	02	SD

This report has been prepared by:

Samuel Dingemanse BBus BSc MEIANZ

Liam Dingemanse BE(Civil) MIEAUST CPENG NER APEC Engineer IntPE (Aus) RPEQ GAICD

Contents

1 Introduction

This Stormwater Management Report has been prepared by Exceed Engineering to satisfy the Sorell Council's requirements for stormwater detention and flow limitation for proposed works at 18 Arthur St, Sorell.

1.1 Purpose

The purpose of this report is to investigate, report, and provide the design of site stormwater detention to meet the Council's Stormwater in New Development Policy (the policy). The relevant sections of the policy are:

A3.5 Where an increase in stormwater quantity into a public stormwater system will increase a known flood risk, irrespective of capacity, the developer must:

(a) Upgrade the public stormwater system to mitigate flood risk; and/or

(b) Limit post-development peak flows to pre-development conditions; and/or

(c) Contribute to future upgrades by Council.

In discussions with council officers, it was confirmed that the stormwater design will include aboveground and belowground detention of stormwater to ensure that post-development peak flows are limited to pre-development conditions. The council requested that both the 5% AEP and 1% AEP storm intensity scenarios are provided.

The council has also requested that the sizing of the existing kerb connection is assessed in consideration of the proposed works.

2 Site and development details

2.1 Pre-development site conditions

The predevelopment site is a single residence with two outbuildings on a large, relatively flat 1,601 m^2 residential lot.

The total roof area of the existing structures is approx. 400 m^2 and there are concreted pavement areas of 80 m^2. The balance of the site is pervious vegetated cover.

2.2 Developed site conditions

The proposal is to demolish the residence and outbuildings and construct a childcare facility with associated access and parking area. The new building roof area is 580 m^2 and concreted access/parking is 528 m^2. The balance of the site will be pervious vegetated cover.

The development will increase the site imperviousness from the new roof and driveway/parking areas. This will concentrate rainfall into the proposed piped drainage and detention system.

3 Stormwater design methodology

3.1 Overview and design criteria

Autodesk Storm and Sanitary analysis software was used to design and model the stormwater detention and reticulation system. This software is a hydraulic modelling tool that predicts stormwater system behaviour under various scenarios. The rational method modelling option was used.

The minor storm design rainfall intensity is 5% AEP and the major storm design rainfall intensity is 1% AEP

Using the AS3500.3 methodology a time of concentration (Tc) of 5 minutes has been chosen for both pre and post-development scenarios.

3.2 IFD data

Intensity–Frequency–Duration (IFD) design rainfall intensities were sourced from the Bureau of Meteorology 2016 Design Rainfalls website for the site location. They are as follows:

	Annual Exceedance Probability (AEP)						
Duration	**63.2%**	**50%#**	**20%***	**10%**	**5%**	**2%**	**1%**
1 min	63.7	71.9	99.6	120	142	173	198
2 min	54.4	61.0	82.3	97.5	112	131	145
3 min	48.2	54.1	73.5	87.4	101	119	133
4 min	43.5	49.0	67.0	80.1	93.3	111	125
5 min	39.9	45.0	61.9	74.2	86.9	104	119
10 min	29.1	32.9	45.8	55.4	65.7	80.8	93.4
15 min	23.6	26.6	37.1	45.1	53.5	65.9	76.4
20 min	20.2	22.8	31.7	38.4	45.5	56.0	64.7
25 min	17.8	20.1	27.9	33.8	39.9	48.9	56.3
30 min	16.1	18.2	25.1	30.3	35.8	43.6	50.0
45 min	12.8	14.4	19.8	23.8	27.8	33.4	38.0
1 hour	10.9	12.3	16.8	20.0	23.2	27.7	31.2
1.5 hour	8.73	9.81	13.3	15.7	18.1	21.3	23.7
2 hour	7.46	8.39	11.3	13.3	15.2	17.8	19.7
3 hour	5.99	6.74	9.06	10.6	12.1	14.0	15.4
4.5 hour	4.81	5.43	7.29	8.51	9.67	11.2	12.3
6 hour	4.11	4.65	6.26	7.30	8.29	9.60	10.6
9 hour	3.27	3.71	5.04	5.89	6.70	7.80	8.63
12 hour	2.76	3.14	4.29	5.03	5.74	6.73	7.48
18 hour	2.14	2.44	3.38	3.99	4.58	5.42	6.07

3.3 Runoff coefficients

The predevelopment runoff coefficient is calculated from AS3500.3 where a roofed area is 1.0, an unroofed impervious area is 0.9 and an unroofed pervious area is calculated using the following equation:

$$Cp = m(0.0133*10\%_{I60} - 0.233)$$

Where $10\%_{I60}$ is the rainfall intensity for a 60 min duration and 10% AEP storm, in mm/hr, within the range of 25 – 70 mm/hr. For this site the $10\%_{I60}$ is 20 mm/hr but taken to be 25 mm/hr. 0.1 is added for clay soils and 0.1 is deducted for sandy soils, with a minimum Cp of 0.1.

Applying these runoff coefficients to the pre and post-development catchment areas allows the calculation of the weighted average runoff coefficient, which is as follows:

- Pre-development 0.40
- Post-development 0.70.

3.4 Peak runoff flows

Design flows are determined from section 5.4.8 of AS3500.3, from the site subcatchment areas, associated runoff coefficients and design rainfall intensity using the rational method as follows:

$$Q = (\Sigma CA\ Y\%I_t) / 3600$$

Where
Q = design flow of stormwater (L/s)
C = weighted average runoff coefficient
A = site area (m^2)
$Y\%I_t$ = rainfall intensity for 5% AEP/1% AEP, 5 min storm

Scenario	**5% AEP**	**1% AEP**
Pre-development peak flow L/s	12.3	20.0
Developed peak flow L/s	26.2	36.0
Developed with detention L/s	8.0	9.5
(surcharge L/s)	(0.0)	(3.4)

3.5 Permissible Site Discharge

The Council requires that pre-development flows are maintained for either or both the 5% and 1% AEP storm event. The predeveloped peak flow **of 12.3 L/s / 20.0 L/s** will form the PSD.

3.6 Detention volume

An iterative approach to determining the required detention storage volume and orifice size is required. This resulted in the following storage volumes being chosen:

- Aboveground – 5,000 L tank receiving roof catchment runoff
- Belowground – 2,120 L storage pipe (30m length of DN300) receiving pavement catchment runoff (note useable volume is 1,650L given the grade of 0.5%)

The following graphs demonstrate the performance of the detention storages to limit the post-development peak flows to below the PSD for both scenarios.

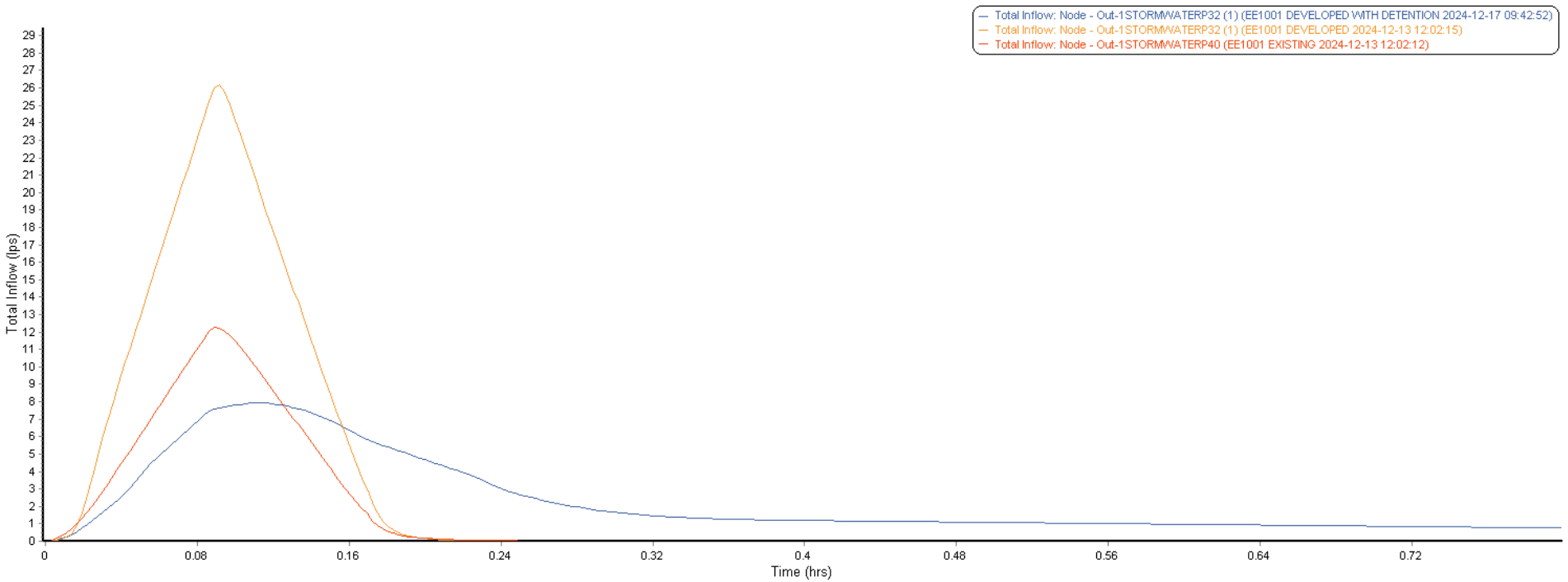

Figure 1 5% AEP hydrograph for site showing peak flows for pre-development (red), post-development (orange) and post-development detained (blue)

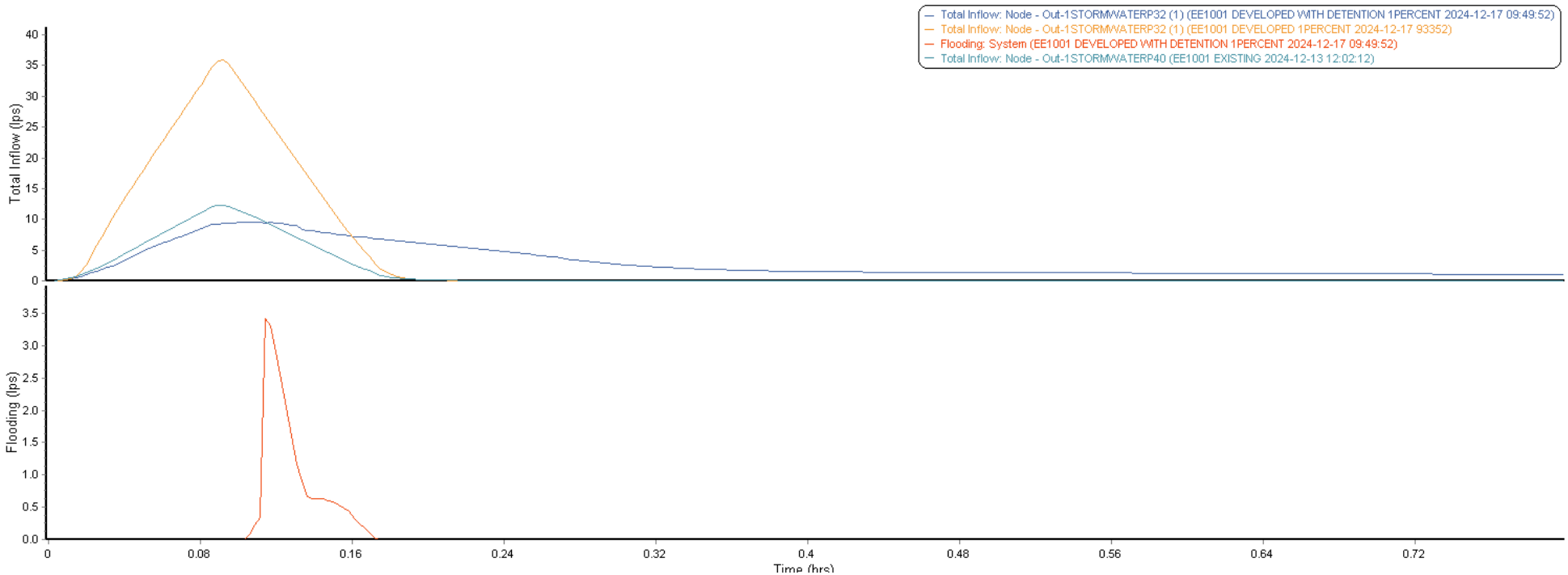

Figure 2 1% AEP hydrograph for site showing peak flows for pre-development (red), post-development (orange) and post-development detained (blue) (above), and surcharge (flooding) flow below. Note the two separate Y-axis scales.

The proposed detention system will ensure the PSD is met for both the 5% AEP and 1% AEP design intensities. It should be noted that for the 1% AEP the underground storage volume is reached and surcharge from the discharge control pit is contributing to the PSD, however as per AS3500 and Australian Rainfall and Runoff, 1% AEP peak flows can occur as overland flows if in a safe manner. A maximum overland flow of 3.5L/s across the footpath to the kerb is very minor and does not represent a safety risk.

4 Stormwater system layout

4.1 OSD

The required detention will be achieved by using a 5,000L aboveground tank receiving flows from all roof downpipes. This will have a 25mm low flow orifice and 100mm high flow overflow directing discharge to the stormwater connection point.

A 2,120 L storage pipe (30m length of DN300) will receive pavement catchment runoff and discharge to the stormwater connection point using a 75mm low flow orifice. High flow overflow will occur via surcharging from the top of the discharge control pit.

4.2 Site connection point

The site has an existing DN100 connection to the kerb in Arthur St. The kerb connection should be sized for the post-development 5% AEP peak flow of 8 L/s. This can be conveyed using the existing DN100 kerb connection.

Refer to drawing **EE1001-C101** stormwater site plan for the location, layout and details of the stormwater conveyance and detention system.

5 Stormwater quality treatment

Given the limited fall available at the site for stormwater drainage as the site connection is to the kerb, it is proposed to pay a contribution of $2,000 per equivalent stormwater tenement in lieu of providing onsite treatment as allowed for in the council stormwater policy.

The calculation for this is not defined in the policy, so we have referred to TasWater's ET rate calculation, which for a Child Care Centre is 0.06 per child/student. For a maximum of 60 places, this equates to 3.6 ETs, and a payment of $7,200.

6 Maintenance requirements for system

The onsite detention system will require ongoing inspection and maintenance to ensure it is working correctly. Key inspection and maintenance requirements are below.

Item	**Frequency**
• General inspection of inlets and outlets for blockages and ensure OSD is working correctly. Mesh screen should be cleared and cleaned and replaced if damaged or worn. • In ground detention should remain empty unless rain event occurs. • All debris and blockages to be investigated and removed if OSD does not empty by itself.	Monthly
• Remove debris from roof guttering and general hardstand area to limit debris entering OSD. • Trees dropping leaves and debris onto hardstand areas should be trimmed or removed.	Six Monthly
• Every 10 years full inspection of OSD and components by registered plumber is required. Replacement of all elements that would not last until next inspection is required and should be included in maintenance schedule.	10 Years

DRAWING TABLE		
SHEET	DESCRIPTION	REV
C200	COVER PAGE	02
C201	PAVEMENT SITE PLAN	02
C202	STORMWATER SITE PLAN	02
C203	LONGSECTION	02
C204	CHARGED LINE DETAIL	02
C205	UG DETENTION DETAIL	02
C206	PAVEMENT DETAIL	02
C206	CIVIL NOTES	02
	LGAT-TSD-R14-v3	

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE APPLICABLE AUSTRALIAN STANDARDS, CONSTRUCTION CODES (NCC) & REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES

DRAWINGS TO BE READ IN CONJUNCTION WITH ANY WRITTEN SPECIFICATIONS AND ASSOCIATED DOCUMENTATION PREPARED BY THE ARCHITECT OR BUILDING DESIGNER AND THE RELEVANT SUB-CONSULTANTS

BASE DRAWING(S) PREPARED AND PROVIDED BY:
- TEMPLO (230142)

THE FOLLOWING ARE SURVEY DETAILS USED AS BASIS FOR DESIGN:
SURVEYOR: ROGERSON & BIRCH
SURVEY REF: 18 ARTHUR ST, SORELL
SURVEY DATE: 03/11/23
COORDINATE SYSTEM: GDA2020
VERTICAL DATUM: AHD83

WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE

DOCUMENTATION IS SUBJECT TO STATUTORY APPROVALS

THIS DESIGN IS INTENDED TO BE BUILT ONLY ONCE AND ONLY ON THE SITE THAT THE DESIGN WAS PREPARED FOR

REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE
02	FOR DA	MT	JAM	SD	SD	18/12/24
01	FOR REVIEW	JAM	JAM	SD	LD	16/12/24

PLOTTED: Dec 18, 2024 - 2:32pm FILE: C:\Users\MTANGE~1\AppData\Local\Temp\AcPublish_11344\EE1001 C3D ARTHUR ST- COPY.dwg

SHEET: A3

EXCEED ENGINEERING
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PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
COVER

PROJECT #:	SHEET #:	REVISION #:
EE1001	C200	02

PROPOSED BUILDING
FFL 15.350

WHEEL STOPS AS PER DETAIL

300mmx400mm "SMALL CAR ONLY" SIGNAGE, BLACK LETTERS & BORDER ON WHITE BACKGROUND

KERB TYPE BK KERB (BARRIER) AS PER LGAT-TSD-R14-v3

STAFF 1 | STAFF 2 | STAFF 3 | SHARED ZONE | STAFF 14 | STAFF 15 | SMALL CAR ONLY

"ONE WAY" (R2-2A(L)) SIGNAGE

WHITE PAVEMENT MARKINGS TO COMPLY WITH AS 1742.2 SIGNIFY PEDESTRIAN CROSSING

WHITE PAVEMENT ARROWS AS PER AS 1742.2

450mmx450mm "ENTRY ONLY" SIGNAGE BLACK LETTERS & BORDER ON WHITE BACKGROUND

"NO ENTRY" (R2-4A) 450mmX450mm & "EXIT ONLY" SIGNAGE BLACK LETTERS & BORDER ON WHITE BACKGROUND

MATCH EXISTING FOOTPATH EDGE

NO MODIFICATION TO EXISTING CROSSOVERS AND FOOTPATH

MATCH EXISTING FOOTPATH EDGE

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01	FOR REVIEW	JAM	JAM	SD	LD	16/12/24

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SHEET: A3

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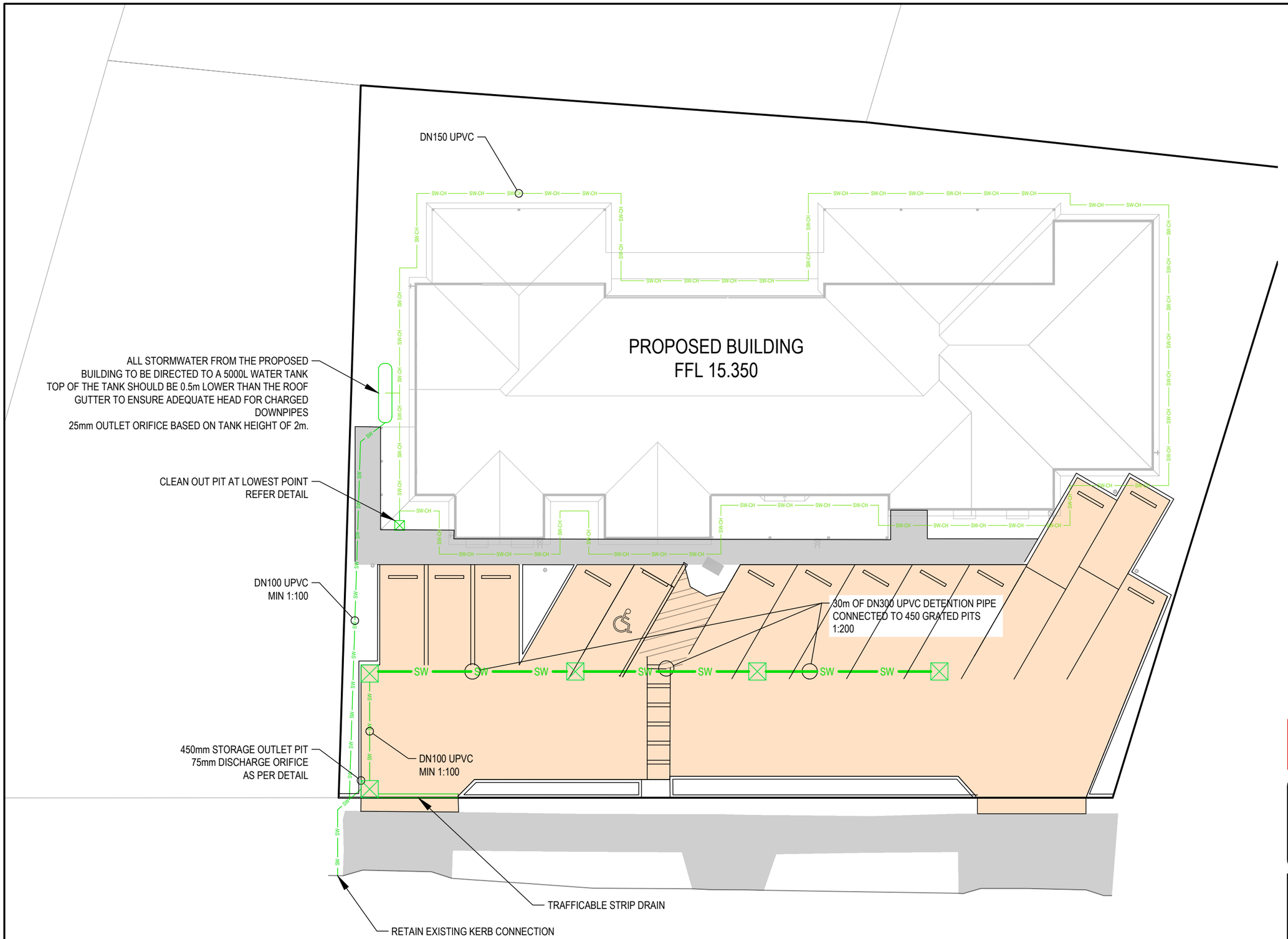
PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
CARPARK PAVEMENT
SITE PLAN AND DETAIL

PROJECT #:	SHEET #:	REVISION #:
EE1001	C201	02



SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE

- PROPRIETARY STORMWATER PIT (TRAFFICABLE WHERE APPLICABLE) SIZED AS PER TABLE 7.5.2.1
- INSPECTION OPENING (IO)
- MANHOLE
- SURFACE FALL (MIN 1:100 UNLESS OTHERWISE SPECIFIED)
- ×???m RL (TO VERTICAL DATUM)
- S — S NEW SEWER LINE
- S-P NEW PUMPED SEWER LINE
- EX-S EXISTING SEWER LINE
- SW NEW STORMWATER LINE
- SW-AG NEW AG DRAIN
- SW-OS NEW SWALE
- SW-CH NEW CHARGED STORMWATER LINE
- SW-P NEW PUMPED STORMWATER LINE
- EX-SW EXISTING STORMWATER LINE
- EX-OS EXISTING SWALE
- W — W NEW WATER LINE
- EX-W EXISTING WATER LINE
- G — G NEW GAS LINE
- EX-G EXISTING GAS LINE
- E — E NEW ELECTRICAL CABLE
- EX-E EXISTING ELECTRICAL CABLE
- COM NEW COMMUNICATIONS CABLE
- COM-EX EXISTING COMMUNICATION CABLE

ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING

IO TO BE INSTALLED AT MAJOR BENDS IN STORMWATER AND SEWER LINES AND ALL LOW POINTS IN DOWNPIPES

PRODUCTS AND SYSTEMS TO INSTALLED AND/OR USED AS PER MANUFACTURERS INSTRUCTIONS

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE APPLICABLE AUSTRALIAN STANDARDS, CONSTRUCTION CODES (NCC) AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES

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BEFORE YOU DIG www.byda.com.au

BEWARE OF ALL UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES SHOWN ON THE DRAWING ARE APPROXIMATE ONLY AND NOT ALL MAY BE SHOWN. EXACT POSITIONS OF ALL UNDERGROUND SERVICES SHOULD BE LOCATED ONSITE AND IS THE RESPONSIBILITY OF THE CONTRACTOR.

