PLAN 2

PLANNING APPLICATION PLN-21-0053

2A FORE ST & 48 CLARENCE ST, PERTH

ATTACHMENTS

A Application & plans, correspondence with applicant

B Responses from referral agencies

C Representations & applicant's response

 ATTACHMENT A

PLANNING APPLICATION
Proposal

Description of proposal: Construction of an Early Learning Centre (Long Day Care and After School Care) Building. Associated works including vehicular access, car and bicycle parking, service infrastructure, landscaping and signage. Attached is a written explanation of design intent and response to Planning Standards.
(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1. N/A 2. ..... 3. .....

Site address: 2A FORE STREET, PERTH, TAS 7300, & 48 CLARENCE STREET, PERTH, TAS 7300.

CT no: 176433

Estimated cost of project $2.6 Mil. *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes / (No)
If yes – main building is used as .....

If variation to Planning Scheme provisions requested, justification to be provided:

N/A.

(attach additional sheets if necessary)

Is any signage required? DIRECTIONAL SIGNAGE, REFER ATTACHED.
(if yes, provide details)

Exhibited

OWNER
CORNELIA MAARTJE DELL
PHILIP LANCE DELL
FOLIO REFERENCE
16303-17, 16303-18
GRANTEE
PART OF LOTS 15 (0.1.32) & 17 (0.1.22), JOHN DRYDEN, PUR
PART OF LOTS 18 (0.1.22), 19 (0.2.17), 20 (0.2.12) & 21 (0.1.11 1/2), JOHN MARTIN, PUR.

PLAN OF SURVEY

COHEN & ASSOCIATES PTY LTD, LAUNCESTON

BY SURVEYOR: S.P. VERBEETEN

LOCATION TOWN OF PERTH SECTION H

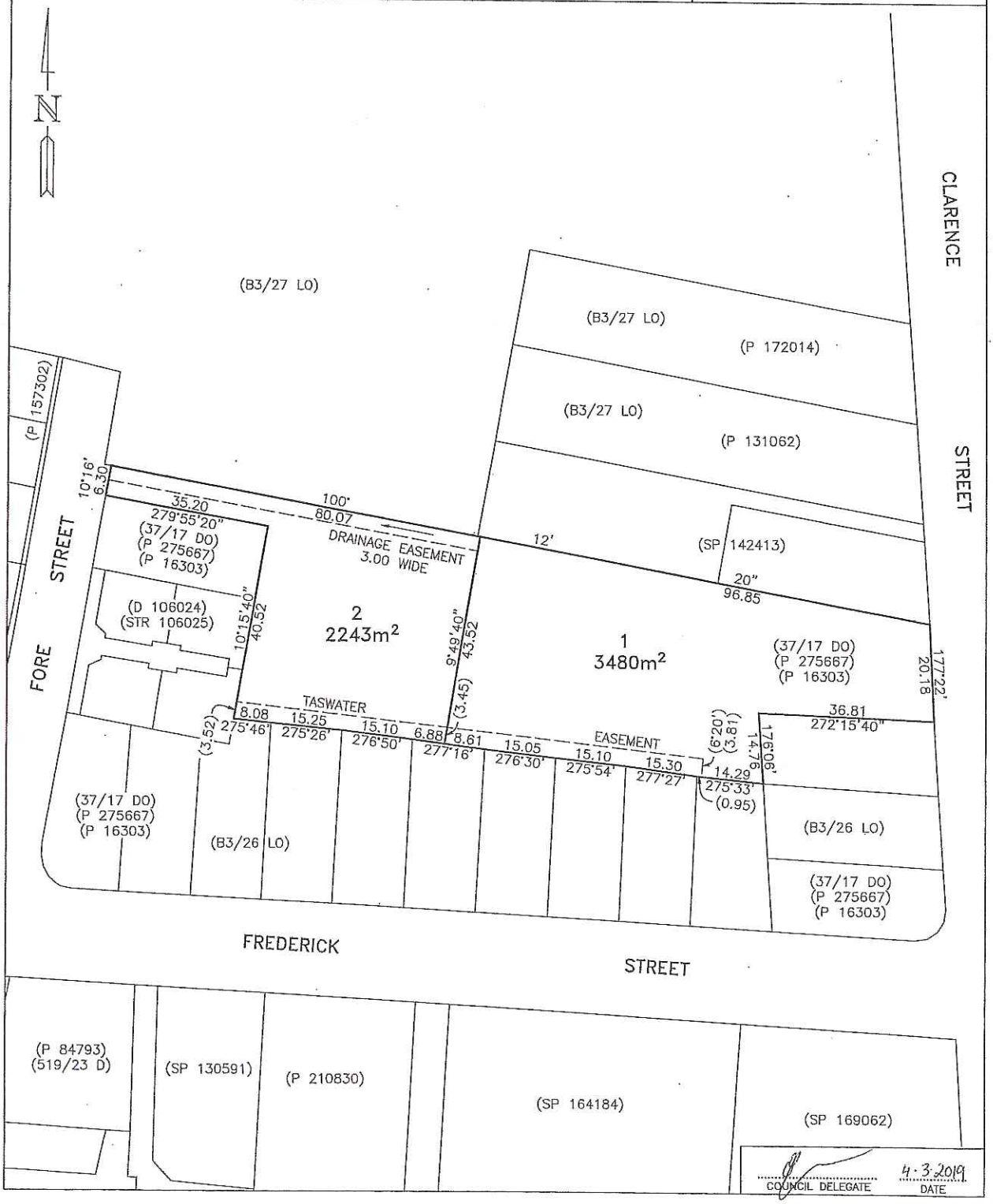
SCALE 1 : 750 LENGTHS IN METRES

REGISTERED NUMBER
SP176433

~~APPROVED~~ EFFECTIVE FROM 12 MAR 2019

DEPUTY Recorder of Titles

MAPSHEET MUNICIPAL CODE No 123	LAST UPI No	LAST PLAN No P 16303	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



COUNCIL DELEGATE 4.3.2019 DATE

175-46 (7599) 14/12/2018 11:39

Exhibited

Suite 204
92 Maroondah Hwy
Ringwood 3134
Victoria Australia

1-190

9028 7218
info@n2sh.net

n2sh.net

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Interior Design
Health Planning

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Northern Midlands Council - Planning Application

PROPOSAL SUMMARY - Proposed Perth Early Learning Centre

Location	2A Fore Street Perth TAS 7300
Title Information	C.T. 176433-1
Land Area	3256 m^2
Zone	General Residential Zone
Building Use Class	Educational and Occasional Care
Proposed Development	Early Learning Centre for Long Day Care and Outside School Hours care
Proposed Hours of Operation	8am to 6pm Monday to Friday

Proposal Explanation and Intent

This planning application seeks approval for a new Early Learning Centre, to provide Long Day Care (LDC) and Outside School Hours Care (OSHC) for children from the stages of Infancy through to Primary School Grade 6. The building will be the new location for the existing Northern Midlands Council's Perth Child Care, presently situated in a shared Community Centre in Perth.

Attendees

The facility will accommodate 13 Full Time Staff and the following minimum participants in playrooms according to age group:

Age 0 – 18 months	12 children
Age 18mths to 3 years	14 children
Age 3 – 5 years	20 children
After School Care	40 children (Primary School Prep to Grade 6)

The proposed building has been designed to

- facilitate development and engage children with indoor and outdoor learning spaces
- make long day care a safe and positive experience for children
- provide staff with a pleasant work environment to comfortably supervise and teach children
- utilise and maximise natural light
- minimise energy consumption and impact on the environment.

To achieve this, the proposal seeks to utilise

1) Simple design language and construction methods: Concrete slab on ground with brick veneer construction and skillion roofs
2) A material palette inspired by colours found in the Australian bush: Grey, cream, pale green

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Suite 204
92 Maroondah Hwy
Ringwood 3134
Victoria Australia

03 9028 7218
info@n2sh.net

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3) Environmentally Sustainable Design (ESD) principles – deep verandahs, north orientation for learning and play spaces, pop up roof with highlight windows for natural ventilation, solar energy, permeable concrete paving.

Northern Midlands Interim Planning Scheme 2013
Design Response to Sections relevant to this Application

Fencing
Section 10.4.7 Frontage Fences
Objective: To control the height and transparency of frontage fences to:
a) Provide adequate privacy and security for residents; and
b) Allow the potential for mutual passive surveillance between the road and the dwelling; and
c) Provide reasonably consistent height and transparency.

A new fence is proposed at the Fore Street vehicular site entrance with lockable gates. The gates will remain secured in the open position during, and closed after, operating hours of the Centre.
This fence will provide both security and transparency from the street and is consistent with the style of the existing adjacent fencing of the Perth Primary School (neighbouring property on north western boundary).

The proposed frontage fence will be ChildSure Tubular Security Fence System
1800mm high pre-galvanised steel hollow tube
Profile: Crushed spear top, powdercoat finish - Monument
Horizontal rails 40 x40 x 1.6mm square hollow tube
Vertical pickets 25 x 25 x 1.2mm square hollow tube extending 150mm above and below horizontal rails.
Pickets spaced at 113mm centre to centre.

Please refer to Drawing TP 000 for a small image of this proposed fence style.

Lighting
10.3.1 Amenity
Objective:
To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.

P3 External Lighting must demonstrate that
A) Floodlighting or security lights used on the site will not unreasonably impact on the amenity of the adjoining land
B) All direct light will be contained within the boundaries of the site.

Proposed external lights to be as follows:

1. South and West External Walls of the building
Within opening hours wall mounted down lights will operate during times of darkness using a timer control. After opening hours these lights will operate based on motion detection.

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92 Maroondah Hwy
Ringwood 3134
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03 9028 7218
info@n2sh.net

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2. Site entrance gate
Within opening hours, a light will operate during times of darkness using a timer control. After opening hours this light will operate based on motion detection.

Note the location of adjacent nearby street light pole will also provide illumination of the street and vehicle crossover in this area.
Refer to Drawing TP 003 Proposed Site Plan.

Waste Material
10.3.2 Residential Character – Discretionary Uses
Objective – to ensure that discretionary uses support:
a) The visual character of the area; and
b) The local area objectives, if any.

A3 Waste material storage for discretionary uses must:
a) Not be visible from the road to which the lot has frontage
b) Use self-contained receptacles designed to ensure waste does not escape to the environment.

Waste material and rubbish generated by the Centre's operations will be contained in suitable rubbish wheelie bins, according to rubbish type, in line with Council Waste Removal requirements. A specially designated area, outside the east external wall of the building will be used solely for the purpose of storing the bins awaiting rubbish collection. The area will be contained by a secure fence with a lockable gate (type as above Part 10.4.7).

Proposed Development
10.4.14
Non Residential Development
Objective
To ensure that all non residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.
Development must be designed to protect the amenity of surrounding residential uses and have regard to:
a) The setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoining dwellings;

The proposed building has been sited to use the northern aspect to advantage for outdoor open play areas and orientation for indoor play spaces. The building's setbacks at their nearest to boundary fences are as follows:
West 18.3 m
South 7.4 m
East 2.0 m (and approximately 15.0 m from any existing buildings at 48 Clarence St)

North boundary – a small area of the proposed building is 100mm from the boundary (comprising of a 2050mm length of covered way and 5m length of brick wall. The proposed height is 2700mm at lowest point, 4100mm height at highest point). This is a lockable Storage area for outdoor toys, such as

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N2SH design studio
Suite 204
92 Maroondah Hwy
Ringwood 3134
Victoria Australia
03 9028 7218
info@n2sh.net
n2sh.net
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scooters and bikes. The room has no openings on the boundary. It has a roller door for access oriented to the west. As the room is to the south of the neighbouring property it will not affect solar access, nor amenity or privacy.

b) *The setback of the building to a road frontage and if the distance is appropriate to the location and the character of the area, the efficient use of the site, the safe and efficient use of the road and amenity of residents;*

The building is situated approximately 55m from the road frontage. This is due to narrow site access to the west of the site.

c) *The height of the development having regard to*
i) the effect of the slope of the site on the height of the building
Please refer to the attached Survey Plan. The site is relatively flat with no discernible slope and hence this has not affected the building height.

ii) The relationship between the proposed building height and the height of existing adjacent buildings
The proposed maximum height of the building is 5770mm (highest point of highlight roof section). The existing adjacent buildings are single storey however they are set back far enough from the proposed buildings as to not be affected by scale.

iii) the visual impact of the building when viewed from the road and from adjoining properties;
The building when viewed from the road (55 metres away) will reveal a section of western external wall 4.1m high and Covered Way 2.9 m high.

iv) the degree of overshadowing and overlooking properties
Please refer to Shadow diagrams, Drawings TP 800 – 805.
Drawing TP 802, with proposed shadows generated at 3pm on 21st of June, and TP 805, with proposed shadows generated at 3pm on 22nd of September, both show a small amount of overshadowing on the eastern boundary of the site/ and western boundary of the neighbouring property at No 48 Clarence St. No other overshadowing affects any of the surrounding residences.

Due to the floor being on one continuous level, and the height of boundary fences surrounding the property, there is no foreseeable overlooking onto neighbouring properties.

d) *The level and effectiveness of physical screening by fences or vegetation.*
Whilst the site is largely not seen from the street, the existing boundary fences surrounding the site are in poor and dilapidated condition. In this application we propose to replace all of the timber paling fences, and the existing low mesh fence surrounding the site with standard timber paling residential boundary fences to ensure safety of all visitors to the ELC.

The existing section of tubular steel fence at the north west of the site which relates to the Perth Primary School will not need to be replaced. Please refer to Drawing TP 000 for Existing conditions photographs of the fences.

e) *The location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries;*

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Suite 204
92 Maroondah Hwy
Ringwood 3134
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info@n2sh.net

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The proposed carpark, driveway, line-markings and footpaths have been designed to avoid patrons parking in Fore Street whilst also allowing safe access and egress to the Centre for families and Staff. This proposal allows for:
3 Disabled parking spaces
21 regular car parking spaces
10 parents with prams larger size car parks - to assist family safety while securing children into their capsules, booster seats and car seats, and facilitate loading and unloading of prams, and of belongings.

It is envisaged that with the exception of the Full Time Staff, car parking will be used by families for short periods whilst children are dropped off and collected from the Centre.
Refer to Traffic Impact Assessment Report as part of this submission.

f) The location of illumination on the site
See above Item 10.3.1 Amenity regarding illumination on the site.

g) passive surveillance of the site
The transparent security fencing proposed in Section 10.4.7 Frontage Fences will allow views into the site from the street and passive surveillance at street level. The remainder of the site is protected from intruders by boundary fences from neighbouring residential properties and Perth Primary School.

h) landscaping to integrate development with the streetscape.
The limited nature of the actual frontage to Fore Street (approx. 6.3 m) prohibits the provision of landscape at the street frontage. For safety and security of the site, children and staff, a 1.8m high double gate (in the matching profile of the frontage fence described in Section 10.4.7 above) will be provided as shown on drawing TP003 Proposed Site Plan. The design, colour and materiality of this double gate is intended to both compliment and blend in with the adjacent streetscape.

Within the site, proposed hard landscaping will consist of vehicular access permeable concrete driveway and car parking spaces, permeable concrete footpaths and kerbs, painted line-marking. Small Australian Native shrubs and small areas of grass will be planted directly to the south and east of the building.

Signage
E.15.4.1 Directional Sign
The following signs do not require a permit:
Directional Sign – Must be erected at the direction of a public authority.

In order to alert the public to the location of the Centre, two proposed signs will be affixed to the site-facing side of the boundary fences, directly adjacent to the driveway entrance on the Fore St Boundary (one on each fence facing into the driveway entry). This will ensure they can be seen when the access gates are open during operating hours, and so that people can be alerted to the ELC's location if approaching from either direction in Fore St.
Refer to Drawing TP 003 Proposed Site Plan.

For Car Parking and Bicycle Parking requirements please refer to the Traffic Impact Assessment Report as part of this submission.

