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 / 00080
Applicant	Rebecca Green & Associates
Proposal	Storage/Sports & Recreation - Shed
Location	Lot 8 Tully Street, St Helens (CT144446/8)

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.

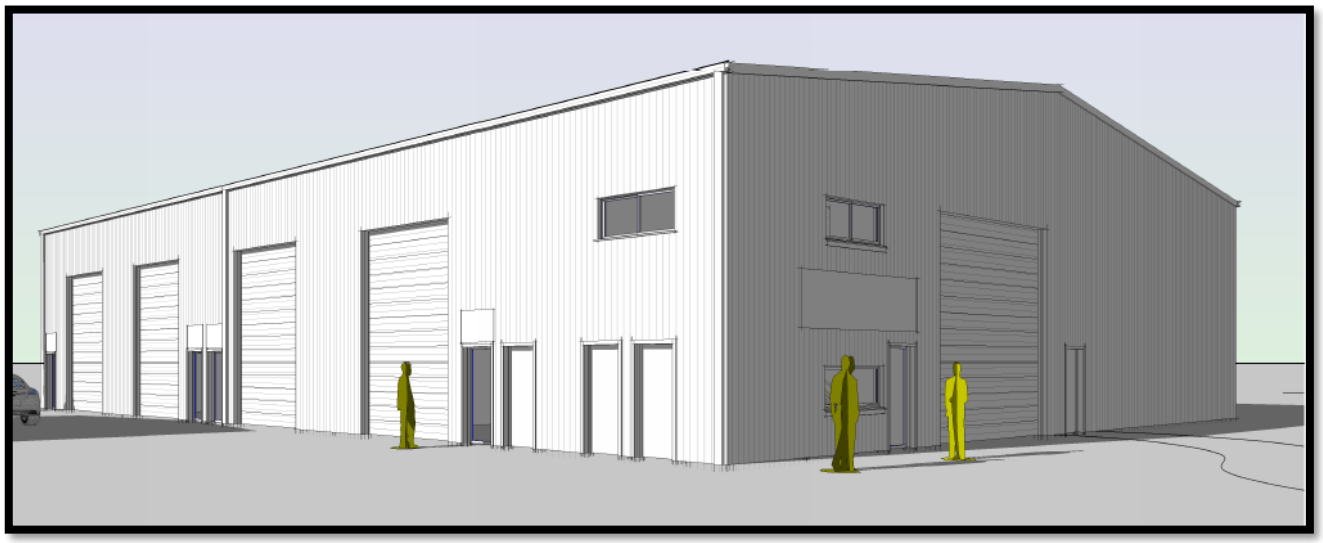
Representations must be submitted in writing to the General Manager, Break O'Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on 11th October, 2025 **until 5pm Friday 24th October, 2025.**

John Brown
GENERAL MANAGER

Rebecca Green & Associates

Planning Submission

Storage Facility/ Sports and Recreation Facility Development



134 Tully Street, St Helens

Rebecca Green & Associates

Contents

1. Executive Summary

1.1 Proposal Overview

This submission is prepared for SKA Developments (Steven Austin and Kristy Scott), in support of a proposal for the use and development of a storage facility including sports and recreation component at 134 Tully Street, St Helens.

The owners of the subject land are Steven John Austin and Kristy Belinda Scott. This application is made with the knowledge of the landowner.

This application is made under the *Land Use Planning and Approvals Act 1993*, in accordance with Section 57 for a discretionary planning application. The proposal has been prepared in accordance with the provisions of the *Tasmanian Planning Scheme – Break O'Day* and the objectives of the *Land Use Planning and Approvals Act 1993*.

The proposal is summarised as:

- Use and Development for a Storage Facility/ Sports and Recreation Facility and is illustrated in plans, provided at Appendix B.

A Traffic Comment report prepared by Andrew Howell is provided at Appendix C.

2. Subject Land and Locality

2.1 Subject Land Description

The subject site is comprised in Certificate of Title Volume 144446 Folio 8. A copy of the title is contained in Appendix A. Stormwater drainage works is proposed to the rear of the site to an existing stormwater main within a benefitting drainage easement to the subject site.

The subject site is a rectangular shaped lot, and has an area of 1798m^2 and is located between Tasman Highway and Beaulieu Street. Access to the property is to Tully Street. An existing concrete vehicle crossing is located to the southwest corner of the site.

The site is cleared and has a gentle slope to the north. The lots adjoining the subject site are approved for industrial uses, including for warehouses and self-storage facilities and service industry uses. Land to the south of Tully Street is the St Helens Recreation Ground.

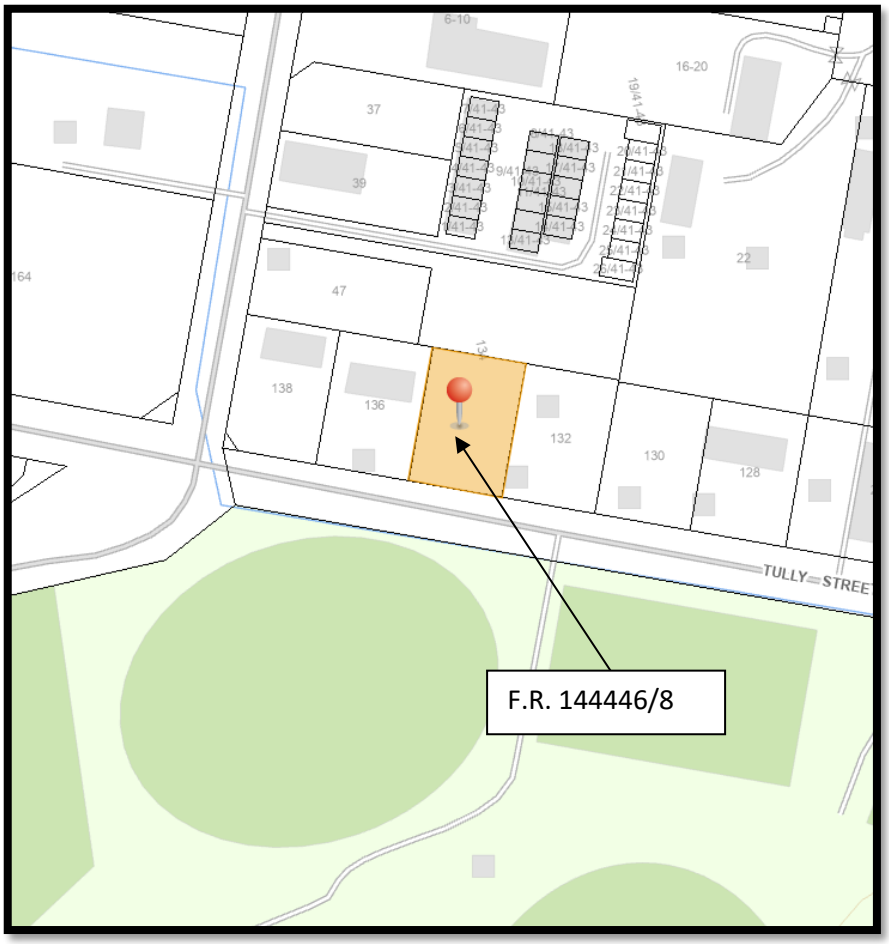


Figure 1: Locality Map 134 Tully Street, St Helens

(Source: LISTmap - Land Information System Tasmania (thelist.tas.gov.au)

2.2 Access and Movement

The site is provided with an access direct to a Council maintained road, Tully Street. The existing site access to Tully Street is suitable for the development with available sight distance exceeding AS2890.1 requirements in both directions. It can accommodate medium-rigid HV without on-street manoeuvring.

2.3 Services

The subject site is located within the industrial area of St Helens; it is provided with reticulated sewerage, water and stormwater as well as electricity and telecommunications.

2.4 Heritage

The subject site is not identified to be of heritage significance.

2.5 Flora and Fauna

The site is located within the industrial area of St Helens. A search of the Natural Values Atlas has revealed no recorded species on the subject site.

3. Proposal

3.1 Development Proposal

The application proposes the construction of a storage facility, with Room 2 proposed to be used for a golf-simulator. One building comprising a floor area of 876.85m^2 is proposed on the site, together with associated car parking, vehicle accessways, landscaping, signage and drainage. The building will accommodate a total of 6 tenancies. The main larger tenancy together with Rooms 1, 3, 4 and 5 will each be used for warehouse/storage uses. The proposed office area of Room 1 is to be subservient and directly associated with the storage use of that tenancy. The main larger tenancy is proposed for an Electrical Contracting business. Room 2 is proposed for a golf-simulator business, whilst shared amenities are provided for all users of the site. A total of 14 external and 4 internal car parking spaces are proposed, including one space for persons with a disability adjacent to the entry and the main access into the largest storage space. Hardstand areas of the site are to be either asphalted or concreted.

The proposed hours of operation for the storage uses are typically:

- Monday – Sunday 6am to 6pm (with occasional access to 8.00pm).

The proposed house of operation for the golf simulator (Sports and Recreation) use contained within Room 2 is 24 hours access, 7 days per week.

It is anticipated that the largest warehouse tenancy will employ up to 9 FTE staff, including 2 apprentices. It is anticipated that Rooms 1, 3, 4, and 5 may have up to 2 FTE staff, whilst the golf simulator business proposed for Room 2 is anticipated to have 1 FTE staff, which is to be remotely managed.

Proposed signage will consist of four 1.0m x 0.7m wall signs on the western elevation and a 4.0m x 1.1m wall sign on the southern elevation. Signage will not be illuminated.

All plans and details of the proposal are provided at Appendix B to this submission.

4. Planning Assessment

4.1 Tasmanian Planning Scheme – Break O'Day

The subject site is zoned General Industrial within the *Tasmanian Planning Scheme – Break O'Day Local Provisions Schedule,* version 4, effective 2nd October 2024. The site is subject to the Airport Obstacle Limitation Overlay and is located within the Stormwater Management Specific Area Plan.

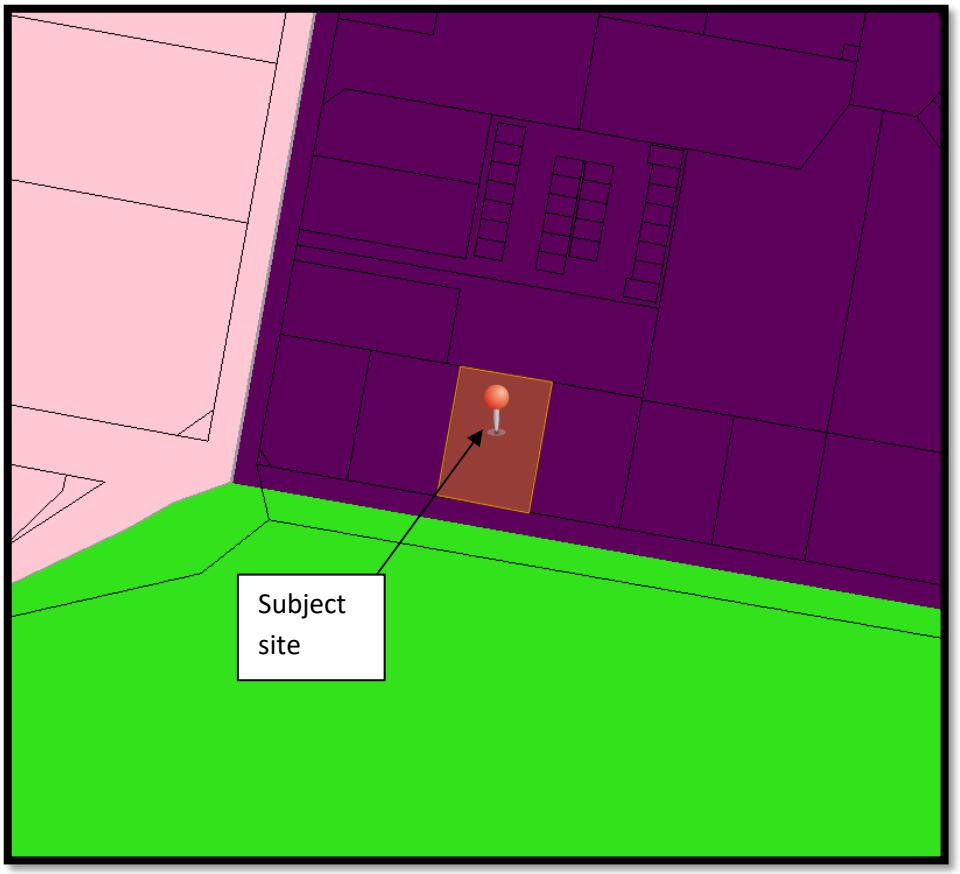


Figure 2: Zoning Map

(Purple = General Industrial Zone)

(Source: LISTmap - Land Information System Tasmania (thelist.tas.gov.au)

GENERAL PROVISIONS		
7.1	Changes to an Existing Non-conforming Use	Not applicable
7.2	Development for Existing Discretionary Uses	Not applicable
7.3	Adjustment of a Boundary	Not applicable
7.4	Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	Not applicable
7.5	Change of Use	Not applicable
7.6	Access and Provision of Infrastructure Across Land in Another Zone	Not applicable
7.7	Buildings Projecting onto Land in a Different Zone	Not applicable
7.8	Port and Shipping in Proclaimed Wharf Areas	Not applicable

7.9 Demolition	Not applicable
7.10 Development Not Required to be Categorised into a Use Class	Not applicable
7.11 Use or Development Seaward of the Municipal District	Not applicable
7.12 Sheds on Vacant Sites	Not applicable
7.13 Temporary Housing	Not applicable
7.14 Container Refund Points	Not applicable

19.0 General Industrial Zone

19.2 Use Table

The proposed use of the main building component and Rooms 1, 3, 4, and 5 best fits the use class of **Storage** which is a Permitted Use in accordance with Table 19.2.

Room 2 is proposed to be used as a Golf-Simulator, which best fits the use class of **Sports and Recreation** which is a Discretionary Use in accordance with Table 19.2.

Use Class

Storage

> *"use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, self storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and woodyard."*

Sports and Recreation

> *"use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, children's play centre, swimming pool, race course, sports ground, and major sporting facility."*

19.3 Use Standards

19.3.1 Discretionary uses

Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.
Acceptable Solutions	**Performance Criteria**

A1	**P1**
No Acceptable Solution.	A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to: (a) The characteristics of the site; (b) The size and scale of the proposed use; and (c) The functions of the industrial area.
Relies on Performance Criteria for the use of proposed Room 2, which is to be a Golf-simulation business falling within the use class of Sports and Recreation, a discretionary use within the General Industrial zone.	Room 2 comprising an area of 41.16m^2 with a 30.87m^2 mezzanine space is to be used for an indoor golf-simulator business operating 24/7. The business will employ one FTE staff member and managed remotely. At any given time, the facility can accommodate a maximum of 4 persons within the facility. The characteristics of the site will remain dominant for industrial activities, storage uses. The proposed use of Room 2 comprises a small area of the total of the Floor Area of the development on the subject site. It is not anticipated that the proposed use will impact on adjacent uses either within the subject site or on land surrounding the site. Traffic movements and parking have been appropriately considered and provided for. The land immediately south of the subject site is used for Sports and Recreation and the integration of the proposed use on the subject site will not be out of character with the area including that of the industrial precinct within St Helens, with a mix of uses operating within a wide range of hours throughout the day. It is not unusual for golf-simulator businesses to be located within industrial areas, Launceston currently has two such businesses for example in the Invermay industrial area. The nature of the business is not one that would impact negatively on the surrounding area given the range of uses surrounding the subject site and the small scale of the proposed use on the site. The proposed use is consistent with the performance criteria.

19.4 Development Standards for Buildings and Works

19.4.1 Building height

Objective:	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.

Acceptable Solutions	**Performance Criteria**
A1 Building height must be not more than 20m.	**P1** Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building; (b) separation from existing use on adjoining properties; and (c) any buffers created by natural or other features.
The proposal complies, the maximum building height is 8.6m.	Not applicable.

19.4.2 Setback

Objective:	That the building setback is appropriate for the site.

Acceptable Solutions	**Performance Criteria**
A1 Buildings must have a setback from a frontage of: (a) not less than 10m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum or minimum setbacks of the buildings on adjoining properties.	**P1** Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and

	(c) the safety of road users.
The proposal complies, the proposed building is to be located 13.05m from the frontage.	Not applicable.