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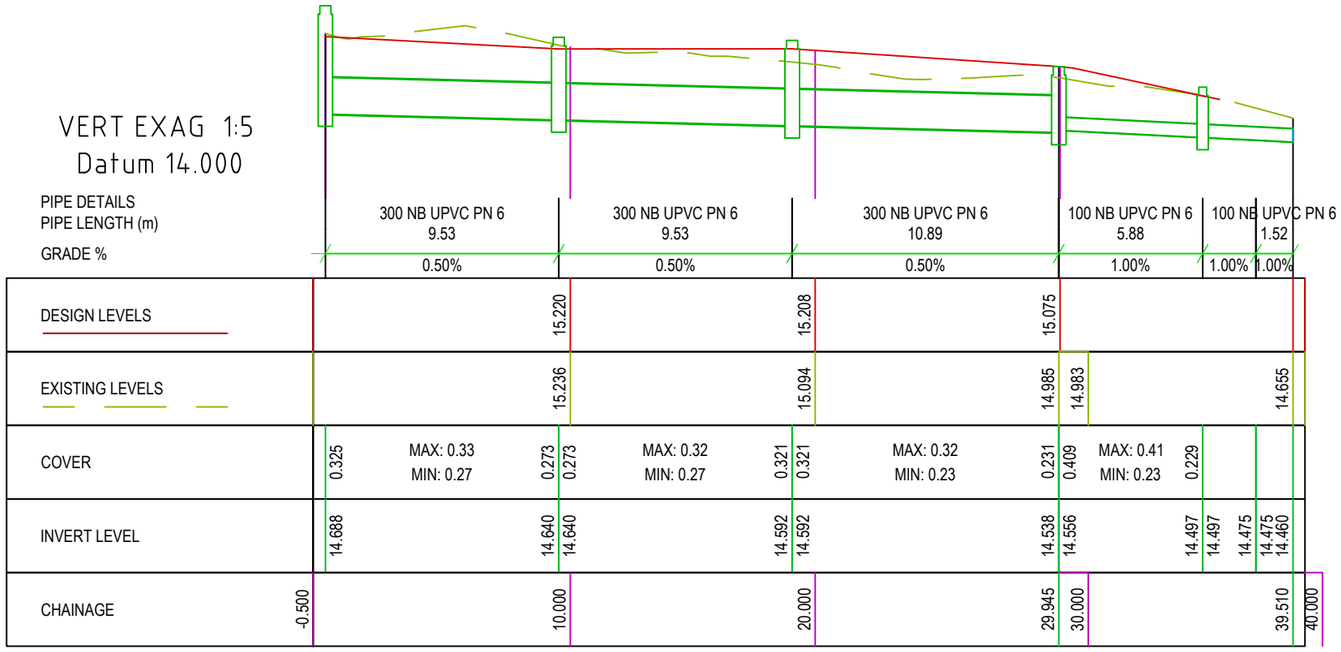
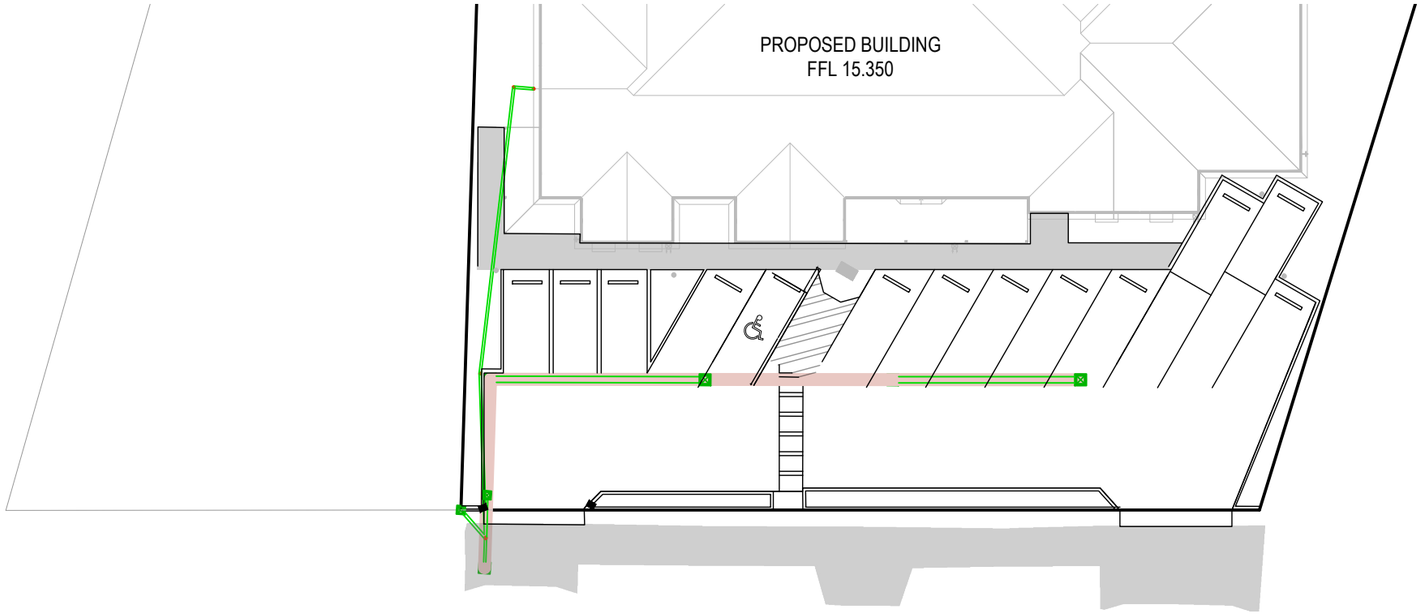
PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
STORMWATER
SITE PLAN

PROJECT #:	SHEET #:	REVISION #:
EE1001	C202	02



PIPE (STORMWATER) LONG SECTION



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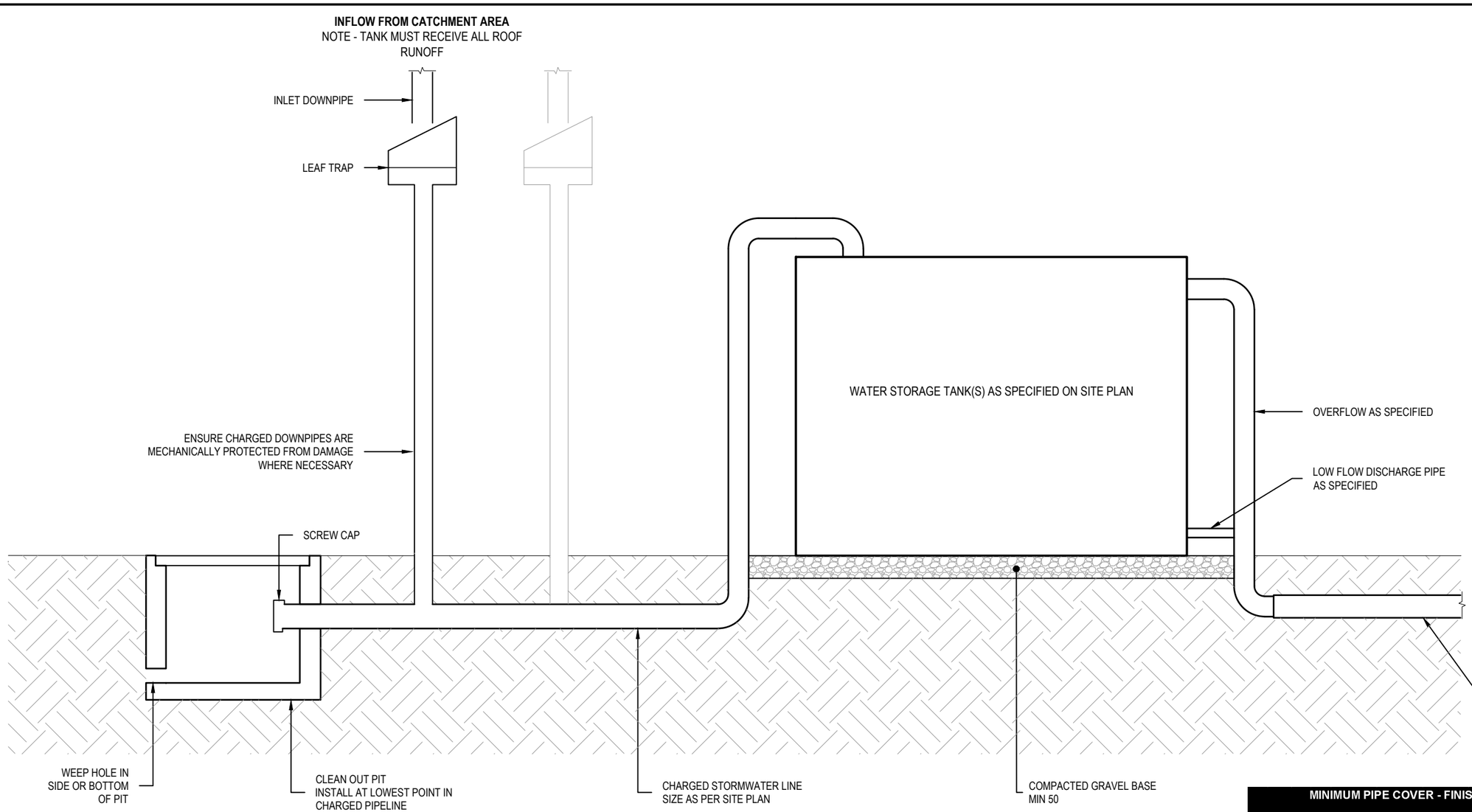
PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
LONGITUDINAL SECTION

PROJECT #:	SHEET #:	REVISION #:
EE1001	C203	02



TYPICAL DETAIL OF ABOVE GROUND RETENTION TANK (CHARGED SYSTEM)
N.T.S.

MINIMUM INTERNAL DIMENSIONS FOR STORMWATER AND INLET PITS
AS/NZS 3500.3:2021 (TABLE 7.5.2.1)

	MINIMUM INTERNAL DIMENSIONS (mm)		
	RECTANGULAR		CIRCULAR
DEPTH TO INVERT OF OUTLET	WIDTH	LENGTH	DIAMETER
≤ 450	350	350	-
≤ 600	450	450	600
> 600 ≤ 900	600	600	900
> 900 ≤ 1200	600	900	1000

MINIMUM PIPE COVER - FINISHED SURFACE TO TOP OF PIPE
AS/NZS 3500.3:2021 (TABLE 6.2.5)

LOCATION			DUCTILE IRON, GALVANIZED STEEL	PLASTICS
			MINIMUM COVER (mm)	
1	NOT SUBJECT TO VEHICULAR LOADING:			
	(a)	WITHOUT PAVEMENT IN AUSTRALIA -		
		(i) FOR SINGLE DWELLINGS; OR	100	100
		(ii) FOR OTHER THAN SINGLE DWELLINGS.	100	300
	(b)	WITH PAVEMENT OF BRICK OR UNREINFORCED CONCRETE.	100	300
2	SUBJECT TO VEHICULAR LOADING:		100[a]	100
	(a)	OTHER THAN ROADS:		
		(i) WITHOUT PAVEMENT.	300	450
		(ii) WITH PAVEMENT OF -		
		(A) REINFORCED CONCRETE FOR HEAVY VEHICULAR LOADING; OR	NIL[a]	100[a]
		(B) BRICK OR UNREINFORCED CONCRETE FOR LIGHT VEHICULAR LOADING.	NIL[a]	75[a]
	(b)	ROADS -		
		(i) SEALED; OR	600	600
		(ii) UNSEALED.	600	750
3	SUBJECT TO CONSTRUCTION EQUIPMENT LOADING OR IN EMBANKMENT CONDITIONS.		600	750
4	LAND ZONE FOR AGRICULTURE USE.		600	600

REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE
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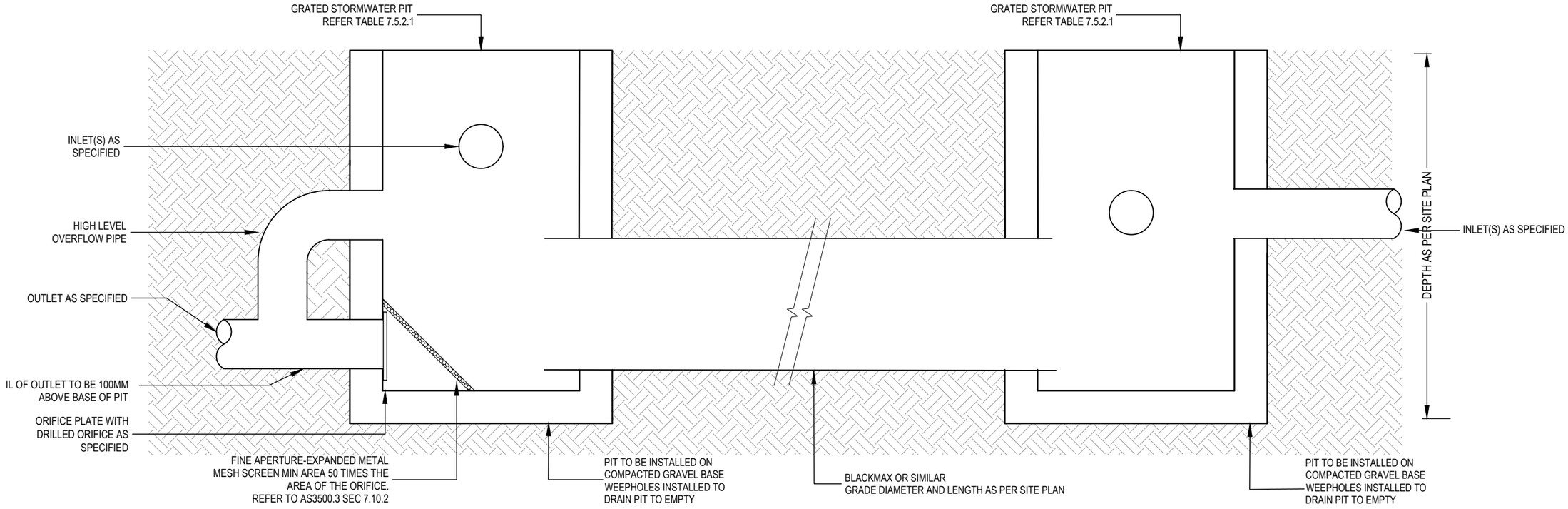
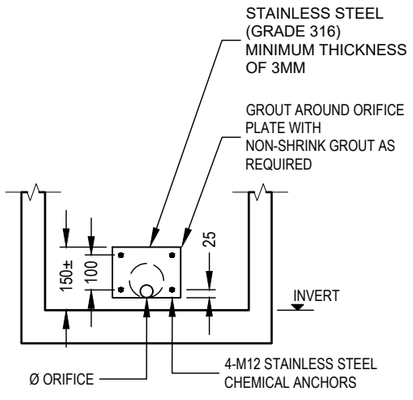
PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
CHARGED STORMWATER DETAIL

PROJECT #:	SHEET #:	REVISION #:
EE1001	C204	02



UNDERGROUND DETENTION DETAIL
N.T.S.



TYPICAL ORIFICE PLATE DETAIL
N.T.S.

MINIMUM INTERNAL DIMENSIONS FOR STORMWATER AND INLET PITS
AS/NZS 3500.3:2021 (TABLE 7.5.2.1)

	MINIMUM INTERNAL DIMENSIONS (mm)		
	RECTANGULAR		CIRCULAR
DEPTH TO INVERT OF OUTLET	WIDTH	LENGTH	DIAMETER
≤ 450	350	350	-
≤ 600	450	450	600
> 600 ≤ 900	600	600	900
> 900 ≤ 1200	600	900	1000

MINIMUM PIPE COVER - FINISHED SURFACE TO TOP OF PIPE
AS/NZS 3500.3:2021 (TABLE 6.2.5)

LOCATION			DUCTILE IRON, GALVANIZED STEEL	PLASTICS
			MINIMUM COVER (mm)	
1		NOT SUBJECT TO VEHICULAR LOADING:		
	(a)	WITHOUT PAVEMENT IN AUSTRALIA -		
		(i) FOR SINGLE DWELLINGS; OR	100	100
		(ii) FOR OTHER THAN SINGLE DWELLINGS.	100	300
	(b)	WITH PAVEMENT OF BRICK OR UNREINFORCED CONCRETE.	100	300
2		SUBJECT TO VEHICULAR LOADING:	100[a]	100
	(a)	OTHER THAN ROADS:		
		(i) WITHOUT PAVEMENT.	300	450
		(ii) WITH PAVEMENT OF -		
		(A) REINFORCED CONCRETE FOR HEAVY VEHICULAR LOADING; OR	NIL[a]	100[a]
		(B) BRICK OR UNREINFORCED CONCRETE FOR LIGHT VEHICULAR LOADING.	NIL[a]	75[a]
	(b)	ROADS -		
		(i) SEALED; OR	600	600
		(ii) UNSEALED.	600	750
3		SUBJECT TO CONSTRUCTION EQUIPMENT LOADING OR IN EMBANKMENT CONDITIONS.	600	750
4		LAND ZONE FOR AGRICULTURE USE.	600	600

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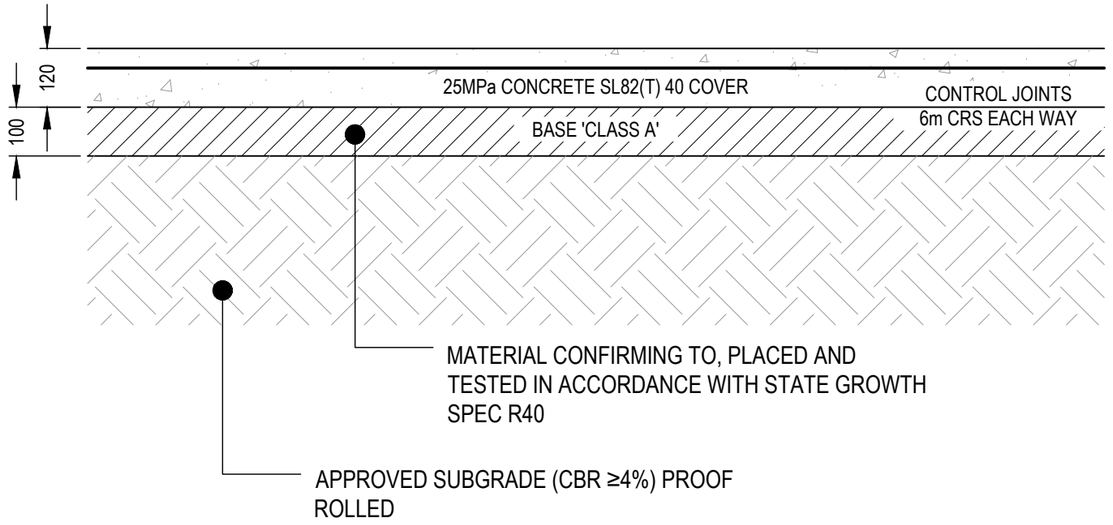
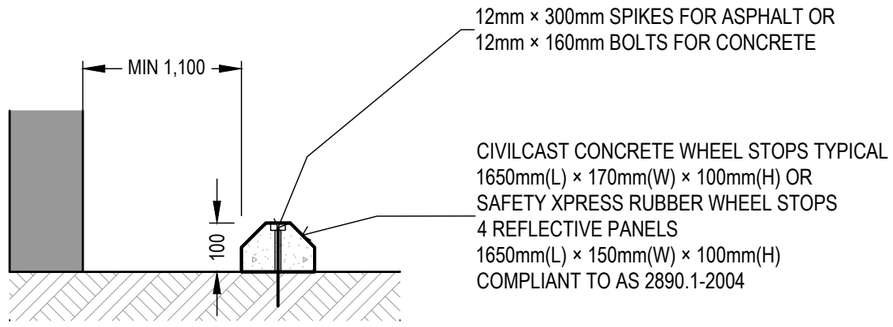
PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
UNDERGROUND DETENTION DETAIL

PROJECT #:	SHEET #:	REVISION #:
EE1001	C205	02



TYPICAL CONCRETE PAVEMENT CROSS SECTION



PREFABRICATED CONCRETE/RUBBER WHEEL STOP

REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE
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01	~~DOC REVIEW~~	~~DRAFT~~	~~DES~~	~~CHKD~~	~~APP~~	16/12/24

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PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
PAVEMENT DETAIL

PROJECT #:	SHEET #:	REVISION #:
EE1001	C206	02

GENERAL

G1 NO ATTEMPT HAS BEEN MADE TO LOCATE ALL SERVICES. ONLY THOSE SERVICES CONSPICUOUS DURING FIELD SURVEYS ARE SHOWN. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY(S) SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICE AND DETAILED LOCATIONS OF ALL SERVICES. ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.

G2 NOMINATION OF PROPRIETARY ITEMS DOES NOT INDICATE EXCLUSIVE PREFERENCE BUT INDICATES THE REQUIRED PROPERTIES OF THE ITEM. SIMILAR ALTERNATIVES HAVING THE REQUIRED PROPERTIES MAY BE OFFERED FOR APPROVAL. INSTALL PROPRIETARY ITEMS IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS.

G3 REFER ANY DISCREPANCY TO THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK.

G4 DO NOT OBTAIN DIMENSIONS BY SCALING FROM THE DRAWINGS. DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES U.N.O.

G5 THE DATUM FOR ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CODES AND THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITY.

G6 ALL CODES REFERENCED IN THESE DOCUMENTS WILL BE THE LATEST EDITION AVAILABLE UNLESS NOTED OTHERWISE.

G7 WHERE ANY COMMON TRENCHING IS REQUIRED, THE FOLLOWING CLEARANCE DISTANCES (BARREL TO BARREL) MUST BE MAINTAINED FROM EXISTING OR PROPOSED SERVICES:
HORIZONTALLY:
300mm ALONG A LENGTH GREATER THAN 2 METRES.
500mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA.
150mm MINIMUM ALONG A LENGTH LESS THAN 2 METRES.
VERTICALLY:
150mm MINIMUM
300mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA.
ELECTRICAL CABLES SHOULD BE LOCATED ON THE OPPOSITE SIDE OF THE STREET. WHERE THIS IS NOT POSSIBLE A 400mm MINIMUM DISTANCE MUST BE OBSERVED OF WHICH 300mm SHOULD BE IN NATURAL AND UNDISTURBED MATERIAL.

G8 THE SCOPE OF WORKS ARE SHOWN IN THESE DOCUMENTS AND THE SPECIFICATION. IT IS EXPECTED THE CONTRACTOR WILL RESOLVE ALL ISSUES UNCOVERED ON SITE THAT ARE NOT DETAILED IN CONJUNCTION WITH THE SUPERINTENDENT.

G9 CLEARANCE REQUIREMENTS AS FOLLOWS UNLESS NOTED OTHERWISE: - -
GAS MAIN - 500mm HORIZONTAL; 300mm VERTICAL
GAS HOUSE CONNECTIONS - 300mm HORIZONTAL; 150mm VERTICAL
TELSTRA / NBN - 600mm HORIZONTAL; 150mm VERTICAL
TASNETWORKS HV / LV CABLES - 450mm
STORMWATER - 600mm HORIZONTAL; 150mm VERTICAL
TASWATER SEWER MAIN - 600mm HORIZONTAL; 500mm VERTICAL

WATER SENSITIVE URBAN DESIGN / ENVIRONMENTAL

E1 CONSTRUCTION SHALL COMPLY WITH ALL ENVIRONMENTAL AND LEGISLATIVE REQUIREMENTS.

E2 ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH 'SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITES' GUIDELINES AVAILABLE FROM EPA/NRM SOUTH, COMPRISING THE FOLLOWING:
FACT SHEET 1: SOIL & WATER MANAGEMENT ON LARGE BUILDING & CONSTRUCTION SITES
FACT SHEET 2: SOIL & WATER MANAGEMENT ON STANDARD BUILDING & CONSTRUCTION SITES
FACT SHEET 3: SOIL & WATER MANAGEMENT PLANS
FACT SHEET 4: DISPERSIVE SOILS - HIGH RISK OF TUNNEL EROSION
FACT SHEET 5: MINIMISE SOIL DISTURBANCE
FACT SHEET 6: PRESERVE VEGETATION
FACT SHEET 7: DIVERT UP-SLOPE WATER
FACT SHEET 8: EROSION CONTROL MATS & BLANKETS
FACT SHEET 9: PROTECT SERVICE TRENCHES & STOCKPILES
FACT SHEET 10: EARLY ROOF DRAINAGE CONNECTION
FACT SHEET 11: SCOUR PROTECTION - STORM WATER PIPE OUTFALLS & CHECK DAMS
FACT SHEET 12: STABILISED SITE ACCESS ·
FACT SHEET 13: WHEEL WASH
FACT SHEET 14: SEDIMENT FENCES & FIBRE ROLLS
FACT SHEET 15: PROTECTION OF STORM WATER PITS
FACT SHEET 16: MANAGE CONCRETE, BRICK & TILE CUTTING
FACT SHEET 17: SEDIMENT BASINS
FACT SHEET 18: DUST CONTROL
FACT SHEET 19: SITE RE-VEGETATION

E2 CONTROL MEASURES SHALL BE IN PLACE PRIOR TO EACH SITE DISTURBANCE AND SITE DISTURBANCE SHALL BE STAGED WHERE POSSIBLE

E4 WORK SHALL BE RESTRICTED TO THE WELL-DEFINED WORKS ZONES

E5 A SOIL RETENTION SYSTEM (E.G., GRAVEL SHAKEDOWN ZONE) SHALL BE PROVIDED AT ALL SITE ACCESS

E6 ANY SOIL MATERIAL TRACKED OFF-SITE ONTO ROADWAYS SHALL BE IMMEDIATELY REMOVED

E7 ALL CHEMICAL STORAGE SHALL BE MANAGED (E.G., BUNDED) IN ACCORDANCE WITH WORKCOVER OR EPA GUIDELINES

E8 THE EXTENT OF CUT AND FILLS SHALL BE MINIMISED. CUT AND FILL BATTER GRADES SHALL IDEALLY BE AT 1:3

E9 DISTURBED SOIL AREAS SHALL BE EFFECTIVELY MANAGED BY STAGING, MINIMISING AREA EXPOSED AT ANY ONE TIME, AND MINIMISING THE EXPOSURE TIMEFRAME OF EACH

E10 SEDIMENT FILTERS (E.G., SEDIMENT FENCE) SHALL BE USED TO FILTER ALL 'SHEET FLOW' RUNOFF FROM DISTURBED AREAS AND STOCKPILES TO PREVENT SEDIMENT FROM ENTERING STORMWATER SYSTEMS

E11 TEMPORARY CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL THE CATCHMENT THEY ARE SERVICING IS STABILISED (FOR GRASS THIS WILL MEAN 70% GROUNDCOVER).

E12 ALL SOIL LOADED TRUCKS LEAVING OR ENTERING THE SITE SHALL BE TARPED

E13 TOPSOIL SHALL BE RE-SPREAD OVER ALL EXPOSED SOIL SURFACES WHERE VEGETATION IS REQUIRED. A MAXIMUM DEPTH OF 50MM SHALL BE PLACED ON SLOPES STEEPER THAN 1:3 AND A MINIMUM DEPTH OF 100MM SHALL BE PLACED ON SLOPES LESS THAN 1:3

E14 AN NPK 11-34-11 FERTILISER OR SIMILAR AS APPROPRIATE SHALL BE APPLIED AT A RATE OF 200-400KG/HA. CARE IS TO BE TAKEN TO AVOID ANY FERTILISER DIRECTLY ENTERING WATERCOURSES.

