

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 2026 / 00157
Applicant	Prime Design
Proposal	Residential - Construction of 8 New Dwellings including Associated Fencing, Landscaping, Carparking and Additional Vehicular Access
Location	29 Talbot Street, Fingal (with works in Brown Street road reservation) (CT 147441/1)

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

Representations must be submitted in writing to the General Manager, Break O'Day Council, 32 -34 Georges Bay Esplanade, St Helens 7216 or emailed to admin@bodc.tas.gov.au, and referenced with the Application Number in accordance with section 57(5) of the abovementioned Act during the fourteen (14) day advertised period commencing on Saturday 8th August 2026 **until 5pm Friday 21st August 2026.**

John Brown
GENERAL MANAGER

PROPOSED RESIDENTIAL DEVELOPMENT

29 TALBOT STREET,

FINGAL

LORETO COMMUNITY HOUSING

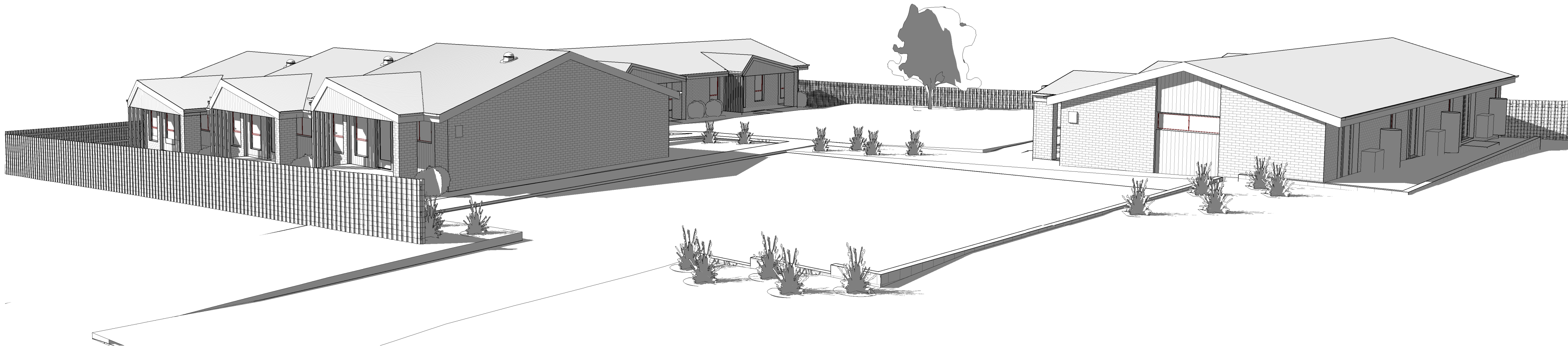
PD22304

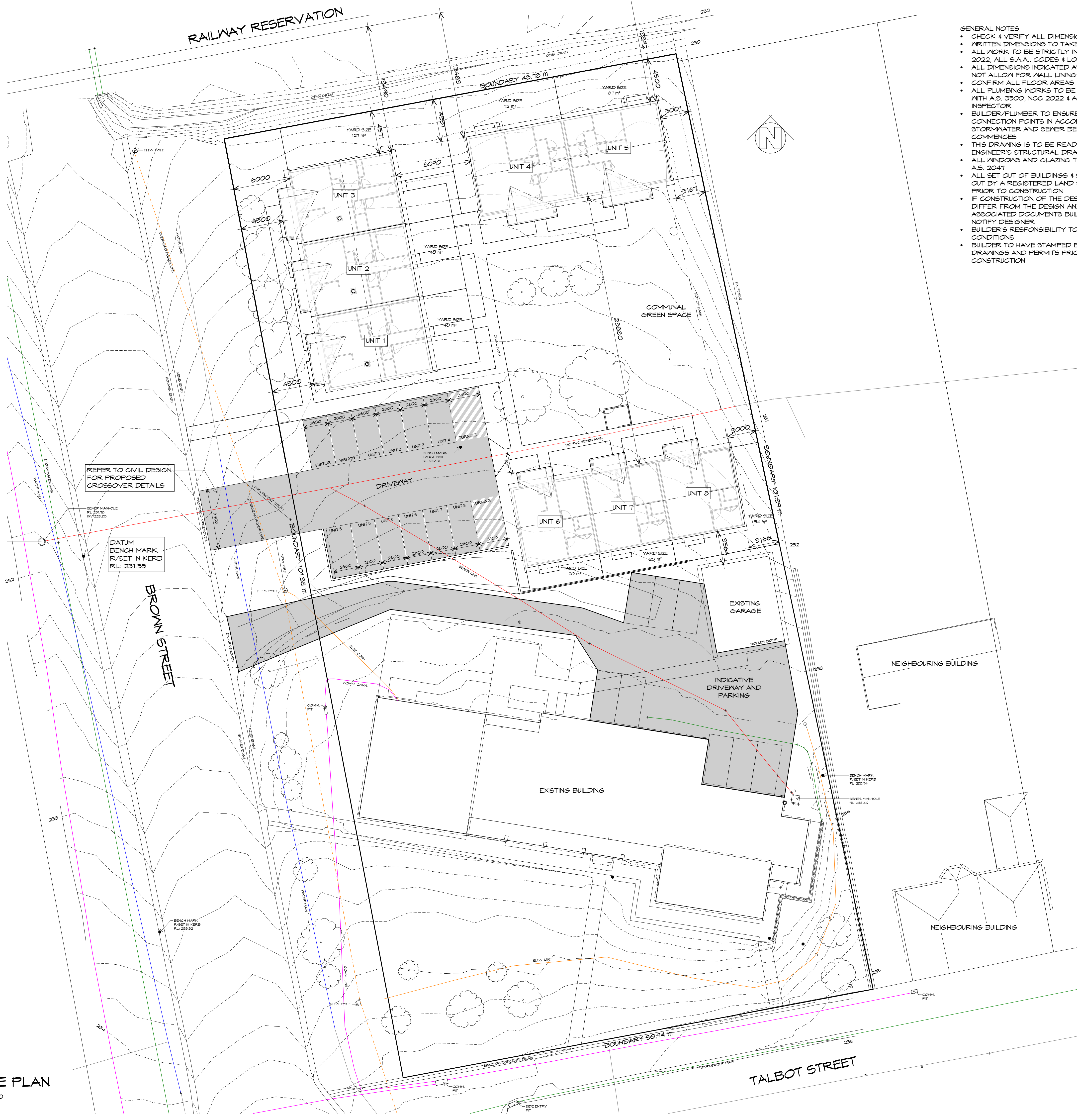
BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	SITE LANDSCAPING PLAN
03	LOCALITY PLAN

BUILDING DRAWINGS - UNITS

No	DRAWING
UNITS 1-3	
U1-3-01	FLOOR PLAN
U1-3-02	DOOR AND WINDOW SCHEDULES
U1-3-03	ELEVATIONS
U1-3-04	ELEVATIONS
U1-3-05	ROOF PLAN
U1-3-06	FLOOR FINISHES PLAN
U1-3-07	ELECTRICAL/REFLECTED CEILING PLAN
UNITS 4-5	
U4-5-01	FLOOR PLAN
U4-5-02	DOOR AND WINDOW SCHEDULES
U4-5-03	ELEVATIONS
U4-5-04	ELEVATIONS
U4-5-05	ROOF PLAN
U4-5-06	FLOOR FINISHES PLAN
U4-5-07	ELECTRICAL/REFLECTED CEILING PLAN
UNITS 6-8	
U6-8-01	FLOOR PLAN
U6-8-02	DOOR AND WINDOW SCHEDULES
U6-8-03	ELEVATIONS
U6-8-04	ELEVATIONS
U6-8-05	ROOF PLAN
U6-8-06	FLOOR FINISHES PLAN
U6-8-07	ELECTRICAL/REFLECTED CEILING PLAN





- GENERAL NOTES**
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
 - WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
 - ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2022, ALL S.A.A., CODES & LOCAL AUTHORITY BY-LAWS
 - ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
 - CONFIRM ALL FLOOR AREAS
 - ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500, NCC 2022 & APPROVED BY COUNCIL INSPECTOR
 - BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
 - ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
 - ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
 - IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
 - BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
 - BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION

- SURVEYORS NOTES:**
- THIS PLAN HAS BEEN PREPARED BY SURVEY PLUS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE
 - TITLE BOUNDARIES SHOWN WERE NOT VERIFIED OR MARKED BY SURVEY PLUS AT THE TIME OF THIS SURVEY
 - SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCEMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY
 - SURVEY PLUS CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT
 - THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF SURVEY PLUS
 - HORIZONTAL DATUM IS MGA (GDA94)
 - VERTICAL DATUM IS AHD
 - CONTOUR INTERVAL IS 0.2 METRE, INDEX IS 1.0 METRE
 - SURVEY BY ROBOTIC TOTAL STATION AND GPS
 - DUE TO THE AGE OF TITLE SURVEY IF ANY CONSTRUCTION WORKS ARE TO BE UNDERTAKEN ON OR NEAR THE TITLE BOUNDARY OR PRESCRIBED SETBACKS A RE-MARK SURVEY BY A REGISTERED LAND SURVEYOR WILL BE REQUIRED
 - IMPORTED DATA SHOWN ON THIS PLAN WAS OBTAINED FOR PUBLIC AVAILABLE DATA FROM VARIOUS GOVERNMENT AUTHORITIES. THIS INFORMATION IS PROVIDED FOR GUIDANCE ONLY. THE ACCURACY OF ANY IMPORTED DATA IS PER THE ACCURACY QUOTED BY THE SOURCE AND IS IN NO WAY GUARANTEED BY SURVEY PLUS. USERS MUST NOT RELY ON THIS DATA FOR ON-GROUND LOCATION OF BOUNDARIES AND/OR SERVICES
 - LIST DATA IMPORT
 - TasWater-SewerLateralLine
 - TasWater-SewerMain
 - TasWater-SewerMaintenanceHole
 - TasWater-SewerPressurisedMain
 - TasWater-WaterHydrant
 - TasWater-WaterLateralLine
 - TasWater-WaterMain
 - CadastralParcel-OwnerInformation
 - BOUNDARIES ARE COMPILED ONLY FROM SP39571 AND RELEVANT SURVEY INFORMATION OBTAINED FROM LAND TITLES OFFICE AND ARE APPROXIMATE AND SUBJECT TO SURVEY. A RE-MARK SURVEY BY A REGISTERED LAND SURVEYOR IS RECOMMENDED
 - ALL WINDOWS WERE NOT ABLE TO BE LOCATED DUE TO OBSTRUCTION OF LINE OF SIGHT FROM TOTAL STATION
 - WINDOW LOCATIONS ARE APPROXIMATE ONLY DUE TO BEING UNABLE TO BE PERPENDICULAR TO WINDOWS WHEN LOCATING WITH TOTAL STATION
 - 3D DATA TURNED OFF IN LAYER CONTROL
 - 3D TIN
 - MAJOR CONTOUR 3D
 - MINOR CONTOUR 3D

UNDERGROUND SERVICE NOTE:

Water Main - Located with GPR and Potholed with Non-Destructive Digging - 50PE & 100AC

Sewer Main - Located with CCTV - 150 PVC

Sewer Lot Connection - Located by Rodding - 100 VC

Stormwater Main - Located by Pit to Pit and Pit to Pothole to Headwall - 60ORCP & 30ORCP

Stormwater Service Connection - Located by Rodding - 100 VC

Communication Cables - Located by Induction

Underground Electricity Lines - Located by Induction

Unknown Service - Found With GPR While Locating Water Main Potholed with Non-Destructive Digging Possible Stormwater Line - 150 CI

Light Pole 3 Has Exposed Wires Disconnected Possibly Running to Light Pole 2 Not in Use - Unable to Locate

IMPORTANT NOTE:

DRAWINGS CAN BE READ IN BLACK & WHITE. HOWEVER ARE BEST PRINTED IN FULL COLOUR FOR OPTIMUM CLARITY. A COLOUR COPY SHOULD BE RETAINED ON SITE AT ALL TIMES FOR CONTRACTORS COMPLETING WORKS.

NOTE:
READ IN CONJUNCTION WITH CIVIL
DRAWINGS BY GANDY & ROBERTS
PROJECT NUMBER: 24.0483



10 Goodman Court, Invermay Tasmania 7248,
p(t) + 03 6332 3799
Shop 9, 105-111 Main Road, Moonah Hobart 7009
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info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL
Client name:
LORETO COMMUNITY HOUSING

Drawing:
SITE PLAN

Drafted by:
D.D.H.
Date:
22.08.2025
Project/Drawing no:
PD22304-01

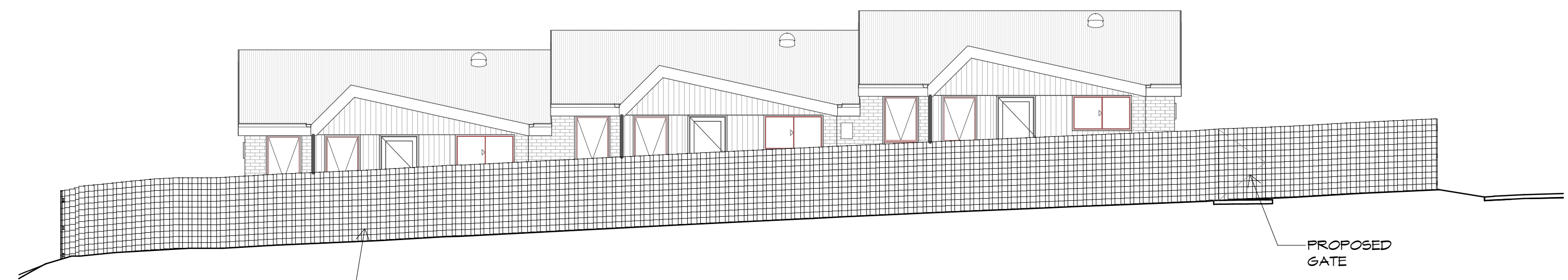
Approved by:
Approver
Scale:
1 : 200@A1
Revision:
07
Accredited building practitioner: Frank Geskus - No CC246A



LEGEND

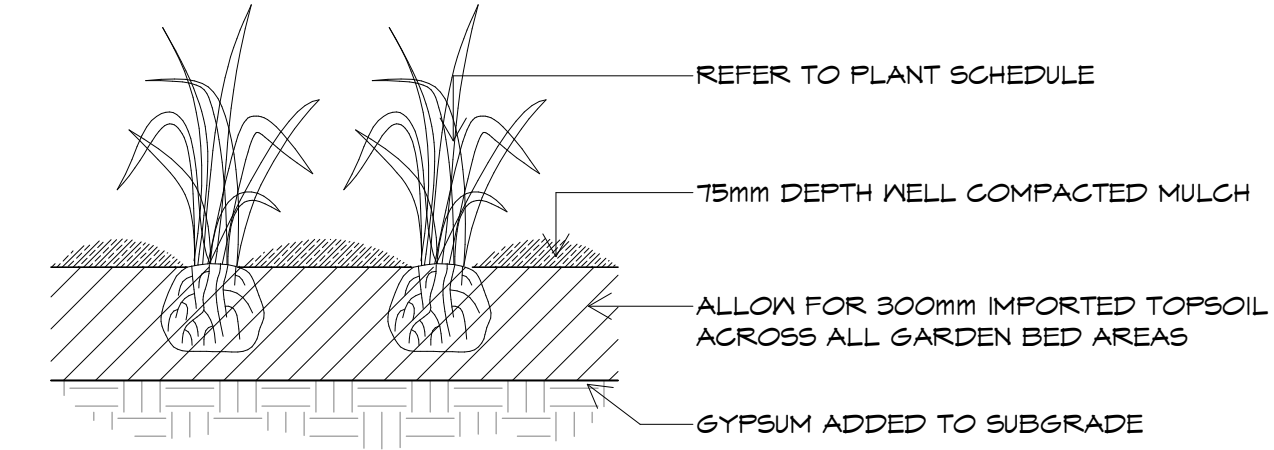
- | | | | | | | | |
|--|-----------------------------|--|---|--|--|--|--|
| | PROPOSED TREE | | MULCH OR SIMILAR | | GRATED TRENCH; REFER TO CIVIL DRAWINGS FOR DETAILS | | SECURITY LIGHTS |
| | PROPOSED SHRUB | | CONCRETE PATH/PAVING | | LETTER BOX | | KERB; REFER TO CIVIL DRAWINGS FOR DETAILS |
| | PROPOSED GROUND COVER/GRASS | | CONCRETE DRIVEWAY | | WASTE STORAGE 1.5m2 | | CLOTHES LINES - WALL MOUNT |
| | LAWN | | SURFACE DRAINAGE PIT; REFER TO CIVIL DRAWINGS FOR DETAILS | | GATE | | VERSANALL RETAINING WALL SYSTEM; REFER TO CIVIL DRAWINGS FOR DETAILS |
| | | | | | FENCE 1.8m HIGH | | |

