32-34 Georges Bay Esplanade
St Helens Tasmania 7216
T: 03 6376 7900 | ABN 96 017 131 248

Break O'Day COUNCIL

Development Applications

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

DA Number	DA 2025 / 00086
Applicant	Steve Jordan Drafting
Proposal	Residential – Installation of Relocatable Dwelling
Location	211 Medeas Cove Road, St Helens

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

Representations must be submitted in writing to the General Manager, Break O'Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on Saturday 30th August 2025 **until 5pm Friday 12th September 2025.**

John Brown
GENERAL MANAGER

PROPOSED RELOCATED DWELLING AT 211 MEDEAS COVE ROAD, ST HELENS 7216 FOR BERNADETTE DARNEL OF P.O. Box 309, ST HELENS 7216

SITE INFORMATION:

Council	Break O'Day
Zone	Rural Living - 11
Overlays	Bushfire-prone Areas Code - 13
	Landslip Hazard Code - 15
	Safeguarding of Airports Coode - 16

20 Richings Drive
YOUNGTOWN
TAS 7249

ph. 6343 2183
mobile. 0418 137 246
e-mail. steve@stevejordandrafting.com.au

ABN 48 567 070 667
Accreditation CC1570 S

FLOOR AREA*

dwelling	107.7m²
deck	67.7m²
porches	10.6m²
carport	13.5m²
total floor area	189.5m²

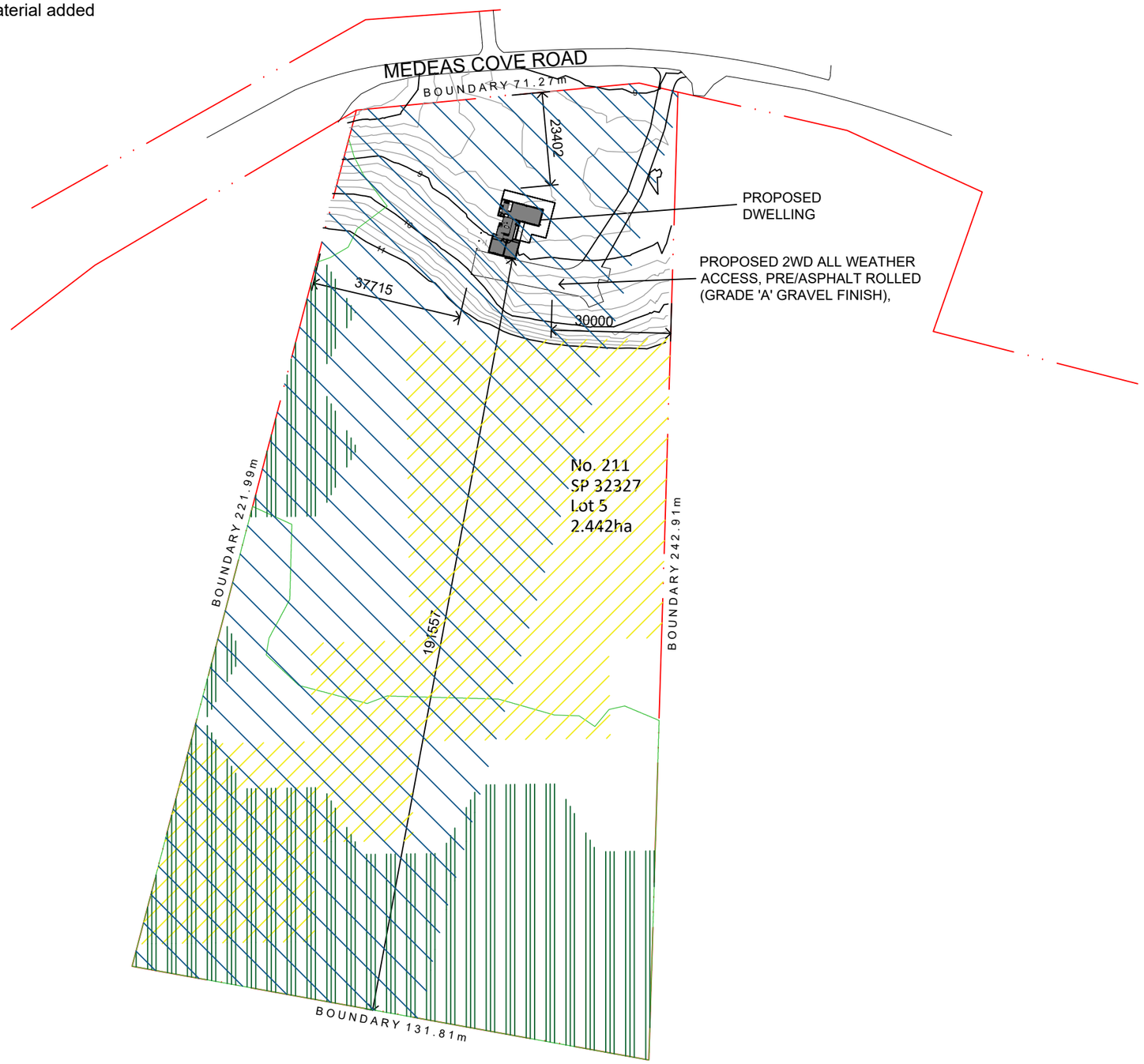
*floor area is the area measured within the external face of the wall cladding

LAND TITLE REFERENCE No.	C/T 32327/5
P.I.D.	7511006
DESIGN WIND SPEED	TBC
SOIL CLASSIFICATION	TBC
CLIMATE ZONE	ZONE 7
BUSHFIRE-PRONE AREA RATING	TBC
ALPINE AREA	N/A
CORROSION ENVIRONMENT	MODERATE
LANDSLIP ZONE	LOW