Exhibited

TRANSMITTAL REGISTER

JOB NAME	**PROPOSED PERTH EARLY LEARNING CENTRE**
JOB NO.	**20058**
ADDRESS	**2A FORE STREET, PERTH TAS 7300**

Day	26
Month	2
Year	2021

Dwg No	Title	Scale	Rev		
TP000	LOCATION PLAN & SCHEDULES	VAR			
TP001	SITE - EXISTING CONDITIONS PLAN	1:300			
TP002	SITE ANALYSIS & RESPONSE	1:300			
TP003	PROPOSED SITE PLAN	1:300			
TP101	PROPOSED FLOOR PLAN	1:200			
TP102	PROPOSED ROOF PLAN	1:200			
TP601	PROPOSED ELEVATIONS - NORTH & SOUTH	1:150			
TP602	PROPOSED ELEVATIONS - EAST & WEST	1:150			
TP603	PROPOSED SECTIONS	1:150			
TP 800	SHADOW DIAGRAM 9am 21st June	1:500			
TP 801	SHADOW DIAGRAM 12 noon 21st June	1:500			
TP 802	SHADOW DIAGRAM 3pm 21st June	1:500			
TP 803	SHADOW DIAGRAM 9am 22nd September	1:500			
TP 804	SHADOW DIAGRAM 12 noon 22nd September	1:500			
TP 805	SHADOW DIAGRAM 3pm 22nd September	1:500			
13146-01	CONTOUR & DETAIL PLAN	1:400			

Distribution				
Council: Northern Midlands		P		
Client : Northern Midlands Council - Project Manager		P		
Midlands Rural & Remote Childcare Services		P		
P= PDF HC = Hardcopies C=CAD				
Purpose of Issue				
A = Approval CO = Comment I = Information		TP		
TP = Town Planning P = Preliminary				

suite 204, 92 maroondah highway ringwood, victoria 3134 t: +61 (0)3 9028 7218 m: +61 (0)413 735 655 e: info@n2sh.net w: www.n2sh.net
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SITE AERIAL PHOTOGRAPH 1:1000

STREETSCAPE VIEW OF SITE FROM FORE STREET

LOOKING FROM THE STREET ENTRANCE

VIEW FROM SITE FACING SOUTH BOUNDARY

DRAWING SCHEDULE

TP000	LOCATION PLAN & SCHEDULES	VAR
TP001	SITE – EXISTING CONDITION PLAN	1:300
TP002	SITE ANALYSIS & RESPONSE	1:300
TP003	PROPOSED SITE PLAN	1:300
TP101	PROPOSED FLOOR PLAN	1:200
TP102	PROPOSED ROOF PLAN	1:200
TP601	PROPOSED ELEVATIONS – NORTH & SOUTH	1:150
TP602	PROPOSED ELEVATIONS – EAST & WEST	1:150
TP603	PROPOSED SECTION	1:150
TP800	SHADOW DIAGRAM – 9am 21st June	1:500
TP801	SHADOW DIAGRAM – 12noon 21st June	1:500
TP802	SHADOW DIAGRAM – 3pm 21st June	1:500
TP803	SHADOW DIAGRAM – 9am 22nd September	1:500
TP804	SHADOW DIAGRAM – 12noon 22nd September	1:500
TP805	SHADOW DIAGRAM – 3pm 22nd September	1:500

AREA SCHEDULE

SITE AREA:	3256 sqm
PROPOSED BUILDING AREA:	1024 sqm (31.4%)
PROPOSED SITE COVERAGE	2658 sqm (81.6%)
PROPOSED NUMBER OF PARKING SPACES:	34 car spaces
PROPOSED NUMBER OF BICYCLE SPACES:	6 bike spaces

MATERIAL SCHEDULE

	RF1	SPANDEK PROFILE METAL ROOF FINISH: COLORBOND MONUMENT
	MC1	COLOURBOND FLAT SHEET METAL CLADDING TO WINDOW FEATURE SURROUNDS FINISH: COLORBOND MOUNMENT
	FB1	FACE BRICKWORK, STRETCHER BOND AUSTRAL BRICKS, INDUSTRIAL RANGE COLOUR: ALLOY
	FE2	CHILD SAFE FENCE
	CB1	POWDERCOATED ALUMINIUM WINDOW FRAMES FINISH: COLORBOND MONUMENT
	CB2	POWDERCOATED ALUMINIUM FASCIAS, GUTTERS, DOWNPIPES, CAPPINGS AND FLASHINGS FINISH: COLORBOND MONUMENT
	CB3	ALL EXPOSED STEELWORK TO VERANDAH AND COVERED WALKWAY TO BE PAINTED FINISH: DULUX MONUMENT
	PF	PAINT FINISH TO SELECTED EXTERNAL DOORS DULUX CRESSIDA
	AW	CLEAR GLASS GLAZING
	FE1	1800mm HIGH TIMBER PALING FENCE

1-196

Exhibited

DATE: REVISION: BY:

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CLIENT: Northen Midlands Council

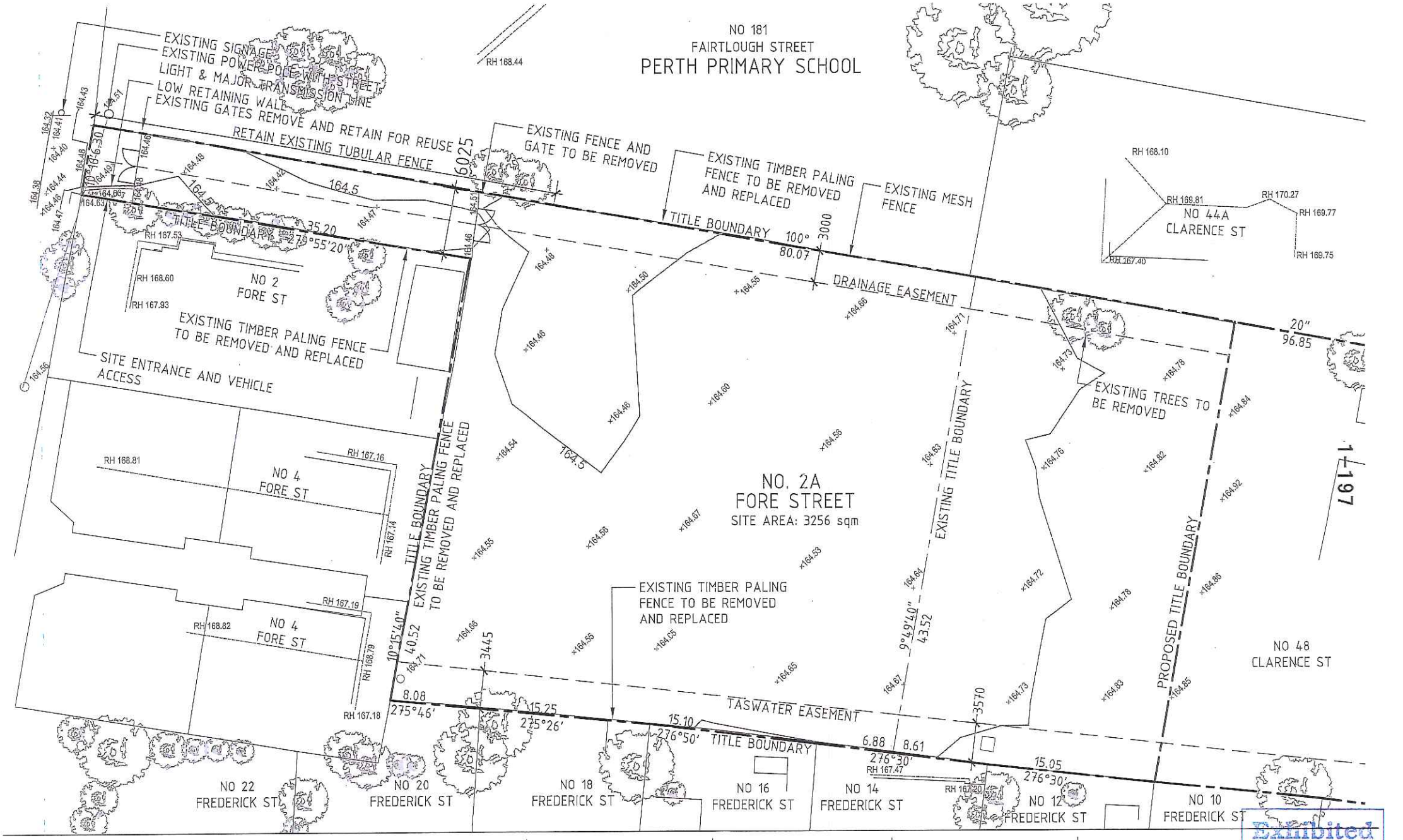
PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP000 REVISION:

DRAWING TITLE: LOCATION PLAN & SCHEDULES

JOB No: 20058
SCALE: VARIOUS
DRAWN BY: JWO
CHECKED: JW
DATE: FEB 2021
SHEET No: 1/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
nic@n2sh.net | www.n2sh.net
N2SH Pty. Ltd. ABN: 20 606 603 196



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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP001

REVISION:

DRAWING TITLE: SITE EXISTING CONDITION PLAN

JOB No: 20058

SCALE: 1:300 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: FEB 2021

SHEET No: 2/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
nic@n2sh.net | www.n2sh.net
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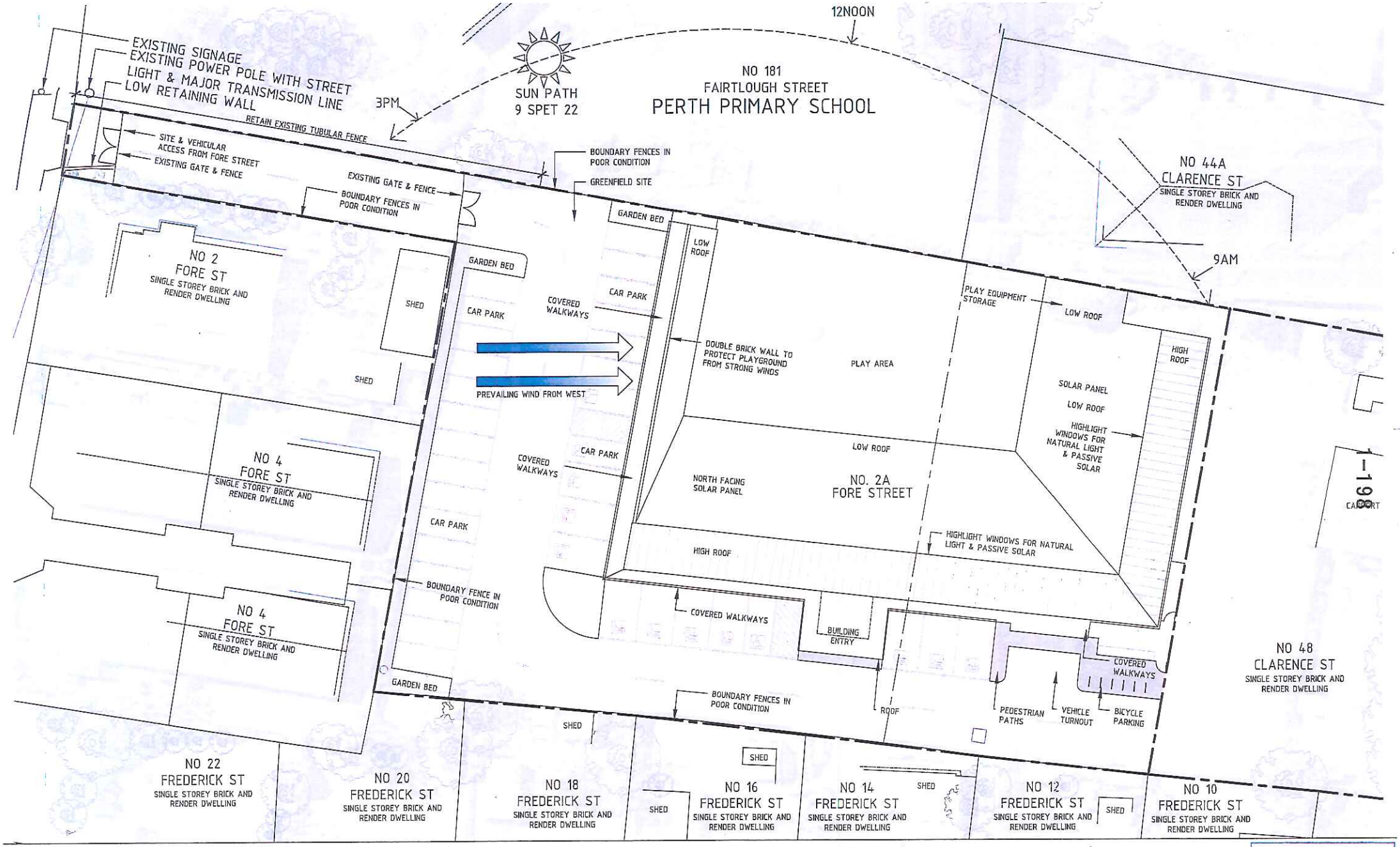

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP002 REVISION:

DRAWING TITLE: SITE ANALYSIS & RESPONSE

JOB No: 20058 SCALE: 1:300 @A3

DRAWN BY: JWO CHECKED: JW

DATE: FEB 2021 SHEET No: 3/15

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n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
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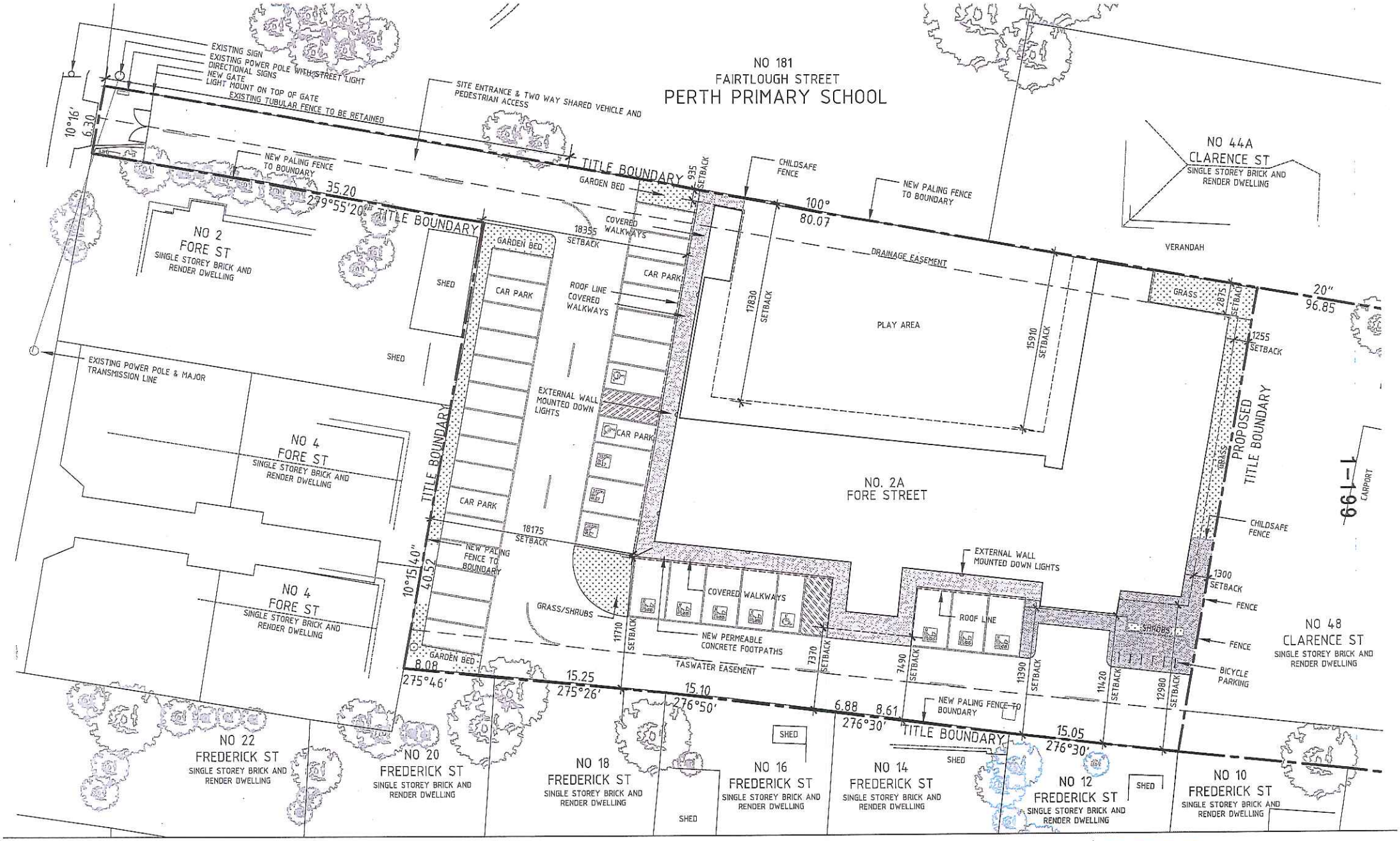