SITE COVERAGE
EX. BUILDING FOOTPRINT 570.96m² + NEW BUILDING
FOOTPRINT 571.94m² / SITE AREA 4902m² = 0.293
TOTAL SITE COVERAGE 23.9%



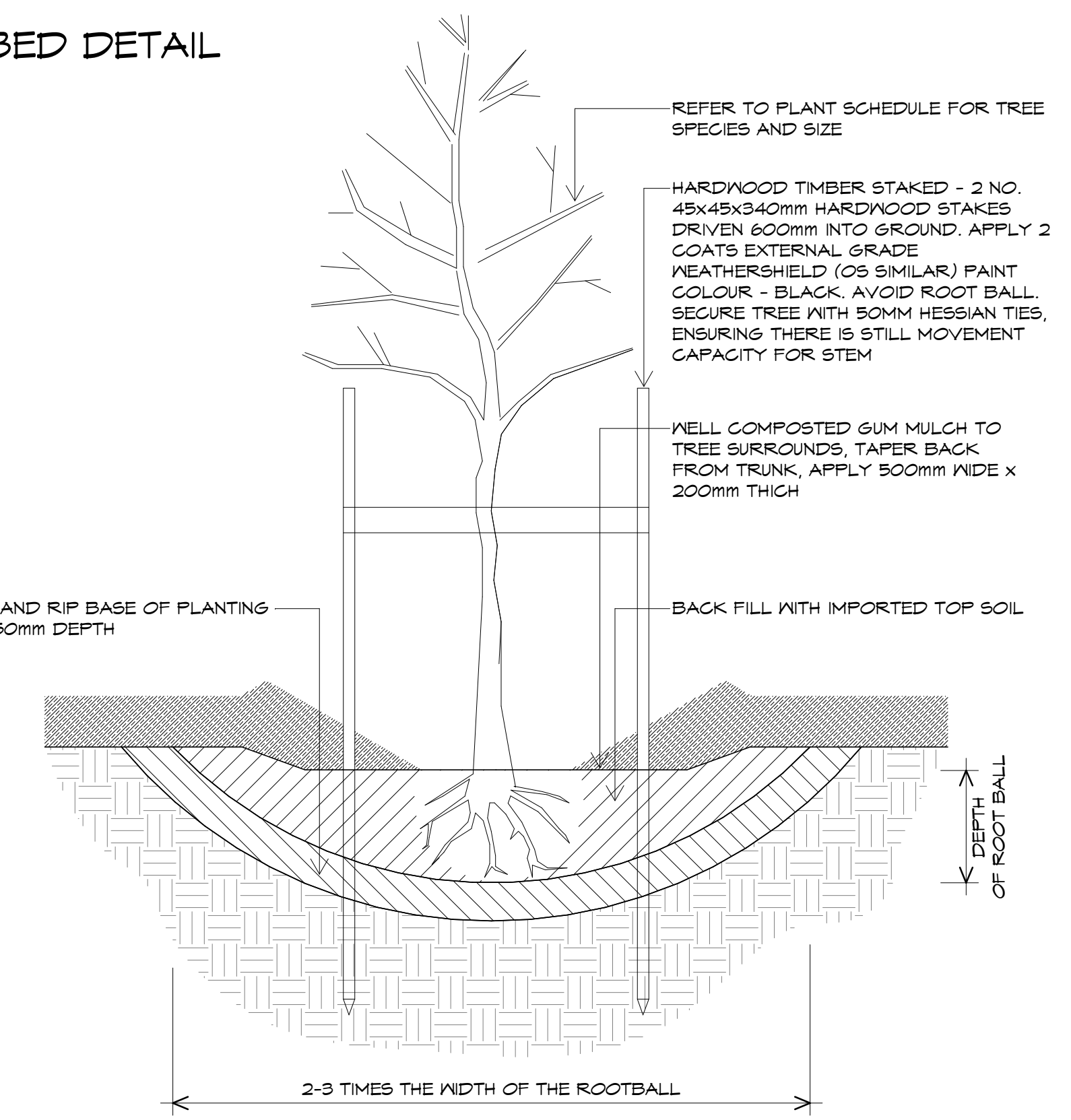
FENCE ELEVATION

1 : 100



TYPICAL GARDEN BED DETAIL

NTS



TYPICAL ADVANCED TREE DETAIL

NTS

SITE LANDSCAPING PLAN

1 : 200

NOTE:
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PROJECT NUMBER: 24.0483



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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL
Client name:
LORETO COMMUNITY HOUSING
Drawing:
SITE LANDSCAPING PLAN

Drafted by:
D.D.H.
Date:
22.08.2025
Project/Drawing no:
PD22304-02

Approved by:
Approver
Scale:
As indicated@A1
Revision:
07



LOCALITY PLAN
1 : 2000

THIS SITE IS ZONED VILLAGE AND DOES NOT FALL WITHIN A BUSHFIRE PRONE AREAS OVERLAY, THEREFORE DOES NOT REQUIRE A BUSHFIRE ASSESSMENT.

NOTE:
READ IN CONJUNCTION WITH CIVIL
DRAWINGS BY GANDY & ROBERTS
PROJECT NUMBER: 24.0463



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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL
Client name:
LORETO COMMUNITY HOUSING
Drawing:
LOCALITY PLAN

Drafted by:
D.D.H.
Date:
22.08.2025
Approved by:
Approver
Scale:
1 : 2000@A1
Project/Drawing no:
PD22304 -03
Revision:
07

LEGEND

COL

COLUMN

G.S.

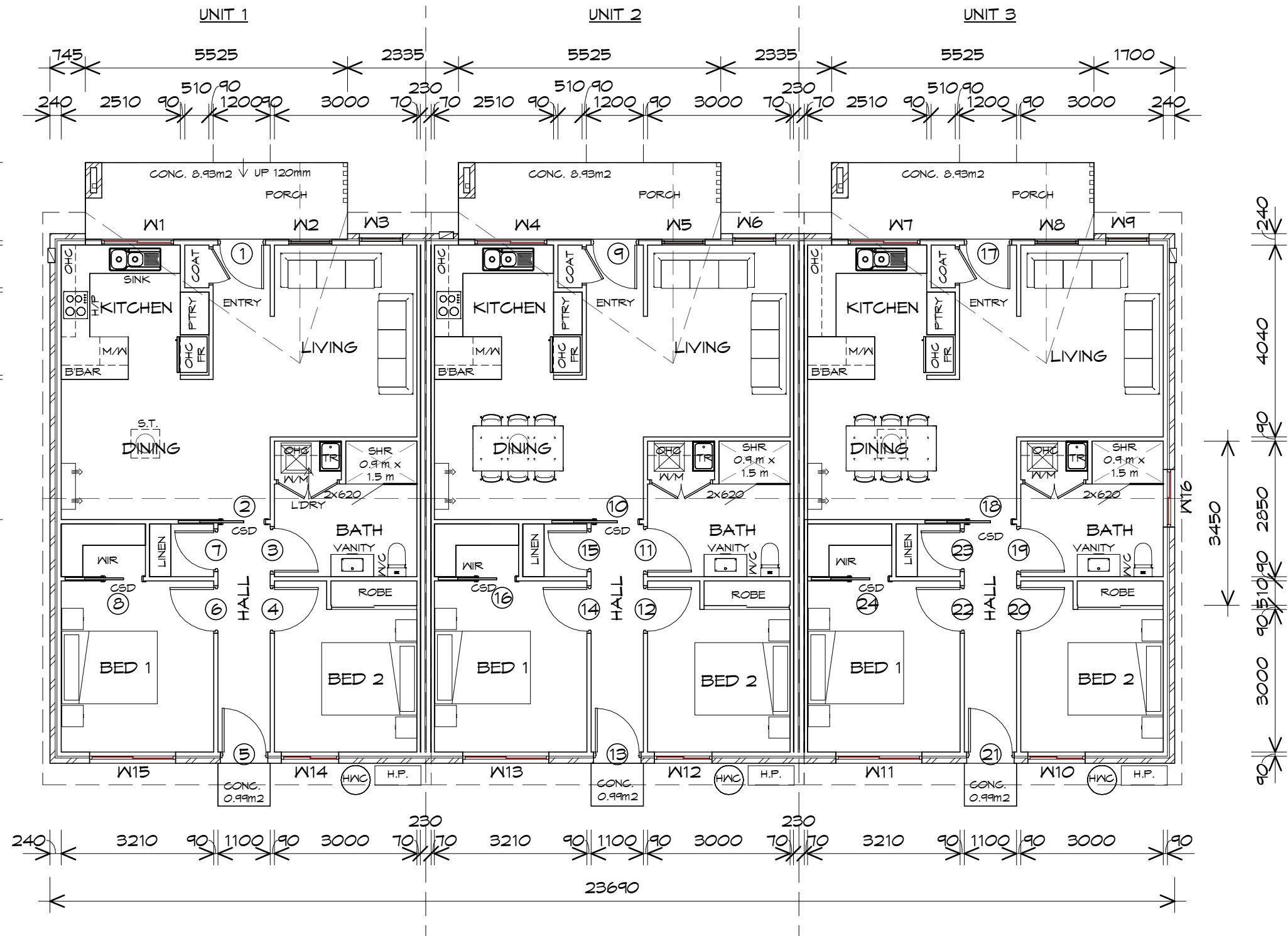
GLASS SCREEN

HWC

HOT WATER CYLINDER

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN

1 : 100

UNIT 1 FLOOR AREA	87.25	m2	(	9.39	SQUARES)
UNIT 2 FLOOR AREA	87.00	m2	(	9.36	SQUARES)
UNIT 3 FLOOR AREA	87.61	m2	(	9.43	SQUARES)
TOTAL AREA	261.86			28.19	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL
FACE OF BUILDING AND GARAGE,
UNLESS OTHERWISE STATED. DECKS
AND OUTDOOR AREAS ARE
CALCULATED SEPARATELY.



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FINGAL
Client name:
LORETO COMMUNITY HOUSING

Drawing:
FLOOR PLAN

Drafted by: D.D.H.	Approved by: Approver
Date: 22.08.2025	Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-01	Revision: 07
Accredited building practitioner: Frank Geskus -No CC246A	

UNITS 1-3



BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	CAVITY SLIDING DOOR	
3	920	INTERNAL TIMBER DOOR	TO BE UNDERCUT TO PROVIDE MAKE-UP AIR IN ACCORDANCE WITH HOUSING PROVISIONS 10.8.2
4	920	INTERNAL TIMBER DOOR	
5	920	GLAZED EXTERNAL DOOR	
6	920	INTERNAL TIMBER DOOR	
7	820	INTERNAL TIMBER DOOR	
8	820	CAVITY SLIDING DOOR	
9	920	GLAZED EXTERNAL DOOR	
10	920	CAVITY SLIDING DOOR	
11	920	INTERNAL TIMBER DOOR	TO BE UNDERCUT TO PROVIDE MAKE-UP AIR IN ACCORDANCE WITH HOUSING PROVISIONS 10.8.2
12	920	INTERNAL TIMBER DOOR	
13	920	GLAZED EXTERNAL DOOR	
14	920	INTERNAL TIMBER DOOR	
15	820	INTERNAL TIMBER DOOR	
16	820	CAVITY SLIDING DOOR	
17	920	GLAZED EXTERNAL DOOR	
18	920	CAVITY SLIDING DOOR	
19	920	INTERNAL TIMBER DOOR	TO BE UNDERCUT TO PROVIDE MAKE-UP AIR IN ACCORDANCE WITH HOUSING PROVISIONS 10.8.2
20	920	INTERNAL TIMBER DOOR	
21	920	GLAZED EXTERNAL DOOR	
22	920	INTERNAL TIMBER DOOR	
23	820	INTERNAL TIMBER DOOR	
24	820	CAVITY SLIDING DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	900	1510	SLIDING WINDOW	
W2	1800	910	AWNING WINDOW	
W3	1800	910	AWNING WINDOW	
W4	900	1510	SLIDING WINDOW	
W5	1800	910	AWNING WINDOW	
W6	1800	910	AWNING WINDOW	
W7	900	1510	SLIDING WINDOW	
W8	1800	910	AWNING WINDOW	
W9	1800	910	AWNING WINDOW	
W10	1800	1210	SLIDING WINDOW	
W11	1200	1810	SLIDING WINDOW	
W12	1800	1210	SLIDING WINDOW	
W13	1200	1810	SLIDING WINDOW	
W14	1800	1210	SLIDING WINDOW	
W15	1200	1810	SLIDING WINDOW	
W16	600	1210	SLIDING WINDOW	OPAQUE

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE WITH FLY SCREENS
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING



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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL

Client name:
LORETO COMMUNITY HOUSING

Drafted by:
D.D.H.

Approved by:
Approver



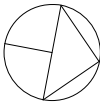
Drawing:
DOOR AND WINDOW
SCHEDULES

Date:
22.08.2025

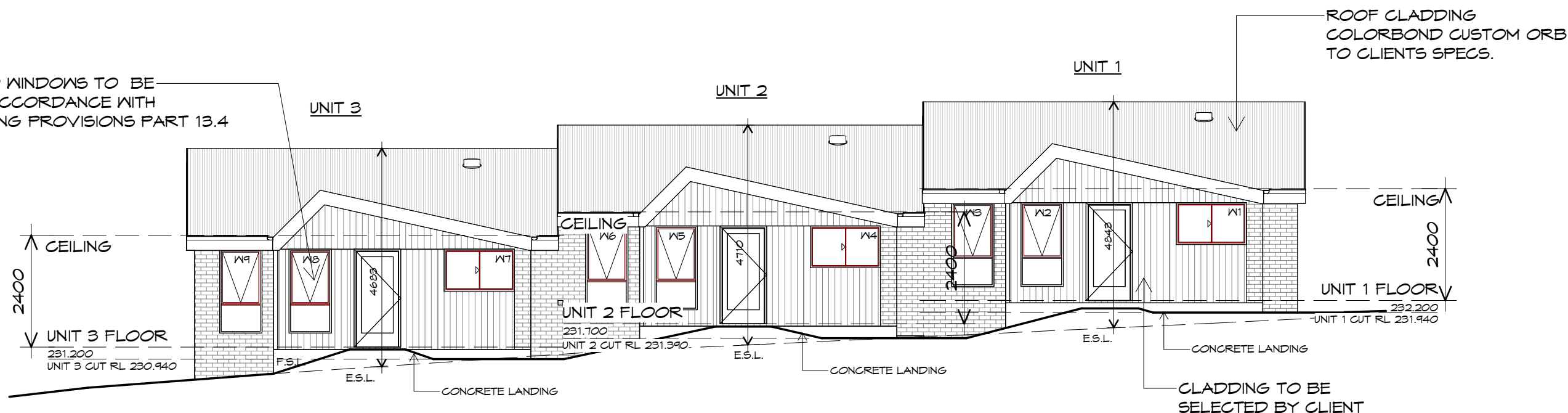
Project/Drawing no:
PD22304 -U1-3-02

Accredited building practitioner: Frank Geskus -No CC246A

Revision:
07



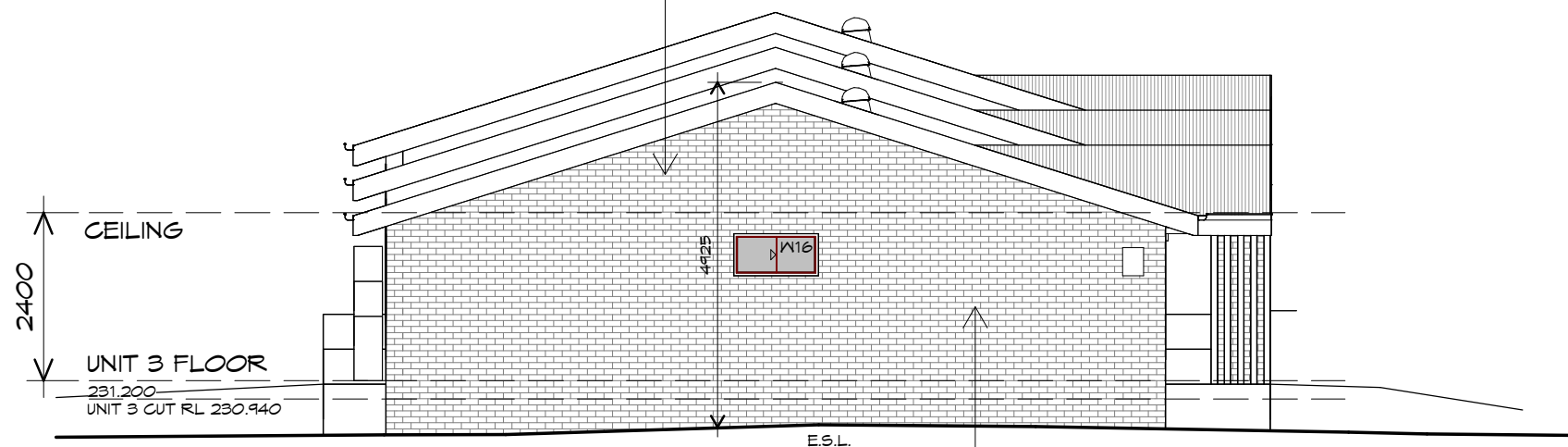
DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 13.4