DRAWING No.	DESCRIPTION
SJD 24/45-01A	SITE PLAN
SJD 24/45-02B	PLUMBING SITE PLAN
SJD 24/45-03	LAYOUT PLAN
SJD 24/45-04	FLOOR PLAN
SJD 24/45-05	GLAZING DETAILS
SJD 24/45-06	BUILDING DETAILS
SJD 24/45-07	ROOF PLAN
SJD 24/45-08	ELEVATIONS
SJD 24/45-09	ELEVATIONS
SJD 24/45-10	SECTIONAL VIEW
SJD 24/45-11	INSULATION PLAN
SJD 24/45-12	REFLECTED CEILING PLAN
SJD 24/45-13	PLUMBING PLAN
SJD 24/45-14	WET AREA DETAILS
SJD 24/45-15	FOUNDATION PLAN
SJD 24/45-16	BRACING PLAN
SJD 24/45-17	BRACING DETAILS
SJD 24/45-18	TIE-DOWN DETAILS
SJD 24/45-19	STRUCTURAL DETAILS
SJD 24/45-20	STRUCTURAL DETAILS

Steve Jordan Drafting

rev	comments
A	driveway and access location amended
B	and driveway surface material added



PLANNING SCHEME CODES LEGEND

LANDSLIP HAZARD CODE - 15
LOW LANDSLIP HAZARD BAND

NATURAL ASSETS CODE - 7
PRIORITY VEGETATION AREA

SAFEGUARDING OF AIRPORTS CODE - 16
AIRPORT OBSTACLE LIMITATION AREA

DRAWING

SITE PLAN

DRG. No.

SJD 24/25-01B

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT DESIGN
CHECKED
DATE
SCALE
SHEET

OWNER
S. JORDAN
OWNER
DECEMBER 2024
1:1250
1 of 20

North

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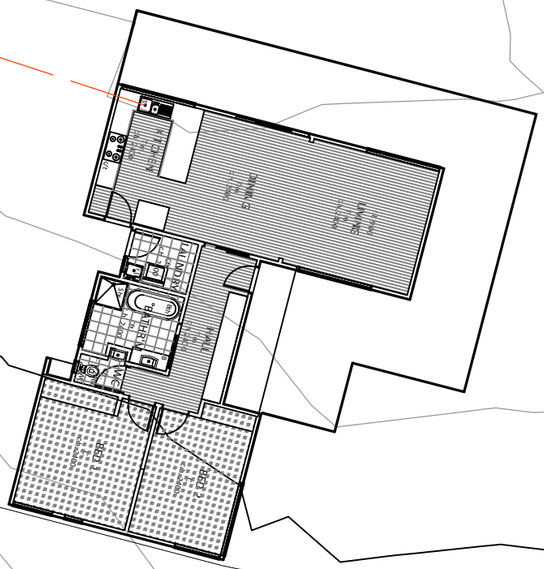
rev	comments
A	driveway and access location amended construction detail added

STORMWATER

SEWER



PLUMBING
- ALL PLUMBING TO BE INSTALLED IN ACCORDANCE WITH A.S. 3500, THE PLUMBING REGULATIONS & THE TASMANIAN PLUMBING CODE.
- ALL WORK MUST BE CARRIED OUT BY A LICENSED PLUMBER.

LEGEND
- ⊗ ORG - OVERFLOW RELIEF GULLY
- ○ ROD.I.O - RODDING INSPECTION
- ○ I.O. - INSPECTION OPENING
- □ RISER I.O - RISER INSPECTION OPENING
- ● D.P. - DOWN PIPE LOCATION
- ● FIXTURE LOCATION

PIPE DIAMETERS - UPVC

BATH - 40Ø	VENT - 50Ø
BASIN - 40Ø	WC - 100Ø
FLOOR WASTE - 40Ø	SEWER - 100Ø
SHOWER - 50Ø	DOWN PIPE - 90Ø
SINK - 50Ø	STORM WATER 90Ø
TROUGH - 50Ø	

SEWER - UPVC DN 100 LAYED AT MINIMUM GRADE OF 1:60 CONNECTED TO EXISTING DWELLING DISPOSAL SYSTEM
STORM WATER - UPVC DN 90 LAYED AT MINIMUM GRADE 1:100
DOWN PIPES - UPVC 90Ø CONNECTED TO EXISTING DWELLING DISPOSAL SYSTEM

HOT & COLD WATER PIPE AS/NZS 3500.5 & AS/NZS 3500.1
MATERIAL - COPPER, 311 REHAU OR EQUIVALENT.
COLD WATER SUPPLY LINE FROM WATER METER TO HOUSE - DN 25mm
COLD WATER BRANCHES - DN 16mm
HOT WATER MAIN LINE - DN 20mm
HOT WATER BRANCHES - DN 16mm

WATER TO BE SUPPLIED FROM EXISTING DWELLING WATER SYSTEM.

HOT WATER DELIVERY TO ALL SANITARY FIXTURES USED FOR PERSONAL HYGIENE AT 50° & TO KITCHEN SINK & LAUNDRY AT 60°

VACUUM BREAKER BACK FLOW DEVICES TO BE FITTED TO ALL OUTSIDE TAPS

North

DRAWING

PLUMBING SITE PLAN

DRG. No.

SJD 24/45-02A

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT	OWNER
DESIGN	S. JORDAN
CHECKED	OWNER
DATE	OCTOBER 2023
SCALE	1:200
SHEET	2 of 20