19.4.3 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.
Acceptable Solutions	**Performance Criteria**
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 6m; or (b) not less than the frontage of an existing building if it is a lesser distance.	**P1** If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.
Proposal relies on Performance Criteria.	The proposal relies on the performance criteria as the proposed landscape treatment provided along the frontage is to have a depth less than 6.0m. The proposed landscaping treatment provided along the frontage of the site is to have a width of 1.0m. This allows for the inclusion of parking spaces and the proposed building facility on the site. Apart from the vehicle access, landscaping is proposed along the remainder of the frontage. The site is currently clear of vegetation apart from grass. This is to be removed to allow construction of the facility. At this stage, the proposed species of plantings is unknown, although will be shrubs of varying heights 1200mm-1800mm at maturity to assist in screening the car parking when viewed from the road. Council may consider as a condition of any permit, details of proposed landscaping treatment, although this is not precisely known at this stage. The surrounding industrial sites in the area are provided with minimal to zero

	landscaping treatment along the frontages. The proposed development will be one of a few providing for landscaping treatment. The amenity and appearance of the streetscape will be enhanced by the proposed landscaping treatment. The proposal is considered to be consistent with the performance criteria.

19.5 Development Standards for Subdivision – not applicable.

CODES		
C1.0	Signs Code	See code assessment.
C2.0	Parking and Sustainable Transport Code	See code assessment.
C3.0	Road and Railway Assets Code	See code assessment.
C4.0	Electricity Transmission Infrastructure Protection Code	N/a
C5.0	Telecommunications Code	N/a
C6.0	Local Historic Heritage Code	N/a
C7.0	Natural Assets Code	N/a
C8.0	Scenic Protection Code	N/a
C9.0	Attenuation Code	N/a
C10.0	Coastal Erosion Hazard Code	N/a
C11.0	Coastal Inundation Hazard Code	N/a
C12.0	Flood-Prone Areas Hazard Code	N/a
C13.0	Bushfire-Prone Areas Code	N/a
C14.0	Potentially Contaminated Land Code	N/a
C15.0	Landslip Hazard Code	N/a
C16.0	Safeguarding of Airports Code	Exempt in accordance with C16.4.1. The proposed development is not more than the AHD height specified for the site of the development, 140m.

C1.0 Signs Code

C1.1 Code Purpose

The purpose of the Signs Code is:
C1.1.1 To provide for appropriate advertising and display of information for business and community activity.
C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area.
C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.

Comment

Complies with the Code Purpose.

C1.6 Development Standards for Buildings and Works

C1.6.1 Design and siting of signs

Objective:

That:

(a) Signage is well designed and sited; and
(b) Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Acceptable Solutions	**Performance Criteria**
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 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.
Comment A total of five walls signs are proposed. Wall signs are a relevant sign type allowable in the General Industrial zone. The four proposed walls signs on the western façade and the single proposed wall sign on the southern façade meet the acceptable solution. The wall sign proposed on the southern façade does not have an area greater than 4.5m^2 (4.4m2), the wall signs proposed on the western façade will each have an area of 0.77m^2, the signs will not extend beyond the wall or above the top of the wall to which they will be attached and will not occupy more than 25% of the wall area. The proposed signage meets the acceptable solution.	
A2 A sign must be not less than 2m from the boundary of any lot in the General	**P2** A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having

Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	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.
Comment Not applicable.	
A3 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.	**P3** 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.
Comment The subject site has a street frontage to Tully Street of 35.42m. A total of five wall signs are proposed with no more than 1 sign for each business/tenancy. The facility caters for a total of 6 tenancies/businesses. The proposal complies with the acceptable solution.	

C1.6.2 Illuminated signs – not applicable.

C1.6.3 Third party sign – not applicable.

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

C2.0 Parking and Sustainable Transport Code **C2.1 Code Purpose**
The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Comment Complies with the Code Purpose.

C2.5 Use Standards **C2.5.1 Car parking numbers**	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or	**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

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.	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.

Comment

Storage land use under Table C2.1 requires 1 space per 200m^2 of site area or 1 space per 2 employees (the greater of). The site area of 1798m^2 requires a total of 9 spaces.

Sports and Recreation land use under Table C2.1 requires for a Fitness Centre 4.5 spaces per 100m^2 of floor area. Room 2 floor area is less than 100m^2, requiring a total of 4.5 spaces.

The proposed uses of the site require a minimum of 14 spaces. A total of 18 spaces are provided within the site. Acceptable solution met.

C2.5.2 Bicycle parking numbers	
Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
A1 Bicycle parking spaces must: (a) Be provided on the site or within 50m of the site; and (b) Be no less than the number as specified in Table C2.1.	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (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.
Comment Not applicable, no requirement set for Storage use class or Sports and Recreation use class (Fitness Centre).	

C2.5.3 Motorcycle parking numbers	
Objective: That an appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
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.

Comment

Not applicable – no requirement as per Clause C2.2.2 for Storage use class component, and Table C2.4 for Sports and Recreation use class component.

C2.5.4 Loading bays

Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria
A1 A loading bay must be provided for uses with a floor area of more than 1000m^2 in a single occupancy.	**P1** Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) The type of vehicles associated with the use; (b) The nature of the use; (c) The frequency of loading and unloading; (d) The location of the site; (e) The nature of traffic in the surrounding area; (f) The area and dimensions of the site; and (g) The topography of the site; (h) The location of existing buildings on the site; and (i) Any constraints imposed by existing development.

Comment

Not applicable. No single occupancy is to have a floor area of more than 1000m^2.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Not applicable.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
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.
Comment Acceptable solution met. All parking, access ways, manoeuvring and circulation spaces will be sealed with either asphalt or concrete and drained to the public stormwater system.	

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	**Performance Criteria**
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;	**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;

(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.[1] [1] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.	(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.

Comment

The parking space dimension and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of A1.1(b).

One parking space is provided for use by persons with a disability and located as close as practicable to the main entry point to the largest tenancy. The design and construction will be in accordance with AS/NZS 2890.6:2009. Proposal complies with acceptable solution A1.2.

C2.6.3 Number of accesses for vehicles	
Objective: That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	**Performance Criteria**
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.
Comment Acceptable solution is met. One existing access to Tully Street will be retained and utilised only as part of the use and development of the site.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is	**P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must:

provided unless an existing access is removed.	(a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
Comment Not applicable.	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
Not applicable.

C2.6.5 Pedestrian access	
Objective: That pedestrian access within parking areas will be provided in a safe and convenient manner.	
Acceptable Solutions	**Performance Criteria**
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 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**	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) The characteristics of the site; (b) The nature of the use; (c) The number of parking spaces; (d) The frequency of vehicle movements; (e) The needs of persons with a disability; (f) The location and number of footpath crossings; (g) Vehicle and pedestrian traffic safety; (h) The location of any access ways or parking aisles; and (i) Any protective devices proposed for pedestrian safety.

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.	

Comment

Relies on Performance Criteria P1. A Traffic Comment, see Appendix C to this submission demonstrates the following:

(a) The site is an industrial development. The site is a low use environment with low vehicle numbers, and the general layout refers to delineates distinct parking "zones" each serving different part of and uses on the site. Each zone of parking has fewer than 10 parking spaces in the immediate area, which would otherwise trigger need for additional pedestrian specific parking area facilities.
(b) The use is industrial pre-dominantly, which is consistent with the land use in the surrounding area. Low vehicle numbers and access across different periods of the day are anticipated.
(c) A total of 18 on-site parking spaces are proposed, exceeding the requirements. This is likely to result in fewer busy periods at full capacity/peak times enabling safety and amenity of pedestrians.
(d) Low use and peak demand spread across site hours, with no specific uses likely to generate a peak period of traffic.
(e) DDA space is provided immediately adjacent to the building tenancy entrances and at most convenient and visible location for entering traffic near to the site access.
(f) Based on low use, parking arrangements, and open and visible site, no footpath crossings are considered warranted.
(g) Very low vehicle traffic will occur the site. Safety and amenity adequately catered for by the separated parking zones, open and visible site, and appropriate layout for low use environment.
(h) The development has a relatively simple layout with a main driveway access connecting directly to the key areas of the site.
(i) No pedestrian protective devices are included in the design.

The proposal is consistent with the performance criteria.

C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	**Performance Criteria**

A1	**P1**
The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, for the type of vehicles likely to use the site.	Loading bays must have an area and dimensions suitable for the use, having regard to: (a) The types of vehicles likely to use the site; (b) The nature of the use; (c) The frequency of loading and unloading; (d) The area and dimensions of the site; (e) The topography of the site; (f) The location of existing buildings on the site; and (g) Any constraints imposed by existing development.
Comment Not applicable.	
A2	**P2**
The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities – Off-street commercial vehicles facilities*.	Access for commercial vehicles to and from the site must be safe, having regard to: (a) The types of vehicles associated with the use; (b) The nature of the use; (c) The frequency of loading and unloading; (d) The area and dimensions of the site; (e) The location of the site and nature of traffic in the area of the site; (f) The effectiveness or efficiency of the surrounding road network; and **(g)** Site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Comment The vehicles accessing the site can enter, park and exit the site in a forward direction. Plans accompanying this application demonstrate swept paths of anticipated vehicles accessing the site. Complies.	

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
Not applicable.

C2.6.8 Siting of parking and turning areas
Not applicable.

C2.7 Parking Precinct Plan
Not applicable.

C3.0 Road and Railway Assets Code **C3.1 Code Purpose**
The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Comment Complies with the Code Purpose.

C3.5 Use Standards **C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction**	
Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solutions	**Performance Criteria**
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	**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;

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 *Road 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.	(f) The need for the use; (g) Any traffic impact assessment; and (h) Any advice received from the rail or road authority.

Comment

A1.1 –Not applicable.

A1.2 – No new junction, vehicle crossing, or level crossing is proposed. Not applicable.

A1.3 – Not applicable.

A1.4 - Relies on Performance Criteria.

A1.5 – Tully Street is not categorised as a major road; however all vehicles will be able to enter and exit the site in a forward direction.

Relies on Performance Criteria P1. A Traffic Comment, see Appendix C to this submission demonstrates the following:

(a) The site is an industrial development. Limited increase in traffic from the proposed use in context of local and wider network as a transport hub. The proposed site anticipates approximately up to 6 vehicles over 5.5m per day at maximum.
(b) The use is industrial pre-dominantly, no local or wider network impacts foreseen.

(c) Industrial road, to accommodate HV – suited to this type of traffic use.
(d) Local industrial road, designed for HV.
(e) None exists.
(f) Industrial zoning and road, designed to anticipate this use.
(g) Not considered required for a new low impact industrial development in an industrial zone.
(h) Not sought at this time.

The proposal is consistent with the performance criteria.

C3.6 Development Standards for Buildings or Works **C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area**
Not applicable.

PARTICULAR PURPOSE ZONES	
BRE-P1.0 Particular Purpose Zone – Ansons Bay Small Lot Residential	Not applicable
BRE-P2.0 Particular Purpose Zone – Coastal Settlement	Not applicable
BRE-P3.0 Particular Purpose Zone – St Helens Coastal Maritime	Not applicable

SPECIFIC AREA PLANS		
BRE-S1.0	Safeguarding St Helens Aerodrome Specific Area Plan	Not applicable
BRE-S2.0	Stormwater Management Specific Area Plan	Applicable, see Assessment below

BRE-S2.0 Stormwater Management Specific Area Plan **BRE-S2.1 Plan Purpose**
The purpose of the Stormwater Management Specific Area Plan is: BRE-S2.1.1 That stormwater quality and quantity is managed to protect natural assets, infrastructure and property.
Comment Complies with the Plan Purpose.

BRE-S2.7 Development Standards for Buildings and Works

BRE-S2.7.1 Stormwater management

Objective:

That development provides for adequate stormwater management.

Acceptable Solutions	**Performance Criteria**
A1 Development must be: (a) Capable of connecting to the public stormwater system; or (b) Permitted by the General Manager to discharge stormwater to a system other than the public stormwater system.	**P1** Development must be capable of accommodating an on-site stormwater management system adequate for the development, having regard to: (a) Topography of the site; (b) The size and shape of the site; (c) Soil conditions; (d) Any existing buildings and any constraints imposed by existing development on the site; (e) Any area of the site covered by impervious surfaces; (f) Any watercourses on the land; (g) Stormwater quality and quantity management targets identified in the State Stormwater Strategy 2010; and (h) Any advice from a suitably qualified person on the seasonal water table of the site, risks of inundation, land instability or coastal erosion.

Comment

Proposal complies with the acceptable solution. The development can connect to the public stormwater system.

4.2 State Policies

4.2.1 State Coastal Policy 1996

The State Coastal Policy was created under the *State Policies and Projects Act 1993*. This Policy applies to the Coastal Zone, which is defined as the area within State waters and all areas within one kilometre of the coast.

Proposal Response

The subject site is not located within one kilometre from the coast, meaning that the provisions of the State Coastal Policy 1996 do not apply.

4.2.2 State Policy on Water Quality Management 1997

This Policy applies to all surface waters, including coastal waters, and ground waters, other than:

i. Privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or
ii. Waters in any tank, pipe or cistern.

The purpose of the Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System (Schedule 1 of the *State Policies and Projects Act 1993*).

The objectives of this Policy are to:

1. *Focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*
2. *Ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
3. *Ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
4. *Facilitate and promote integrated catchment management through the achievement of objectives (1) to (3) above; and*
5. *Apply the precautionary principle to Part 4 of this Policy.*

Proposal Response

The proposal involves collection and discharge of stormwater to the public stormwater system. The objectives of this Policy will therefore be managed in this industrial environment.

The proposal is consistent with the policy.

4.2.3 State Policy on Protection of Agricultural Land 2009

There is no prime agricultural land directly associated with the location of the proposed development.

The proposal is unlikely to impact on any nearby agricultural use. As such, the proposal does not conflict with the objectives of this Policy.

4.3 Land Use Planning and Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* provides objectives for all development considered under this Act. The proposal has been considered against the objectives of this Act. The proposal has been prepared to be consistent with the provisions of the *Tasmanian Planning Scheme – Break O'Day.* The proposal is therefore considered to be consistent with the objectives of the Act.

4.4 National Environment Protection Measures

A series of National Environment Protection Measures (NEPMs) have been established by the National Environment Protection Council. These measures are:

- Ambient air quality;
- National pollutant inventory;
- Movement of controlled waste;
- Use packaging materials;
- Assessment of site contamination; and
- Diesel vehicle emissions.

Proposal Response

It is considered that the NEPMs are not relevant to the proposed development.

5. Conclusion

The proposal is for use and development of a storage and sports and recreation facility at 134 Tully Street, St Helens. The proposal is illustrated in plans, provided at Appendix B.

The proposal complies with the development standards prescribed by the Scheme, and can be approved under the *Tasmanian Planning Scheme – Break O'Day*. This application is made under the *Land Use Planning and Approvals Act 1993*, Section 57 which provides for the submission of a discretionary application.

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993.* It is therefore recommended that the proposal be considered for planning approval.

Author	Version	Date
Rebecca Green	1	12 May 2025

Appendix A: Certificate of Title

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
144446	8
EDITION	DATE OF ISSUE
4	08-Mar-2025
Page 1	of 1

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Recorder of Titles

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

Town of ST HELENS
Lot 8 on Sealed Plan 144446
Derivation : Part of Lot 1, 2.093ha, The Crown
Prior CT 138662/1

SCHEDULE 1

N236592 TRANSFER to STEVEN JOHN AUSTIN and KRISTY BELINDA SCOTT Registered 08-Mar-2025 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP144446 EASEMENTS in Schedule of Easements
SP144446 FENCING COVENANT in Schedule of Easements
C544637 FENCING PROVISION in Transfer

OWNER BREAK O'DAY COUNCIL.

FOLIO REFERENCE C.T. 138662-1

GRANTEE WHOLE OF LOT 1 ~~ON~~ (2.093ha) ~~PLAN 138662~~ GRANTED TO THE CROWN.

PLAN OF SURVEY

BY SURVEYOR B.R. WOOLCOTT.