NORTHERN ELEVATION

1 : 100

ROOF FRAMING
PREFABRICATED ROOF TRUSSES
@ 900 CRS MAX
BRACING BY OTHERS



EASTERN ELEVATION

1 : 100

BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS.
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH ABCB HOUSING PROVISIONS PART 5

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



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Project:
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Client name:
LORETO COMMUNITY HOUSING

Drawing:
ELEVATIONS

Drafted by: D.D.H. Approved by: Approver

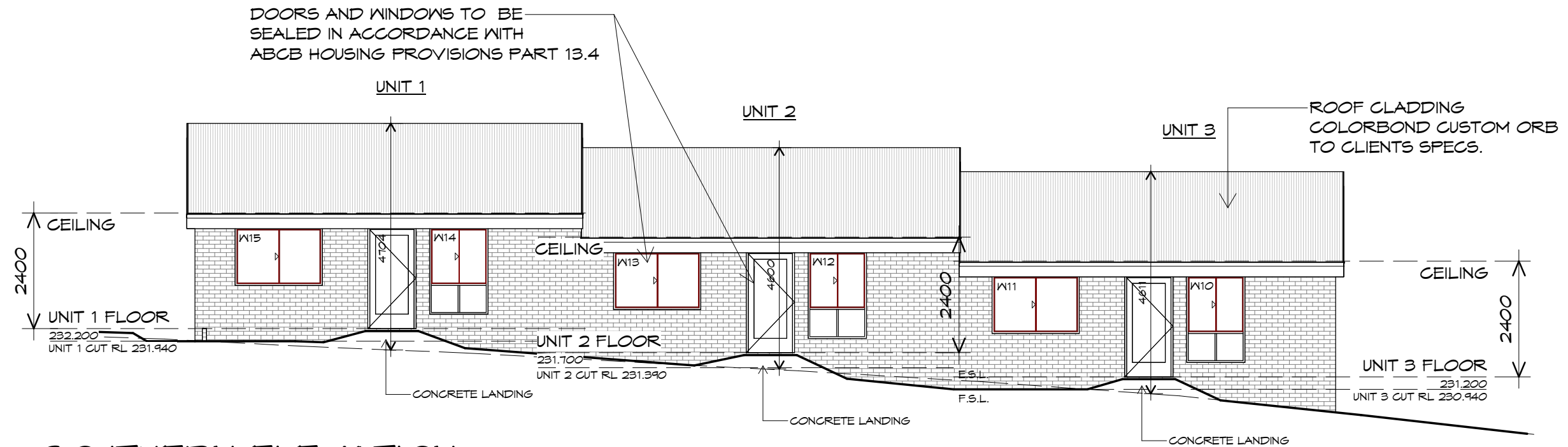
Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-03 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

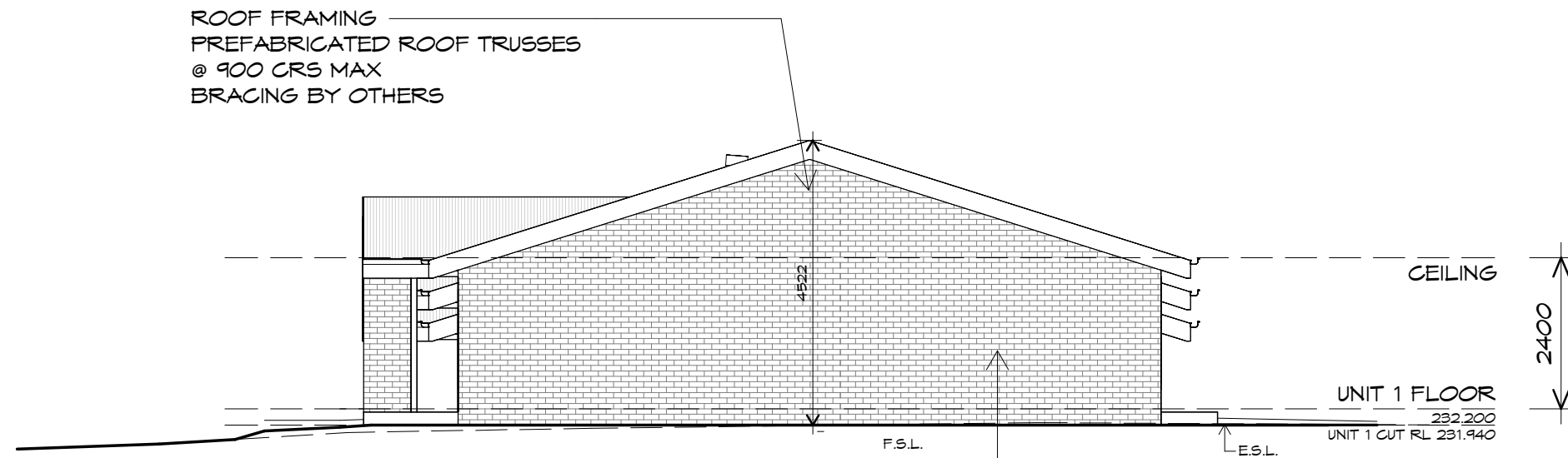


UNITS 1-3



SOUTHERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100



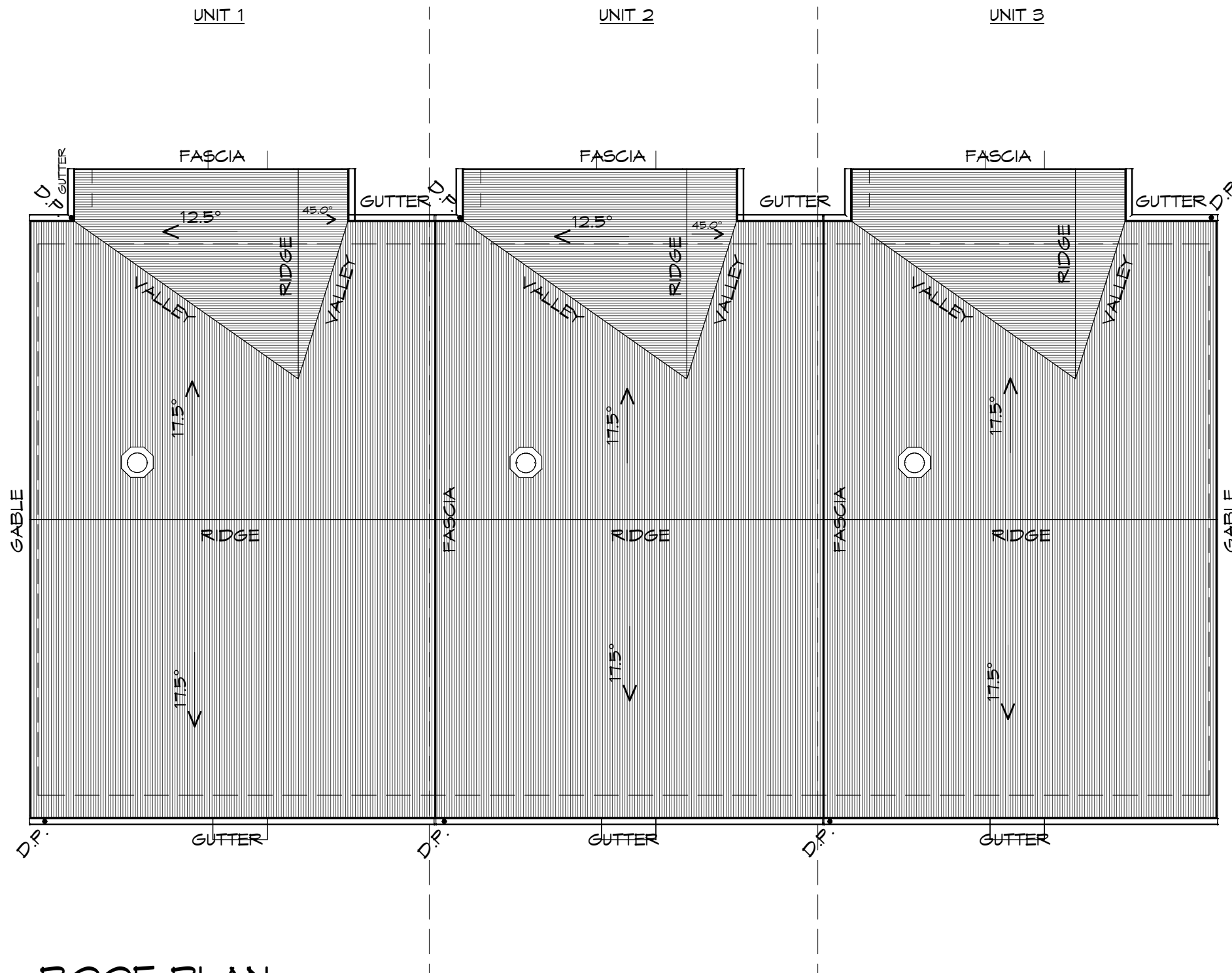
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29 TALBOT STREET,
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Client name:
LORETO COMMUNITY HOUSING

Drawing:
ELEVATIONS

Drafted by: D.D.H. Approved by: Approver
Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-04 Revision: 07
Accredited building practitioner: Frank Geskus -No CC246A



ROOF PLAN

1 : 100

UNITS 1-3

PLANNING

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Client name:
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Drawing:
ROOF PLAN

Drafted by: D.D.H. Approved by: Approver
Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-05 Revision: 07
Accredited building practitioner: Frank Geskus -No CC246A

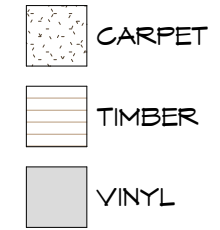




FLOOR FINISHES PLAN

1 : 100

LEGEND



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Client name:
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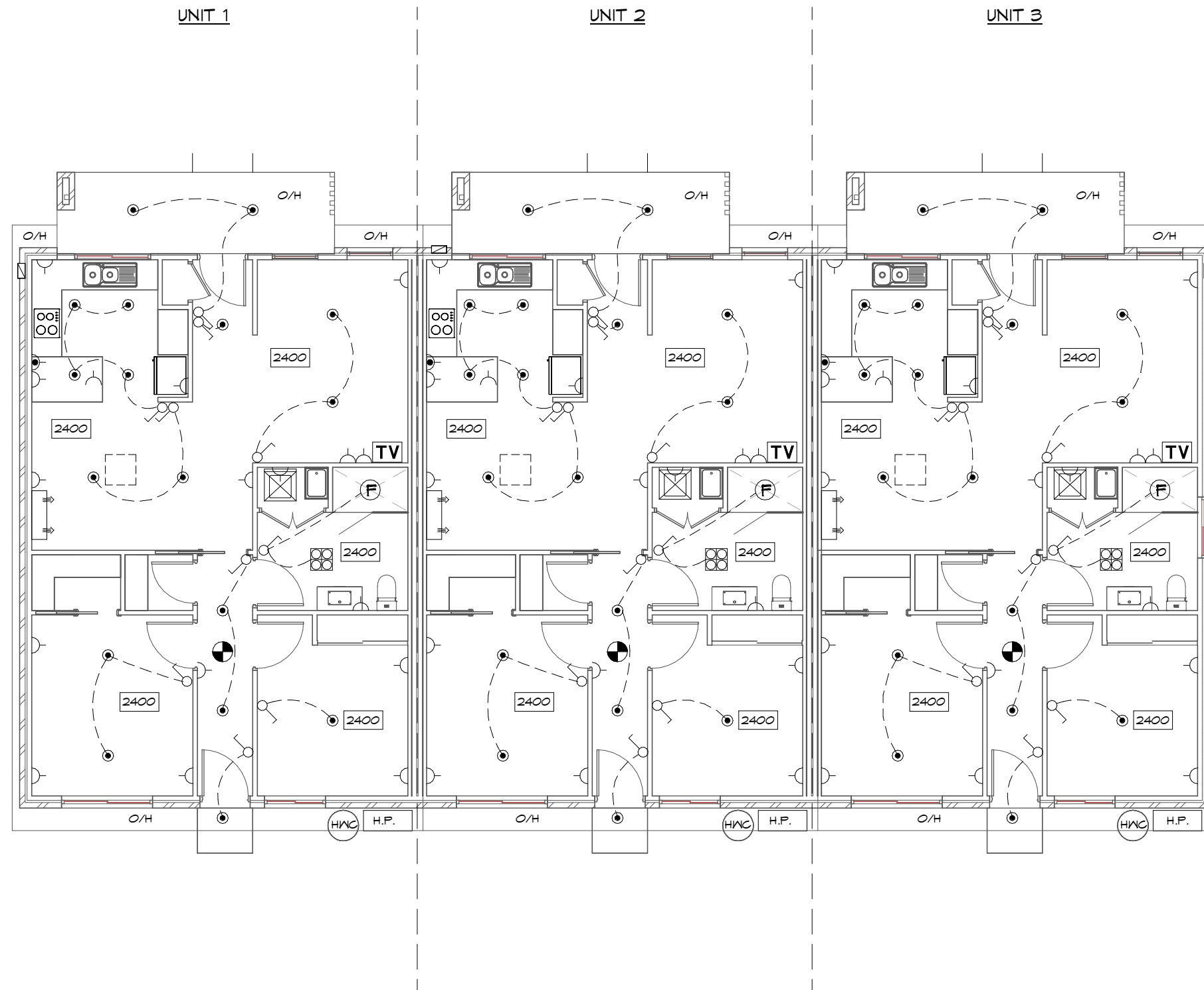
Drawing:
FLOOR FINISHES PLAN

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-06 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A



ELECTRICAL INDEX

LIGHTING

- FOUR LIGHT, 3 IN 1 BATHROOM LIGHT
C/W DAMPER, EXHAUST TO OUTSIDE*
- L.E.D. - SEALED DOWN LIGHT *

SWITCH TYPE

- ONE-WAY SWITCH

WALL OUTLETS

- GENERAL PURPOSE OUTLET (DOUBLE)
- HOTPLATE SAFETY CUT-OFF
- T.V. OUTLET

OTHER

- 240V SMOKE ALARM
- SWITCH BOX
- EXHAUST FAN, VENT TO
OUTSIDE AIR, PROVIDE
POWER

CEILING

- DENOTES CEILING HEIGHT
- ROOF OVERHANG/EAVES

HEATING

- HEAT PUMP
- HEAT PUMP, OUTDOOR UNIT

ELECTRICAL/REFLECTED CEILING PLAN

1 : 100



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Client name:
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Drafted by:
D.D.H.