steve jordan drafting

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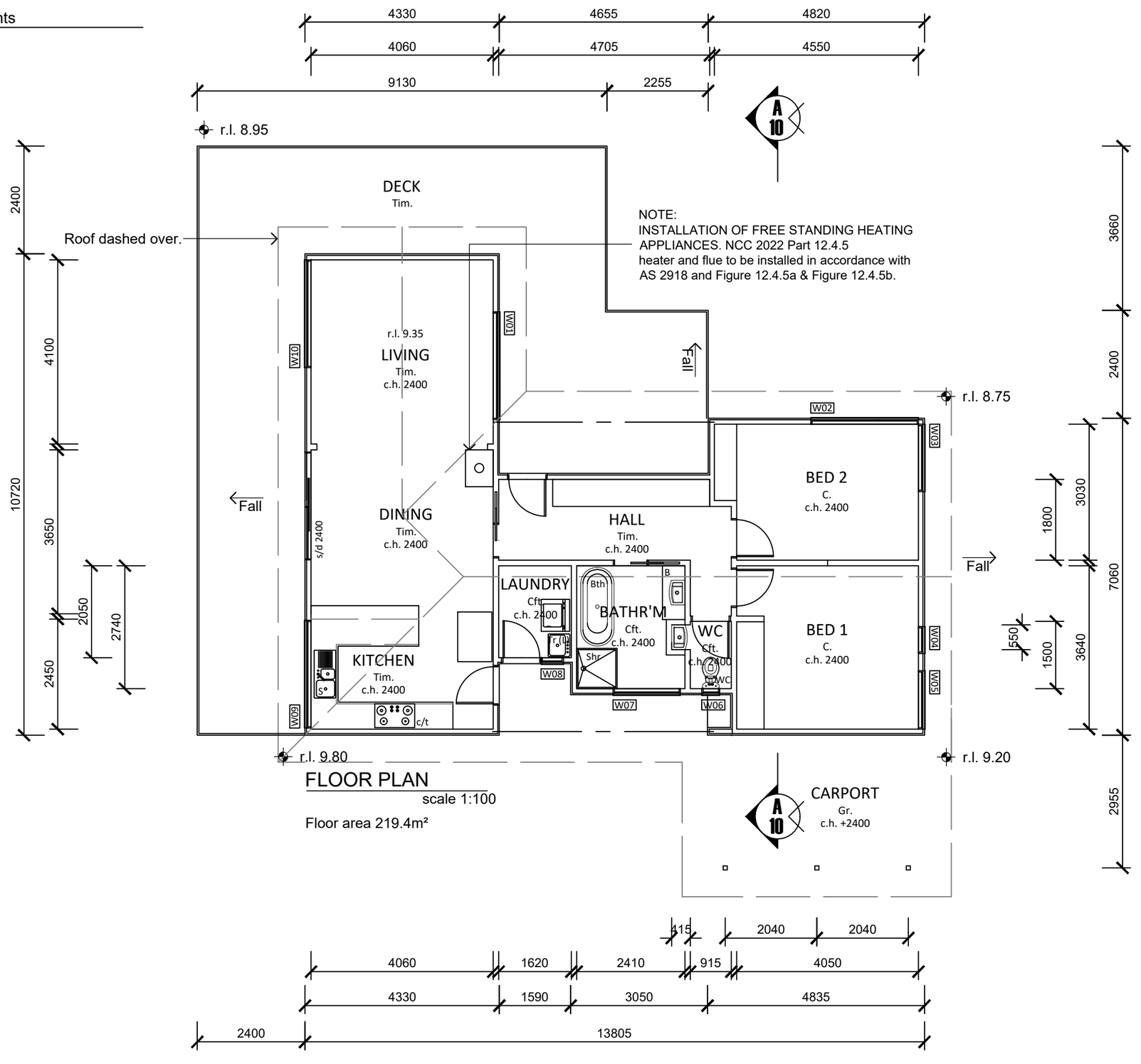
rev	comments



FLOOR PLAN

scale 1:100

Floor area 219.4m²

LEGEND & NOTES

- Hardwood timber weatherboard walls
- 100mm stud walls with 10mm plasterboard lining throughout. (Wet area plasterboard to Bathroom, Ensuite and Laundry walls)
- Ground levels
- C. Carpet as selected by client with Airstep Stepmax (or equivalent) foam underlay.
- Cft. Ceramic floor tiles selected by client.
- Tim. Hardwood timber floor finish
- CJ. Control joint
- DP. Downpipe
- MB. Meter box

DRAWING

FLOOR PLAN

DRG. No.

SJD 24/45-04

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT DESIGN
CHECKED
DATE
SCALE
SHEET

OWNER
S. JORDAN
OWNER
DECEMBER 2024
1:100
4 of 20

North

steve jordan drafting

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ROOF FRAMING: N.C.C. 2022 H1P1 & AS1684
1 colorbond cladding
N.C.C. 2022 Part 7.2 & AS1684 cladding on 35 x 90 battens
at 900crs.
2 to be installed strictly to manufacturers instructions using
trip-l-grip connectors onto top plate.
3 provide diagonal strap bracing fixed to top chords of trusses at max angle of 30° to
ridge.

ROOF CLADDING. NCC 2022 HP7.2
colourbond 'Custom Orb' metal sheeting installed in accordance with this part,
AS 1562.1 and manufacturers recommendations.

refer to Lysaght roofing & walling Manual for full details on sheet installation,
fixings & flashings

- minimum pitch 5 degrees.
- corrosion protection in accordance with NCC Table 7.2.2a
- end lap of sheets 5-15 degrees - minimum 200mm.
  above 15 degrees - minimum 150mm.
- ridge line valley to be turned up (stop ended).
- sheets to be fixed in accordance with NCC Table 7.2.5
- vapour permeable membrane to be fitted to underside of battens.