LOCATION TOWN OF ST. HELENS (Sec A4)

G. J. WALKEM & CO.

SCALE 1:750 LENGTHS IN METRES

REGISTERED NUMBER

SP144446

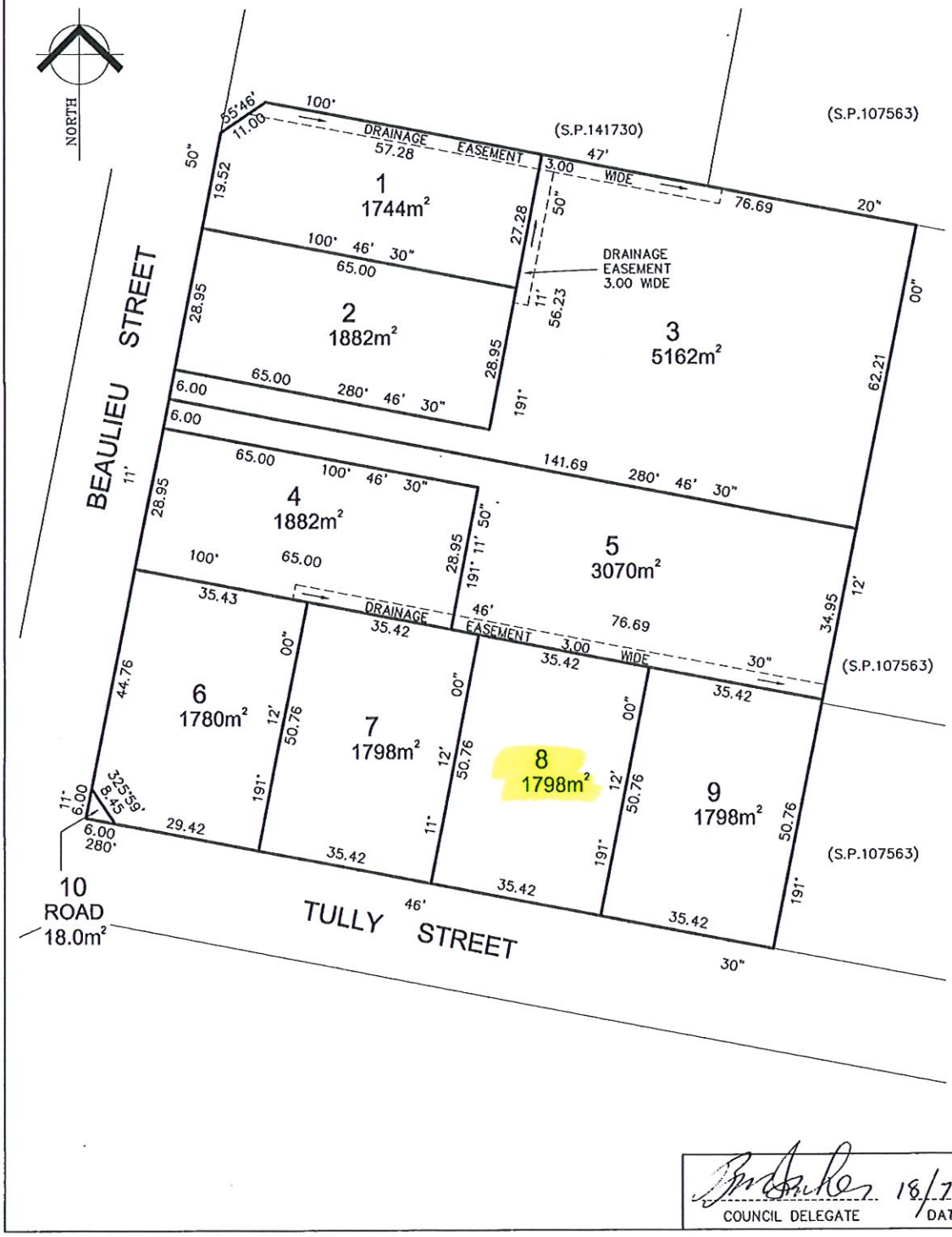
APPROVED 17 AUG 2005

EFFECTIVE FROM

Alice Kava

Recorder of Titles

MAPSHEET MUNICIPAL CODE No 101 (6042-31)	LAST UPI No FDH85	LAST PLAN No P.138662	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



COUNCIL DELEGATE 18/7/2005 DATE

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 144446

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.
LOTS 1 AND 3 ON THE PLAN ARE EACH SUBJECT TO A RIGHT OF DRAINAGE IN FAVOUR OF THE BREAK O'DAY COUNCIL OVER THE DRAINAGE EASEMENT 3.00 WIDE SHOWN PASSING THROUGH SUCH LOT.

FENCING COVENANT

All of the lots on the plan which together formerly comprised lot 1 on plan 138662 are each affected by the fencing provision in transfer C544637.

The owner of each lot on the plan covenants with Break O'Day Council that Break O'Day Council shall not be required to fence.

THE COMMON SEAL of **BREAK O'DAY COUNCIL**, the registered proprietor of the land comprised in Folio of the Register Volume 138662 Folio 1, was hereunto affixed in the presence of:

BREAK O'DAY COUNCIL TASMANIA

Councillor

Councillor

General Manager

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Break O'Day Council FOLIO REF: FR 138662/1 SOLICITOR & REFERENCE: David Cordell (Bre05183)	PLAN SEALED BY: Break O'Day Council DATE: 11 July 2005 DA 114-05 REF NO. Council Delegate

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

Appendix B: Plans and Details

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

DRAWING SCHEDULE

A00	COVER PAGE
A01	SITE PLAN
A02	PARKING PLAN
A03	CONSTRUCTION PLAN
A04	MEZZANINE PLAN
A05	ELEVATIONS #1
A06	ELEVATIONS #2
A07	3D PERSPECTIVE #1
A08	3D PERSPECTIVE #2
A09	3D PERSPECTIVE #3
A10	3D PERSPECTIVE #4
A12	SHADOW PLANS

PROJECT INFORMATION

BUILDING DESIGNER:	GRANT JAMES PFEIFFER
ACCREDITATION No:	CC2211T
ZONE:	INDUSTRIAL ZONE
BUILDING CLASS:	CLASS 8
LAND TITLE REFERENCE NUMBER:	144446/8
PROPOSED SHED	876.85m2
DESIGN WIND SPEED:	N2
SOIL CLASSIFICATION:	-
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	N/A
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	MEDIUM
FLOODING:	NO
LANDSLIP:	LOW
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	NO
MINE SUBSIDENCE:	NO
LANDFILL:	NO
GROUND LEVELS:	REFER PLAN
ORG LEVEL:	50mm ABOVE GROUND LEVEL

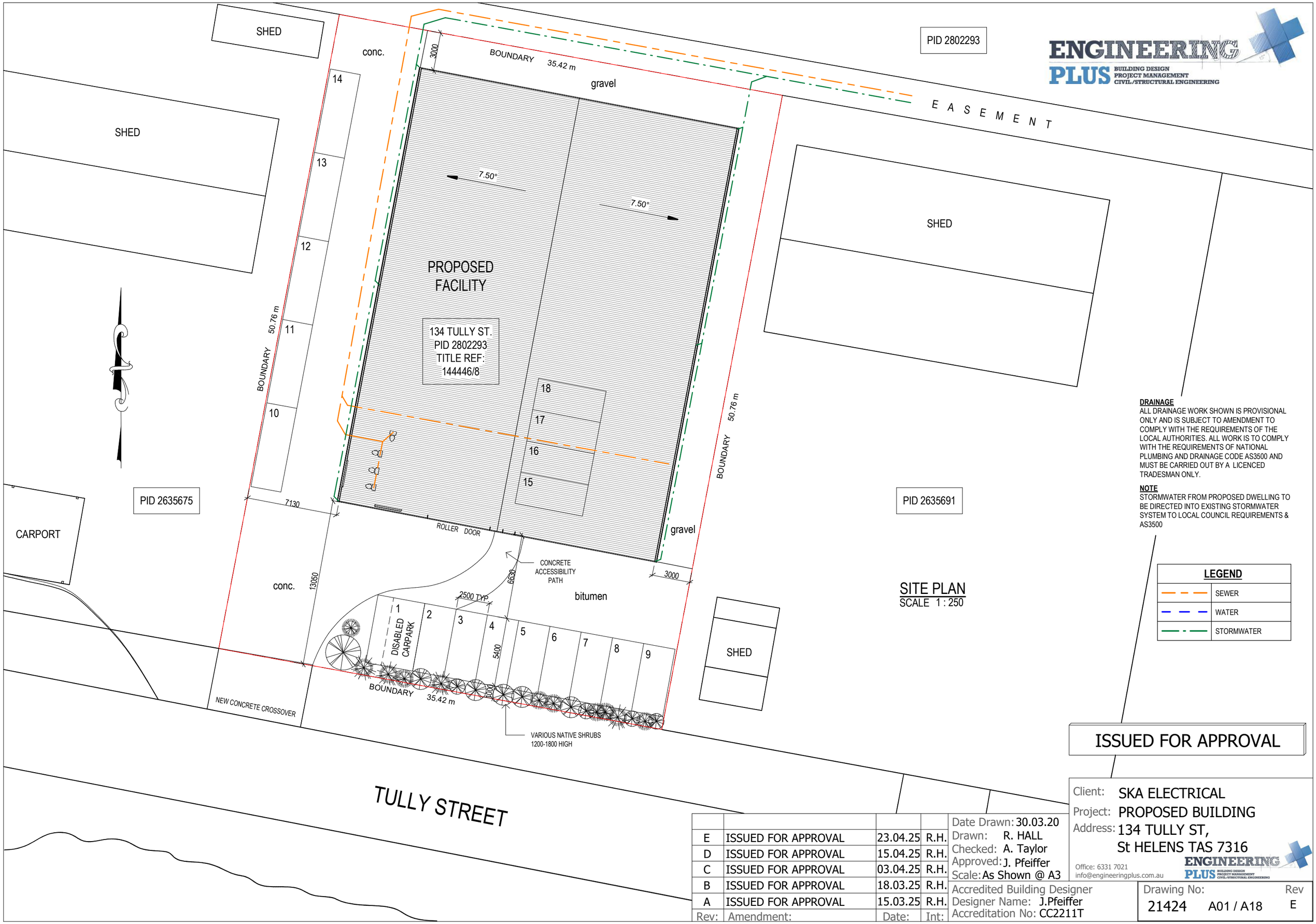
PROPOSED BUILDING

SKA DEVELOPMENTS
134 TULLY ST,
St HELENS TAS 7316

BREAK O'DAY COUNCIL

ISSUED FOR APPROVAL

81 Elizabeth Street, Launceston, Tasmania 7250 info@engineeringplus.com.au
Office No: 6331 7021



SITE PLAN
SCALE 1 : 250

ISSUED FOR APPROVAL

Rev:	Amendment:	Date:	Int:
E	ISSUED FOR APPROVAL	23.04.25	R.H.
D	ISSUED FOR APPROVAL	15.04.25	R.H.
C	ISSUED FOR APPROVAL	03.04.25	R.H.
B	ISSUED FOR APPROVAL	18.03.25	R.H.
A	ISSUED FOR APPROVAL	15.03.25	R.H.

Date Drawn: 30.03.20
Drawn: R. HALL
Checked: A. Taylor
Approved: J. Pfeiffer
Scale: As Shown @ A3

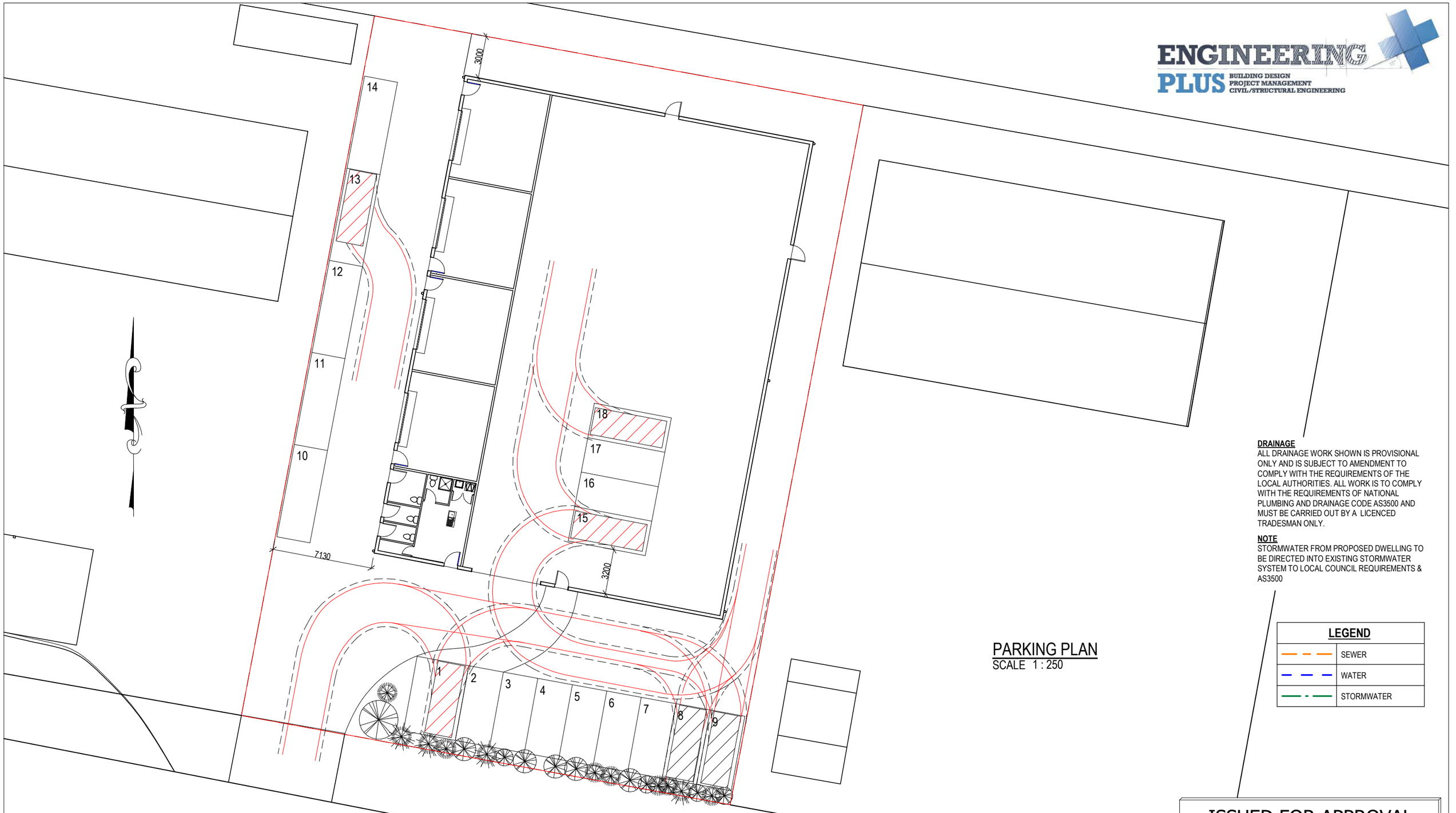
Client: SKA ELECTRICAL
Project: PROPOSED BUILDING
Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au
ENGINEERING PLUS BUILDING DESIGN PROJECT MANAGEMENT CIVIL/STRUCTURAL ENGINEERING

Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Drawing No: 21424 A01 / A18
Rev E

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING



PARKING PLAN
SCALE 1 : 250

DRAINAGE
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF NATIONAL PLUMBING AND DRAINAGE CODE AS3500 AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

NOTE
STORMWATER FROM PROPOSED DWELLING TO BE DIRECTED INTO EXISTING STORMWATER SYSTEM TO LOCAL COUNCIL REQUIREMENTS & AS3500

LEGEND	
	SEWER
	WATER
	STORMWATER

ISSUED FOR APPROVAL

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Designer Name: J.Pfeiffer
Accreditation No: CC2211T