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP003

REVISION:

DRAWING TITLE: PROPOSED SITE PLAN

JOB No: 20058

SCALE: 1:300 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: FEB 2021

SHEET No: 4/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
nic@n2sh.net | www.n2sh.net
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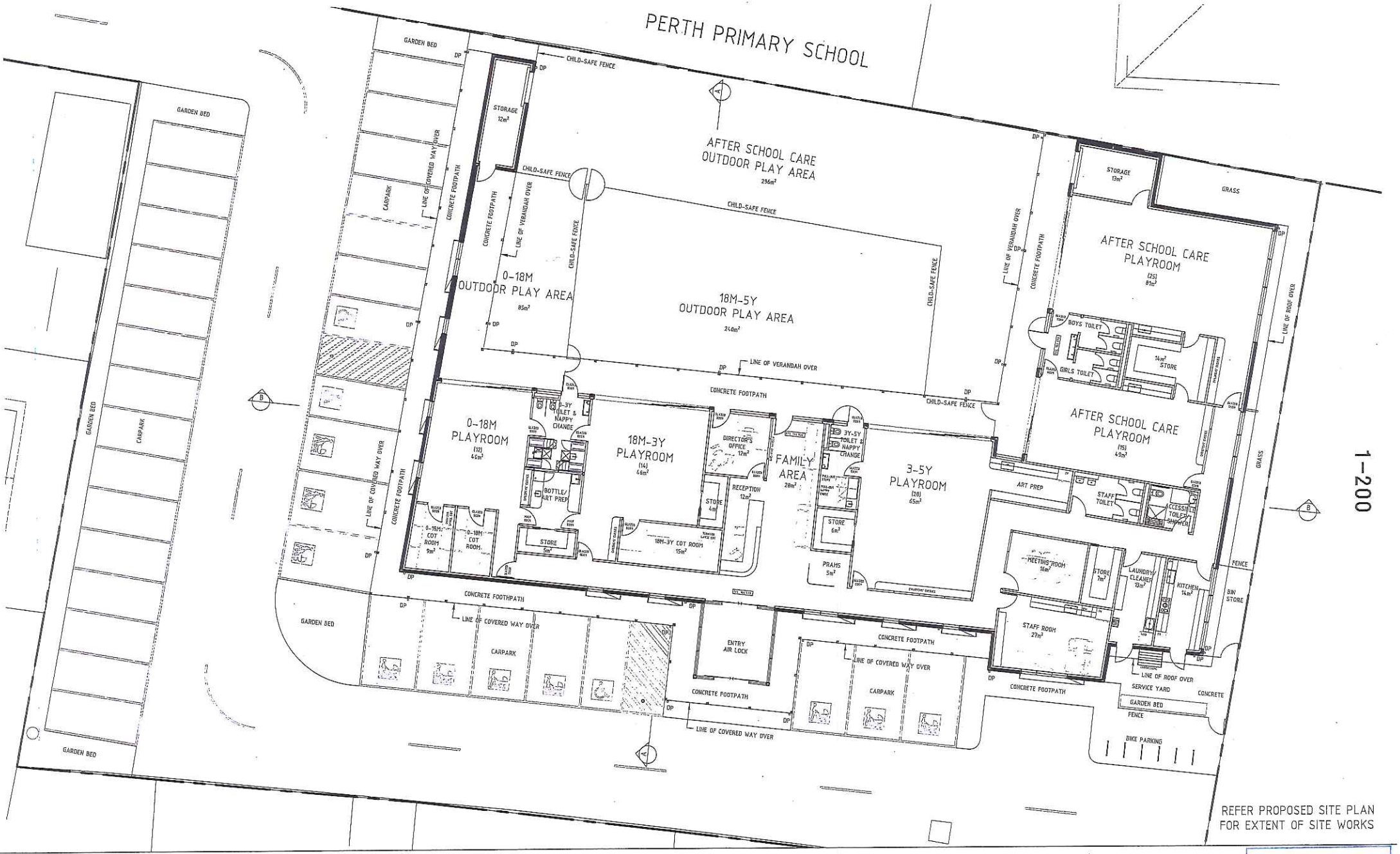

1-200

REFER PROPOSED SITE PLAN FOR EXTENT OF SITE WORKS

Exhibited

DATE:	REVISION:	BY:

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CLIENT: NORTHERN MIDLANDS COUNCIL

PROJECT: PERTH ELC 2A FORE STREET

DRAWING No: TP101

REVISION:

DRAWING TITLE: PROPOSED FLOOR PLAN

JOB No: 20058

SCALE: 1:200@A3

DRAWN BY: SG

CHECKED: JW

DATE: FEB 2021

SHEET No: 5/15

n2sh
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
nic@n2sh.net | www.n2sh.net
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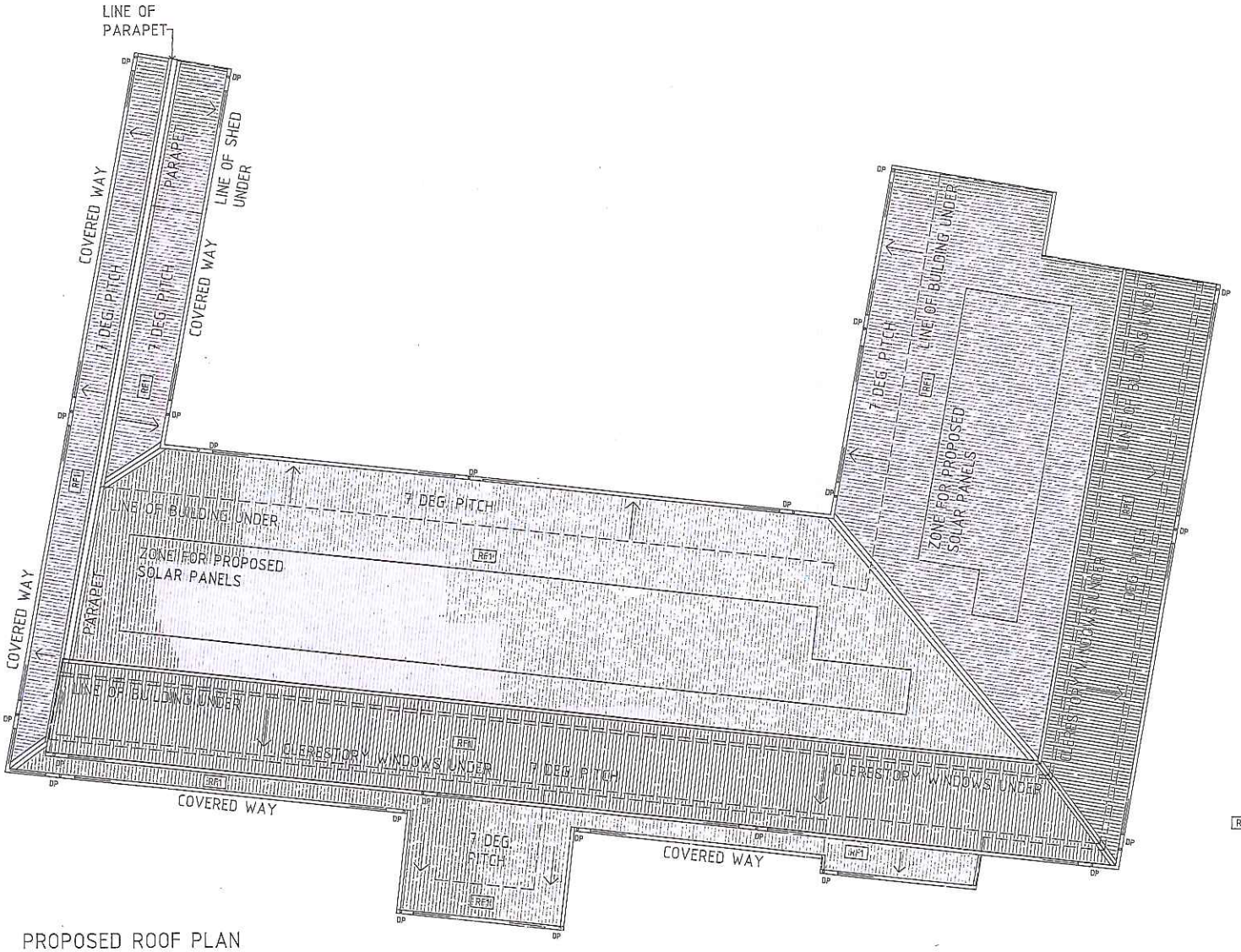

PROPOSED ROOF PLAN

NOTES

RF1 PRELIMINARY
ROOF CLADDING - SPANDEK PROFILE, COLORBOND FINISH MONUMENT

GUTTERS - HALF ROUND PROFILE, COLORBOND FINISH MONUMENT

DOWNPIPES - ROUND PROFILE PVC, PAINT FINISH DULUX MONUMENT

1-201

DATE: REVISION: BY:

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CLIENT: NORTHERN MIDLANDS COUNCIL

PROJECT: PERTH ELC

DRAWING No: TP 102

REVISION:

DRAWING TITLE: PROPOSED ROOF PLAN

JOB No: 20058

SCALE: 1:200 @A3

DRAWN BY: JW

CHECKED: NH

DATE: FEB 2021

SHEET No: 6/15

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n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
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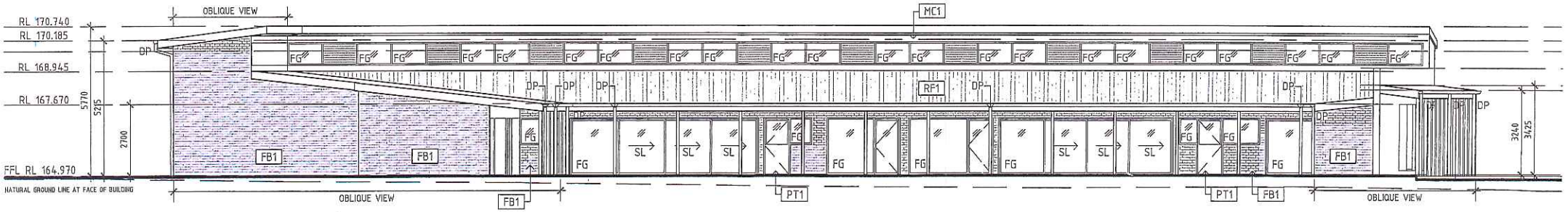
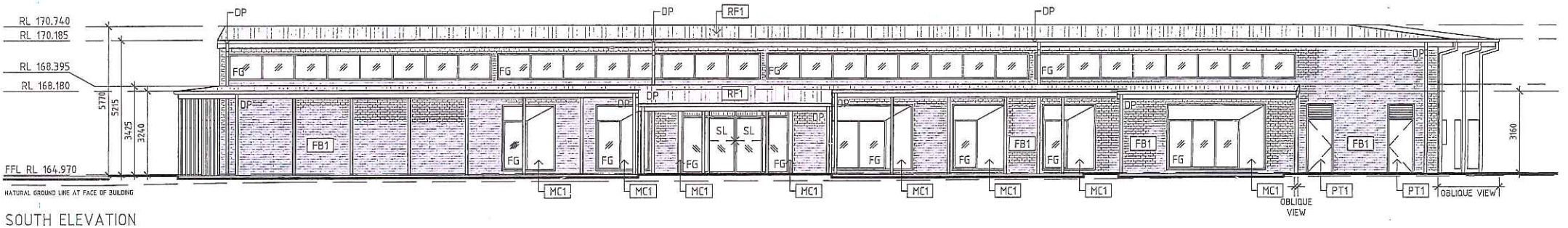


NORTH ELEVATION



SOUTH ELEVATION

1-202

LEGEND

RF1	CORRUGATED METAL ROOF PROFILE: LYSAGHT SPANDEK FINISH: DULUX COLORBOND MONUMENT
MC1	COLORBOND FLAT SHEET METAL CLADDING TO WINDOW FEATURE SURROUNDS FINISH: DULUX COLORBOND MONUMENT
FB1	AUSTRAL BRICKS INDUSTRIAL RANGE COLOUR: ALLOY
FE1	TIMBER PALING FENCE
FE2	POWDERCOATED STEEL FENCE TO AS1926.1: 2007 CHILD-SAFE DESIGN FINISH: DULUX COLORBOND MONUMENT
PT1	PAINT FINISH TO EXTERNAL DOORS COLOUR: DULUX CRESSIDA

FENCES NOT SHOWN FOR CLARITY.
REFER PROPOSED SITE PLAN FOR EXTENT

POWDERCOATED ALUMINIUM WINDOW
FRAMES TO FACE BRICK
FINISH: DULUX COLORBOND MONUMENT

POWDERCOATED ALUMINIUM FASCIAS, GUTTERS,
DOWNPIPES, CAPPINGS AND FLASHINGS
FINISH: DULUX COLORBOND MONUMENT

ALL EXPOSED STEELWORK TO VERANDAH
AND COVERED WALKWAY TO BE PAINTED
FINISH: DULUX COLORBOND MONUMENT

SL SLIDING DOOR, GLAZED

FG FIXED GLAZING

DP DOWN PIPE

Exhibited

DATE: REVISION: BY:

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CLIENT:
NORTHERN MIDLANDS COUNCIL

PROJECT:
PERTH ELC
2A FORE STREET

DRAWING No: TP 601

REVISION:

DRAWING TITLE:
PROPOSED EXTERNAL ELEVATIONS

JOB No: 20058

SCALE: 1:150 @A3

DRAWN BY: SG

CHECKED: JW

DATE: FEB 2021

SHEET No: 7/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
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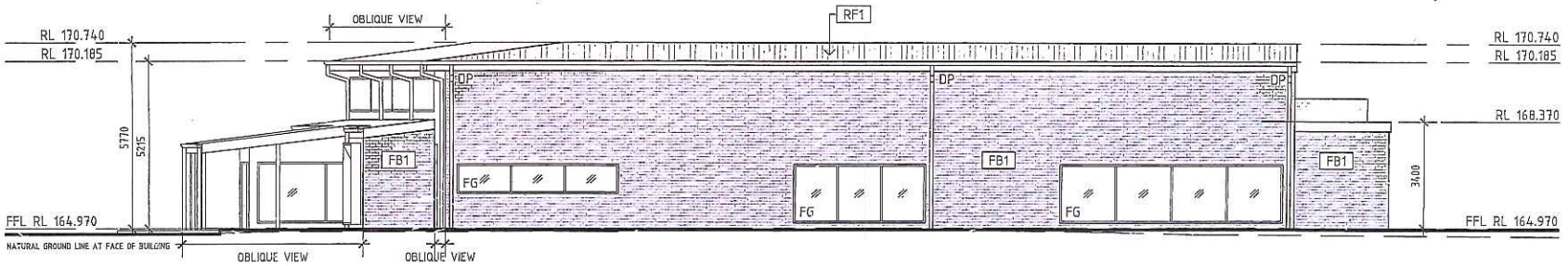
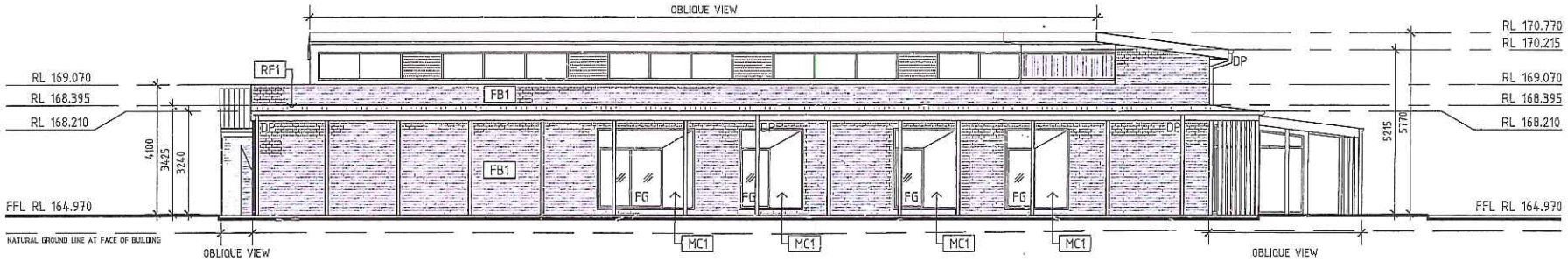