E15 SCARIFYING OR DIRECT DRILLING SHOULD BE USED TO IMPROVE SEED STRIKE RATES

E16 REVEGETATION WORKS SHALL BE MAINTAINED/ENHANCED (E.G., RESEEDING, FERTILISING, WATERING) UNTIL A MINIMUM OR 70% GROUND COVER IS ESTABLISHED

E17 NO TREES TO BE REMOVED WITHOUT THE APPROVAL OF THE SUPERINTENDENT REPRESENTATIVE

E18 MINIMISE AIR POLLUTION INCLUDING DUST AND NOISE THAT MIGHT INTERFERE WITH NEIGHBOURING PROPERTIES

STORMWATER

SW1 ALL STORM WATER PLUMBING & DRAINAGE TO COMPLY WITH A.S 3500.3:2021 STORM WATER DRAINAGE.

SW2 WHERE RELEVANT, REFER TO IPWEA/LGAT TASMANIAN STANDARD DRAWINGS ISSUED MAY 2020

SW3 ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

WATER

W1 ALL WATER SUPPLY CONSTRUCTION TO:
WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) - PART 2: CONSTRUCTION ·
WATER SERVICES ASSOCIATION OF AUSTRALIA - TASWATER SUPPLEMENT
TASWATER'S STANDARD DRAWINGS TWS-W-0002 SERIES
WATER METERING POLICY/METERING GUIDELINES
TASWATER'S STANDARD DRAWINGS TWS-W-0003 - FOR PROPERTY SERVICE CONNECTIONS - CAGE FOR WATER METER ASSEMBLY
BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2021. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE LOCAL WATER AUTHORITY WORKS SUPERVISOR.

WORK HEALTH AND SAFETY

WHS1 ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH:
RELEVANT WORK HEALTH AND SAFETY LEGISLATION
RELEVANT SAFE WORK AUSTRALIA CODES OF PRACTICE
SITE SPECIFIC SAFETY PLANS
IF THE CONTRACTORS PROPOSES AN ALTERNATIVE DESIGN, A SAFETY RISK ASSESSMENT SHOULD BE UNDERTAKEN AND SUBMITTED TO THE SUPERINTENDENT FOR REVIEW

EARTHWORKS

EW1 EARTHWORKS SHALL BE IN ACCORDANCE WITH THIS SPECIFICATION AND AS 3798.

EW2 AREAS OF FILL
REMOVE TOP SOIL AND ORGANIC MATERIAL
PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
98% STANDARD DRY DENSITY UNDER BUILDING
100% STANDARD DRY DENSITY UNDER ROADS AND CARPARKS
REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE
PLACE FILL AS SPECIFIED AND COMPACT WITHIN 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

EW3 AREAS OF CUT
REMOVE TOP SOIL AND ORGANIC MATERIAL B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
98% STANDARD DRY DENSITY UNDER BUILDINGS
100% STANDARD DRY DENSITY UNDER ROADS AND CAR PARKS
REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

ROAD WORKS

WERE RELEVANT, REFER TO IPWEA/ LGATS TASMANIAN SUBDIVISION STANDARD DRAWINGS ISSUED - MAY 2020.

SURVEY

SU1 SURVEY DETAILS ON COVER PAGE

SU2 PROPERTY BOUNDARY OVERLAYS, WHERE SUPPLIED, VARY IN ACCURACY BUT ARE GENERALLY TO 0.5m. THEREFORE A LAND SURVEY, AS DEFINED UNDER THE SURVEYING ACT 2002, SHOULD BE UNDERTAKEN BEFORE ANY CONSTRUCTION ACTIVITY IS CARRIED OUT ON OR NEAR THE LAND BOUNDARIES DEPICTED BY THIS MODEL.

SU3 SURVEY CONTROL INFORMATION IS REGARDED AS SUITABLE FOR THE SURVEY AND CORRECT AT THE TIME OF SURVEY. BUT SHOULD BE VERIFIED BEFORE BEING USED FOR ANY PURPOSE.

SU4 NO DESIGN SHOULD BE UNDERTAKEN OUTSIDE OF SURVEY EXTENTS. IF DESIGN EXCEEDS SURVEY EXTENTS, ADDITIONAL SURVEY DATA SHOULD BE ACQUIRED.

SU5 UNDERGROUND SERVICES: THE LOCATION OF ALL EXISTING UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY. EXCEED TAKES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONFIRM THE LOCATION & DEPTH/ INVERT LEVEL OF ALL EXISTING UNDERGROUND SERVICES, IN CONJUNCTION WITH THE RELEVANT SERVICE AUTHORITY & ANY CONFLICTS WITH THE PROPOSED DESIGN/ PIPE ALIGNMENT ARE TO BE RESOLVED PRIOR TO CONSTRUCTION

SEWERAGE

S1 ALL SEWER WORKS TO BE IN ACCORDANCE WITH WSA SEWER CODE AND TAS WATER STANDARDS AND SUPPLEMENTS. ANY MODIFICATIONS TO THESE STANDARDS REQUIRES APPROVAL FROM SUPERINTENDENT AND TAS WATER.

S2 ALL NEW LIVE SEWER CONNECTIONS TO EXISTING TAS WATER SEWERAGE INFRASTRUCTURE TO BE COMPLETED BY TAS WATER UNLESS OTHERWISE AGREED AND APPROVED AT OWNERS EXPENSE.

S3 ALL DRAINAGE WORKS TO BE INSPECTED AND TESTED IF REQUIRED. CONTRACTOR IS RESPONSIBLE FOR ORGANISING INSPECTIONS AT BUT NOT LIMITED TO THE FOLLOWING STAGES;
TRENCHING AND PIPEWORK BEDDING
PIPE INSTALLED AND PRIOR TO BACKFILLING
AFTER BACKFILLING
SHOULD ANY INSPECTIONS OR TESTING FAIL TO MEET THE REQUIREMENTS PRESCRIBED BY THE STATUTORY AUTHORITY THE SECTION FAILING THE TESTING/INSPECTION SHOULD BE REMOVED AND REINSTALLED TO MEET THE STATUTORY REQUIREMENTS AND DIRECTIONS PROVIDED. COST OF REINSTALLATION IS AT CONTRACTORS EXPENSE.

S4 TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DESIGN DRAWINGS AND TAS WATER STANDARDS. ELECTROMAGNETIC METAL IMPREGNATED TAPE SHOULD BE INSTALLED IN ALL NON METALLIC PIPE TRENCHES

S5 ALL MANHOLES ARE TO BE PRECAST CONCRETE MINIMUM 1050ID AND INSTALLED IN ACCORDANCE WITH WSA AND TAS WATER STANDARDS. MANHOLE COVERS TO BE HEAVY DUTY CLASS D GATIC COVERS AND SURROUNDS IN TRAFFICABLE AREAS AND MEDIUM DUTY CLASS B GATIC COVERS AND SURROUNDS IN NON TRAFFICABLE AREA.

S6 THE CONTRACTOR IS RESPONSIBLE FOR THE PRODUCTION OF ALL AS CONSTRUCTED DRAWINGS AND DOCUMENTATION. AS CONSTRUCTION DOCUMENTATION SHOULD BE IN ACCORDANCE WITH TAS WATER REQUIREMENTS AND STANDARDS AND BE CERTIFIED BY CHARTERED OR REGISTERED ENGINEER.

S7 ALL REDUNDANT SECTIONS OF PIPE TO BE FILLED WITH "LIQUIFILL" GRADE PC.1
0.5-2.0MPa OR APPROVED EQUIVALENT

REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE
02	FOR DA	MT	JAM	SD	SD	18/12/2024
01	FOR REVIEW	JAM	JAM	SD	LD	16/12/24

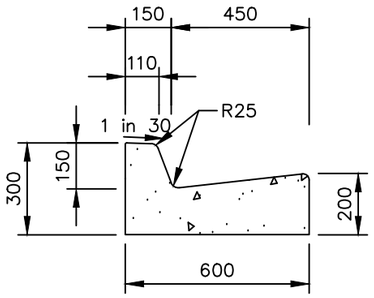
PLOTTED: Dec 18, 2024 - 2:32pm FILE: C:\Users\MTANGE~1\AppData\Local\Temp\AcPublish_11344\EE1001 C3D ARTHUR ST- COPY.dwg

SHEET: A3

EXCEED ENGINEERING
51 YORK STREET, PO BOX 1971
LAUNCESTON, TAS 7250
Ph: 03 6332 6955
E: info@exceedeng.com.au
www.exceedeng.com.au

PROPOSED BUILDING
18 ARTHUR STREET, SORELL
STORMWATER DESIGN
CIVIL NOTES

PROJECT #:	SHEET #:	REVISION #:
EE1001	C207	02



TYPE KC
(KERB AND CHANNEL)
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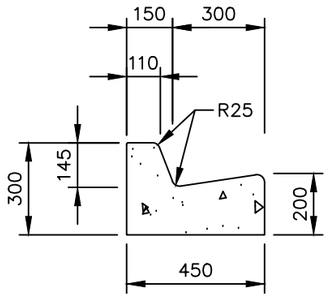
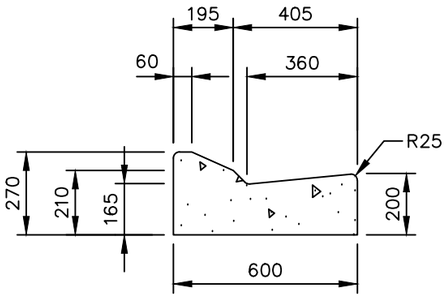


TYPE KCS
(SMALL)
SCALE 1 : 20



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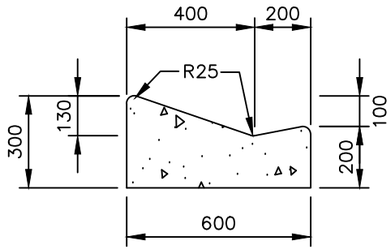
SCALE 1 : 20



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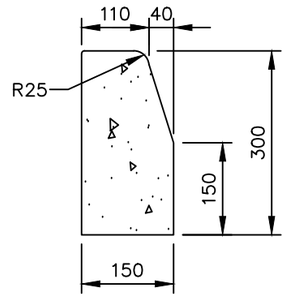
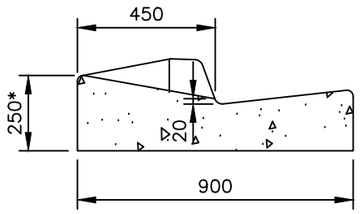
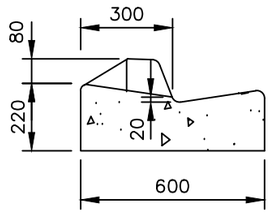


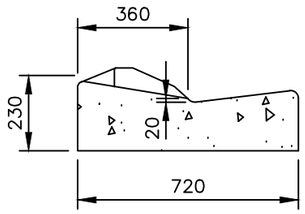
TYPE BK
(BARRIER)
SCALE 1 : 10



TYPE KC
VEHICULAR CROSSING
SCALE 1 : 20
* Refer note 2.



TYPE KCS
VEHICULAR CROSSING
SCALE 1 : 20



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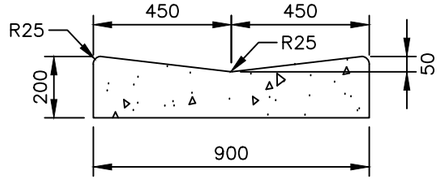
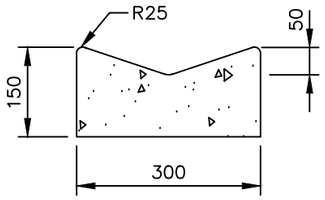
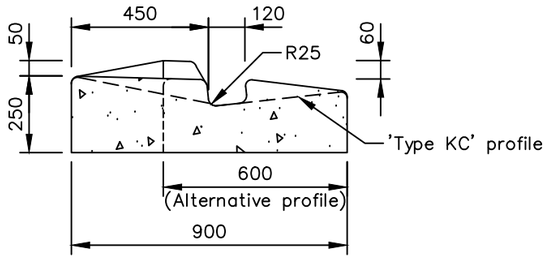
VEHICULAR CROSSING
SCALE 1 : 20



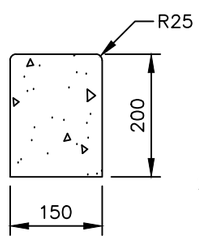
VEE CHANNEL
VEHICULAR CROSSING
SCALE 1 : 20



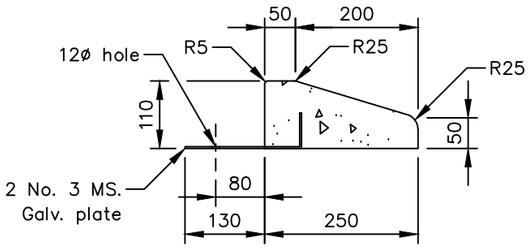
TYPE DD
(DISH DRAIN)
SCALE 1 : 10



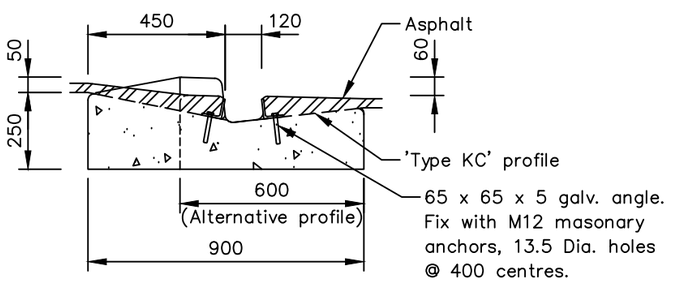
OPEN WEDGE
VEHICULAR CROSSING
SCALE 1 : 20



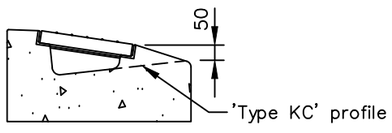
TYPE FK
(FLUSH)
SCALE 1 : 10



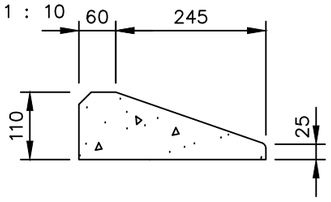
TYPE PCM
(PRECAST MOUNTABLE or POURED ON SITE)
SCALE 1 : 10



ASPHALT WEDGE
VEHICULAR CROSSING
SCALE 1 : 20
(Approval needed by General manager's delegated officer)



GRATED WEDGE
VEHICULAR CROSSING
SCALE 1 : 20
Refer Sheet TSD–R17 for grate details



M3 (State Growth)
MOUNTABLE KERB
SCALE 1 : 20

NOTES

1. Radius (25mm) all exposed edges unless otherwise noted.
2. The height of the 'Type KC' crossover may be reduced from 250mm, by up to 50mm to improve vehicle clearance, subject to the road drainage requirements being satisfied by either:
   - confirming, by calculation, the flow contained within the road reserve OR
   - Provision of additional drainage.
3. All concrete kerb and channel shall be constructed in accordance with AS2878–2000
4. Provide tooled contraction joints at 3m max centres.
5. Jointing Requirements – Typical for all, provide expansion joints at 21m centres and at structures such as access ramps, vehicular crossings, gully pits and tangent points at intersection kerb returns.

SCALES: AS SHOWN
(All scales are correct at A3)

XRef File: TSD-R14-v3.dwg

REFERENCES

TAS Division
IPWEA
INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA

Local Government Association Tasmania

STANDARD DRAWING

APPROVED CONCRETE KERBS AND CHANNELS PROFILE DIMENSIONS

GPO Box 1521, Hobart Tasmania 7001 I 326 Macquarie Street, Hobart Tasmania 7000
T: 03 6233 5966 F: 03 6233 5986 Email: admin@lgat.tas.gov.au

ISSUE DATE: 18-09-2020

DWG No. TSD-R14-v3

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DRAWING SCHEDULE

18 Arthur Street Sorell TAS 7172

General Notes

This cover page must be circulated with all issued documentation.

The information contained within this documentation is to the best of our knowledge accurate and correct. However, all information is indicative and exact dimensions, specifications and other relevant information should be sought from the appropriate source.

Builder to confirm locations of all existing services on site prior to commencing any works.

Shop drawings or fabrication figured dimensions take precedence over scaled dimensions, any discrepancies should be referred to Cyber Services Group immediately.

Builder to consult and build according to the landlords site specific design guidelines, fitout guide and latest lease plans and base building drawings supplied by landlord. Builder to refer to the landlords site specific guidelines and fit out guide to confirm whether any penetrations in blockwork walls are allowed.

Contractors to ensure consistency between materials is maintained.

Prepare and make good all surfaces and substrates as required to receive new finishes as per manufactures specification.

Make good to all surfaces as required to match adjacent to surfaces.

Chasing and core holes to be confirmed with engineer to determine any structural limitations on size and location.

A/c registers, sprinklers and access panel locations to be advised/confirmed.

Any cost variations must be approved by client prior to execution by builder, non-approved cost variations will not be met.

All plans approved by centre/landlord/planning authority to be kept on site at all times.

Builder to supply hot water unit and appropriate tundish or drainage as required to comply with statutory requirements. Shopfitter to confirm usage with client prior to installation.

Each drawing from this documentation package to be read in conjunction with finishes schedule attached.

If not noted on detail/typical elevations refer to plan for finishes type and extent.

Paint a/c grilles, a/c diffusers and access panels the same as adjacent ceiling finish unless otherwise noted.

Appointed builder is responsible for any sub-contractors working from these drawings.

Builder to ensure subcontractors have the complete set of documentations prior to commencement of project.

Builder to ensure all codes of the SCA are met from all subcontractors working on this project.

Works should be completed within the hours as instructed be landlord allow for out of hours construction is required

At completion of the building project, certificate qualified persons certifying that all the mechanical, hydraulic, plumbing, structural, electrical services the fire safety measures have been designed and installed in accordance with the required standards are to be provided by qualified persons.

Kitchen and other food preparation areas designed and to be constructed in accordance with AS4674-2004 design, construction and fit-out of food premises.

Ventilation

All rooms to have adequate ventilation as required ventilation is to comply with part F6D6 of the NCC.

Mechanical ventilation is to be installed in accordance with the relevant provisions of AS1668.2-2012

Requirements of the fire engineered solution in terms of mechanical ventilation will be strictly adhered to where applicable.

Equipment

All equipment on these drawings shown indicatively.

Contractor to confirm all dimensions and equipment requirements with client prior to installation.

All equipment to be installed as per manufacturer's s instructions.

Contractor to confirm supply and installation of ALL equipment with client.

Builder to provide appropriate and approved cutouts in joinery items as required to allow for cable access.

Energy Efficiency

New air-conditioning not forming part of the base building shall comply with all parts section J6 of the NCC.

New air-conditioning ductwork in addition to that provided by base building to be insulated to achieve an R1.0 rating and is to be installed in accordance with AS/NZS 4859.1-2002.

Artificial lighting not forming part of the base building is to comply with section J7 of the NCC.

General Notes

Door Notes

The unobstructed widths in the required exits, and in the paths of travel to the required exits except the doorways will not be less than 1000mm.

Required exit doors will be readily openable without a key from the side that faces a person requiring egress, by a single handed downward action on a single device which is located between 900mm and 1200mm above the floor, in accordance with clause D3D26 of the NCC.

Builder

It is your responsibility to do an inspection while tendering to ensure on site conditions have accurately been documented. Cyber Services Group will not take responsibility for any site discrepancy that results in a variation to the client.

It is your responsibility to organise any site inspections required by the private certifier and/or council.

It is your responsibility to secure all required certificates to enable the release of the occupation certificate ensuring that the OC is issued on time prior to trading.

Joinery Finishes

For finishes to joinery and adjacent areas refer to the finishes schedule.

All loose furniture and joinery within existing perimeter built environment to be protected and masked off during commencement of any building works.

If not noted on detail/typical elevations refer to plan for finishes type and extent.

Builder to ensure no sharp edges on any joinery items.

Conceal all fixings and screw cap all fixings.

Use adhesives, fasteners and fixings capable of transmitting the loads imposed and to ensure the rigidity of the assembly, without splitting or damaging materials.

Finish all exposed edges of the units with edge strips to match faces, unless otherwise noted.

All hinges to high quality metal fitting of a concealed type provide in number and location necessary to prevent dropping of the door.

All substrate surrounding cooking area as required to withstand/prevent heat transfer from all cooking equipment

All stainless-steel substrate must have folded edge in one piece and then seal all panel joints on top.

All substrates for benchtops, cupboards and joinery to be E0 or E1 MDF unless otherwise noted.

All substrates for benchtops and cupboards for food tenancies, wet areas and kitchens to be waterproof plywood or equal unless otherwise noted.

Wall Finishes

Fire indices of materials, lining and surface finishes to comply with specification C2D11 of the NCC.

Glazing partitions to be provided with manifestations, or markings of glass between 700-1200mm above the floor with an opaque band 20mm in height to prevent the pane being mistaken as a doorway or opening.

Materials, linings and surface finishes used in the building will comply with the fire hazard properties in accordance with specification C2D11 of the NCC at completion of the project certification are to be submitted detailing compliance with this specification.

All wet areas are required to be protected by a waterproof membrane which is turned up a minimum of 150mm at the floor/wall junction.

Floor Finishes

Refer to plans for floor finishes.

All flooring is to be laid on clean, bound and appropriate substrates all flooring to be laid strictly in accordance with the manufacturer's instructions.

Upon completion floor is to be cleaned as per manufacturer's instructions.

Builder to asssess whether floor needs to be topped to ensure a level surface is achieved between the existing floor and specified new floor finish prior to installing specified flooring, a recessed aluminium flatbar or similar demising strip to be provided at all floor finish junctions.

Wet areas are to comply with the requirements of Part F2D2 of the NCC and protected in accordance with the relevant parts of AS3740.

Refer to drawings for coving specification if applicable.

All flooring penetrations to be treated in accordance with clause C4D15 of the NCC.

CYBER SERVICES GROUP WILL NOT TAKE RESPONSIBILITY FOR PRIVATE CERTIFIERS NOT ISSUING AN OC WHICH MAY RESULT IN DELAYING TRADE.

Compliance Notes

All work to be in accordance with;

1. National Construction Code (NCC).
2. All relevant Australian standards (AS).
3. All local bylaws including statutory regulations, local authority requirements and all conditions of councils or PCA's development / planning consent and the conditions of the construction certificate / building permit.
4. All work to comply with the requirements of all other authorities and applicable laws including but not without limitation to any anti-discrimination legislation
5. The Disability Discrimination Act *

STANDARD	CODE
Design, Construction and Fit-out of food premises	AS 4674
Design for Access and Mobility apply.	AS 1428.1 NCC - D4D4
Fire Extinguishers and Fire Blankets	AS 2444 AS/NZS 1841
Water Proofing of Wet Areas	AS 3740 NCC - F2D2
Electrical Wiring Installations	AS 3000
Emergency Escape Lighting and Exit Signs	AS 2293.1 NCC - E4D2, E4D4, E4D5, E4D8
Interior and Workplace Lighting	AS 1680 NCC - Pat J7
Safety Signs	AS 1319
Industrial Fall-arrest Systems and Devices	AS/NZS 1891
Mechanical ventilation and air conditioning	AS 1668.2 NCC NSW - F6D6
Thermal Performance and Insulation	AS 4859
Glass in Buildings	AS 1288
Plumbing and Drainage	AS/NZS 3500.4
Masonry Structures	AS 3700
Concrete Construction	AS 3700
Aluminium Structures	AS 1664
Composite Structures	AS 2327
Steel Construction	AS 1250 AS 1538 AS 4100
Timber Framing Construction	AS 1684
Termite Management	AS 3660
Fibre Cement Sheets	ISO 8336
Installation Sheet Roofing and Wall Cladding	AS 1562
Parking Facilities	AS 2890
Swimming Poool Safety	AS 1926.1

All electricity/distribution boards, or central telecommunications distribution boards located in the path of travel, will be enclosed in non-combustible construction or a fire protective covering, with doors provided with smoke seals in accordance with clause S14C2 of the NCC.

The provisions for egress will comply with part D1 of the NCC. a maximum of 20m to reach a point of choice in accordance with the deemed-to-satisfy provisions of the NCC.

* - The NCC requires that disabled access is a key design consideration for both individuals stores and common areas. This documentation is not confirmation of and legal requirement and Cyber Services Group will not be liable for any failure to comply with legislation or other regulatory requirements.

ABBREVIATIONS

AC	AIR CONDITIONING UNIT
AMB	AMBULANT TOILET
B	BATH
BB	BABY BATH
BO	BOLLARD
CA	CARPET
CBD	CUPBOARD
CD	CLOTHES DRYER
CM	CHANGE MAT
CO	COLUMN
CONC	PLAIN CONCRETE
CS	CLEANERS SINK
DB	DRAINAGE BLOCKOUT
DF	DRINKING FOUNTAIN
DP	RAINWATER DOWNPIPE
DW	DISHWASHER SPACE
FB	FIRE BLANKET
FCL	FINISHED CEILING LEVEL
FE	FIRE EXTINGUISHER
FFL	FINISHED FLOOR LEVEL
FHR	FIRE HOSE REEL
FW	FLOOR WASTE
FZR	FREEZER
HB	HAND BASIN
HC	HOSE COCK
HD	ELECTRIC HAND DRYER
HP	HOT PLATE
HWS	HOT WATER SYSTEM
HYD	FIRE HYDRANT
MR	MIRROR
LDY	LAUNDRY
LT	LAUNDRY TUB
MB	METER BOX
MX	BASIN MIXER
NGL	NATURAL GROUND LEVEL
NSV	NON-SLIP SHEET VINYL
NTS	NOT TO SCALE
O/A	OVERALL
OG	OBSCURE GLASS
O/HH	OVERHEAD CUPBOARDS
PT	PARTITION
PTD	PAPER TOWEL DISPENSER
PTY	PANTRY
REF	REFRIGERATOR
RH	RANGEHOOD
S	SINK
SD	SOAP DISPENSER
SH	SHELF
SHR	SHOWER
SMX	SHOWER MIXER
SS	SHOWER SEAT
SV	SHEET VINYL
TF	TILE FINISH
UBO	UNDER BENCH OVEN
VB	VANITY BASIN
WF	WALL FINISH
WM	WASHING MASHINE
WC	WATER CLOSET

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
DIMENSIONS SHALL NOT BE OBTAINED BY SCALING. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. SETOUT DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY WORK BEING CARRIED OUT. ANY PROBLEMS SHALL BE DIRECTED TO THE BUILDER FOR CLARIFICATION & CORRECTION

REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
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ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
GENERAL NOTES
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
2

OPERATIONAL WORK, HEALTH & SAFETY NOTES

1. FALLS, SLIPS, TRIPS

a) WORKING AT HEIGHTS DURING CONSTRUCTION

Wherever possible, components for this building should be prefabricated off- site or at ground level to minimise the risk of workers falling more than two metres. However, construction of this building will require workers to be working at heights where a fall in excess of two metres is possible and injury wherever a person is required to work in a situation where falling more than two metres is a possibility.