Approved by:
Approver



Drawing:
ELECTRICAL/REFLECTED
CEILING PLAN

Date: 22.08.2025
Scale: 1 : 100

Project/Drawing no: PD22304 -U1-3-07
Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

UNITS 1-3

PLANNING

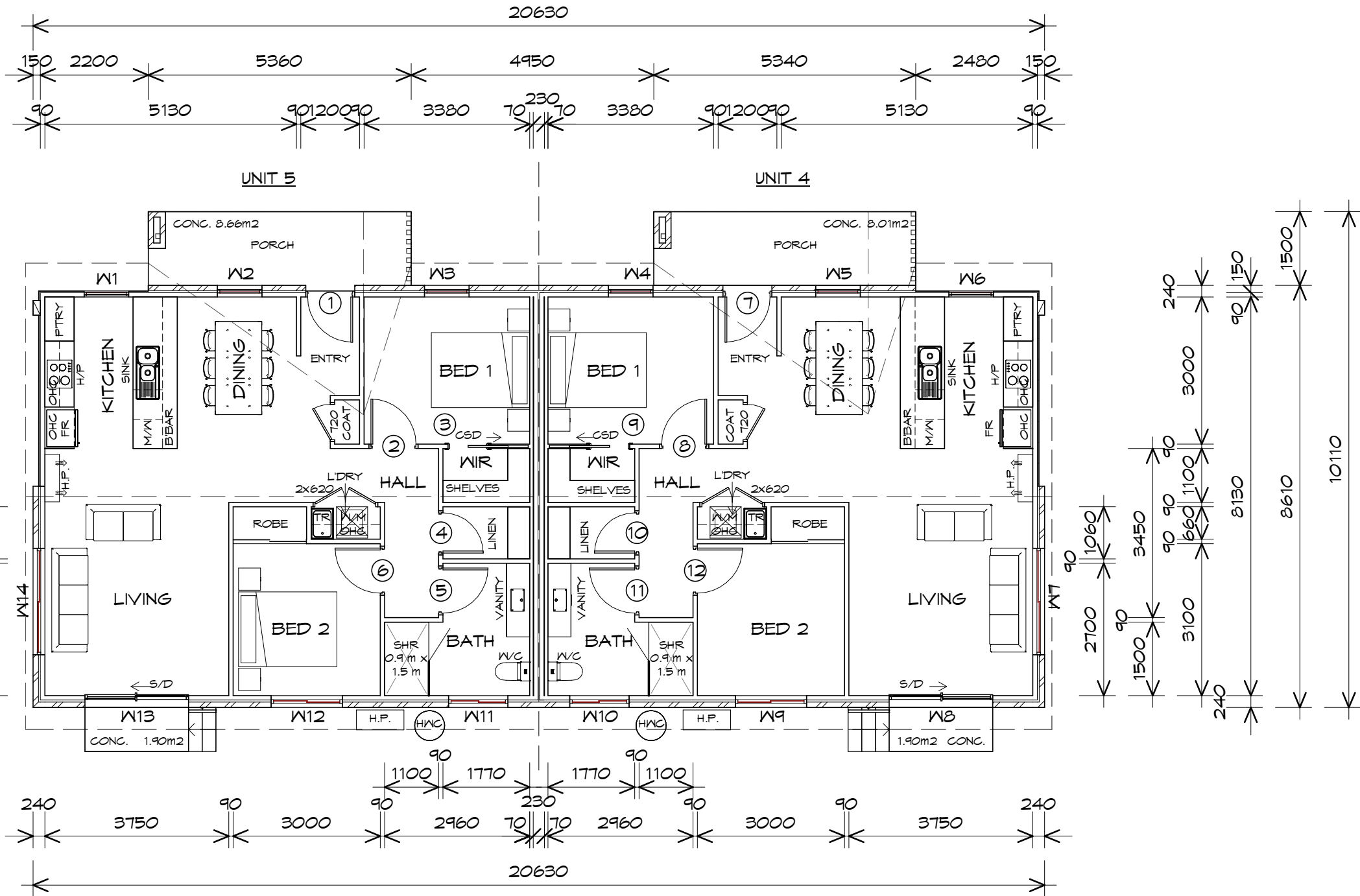
NOTE: DO NOT SCALE OFF DRAWINGS

LEGEND

- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- G.S. GLASS SCREEN
- HWC HOT WATER CYLINDER

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN

1 : 100

UNIT 5 FLOOR AREA	88.08	m2	(9.48	SQUARES)
UNIT 4 FLOOR AREA	88.04	m2	(9.48	SQUARES)
TOTAL AREA	176.12		18.96	

NOTE:
FLOOR AREAS INCLUDE TO
EXTERNAL FACE OF BUILDING AND
GARAGE, UNLESS OTHERWISE
STATED. DECKS AND OUTDOOR
AREAS ARE CALCULATED
SEPARATELY.

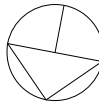


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Shop 9, 105-111 Main Road, Moonah Hobart 7009
p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL
Client name:
LORETO COMMUNITY HOUSING

Drawing:
FLOOR PLAN

Drafted by:
D.D.H.
Date:
22.08.2025
Approved by:
Approver
Scale:
1 : 100



Project/Drawing no:
PD22304 -U4-5-01
Revision:
07
Accredited building practitioner: Frank Geskus -No CC246A



UNITS 4-5

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	INTERNAL TIMBER DOOR	
3	820	CAVITY SLIDING DOOR	
4	820	INTERNAL TIMBER DOOR	
5	920	INTERNAL TIMBER DOOR	
6	920	INTERNAL TIMBER DOOR	
7	920	GLAZED EXTERNAL DOOR	
8	920	INTERNAL TIMBER DOOR	
9	820	CAVITY SLIDING DOOR	
10	820	INTERNAL TIMBER DOOR	
11	920	INTERNAL TIMBER DOOR	
12	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	910	AWNING WINDOW	
W2	1800	910	AWNING WINDOW	
W3	1800	910	AWNING WINDOW	
W4	1800	910	AWNING WINDOW	
W5	1800	910	AWNING WINDOW	
W6	1800	910	AWNING WINDOW	
W7	600	2170	SLIDING WINDOW	
W8	2100	2110	SLIDING DOOR	
W9	1200	1450	SLIDING WINDOW	
W10	600	1210	SLIDING WINDOW	OPAQUE
W11	600	1210	SLIDING WINDOW	OPAQUE
W12	1200	1450	SLIDING WINDOW	
W13	2100	2110	SLIDING DOOR	
W14	600	2170	SLIDING WINDOW	

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE
WITH FLY SCREENS TO SUIT ??? **BAL** RATING.
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING



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Project:
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DEVELOPMENT
29 TALBOT STREET,
FINGAL

Client name:
LORETO COMMUNITY HOUSING

Drafted by:
D.D.H.

Approved by:
Approver



Drawing:
DOOR AND WINDOW
SCHEDULES

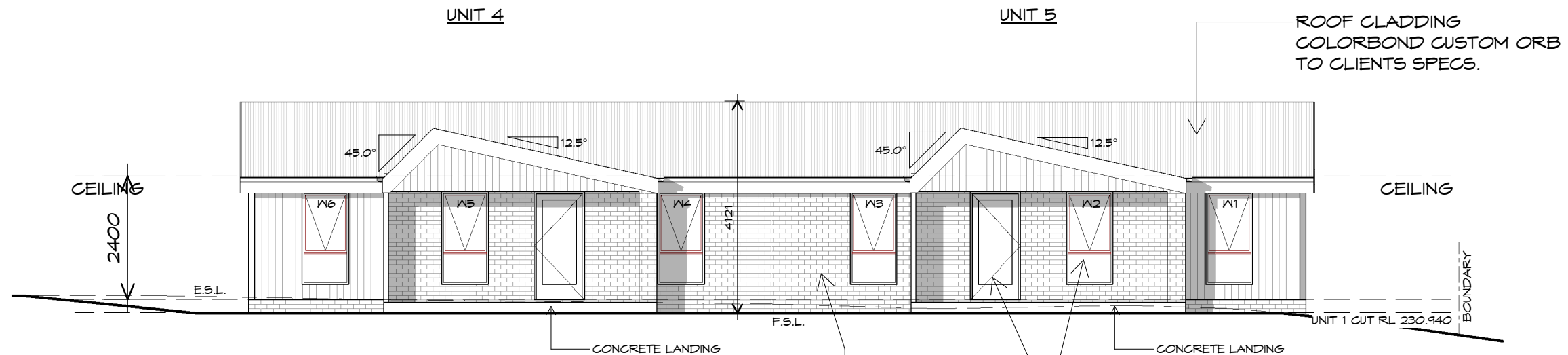
Date: 22.08.2025

Scale:

Project/Drawing no: PD22304 -U4-5-02

Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A



NORTHERN ELEVATION

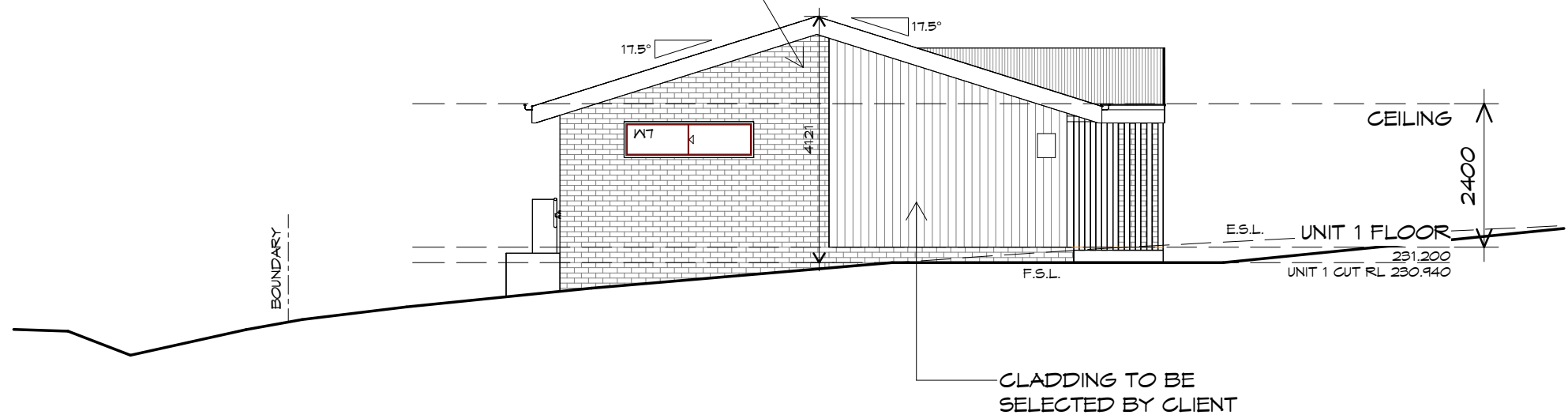
1 : 100

BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS.
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH ABCB HOUSING PROVISIONS PART 5

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 13.4

ROOF CLADDING
COLORBOND CUSTOM ORB
TO CLIENTS SPECS.

ROOF FRAMING
PREFABRICATED ROOF TRUSSES
@ 900 CRS MAX
BRACING BY OTHERS



EASTERN ELEVATION

1 : 100

CLADDING TO BE
SELECTED BY CLIENT



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Project:
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29 TALBOT STREET,
FINGAL**
Client name:
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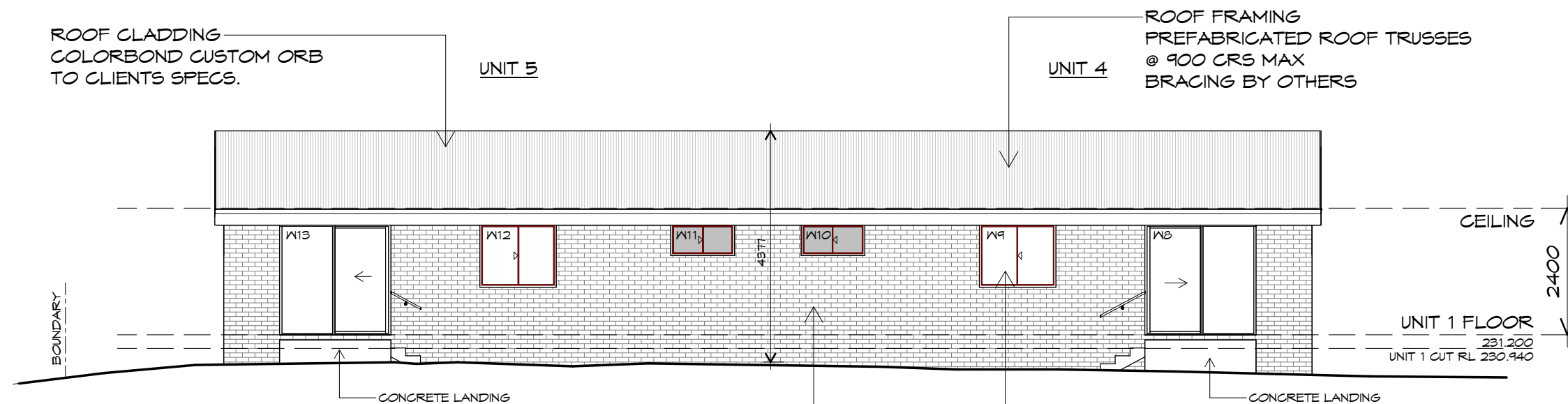
Drawing:
ELEVATIONS

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U4-5-03 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

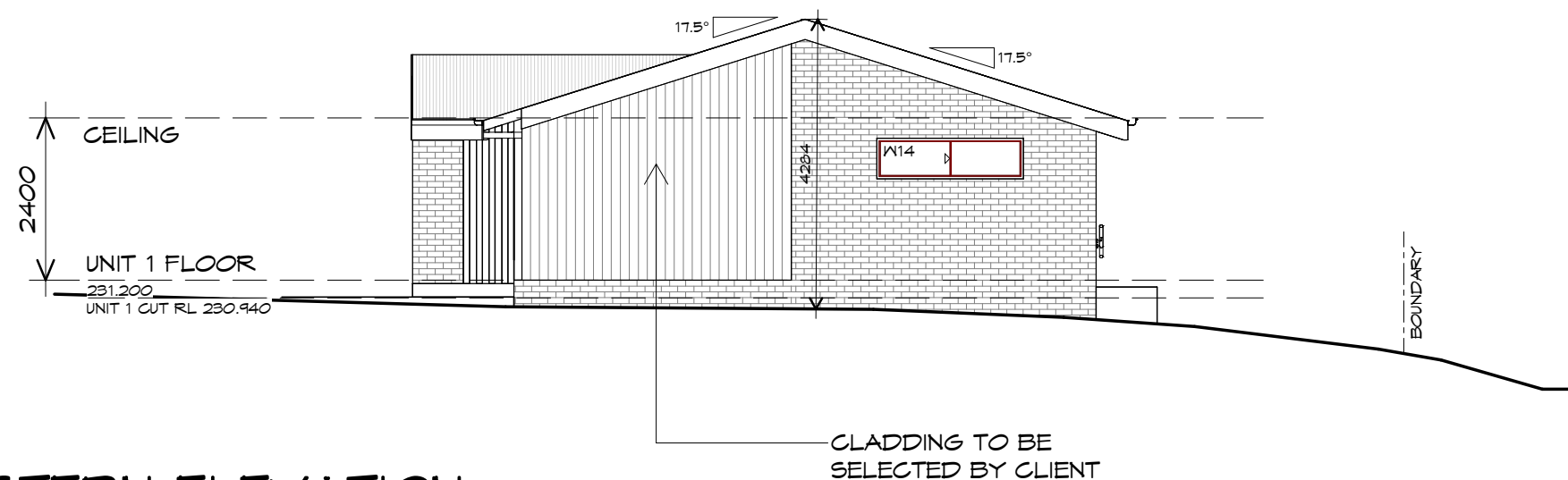


SOUTHERN ELEVATION

1 : 100

BRICKWORK
SELECTED FIRED CLAY
FACE BRICKS.
RAKED JOINTS, STRETCHER BOND
REFER ENGINEER FOR
ARTICULATION JOINTS
ALL MASONRY TO COMPLY
WITH ABCB HOUSING PROVISIONS PART 5

DOORS AND WINDOWS TO BE
SEALED IN ACCORDANCE WITH
ABCB HOUSING PROVISIONS PART 13.4



WESTERN ELEVATION

1 : 100

CLADDING TO BE
SELECTED BY CLIENT



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Project:
**PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL**
Client name:
LORETO COMMUNITY HOUSING