EAST ELEVATION



WEST ELEVATION

1-203

LEGEND

RF1	CORRUGATED METAL ROOF PROFILE: LYSAGHT SPANDEK FINISH: DULUX COLORBOND MONUMENT
MC1	COLORBOND FLAT SHEET METAL CLADDING TO WINDOW FEATURE SURROUNDS FINISH: DULUX COLORBOND MONUMENT
FB1	AUSTRAL BRICKS INDUSTRIAL RANGE COLOUR: ALLOY
FE1	TIMBER PALING FENCE
FE2	POWDERCOATED STEEL FENCE TO AS1926.1: 2007 CHILD-SAFE DESIGN FINISH: DULUX COLORBOND MONUMENT
PT1	PAINT FINISH TO EXTERNAL DOORS COLOUR: DULUX CRESSIDA

FENCES NOT SHOWN FOR CLARITY.
REFER PROPOSED SITE PLAN FOR EXTENT

POWDERCOATED ALUMINIUM WINDOW
FRAMES TO FACE BRICK
FINISH: DULUX COLORBOND MONUMENT

POWDERCOATED ALUMINIUM FASCIAS, GUTTERS,
DOWNPIPES, CAPPINGS AND FLASHINGS
FINISH: DULUX COLORBOND MONUMENT

ALL EXPOSED STEELWORK TO VERANDAH
AND COVERED WALKWAY TO BE PAINTED
FINISH: DULUX COLORBOND MONUMENT

SL	SLIDING DOOR, GLAZED
FG	FIXED GLAZING
DP	DOWN PIPE

Exhibited

DATE: REVISION: BY:

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CLIENT:
NORTHERN MIDLANDS COUNCIL

PROJECT:
PERTH ELC
2A FORE STREET

DRAWING No: TP602
REVISION:

DRAWING TITLE:
PROPOSED ELEVATIONS - EAST & WEST

JOB No: 20058
SCALE: 1:150@A3
DRAWN BY: SG
CHECKED: JW
DATE: FEB 2021
SHEET No: 8/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
nic@n2sh.net | www.n2sh.net
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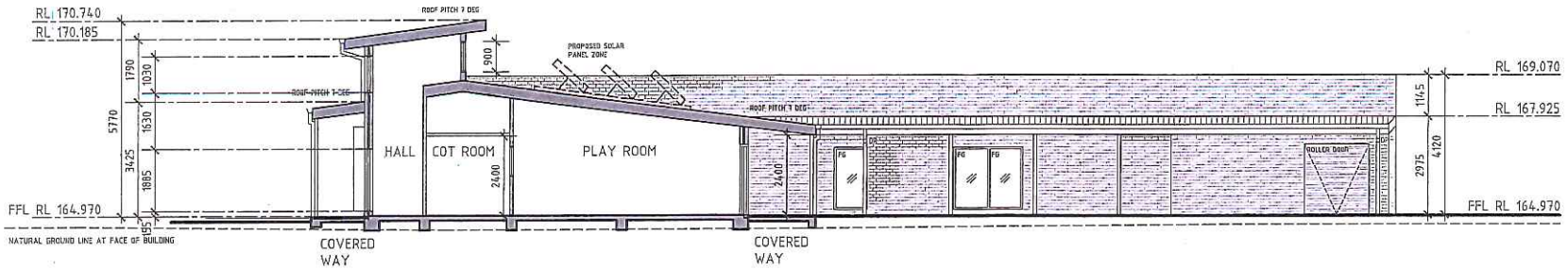
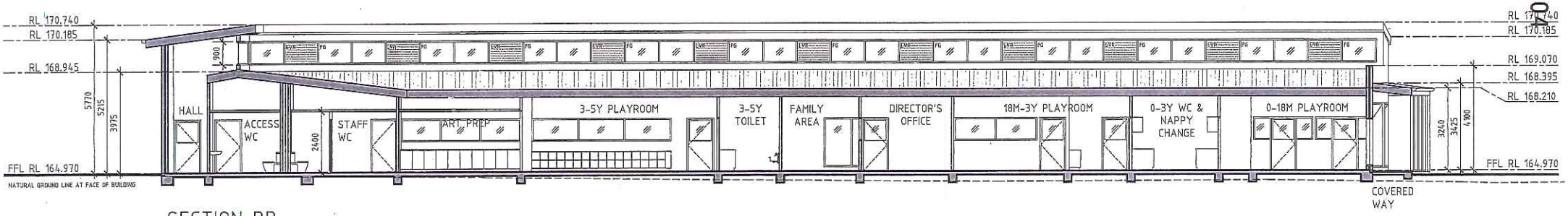


SECTION AA



SECTION BB

1-20

Exhibited

DATE: REVISION: BY:

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CLIENT: NORTHERN MIDLANDS COUNCIL

PROJECT: PERTH ELC

DRAWING No: TP 603

REVISION:

DRAWING TITLE: PROPOSED SECTIONS

JOB No: 20058

SCALE: 1:150

DRAWN BY: JW

CHECKED: NH

DATE: FEB 2021

SHEET No: 9/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
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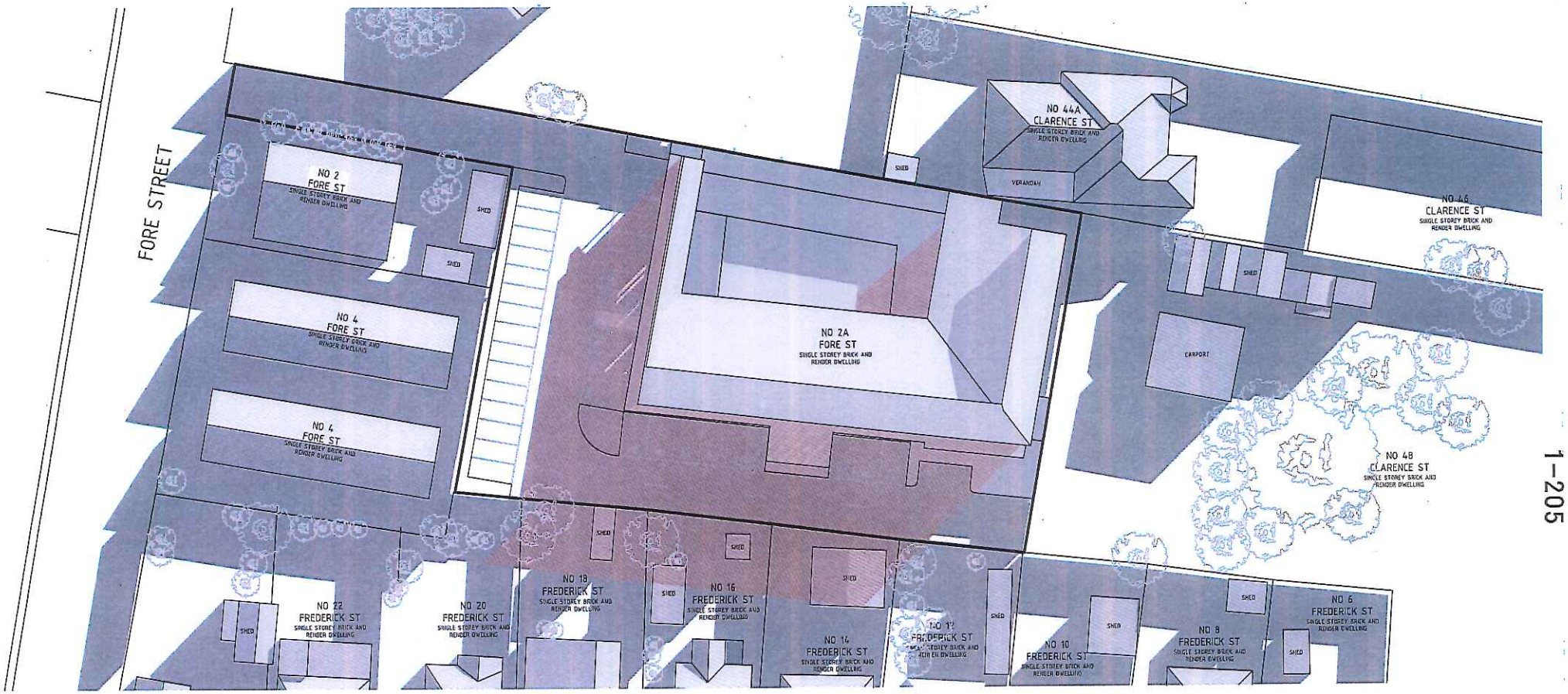

1–205

9AM JUNE 21 SHADOW

NEW SHADOW

DATE: REVISION: BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP800

REVISION:

DRAWING TITLE: SHADOW DIAGRAM
9am 21st June

JOB No: 20058

SCALE: 1:500 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: JAN 2021

SHEET No: 10/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
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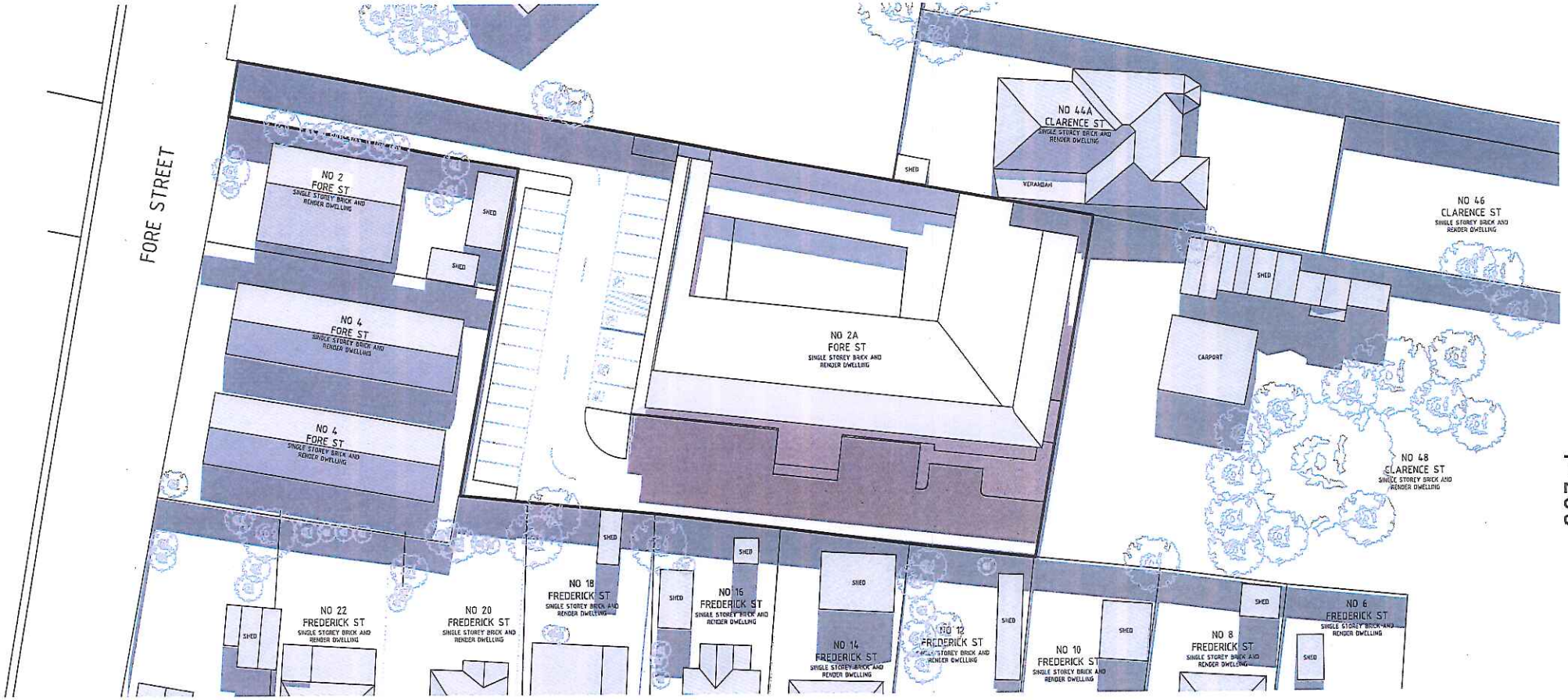

1–206

12NOON JUNE 21 SHADOW

NEW SHADOW

DATE: REVISION: BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP801

REVISION:

DRAWING TITLE: SHADOW DIAGRAM
12noon 21st June

JOB No: 20058

SCALE: 1:500 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: JAN 2021

SHEET No: 11/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
Victoria, Australia
+61 (0)3 9028 7218 | +61 (0) 413 735 655
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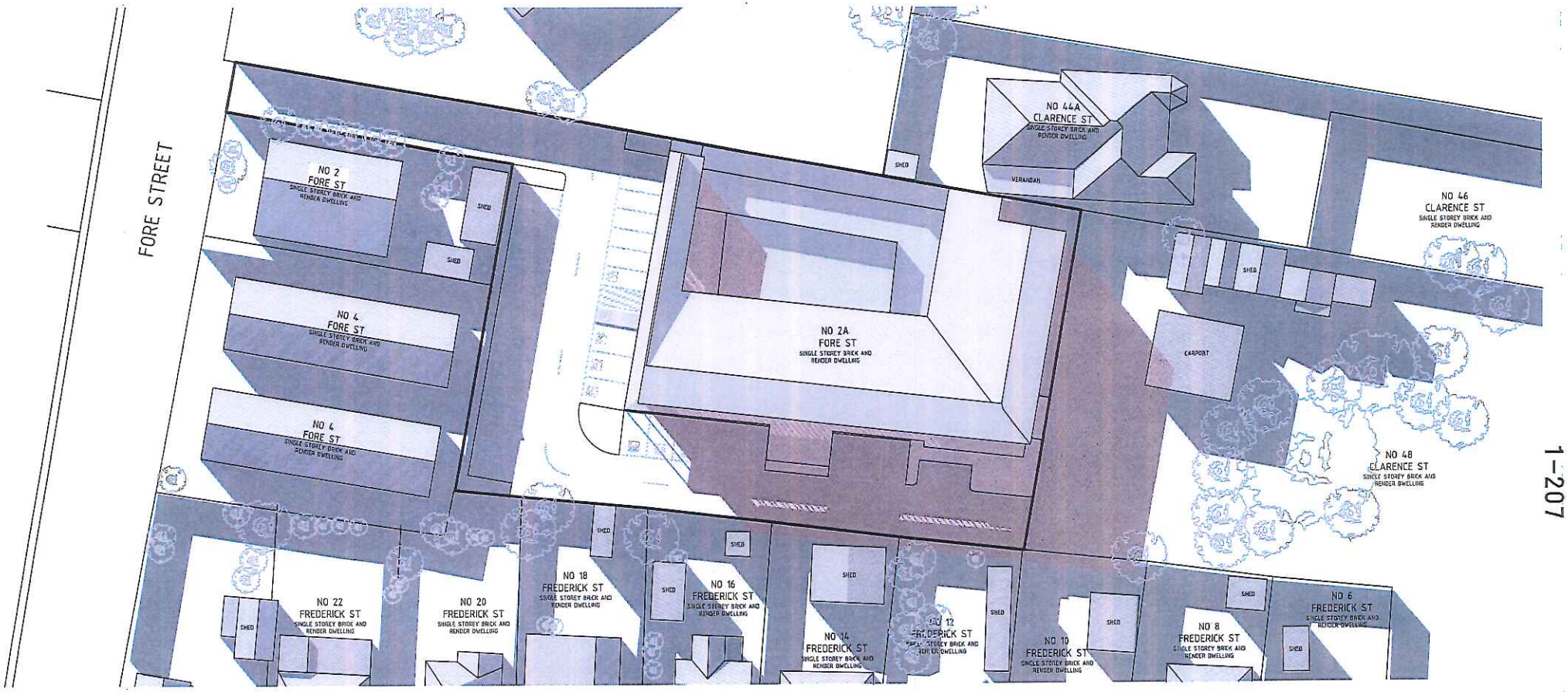