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ENGINEERING PLUS
BUILDING DESIGN
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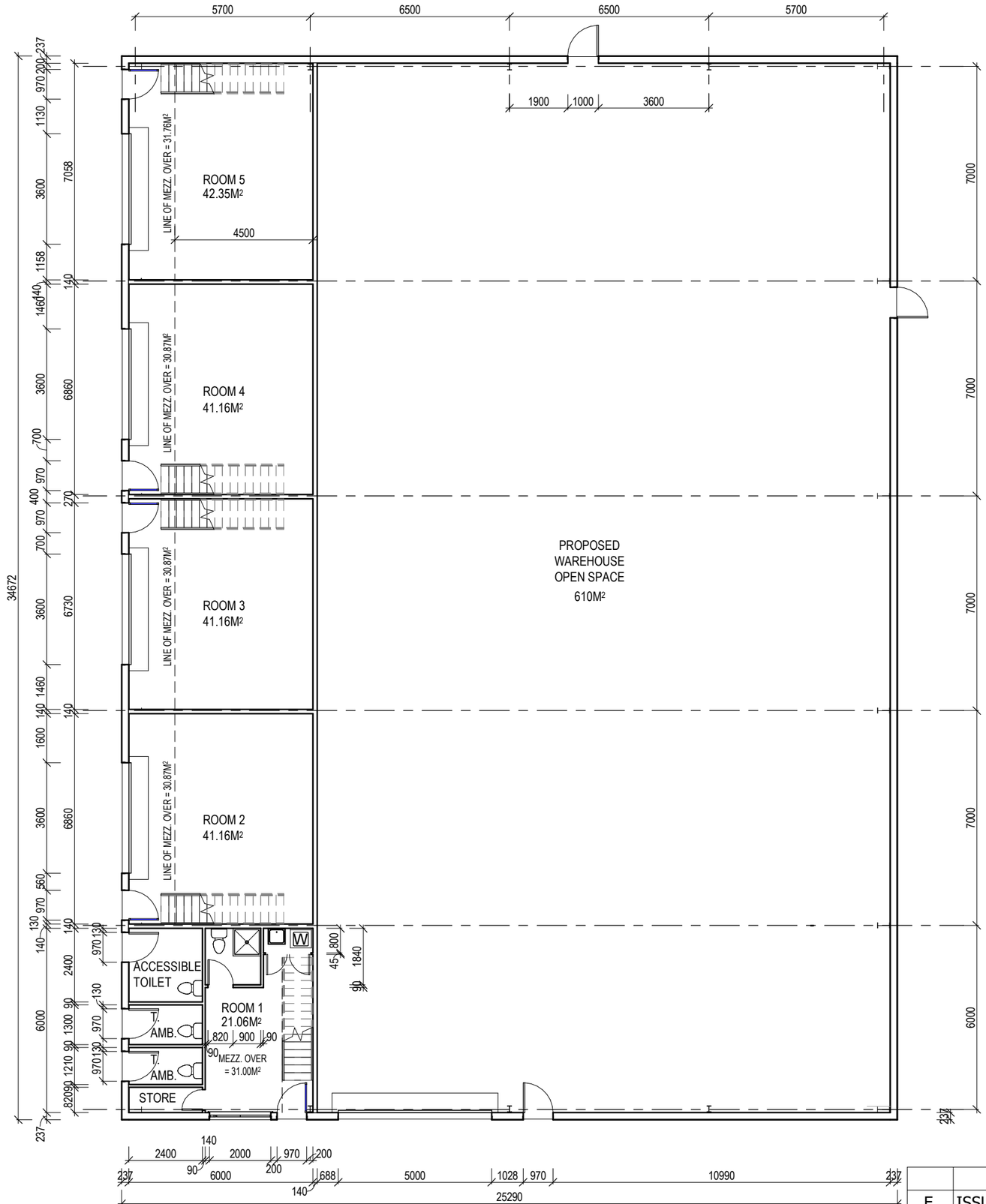
Drawing No: 21424 A02 / A18
Rev E



CONSTRUCTION FLOOR PLAN
SCALE 1 : 150

ENGINEERING PLUS
BUILDING DESIGN
PROJECT MANAGEMENT
CIVIL/STRUCTURAL ENGINEERING

PROPOSED WAREHOUSE

Area Schedule (Gross Building)		
Entire Building	Area	876.85m2

DISCLAIMER
ALL WINDOWS SHOWN ON PLAN ARE APPROX. BASED OFF STANDARD MANUFACTURING SIZES. ALL WINDOW DIMENSIONS TO BE CONFIRMED ON SITE BY BUILDER PRIOR TO ORDERING AND MANUFACTURING.

* - IF HEIGHT TO GROUND IS GREATER THAN 2.0m WINDOW TO HAVE PERMANENTLY FIXED ROBUST SCREEN INSTALLED OR HAVE AN OPENING RESTRICTED TO 125mm

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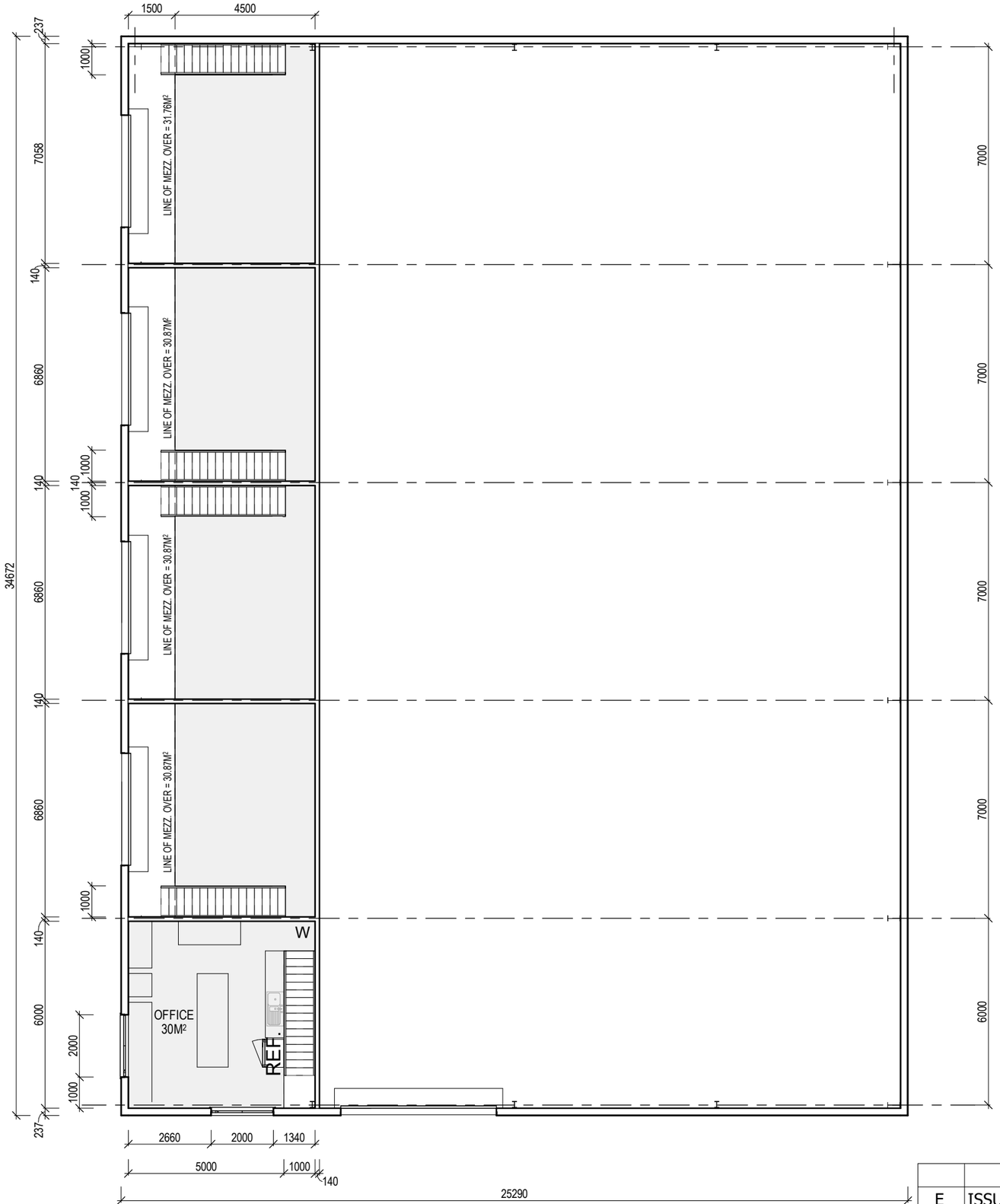
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Drawing No: 21424 A03 / A18
Rev E



MEZZ. FLOOR PLAN
SCALE 1 : 150

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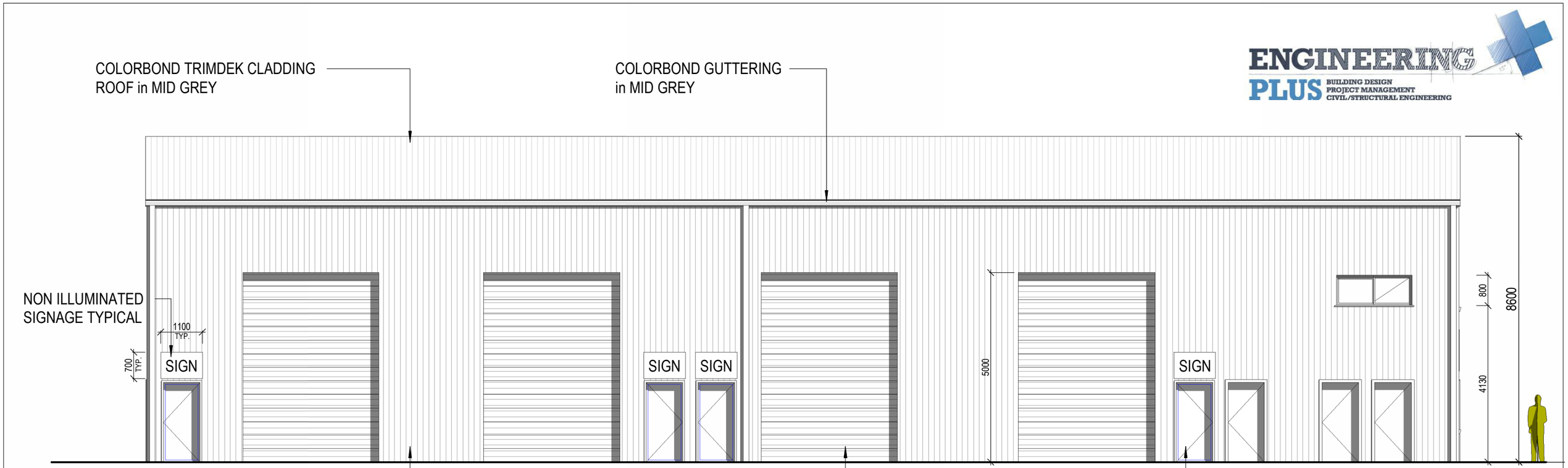
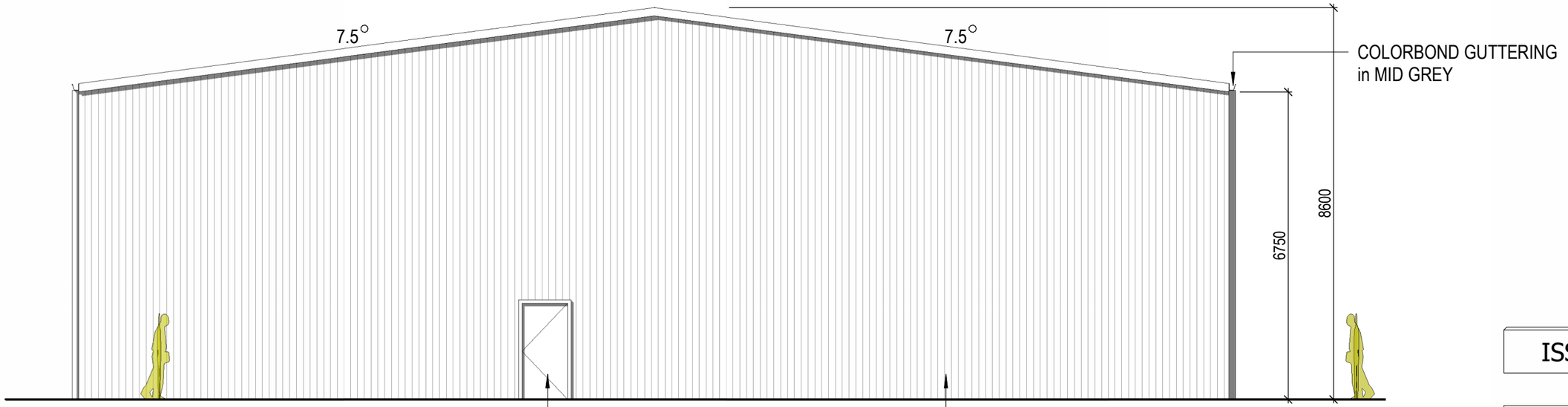
Rev E



WEST ELEVATION
SCALE 1 : 100



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Rev:	Amendment:	Date:	Int:
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D	ISSUED FOR APPROVAL	15.04.25	R.H.
C	ISSUED FOR APPROVAL	03.04.25	R.H.
B	ISSUED FOR APPROVAL	18.03.25	R.H.
A	ISSUED FOR APPROVAL	15.03.25	R.H.

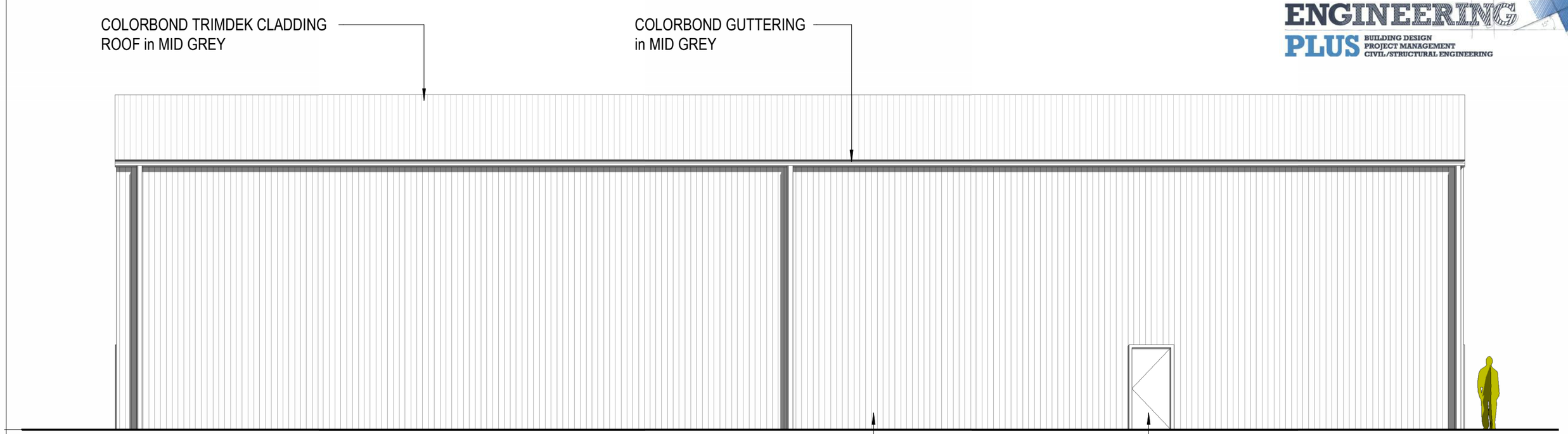
Date Drawn: 30.03.20
Drawn: R. HALL
Checked: A. Taylor
Approved: J. Pfeiffer
Scale: As Shown @ A3

Accredited Building Designer
Designer Name: J.Pfeiffer
Accreditation No: CC2211T

Client: SKA ELECTRICAL
Project: PROPOSED BUILDING
Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au

Drawing No: 21424 A05 / A18
Rev: E



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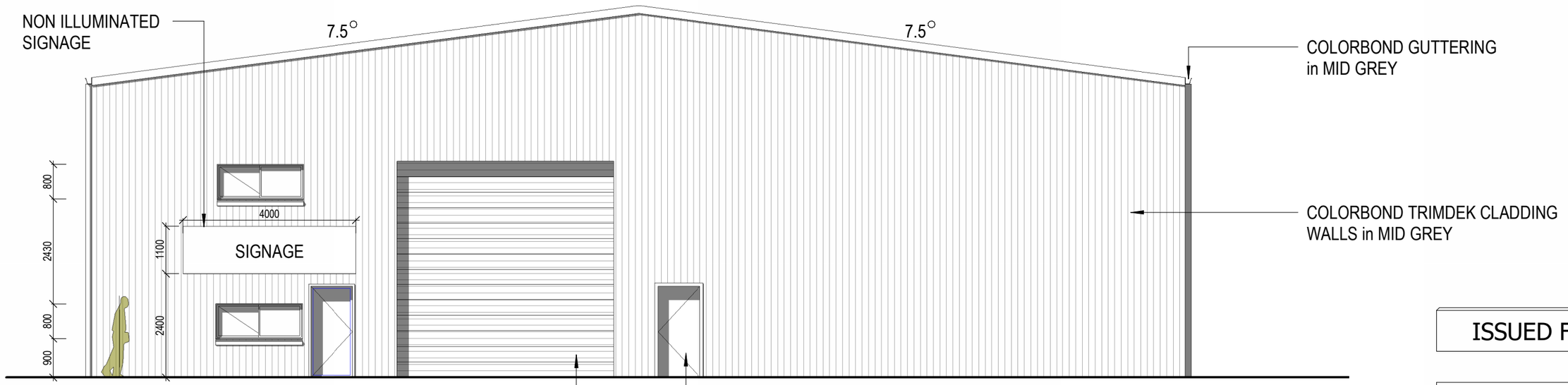

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SCALE 1 : 100

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A	ISSUED FOR APPROVAL	15.03.25	R.H.