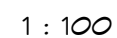
Drawing:
ELEVATIONS

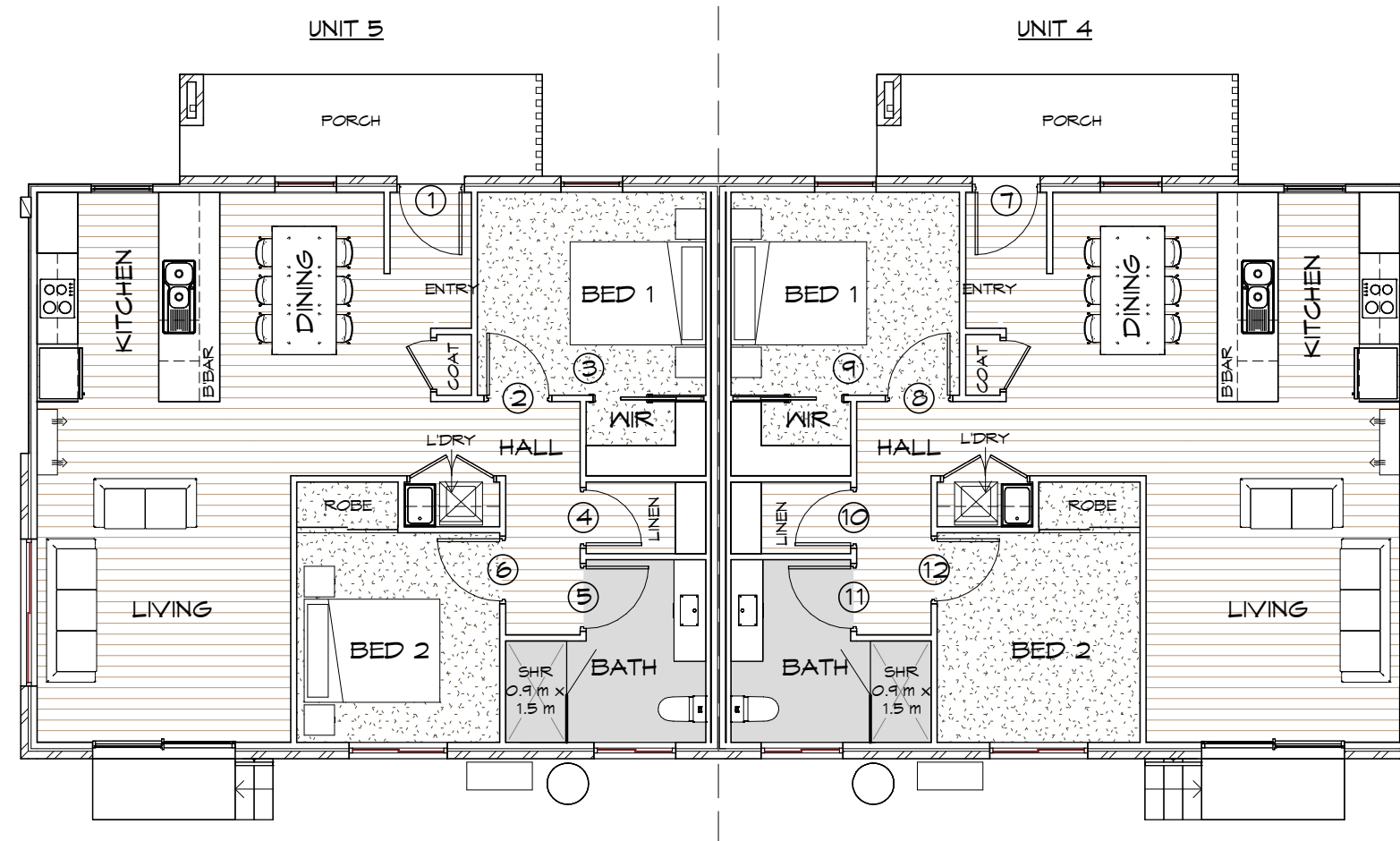
Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

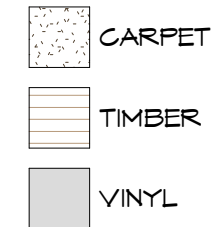
Project/Drawing no: PD22304 -U4-5-04 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A





LEGEND



FLOOR FINISHES PLAN

1 : 100



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Project:
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29 TALBOT STREET,
FINGAL
Client name:
LORETO COMMUNITY HOUSING

Drawing:
FLOOR FINISHES PLAN

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD22304 -U4-5-06 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

ELECTRICAL INDEX

LIGHTING

- FOUR LIGHT, 3 IN 1 BATHROOM LIGHT C/W DAMPER, EXHAUST TO OUTSIDE*
- L.E.D. - SEALED DOWN LIGHT *

SWITCH TYPE

- ONE-WAY SWITCH

WALL OUTLETS

- GENERAL PURPOSE OUTLET (DOUBLE)
- HOTPLATE SAFETY CUT-OFF
- T.V. OUTLET

OTHER

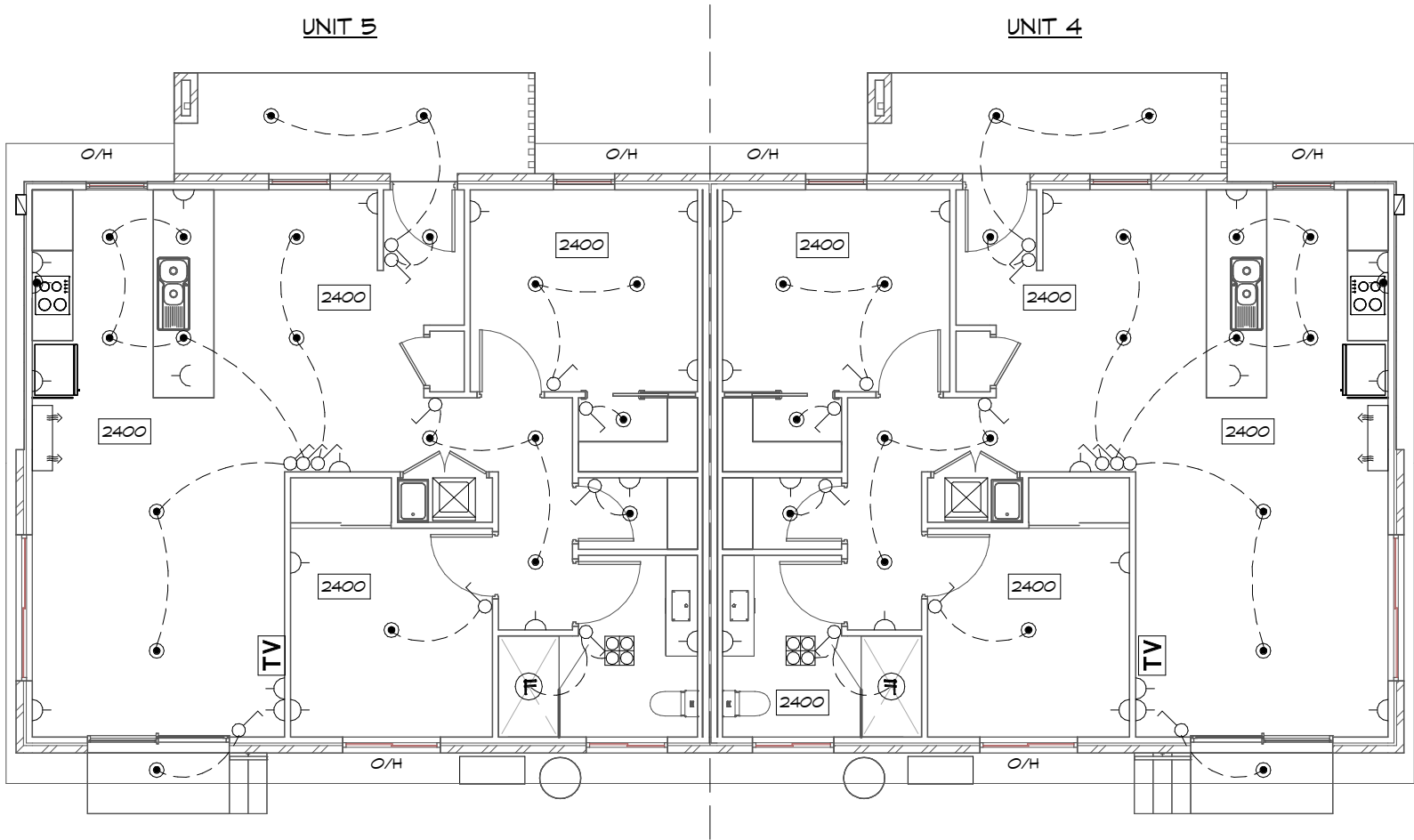
- 240V SMOKE ALARM
- SWITCH BOX
- EXHAUST FAN, VENT TO OUTSIDE AIR, PROVIDE POWER

CEILING

- XXXX DENOTES CEILING HEIGHT
- O/H ROOF OVERHANG/EAVES

HEATING

- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT



PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

ELECTRICAL/REFLECTED CEILING PLAN

1 : 100

UNITS 4-5



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Project:
PROPOSED RESIDENTIAL
DEVELOPMENT
29 TALBOT STREET,
FINGAL

Client name:
LORETO COMMUNITY HOUSING

Drafted by:
D.D.H.

Approved by:
Approver



Drawing:
ELECTRICAL/REFLECTED
CEILING PLAN

Date: 22.08.2025
Scale: 1 : 100

Project/Drawing no: PD22304 -U4-5-07
Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

LEGEND

- CSD CAVITY SLIDING DOOR
- S/D SLIDING DOOR
- COL COLUMN
- G.S. GLASS SCREEN
- HWC HOT WATER CYLINDER

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



FLOOR PLAN

1 : 100

UNIT 6 FLOOR AREA	67.45	m2	(7.26	SQUARES)
UNIT 7 FLOOR AREA	66.85	m2	(7.20	SQUARES)
UNIT 8 FLOOR AREA	67.19	m2	(7.23	SQUARES)
TOTAL AREA	201.50		21.69	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF
BUILDING AND GARAGE, UNLESS OTHERWISE STATED.
DECKS AND OUTDOOR AREAS ARE CALCULATED
SEPARATELY.



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29 TALBOT STREET,
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Client name:
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Drawing:
FLOOR PLAN

Drafted by:
D.D.H.
Approved by:
Approver
Date:
22.08.2025
Scale:
1 : 100

Project/Drawing no:
PD242304 -U6-8-01
Revision:
07
Accredited building practitioner: Frank Geskus -No CC246A



UNITS 6-8

DOOR SCHEDULE			
MARK	WIDTH	TYPE	REMARKS
1	920	GLAZED EXTERNAL DOOR	
2	920	INTERNAL TIMBER DOOR	
3	770	CAVITY SLIDING DOOR	
4	920	INTERNAL TIMBER DOOR	
5	920	GLAZED EXTERNAL DOOR	
6	920	INTERNAL TIMBER DOOR	
7	770	CAVITY SLIDING DOOR	
8	920	INTERNAL TIMBER DOOR	
9	920	GLAZED EXTERNAL DOOR	
10	920	INTERNAL TIMBER DOOR	
11	770	CAVITY SLIDING DOOR	
12	920	INTERNAL TIMBER DOOR	

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1030	1210	SLIDING WINDOW	
W2	1800	910	AWNING WINDOW	
W3	1800	910	AWNING WINDOW	
W4	1030	1210	SLIDING WINDOW	
W5	1800	910	AWNING WINDOW	
W6	1800	910	AWNING WINDOW	
W7	1030	1210	SLIDING WINDOW	
W8	1800	910	AWNING WINDOW	
W9	1800	910	AWNING WINDOW	
W10	900	610	AWNING WINDOW	OPAQUE
W11	2100	2110	SLIDING DOOR	
W12	900	610	AWNING WINDOW	OPAQUE
W13	2100	2110	SLIDING DOOR	
W14	900	610	AWNING WINDOW	OPAQUE
W15	2100	2110	SLIDING DOOR	
W16	600	2110	SLIDING WINDOW	

ALUMINIUM WINDOWS **DOUBLE GLAZING** COMPLETE WITH FLY SCREENS
ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE
PRIOR TO ORDERING



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Project:
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29 TALBOT STREET,
FINGAL

Client name:
LORETO COMMUNITY HOUSING

Drafted by:
D.D.H.

Approved by:
Approver

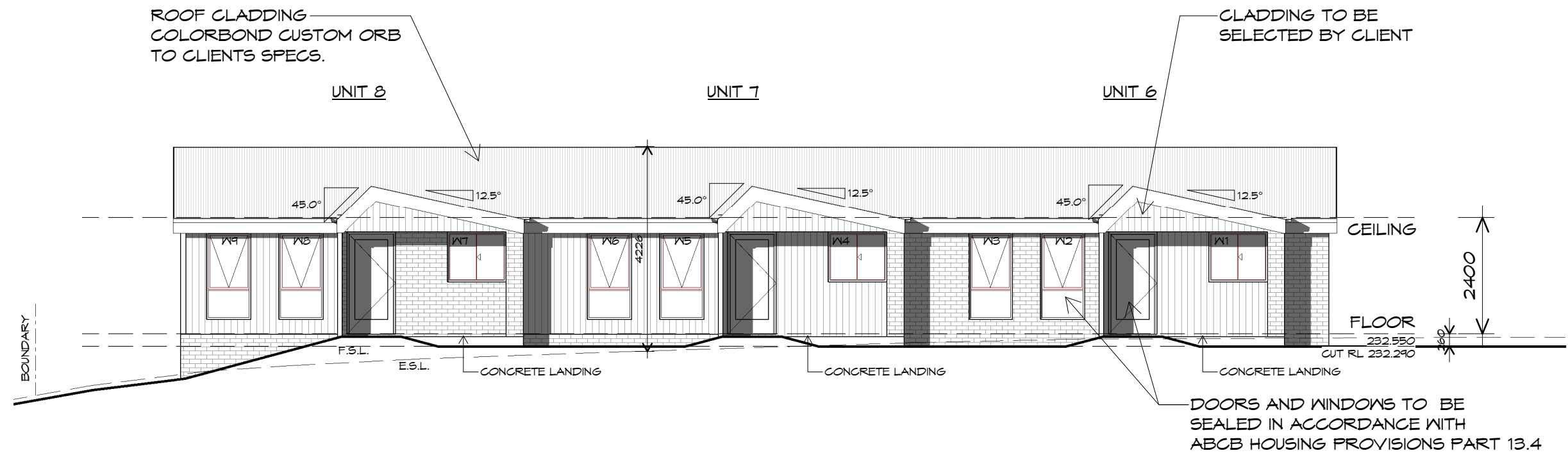


Drawing:
DOOR AND WINDOW
SCHEDULES

Date: 22.08.2025 Scale:

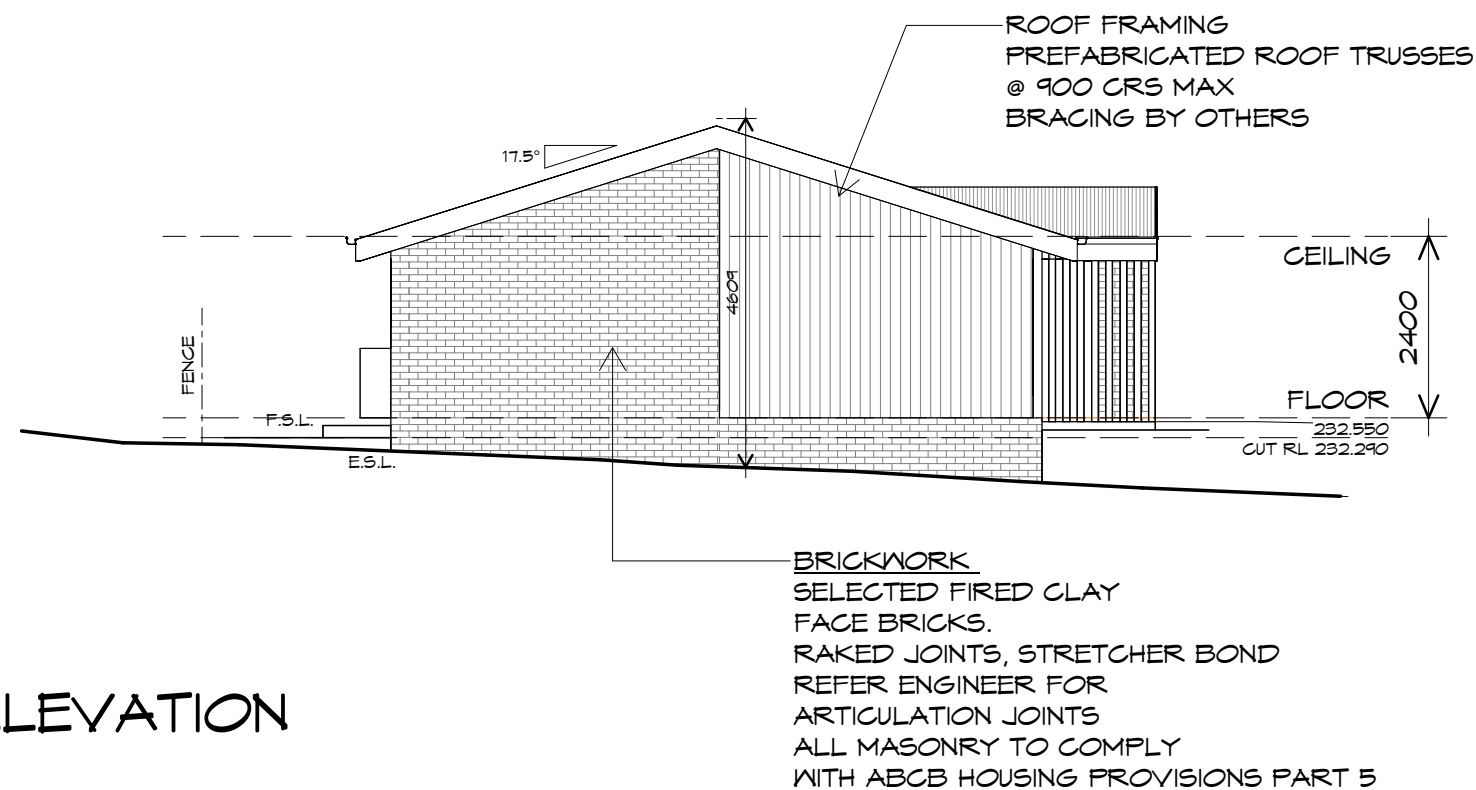
Project/Drawing no: PD242304 -U6-8-02 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A