1-207

3PM JUNE 21 SHADOW

NEW SHADOW

DATE: REVISION: BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP802 REVISION:

DRAWING TITLE: SHADOW DIAGRAM
3pm 21st June

JOB No: 20058

DRAWN BY: JWO

DATE: JAN 2021

SCALE: 1:500 @A3

CHECKED: JW

SHEET No: 12/15

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Suite 204, Evelyn
92 Maroondah Hwy
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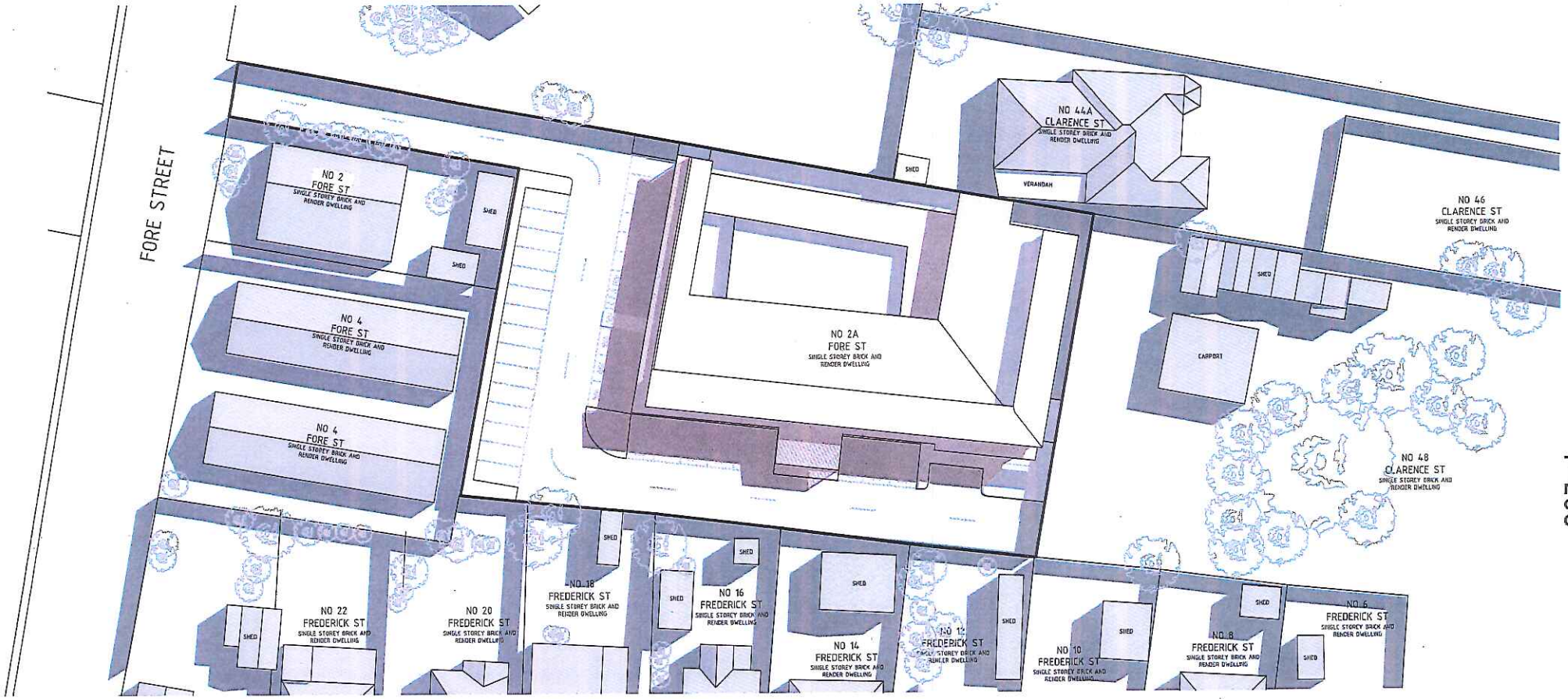

1–208

9AM SEPT 22 SHADOW

NEW SHADOW

DATE:	REVISION:	BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP803

REVISION:

DRAWING TITLE: SHADOW DIAGRAM
9am 22nd September

JOB No: 20058

SCALE: 1:500 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: JAN 2021

SHEET No: 13/15

n2sh design studio
Suite 204, Evelyn
92 Maroondah Hwy
Ringwood, 3134
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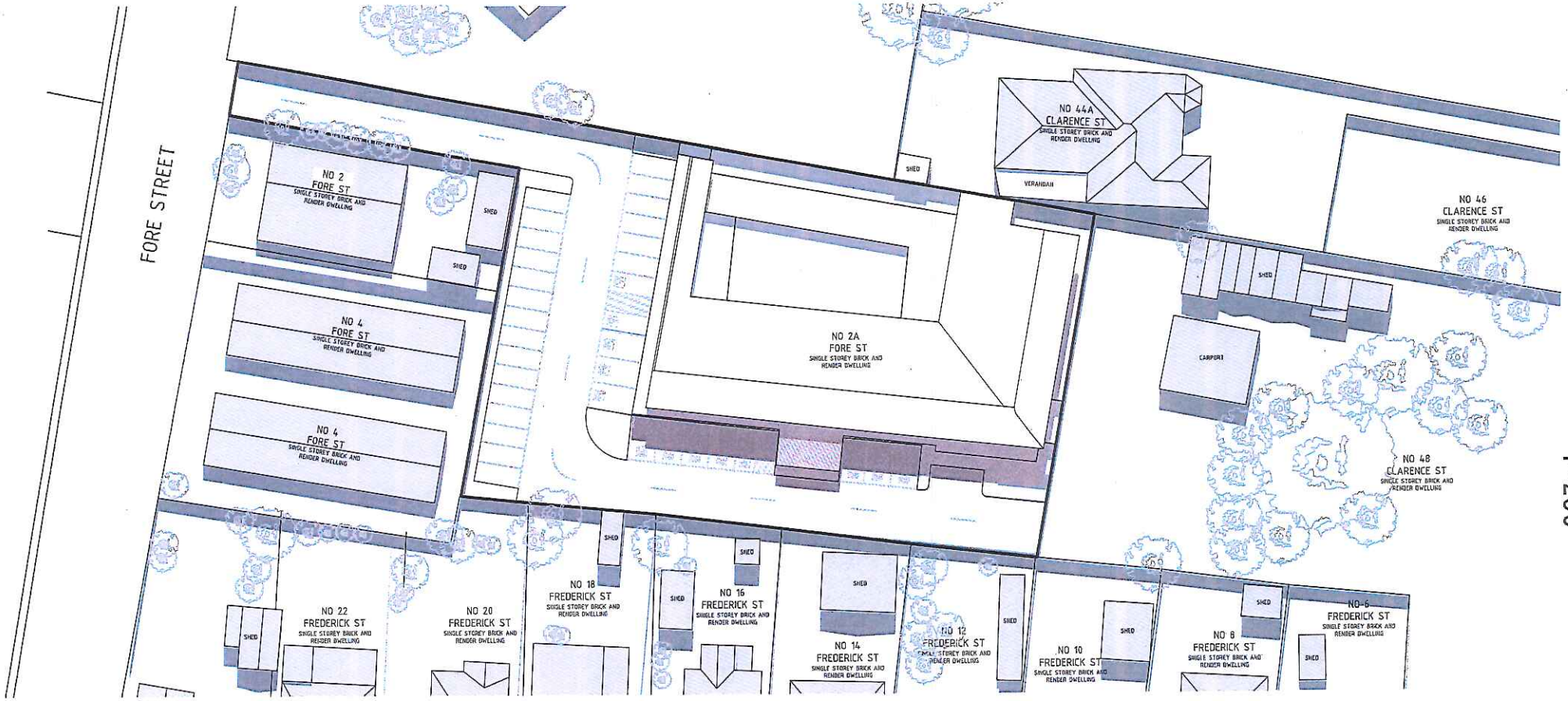

1-209

12NOON SEPT 22 SHADOW

NEW SHADOW

DATE: REVISION: BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP804 REVISION:

DRAWING TITLE: SHADOW DIAGRAM
12noon 22nd September

JOB No: 20058

DRAWN BY: JWO

DATE: JAN 2021

SCALE: 1:500 @A3

CHECKED: JW

SHEET No: 14/15

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Suite 204, Evelyn
92 Maroondan Hwy
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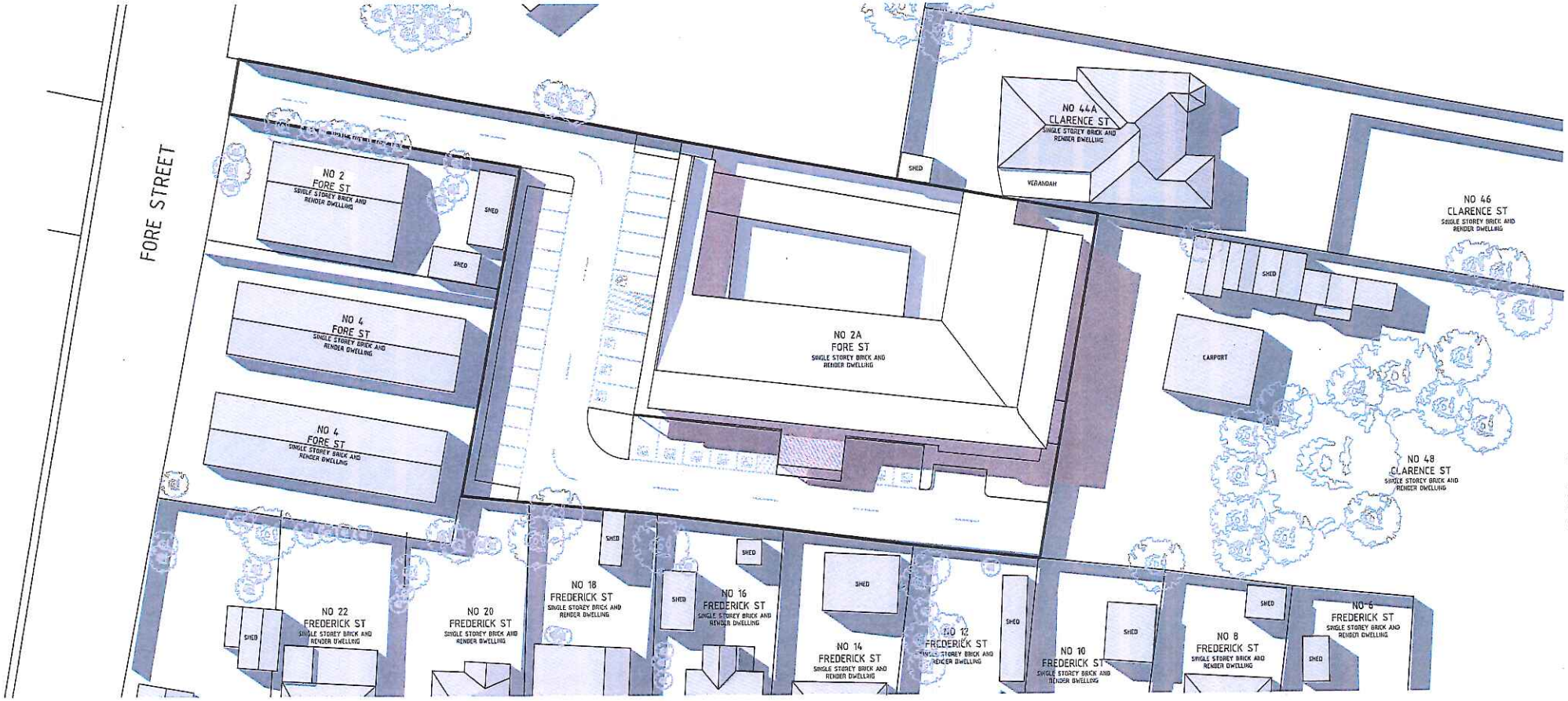

1-210

3PM SEPT 22 SHADOW

NEW SHADOW

DATE:	REVISION:	BY:

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CLIENT: Northen Midlands Council

PROJECT: Perth ELC
2A Fore Street

DRAWING No: TP805

REVISION:

DRAWING TITLE: SHADOW DIAGRAM
3pm 22nd September

JOB No: 20058

SCALE: 1:500 @A3

DRAWN BY: JWO

CHECKED: JW

DATE: JAN 2021

SHEET No: 15/15

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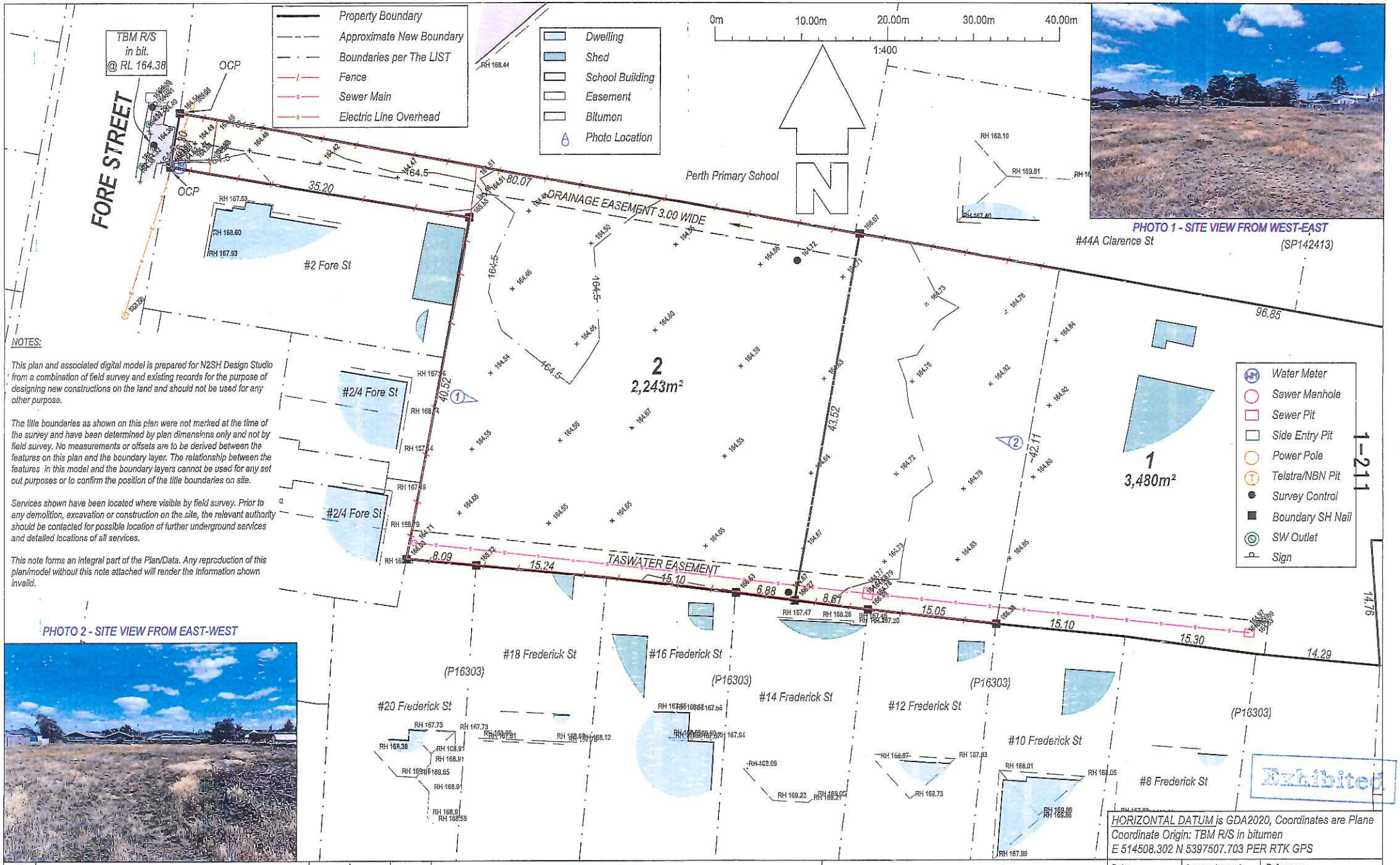


PHOTO 1 - SITE VIEW FROM WEST-EAST

PHOTO 2 - SITE VIEW FROM EAST-WEST

NOTES:

This plan and associated digital model is prepared for N2SH Design Studio from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by plan dimensions only and not by field survey. No measurements or offsets are to be derived between the features on this plan and the boundary layer. The relationship between the features in this model and the boundary layers cannot be used for any set out purposes or to confirm the position of the title boundaries on site.