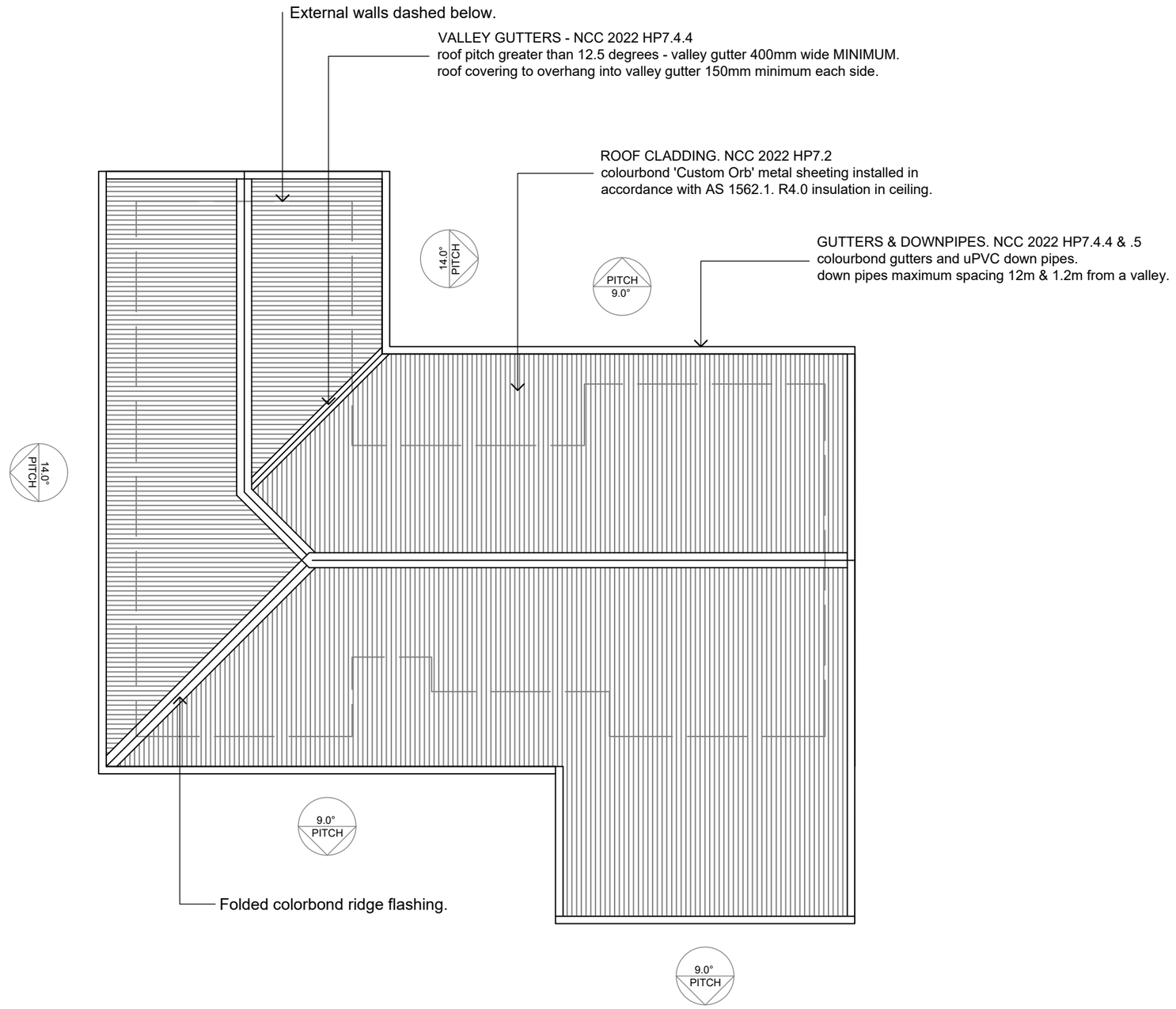
R4.0 insulation batts to roof space above ceiling lining.

recommended fixings for severe exposure conditions to AS 3566
Use class 4 materials for severe exposure & stainless steel for very severe
coastal environments.

FASCIA, GUTTERS & DOWNPIPES: NCC 2022 HP7.4.4 & .5
fascia, gutters, flashing and downpipes must be manufactured in accordance with -
- metal AS/NZS 2179.1
- u.p.v.c. AS1273
- gutters and downpipe selection
must be in accordance with N.C.C. 2022 Part 7.4.3 & table 7.4.3a
- gutter installation
must be in accordance with N.C.C. 2022 Part 7.4.3a.
(a) with a fall of not less than -
(i) 1:500 eave gutters, unless fixed to metal fascias
(ii) 1:100 for boxed gutters.
(b) eave gutters to be fixed at not more than 1200mm centres.
(c) valley gutters on a roof with a pitch -
(i) more than 12.5 degrees
must have a width not less than 400mm and roof overhang of not less than 150mm
each side of the gutters.
(ii) less than 12.5 degrees
must be designed as a box gutter.
- colorbond metal fascia & gutters installed in accordance with manufacturers
instructions.
- downpipes - size and installation
in accordance with N.C.C. 2022 Part 7.4.3c;
(i) spacing not more than 1200mm.
(ii) fixed with wall brackets not more than 1200mm centres from valley gutters.
- lap gutters 75 mm in the direction of flow, rivet & seal with an approved silicone
sealant.
- valley gutters to be 450mm wide colorbond steel
- colorbond steel to match roof.
- take 150mm under roof cladding and turn up on both sides.
- lap 150mm in direction of flow.

EAVE & SOFFIT CONSTRUCTION NCC 2022 HP7.5.5
eave width - 600mm design wind speed N2

soffit / eave lined with 'hardiflex' cement sheeting
- trimmers located within 1200 mm of external corners to be spaced @ 500 mm
  centres, remainder of sheet - 700 mm centres
- fastener / fixings within 1200 mm of external corners @ 200 mm centres,
  remainder of sheet - 300 mm centres



DRAWING

ROOF PLAN

DRG. No.