DURING OPERATION OR MAINTENANCE

For houses or other low-rise buildings where scaffolding is appropriate:

Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metres is possible. Where this type of activity is required, scaffolding, ladders or trestles should be used in accordance with relevant codes of practice, regulations or legislation.

For buildings where scaffold, ladders, trestles are not appropriate:

Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metres is possible. Where this type of activity is required, scaffolding, fall barriers or Personal Protective Equipment (PPE) should be used in accordance with relevant codes of practice, regulations or legislation.

ANCHORAGE POINTS

Anchorage points for portable scaffold or fall arrest devices have been included in the design for use by maintenance workers. Any persons engaged to work on the building after completion of construction work should be informed about the anchorage points.

b) SLIPPERY OR UNEVEN SURFACES

FLOOR FINISHES Specified

If finishes have been specified by designer, these have been selected to minimise the risk of floors and paved areas becoming slippery when wet or when walked on with wet shoes/feet. Any changes to the specified finish should be made in consultation with the designer or, if this is not practical, surfaces with an equivalent or better slip resistance should be chosen.

FLOOR FINISHES By Owner

If designer has not yet been involved in the selection of surface finishes, the owner is responsible for the selection of surface finishes in the pedestrian trafficable areas of this building. Surfaces should be selected in accordance with AS HB 197:1999 and AS/NZ 4586:2004.

STEPS, LOOSE OBJECTS AND UNEVEN SURFACES

Due to design restrictions for this building, steps and/or ramps are included in the building which may be a hazard to workers carrying objects or otherwise occupied. Steps should be clearly marked with both visual and tactile warning during construction, maintenance, demolition and at all times when the building operates as a workplace.

Building owners and occupiers should monitor the pedestrian access ways and in particular access to areas where maintenance is routinely carried out to ensure that surfaces have not moved or cracked so that they become uneven and present a trip hazard. Spills, loose material, stray objects or any other matter that may cause a slip or trip hazard should be cleaned or removed from access ways.

Contractors should be required to maintain a tidy work site during construction, maintenance or demolition to reduce the risk of trips and falls in the workplace. Materials for construction or maintenance should be stored in designated areas away from access ways and work areas.

2. FALLING OBJECTS

LOOSE MATERIALS OR SMALL OBJECTS

Construction, maintenance or demolition work on or around this building is likely to involve persons working above ground level or above floor levels. Where this occurs one or more of the following measures should be taken to avoid objects falling from the area where the work is being carried out onto persons below.

1. Prevent or restrict access to areas below where the work is being carried out.
2. Provide toeboards to scaffolding or work platforms.
3. Provide protective structure below the work areas.
4. Ensure that all persons below the work area have Personal Protective Equipment (PPE).

BUILDING COMPONENTS

During construction, renovation or demolition of this building, parts of the structure including fabricated steelwork, heavy panels and many other components will remain standing prior to or after supporting parts are in place. Contractors should ensure that temporary bracing or other required support is in place at all times when collapse which may injure persons in the area is a possibility.

Mechanical lifting of materials and components during construction, maintenance or demolition presents a risk of falling objects. Contractors should ensure that appropriate lifting devices are used, that loads are properly secured and that access to areas below the load is prevented or restricted.

3. TRAFFIC MANAGEMENT

For building on a major road, narrow road or steeply sloping road:

Parking of vehicles or loading/unloading of vehicles on this roadway may cause a traffic hazard. During construction, maintenance or demolition of this building designated parking for workers and loading areas should be provided. Trained traffic management personnel should be responsible for the supervision of these areas.

For building where on-site loading/unloading is restricted:
Construction of this building will require loading and unloading of materials on the roadway. Deliveries should be well planned to avoid congestion of loading areas and trained traffic management personnel should be used to supervise loading/unloading areas.

For all buildings:

Busy construction and demolition sites present a risk of collision where deliveries and other traffic are moving within the site. A traffic management plan supervised by trained traffic management personnel should be adopted for the work site.

4. SERVICES

GENERAL

Rupture of services during excavation or other activity creates a variety of risks including release of hazardous material. Existing services are located on or around this site. Where known, these are identified on the plans but the exact location and extent of services may vary from that indicated. Services should be located using an appropriate service (such as Dial Before You Dig), appropriate excavation practice should be used and, where necessary, specialist contractors should be sued.

Locations with underground power:

Underground power lines MAY be located in or around this site. All underground power lines must be disconnected or carefully located and adequate warnings signs used prior to any construc5tion, maintenance or demolition commencing.

Locations with overhead power lines:

Overhead power lines MAY be near or on this site. These pose a risk of electrocution if struck or approached by lifting devices or other plant and persons working above ground level. Where there is a danger of this occurring, power lines should be, where practical, disconnected or relocated. Where this is not practical adequate warning in the form of bright coloured tape or signage should be used or a protective barrier provided.

5. MANUAL TASKS

Components within this design with a mass in excess of 25kg should be lifted by two or more workers or by mechanical lifting device. Where this is not practical, suppliers or fabricators should be required to limit the component mass. All material packaging, building and maintenance components should clearly show the total mass of packages and where practical all items should be stored on site in a way which minimises bending before lifting. Advice should be provided on safe lifting methods in all areas where lifting may occur. Construction, maintenance and demolition of this building will require the use of portable tools and equipment. These should be fully maintained in accordance with manufacturer's specifications and not used where faulty or in the case of electrical equipment) not carrying a current electrical safety tag. All safety guards or devices should be regularly checked and Personal Protective Equipment should be used in accordance with manufacturer's specification

6. HAZARDOUS SUBSTANCES

ASBESTOS

For alterations to a building constructed prior to 1990:

If this existing building was constructed prior to:

1990 – it therefore may contain asbestos

1986 – it therefore is likely to contain asbestos

either in cladding material or in fire retardant insulation material. In either case the builder should check and, if necessary, take appropriate action before demolishing, cutting, sanding, drilling or otherwise disturbing the existing structure.

POWDERED MATERIALS

Many materials used in the construction of this building can cause harm if inhaled in powered form. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation while using powdered material or when sanding, drilling, cutting or otherwise disturbing or creating powdered material.

TREATED TIMBER
The design of this building may include provision for the inclusion of treated timber within the structure. Dust or fumes from this material can be harmful. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation of harmful material when sanding, drilling, cutting or using treated timber in any way that may cause harmful material to be released. Do not burn treated timber.

VOLATILE ORGANIC COMPOUNDS

Many types of glue, solvents, spray packs, paints, varnishes and some cleaning materials and disinfectants have dangerous emissions. Areas where these are used should be kept well ventilated while the material is being used and for a period after installation. Personal Protective Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

SYNTHETIC MINERAL FIBRE

Fibreglass, rockwool, ceramic and other material used for thermal or sound insulation may contain synthetic mineral fibre which may be harmful if inhaled or if it comes in contact with the skin, eyes or other sensitive parts of the body. Personal Protective Equipment including protection against inhalation of harmful materials should be used when installing, removing or working near bulk insulation material.

TIMBER FLOORS

This building may contain timber floors which have an applied finish. Areas where finishes are applied should be kept well ventilated during sanding and application and for a period after installation. Personal Protective Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

7. CONFINED SPACES

EXCAVATION

Construction of this building and some maintenance on the building will require excavation and installation of items within excavations. Where practical, installation should be carried out using methods which do not require workers to enter the excavation. Where this is not practical, adequate support for the excavated areas should be provided to prevent collapse. Warning signs and barriers to prevent accidental or unauthorised access to all excavations should be provided.

ENCLOSED SPACES

For buildings with enclosed spaces where maintenance or other access may be required:

Enclosed spaces within this building may present a risk to persons entering for construction, maintenance or any other purpose. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter enclosed spaces, air testing equipment and Personal Protective Equipment should be provided.

SMALL SPACES

For buildings with small spaces where maintenance or other access may be required:

Some small spaces within this building will require access by construction or maintenance workers. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter small spaces they should be scheduled so that access is for short periods. Manual lifting and other manual activity should be restricted in small spaces.

8. PUBLIC ACCESS

Public access to construction and demolition sites and to areas under maintenance causes risk to workers and public. Warning signs and secure barriers to unauthorised access should be provided. Where electrical installations, excavations, plant or loose materials are present they should be secured when not fully supervised.

9. OPERATIONAL USE OF BUILDING

RESIDENTIAL BUILDINGS

This building has been designed as a residential building. If it, at a later date, is used or intended to be used a workplace, the provisions of the Work Health and Safety Act 2011 or subsequent replacement Act should be applied to the new use.

NON-RESIDENTIAL BUIDLINGS

For non-residential buildings where the end-use has not been identified:

This building has been designed to the requirements of the classification identified on the drawings. The specific use of the building is not known at the time of the design and a further assessment of the workplace health and safety issues should be undertaken at the time of fit-out for the end-user.

For non-residential buildings where the end use is known:

This building has been designed for the specific use as identified on the drawings. Where a change of use occurs at a later date a further assessment of the workplace health and safety issues should be undertaken.

10. OTHER HIGH RISK ACTIVITY

All electrical work should be carried out in accordance with Code of Practice: Managing Electrical Risks at the Workplace, AS/NZ3012 and all licensing requirements. All work using Plant should be carried out in accordance with Code of Practice: Managing Risks of Plant at the Workplace. All work should be carried out in accordance with Code of Practice: Managing Noise and Preventing Hearing Loss at Work. Due to the history of serious incidents it is recommended that particular care be exercised when undertaking work involving steel construction and concrete placement. All the above applies.

THESE NOTES MUST BE READ AND UNDERSTOOD BY ALL INVOLVED IN THE PROJECT

THIS INCLUDES (but is not excluded to):
OWNER, BUILDER, SUB-CONTRACTORS, CONSULTANTS, RENOVATORS, OPERATORS, MAINTENORS and DEMOLISHERS.

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
DIMENSIONS SHALL NOT BE OBTAINED BY SCALING.
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
SETOUT DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY WORK BEING CARRIED OUT. ANY PROBLEMS SHALL BE DIRECTED TO THE BUILDER FOR CLARIFICATION & CORRECTION

REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166

6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173

PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
OWHS NOTES
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

REVISION
O

SHEET
3

PROPERTY DESCRIPTION

LOT No	**Lot 1**
STREET No	**18**
STREET NAME	**Arthur Street**
LOCALITY	**Sorell TAS 7172**
RP	**Title 29255**
AREA	**1601m²**
SITE COVER	24%

NOTES

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Sorell Council

Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
Plan Reference:P2
Date received:18/12/2024

EXISTING SITE PLAN
Scale: 1:200

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REAL PROPERTY DESCRIPTION
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AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY
ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
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O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

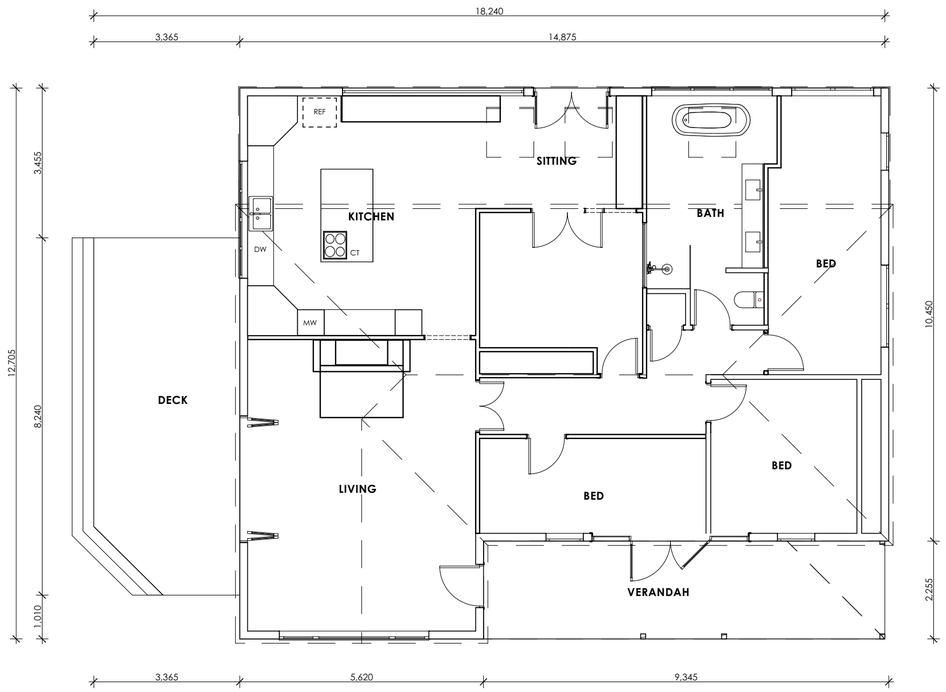
DRAWING TITLE
EXISTING SITE PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

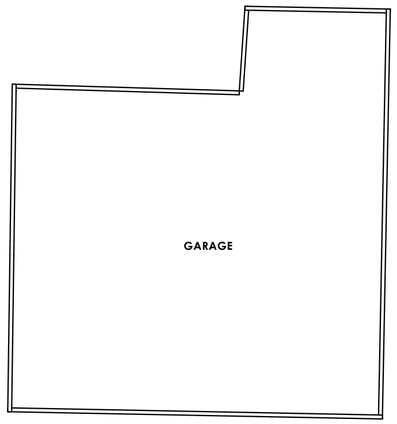
SCALE
AS SHOWN @ A2

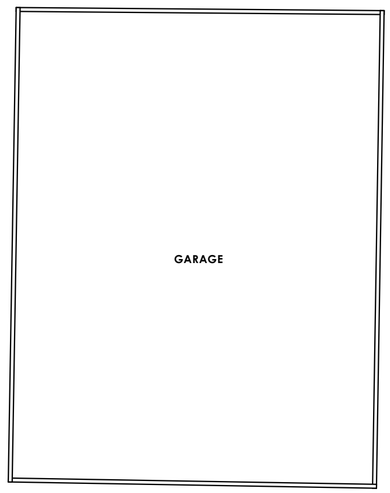
230142
JOB No.

REVISION O

SHEET
4







AREA - EXISTING	
ID	AREA
Existing	169.1
Deck	26.5
Front Verandah	20.9
	216.5 m²

EXISTING FLOOR PLAN
Scale: 1:100

0 5 10

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AUTHORITY: Sorell Council

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CLASS 9B, TYPE C CONSTRUCTION

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DRAWING TITLE
EXISTING FLOOR PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

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JOB No.

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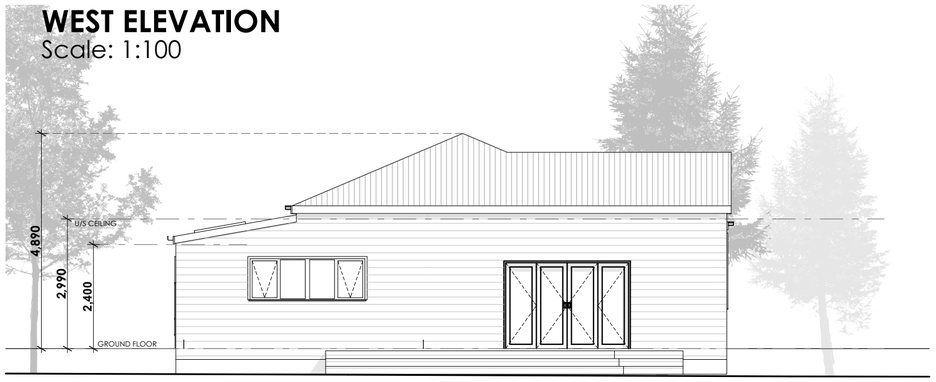
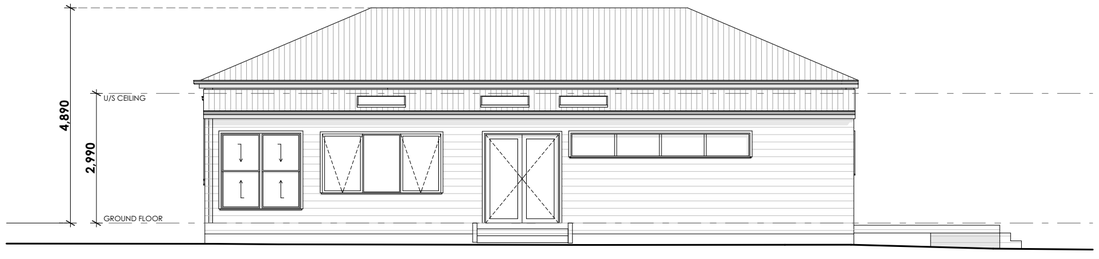
5

WEST ELEVATION
Scale: 1:100



NORTH ELEVATION
Scale: 1:100

SOUTH ELEVATION
Scale: 1:100



EAST ELEVATION
Scale: 1:100

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REAL PROPERTY DESCRIPTION

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AUTHORITY:	Sorell Council

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CLASS 9B, TYPE C CONSTRUCTION

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DRAWING TITLE
EXISTING ELEVATIONS
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

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JOB No.

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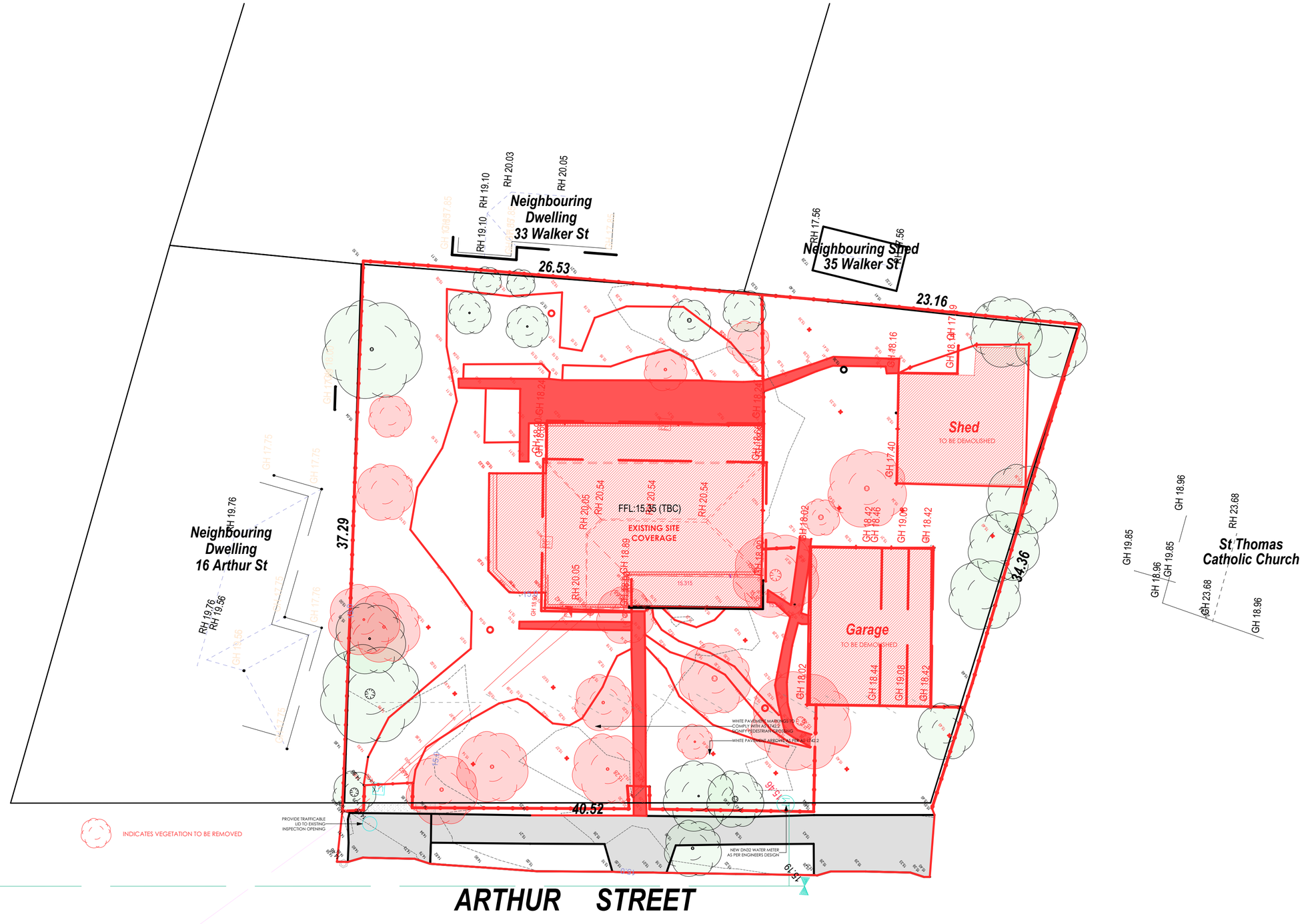
6

- BUILDING ELEMENT TO BE DEMOLISHED



DEMOLITION PLAN

Scale: 1:200

0 5 10

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REAL PROPERTY DESCRIPTION

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AUTHORITY:	Sorell Council

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QUEENSLAND 4173

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DRAWING TITLE

DEMOLITION PLAN

CLIENT

Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
7

PROPERTY DESCRIPTION

LOT No	**Lot 1**
STREET No	**18**
STREET NAME	**Arthur Street**
LOCALITY	**Sorell TAS 7172**
RP	**Title 29255**
AREA	**1601m²**

NOTES

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ALL KERB ADJACENT TO PARKING SPACES AND PARKING AISLES TO BE LESS THAT 150mm IN HEIGHT.
LANDSCAPING TO BE GROUND COVER PLANTS; ANY LARGE SHRUBS OR TREE TO BE SET BACK 500mm TO ALLOW MOTOR VEHICLE OVERHANG.

SIGN ASSEMBLY MUST BE LOCATED SO IT DOES NOT IMPEDE SIGHT LINES BETWEEN A DRIVER LEAVING AND PEDESTRIANS OR CYCLISTS USING THE FOOTPATH.

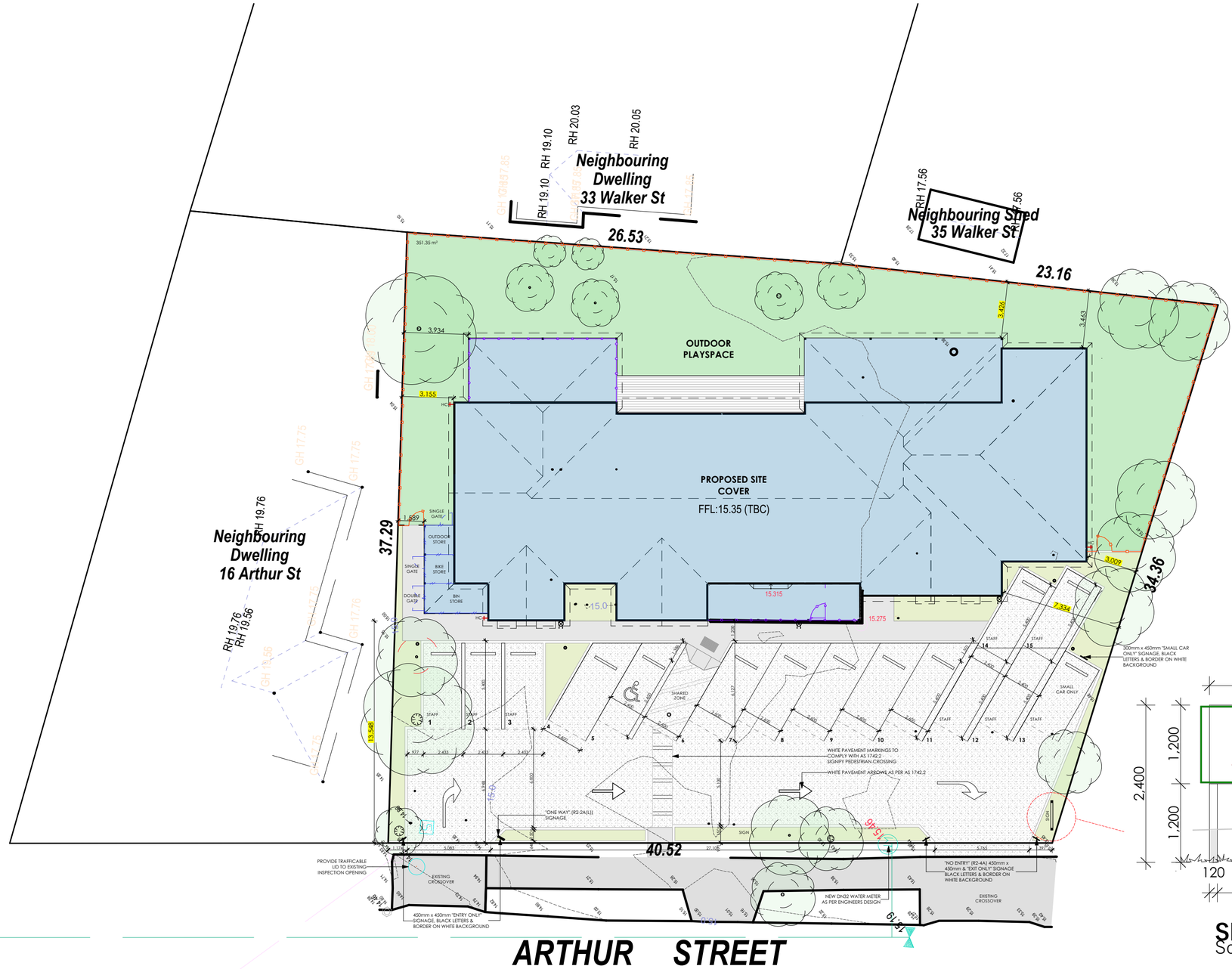
AREA ANALYSIS
60 PLACES

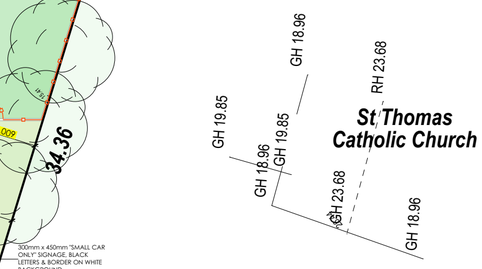
TOTAL SITE AREA	1601m²
SITE COVERAGE	680m²
GROSS FLOOR AREA	445m²
BUILDING AREA	604m²
HARDSTAND (driveway/path)	524m²
TOTAL USABLE OUTDOOR PLAY AREA (min 420m² required for 60 places)	455m²

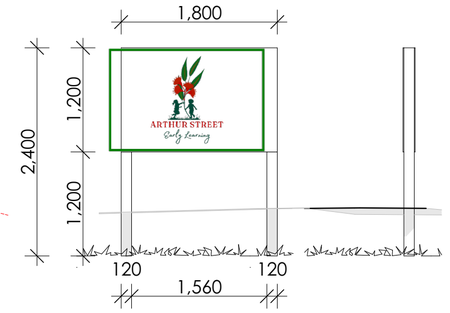
PARKING SCHEDULE

STAFF/VISITOR PARKING	14 SPACES
ACCESSIBLE PARKING	1 SPACE
TOTAL	15 SPACES

BOLLARD LIGHT
SENSOR SECURITY LIGHT (BAFFLED)
1800H ACOUSTIC FENCE
1800H TIMBER PALING FENCE
1200H TIMBER BATTEN BALUSTRADE
BUILDING FOOTPRINT
OUTDOOR PLAYSCAPE
LANDSCAPING
DRIVEWAY
PATH - BFC







SIGN
Scale: 1:50

SPM9923
RL = 15.408

Sorell Council
Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
Plan Reference:P2
Date received:18/12/2024

PROPOSED SITE PLAN
Scale: 1:200

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
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P	09/12/24	Area calculations added

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6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
PROPOSED SITE PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
8

GENERAL NOTES

- ALL DIMENSIONS ARE TO WALL STRUCTURAL FRAMES.
- ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO CABINETRY CONSTRUCTION.
- REFER TO CABINET MAKER PLANS FOR JOINERY DETAILS.
- REFER TO SETOUT PLAN FOR ADDITIONAL DIMENSIONS.
- ALL FENCING TO BE COMPLIANT WITH AS 1926.1.
- TACTILE GROUND SURFACE INDICATORS AS PER AS/NZS 1428.4.1.