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Project: PROPOSED BUILDING
Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au

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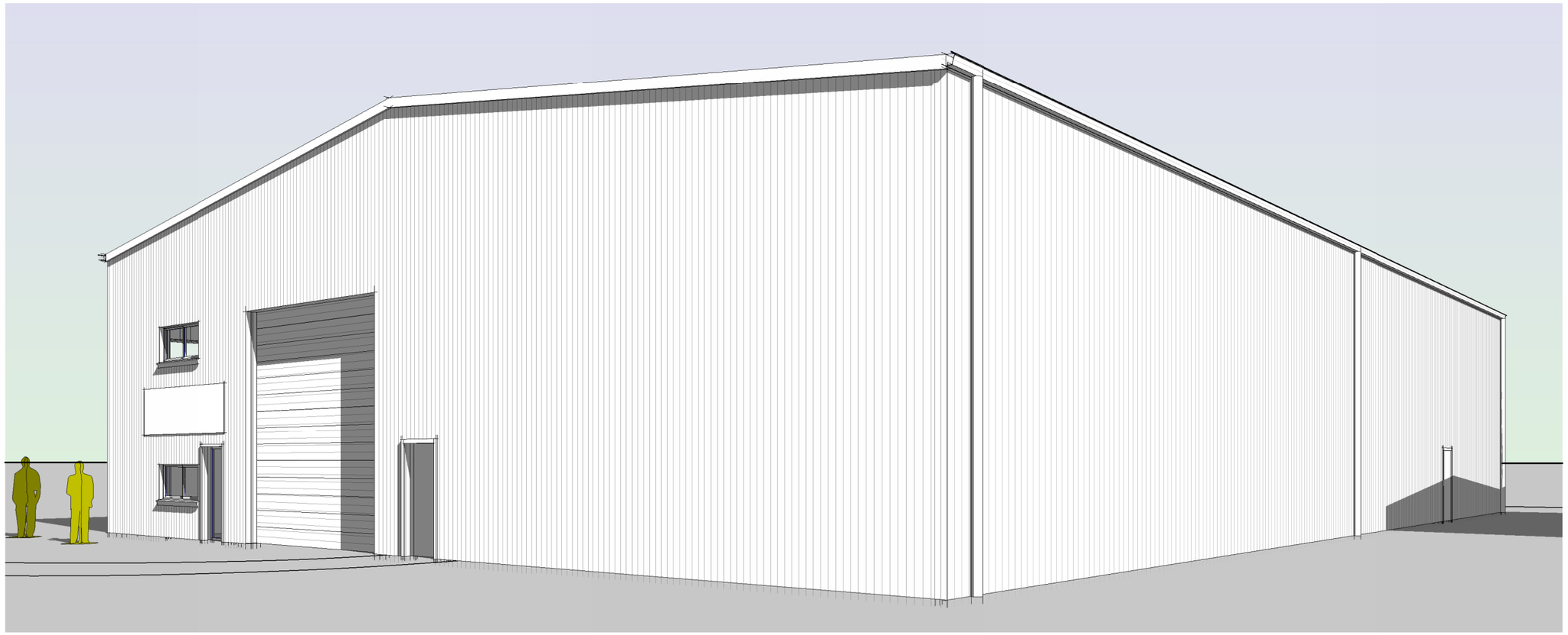

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Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au

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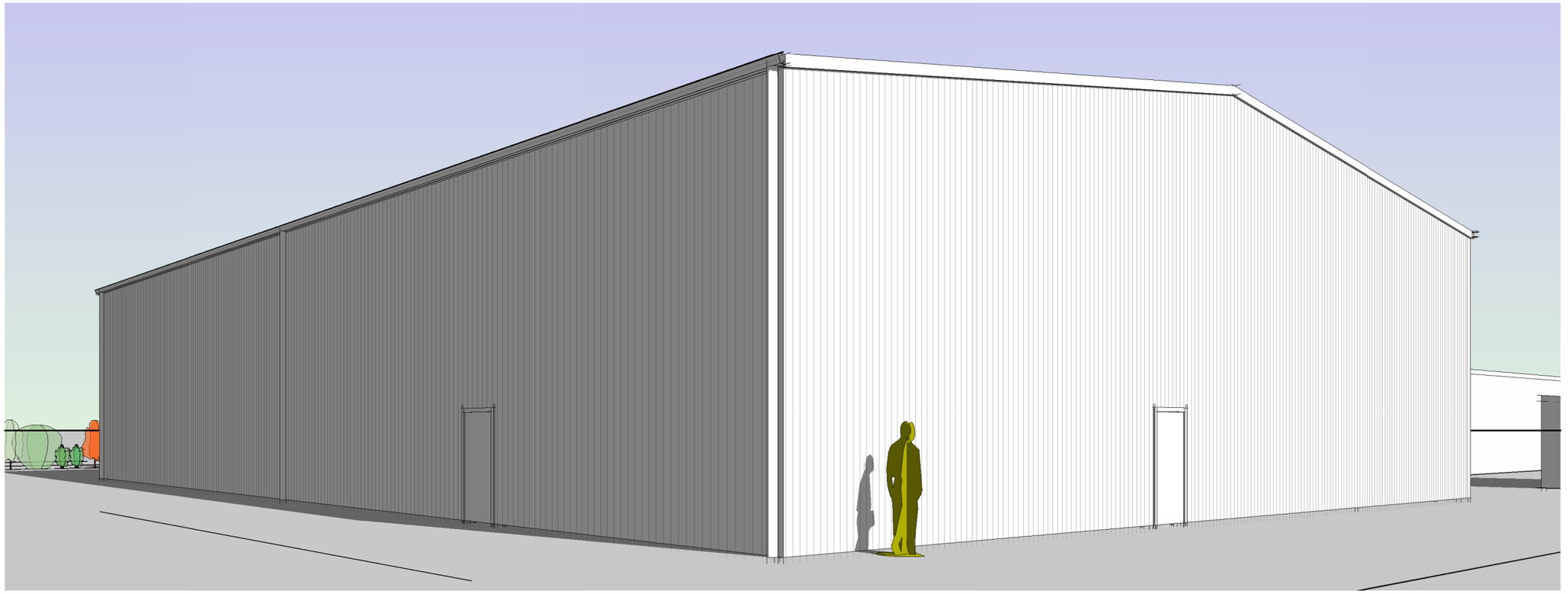
CIVIL/STRUCTURAL ENGINEERING



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ISSUED FOR APPROVAL

Rev:	Amendment:	Date:	Int:
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Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au

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BUILDING DESIGN
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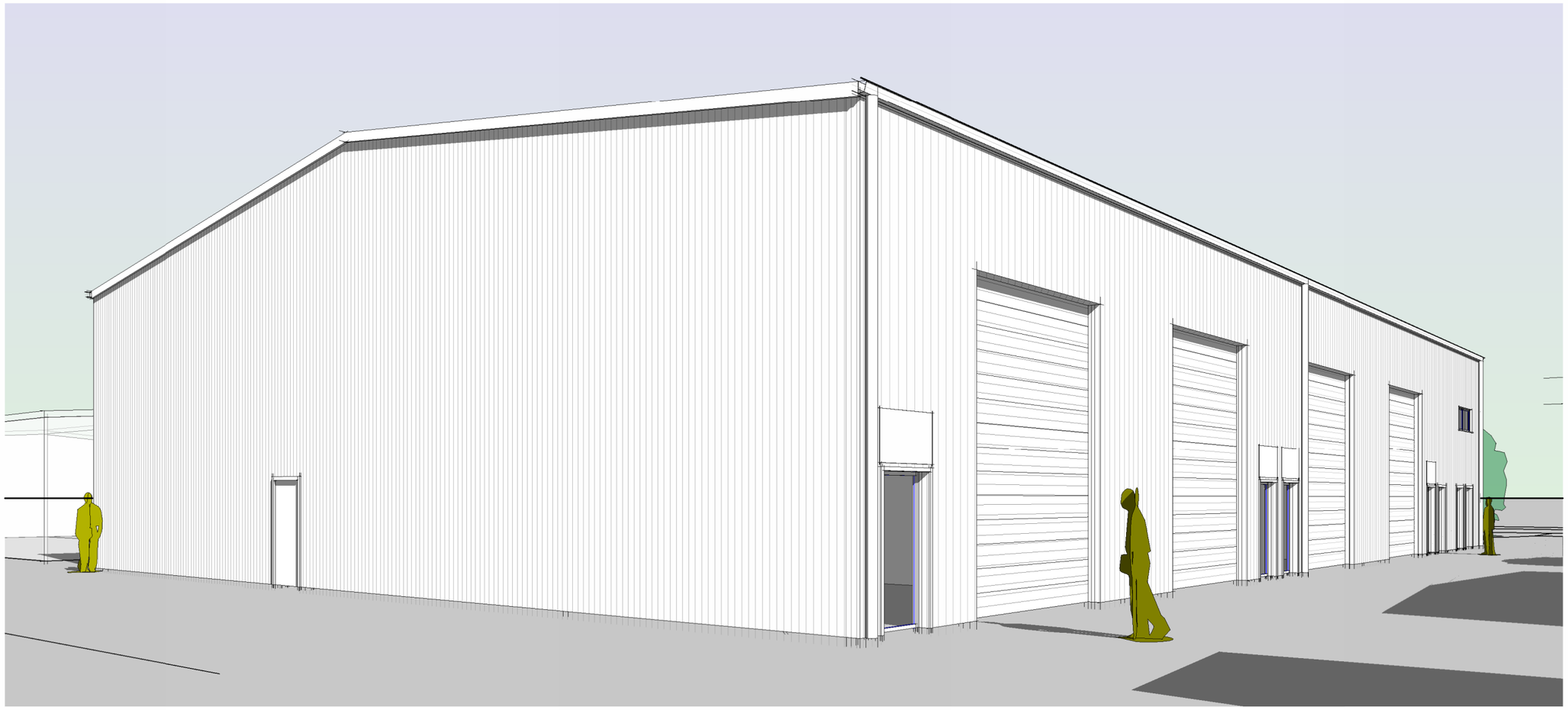

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Address: 134 TULLY ST,
St HELENS TAS 7316

Office: 6331 7021
info@engineeringplus.com.au

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Drawing No: 21424 A09 / A18
Rev E

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SOUTH WESTERN VIEW

ISSUED FOR APPROVAL

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St HELENS TAS 7316

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info@engineeringplus.com.au

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Drawing No: 21424 A10 / A18
Rev E

Appendix C: Traffic Comment

Traffic Comment

New Warehouse/Storage Development
Tully Street, St Helens, Tasmania

Author: Andrew Howell,
BEng(Hons), MEngSci

May 2025

Document History and Status

Rev	Date	Revision Details
A	1/5/2025	TIS Draft for Comment
B	6/5/2025	Update for comments
B1	7/5/2025	Updates parking notes

Distribution of Copies

Rev	Quantity	Issued To
A	1	Client
B	1	Client
B1	1	Client

Author:	Andrew Howell, BEng (Hons) - UTAS, MEngSci - UNSW
Client:	S & K Austin (SKA)
Project:	Warehouse/Storage Development Tully Street St Helens
Subject:	'TIS report'
Document	Traffic Comment – TIS
Job No.	A2504

Contents

1. Introduction

A new warehouse/storage development is proposed by developer SKA (Steven and Kristy Austin) for 134 Tully Street St Helens, Tasmania. This vacant site is part of a long-standing industrial land subdivision in the area which has various other similar developments in the immediate zone. The warehouse style facility will be a new build.

Several potential smaller tenancies are noted on plans but are not yet confirmed for specifics uses other than as a general storage facility. An option of a golf simulator (virtual golf) has been suggested but is not yet confirmed. Other minor uses other than storage may require additional review in future under separate proposals/applications.

Detailed plans have been prepared for planning submission and involve constructing shed and car parking/circulation areas, allowing vehicles including access by some medium-rigid axle heavy vehicle traffic. The site is currently vacant.

The general layout of the development on the site is as per *APPENDIX B – Proposed Development Plan,* and refer Fig 1.1 – Area / Access Plans

1.1 Background & Project Scope

SKA has requested additional information on traffic and related items, noting that a TIA or similar may be required to be undertaken to assess traffic impacts and any issues arising.

Based on the relatively low traffic generation outlined by the proponent, the generally open industrial location and typically sound access in the Tully Street industrial area, a reduced format Traffic Comment report is provided herewith to comment on the development at this time. A full TIA could be completed if required but is not believed warranted at this time.

The below report addresses some traffic related aspects and attempts to identify and comment on any potential impacts affecting, or arising from, the development.

1.2 Objectives

The key objectives of this report are:

- Review of the existing road arrangements in the vicinity of the site(s).
- Review of existing traffic conditions with regards to access and traffic generation for the site
- Describe the development with regards to arrangements for access, including any implications for traffic efficiency, safety, and amenity.

1.3 Subject Site Location

The subject site considered is 134 Tully Street, St Helens. The site is currently vacant land in the main industrial area of St Helens.

Tully Street is a Break O'Day Council (BODC) Road, currently sealed outside the subject site and of generally urban standard of construction, built as part of a historical subdivision at some point in the past. The area is industrial in nature with road and other infrastructure to cater for such uses.

Fig 1.1 – Locality Plan /Area of site (Existing Image from www.THELIST.tas.gov.au)

1.4 Information Sources & References

The author has been provided with relevant information on the development, including preliminary plans prepared for development application stages. These details provide an outline of the proposed works, and indicate that generally the development proposes little significant change to existing traffic arrangements for the wider network (no significant traffic increase beyond the immediate site zone).

The report has also reviewed publicly available information including www.THELIST.tas.gov.au and online mapping and street-image tools to ascertain any obvious issues relating to the development. The author has a 30-year history of the site area generally, and a brief site review of the immediate area was undertaken on 14 April 2025.

The report has utilised the DIER (now Department of State Growth or DSG) document “Traffic Impact Assessment (TIA) Guidelines” in the preparation of this report.

Further referenced documents include:

- DSG Tasmanian State Road Hierarchy
- TASMANIAN PLANNING SCHEME - Specifically, C3.0 Road and Railway Assets Code
- AUSTROADS Publications (various)
- Australian Standards, including AS2890-Off Street Parking

1.5 Planning Scheme Aspects

The Planning scheme applicable is the Tasmanian Planning Scheme.
The current zoning for the land and surrounding area is believed to be **19.0 – GENERAL INDUSTRIAL.**
The Road and Railway Assets Code (C3.0) from the planning scheme applies, as does C2.0 Parking and Sustainable Transport Code.

2. Existing Conditions

2.1 Transport Network

Tully Street and nearby local roads are BODC administered roads in the industrial area to the Northwestern end of St Helens. The surrounding uses include industrial, commercial and storage uses, and heavy vehicle traffic is prevalent in the zone. Street width outside the site is approx. 8m, with sealed pavement construction and general arrangements of a standard to accommodate local industrial traffic. Speed zone is the default urban 50 km/hr.