SJD 24/45-07

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT
DESIGN
CHECKED
DATE
SCALE
SHEET

OWNER
S. JORDAN
OWNER
DECEMBER 2024
1:100
7 of 20

steve jordan drafting
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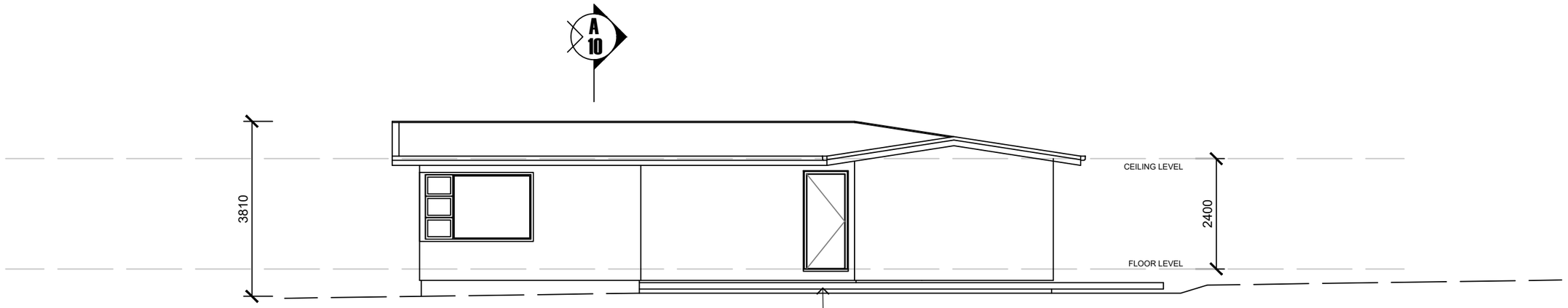
rev	comments



EASTERN ELEVATION

scale 1:100

LEGEND & NOTES

CJ. Control joint

DP. Downpipe

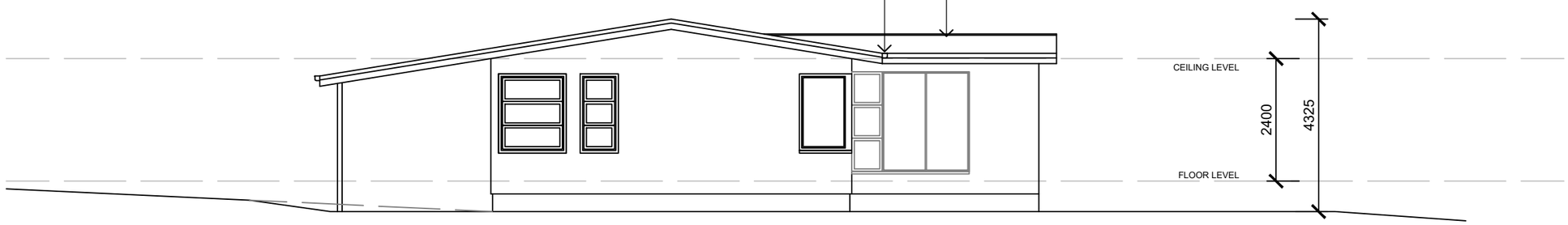
SD. Sliding door

o. Awning window

f. Fixed window

GUTTERS & DOWNPIPES. NCC 2022 HP7.4.4 & .5
colourbond gutters and uPVC down pipes.
down pipes maximum spacing 12m & 1.2m from a valley.

ROOF CLADDING. NCC 2022 HP7.2
colourbond 'Custom Orb' metal sheeting installed in
accordance with AS 1562.1. R4.0 insulation in ceiling.



SOUTHERN ELEVATION

scale 1:100

DRAWING

ELEVATIONS

DRG. No.

SJD 24/45-08

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT	OWNER
DESIGN	S. JORDAN
CHECKED	OWNER
DATE	DECEMBER 2024
SCALE	1:100
SHEET	8 of 20

steve jordan drafting

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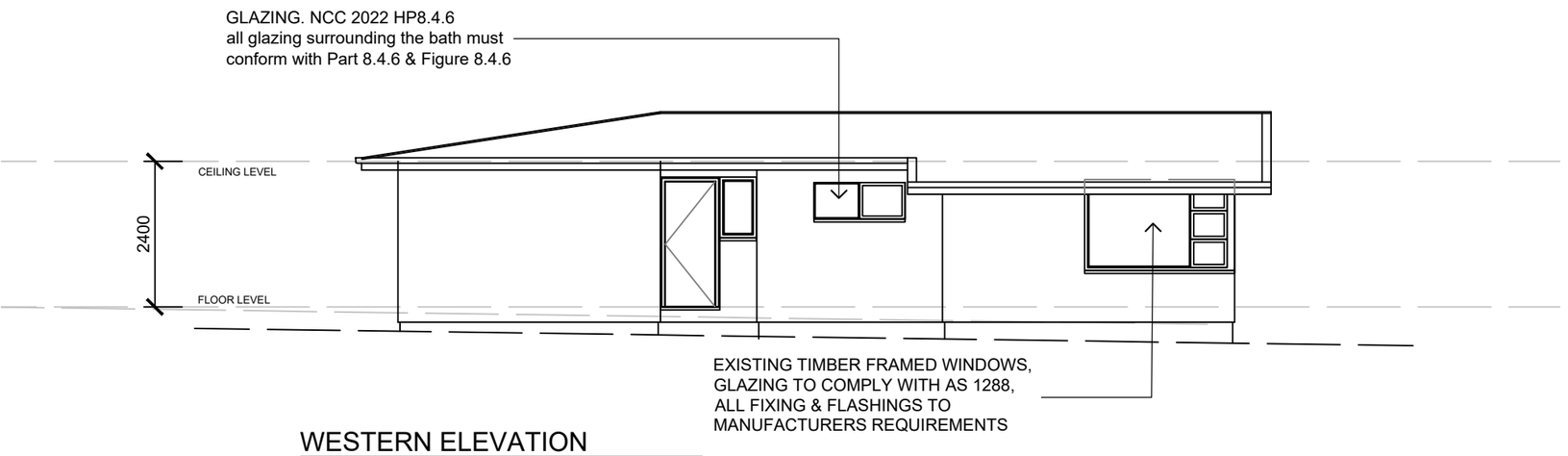
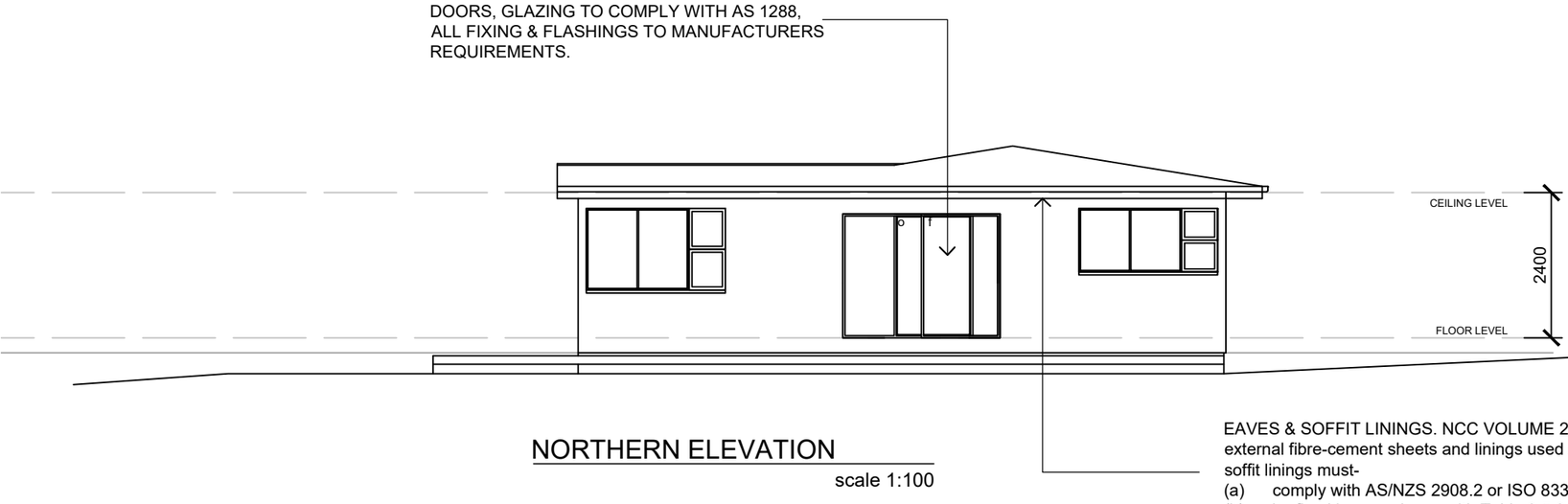