NORTHERN ELEVATION

1 : 100



EASTERN ELEVATION

1 : 100

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS



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Project:
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DEVELOPMENT
29 TALBOT STREET,
FINGAL**
Client name:
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Drawing:
ELEVATIONS

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

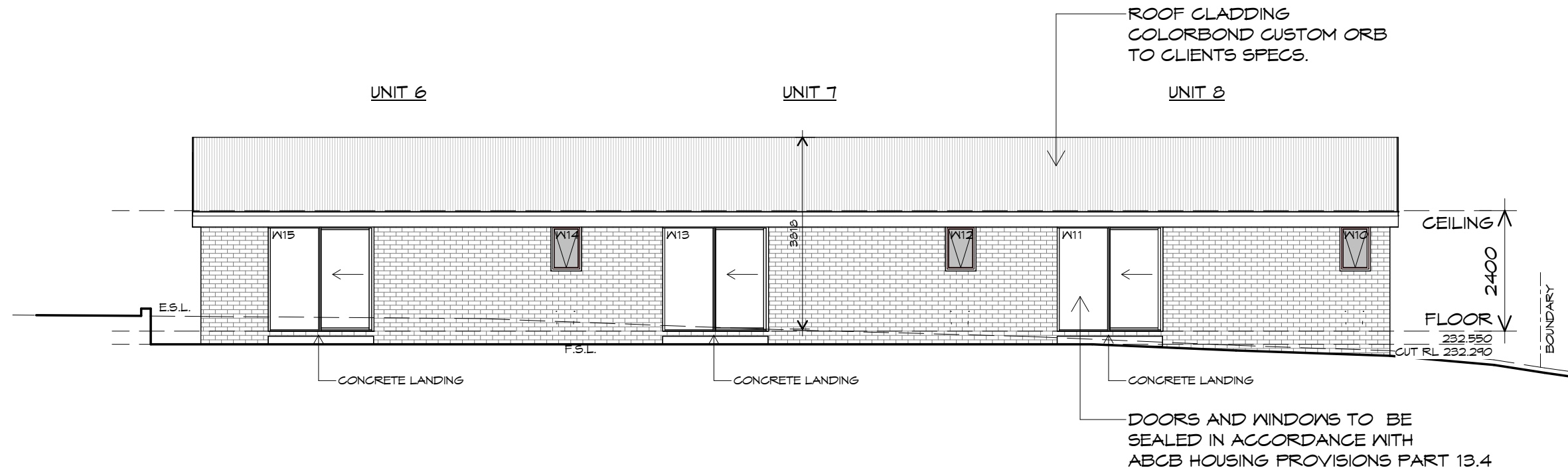
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Accredited building practitioner: Frank Geskus -No CC246A



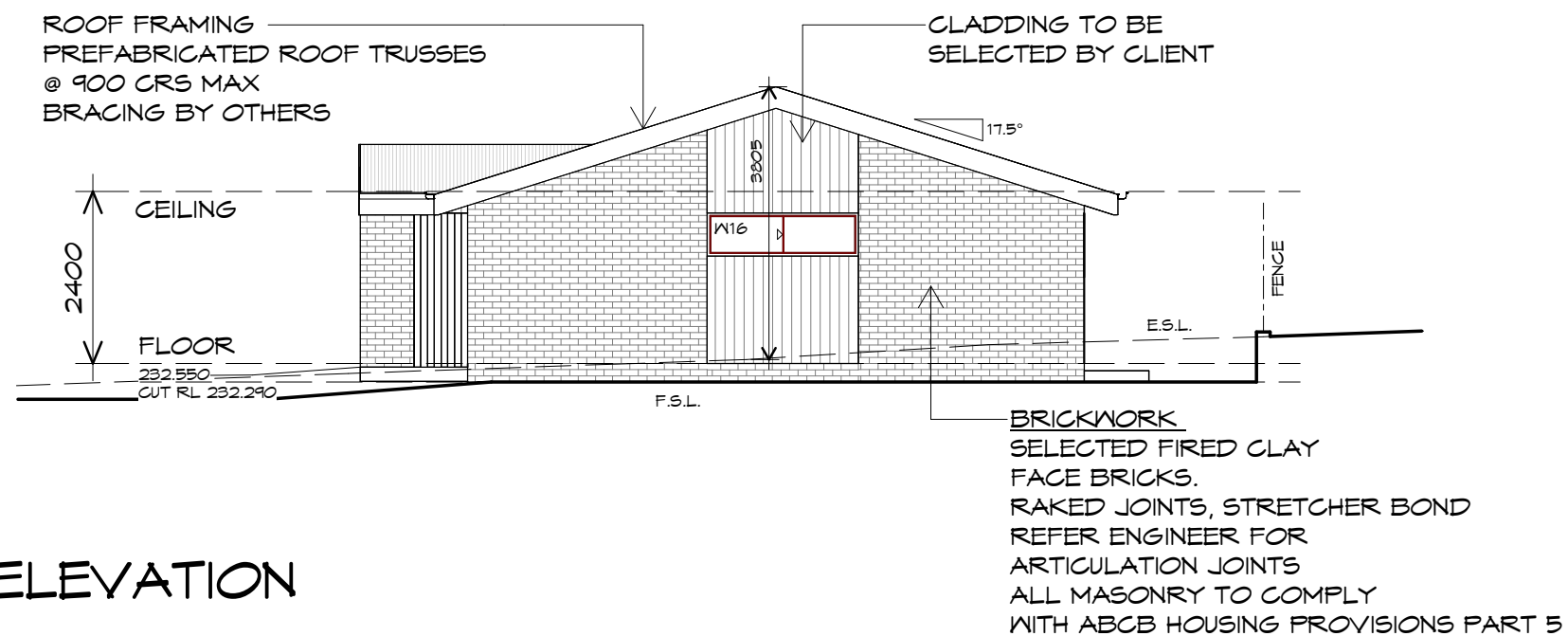
BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

UNITS 6-8



SOUTHERN ELEVATION

1 : 100



WESTERN ELEVATION

1 : 100



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29 TALBOT STREET,
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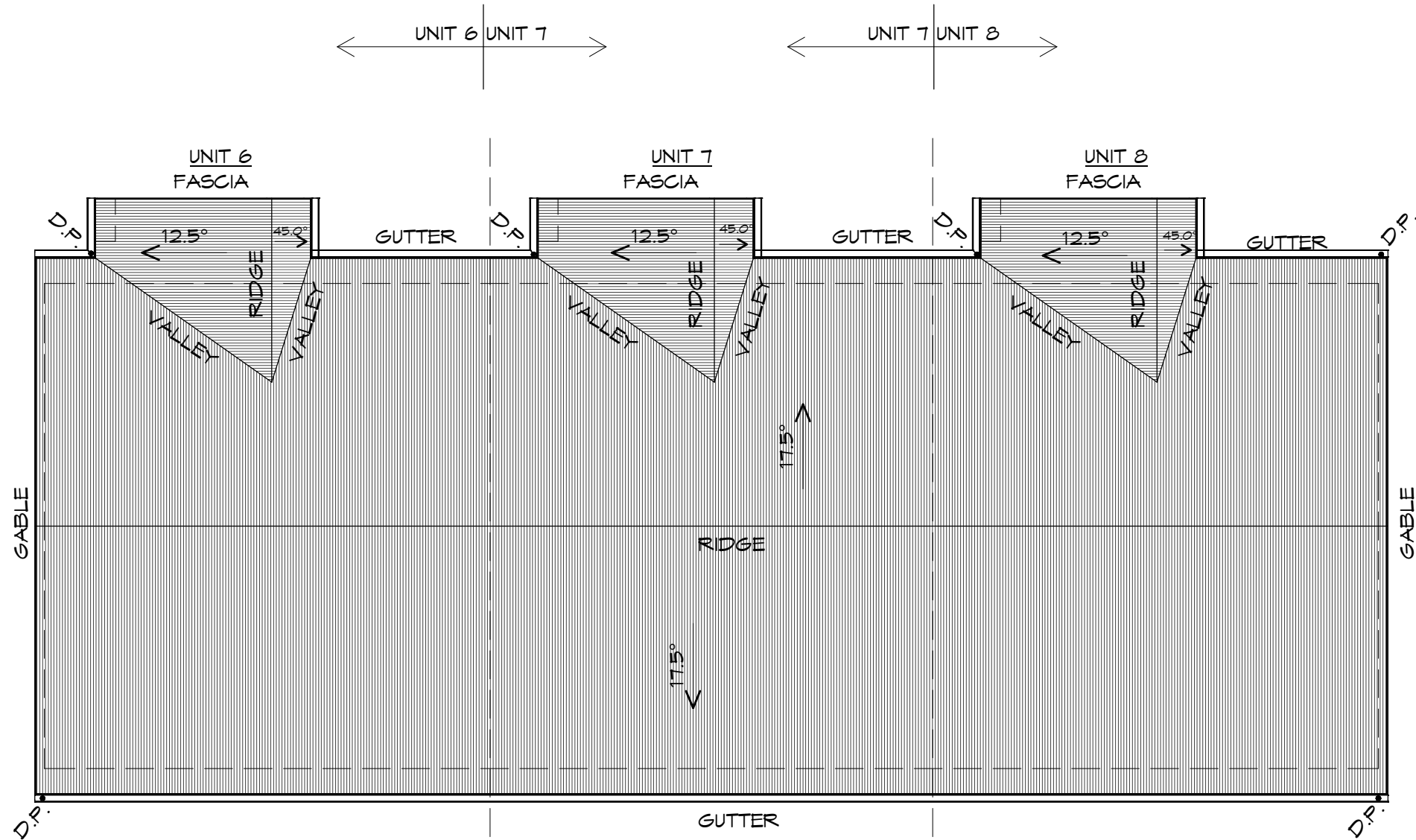
Drawing:
ELEVATIONS

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD242304 -U6-8-04 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A



ROOF PLAN
1 : 100

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS



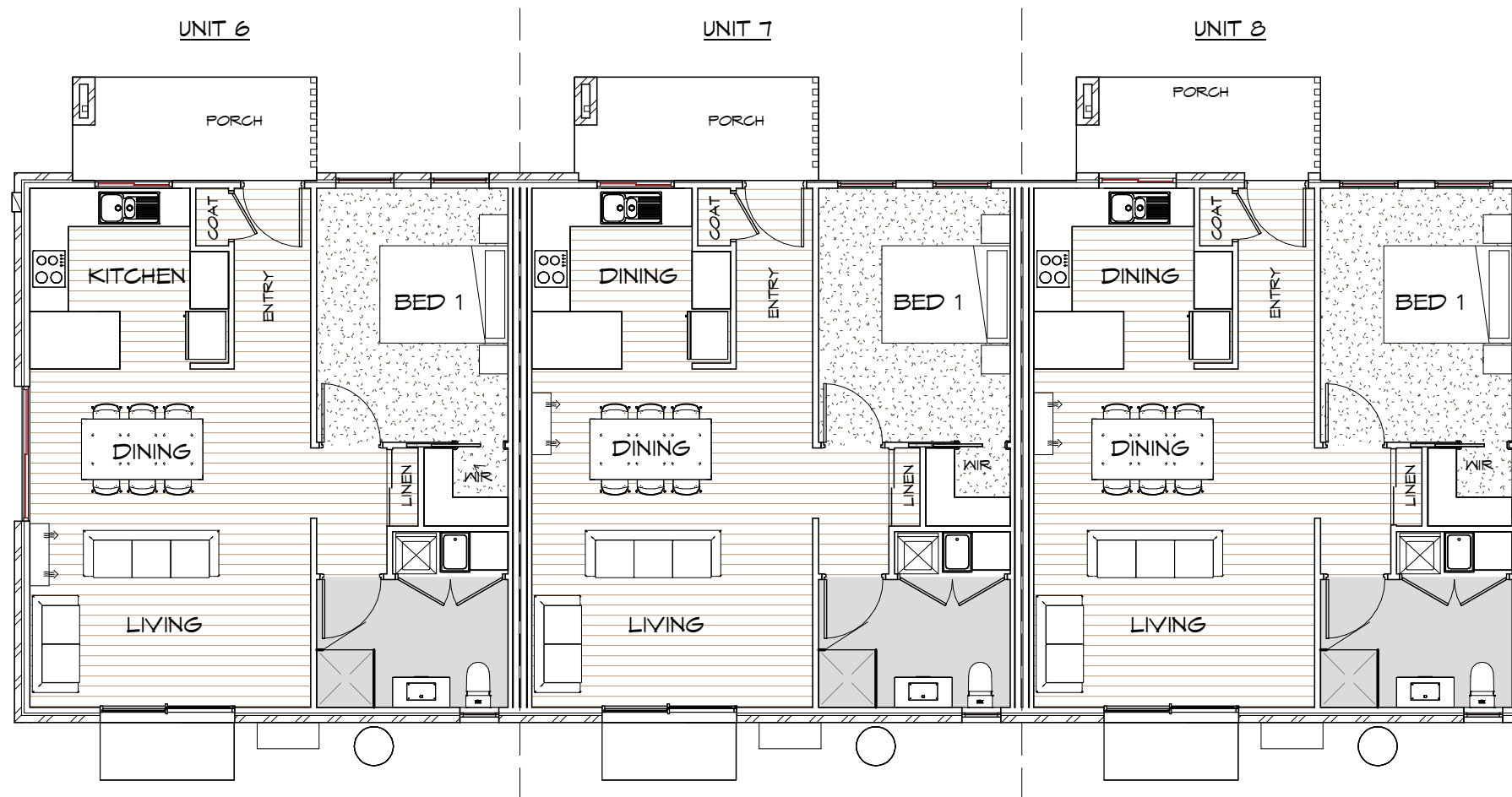
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Project:
**PROPOSED RESIDENTIAL
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29 TALBOT STREET,
FINGAL**
Client name:
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Drawing:
ROOF PLAN

Drafted by: D.D.H.	Approved by: Approver	
Date: 22.08.2025	Scale: 1 : 100	

Project/Drawing no: PD242304 -U6-8-05	Revision: 07
Accredited building practitioner: Frank Geskus -No CC246A	



LEGEND

- CARPET
- TIMBER
- VINYL

FLOOR FINISHES PLAN

1 : 100



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Drawing:
FLOOR FINISHES PLAN

Drafted by: D.D.H. Approved by: Approver

Date: 22.08.2025 Scale: 1 : 100

Project/Drawing no: PD242304 -U6-8-06 Revision: 07

Accredited building practitioner: Frank Geskus -No CC246A

ELECTRICAL INDEX

LIGHTING

- FOUR LIGHT, 3 IN 1 BATHROOM LIGHT
C/W DAMPER, EXHAUST TO OUTSIDE*
- L.E.D. - SEALED DOWN LIGHT *

SWITCH TYPE

- ONE-WAY SWITCH

WALL OUTLETS

- GENERAL PURPOSE OUTLET (DOUBLE)
- HOTPLATE SAFETY CUT-OFF
- T.V. OUTLET

OTHER

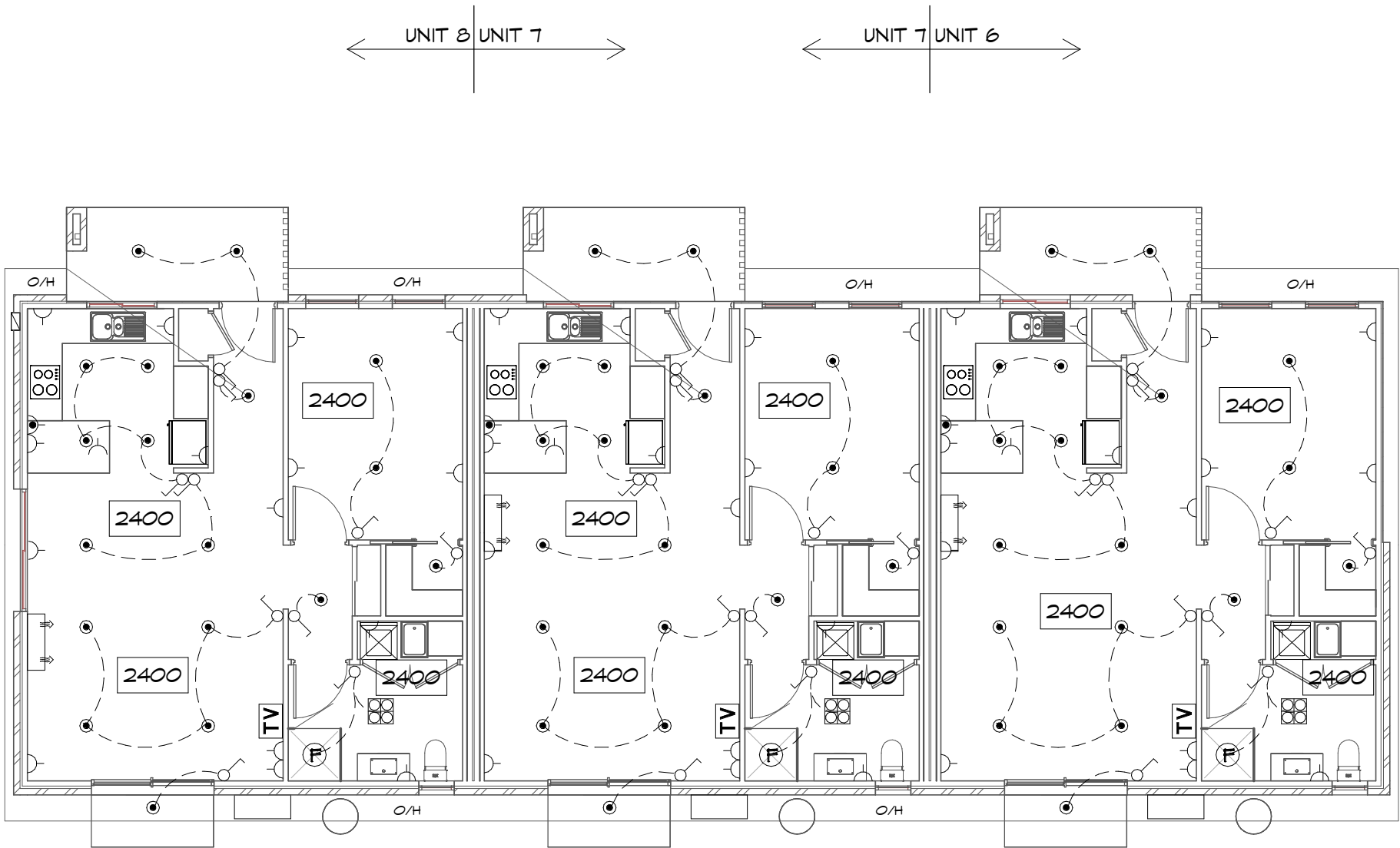
- 240v SMOKE ALARM
- SWITCH BOX
- EXHAUST FAN, VENT TO
OUTSIDE AIR, PROVIDE
POWER