The road links directly to the DSG administered TASMAN HIGHWAY nearby, a key link to the Northeast and back to Launceston. To the East the higher priority main section of Tully Street links back to the St Helens town centre.

The proposed site access exists and appears to meet BODC IPWEA/LGAT standards, with driveway concrete / sealed to boundary and 6m wide. A parking/turning path template is provided (*Appendix C*), which shows vehicles able to manoeuvre to enter and exit the site in a forward direction.

Sight distance at the subject site is sufficient, with sound vertical and horizontal alignment at each access point as proposed.

2.2 Road Conditions & Road Safety Performance

Generally, the road network in this area appears to function satisfactorily and provides adequate carriageway width and surface consistency. Sight distances in all directions at the proposed access locations are appropriate with visibility available in all directions.

As an industrial road there is no footpath outside the site, and there is kerb and channel outside the development location only on the near side of the site. No changes to these aspects are proposed required through the development.

The vehicle access is constructed to BODC (IPWEA/LGAT) typical standards for a compliant access. Safe Intersection Sight Distance (SISD) appears to be achieved for the access.

Based on the relatively small traffic numbers additionally generated by the development (assumed 40 VPD assumed, inc 5 VPD being Medium-rigid HV) compared to the wider network, capacity of the surrounding transport network is not considered an issue.

3. Proposed Development

3.1 Site Development / Traffic Generation

The development as proposed includes a new warehouse/shed facility and parking associated. One small tenancy may be considered for a golf simulator or similar, but this is TBC.

Traffic generation anticipated by the proponent is as follows:

- Up to 9 VPD for staff (typically 5-7)
- 25 VPD for visitor vehicles
- Up to 5 HV movements per day average, with no semi-trailer access to the site as advised by proponent (medium rigid vehicles only)

Total of approx. 40 VPD is anticipated at peak operation periods, which may be infrequent. Based on similar types of businesses in this and other industrial/commercial zones this appears reasonable in the author's experience.

On these assumptions, a total of 40 VPD, inc 5 HV (no semi-trailer traffic permitted) is the likely traffic generation anticipated.

This is not significant in the context of the BODC road network or the traffic volumes in the local industrial precinct.

The existing property access arrangement is direct to Tully Street. This access at approximately 6m wide provides ample width for normal vehicle access and manoeuvre, meeting AS2890 requirements.

The nearby junctions in the area appears sound for heavy vehicles based on inspection. The current road network is likely to continue to cater for the predominance of industrial /HV vehicles in this area and no issues are foreseen.

The existing road network can likely accommodate the relatively small additional number of vehicle movements arising from this development.

3.2 Traffic Generation & Distribution

N.A. – Minor generation only in context of BODC and wider network.

4. Traffic Impacts

4.1 Access/Junctions – Sight Distances

Based on the details provided, it is likely that the existing property access driveway as proposed for use can service the traffic at the site with no issues. Driveways must be completed to TSD IPWEA/LGAT standards with sealed crossover etc. and minimum widths as shown to accommodate turning vehicle paths as designed/existing.

Access to Tully Street existing has been reviewed for sight distance, including undertaking distance checks from aerial photos and mapping/image tool and on site. On this basis, these are deemed satisfactory, based on the information reviewed.

SISD of greater than 105m is available to the WEST. SISD in excess of 185m is available to the EAST. Road is straight, and with no vertical curve to speak of, with clear and open sight distance.

With site specific consideration and review of LGAT-IPWEA (TSD-RF01-v3) and Australian Standards requirements, this sight distance is determined satisfactory.

Requirements are that sight distance for accesses in accordance with TSD-RF01-v3 requirements is minimum 80m for a 50km/hr vehicle speed, for speed limit < 60 km/hr.

Sight distances can thus be deemed satisfactory for proposed access as proposed.

Fig 4.1a – View from area of site looking to the EAST– approximate

Fig 4.1b – View from the site looking towards the WEST on Tully Street approximate

Fig 4.1c – Existing Property Access – Concrete driveway and crossover

4.2 Surrounding Road Network Impacts

Due to the likely small volume of additional traffic generated from the development compared to the wider network, assessment of additional road network parameters beyond the site are considered outside the formal remit of this report, however volumes are not considered material and would have limited to no impact on the wider network.

Heavy Vehicles are frequent users of the nearby network, with access to Tully Street/Tasman Highway as the nearest higher priority road link (and State Govt Road), and the close proximity to this link is considered most suitable for small numbers of any HV traffic arising from this development. The Developer proposes access to be limited only to Medium-rigid vehicles and smaller.

4.3 Parking Comments

GENERAL COMMENTS ONLY (*Formal design by others – ENG PLUS DESIGNERS*)

Based on the nature of the site and the layout as proposed (formal design undertaken by ENGINEERING PLUS – comments of a general nature only), there appears few issues which might affect parking capacity on the site, or ability to provide a compliant layout with generally flat grades and allocated turning space for vehicles on the parking and access areas as nominated. Parking spaces beyond minimum requirements are nominated by the designer.

Based on the low numbers of vehicles movements as advised, for general operations the access widths and layout as shown, the designer notes these have been selected to cater for medium rigid heavy vehicle and light vehicle traffic as necessary on this site. No additional requirements from a traffic perspective are considered necessary, beyond the main site accesses being required to achieve Tasmanian MSD (LGAT-IPWEA) Drawings Heavy Vehicles access standard, and it appears existing meets requirements.

4.4 Road Safety & Traffic Service

Based on the sight distances above being considered appropriate for the road environment, road safety appears to not be compromised by the development works proposed.

Traffic service for the proposed development is adequately provided with the existing infrastructure (capacity, turning gaps, etc.), based on the small traffic volumes anticipated overall.

4.5 Pedestrians, Cyclist impacts, Public Transport

Currently there is no pedestrian access via footpath in the ream not unusual for an industrial zoning. No formal cycle access near to the site is noted. No changes are proposed or considered required on either element from this development.

4.6 Summary of Assessment against Planning Scheme C3.0– Road and Railway Assets Code

C3.0 Road and Railway Assets Code

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 - NOT APPLICABLE (Not Cat 1)

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.
NO NEW ACCESS REQUIRED - EXISTING SITE ACCESS
COMPLIES
NOTE: report is provided to BODC as Road Authority regardless for info, noting suitability of the existing access.

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 - NOT APPLICABLE (No rail network)

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.
Table C3.1 Notes >40 VPD less than 5.5m, or > 5 VPD >5.5m COMPLIES but refer below for comment regardless against P1

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; proposed industrial subdivision, with heavy vehicle traffic anticipated at all sites within the precinct. Limited increase in traffic from the proposed use in context of local and wider network as a transport hub. Proposed site anticipates approx. up to 6 vehicles over 5.5m per day at maximum.
(b) the nature of the traffic generated by the use; industrial zone – no local or wider network impacts foreseen
(c) the nature of the road; industrial road, to accommodate HV – suited to this type of traffic use
(d) the speed limit and traffic flow of the road; local industrial road, designed for HV
(e) any alternative access to a road; none exists
(f) the need for the use; Industrial zoning designed to anticipate this use
(g) any traffic impact assessment; as part of subdivision proposal, not considered required for a new low impact industrial development in a new industrial zone – refer subdivision TIA and council road network assessment for suitability and
(h) any advice received from the rail or road authority. Not sought at this time – considered as part of DA proposal
A1.5 - Vehicular traffic must be able to enter and leave a major road in a forward direction. COMPLIES

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area - NOT APPLICABLE

Conclusion: Requirements for C3.0 are met.

C2.0 Parking and Sustainable Transport Code

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 C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space

- *Storage - 1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater= area = 1798/200 = 9, and employees 7 no., =7/2 = 3.5 thus 9 SPACES*
- *Sports and Recreation - classify as fitness centre per Table C2.1 - 4.5 spaces per 100m2 (Room 2 only, less than 100m2) = 4.5 SPACES*

PROVIDED SPACES = 19 spaces inc 1 x DDA – COMPLIES

C2.5.2 Bicycle parking numbers
Can be provided – can comply

C2.5.4 Loading Bays
Occupancy building <1000 sq m – not applicable

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone
Not gen or inner res – NA

C2.6.1 Construction of parking areas
A1 – Complies

C2.6.2 Design and layout of parking areas
A1 – appears can comply, refer design Eng Plus

C2.6.3 Number of accesses for vehicles
A1 – Complies
A2 – NA, no new access

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
Not applicable

C2.6.5 Pedestrian access
A1.1, A1.2 – Does not Comply
Refer parking layout design, low vehicle numbers, and separated parking zones delineated within the site, including staff parking indoors.
Thus Refer P1:
Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site; *The site is a low use environment with low vehicle numbers, and the general layout refers to delineates distinct parking "zones" each serving different parts of and uses on the site. Each zone of parking has fewer than 10 parking spaces in the immediate area, which would otherwise trigger need for additional pedestrian=specific parking area facilities.*

(b) the nature of the use; *separate uses on the site are across different tenancies, and the adjacent parking to various uses, plus low vehicle numbers and access across different periods of the day note that high uses periods with greater vehicle numbers are unlikely.*

(c) the number of parking spaces; *The number of parking spaces exceeds requirements, resulting in fewer busy periods at full capacity/peak times enabling safety and amenity of pedestrians.*

(d) the frequency of vehicle movements; *low use and peak demand spread across site hours, with no specific uses likely to generate a peak period of traffic*

(e) the needs of persons with a disability; *DDA space is provided immediately adjacent to building tenancy entrances and at most convenient and visible location for entering traffic near to the site access via direct line of sight in open and clear zone, and with dedicated concrete highlighted access path to the main entrance of the building - no specific requirements additional are considered needed.*

(f) the location and number of footpath crossings; *based on low use, parking arrangements, and open and visible site, no footpath crossings are considered warranted*

(g) vehicle and pedestrian traffic safety; *safety and amenity adequately catered for by the separated parking zones, open and visible site, and appropriate layout for low use environment.*

(h) the location of any access ways or parking aisles; and *Access ways are open and visible from site access/entry including for DDA, and for general access and manoeuvre as outlined, with parking aisles appearing to meet requirements based on design layout and turning templates provided (refer Attachment C)*

(i) any protective devices proposed for pedestrian safety. *No additional requirements considered necessary based on the low vehicle numbers, parking numbers exceeding requirements, and separated uses/zones of parking with specific DDA items noted. Additional measures could be installed if required (bollards, signage or line marking for any additional accesses / pedestrian walkways) but are not considered required based on current uses proposed or vehicle volumes.*

On this basis P1 is considered met.

C2.6.6 Loading bays
Not applicable (no tenancy >1000m2 no loading bays required). *Also note low vehicle numbers and internal shed access, characteristics and layout of the site considered appropriate regardless*

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
Not applicable

C2.6.8 Siting of parking and turning areas
Not applicable

Conclusion: Requirements for C2.0 can be met.

5. TIS Conclusions

This TIS has investigated the potential impacts from the development of the site as proposed.

Key findings of this TIS are as follows:

- That the proposed accesses to service the development as proposed including construction to IPWEA/LGAT and BODC standards with general arrangements as per the proposed concept layout can likely to meet the requirements to service the development and to be able to cater for traffic as proposed.
- Only a small increase in traffic arising from the development is anticipated - traffic service is adequately provided for by the road arrangements as proposed, in order to service the development in this industrial zone,
- Sight distances for the proposed property accesses are deemed to comply with requirements, with adequate SISD able to be achieved based on assessment of the site
- Other Planning Scheme Requirements under Code C3.0 and C2.0 are met as noted, with reference to design details by Engineering Plus for parking layout.

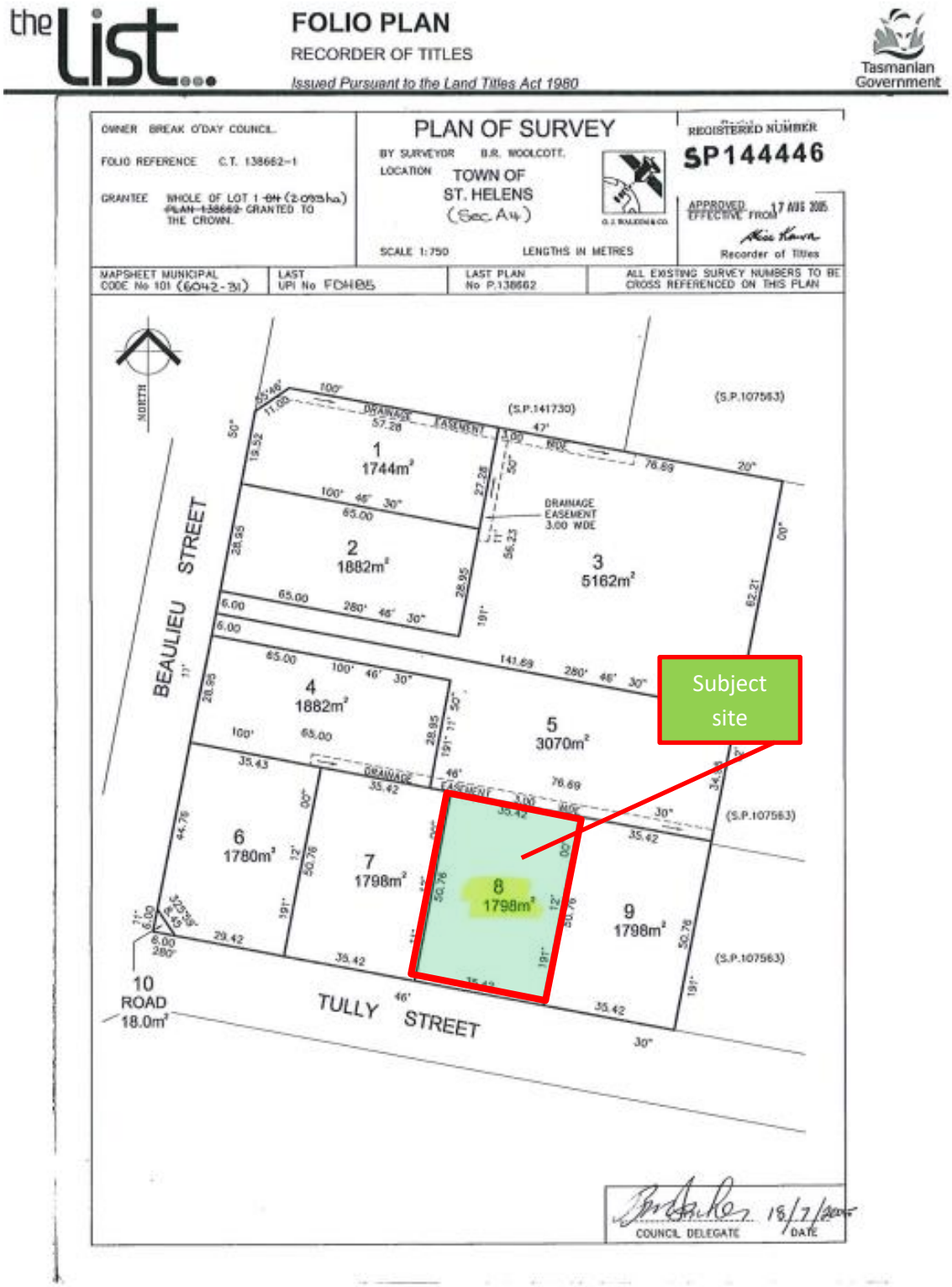
It is concluded based on the above assessment of available information that traffic aspects associated with the development are likely to meet the requirements for Traffic Safety and Service in line with the Tasmanian Planning Scheme requirements.

Limitations

This TIS has been completed based on information provided by the client and available in the public domain, additional information beyond this has not been considered.
Based on the nature of the development, this TIS has considered the access and operational aspects for this development only, and has not considered in detail the wider impacts beyond the site (upstream network impacts), this being outside the scope of this report.
Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.