Denotes convex mirror

Sorell Council

Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
Plan Reference:P2
Date received:18/12/2024

AREA - NEW	
ID	AREA
GROUND FLOOR	
New Centre	462.6
Verandah	108.2
Safe Zone	20.9
Store	13.5
	605.2 m²

PROPOSED FLOOR PLAN
Scale: 1:100

0 5 10

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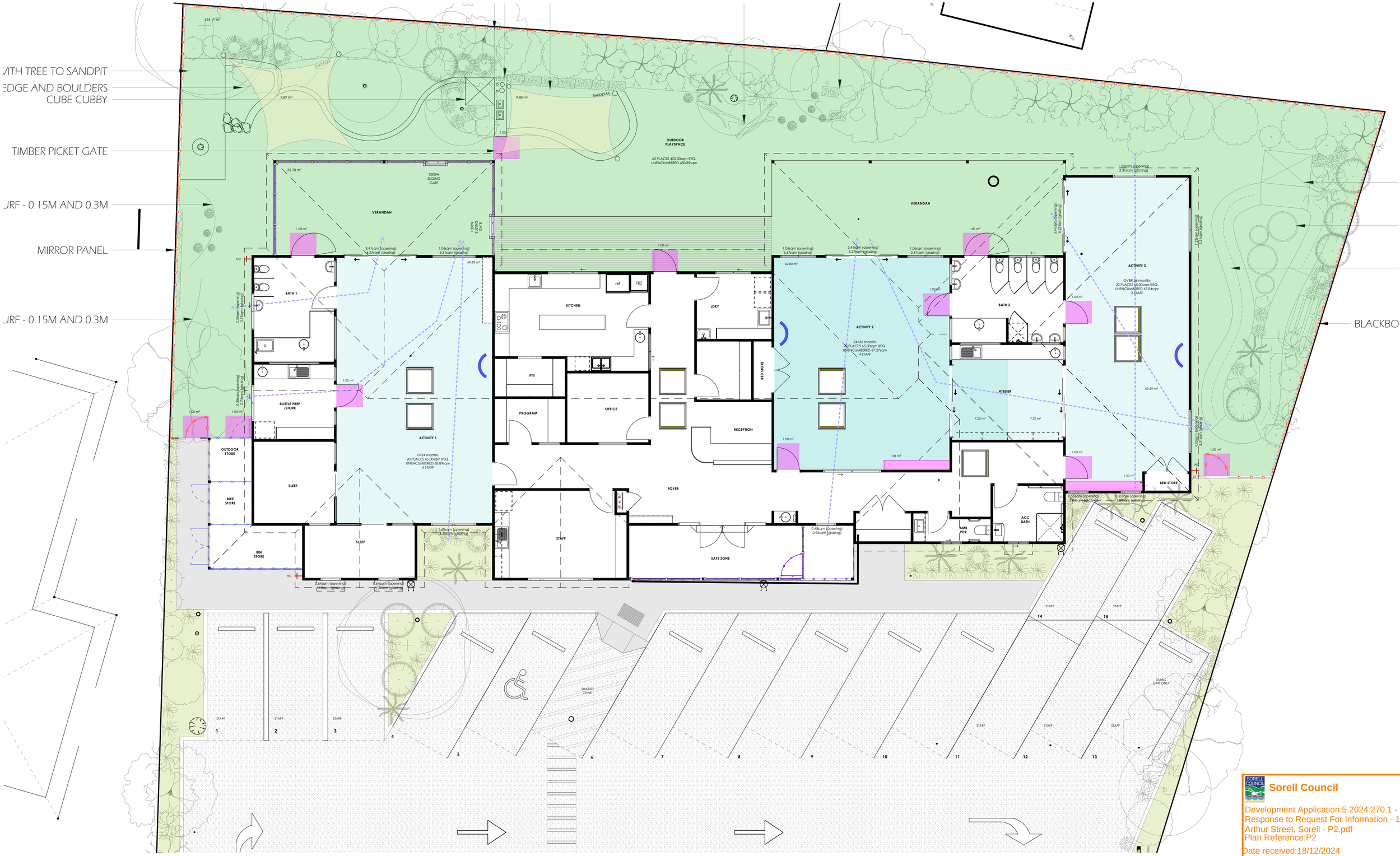
VITH TREE TO SANDPIT
EDGE AND BOULDERS
CUBE CUBBY
TIMBER PICKET GATE
JRF - 0.15M AND 0.3M
MIRROR PANEL
JRF - 0.15M AND 0.3M
BLACKBO



AREA CALCULATIONS
Scale: 1:100

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Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
AREA CALCULATIONS
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
10

FINISHES SCHEDULE

ROOF	CORRUGATED SHEET METAL ROOFING - 'COLORBOND' SURFMIST
GUTTER	METAL - 'COLORBOND' SURFMIST
FASCIA	METAL - 'COLORBOND' DOVE WHITE
EAVES	BUILDERS WHITE
EXTERNAL CLADDING	WEATHERBOARD (MATCH EXISTING) - 'DULUX' LEXICON 1/2
WINDOW FRAMES	ALUMINIUM (POWDER COATED) - FLAT WHITE
WINDOW TRIM	'DULUX' DUCK EGG PLUE 1/4
FEATURE GABLE	BUILDERS WHITE
FEATURE GABLE BATTENS	'DULUX' LEXICON 1/2
VERANDAH POSTS	SHS (POWDER COATED) - CLEAN LINEN

WEST ELEVATION
Scale: 1:100

NORTH ELEVATION
Scale: 1:100

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
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PROPOSED ELEVATIONS
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

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SHEET
11

FINISHES SCHEDULE	
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GUTTER	METAL - 'COLORBOND' SURFMIST
FASCIA	METAL - 'COLORBOND' DOVE WHITE
EAVES	BUILDERS WHITE
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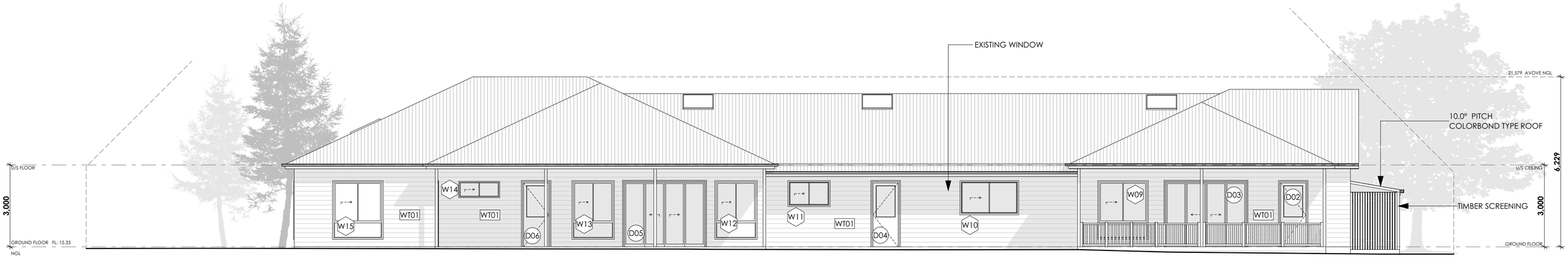
FEATURE GABLE	BUILDERS WHITE
FEATURE GABLE BATTENS	'DULUX' LEXICON 1/2
VERANDAH POSTS	SHS (POWDER COATED) - CLEAN LINEN



EAST ELEVATION
Scale: 1:100

SOUTH ELEVATION
Scale: 1:100

Sorell Council
Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
Plan Reference:P2
Date received:18/12/2024

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CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
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JOB No.

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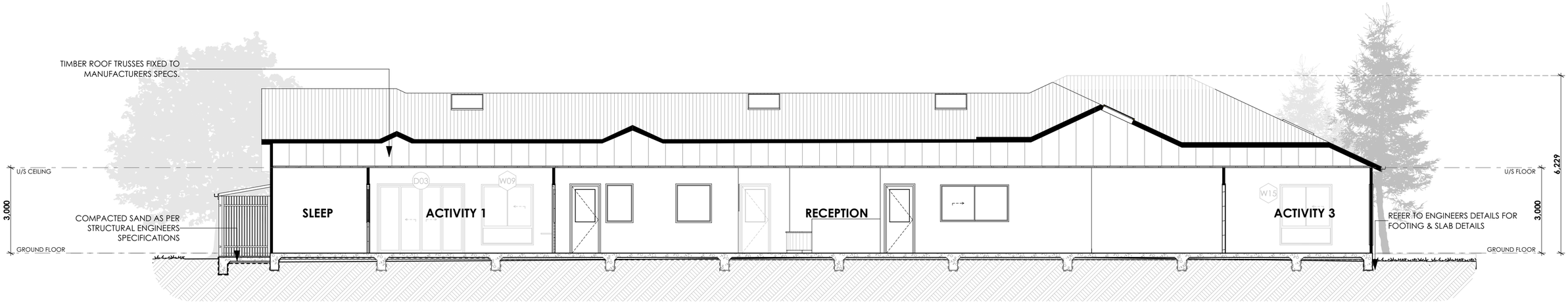
REVISION

SHEET
12



A SECTION
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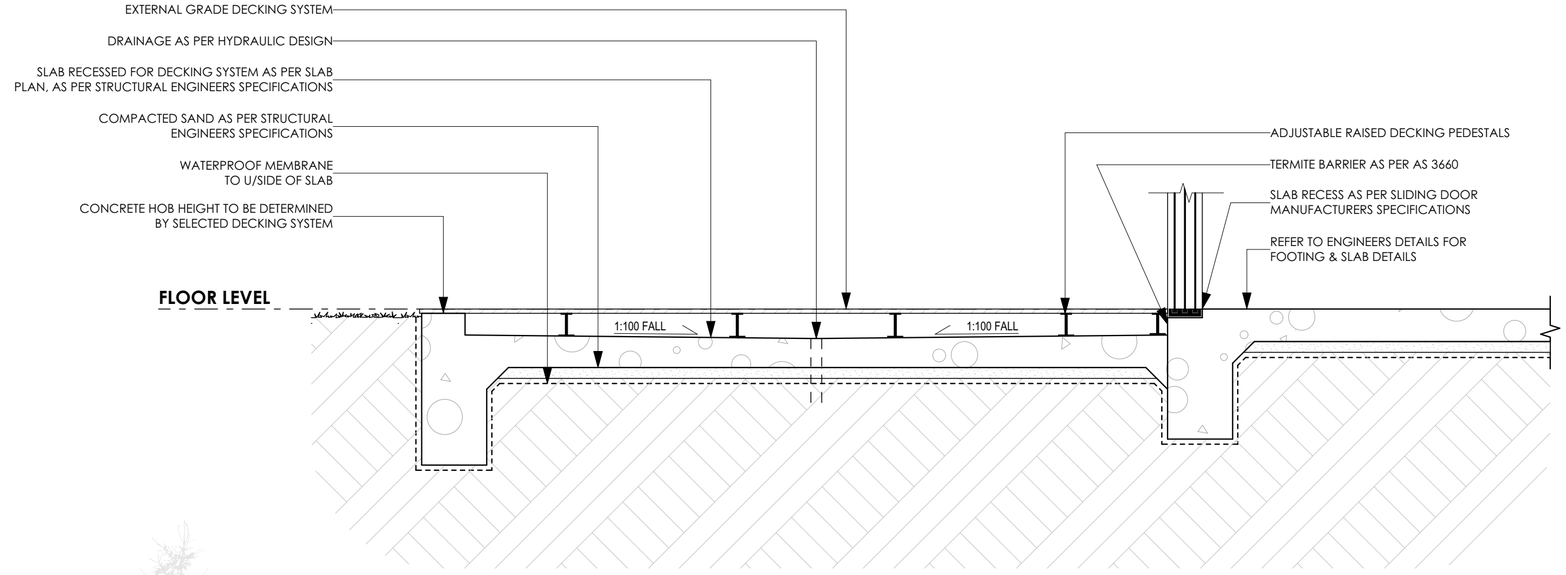

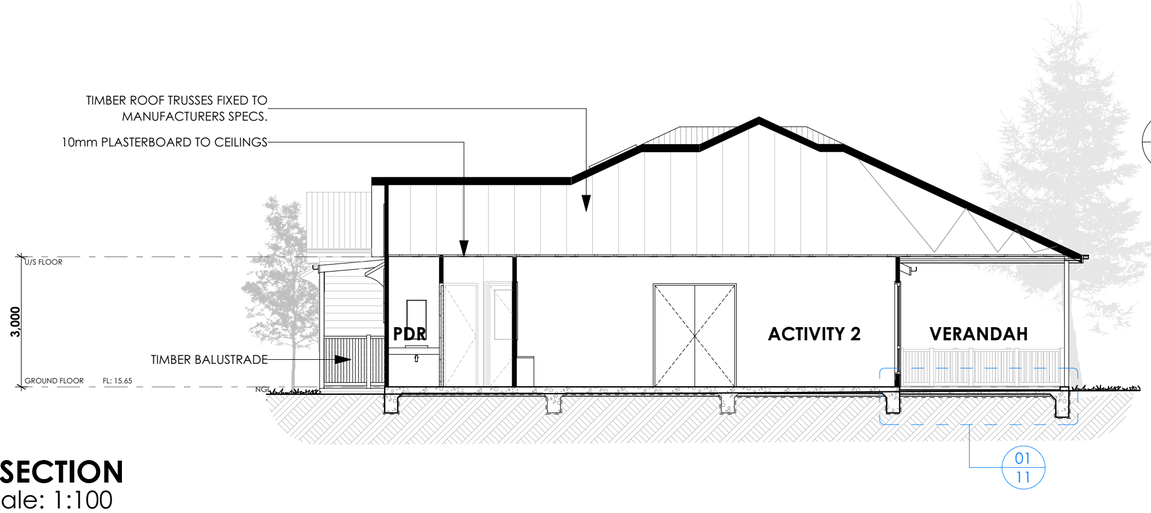

B SECTION
Scale: 1:100

01/11 EXTERNAL DECK ON SUBFRAME
Scale: 1:20

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

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DRAWING TITLE
SECTION
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

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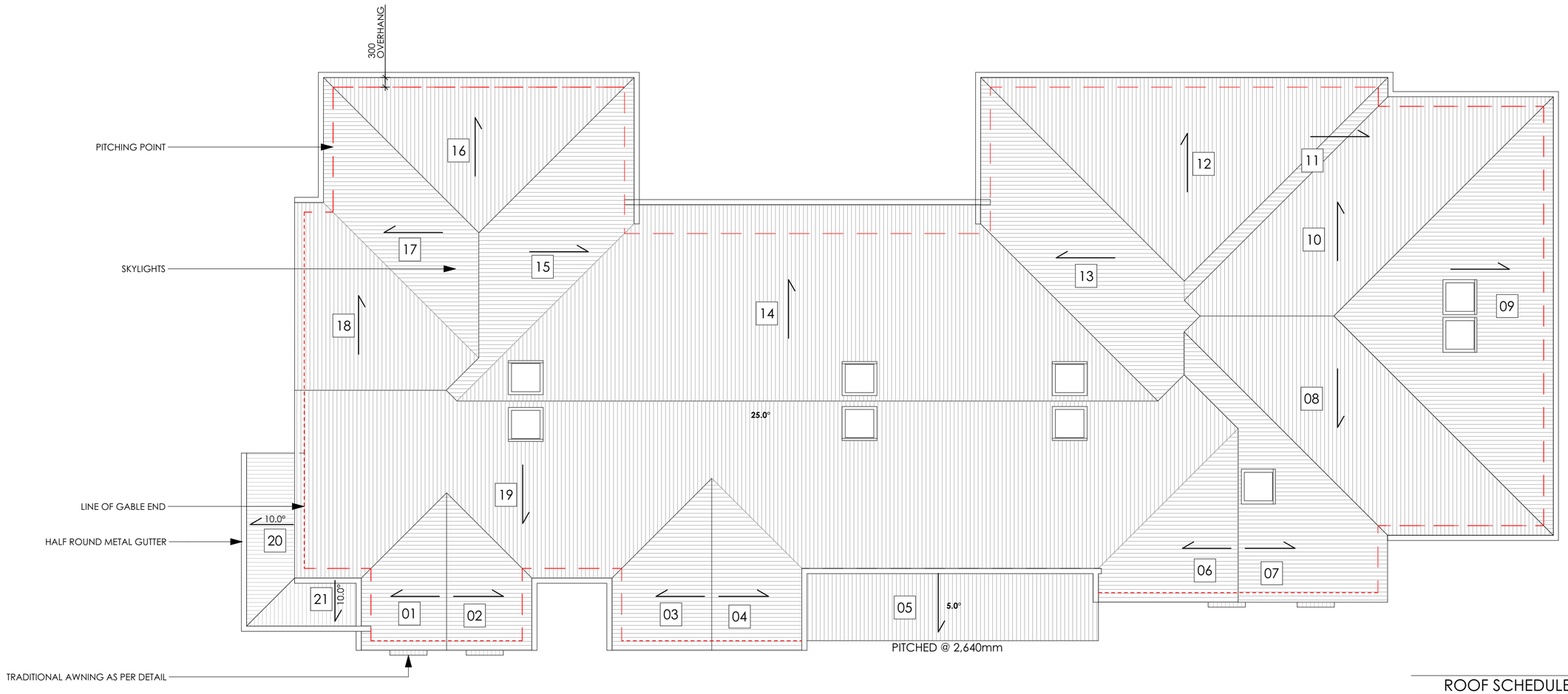
REVISION

SHEET
13



ROOF SCHEDULE		ROOF SCHEDULE	
ID	Area on the rake	ID	Area on the rake
01	10.5	12	44.5
02	10.5	13	31.5
03	13.1	14	107.2
04	12.3	15	25.1
05	20.9	16	25.9
06	15.6	17	20.8
07	25.2	18	23.6
08	38.8	19	148.1
09	51.7	20	8.2
10	38.7	21	5.4
11	4.2		681.8 m²

PROPOSED FIRST FLOOR ROOF
Scale: 1:100

0 5 10

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P	09/12/24	Area calculations added

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DRAWING TITLE
PROPOSED ROOF PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

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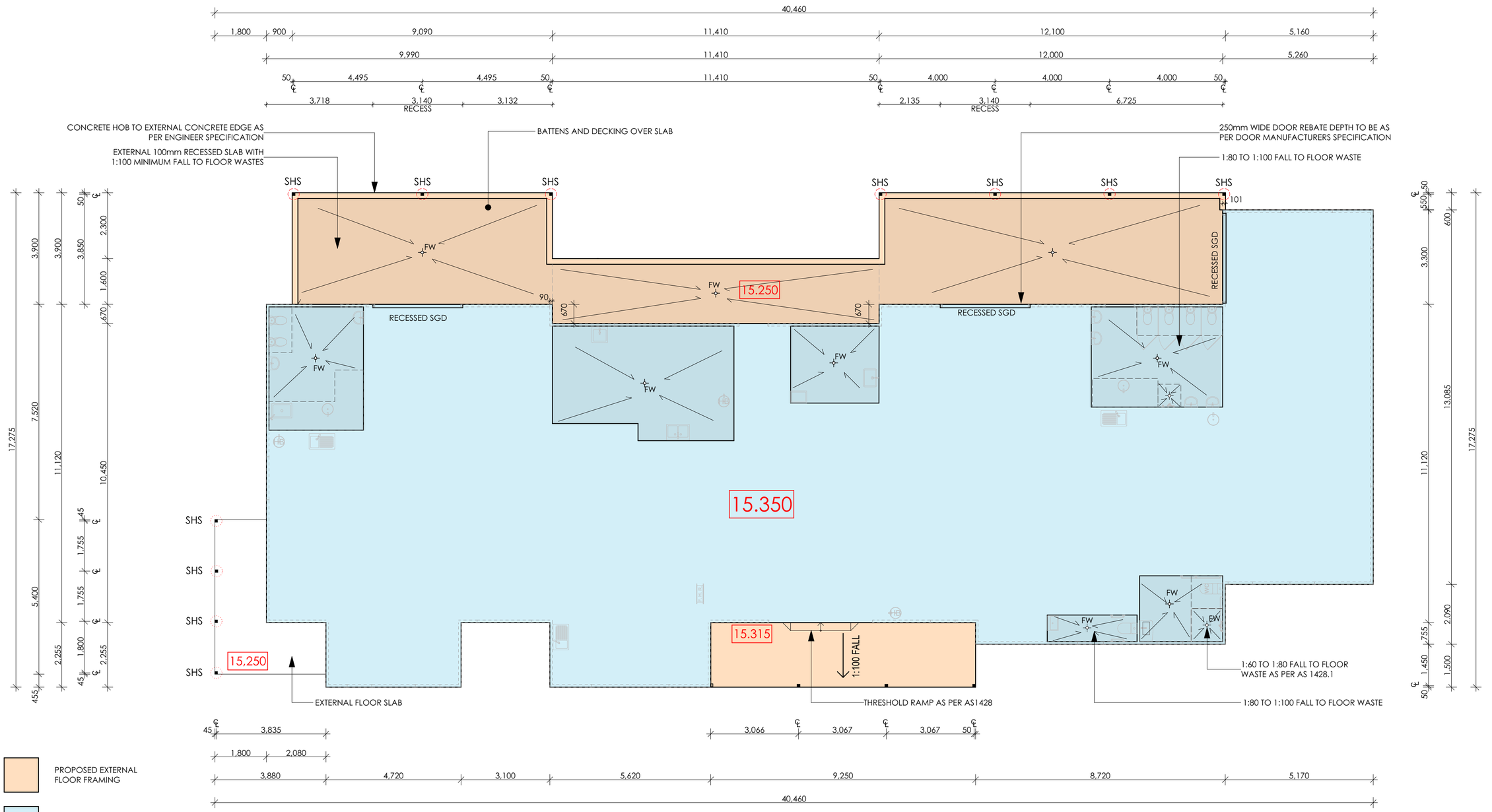
REVISION

SHEET
14

NOTE
- REFER TO ENGINEERS REI



PROPOSED EXTERNAL FLOOR FRAMING

PROPOSED INTERNAL FLOOR SYSTEM

WET AREA SETDOWN BY 50mm

SLAB PLAN
Scale: 1:100

0 5 10

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DRAWING TITLE
PROPOSED SLAB PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

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JOB No.