WESTERN ELEVATION

scale 1:100



NORTHERN ELEVATION

scale 1:100

VENTILATION. NCC 2022 HP10.6.2
ventilation to be provided to ALL habitable rooms, sanitary compartment, bathroom showers, laundry and other rooms occupied by persons.

- provide permanently fixed openable windows, doors or similar with an aggregate openable area of at least 5% of the floor area of the room.
- openings to open onto a court, open space, verandah, carport or like.
- ventilation can be shared via an adjoining room where a window, door or similar opening with a openable area of 5% of the floor area of the room to be ventilated is provided and the adjoining room has a openable window, door or similar device opening to the outside with an openable area of at least 5% of the combined floor area of both rooms.

NATURAL LIGHT. NCC 2022 HP10.5.1
natural light to be provided through windows with an aggregate light transmitting area measured clear of the window framing, glazing bars and other obstructions of not less than 10% of the floor area of the room.

- windows to be positioned for light transmission from the sky a court, open space, verandah, carport or like.
- natural light can be shared via an adjoining room where a glazed panel or opening with a openable area of 10% of the floor area of the room to which natural light is to be provided and the adjoining room has windows with an aggregate light transmitting area of not less than 10% of the combined floor area of both rooms.

SANITARY COMPARTMENT. NCC 2022 HP10.4.2
toilet cubicle and fit out to be constructed to ensure a clear space of 1200mm is provided between the closet pan and the NEAREST part of the doorway.

where 1200mm is not achieved the door of a fully enclosed sanitary compartment must;

- open (swing) outwards, or
- be a sliding door, or
- have escape hinges fitted in accordance with manufacturers instruction and the door is readily removable from outside the compartment.

EAVES & SOFFIT LININGS. NCC VOLUME 2 PART 3.5.3.5.
external fibre-cement sheets and linings used as eaves and soffit linings must-
(a) comply with AS/NZS 2908.2 or ISO 8336; and
(b) be fixed in accordance with Table 3.5.3.3 and Figure 3.5.3.3

DRAWING

ELEVATIONS

DRG. No.

SJD 24/45-09

CLIENT

BERNADETTE DARNELL
P.O. Box 309,
ST HELENS, 7216

PROJECT

RELOCATED DWELLING
211 MEDEAS COVE ROAD,
ST HELENS, 7216

CONCEPT	OWNER
DESIGN	S. JORDAN
CHECKED	OWNER
DATE	DECEMBER 2024
SCALE	1:100
SHEET	9 of 20

steve jordan drafting

20 Richings Drive
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11.4 P4 Development Standards for Buildings and Works

Buildings for a sensitive use must be sited so as to

not conflict or interfere with uses in the Agriculture

Zone or Rural Zone, having regard to:

(a) the size, shape and topography of the site;

(b) the separation of any existing buildings for sensitive uses on adjoining properties;

(c)the existing and potential use of adjoining properties;

(d) any proposed attenuation measures; and

(e) any buffers created by natural or other features.

RESPONSE: The proposed dwelling will sit within an enclave of 8 previously council approved residential properties of similar size construction and separation and therefore would not conflict with any acceptable uses within a Rural Living area. There is to be minimal disruption to the property thus retailing the existing natural and landscape values of the area.

C2.6.1 P1 That parking areas are constructed to an appropriate standard

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:

RESPONSE: The parking, access ways, manoeuvring and circulation

Spaces are to be constructed with a 2WD all weather pre/asphalt material, rolled with a Grade 'A' gravel finish, contrasting the grassed areas within the property.

(a) the nature of the use;

RESPONSE: The use is residential and therefore the above treatment is more than adequate

(b) the topography of the land;

RESPONSE: The driveway is on a very flat grade and will be feature minimal batters to maintain a slope of less than 1:150 to ensure no ponding occurs.