CEILING

- xxxx DENOTES CEILING HEIGHT
- o/h ROOF OVERHANG/EAVES

HEATING

- H.P. HEAT PUMP
- H.P. HEAT PUMP, OUTDOOR UNIT



ELECTRICAL/REFLECTED CEILING PLAN

1 : 100

UNITS 6-8



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Approved by:
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Drawing:
ELECTRICAL/REFLECTED
CEILING PLAN

Date: 22.08.2025
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Project/Drawing no: PD242304 -U6-8-07
Revision: 07

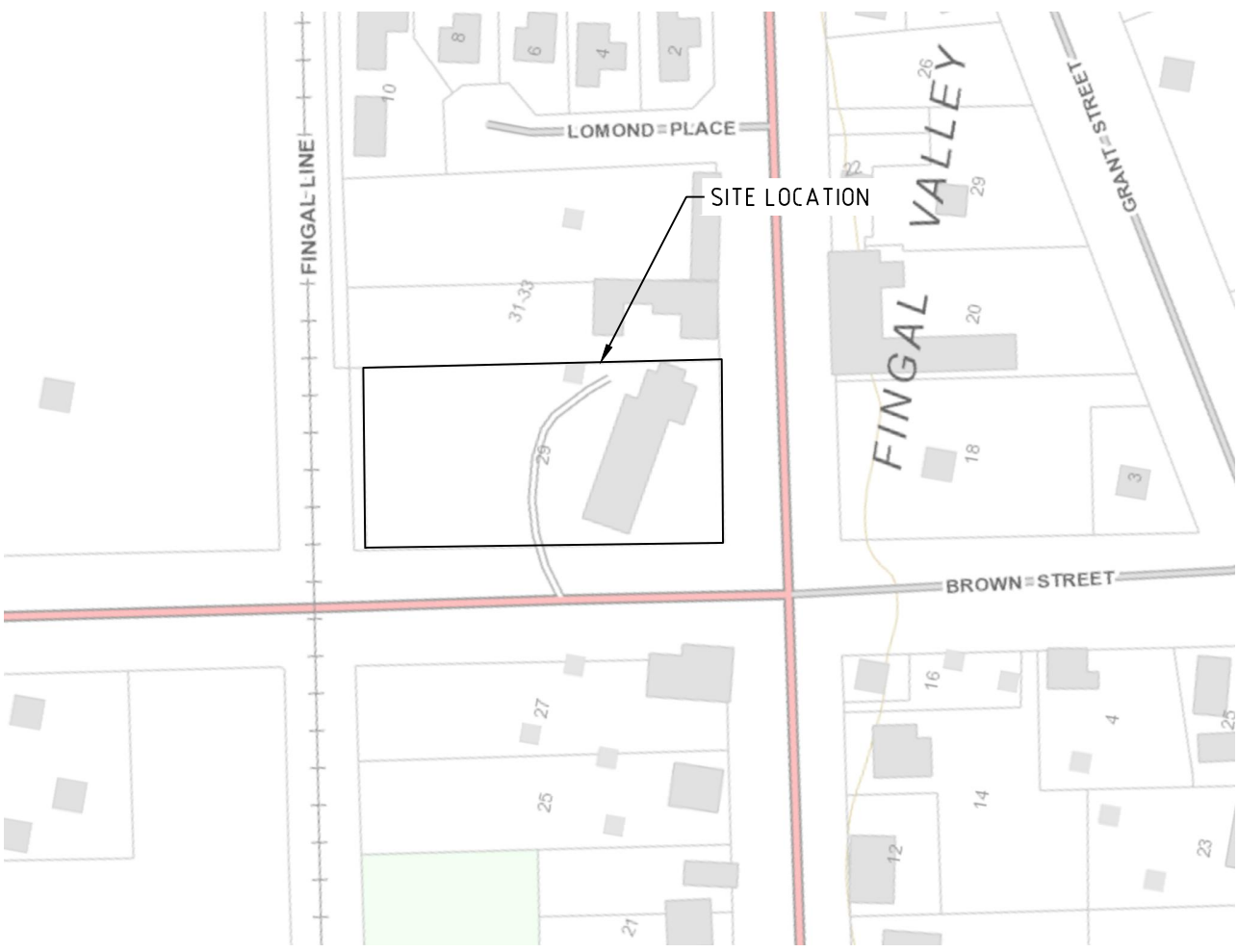
Accredited building practitioner: Frank Geskus -No CC246A

PLANNING

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LORETO COMMUNITY HOUSING
RESIDENTIAL DEVELOPMENT
29 TALBOT STREET,
FINGAL, TAS 7214

DWG No.	DRAWING TITLE	REV	ISSUE DATE
C002	DRAWING INDEX AND NOTES	A	29.07.2026
C250	OVERALL SITE PLAN	A	29.07.2026
C251	SITEWORKS PLAN	A	29.07.2026
C450	STORMWATER PLAN 01	A	29.07.2026
C550	SEWER PLAN	A	29.07.2026
C650	WATER PLAN	A	29.07.2026
C750	DETAILS	A	29.07.2026



LOCALITY PLAN
SCALE 1:2000

CIVIL/HYDRAULIC NOTES

GENERAL

- G1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES SHALL BE REFERRED TO GANDY AND ROBERTS FOR CLARIFICATION
- G2. SETTING OUT DIMENSIONS AND LEVELS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT.
- G3. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THESE DRAWINGS
- G4. DURING CONSTRUCTION THE CONTRACTOR SHALL MAINTAIN EXCAVATIONS AND STRUCTURES IN A STABLE CONDITION AND ENSURE THAT NO PART IS OVERSTRESSED UNDER CONSTRUCTION ACTIVITIES
- G5. THE CONTRACTOR IS RESPONSIBLE FOR THE CREATION AND MAINTENANCE OF TEMPORARY SITE ACCESSES. STRENGTHENING OF DESIGN PAVEMENTS TO CARRY CONSTRUCTION VEHICLES (IN EXCESS OF THE DESIGN ALLOWANCE) SHALL BE AT THE CONTRACTOR'S EXPENSE
- G6. LOCATION AND VERIFICATION OF EXISTING SERVICES IS THE CONTRACTOR'S RESPONSIBILITY. REFER ANY SERVICES DISCOVERED ONSITE WHICH ARE NOT SHOWN ON THE DRAWINGS, OR ARE IN A DIFFERENT LOCATION TO THAT SHOWN, TO GANDY AND ROBERTS. THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY INVESTIGATIONS, INCLUDING LIAISON WITH SERVICE AUTHORITIES, TO DETERMINE IF THE DISCOVERED SERVICES ARE LIVE. THE CONTRACTOR SHALL NOTIFY GANDY AND ROBERTS IN WRITING THAT REDUNDANT SERVICES HAVE BEEN LOCATED AND REQUEST APPROVAL TO SEAL AND ABANDON THOSE SERVICES
- G7. PROTECT ALL EXISTING SERVICES AND OTHER INFRASTRUCTURE FROM DAMAGE DURING CONSTRUCTION. SHOULD DAMAGE OCCUR, ADVISE GANDY AND ROBERTS IMMEDIATELY ALONG WITH DETAILS OF PROPOSED REMEDIAL ACTION. THE COST OF REMEDIAL WORK (INCLUDING REDESIGN IF REQUIRED) SHALL BE BORNE BY THE CONTRACTOR
- G8. THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING WHATEVER DILAPIDATION SURVEYS OF EXISTING BUILDINGS/INFRASTRUCTURE THEY CONSIDER NECESSARY PRIOR TO CONSTRUCTION COMMENCING, AND CONSULTATION WITH ADJOINING LAND OWNERS TO MINIMISE DISRUPTION TO SERVICES/ACCESS ETC. DURING CONSTRUCTION
- G9. ALL SURPLUS CONSTRUCTION MATERIALS (INCLUDING EXCESS CUT AND FILL MATERIAL) SHALL BE REMOVED FROM THE SITE (UNLESS INSTRUCTED OTHERWISE) AT COMPLETION OF THE WORKS
- G10. SURVEY INFORMATION HAS BEEN SUPPLIED BY SURVEY PLUS FOR THE PURPOSES OF PREPARING THE DESIGN DRAWINGS. ALL OTHER SURVEY REQUIRED TO SETOUT AND CONSTRUCT THE WORKS SHALL BE PROVIDED BY THE CONTRACTOR USING A REGISTERED SURVEYOR
- G11. ALL WORKS ARE TO BE UNDERTAKEN BY THE CONTRACTOR AND THEIR SUBCONTRACTORS UNLESS NOTED OTHERWISE ON THE DRAWINGS
- G12. PROPOSED CHANGES TO THE DESIGN OF ANY PART OF THE WORKS SHALL BE SUBMITTED TO GANDY AND ROBERTS FOR REVIEW. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH THE DESIGN CHANGE
- G13. THE CONTRACTOR IS TO ALLOW FOR ALL TESTING OF RAW MATERIALS AND CONSTRUCTED WORKS THAT IS REQUIRED TO DEMONSTRATE COMPLIANCE WITH THE NOMINATED AUSTRALIAN STANDARDS, SPECIFICATIONS, AND STANDARD DRAWINGS. RESULTS OF TESTS SHALL BE PROVIDED TO GANDY AND ROBERTS ON REQUEST
- G14. IF PROTECTION WORKS ARE REQUIRED THE CONTRACTOR SHALL ADVISE THE PROPERTY OWNER THAT THEY ARE REQUIRED TO NOTIFY ADJOINING PROPERTY OWNERS OF THEIR INTENTION TO UNDERTAKE PROTECTION WORKS IN ACCORDANCE WITH PART 6 OF THE BUILDING ACT 2016. THE CONTRACTOR SHALL REFER THE PROPERTY OWNER TO FORM 6 - NOTICE FOR PROPOSED PROTECTION WORK AVAILABLE ON THE CBOS WEBSITE. THE CONTRACTOR SHALL NOT COMMENCE WORKS UNTIL CONFIRMATION HAS BEEN RECEIVED FROM THE PROPERTY OWNER THAT THIS PROCESS HAS BEEN COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING ACT 2016
- G15. THE IDENTIFICATION OF A PROPRIETARY ITEM DOES NOT NECESSARILY IMPLY EXCLUSIVE PREFERENCE FOR THE ITEM IDENTIFIED BUT SHALL BE DEEMED TO INDICATE THE REQUIRED PROPERTIES OF THE ITEM, SUCH AS QUALITY, PERFORMANCE AND THE LIKE. SIMILAR ITEMS HAVING THE REQUIRED PROPERTIES MAY BE OFFERED BY THE CONTRACTOR FOR APPROVAL. WHEN OFFERING AN ALTERNATIVE FOR APPROVAL THE CONTRACTOR MUST PROVIDE ALL AVAILABLE TECHNICAL INFORMATION REQUESTED BY THE SUPERINTENDENT
- G16. PROPRIETARY ITEMS SHALL BE USED, FITTED, INSTALLED AND FINISHED IN ACCORDANCE WITH THE WRITTEN INSTRUCTIONS AND RECOMMENDATIONS OF THE SUPPLIER OR MANUFACTURER
- G17. ON COMPLETION, THE CONTRACTOR SHALL SUPPLY AS CONSTRUCTED DRAWINGS (PREPARED BY A REGISTERED SURVEYOR IN ACCORDANCE WITH AS 1100.4-01) AND FILL SERVICE MANUAL IN BOTH HARD COPY (3 SETS) AND ELECTRONIC (PDF AND DWG) FORMATS. AS CONSTRUCTED DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH TASWATER'S, THE LOCAL AUTHORITY'S AND/OR THE CLIENT'S REQUIREMENTS

TEMPORARY WORKS

THE CONTRACTOR IS REQUIRED TO CARRY OUT ALL TEMPORARY WORKS NECESSARY TO ENABLE COMPLETION OF THE WORKS (INCLUDING THE ENGAGEMENT OF SUITABLY QUALIFIED DESIGNERS AND IS RESPONSIBLE FOR ALL ASSOCIATED COSTS). THIS INCLUDES (BUT IS NOT LIMITED TO) THE FOLLOWING: PRECAST PANEL PROPPING, FORMWORK, SCAFFOLDING, SHORING, BACK PROPPING OF SUSPENDED SLABS

APPROVALS

- A1. PRIOR TO CONSTRUCTION COMMENCING, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND ENGINEERING PERMIT IS IN PLACE FOR THE WORK AND THAT THE RELEVANT AUTHORITIES ARE NOTIFIED AND ALLOWED TO INSPECT AT THE NOMINATED HOLD POINTS
- A2. WHERE PUBLIC WORKS ARE BEING UNDERTAKEN THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LOCAL AUTHORITY AND/OR TASWATER PERMIT TO CONSTRUCT, AS APPLICABLE. PRIOR TO CONSTRUCTION COMMENCING, THIS INCLUDES SUBMITTING REQUESTS FOR LOCAL AUTHORITY ROAD OPENING, STORMWATER CONNECTIONS AND TASWATER SERVICE CONNECTIONS
- A3. UNLESS NOMINATED OTHERWISE, THE FOLLOWING INSPECTION REGIME SHALL BE ADOPTED:
- ROAD FORMATIONS
 - INSPECTION OF SUBGRADE, SUBBASE AND BASE LIFTS, KERBING AND SEAL BY THE LOCAL AUTHORITY AND GANDY AND ROBERTS;
 - STORMWATER
 - INSPECTION OF STORMWATER LINES BY THE LOCAL AUTHORITY;
 - SEWER AND WATER
 - SEWER AND WATER INFRASTRUCTURE TO BE OWNED BY TASWATER TO BE INSPECTED AND SELF-CERTIFIED BY CIVIL CONTRACTOR OR THEIR SUBCONTRACTOR. SEWER PIPELINE PRIOR TO BACKFILLING BY GANDY AND ROBERTS.;
 - AS-BUILT SERVICES SURVEYS
 - POWER, COMMUNICATIONS, GAS ETC. UNDERTAKEN BY THE RELEVANT MANAGING AUTHORITY;
 - DEFECT'S LIABILITY INSPECTION BY GANDY AND ROBERTS.
- A4. A MINIMUM OF 24 HOURS NOTICE IS REQUIRED FOR GANDY AND ROBERTS TO ATTEND THE SITE. DO NOT RELY UPON FACSIMILE OR EMAIL TO COMMUNICATE REQUESTS - MAKE CONTACT WITH OUR OFFICE TO CONFIRM ATTENDANCE
- A5. INSPECTION OF ROAD FORMATIONS MAY INVOLVE PROOF ROLLING WITH A TEST VEHICLE. CONFIRM WITH GANDY AND ROBERTS AND ENSURE A SUITABLE VEHICLE IS AVAILABLE AT THE TIME OF INSPECTION. REFER NOTE R11 FOR ADDITIONAL REQUIREMENTS
- A6. PHOTOGRAPHIC DOCUMENTATION IS NOT AN ADEQUATE BASIS TO PROCEED BEYOND A HOLD POINT UNLESS APPROVED BY GANDY AND ROBERTS