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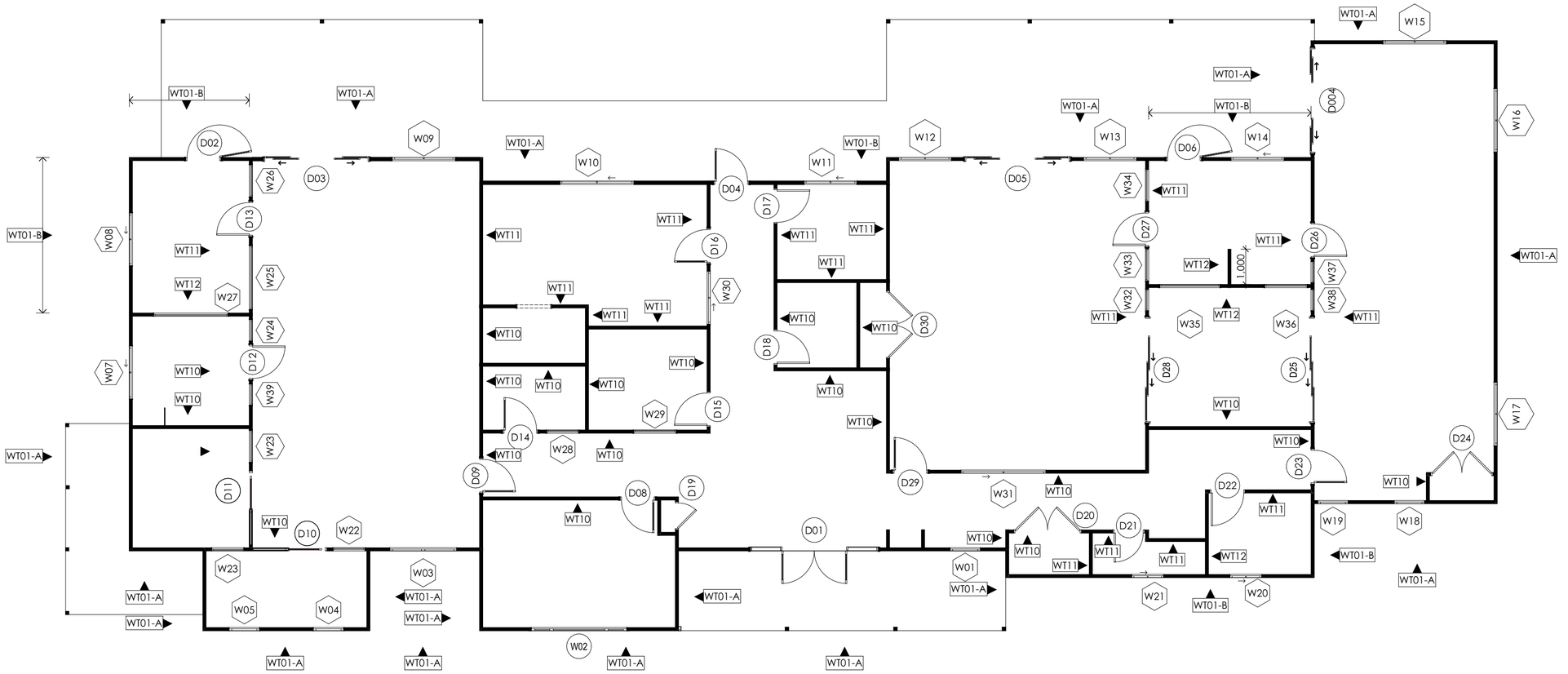
15



PROPOSED SETOUT PLAN

Scale: 1:100

0 5 10

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DRAWING TITLE
PROPOSED SETOUT PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

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JOB No.

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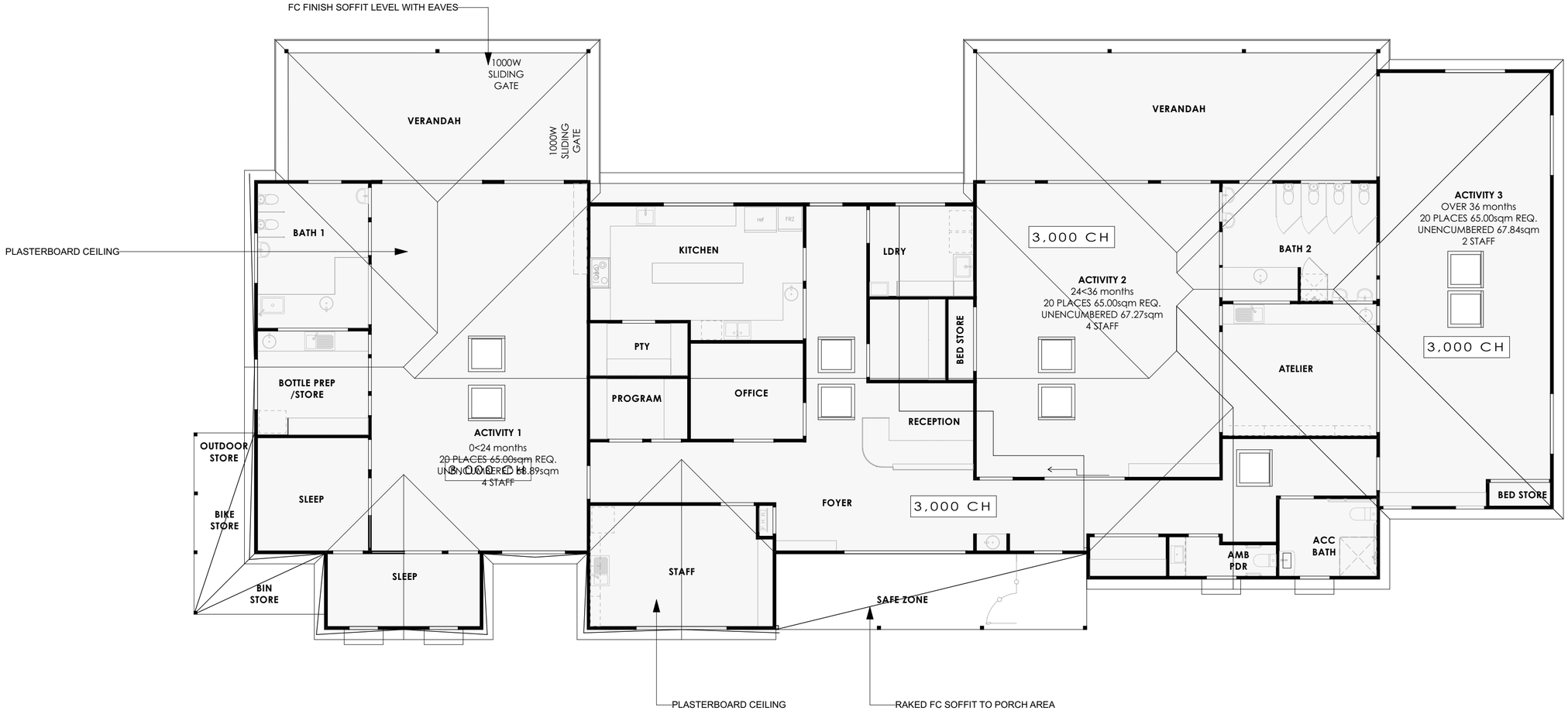
SHEET
16



REFLECTED CEILING PLAN

Scale: 1:100

0 5 10

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DRAWING TITLE
PROPOSED REFLECTED CEILING PLAN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

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REVISION

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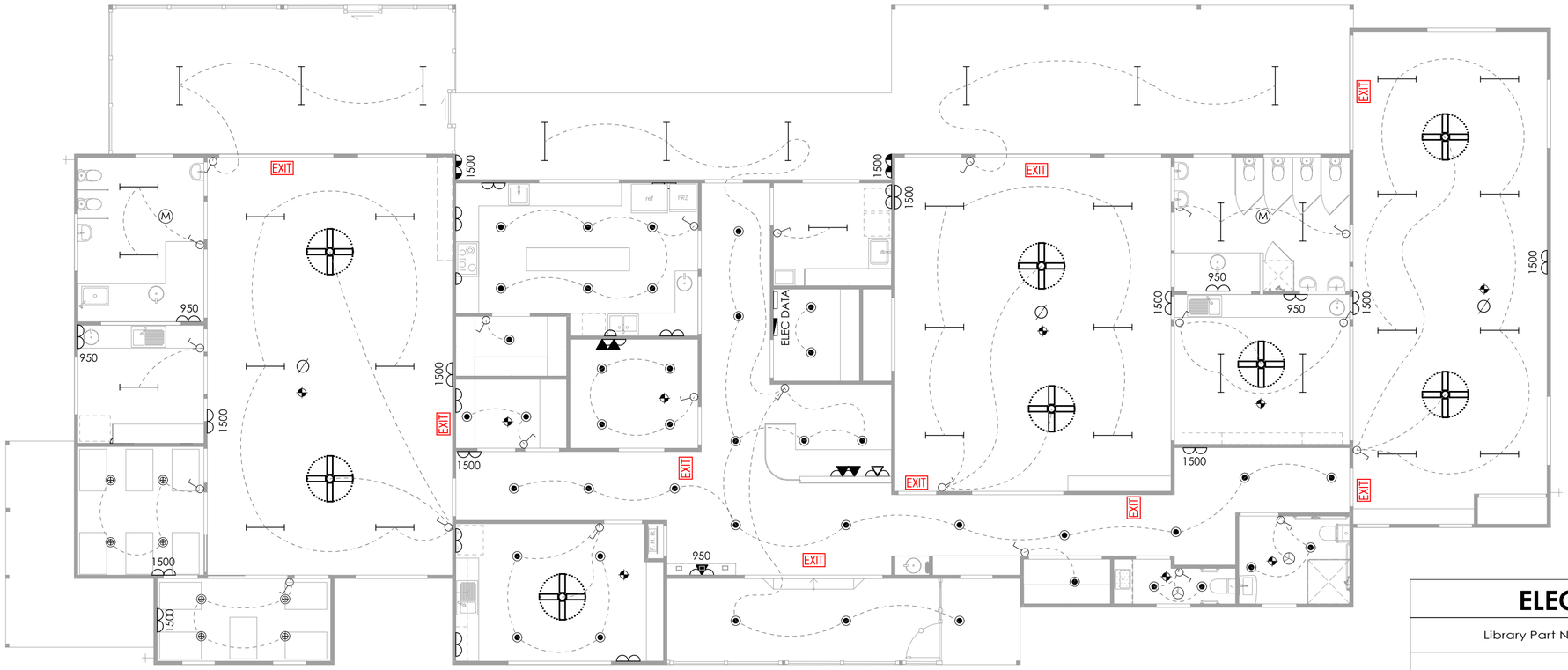
17



ELECTRICAL LEGEND

Library Part Name	2D Symbol	Quantity
Ceiling Fan		8
Data Pack		1
Data Point		5
Double GPO		32
Downlight		53
Downlight Dimmable		8
Emergency Lighting	EXIT	9
External Double GPO		2
LED Strip Light		37
Lighting Control Motion Sensor	M	2
Mechanical Ventilation		3
Meter Box		1
Phone Point		1
Single GPO		3
Spitfire (Emergency Lighting)		9
Switch		29
Wifi Extender		4

POWER POINTS TO BE LOCATED AT 1500mm AFL WHEN ACCESSIBLE BY CHILDREN

Sorell Council

Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
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Date received:18/12/2024

ELECTRICAL PLAN
Scale: 1:100

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Tina Palushi
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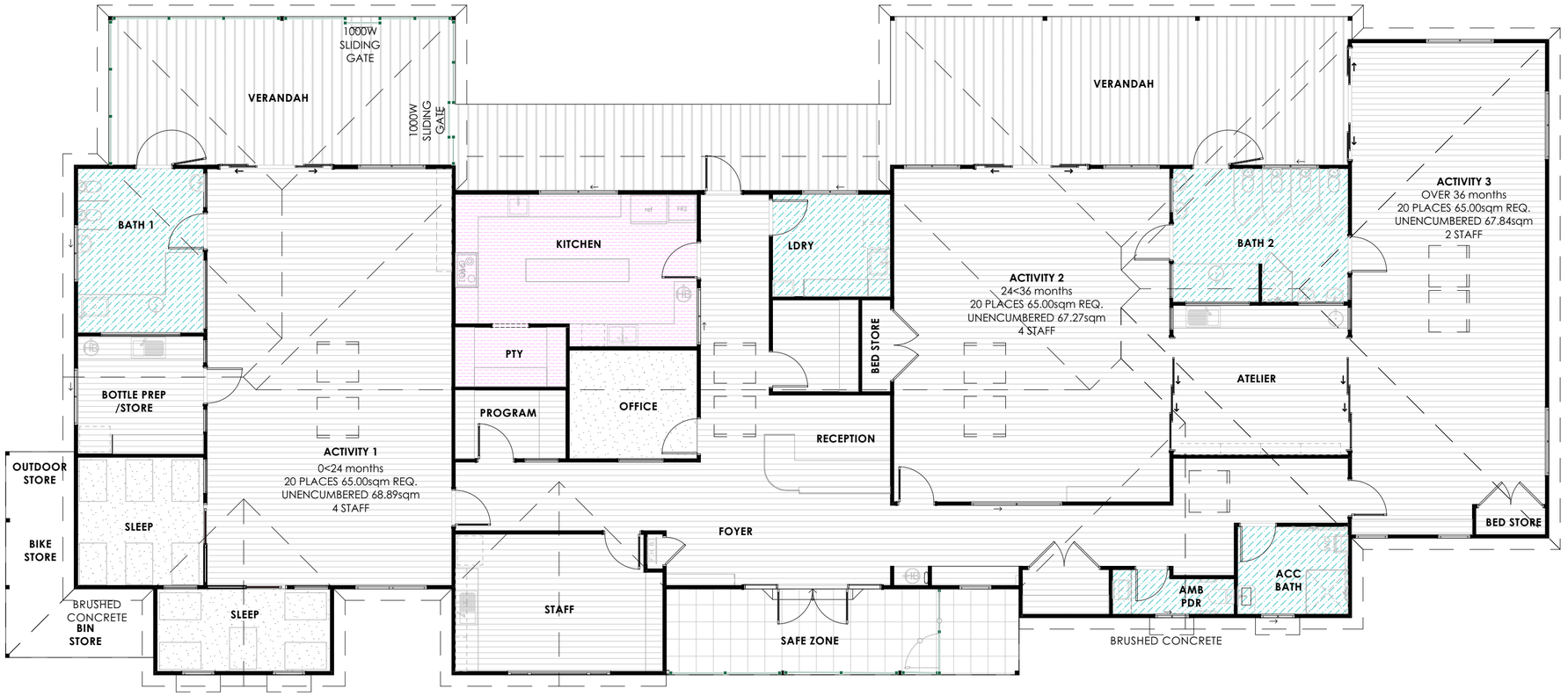
230142
JOB No.

REVISION O

SHEET
18

NOTE
EXISTING LOAD BEARING MEMBERS HAVE NOT BEEN IDENTIFIED.
BUILDER TO BE CONFIRMED ON SITE PRIOR TO ANY DEMOLITION



CA	CARPET TILES 500x500mm
V01	VINYL PLANK 182 X 1219mm
V02	VINYL FLOOR W/ 150mm COVING SLIP RATING: R10/P3
V03	VINYL FLOOR W/ 150mm COVING SLIP RATING: R13
T1	TILE 300X600mm SLIP RATING: R11
D1	DECKING SLIP RATING: R11

Sorell Council

Development Application:5.2024.270.1 - Response to Request For Information - 18 Arthur Street, Sorell - P2.pdf
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FLOOR FINISHES
Scale: 1:100

0 5 10

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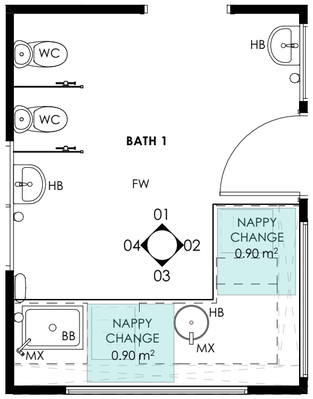
REVISION

SHEET
19

NOTE
* ALL FIXTURES FOR THE USE OF CHILDREN TO BE SELECTED AND INSTALLED FOR THE APPROPIATE USE OF CHILDREN



BATHROOM 1
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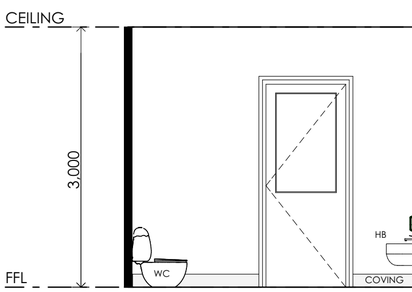
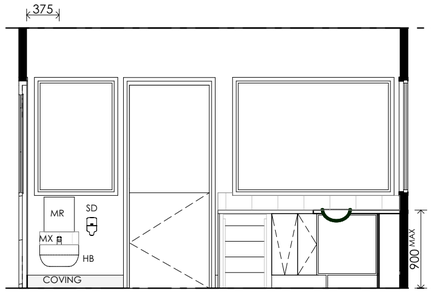
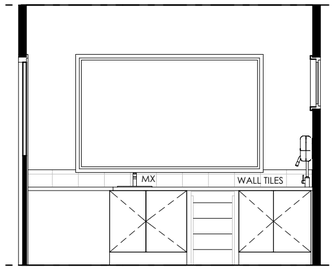


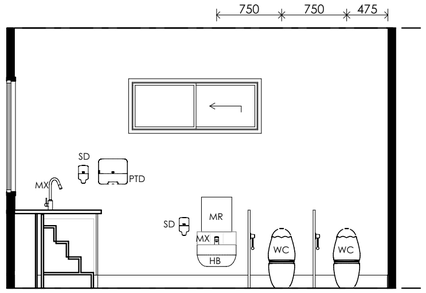
01 BATHROOM 1
Scale: 1:50



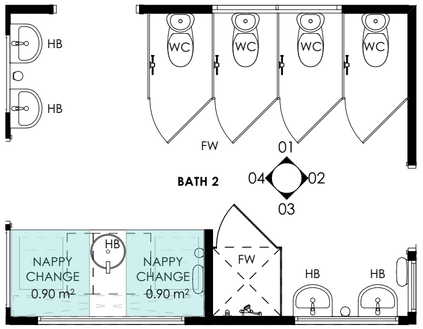
02 BATHROOM 1
Scale: 1:50



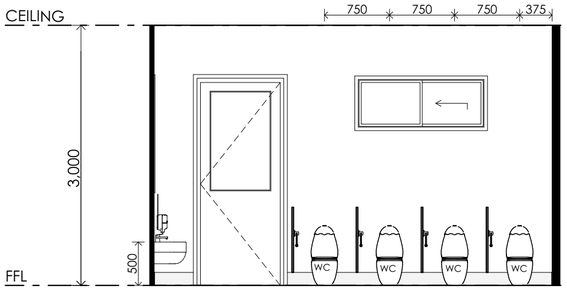
03 BATHROOM 1
Scale: 1:50



04 BATHROOM 1
Scale: 1:50



BATHOOM 2
Scale: 1:50



01 BATHROOM 2
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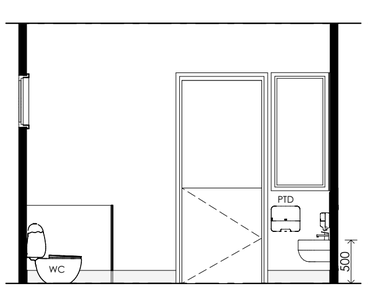
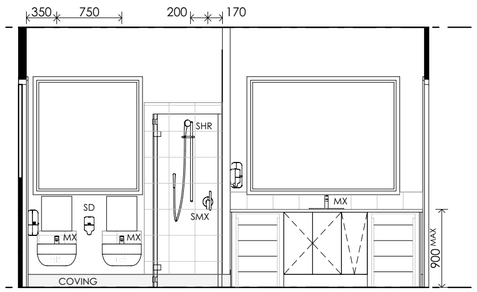


02 BATHROOM 2
Scale: 1:50



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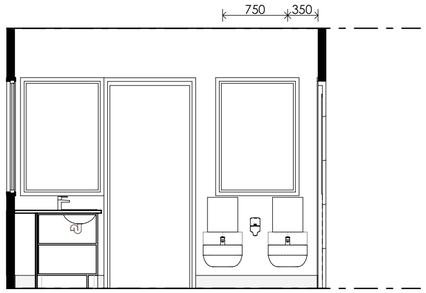

04 BATHROOM 2
Scale: 1:50

0 5 10

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
DIMENSIONS SHALL NOT BE OBTAINED BY SCALING.
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SETOUT DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY WORK BEING CARRIED OUT. ANY PROBLEMS SHALL BE DIRECTED TO THE BUILDER FOR CLARIFICATION & CORRECTION

REAL PROPERTY DESCRIPTION
Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

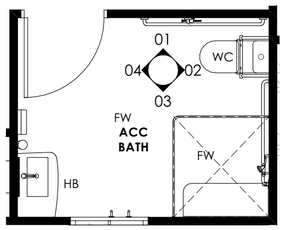
DRAWING TITLE
INTERNAL ELEVATIONS - BATHROOMS
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
20



ACCESSIBLE BATHROOM
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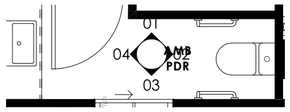

AMBULENT POWDER
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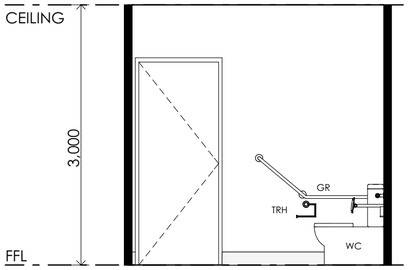
BOTTLE PREP / STORE
Scale: 1:50



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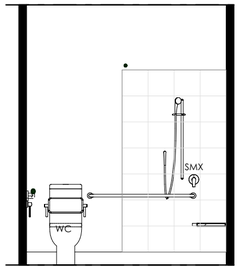

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03 ACCESSIBLE BATHROOM
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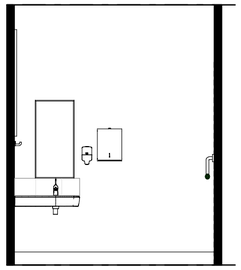

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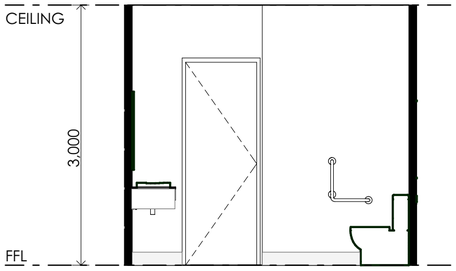

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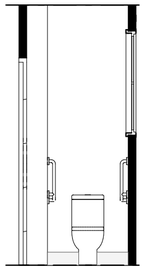

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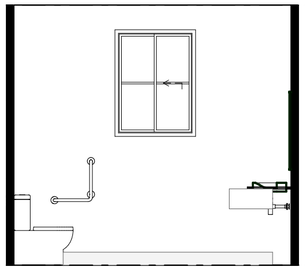

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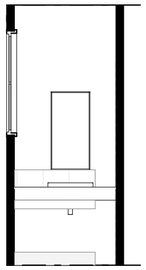

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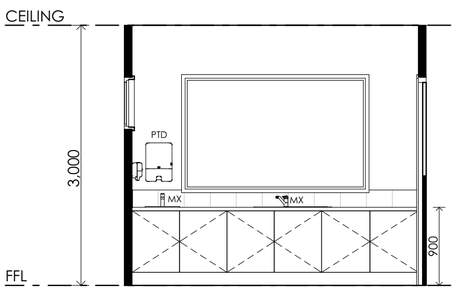

01 BOTTLE PREP / STORE
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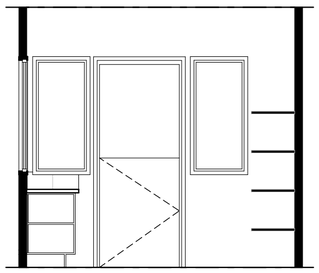

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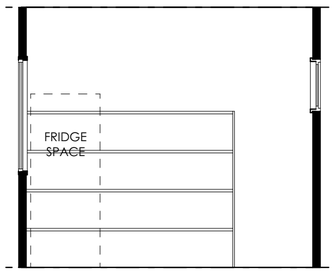

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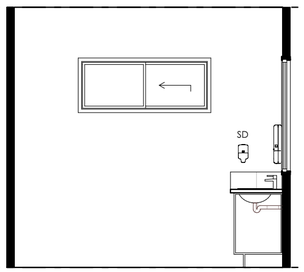

04 BOTTLE PREP / STORE
Scale: 1:50

0 5 10

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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
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M	28/10/24	Updated Demolition_1
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O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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ACN: 620 422 166
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TemploDesign.com.au

DRAWING TITLE
INTERNAL ELEVATIONS - BATH & PREP
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

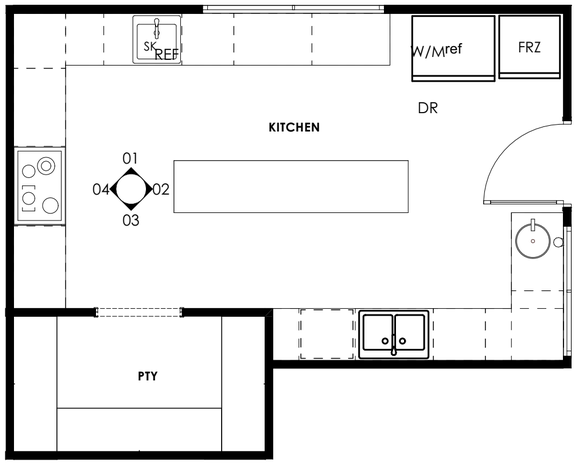
SHEET
21

NOTE

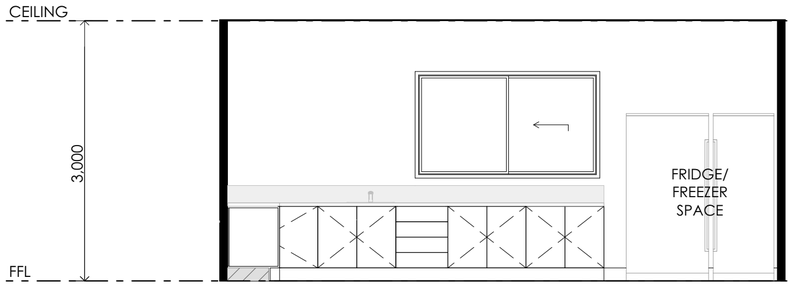
CONSTRUCTION & FITOUT TO BE COMPLIANT WITH NATIONAL FOOD SAFETY STANDARDS 3.2.3 FOOD PREMISES & EQUIPMENT AND AS 4674-2004 DESIGN, CONSTRUCTION & FITOUT OF FOOD PREMISES