APPENDIX A

Subject Site

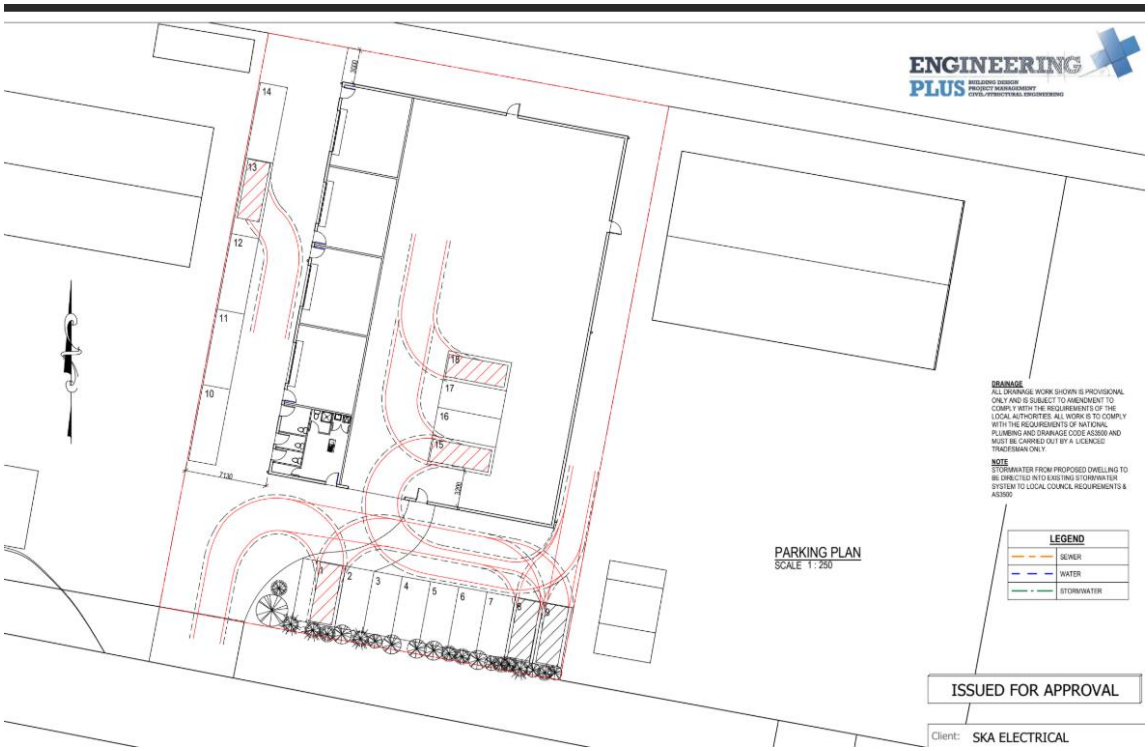


APPENDIX B

Proposed Site Development Plan (GA)

APPENDIX C

Vehicle Turning Templates / Parking



HYDRODYNAMICA

44 Penquite Road
LAUNCESTON TAS 7250
M: 0431 208 450
E: cameron.oakley@h-dna.com.au
ABN: 169 442 993 50

MEMO **12 September 2025**

Re: 134 Tully Street, St Helens, Flood Prone Areas Code Response

1. Introduction

A Building Class 8 storage facility is proposed in the industrial zone at 134 Tully Street, St Helens. Details of the facility are provided in Engineering Plus drawing series 21424.

In their RFI dated 3rd June 2025 Break O'Day Council (BODC) required a response to C12.0 Flood-prone Areas Code:

> The following information is required under section 54 of the *Land Use Planning and Approvals Act 1993*:
>
> 2. The development site is affected by Council's Flood Prone Areas mapping (attached). Please provide a written response to C12.0 Flood-Prone Areas Code. Council's mapping indicates the site is subject to overland flow and a response to the Code in terms of the following is required:
>   a. Mitigating the risk to neighbouring properties caused by the proposed building disrupting overland flows;
>   b. Risk of flooding to building.

2. Modelling of the catchment

Modelling of the catchment was undertaken using Infoworks ICM using the direct rainfall method. The modelled area was 69 hectares in size and is presented in Figure 1. The catchment descends from above Long Hill Place south-eastwards to the site.

There is a local drainage system servicing the industrial precinct bounded by Tully Street and Beaulieu Street, however this was unable to be included in the model. Whilst pipe and pit asset data was provided by BODC there was no spatial definition to the data, and the identity of what pipes linked to which pits was missing. Therefore, the model is very conservative in nature, with rainfall in all areas draining to the ground and no rainfall in the industrial area is absorbed into the surface.

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Figure 1. Kingborough Flood Awareness Map

Model settings were as follows:

- Surface roughness as per *A preliminary Mannings-n layer to support regional flood modelling in Tasmania* (Department of State Growth, 2020)
- Maximum triangle area = 4m^2
- Minimum element area = 0.5m^2
- Digital Elevation Model (DEM) Tasmania_Statewide_2m_DEM_14-08-2021
- Rainfall and hydrology as per Australian Rainfall and Runoff Data Hub recommendations for SSP2-4.5 2090 1% AEP climate change (CC). Surface losses area as follows:
    - Pervious
        - Initial Loss (IL) = 46.87mm
        - Continuing Loss (CL) = 1.33mm
    - Impervious
        - IL = 1mm
        - CL = 0mm

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- Rainfall included pre-burst rainfall depths.
- The industrial area, including 134 Tully Street was assumed to be 100% impervious
- Fences in the industrial area are generally chain mesh, so no fences were modelled as barriers to flow.

3. Pre-development modelling results

The peak modelled flood hazard results are as follows; these do not include the proposed building on 134 Tully Street:

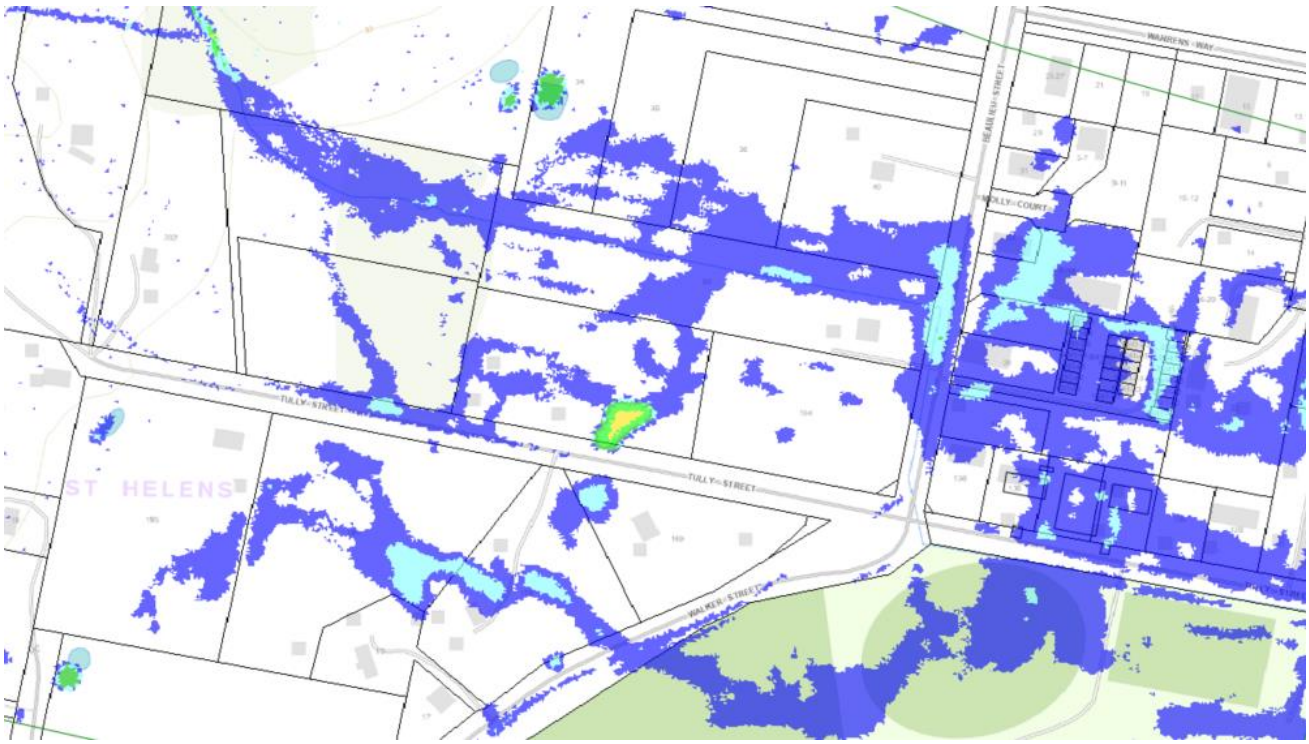

Figure 2. Tully Street catchment flood hazard results (1% AEP CC) (min depth = 100mm)

The predicted 1% AEP CC flood extent overlaps with 134 Tully Street.

For comparison Figure 3 shows the Tasmanian Strategic Flood Mapping Project (TSFMP) 1% AEP CC flood footprint. The methods used to generate the TSFMP overland flood maps are more rudimentary, so it is expected that detailed studies would provide more accurate results. Also, the TSFMP used an outdated climate change adjustment factor (16.3%) which is less than those used in

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our model. Despite these factors, and the fact the TSFMP used a larger 10x10m grid, the results align quite closely.

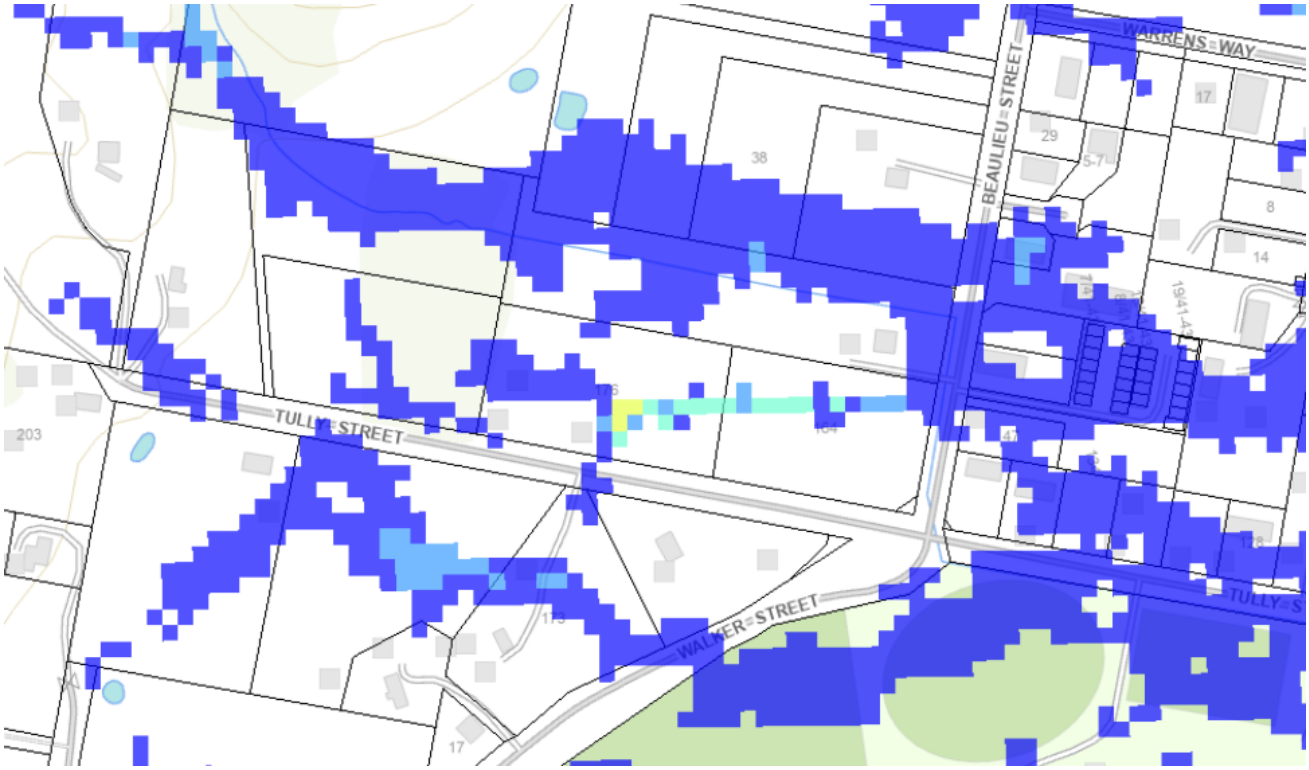

Figure 3. Tasmanian State Strategic Flood Mapping 1% AEP CC footprint (min depth = 100mm) (LISTmap)

For reference the hazards displayed in Figures 2 and 3 are as per those defined in Figure 4.

Pre-development flood depths (>40mm) are presented in Figure 5. The proposed building footprint is shown for reference but was not modelled. As mentioned in Section 2 of this report no public stormwater system pipes and pits were modelled, nor was any private drainage.

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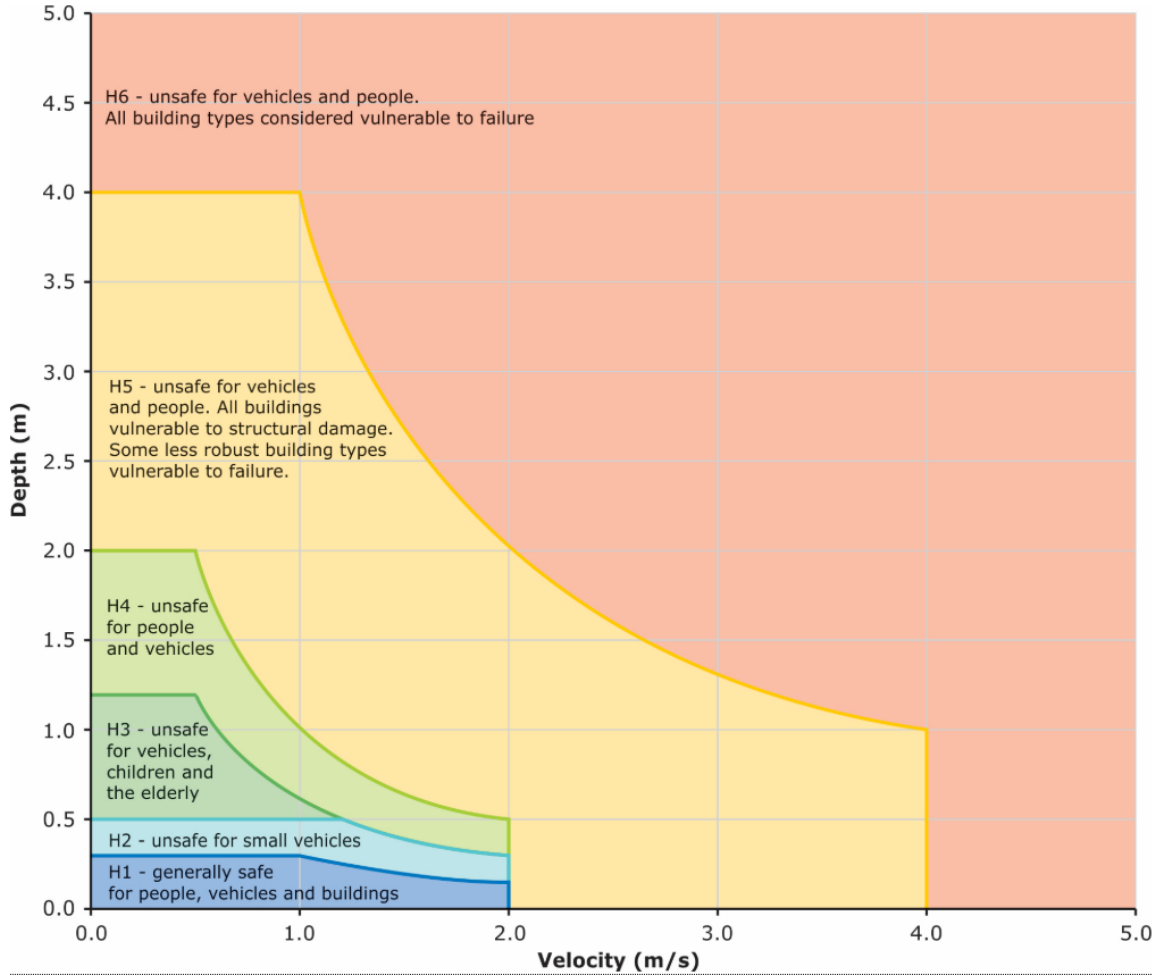