Services shown have been located where visible by field survey. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

This note forms an integral part of the Plan/Data. Any reproduction of this plan/model without this note attached will render the information shown invalid.

Exhibited

HORIZONTAL DATUM is GDA2020, Coordinates are Plane
Coordinate Origin: TBM R/S in bitumen
E 514508.302 N 5397507.703 PER RTK GPS

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A				

ROGERSON & BIRCH SURVEYORS
UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

Contour & Detail Plan

FOR: N2SH DESIGN STUDIO

LOCATION: 2A FORE STREET, PERTH

Date:	Contour interval:	Reference:
22/02/2021	0.25m	N2SH01 13146-01
Drawn: JR	Scale: 1:400 (A3)	Bearing Datum: MGA2020 per SP176433/13A
Approved: CBR	C.T. Reference: 176433/2	Vertical Datum: AHD83 per SPM11249

ML
Traffic Engineers

A2116159T 2A Fore Street Perth Car Parking and Traffic Impact Assessment 1.1

26th February 2021

Northern Midlands Council
13 Smith Street
Longford TAS 7301

Dear Sir / Madam,

Car Parking and Traffic Impact Assessment – Proposed Child Care Centre
2A Fore Street, Perth TAS

1. Overview

We have been commissioned by Northern Midlands Council undertake a car parking and traffic impact assessment for a proposed child-care centre located at a battle-axed allotment, known as 2A Fore Street, Perth.

The facility will accommodate 13 full-time staff and 86 children (12 x 0 to 18 months age group, 14 x 18 months to 3 years age group, 20 x 3 to 5 years age group and 40 x primary school prep to grade 6 age group). Proposed opening hours are 8am to 6pm. 31 standard and 3 disabled parking spaces are proposed.

The site abuts Perth Primary School to the north. Fore Street serves as one of two locations (the other is Fairtlough Street) for school drop-off/pick-up, with an observed increase in traffic movements between 8.30am and 9am and between 2.45pm and 3.15pm.

2. Car Parking Assessment against E6.0 Parking and Access Code

The Northern Midlands Interim Planning Scheme Table E6.1 specifies the following car parking rate for an educational and occasional care at 1 space per employee and 1 space per 6 tertiary or training students.

The proposed child care centre's car parking requirement is 27 spaces, comprising 13 x 1 space per staff and 14 spaces for parents to drop-off or pick-up their children. A comparison is made against a different municipality's car parking rate – specifically Hobart City Council's rate of 0.25 space per child. If the subject child-care centre were located in Hobart, it would require 22 spaces (the total being applied to both staff and drop-off parking).

The proposed centre provides 34 spaces – which is well in excess of requirement.

Level 3, 85 Macquarie Street, Hobart TAS 7000

Telephone: 03 6237 0012
hobart@mltraffic.com.au

Facsimile: 1300 739 523
www.mltraffic.com.au

ML Traffic Engineers Pty Ltd
ABN 69 148 048 257

Exhibited

ML Traffic Engineers

3. Traffic Impact Assessment against E5.0 Road and Rail Asset Code

Traffic generation rates for the existing and proposed uses are referenced to the NSW Guide to Traffic Generating Developments V2.2. For a child-care centre, the traffic generation rates are 0.8 trip (2-way) per hour per child in the morning drop-off period and 0.7 trip (2-way) per hour per child in the afternoon pick-up period. The majority of these rates relate to parents' traffic movements, with some allowance for staff arrival in the morning and staff departure in the evening.

The proposed 86-children child care centre will generate 69 trips (37 in, 32 out) in the morning peak hour (8am to 9am) and 60 trips (28 in, 32out) in the afternoon peak hour (4pm to 5pm). The nominated peak hours reflect the site's regional location, not far from a regional town (Launceston), and existing traffic movement pattern.

The level of additional traffic generation will not adversely impact on the operation of Fore Street / Frederick Street intersection and Scone Street / Frederick Street intersection – both of these are located relatively close to the site and will handle the largest increase of drop-off/pick-up traffic relative to existing traffic movements. By the same token, the level of additional traffic generation will not adversely impact on the operation of Frederick Street / Fairtlough Street / Main Road intersection, Main Road / Scone Street intersection and Frederick Street / Clarence Street intersection – which are located relatively far away from the site, of which the proposed child care's traffic generation is a comparatively low increase relative to existing traffic movements.

Existing traffic conditions were surveyed on Thursday, 4th February 2021. Traffic volumes at 5 intersections are presented in Figures 1 and 2 for 8am to 9am and 4pm to 5pm.

Calculated child-care centre only traffic volumes at Fore Street / Frederick Street intersection and Scone Street / Frederick Street intersection are presented in Figures 3 and 4.

Proposed chid-care centre and existing background traffic volumes at Fore Street / Frederick Street intersection and Scone Street / Frederick Street intersection are presented in Figures 5 and 6.

SIDRA intersection assessment shows no issues with the operation of Fore Street / Frederick Street intersection with child-care centre traffic added onto existing traffic at 8am to 9am, and at 4pm to 5pm. See Tables 1 and 2.