FINISHES SCHEDULE

WALL:	STUD FRAME W/ SPRAY FOAM INSULATION TO COMPLY W/ AS 4674-2004 SOLID WALL CONSTRUCTION
WALL LINING:	PAINTED PLASTERBAORD (SMOOTH FINISH)
CEILING:	PAINTED PLASTERBAORD (SMOOTH FINISH)
Floor & Coving:	POLYVINYL SHEETING W/ WELDED SEAMS
BENCH TOP:	STAINLESS STEEL
CABINETS:	LAMINATE
SPLASHBACK:	STAINLESS STEEL



KITCHEN
Scale: 1:50



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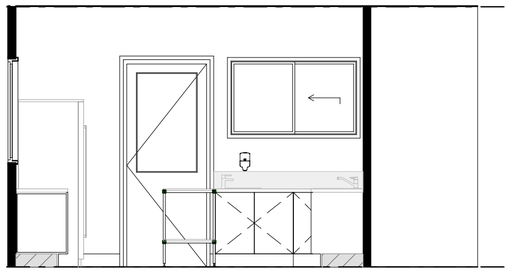

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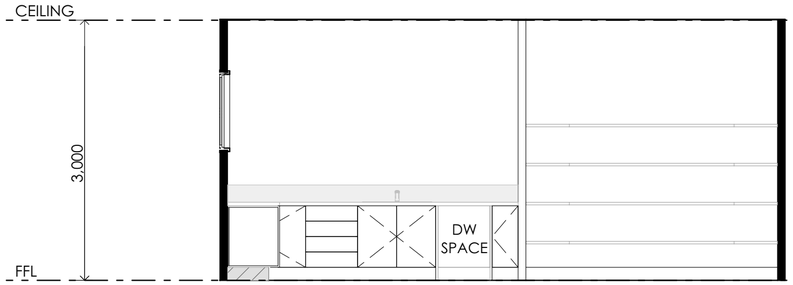

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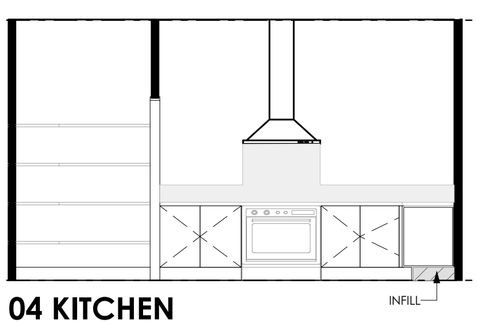

04 KITCHEN
Scale: 1:50

0 5 10

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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
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O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

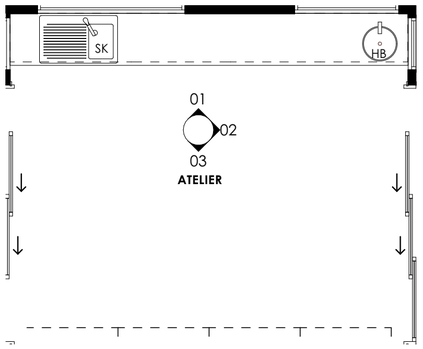
DRAWING TITLE
INTERNAL ELEVATIONS - KITCHEN
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

REVISION O

SHEET
22



ATELIER
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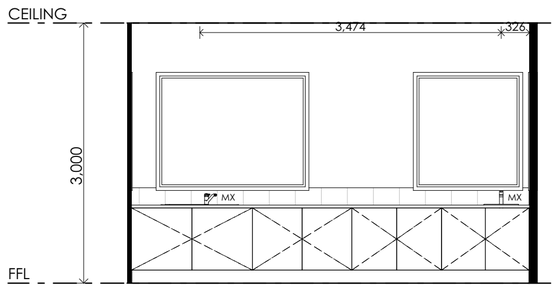

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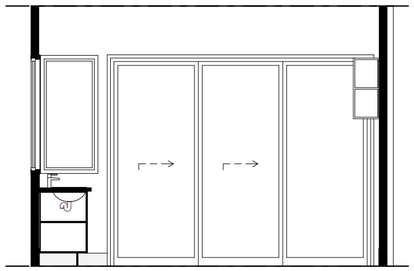

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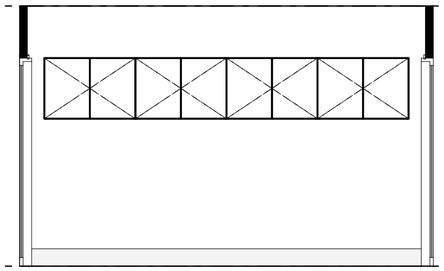

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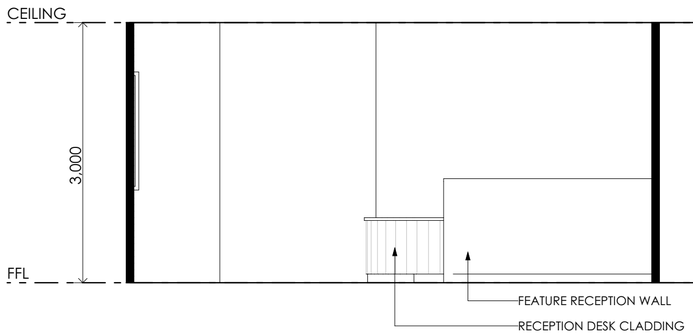

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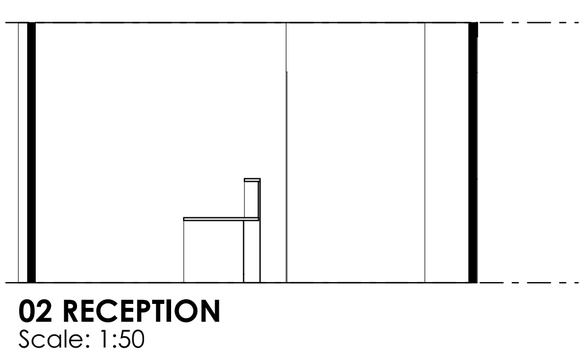

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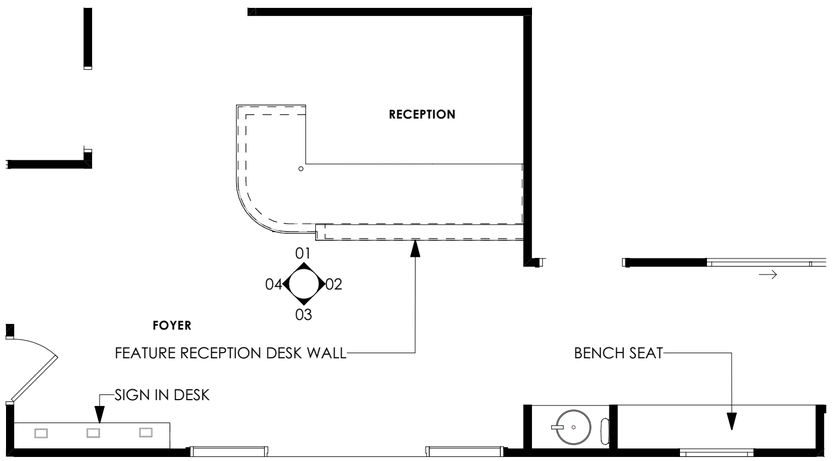

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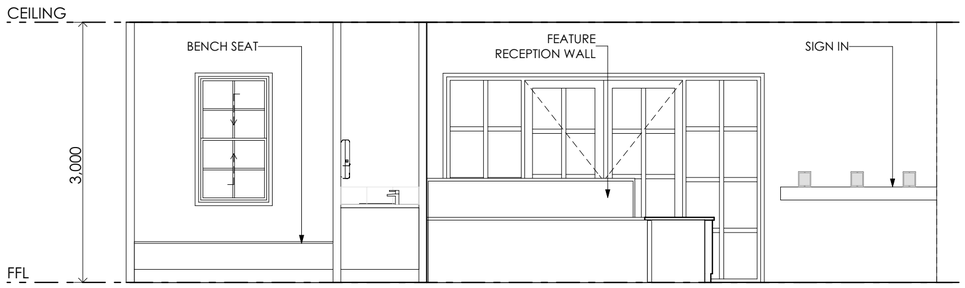

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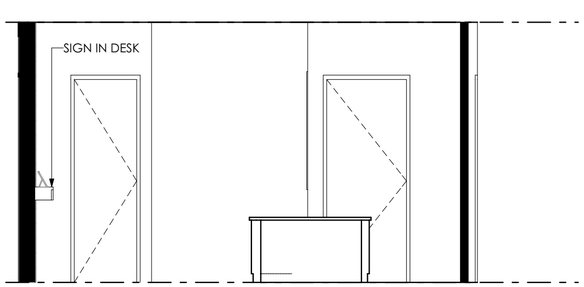

04 RECEPTION
Scale: 1:50

0 5 10

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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
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QUEENSLAND 4173
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TemploDesign.com.au

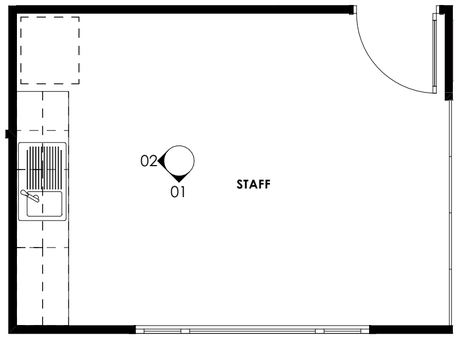
DRAWING TITLE
INTERNAL ELEVATIONS - ATELIER & REC
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

REVISION

SHEET
23



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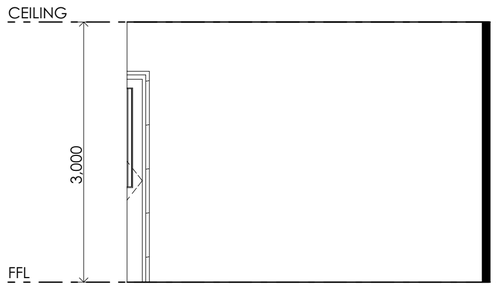

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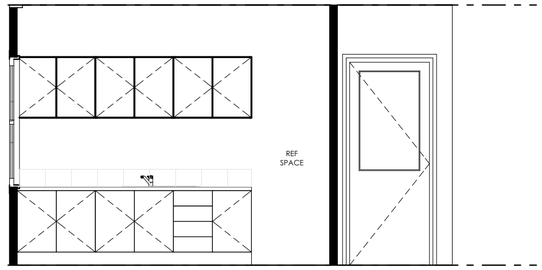

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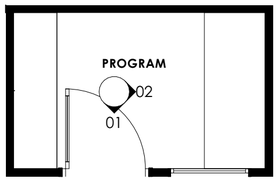

PROGRAM
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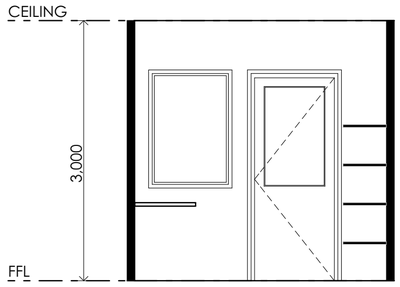

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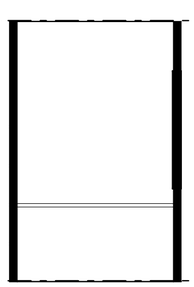

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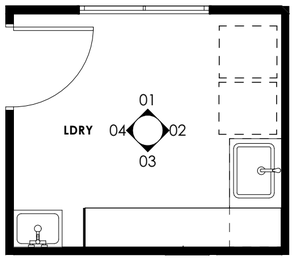

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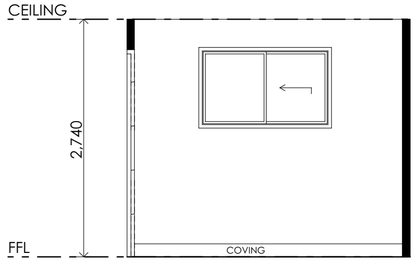

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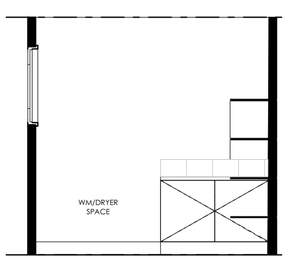
Scale: 1:50



02 LAUNDRY
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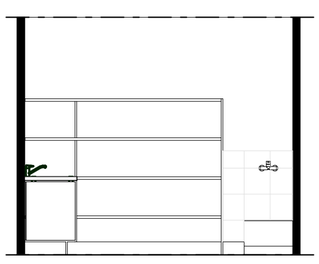
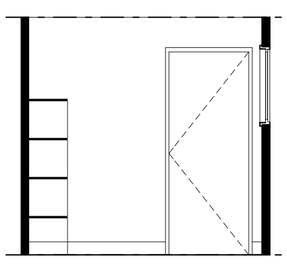


03 LAUNDRY
Scale: 1:50



04 LAUNDRY
Scale: 1:50

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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
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CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

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JOB No.

O
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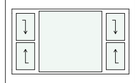
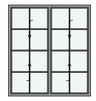
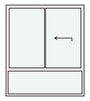
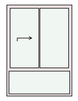
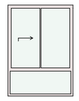
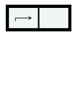
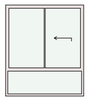
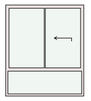
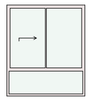
24

WINDOW SCHEDULE

ID	W01	W02	W03	W04	W05	W07	W08	W09	W10	W11	W12	W13	W14	W15	W16	W17	W18
LOCATION	HALLWAY	STAFF	ACTIVITY 1	SLEEP	SLEEP	BOTTLE PREP / STORE	BATHROOM 1	ACTIVITY 1	KITCHEN	LAUNDRY	ACTIVITY 2	ACTIVITY 2	BATHROOM 2	ACTIVITY 3	ACTIVITY 3	ACTIVITY 3	ACTIVITY 3
TYPE	SINGLE HUNG	DOUBLE HUNG	SINGLE HUNG	SINGLE HUNG	SINGLE HUNG	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	SLIDING	DOUBLE HUNG	DOUBLE HUNG
ELEVATION																		
HEIGHT	1,500	1,500	2,100	1,800	1,800	600	600	2,100	1,200	900	2,100	2,100	600	2,100	2,100	2,100	1,600
WIDTH	860	2,700	1,890	860	860	1,500	1,500	1,800	2,100	1,500	1,500	1,500	1,500	1,800	1,800	1,800	860
HEAD HEIGHT	2,400	2,400	2,700	2,700	2,700	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400
NOTES	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING	SCREENING

WINDOW SCHEDULE

ID	W19	W20	W21	W22	W23	W23	W24	W25	W26	W27	W28	W29	W30	W31	W32	W33	W34
LOCATION	ACTIVITY 3	ACC BATHROOM	AMB PDR	SLEEP	SLEEP	SLEEP	BOTTLE PREP / STORE	BATHROOM 1	BATHROOM 1	BOTTLE PREP / STORE	PROGRAM	OFFICE	KITCHEN	ACTIVITY 2	BATHROOM 2	BATHROOM 2	BATHROOM 2
TYPE	DOUBLE HUNG	SLIDING	DOUBLE SLIDING	FIXED	FIXED	FIXED	FIXED	FIXED	FIXED	FIXED	FIXED	FIXED	SLIDING	SLIDING	FIXED	FIXED	FIXED
ELEVATION																	
HEIGHT	1,600	1,200	1,200	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300	900	1,300	1,300	1,300	1,300
WIDTH	860	900	900	900	900	900	600	1,800	900	2,100	900	1,200	1,500	2,400	600	900	900
HEAD HEIGHT	2,400	2,700	2,700	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400
NOTES	SCREENING	SCREENING	SCREENING														

WINDOW SCHEDULE

ID	W35	W36	W37	W38	W39
LOCATION	ATELIER	ATELIER	BATHROOM 2	BATHROOM 2	BOTTLE PREP / STORE
TYPE	FIXED	FIXED	FIXED	FIXED	FIXED
ELEVATION					
HEIGHT	1,300	1,300	1,300	1,300	1,300
WIDTH	1,700	1,200	600	600	600
HEAD HEIGHT	2,400	2,400	2,400	2,400	2,400
NOTES					

NOTE
WINDOWS ARE INDICATIVE ONLY AND WILL BE AS PER MANUFACTURERS SPECIFICATION
FRAMES - POWDER COATED ALUMINIUM
GLAZING - CLEAR LAMINATED GLASS
CRIMSAFE OR SIMILAR TO ALL EXTERNAL OPENABLE WINDOWS

WINDOW SCHEDULE

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
DIMENSIONS SHALL NOT BE OBTAINED BY SCALING.
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
SETOUT DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY WORK BEING CARRIED OUT. ANY PROBLEMS SHALL BE DIRECTED TO THE BUILDER FOR CLARIFICATION & CORRECTION

REAL PROPERTY DESCRIPTION
Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
WINDOW SCHEDULE
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

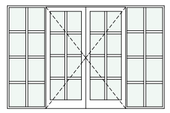
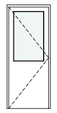
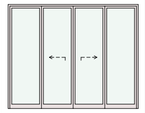
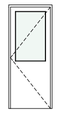
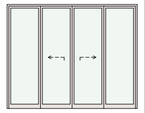
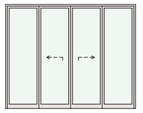
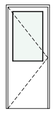
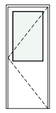
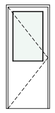
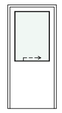
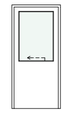
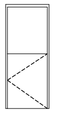
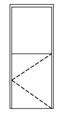
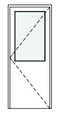
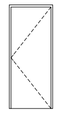
SCALE
AS SHOWN @ A2

230142
JOB No.

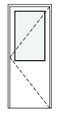
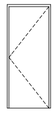
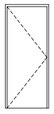
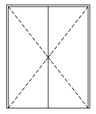
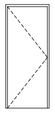
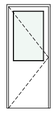
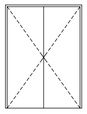
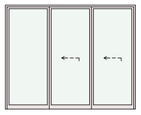
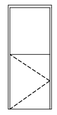
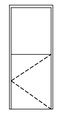
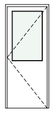
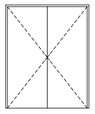
O
REVISION

SHEET
25

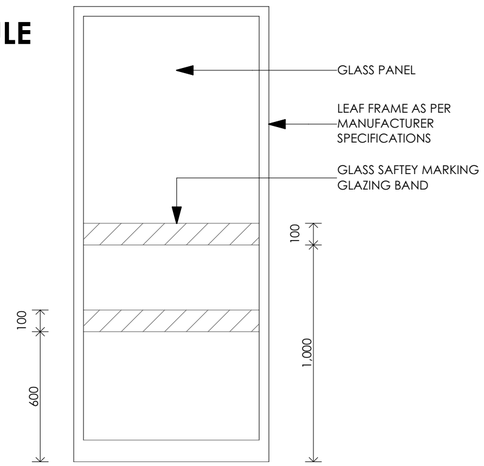
DOOR SCHEDULE

ID	D01	D02	D03	D04	D004	D05	D06	D08	D09	D10	D11	D12	D13	D14	D15
LOCATION	ENTRY	BATHROOM 1	ACTIVITY 1	CORRIDOR/VERANDAH	ACTIVITY 3	ACTIVITY 2	BATHROOM 2	STAFF	ACTIVITY 1	SLEEP	SLEEP	BOTTLE PREP / STORE	BATHROOM 1	PROGRAM	OFFICE
TYPE	HINGED	HINGED	SLIDING	HINGED	SLIDING	SLIDING	HINGED	HINGED	HINGED	SLIDING	SLIDING	HINGED	HINGED	HINGED	HINGED
ELEVATION															
HEIGHT	2,340	2,340	2,400	2,340	2,400	2,400	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340
WIDTH	1,840	920	3,000	920	3,000	3,000	920	920	920	1,020	1,020	920	920	920	920
DOOR HEAD HEIGHT	2,340	2,340	2,400	2,340	2,400	2,400	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340
DOOR HANDLE HT	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL			1500 ABOVE FFL	1500 ABOVE FFL
ACCESSORIES	WEATHER SEAL, KEY, D LEVEL, PIN CODE ACCESS, SELF CLOSER, INTERNAL QUICK RELEASE	WEATHER SEAL, KEY, D LEVEL, FINGER GUARD, SCREEN: CRIMSAFE OR SIMILAR	WEATHER SEAL, DECAL, KEY, D PULL, SCREEN: CRIMSAFE OR SIMILAR	WEATHER SEAL, KEY, D LEVEL, SELF CLOSER, INTERNAL QUICK RELEASE	WEATHER SEAL, DECAL, KEY, D PULL, SCREEN: CRIMSAFE OR SIMILAR	WEATHER SEAL, DECAL, KEY, D PULL, SCREEN: CRIMSAFE OR SIMILAR	WEATHER SEAL, KEY, D LEVEL, FINGER GUARD, SCREEN: CRIMSAFE OR SIMILAR	D LEVER, FINGER GUARD	D LEVER, FINGER GUARD	150mm REBATED PULL HANDLE - FLUSH	150mm REBATED PULL HANDLE - FLUSH	MAGNA LATCH-SLIDE PULL, FINGER GUARD	MAGNA LATCH-SLIDE PULL, FINGER GUARD	D LEVER, FINGER GUARD	D LEVER, FINGER GUARD, KEY LOCK
NOTES	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1	THRESHOLD: TO COMPLY WITH AS 1428.1					SLIDE BOLT MOUNTED TO FACE OF DOOR WITHIN BATHROOM	SLIDE BOLT MOUNTED TO FACE OF DOOR WITHIN BATHROOM		

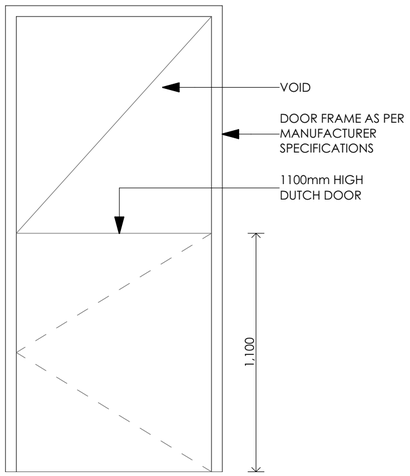
DOOR SCHEDULE

ID	D16	D17	D18	D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30
LOCATION	KITCHEN	LAUNDRY	STORE	FHR	STORE	AMB PDR	ACC BATH	ACTIVITY 3	BED STORE ACT 3	ATELIER	BATHROOM 2	BATHROOM 2	ACTIVITY 2	ACTIVITY 2	BED STORE ACT 2
TYPE	HINGED	HINGED	HINGED	HINGED	HINGED		HINGED	HINGED	HINGED	TOP HUNG SLIDING	HINGED	HINGED	TOP HUNG SLIDING	HINGED	HINGED
ELEVATION															
HEIGHT	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,400	2,340	2,340	2,400	2,340	2,340
WIDTH	920	920	920	720	1,840	820	920	920	1,680	3,000	920	920	3,000	920	1,840
DOOR HEAD HEIGHT	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,340	2,400	2,340	2,340	2,400	2,340	2,340
DOOR HANDLE HT	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL		1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL			1500 ABOVE FFL	1500 ABOVE FFL	1500 ABOVE FFL
ACCESSORIES	D LEVER, FINGER GUARD	D LEVER, FINGER GUARD	D LEVER, FINGER GUARD	D LEVER, SIGNAGE	PASSAGE SET	D LEVER, PRIVACY LOCK, SIGNAGE, SELF CLOSER	D LEVER, PRIVACY LOCK, SIGNAGE, SELF CLOSER	D LEVER, FINGER GUARD	PASSAGE SET, FINGER GUARD	DECAL, D-PULL	MAGNA LATCH-SLIDE PULL, FINGER GUARD	MAGNA LATCH-SLIDE PULL, FINGER GUARD	DECAL, D-PULL	D LEVER, FINGER GUARD	PASSAGE SET, FINGER GUARD
NOTES							THRESHOLD: TO COMPLY WITH AS 1428.1			THRESHOLD: TO COMPLY WITH AS 1428.1	SLIDE BOLT MOUNTED TO FACE OF DOOR WITHIN BATHROOM	SLIDE BOLT MOUNTED TO FACE OF DOOR WITHIN BATHROOM	THRESHOLD: TO COMPLY WITH AS 1428.1		

DOOR SCHEDULE



CHILDCARE DECAL - SAFETY STRIP
Scale: 1:20



PARTIAL HEIGHT DUTCH DOOR
Scale: 1:20

NOTE
WINDOWS AND DOORS ARE INDICATIVE ONLY AND WILL BE AS PER MANUFACTURERS SPECIFICATION

GLAZING - LAMINATED GLASS (AS PER SECTION J REPORT)

DOORS TO ACHEIVE A LUMINANCE CONTRAST IN ACCORDANCE WITH AS1428.1-2009

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
DIMENSIONS SHALL NOT BE OBTAINED BY SCALING. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. SETOUT DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO ANY WORK BEING CARRIED OUT. ANY PROBLEMS SHALL BE DIRECTED TO THE BUILDER FOR CLARIFICATION & CORRECTION

REAL PROPERTY DESCRIPTION
Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
L	09/10/24	Re-design BA Issue_1
M	28/10/24	Updated Demolition_1
N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

templo®

CYBER SERVICES GROUP
QBCC: 15093960
ACN: 620 422 166
6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