(c) the drainage system available;

RESPONSE: No drainage system is present and therefore all drainage will be contained within the site with only flows of water that have not been concentrated reaching the road reserve.

(d) the likelihood of transporting sediment or debris from the site onto a road or public place;

RESPONSE: The nature of the construction of both the access and driveway are in accordance with Council guidelines to ensure sediment is not transported onto Medeas Cove Road.

(e) the likelihood of generating dust; and

RESPONSE: The nature of the construction of both the access and driveway are in accordance with Council guidelines to ensure dust is not generated

(f) the nature of the proposed surfacing.

RESPONSE: The finished surface is equivalent to Council maintained gravel roads and should therefore be adequate for a residential setting.

MIDSON
traffic
pty ltd

Bernadette Darnel

211 Medeas Cove Rd, St Helens
Traffic Impact Assessment

August 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Bernadette Darnel to prepare a traffic impact assessment for a proposed residential dwelling development at 211 Medeas Cove Road, St Helens.

1.2 Traffic Impact Assessment (TIA)

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

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

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

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

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme.

1.3 Statement of Qualification and Experience

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

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

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 211 Medeas Cove, St Helens. The site is currently a vacant lot.

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

Figure 1 Subject Site & Surrounding Road Network

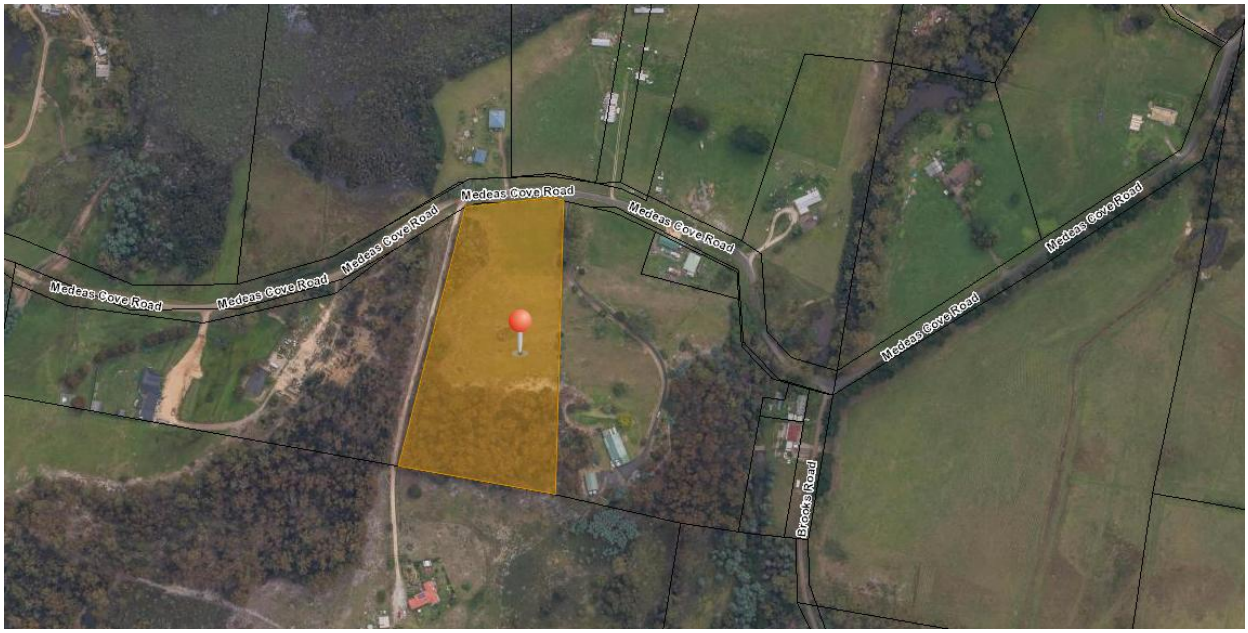


Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Tasmanian Planning Scheme, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Medeas Cove Road only.

Medeas Cove Road is approximately 3.5-km long and connects to Tasman Highway at its eastern end. It traverses along the southern shoreline of Medeas Cove and provides access to a rural/ residential catchment area.

To the west of the subject site, Medeas Cove Road has an unsealed road width of approximately 5.0 metres. The default unsealed speed limit of 80-km/h is applicable to this section of the road to the west of the subject site. Adjacent to the site, and to the east, Medeas Cove Road has a sealed pavement width of approximately 4.0 – 4.7 metres, with unsealed road verges between 0.5 and 1.0 metres. The posted speed limit of the sealed section of Medeas Cove Road is 50-km/h.

Medeas Cove Road adjacent to the subject site is shown in Figure 2.

Figure 2 Medeas Cove Road

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 30th June 2025 for the full length of Medeas Cove Road.

No crashes were reported during this period.