Exhibited

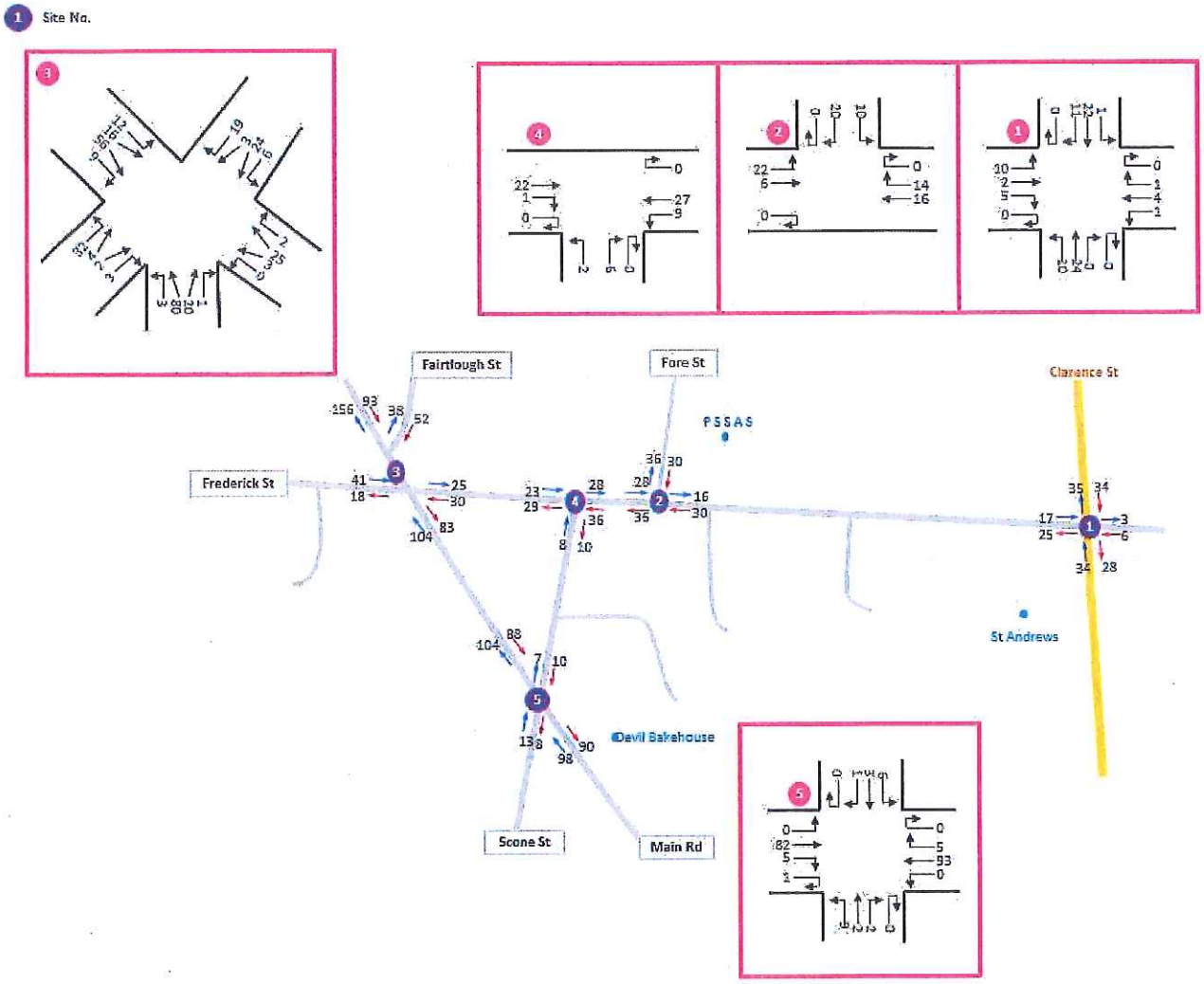


Figure 1: Existing Intersection Traffic – 8am to 9am

Exhibited

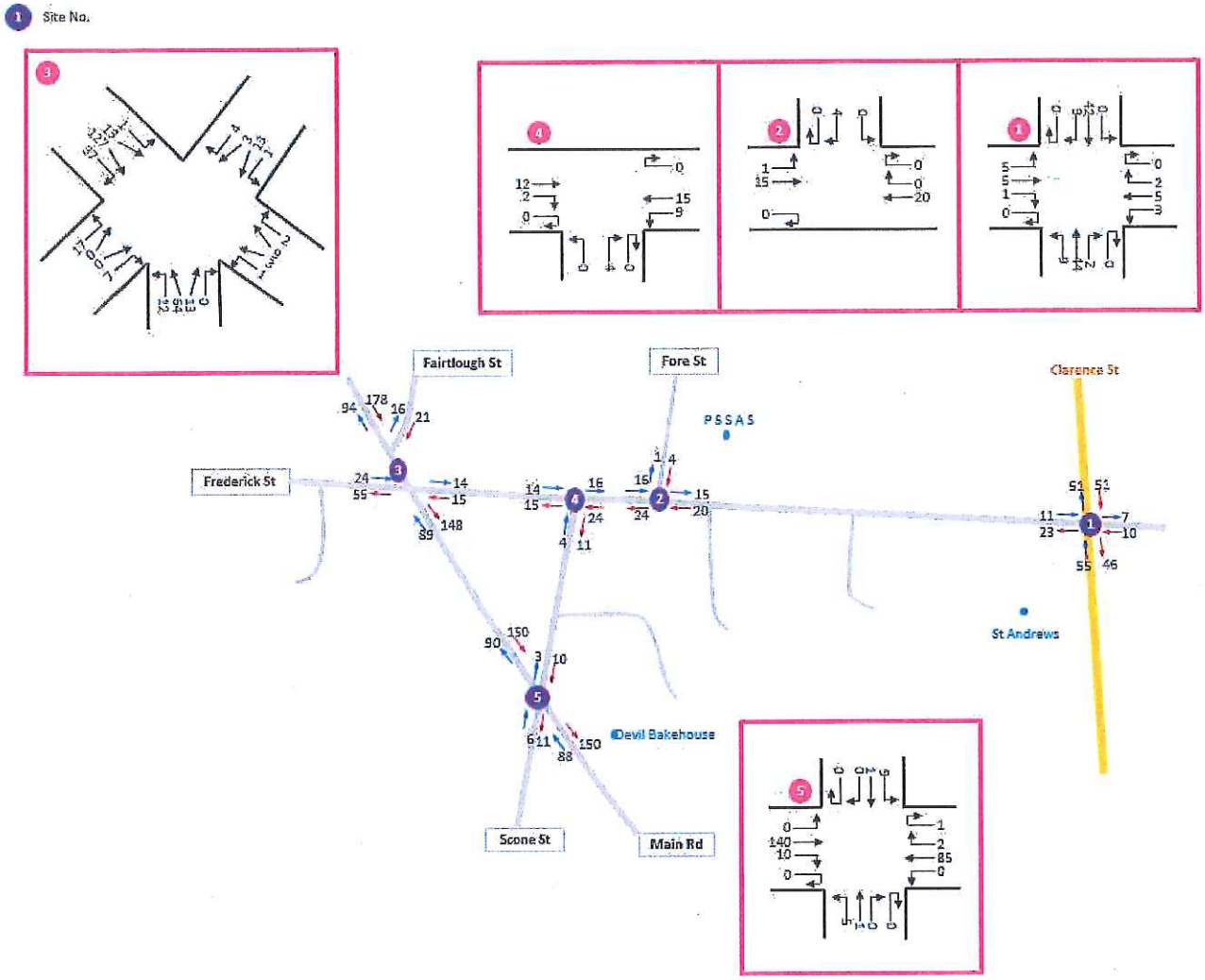


Figure 2: Existing Intersection Traffic – 4pm to 5pm

Exhibited

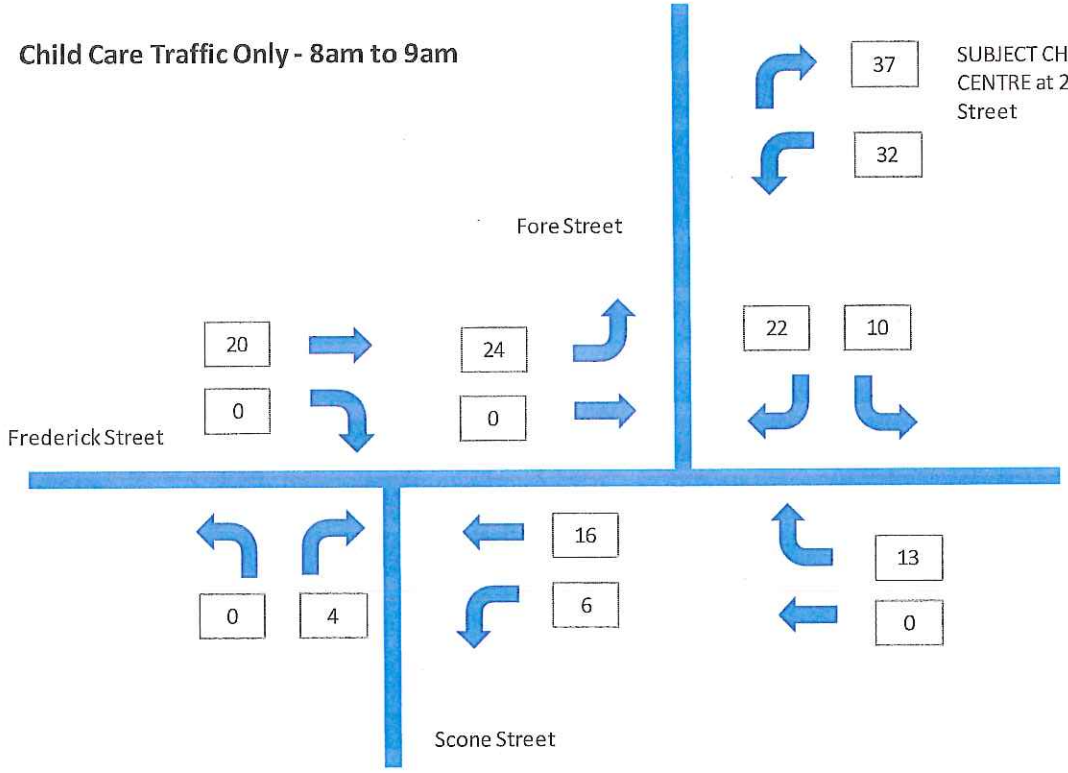


Figure 3: Child-Care Centre Only Traffic – 8am to 9am

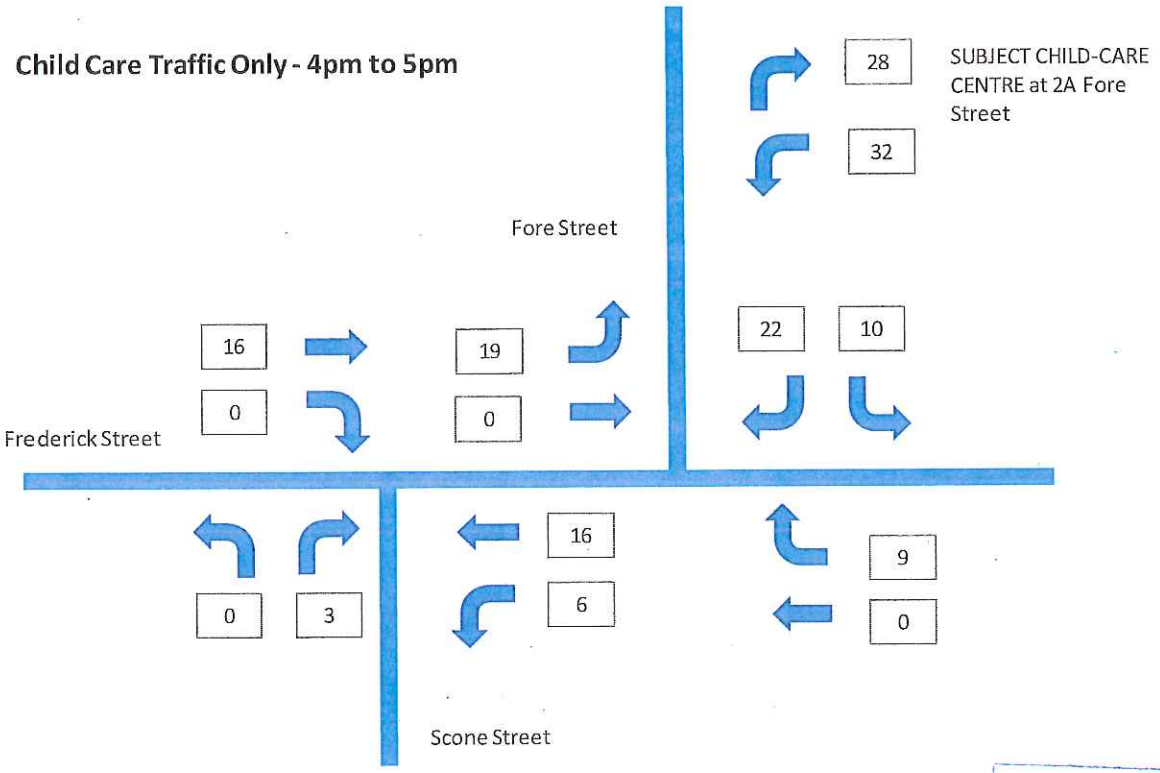


Figure 4: Child-Care Centre Only Traffic – 4pm to 5pm

Exhibited

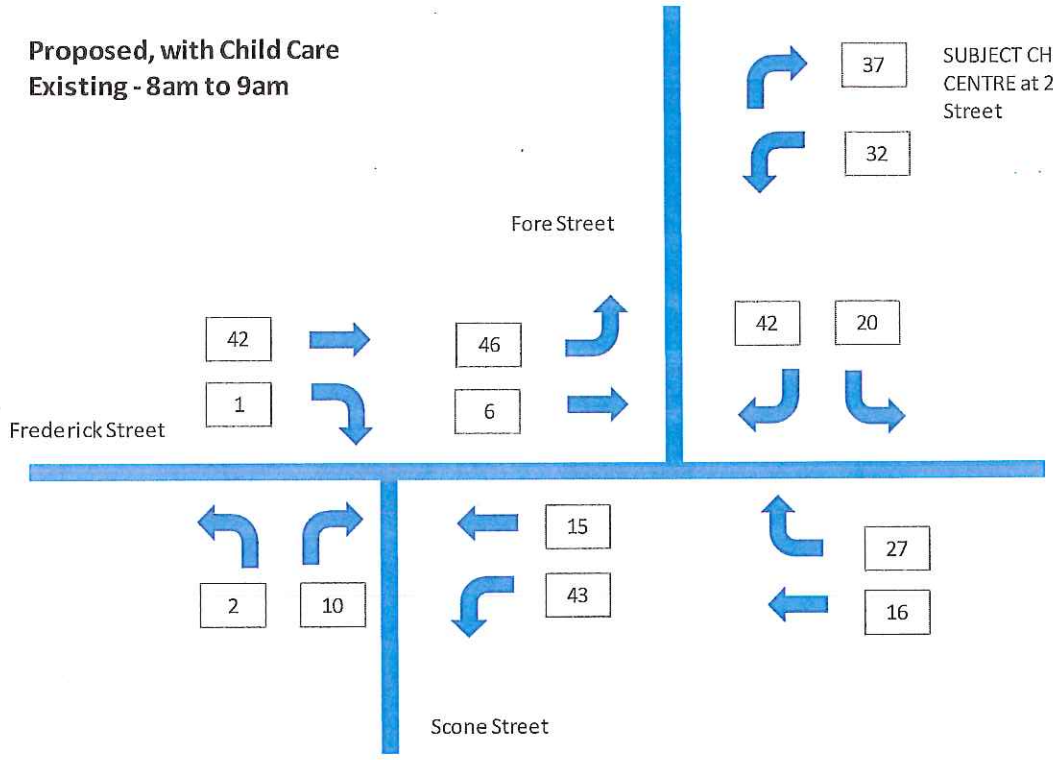


Figure 5: Proposed Child-Care Centre and Existing Background Traffic – 8am to 9am

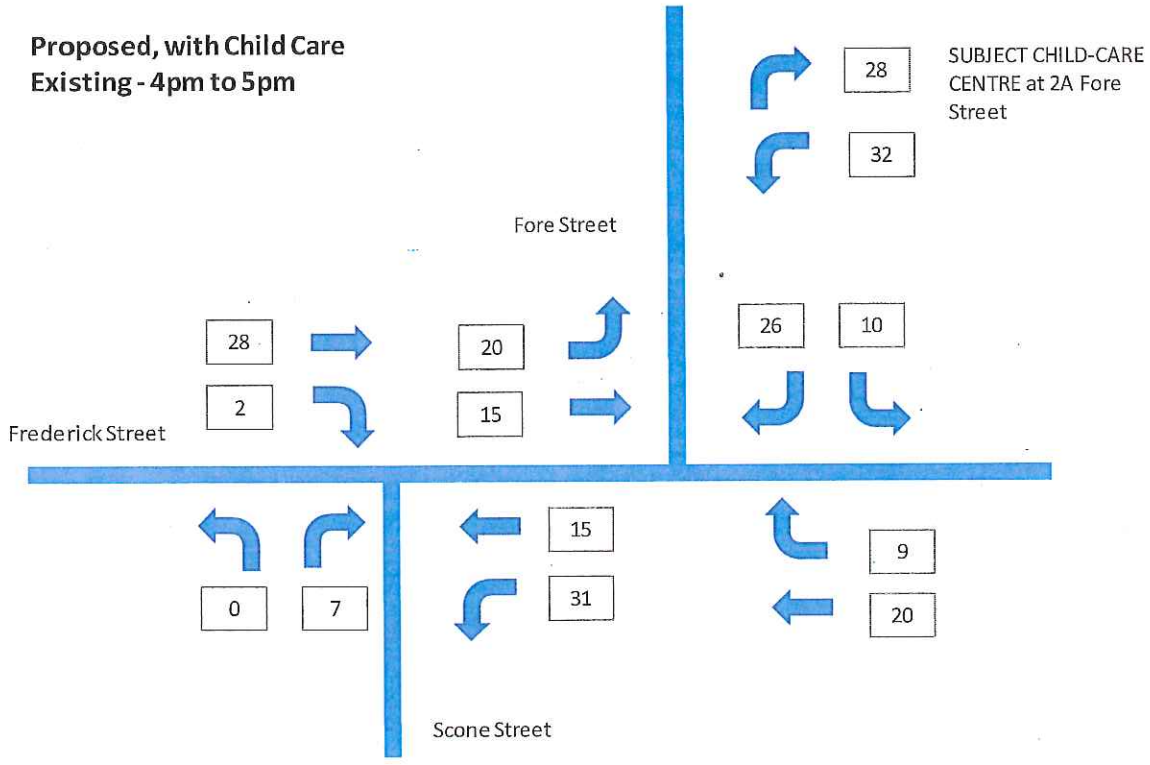


Figure 6: Proposed Child-Care Centre and Existing Background Traffic – 4pm to 5pm

Exhibited

ML Traffic Engineers

MOVEMENT SUMMARY

▽ **Site: AM_Proposed**

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Frederick Street (East Approach)											
5	T1	17	1.0	0.025	0.1	LOS A	0.1	0.8	0.14	0.47	51.1
6	R2	28	0.0	0.025	8.6	LOS A	0.1	0.8	0.14	0.47	51.1
Approach		45	0.4	0.025	5.4	NA	0.1	0.8	0.14	0.47	51.1
North: Fore Street (North Approach)											
7	L2	21	0.0	0.050	8.4	LOS A	0.2	1.2	0.04	0.68	48.5
9	R2	44	0.0	0.050	8.6	LOS A	0.2	1.2	0.04	0.68	48.5
Approach		65	0.0	0.050	8.5	LOS A	0.2	1.2	0.04	0.68	48.5
West: Frederick Street (West Approach)											
10	L2	47	0.0	0.029	8.2	LOS A	0.0	0.0	0.00	0.62	50.0
11	T1	6	1.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.62	50.0
Approach		54	0.1	0.029	7.2	NA	0.0	0.0	0.00	0.62	50.0
All Vehicles		164	0.1	0.050	7.3	NA	0.2	1.2	0.05	0.60	49.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Table 1: SIDRA Modelling Output for Fore Street / Frederick Street Intersection associated with Proposed Child-Care Centre and Existing Background Traffic – 8am to 9am

Exhibited

ML Traffic Engineers

MOVEMENT SUMMARY

▽ Site: PM_Proposed

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Frederick Street (East Approach)											
5	T1	21	1.0	0.016	0.1	LOS A	0.1	0.6	0.11	0.28	54.5
6	R2	9	0.0	0.016	8.5	LOS A	0.1	0.6	0.11	0.28	54.5
Approach		31	0.7	0.016	2.7	NA	0.1	0.6	0.11	0.28	54.5
North: Fore Street (North Approach)											
7	L2	11	0.0	0.029	8.3	LOS A	0.1	0.7	0.08	0.66	48.4
9	R2	27	0.0	0.029	8.6	LOS A	0.1	0.7	0.08	0.66	48.4
Approach		38	0.0	0.029	8.5	LOS A	0.1	0.7	0.08	0.66	48.4
West: Frederick Street (West Approach)											
10	L2	21	0.0	0.019	8.2	LOS A	0.0	0.0	0.00	0.45	53.1
11	T1	16	1.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.45	53.1
Approach		37	0.4	0.019	4.7	NA	0.0	0.0	0.00	0.45	53.1
All Vehicles		105	0.4	0.029	5.5	NA	0.1	0.7	0.06	0.48	51.7

Level of Service (LOS) Method: Delay (HCM 2000).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Table 2: SIDRA Modelling Output for Fore Street / Frederick Street Intersection associated with Proposed Child-Care Centre and Existing Background Traffic – 4pm to 5pm

4. Rubbish Collection

The site can be serviced by a private waste truck with 6.4m SRV (small rigid vehicle) truck during business hours, i.e. during hours when the car park is used. Such trucks are typically used in apartment buildings with basement car parks.

If such sized truck not available to service the site, a standard 10m refuse truck can only service the site during after hours, when the car park is minimally occupied (with areas of the car park temporarily cordoned off with bollards).

Exhibited

5. Conclusions

Based on the considerations presented in this report, my view is that there will be no material impact on surrounding road infrastructure. The intersection of Fore Street and Frederick Street will continue to operate at level of service A – this being the best modelled outcome during morning drop-off and afternoon pick-up period. On-site parking provision is well in excess of statutory requirement.

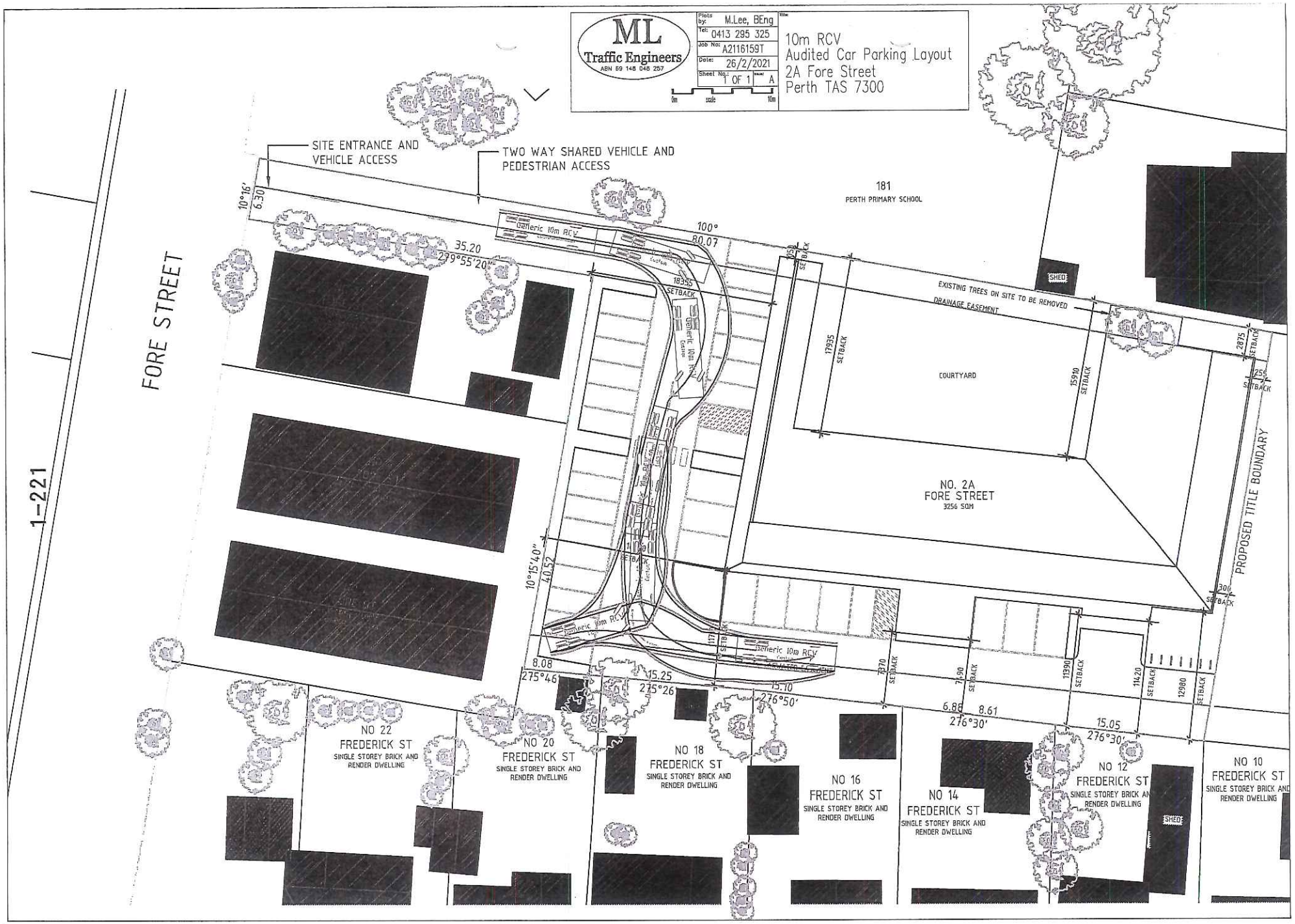
Concurrent school drop-off between 8.30am and 9am, and tail-end of child-care centre drop-off will not raise operational issues at the intersection of Fore Street and Frederick Street, and along Fore Street itself.