Figure 4. Flood Hazard Curves (Australian Rainfall and Runoff Guidelines)

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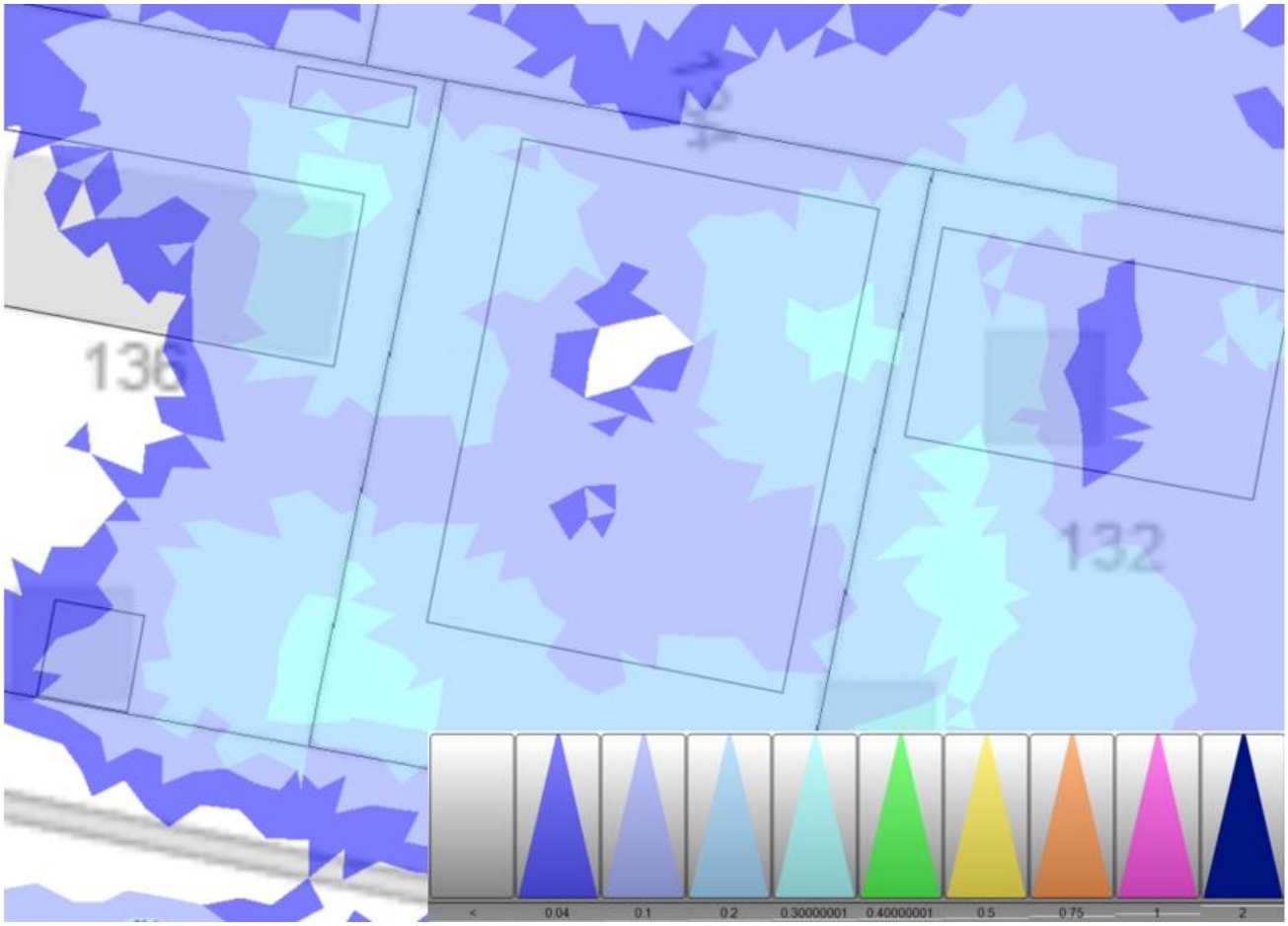

Figure 4. 1% AEP CC Pre-development flood depth (metres)

4. Post-development modelling results

Figure 5 shows the post-development modelling results. Figure 6 shows a the pre and post-development results side by side for easier comparison. Peak flood depths occur during the 4.5 hour storm duration.

The highest flood depth which impacts the building footprint is just above 300mm, refer to Figure 7. This is defined as H2, which is unsafe for small vehicles but generally safe for people and buildings. Given the lack of local or public drainage in the model. It is very likely that flood levels of less than 300mm and H1 hazard would be expected in the 1% AEP CC flood.

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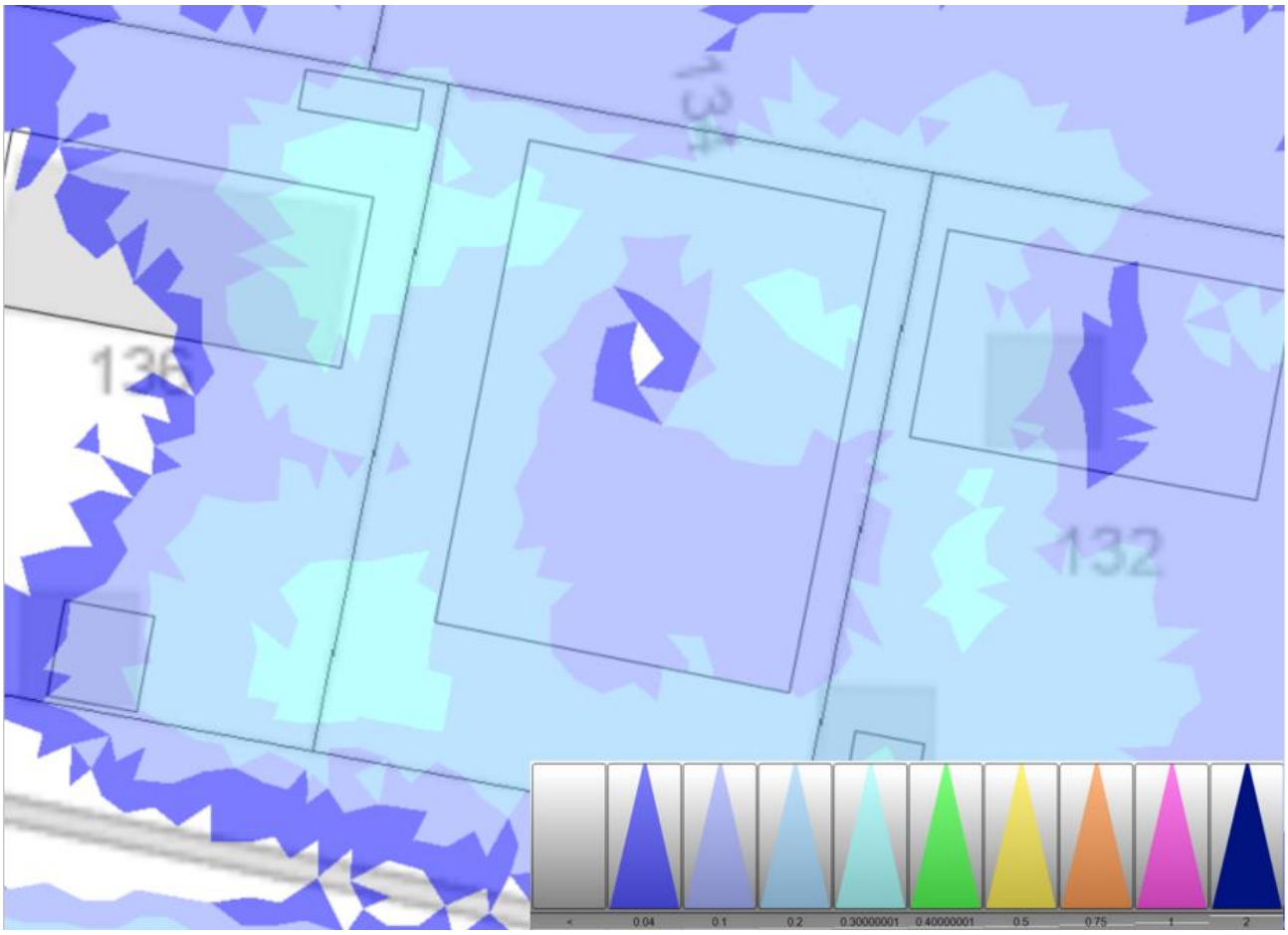

Figure 4. 1% AEP CC Pre-development flood depth

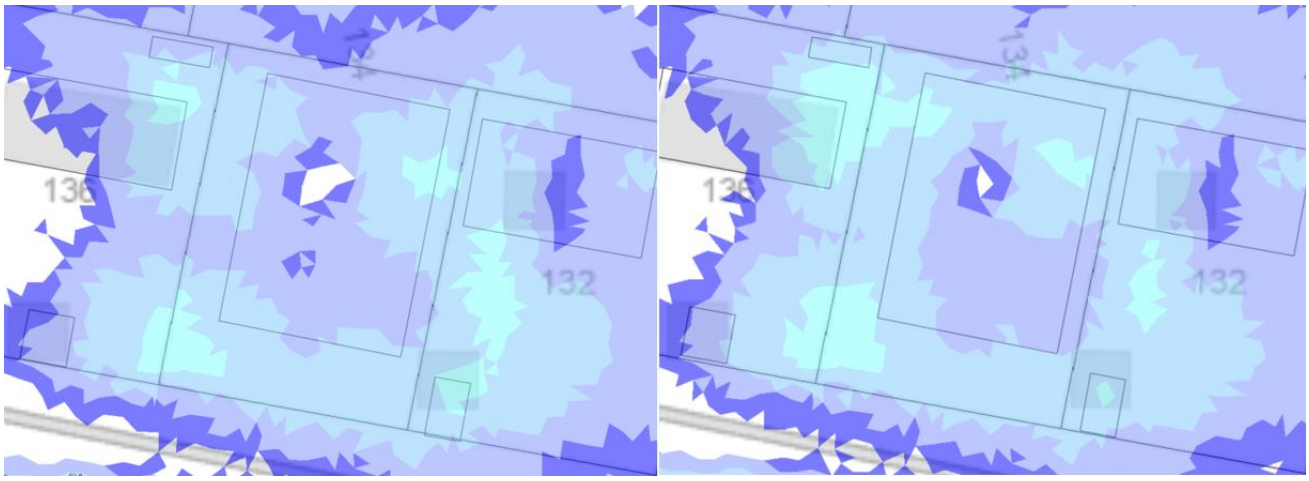

Figure 6. 1% AEP CC Pre-development and post development flood depth

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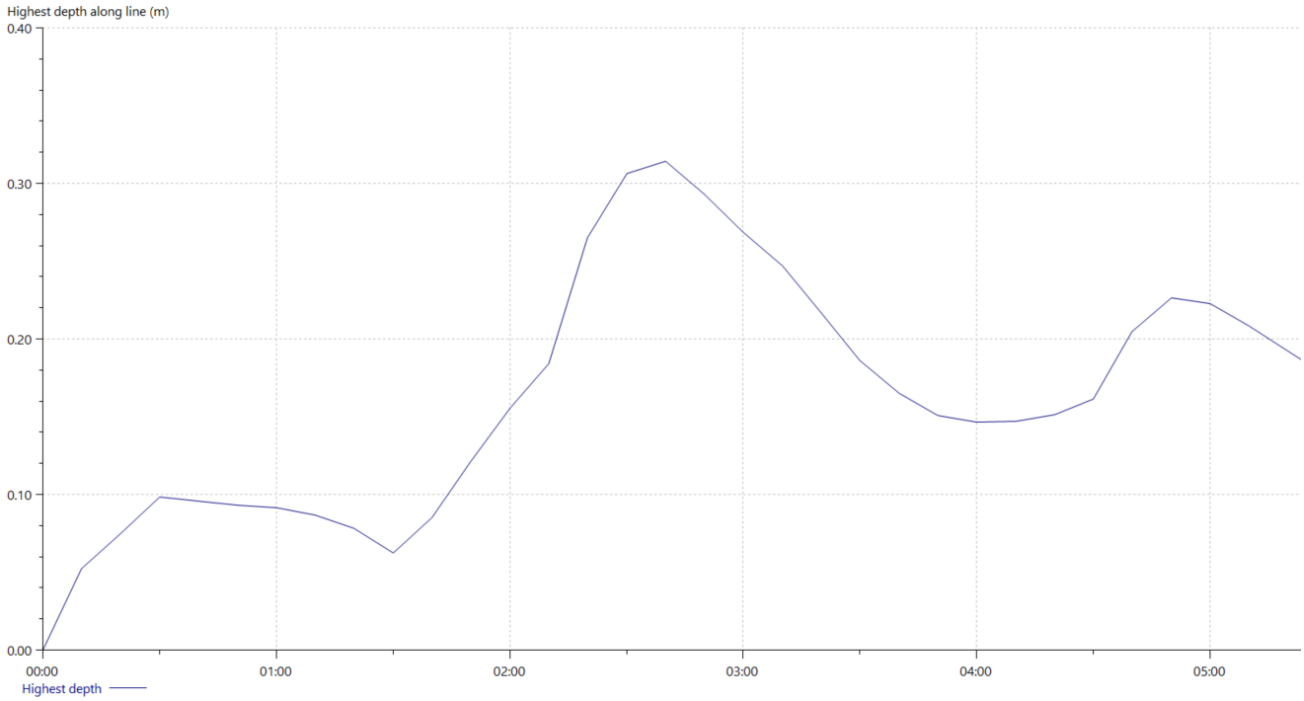

Figure 7. 1% AEP CC flood depth impacting the proposed development

The peak velocity of flow though site peaks is only 0.13 m/s. *Construction of buildings in flood hazard areas ABCB Standard 2012.3* states that the finished floor level of enclosed non-habitable rooms must be no more than 1.0 m below the DFL. Flooding of circa 300mm is therefore acceptable under the code.

A small increase in peak flood depths can be seen when referring to the pre and post-development results in Figure 6. For example, along the boundary separating 134 and 136 Tully Street the peak flood depth in the pre-development scenario is 0.32m and the post-development scenario 0.35m. An increase of approximately 30mm is observed. On the boundary separating 134 Tully Street with Lot 5 Beaulieu Street, flood levels increase from 0.21m to 0.24m, again a 30mm increase. At the boundary separating 134 Tully Street with 132 Tully Street flood depths reduce from 0.30m to 0.29m.

These changes are very small, especially considering all modelled stormwater in the area is draining to ground and therefore flood levels are overestimated. Modelled levels in the area will change within these type or ranges based on different surface roughness setting, grid size etc, and based on things like the behaviour of fences in the area. There would be is no noticeable real-world change to the flood regime experienced by neighbouring properties in the 1% AEP CC event because of this development.

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5. Response to C12 Flood-Prone Areas Hazard Code

Responses to the performance criteria are provided in red:

C12.6.1 Buildings and works within a flood-prone hazard area

P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

(a) the type, form, scale and intended duration of the development;

Conservative flood mapping is provided for the peak 1% AEP climate change flood, the projection for which is to 2090 which is beyond the 50 year life of the development. Flood risk is tolerable, refer to Section 4 of this memo.

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;

No hazard reduction measures are required; however, the building designer should consider the flood potential for internal flooding and any building code requirements for buildings likely to be affected by flooding. In is also recommended that power outlets be raised above the flood level (10.1m AHD).

(c) any advice from a State authority, regulated entity or a council; and

No advice.

(d) the advice contained in a flood hazard report, and

No additional advice.

P1.2 A flood hazard report also demonstrates that the building and works:

(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and

As discussed in Section 3 there is a modest increase in flooding of 30mm on property to the west and to the north. There is a small reduction in flood depths to the east. Any development in the

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area will similarly create a modest barrier to flow. These changes are deemed nominal and would not cause any noticeable changes to the 1% AEP CC flood regime in the area.

(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Tolerable risk in the 1% AEP CC event is achieved and maintained. While there may be some flooding in the 300mm depth range, this is tolerable for an industrial class 8 development. Refer to Section 4.

Cameron Oakley

CONSULTING ENGINEER

B.Tech, B.Eng (Hons), MBA

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