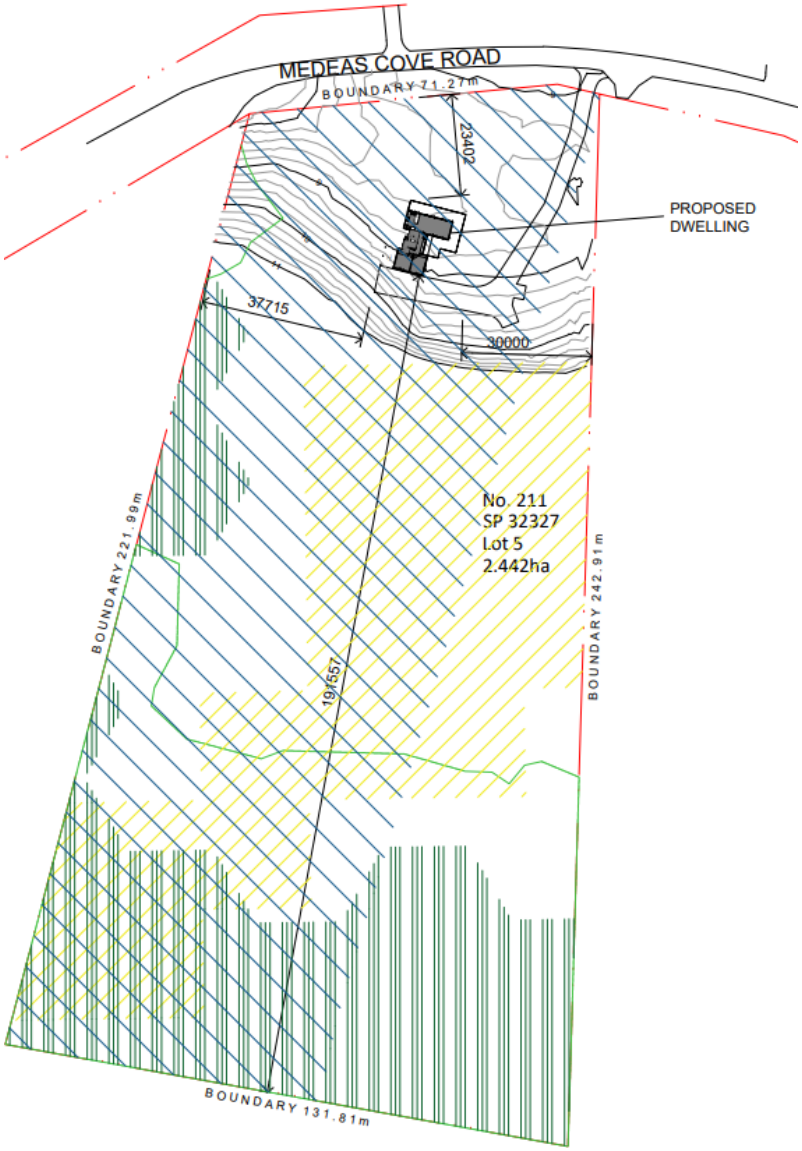
3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a single residential dwelling on the subject site. The driveway access will be located at the existing gate to the site.

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation was sourced from the TfNSW Guide. The following traffic generation rates are applicable to low density residential developments in regional areas:

- AM peak generation 0.83 vehicles per hour per dwelling
- PM peak generation 0.84 vehicles per hour per dwelling
- Daily generation 7.53 vehicles per day per dwelling

This results in the following traffic generation for the proposed dwelling:

- AM and PM peak generation 1 vehicle per hour
- Daily generation 8 vehicles per day

4.2 Trip Assignment

Based on the connectivity of the subject site with the surrounding network, the trip generation will result in the majority of movements being left-in/ right-out at the driveway access with Medeas Cove Road.

4.3 Access Impacts

The proposed development will utilise an existing access to the site.

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

Table C3.1 specifies a maximum increase of 20% or 40 vehicle movements per day, whichever is greater. In this case, the existing site does not generate traffic (being a vacant lot). The future dwelling will generate 8 vehicle movements per day, which satisfies the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

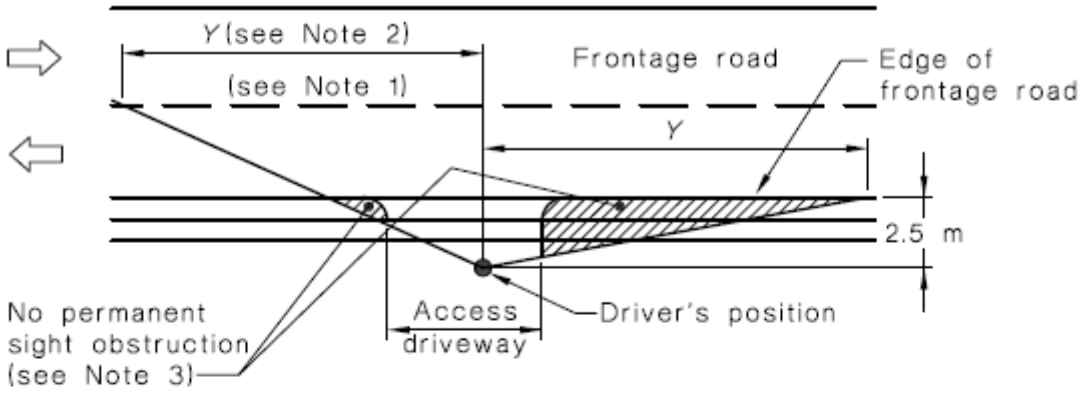
The Australian Standards, AS2890.1, provides the relevant sight distance requirements for residential and domestic driveways. The sight distance requirements are reproduced in Figure 4. A small sample of vehicle speeds were recorded using a hand-held radar device, confirming the frontage speed of 50-km/h for Medeas Cove Road. The required AS2890.1 sight distance is therefore 40 metres.

For a frontage speed of 50-km/h, the required sight distance for a domestic property is 40 metres. The available sight distance at the access driveway is as follows:

- East of the access driveway 144 metres
- West of the access driveway 98 metres

On this basis, the available sight distance at the driveway access location satisfies AS2890.1 sight distance requirements. It is further noted that the available sight distance would be acceptable for a higher frontage road speed (up to 80-km/h).

Figure 4 AS2890.1 Sight Distance Requirements



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

4.5 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed dwelling and associated driveway access. This is based on the following:

- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development (noting that only no crashes have been reported in Medeas Cove Road in the past five years).
- Adequate sight distance is available at all driveway access in relation to the prevailing vehicle speeds in accordance with AS2890.1 requirements.
- The additional traffic generated by the proposed dwelling can be readily absorbed by the surrounding road network, noting the existing very low volumes in Medeas Cove Road and connecting roads.

5. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed residential dwelling development at 211 Medeas Cove Road, St Helens.

The key findings of the TIA are summarised as follows:

- The proposed development is likely to generate a total of 8 vehicles per day, with 1 vehicles per hour during peak periods.
- Traffic generated at the driveway access satisfies the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.
- The available sight distance at the driveway location exceeds AS2890.1 requirements for a residential driveway.

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

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