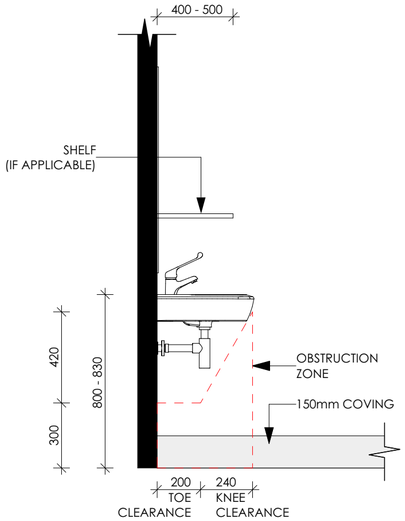
DRAWING TITLE
DOOR SCHEDULE
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
26



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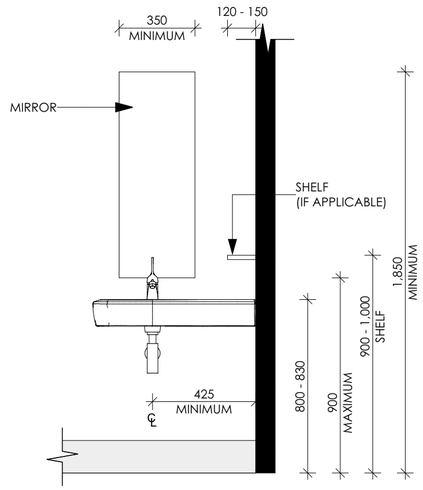
Scale: 1:20



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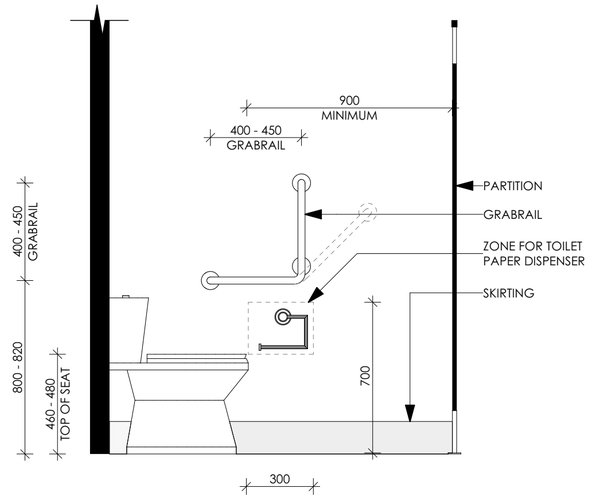

AMBULANT AMENITIES - WATER CLOSET
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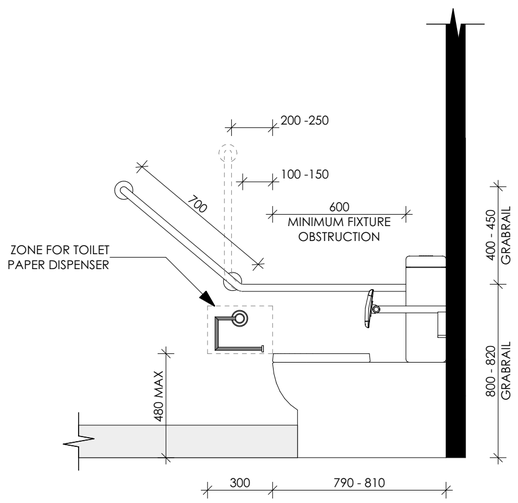

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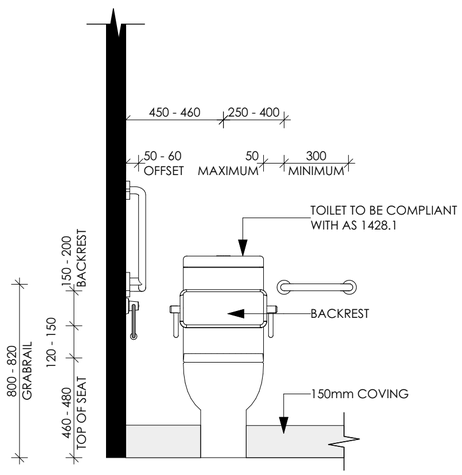

DISABLED AMENITIES - WATER CLOSET 2
Scale: 1:20

0 5 10

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REAL PROPERTY DESCRIPTION
Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
K	09/09/24	Window & Door Schedule
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N	02/12/24	Site Parking Update
O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

templo®

CYBER SERVICES GROUP
QBCC: 15093960
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6/1631 WYNNUM ROAD, TINGALPA
QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

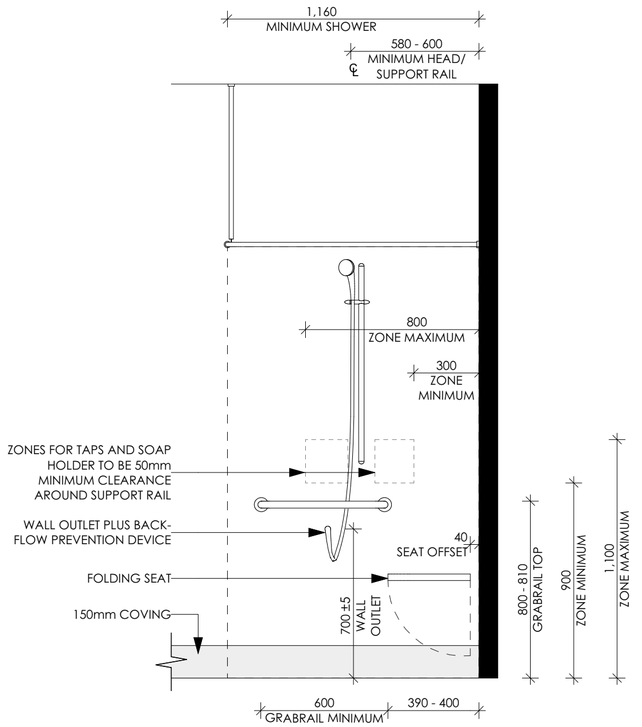
DRAWING TITLE
DETAILS - WET AREAS 1
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

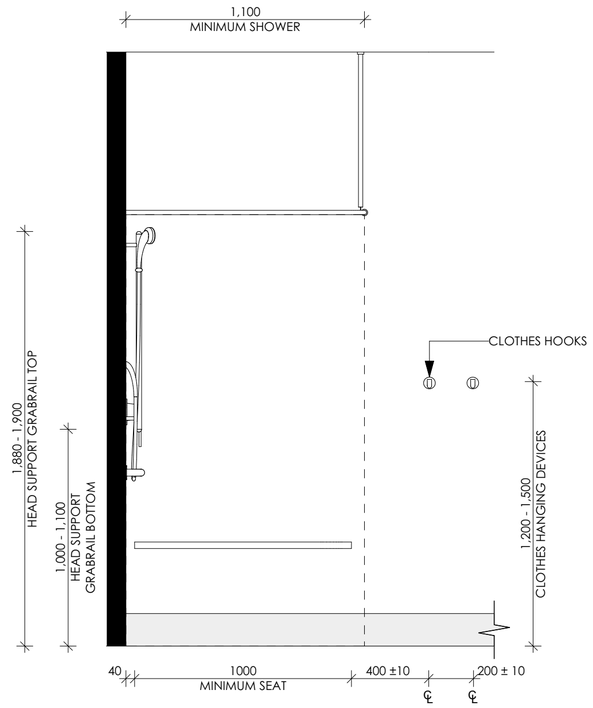
230142
JOB No.

O
REVISION

SHEET
27



DISABLED AMENITIES - SHOWER 1
Scale: 1:20



DISABLED AMENITIES - SHOWER 2
Scale: 1:20

0 5 10

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REAL PROPERTY DESCRIPTION
Lot: 1 on Title 29255
AREA: 1601m²
ZONE: General Residential
AUTHORITY: Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

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O	05/12/24	Tas Water notes added
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QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

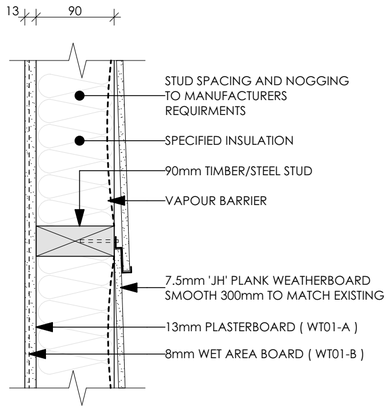
DRAWING TITLE
DETAILS - WET AREAS 2
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
28



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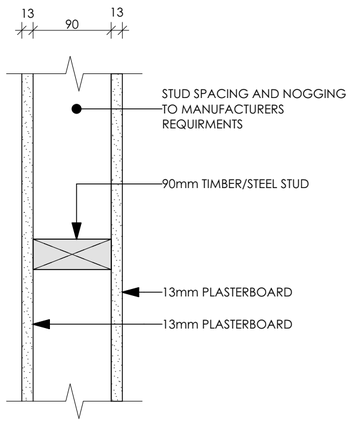
Scale: 1:5



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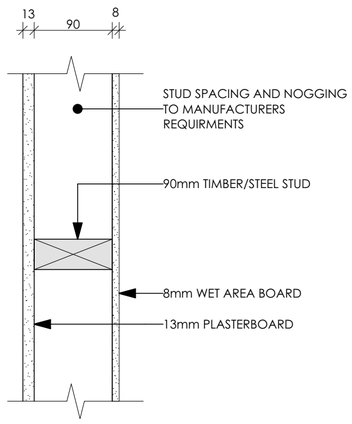

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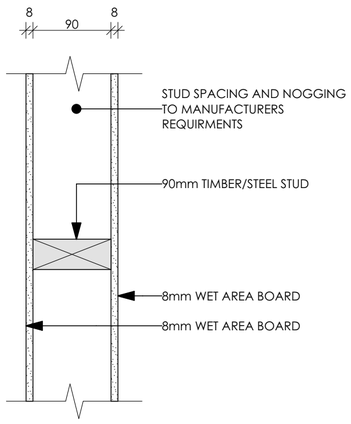

WALL TYPE DETAIL - WT12
Scale: 1:5

0 5 10

PRELIMINARY DRAWINGS - NOT FOR CONSTRUCTION.

DIMENSIONS
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REAL PROPERTY DESCRIPTION

Lot:	1 on Title 29255
AREA:	1601m²
ZONE:	General Residential
AUTHORITY:	Sorell Council

BUILDING CLASSIFICATION
CLASS 9B, TYPE C CONSTRUCTION

REVISION HISTORY

ISSUE	DATE	DESCRIPTION
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O	05/12/24	Tas Water notes added
P	09/12/24	Area calculations added

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QBCC: 15093960
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QUEENSLAND 4173
PH: (07) 3393 9159
TemploDesign.com.au

DRAWING TITLE
DETAILS - WALLS
CLIENT
Tina Palushi
18 Arthur Street, Sorell TAS 7172

SCALE
AS SHOWN @ A2

230142
JOB No.

O
REVISION

SHEET
29

Proposed side and rear boundary fence – 18 Arthur Street, Sorell

The proposed fence is to be a maximum of 1.8m in height from existing ground level and will be constructed of white PVC. The fence is a full privacy fence with no transparency.

MULCH DETAIL

LEGEND

- artificial turf - the camel 40mm - Enduro Turf - with softfall layer to minimise sound
- turf grass - tall fescue or similar
- hardwood timber decking - spotted gum or composite timber such as *Millboard*
- mulch
- sandstone flagging edging
- Surface Designs Rosehill TPV® INPLAY 1-4mm - charcoal for bike track with markings
- cobblestone edging - charcoal
- bluestone stepping stones - european or similar
- corten steel round planters
- concrete sleeper stepper

TREES TO BE RETAINED

PLANTS						
TREES						
symbol	botanical name	common name	height	width	pot size	qty
	corymbia ficifolia	flowering gum	15m	5-6m	100L	2
	eucalyptus pauciflora 'little snowman'	little snowman eucalypt	7m	5m	100L	5
	elaeocarpus reticulatus 'dark pink elly'	dark pink elly blueberry ash	5m	2m	100L	13
	banksia marginata	silver banksia	5m	4m	100L	4
SHRUBS						
	dodonaea viscosa	hop bush	5m	2m	200mm	17
	westringia brevifolia 'lilac and lace'	lical and lace coastal rosemary	1.5m	1m	200mm	13
	bauera rubioides	river rose	1m	1m	200mm	16
	correa reflexa 'northern belle'	northern belle correa	0.6m	1-2m	200mm	10
GRASSES/GROUNDCOVERS /TWINERS/CLIMBERS						
	poa labillardierei	tussock grass	0.6m	0.6m	150mm	27
	dianella revoluta	n/a	0.7m	0.7m	150mm	37
	kunzea ambigua prostrate	prostrate tick bus	0.6m	1.5m	150mm	10
	pultenaea pedunculata 'pyalong gold'	n/a	0.4m	1-2m	150mm	10

Australian Standards
All materials & workmanship shall be in accordance with the relevant standards of the *Standards Association of Aus.*

Australian Standard AS 4685 Playground equipment and surfacing
- Part 0 – Development, installation, inspection, maintenance and operation
- Part 1 – General safety requirements & test methods
- Part 2 – Additional specific safety requirements & test methods for swings
- Part 3 - Additional specific safety requirements & test methods for slides
- Part 4 - Additional specific safety requirements & test methods for runways
- Part 5 - Additional specific requirements & test methods for carousels
- Part 6 - Additional specific requirements & test methods for rocking equipment
- Part 11 - Additional specific safety requirements & test methods for spatial networks

Australian Standard AS 4422: Playground surfacing - Specifications, requirements and test method
- Australian Standard AS 1428: Design for access and mobility
- Part 1 - General requirements for access - New building work
- Part 2 - Enhanced and additional requirements - Building and facilities
- Part 3 - Requirements for children and adolescents with physical disabilities
- Part 4 - Means to assist the orientation of people with vision impairment – Tactile ground surface indicators
- Part 5 - Communication for people who are deaf or hearing impaired

Australian and New Zealand Standard AS/NZS 8124 Part 6 (ISO 8124-4:2014, MOD) Safety of toys - Swings, slides and similar activity toys for indoor and outdoor family domestic use
Australian and New Zealand Standard AS/NZS ISO 31000: Risk management - Principles and guidelines:
Australian Standard TR CEN 17519:2021: Synthetic turf facilities

NOTES

soil and mulch
Use an Australian Standard planter mix with low phosphorus for where natives have been specified & other good quality soil mix in other areas with a min of 5% OM - mulch - Use mulch with material size greater than 15mm only - recommend Euchy Mulch
material substitutions
Materials which are not available or cannot be reasonably provided for the works may be substituted in consultation with the client
timber
Use hardwood timber only preferably *Spotted Gum* for all visible timber sections & treated Durability class 1, H4 for in ground use & H3 otherwise. Use of sustainable hardwood timbers are preferred. Open timber features such as knot holes, loose or unsound knots, gum pockets, loose gum veins, shakes & termite galleries not to be used on the outer face of the timber.All timber contactable by hand shall be dressed or sanded smooth free of splinters & shavings. All bolted connections shall use washers under bolt heads & nuts & all external bolts, nuts, washers & decking screws shall be stainless steel All exposed timber to to sealed with *Sikkens* Cetol HLS in Mahogany
planting
Plants shall be vigorous, well established, hardened off, of good form consistent with the species or variety, free from disease & insect pests, with large healthy root systems & no evidence of having been restricted or damage .All plants to be planted in locations specified on this plan. Planting holes to be twice the pot size & all soil to loosely fill the planting hole. Plants must be watered before planting begins, immediately after planting and on a continual basis thereafter until established. Construct a watering basin around the base of each individual planted tree
shade
The playspace areas allow for 30% solar access to children at all times while incorporating a mix of shade provided by canopy trees and built forms

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

FINAL

playspace-landscape - plants

Dial Before U Dig - all services to be checked prior to works commencement

8 Hughes Ave, LAWSON NSW 2783
0416 565297
tess@tessaroselandscapes.com.au
www.tessaroselandscapes.com.au

TESSA ROSE PLAYSPACE AND LANDSCAPE DESIGN

PROJECT:

Proposed Child Care Centre
18 Arthur St
SORELL TAS 7172

Winter Rise · Winter Set · Summer Rise · Summer Set · N

date: 18 September 2024 drawing no.1/2
scale: 1:100/A1 drawn by: tm

drawing notes
1. Contractor should check site conditions and measurements prior to works
2. No subsitutions for plants and materials may occur without prior approval

This plan is certified as meeting all relevant local government DCP's & legislation and the *Education and Care Services National Regulations 2011*

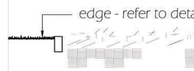
TIMBER POLES TO 1M FOR INFORMAL FENCING (SEE SAMPLE BOARD)
OUTDOOR PLAY KITCHEN
SANDPIT WITH SWEEPING EDGE AND BOULDERS
2 x REMNANT TREE LOGS FOR SEATING/BALANCING, ETC
SANDSTONE BLOCK SEAT

0.15M DECK WITH TREE TO SANDPIT
SANDPIT WITH SWEEPING EDGE AND BOULDERS
CUBE CUBBY
TIMBER PICKET GATE
ROLLING 'HILLS' IN ARTIFICIAL TURF - 0.15M AND 0.3M
MIRROR PANEL
ROLLING 'HILLS' IN ARTIFICIAL TURF - 0.15M AND 0.3M

2M LANDSCAPE BUFFER
CUBBYHOUSE
EDIBLE GARDEN AREA
BIKE TRACK WITH MARKINGS AND MIXED SURFACES
BLACKBOARD PANEL

OUTDOOR PLAYSPACE
VERANDAH
ACCESS RAMP 1:14 MAX GRADIENT
BATH 1
ACTIVITY 1
0-24 months
20 PLACES 65.00sqm REQ.
UNENCUMBERED 58.93sqm
4 STAFF
KITCHEN
LDRY
OFFICE
STORE
RECEPTION
FOYER
DINING
SAFE ZONE
ACC BATH
ACTIVITY 2
24-36 months
20 PLACES 65.00sqm REQ.
UNENCUMBERED 68.00sqm
4 STAFF
BATH 2
ATELIER
ACTIVITY 3
OVER 36 months
20 PLACES 65.00sqm REQ.
UNENCUMBERED 69.93sqm
2 STAFF
BED STORE
BOTTLE PREP /STORE
OUTDOOR STORE
BIKE STORE
BIN STORE
SLEEP
SLEEP
ACCESS RAMP 1:14 MAX GRADIENT
SHARED ZONE
SMALL CAR ONLY
STAFF
EXISTING CROSSOVER
EXISTING CROSSOVER
SIGN
26.53
23.16
37.29
34.36
15.0
ARTHUR STREET

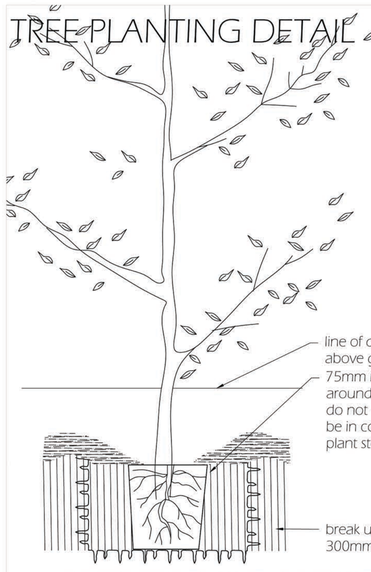
MULCH DETAIL



LEGEND

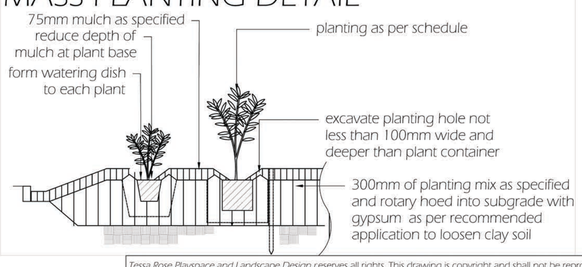
- artificial turf - the camel 40mm - Enduro Turf - with softfall layer to minimise sound
- turf grass - tall fescue or similar
- hardwood timber decking - spotted gum or composite timber such as *Millboard*
- mulch
- sandstone flagging edging
- Surface Designs Rosehill TPV® INPLAY 1-4mm - charcoal for bike track with markings
- cobblestone edging - charcoal
- bluestone stepping stones - european or similar
- corten steel round planters
- concrete sleeper stepper

TREE PLANTING DETAIL



- planting hole to be min. 300mm wider and 150mm

MASS PLANTING DETAIL



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Australian and New Zealand Standard AS/NZS ISO 31000: Risk management - Principles and guidelines;
Australian Standard TR CEN 17519:2021: Synthetic turf facilities

NOTES

soil and mulch
Use an Australian Standard planter mix with low phosphorus for where natives have been specified & other good quality soil mix in other areas with a min of 5% OM - mulch - Use mulch with material size greater than 15mm only - recommend Euchy Mulch
material substitutions
Materials which are not available or cannot be reasonably provided for the works may be substituted in consultation with the client
timber
Use hardwood timber only preferably *Spotted Gum* for all visible timber sections & treated Durability class 1, H4 for in ground use & H3 otherwise. Use of sustainable hardwood timbers are preferred. Open timber features such as knot holes, loose or unsound knots, gum pockets, loose gum veins, shakes & termite galleries not to be used on the outer face of the timber.All timber contactable by hand shall be dressed or sanded smooth free of splinters & shavings. All bolted connections shall use washers under bolt heads & nuts & all external bolts, nuts, washers & decking screws shall be stainless steel All exposed timber to to sealed with *Sikkens* Cetol HLS in Mahogany
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Plants shall be vigorous, well established, hardened off, of good form consistent with the species or variety, free from disease & insect pests, with large healthy root systems & no evidence of having been restricted or damage All plants to be planted in locations specified on this plan. Planting holes to be twice the pot size & all soil to loosely fill the planting hole. Plants must be watered before planting begins, immediately after planting and on a continual basis thereafter until established. Construct a watering basin around the base of each individual planted tree shade
The playspace areas allow for 30% solar access to children at all times while incorporating a mix of shade provided by canopy trees and built forms

Sorell Council

Development Application: Development Application - 18 Arthur Street, Sorell - P1.pdf

Plans Reference:P1
Date Received: 29/10/2024

FINAL

playspace-landscape - surfaces

Dial Before U Dig - all services to be checked prior to works commencement

TESSA ROSE
PLAYSPACE AND LANDSCAPE DESIGN
8 Hughes Ave, LAWSON NSW 2783
0416 565297
tess@tessaroselandscapes.com.au
www.tessaroselandscapes.com.au

PROJECT:
Proposed Child Care Centre
18 Arthur St
SORELL TAS 7172

Winter Rise
Winter Set
Summer Rise
Summer Set
N

date: 18 September 2024 drawing no.2/2
scale: 1:100/A1 drawn by: tm

drawing notes
1. Contractor should check site conditions and measurements prior to works
2. No subsitutions for plants and materials may occur without prior approval

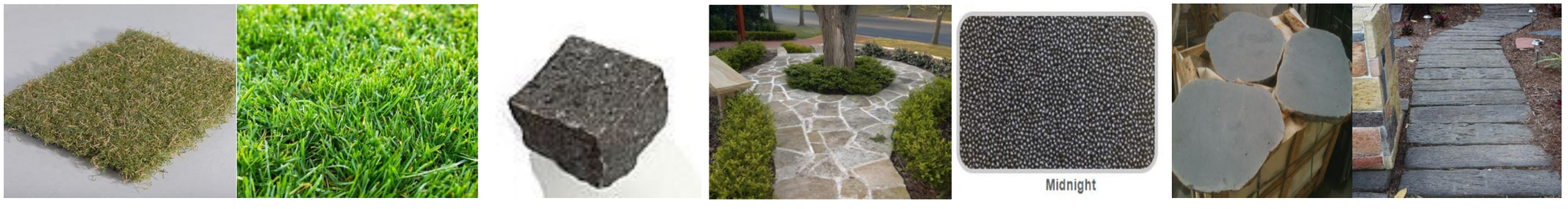
This plan is certified as meeting all relevant local government DCP's & legislation and the *Education and Care Services National Regulations 2011*

Sample board for Proposed Childcare Centre, 18 Arthur St., Sorell, TAS - Prepared by Tessa Rose Playspace and Landscape Design Tuesday, 26 March 2024

Left to right: : Sandstone edged sandpit with building platforms, Blackboard panel, Mirror panel, Outdoor kitchen, Bike pathway with markings & pedestrian crossing, Formboss -Corten edible garden – round, Low AG mounds for sitting & rolling etc,

Left to right: Log rounds for climbing, balancing & seating, Boulders for seating, Varied height timber panel screening, Timber picket fence/gate, Remnant logs for seating and balancing, Cube cubby house,

Left to right: Covered cubby house,



Left to right: Enduro Turf -The Camel, Turf -Tall fescue, Cobblestones – Charcoal, Sandstone flagging paving, Wetpour surfacing - Polysoft - Midnight, Bluestone pavers, Ozlogs concrete sleepers stepping stones,

* Please note these images are to be considered in conjunction with your plan and are used to give an idea of colours, textures & constructs that will be present in the completed playspace.

Sample board for Proposed Childcare Centre, 18 Arthur St., Sorell, TAS - Prepared by Tessa Rose Playspace and Landscape Design Tuesday, 26 March 2024

Plant selection

TREES

Left to right: *Corymbia ficifolia*, *Eucalyptus* 'Little Snowman', *Elaeocarpus* 'Dark Pink Elly' (tree and flowers), *Banksia Marginata* (tree and flowers),

Plant selection

SHRUBS

Left to right: *Dodonaea viscosa* 'Hop bush', *Bauera Rubioidies* ' River dog rose', *Correa reflexa* Northern belle', *Westringia brevifolia* 'Lilac and Lace',

Plant selection

GRASSES/ GROUNDCOVERS / CLIMBERS

Left to right: *Poa labilliardieri* 'Tussock grass', *Dianella revoluta, Kunzea ambigua* prostrate, *Pultenaea pedunculata* 'Pyalong Gold',

* Please note these images are to be considered in conjunction with your plan and are used to give an idea of colours, textures & constructs that will be present in the completed playspace.