If you have any questions, please do not hesitate to contact me on 0413 295 325 and/or mlee@mltraffic.com.au.

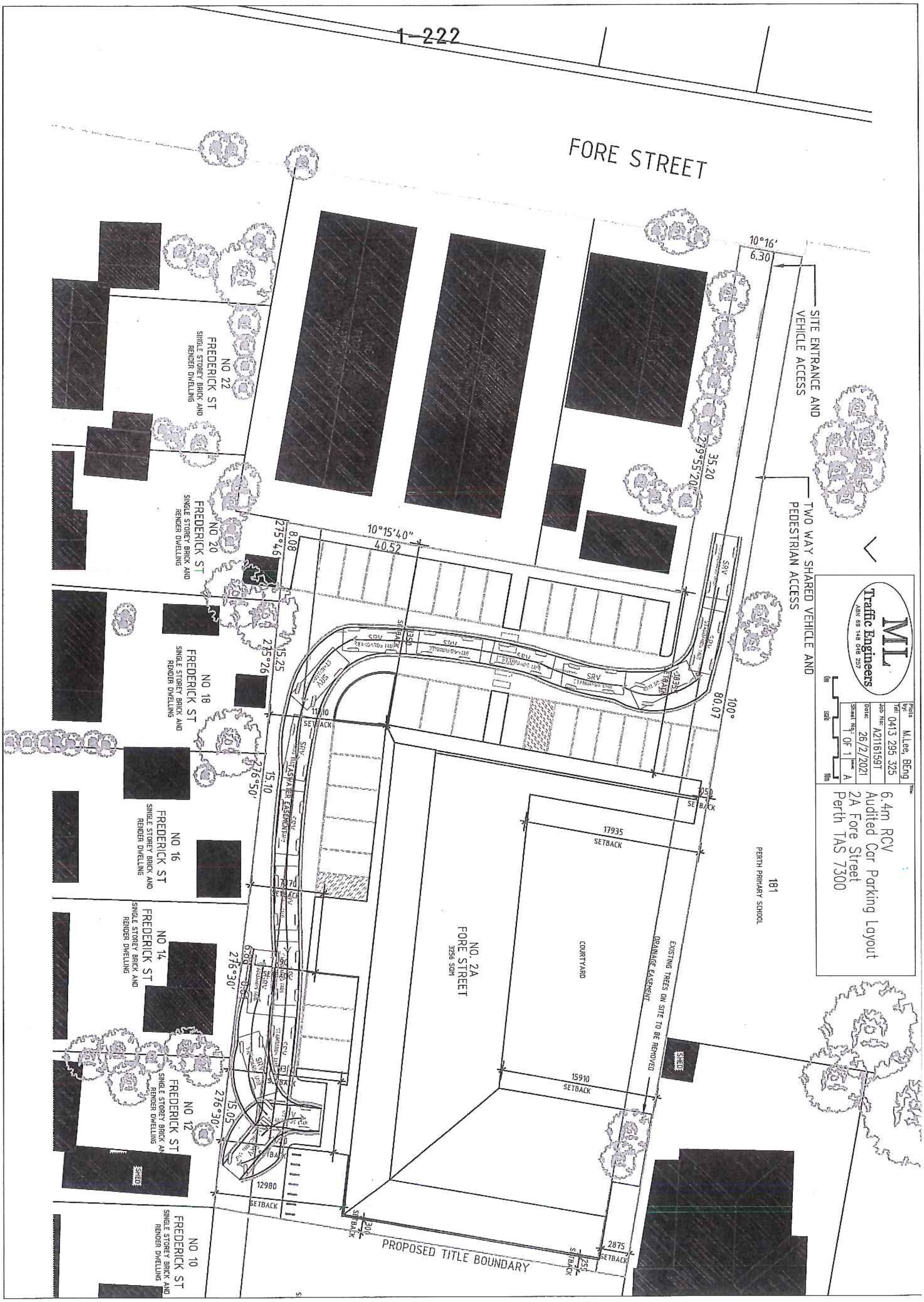
Yours sincerely

Michael Lee, BEng (Monash, 1989)
Principal

Exhibited


ML
Traffic Engineers
ABN 69 148 046 257
Plans by: M.Lee, BEng
Tel: 0413 295 325
Job No: A2116159T
Date: 26/2/2021
Sheet No: 1 OF 1 Issue A
0m scale 10m
10m RCV
Audited Car Parking Layout
2A Fore Street
Perth TAS 7300
SITE ENTRANCE AND VEHICLE ACCESS
TWO WAY SHARED VEHICLE AND PEDESTRIAN ACCESS
FORE STREET
1-221
181
PERTH PRIMARY SCHOOL
Generic 10m RCV
EXISTING TREES ON SITE TO BE REMOVED
DRAINAGE EASEMENT
SHED
COURTYARD
NO. 2A
FORE STREET
3256 SQM
PROPOSED TITLE BOUNDARY
SETBACK
NO 22
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 20
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 18
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 16
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 14
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 12
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING
NO 10
FREDERICK ST
SINGLE STOREY BRICK AND RENDER DWELLING

Exhibited



1-222
FORE STREET
SITE ENTRANCE AND VEHICLE ACCESS
TWO WAY SHARED VEHICLE AND PEDESTRIAN ACCESS
NO 22 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 20 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 18 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 16 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 14 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 12 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO 10 FREDERICK ST SINGLE STOREY BRICK AND RENDER DWELLING
NO. 2A FORE STREET 3256 SQM
COURTYARD
181 PERTH PRIMARY SCHOOL
EXISTING TREES ON SITE TO BE REMOVED
DRAINAGE EASEMENT
TASWATER EASEMENT
PROPOSED TITLE BOUNDARY
SHED
SETBACK
17935
15910
12980
2875
10°16'
6.30
35.20
279°55'20"
10°15'40"
40.52
8.08
275°46'
15.25
275°26'
15.10
276°50'
276°30'
15.05
80.07
100°
ML Traffic Engineers ABN 69 148 048 257
Plots by: M.Lee, BEng
Tel: 0413 295 325
Job No: A2116159T
Date: 26/2/2021
Sheet No: 1 OF 1
Issue: A
6.4m RCV Audited Car Parking Layout
2A Fore Street
Perth TAS 7300

Exhibited

ATTACHMENT 5

REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0053 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 105000.015
Date: 16 March 2021
Applicant: N2SH Design Studio - Hobart
Proposal: Perth Early Learning Centre
Location: 2A Fore St & 48 Clarence St, Perth

W&I referral PLN-21-0053, 2A Fore St & 48 Clarence St, Perth

NO W&I comment

Jonathan Galbraith (Engineering Officer)
Date: 26/3/21

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0053	**Council notice date**	16/03/2021
TasWater details			
TasWater Reference No.	TWDA 2021/00404-NMC	**Date of response**	22/03/2021
TasWater Contact	Al Cole	**Phone No.**	0439605108
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	2A FORE ST, PERTH	**Property ID (PID)**	9271278
Description of development	Perth Early Learning Centre		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
n2sh	Proposed Site Plan	N/A	Feb 2021

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   Advice: Water or sewer lot connections that are within trafficable areas must be noted as being protected by a 'Class xx trafficable box and lid to AS3996, to be supplied and installed by developer's plumbing contractor.'

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

4. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
   Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $211.63, and a Consent to Register a Legal Document fee of $149.20 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit
http://www.taswater.com.au/Development/Development-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
The location of this infrastructure as shown on the GIS is indicative only.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
(c) TasWater will locate residential water stop taps free of charge
(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Rosemary Jones

From: Steve Carter <s
Sent: Saturday, 27 March 2021 2:46 PM
To: Erin Miles; NMC Planning
Cc: Des Jennings; Trent Atkinson; Paul Godier
Subject: RE: Construction work noise - 2A Fore St, Perth

Dear NMC General Manager,

Council officer advice
A Council officer provided the following advice regarding the management of noise from the proposed development.

Construction noise will be in accordance with the Environmental Management and Pollution Control (Noise) Regulations 2016 Part 2 - Provisions Relating Generally to Operation of Equipment Section 6. Hours and type are detailed in Schedule 1 of the Regulations.

Noise will be generated through construction process and in accordance with the above Regulations and Environmental Protection Authority's website for guidelines and tips to reduce noise, see link Residential Noise and Hours of Use - EPA Tasmania

My expertise
I am a retired noise specialist. I have degrees in both engineering and physics, and I have PhDs in both fields. I started doing noise work in Canada in the 1980s before moving to Tasmania in 1991. I have experience of construction noise impact assessment, management, and mitigation. I have also provided expert witness evidence on several such projects that have ended up in a RMPAT hearing or mediation.

Concern regarding the proposed development at 2A Fore Street, Perth
The proposed development is in an area with generally low background noise levels and it is surrounded on all sides by residences. Construction work will be happening close to the residences and it is a substantial development.

There is nothing at all in the 2016 noise regulations about managing construction noise. It does not say how to set a noise level management target, how to work out construction work noise levels, and provides no guidance on mitigation measures. The only thing in the regulations that is relevant to the proposed development are the hours of operation of things like mobile machinery, which is covered by the guidelines that should be followed (see below). People are expected to comply with the 2016 regulations anyway, so there is no need to make compliance with them a permit condition.

I have provided Council with a first-pass calculation of what noise levels outside a residence will likely trigger a complaint of noise nuisance because they will result in noise levels inside the residence that are more than 10 dB above the maximum noise levels recommended by AS2107. I have also shown that noise from a bulldozer and excavator working 30m from a residence will be higher than this. This scenario is far from being worst case, so the risk of causing nuisance to just about every residence is real.

People tend to complain about construction work noise nuisance for any of several reasons.

i) They did not expect the loud noise and they do not know how long it will last. This is especially true at present for people working from home because of covid19 concerns.

ii) The loud noise happens outside normal day time hours or at a noise sensitive time of day. For example, heavy vehicle activity before 7am, or when a resident is in a zoom teleconference.

iii) The noise is excessively loud.

iv) The noise is causing nuisance and mitigation measures are clearly not in place or not being applied properly. For example, a concrete saw is being used but moveable acoustic barriers have not been placed to reduce its noise impact on the nearest residences.

I advised Council's officers that a Construction Noise Management Plan (CNMP) can largely avoid these issues and a CNMP is certainly needed for this development.

Council response

Council officers then suggested a noise permit condition along the following lines.

- *Prior to the commencement of construction and excavation activities a Construction Noise Management Plan (CNMP) must be submitted to the Environmental Health Officer and to the satisfaction of the Environmental Health Officer.*

- *The CNMP must be prepared by a suitably qualified practitioner and contain a description of the proposed works and proposed management measures to be implemented to avoid or minimise noise impacts during construction.*

I advised that this is moving in the right direction but needs to better spell out what is expected of the CNMP.

Appropriate guidelines

Tasmanian authorities occasionally specify that guidelines prepared by another state are considered best practice and should be followed in Tasmania. This is certainly the case for noise management, where several NSW documents are applied to various extents in Tasmania (e.g. traffic noise and industrial noise).

Tasmanian authorities have not produced state-specific guidelines for preparing a CNMP, but the Resource Management and Planning Appeals Tribunal has identified the *NSW Interim Construction Noise Guidelines* as best practice. However, these guidelines were prepared in 2009 and there is now a greater expectation of real-time monitoring of construction noise. The NSW government released new construction noise management guidelines in 2020 but it is still a draft document and so far as I can see the key points are the same.

AS 2436-2010 Guide to noise & vibration control on construction sites is a support document and provides sound levels for various civil works equipment and activities to facilitate estimation of noise levels at nearby residences and commercial premises.

Appropriate noise permit condition

Council officers asked me to propose an appropriate noise permit condition and here it is.

Prior to the commencement of construction and excavation activities a Construction Noise Management Plan (CNMP) must be prepared by a suitably qualified acoustic practitioner and submitted to the Environmental Health Officer and to the satisfaction of the Environmental Health Officer.

The CNMP must be in accordance with the *NSW Interim Construction Noise Guidelines (NSW Dept of Environment and Climate Change, July 2009)*, "the guidelines", and the support document *AS 2436-2010 Guide to noise & vibration control on construction sites.*

Note: In 2020 the NSW government released new construction noise management guidelines, but this is still a draft document. It is similar in scope to the 2009 guidelines but it contains additional material on noise management strategies.

As per the guidelines, the CNMP should as a minimum:

a) Provide a description of all noise-producing works and equipment expected to be used in each stage of the project, and identify particularly noisy works.

b) Establish a noise level management target at the residences adjacent to the development. As per the guidelines this is to be 10 dB above the Rating Background Level, which is to be determined following the methodology set out in the appendix to the *NSW Industrial Noise Policy (2000).*

c) Estimate noise levels at the nearest residences for each stage of the project, including particularly noisy works. AS 2436 provides typical sound power levels and sound pressure levels (at 10m) for civil works activities and equipment, but specific values should be used where possible. The close proximity of the development to residences means that in the absence of mitigation measures noise levels will sometimes exceed the noise level management target at the residences.

d) Detail the noise mitigation measures to be applied. These measures are subject to the caveat of being reasonable and feasible (the guidelines explain these terms). The mitigation measures are to include the use of moveable sound absorbing barriers to mitigate noise from small sources such as jackhammers; and placed to block line of sight between residences and plant such as excavators.

e) Detail the management methods and procedures to minimise noise nuisance. These should include protocols for communicating with the residents, providing them with advanced notice of activities that are expected to produce noise levels at residences above the noise level management target, and responding to any complaints of noise nuisance.

Note: The CNMP is not expected to estimate noise levels at a week-to-week level of detail, only to consider likely scenarios for each construction stage. Therefore, the noise levels at the nearest residences expected due to upcoming construction activities will need to be estimated as the development proceeds. AS 2436 and the guidelines both provide worked examples of how to do this.

f) It is recommended but not required that a real time noise monitoring station be established so the developer knows when construction noise levels are becoming elevated and to assist the investigation of any complaint. If complaints are made Council may require that a monitoring station be established.

Vibration

I do not expect vibration will be an issue, but most noise specialists also carry out vibration assessment and mitigation work and I am no exception. I can provide advice on a permit condition to address vibration if appropriate.

Agreeing the noise permit condition

I suggest Council prepares a draft noise permit condition that we can discuss and hopefully reach agreement on any issues.

If Council issues a noise permit condition that I believe to be inadequate then it will trigger an appeal to the Tribunal, so let's avoid that if we can.

Kind regards

Steve Carter
Dr Steve Carter, FIEAust (Ret)
Environmental Engineer
6231 3176