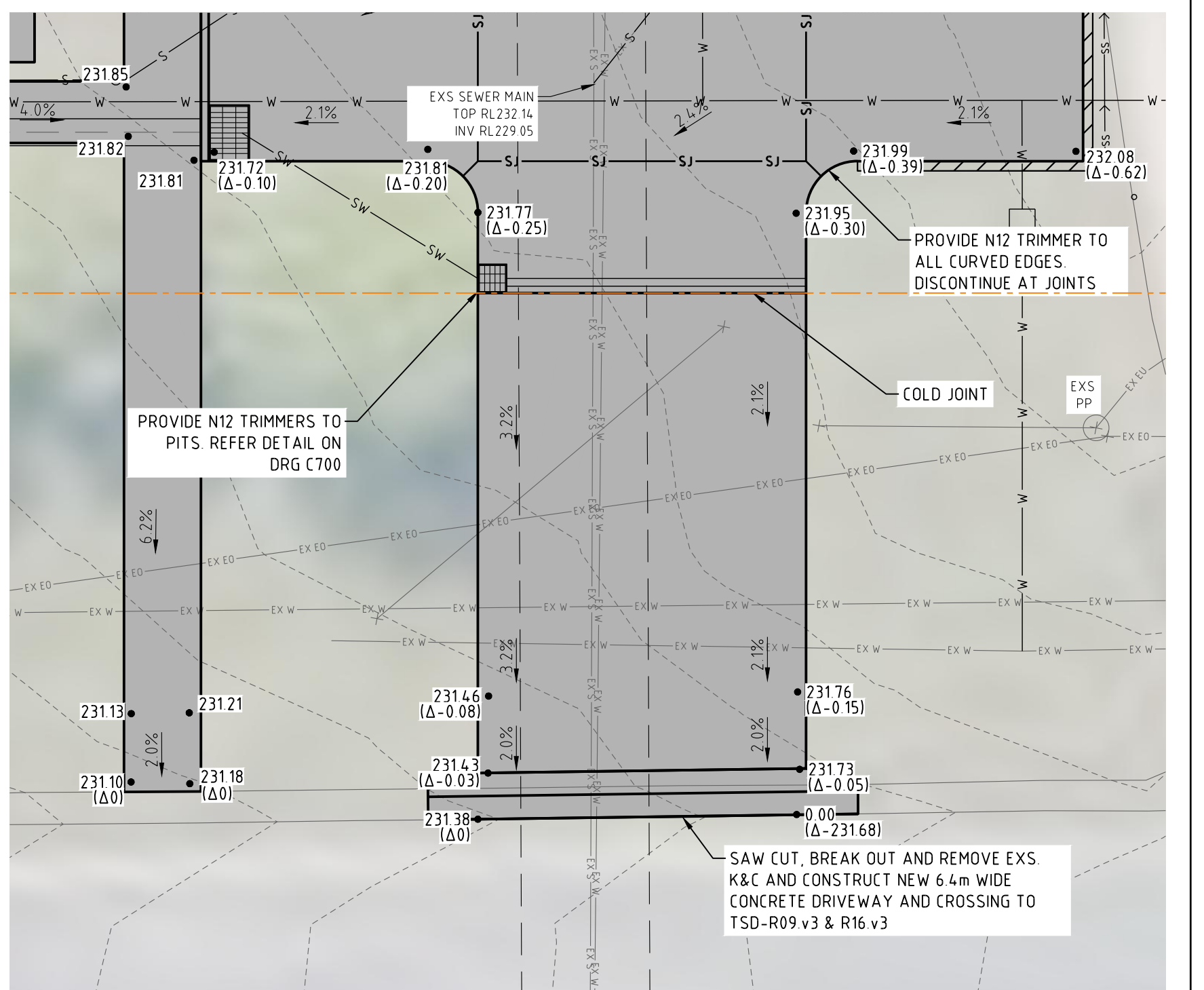
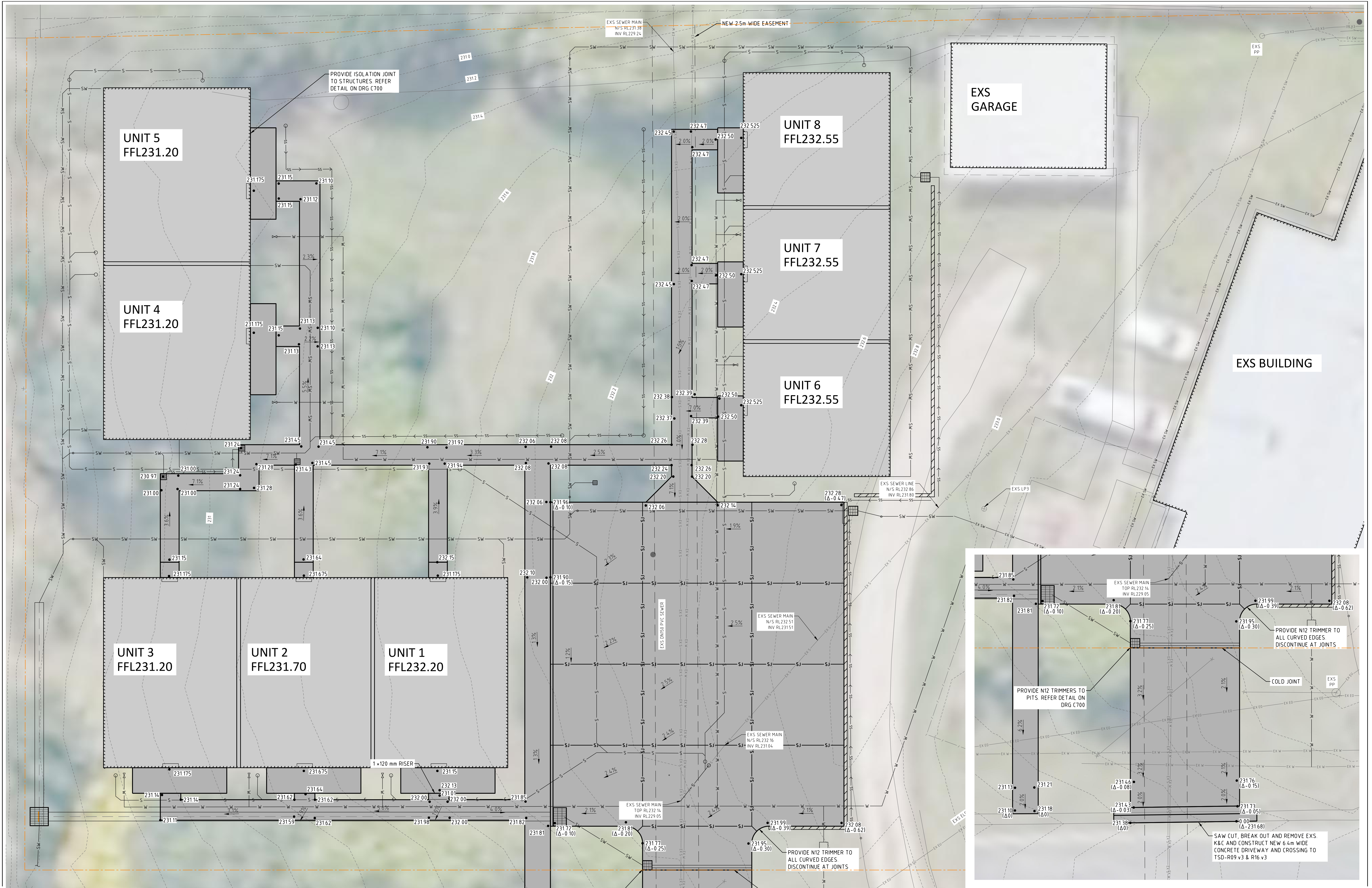
WORK HEALTH AND SAFETY

- H51. THE MAIN CONTRACTOR AND ALL SUB-CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT, REGULATIONS, AND ALL RELEVANT CODES OF PRACTICE
- H52. THE GANDY AND ROBERTS DESIGN SAFETY REPORT 24-0483 REVISION A FORMS AN INTEGRAL PART OF THIS DOCUMENTATION. THIS REPORT IDENTIFIES SAFETY RISKS AND PROPOSES CONTROL MEASURES TO BE FOLLOWED BY THE CONTRACTOR AND THE BUILDING OPERATOR. CONTROLS AND HAZARDS REQUIRING MORE EXPLANATION THAN IN THE SAFETY REPORT ARE HIGHLIGHTED IN OUR DRAWINGS WITH AN EXCLAMATION MARK IN THE TRIANGLE SYMBOL AS SHOWN
- H53. SHOULD THE MAIN CONTRACTOR OR SUB-CONTRACTORS IDENTIFY OMISSIONS OR ERRORS IN THE REPORT RELATED TO THE SCOPE OF GANDY AND ROBERT'S WORK ON THE PROJECT, OR HAVE SAFER WAYS OF WORKING, THEY SHOULD CONTACT GANDY AND ROBERTS PRIOR TO CONSTRUCTION
- H54. SHOULD THE CONTRACTOR PROPOSE AN ALTERNATIVE DESIGN, THIS SHALL BE PRESENTED WITH APPROPRIATE SAFETY RISK PLANNING TO GANDY AND ROBERTS FOR REVIEW



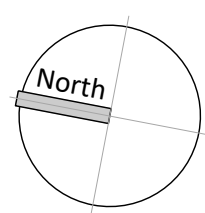
EARTHWORKS

- E1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS" WITH TESTING METHODS IN ACCORDANCE WITH AS1289 "METHODS OF TESTING SOILS FOR ENGINEERING PURPOSES"
- E2. THE EXISTING SURFACE INCLUDING VEGETATION AND DEBRIS UNDER THE BUILDING AND PAVED AREAS SHALL BE TOTALLY REMOVED OR REMOVED TO A DEPTH OF NOT LESS THAN 200 mm WHICHEVER IS THE LESSER TREATMENT. THE LAYER TO BE REMOVED INCLUDES ANY MATERIAL THAT MAY BE UNSUITABLE TO SUPPORT THE PROPOSED WORKS. TOP SOIL TO BE STOCKPILED AS DIRECTED, AND VEGETATION AND DEBRIS REMOVED FROM SITE UNLESS NOTED OTHERWISE. TREE STUMPS SHALL BE FULLY GRUBBED, MINIMUM DEPTH OF 300 mm, AND HOLES FILLED WITH MATERIAL SIMILAR TO THE SURROUNDING MATERIAL AND COMPACTED TO THE SAME DEGREE AS THE SURROUNDING MATERIAL
- E3. FOR EXCAVATION PURPOSES, ROCK IS DEFINED AS HARD OR STRONGLY CEMENTED BEDS OR MASSES WHICH CANNOT BE RIPPED AT THE FOLLOWING PRODUCTION RATES (INSITU VOLUMES) FOR THE PARTICULAR CLASS OF EQUIPMENT, AS DEFINED IN AS2868
- GENERAL EXCAVATION
- MACHINE EQUIPPED WITH A HEAVY DUTY, SINGLE TINE PARALLELOGRAM RIPPER (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK)
- EXCAVATOR OPERATING MASS ≥27T +38T. EXCAVATION RATE SOLID 10 m³ PER HOUR
- EXCAVATOR OPERATING MASS ≥38T +4.7T. EXCAVATION RATE SOLID 15 m³ PER HOUR
- TRENCH EXCAVATION
- MACHINE FITTED WITH A HEAVY DUTY BUCKET AND TEETH WITH HIGH PENETRATION BOOTS (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK)
- EXCAVATOR OPERATING MASS ≥12.5T +15T, 450mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 15 m³ PER HOUR
- EXCAVATOR OPERATING MASS ≥19T +23T, 600mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 3 m³ PER HOUR
- E4. ANY INTERFACE BETWEEN CUT AND FILL SHALL BE NO STEEPER THAN 1V:4H. CUT HORIZONTAL BENCHES FOR ANY FILL PLACED ON GROUND STEEPER THAN 1V:4H
- E5. ALL EXCAVATIONS SHALL BE INSPECTED BY GANDY AND ROBERTS AND/OR THE LOCAL AUTHORITY BEFORE PROCEEDING ANY FURTHER. INSPECTION AND TESTING SHALL OCCUR AFTER EACH LIFT DURING FILLING. TESTING (IN ACCORDANCE WITH TABLE 8.1 OF AS 3798) SHALL BE ARRANGED BY THE CONTRACTOR SUCH THAT THE RESULTS



REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
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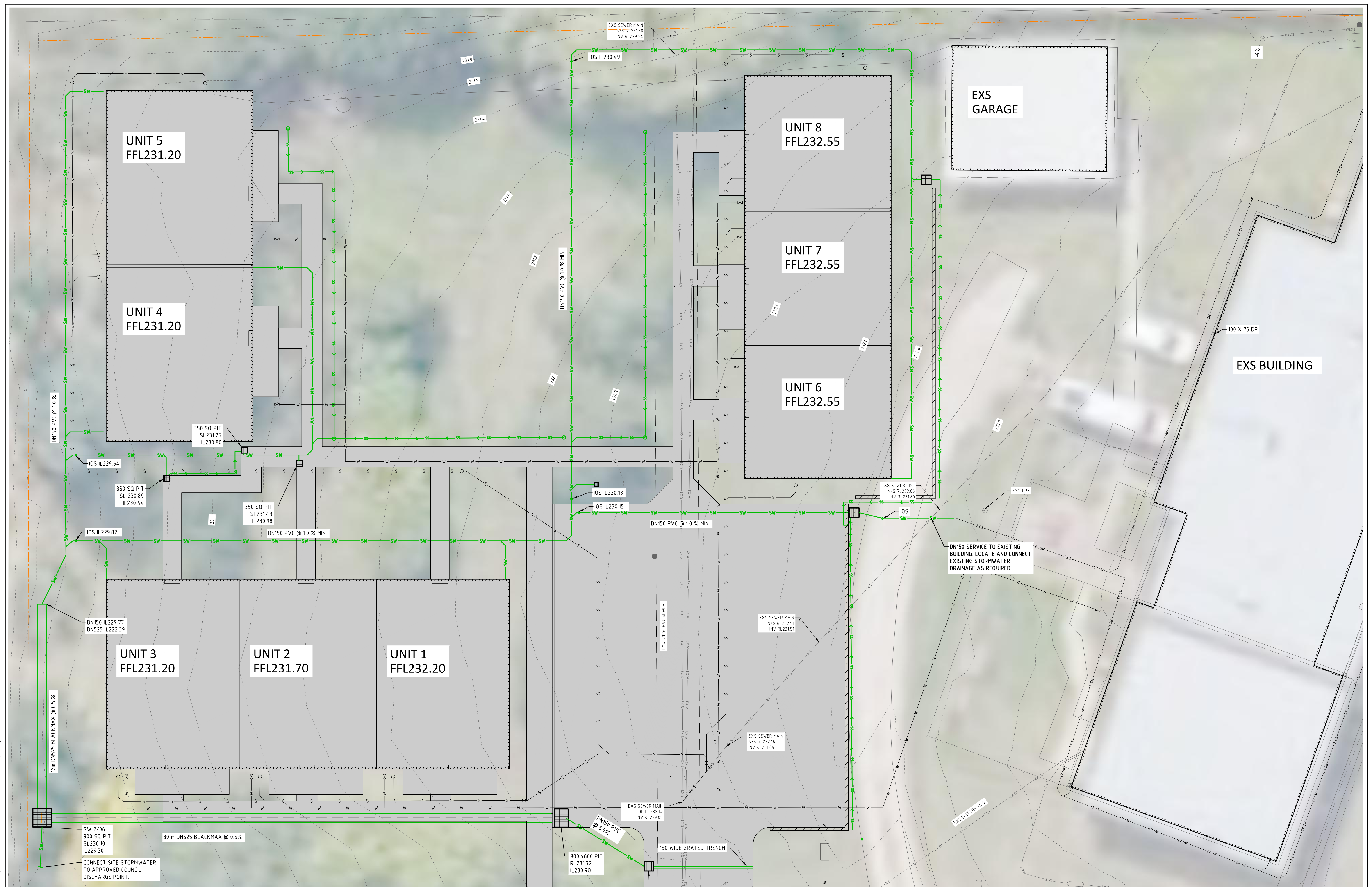
159 DAVEY ST, HOBART
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www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

PROPOSED RESIDENTIAL DEVELOPMENT
29 TALBOT STREET, FINGAL
TASMANIA 7214
DRAWING TITLE
SITeworks PLAN

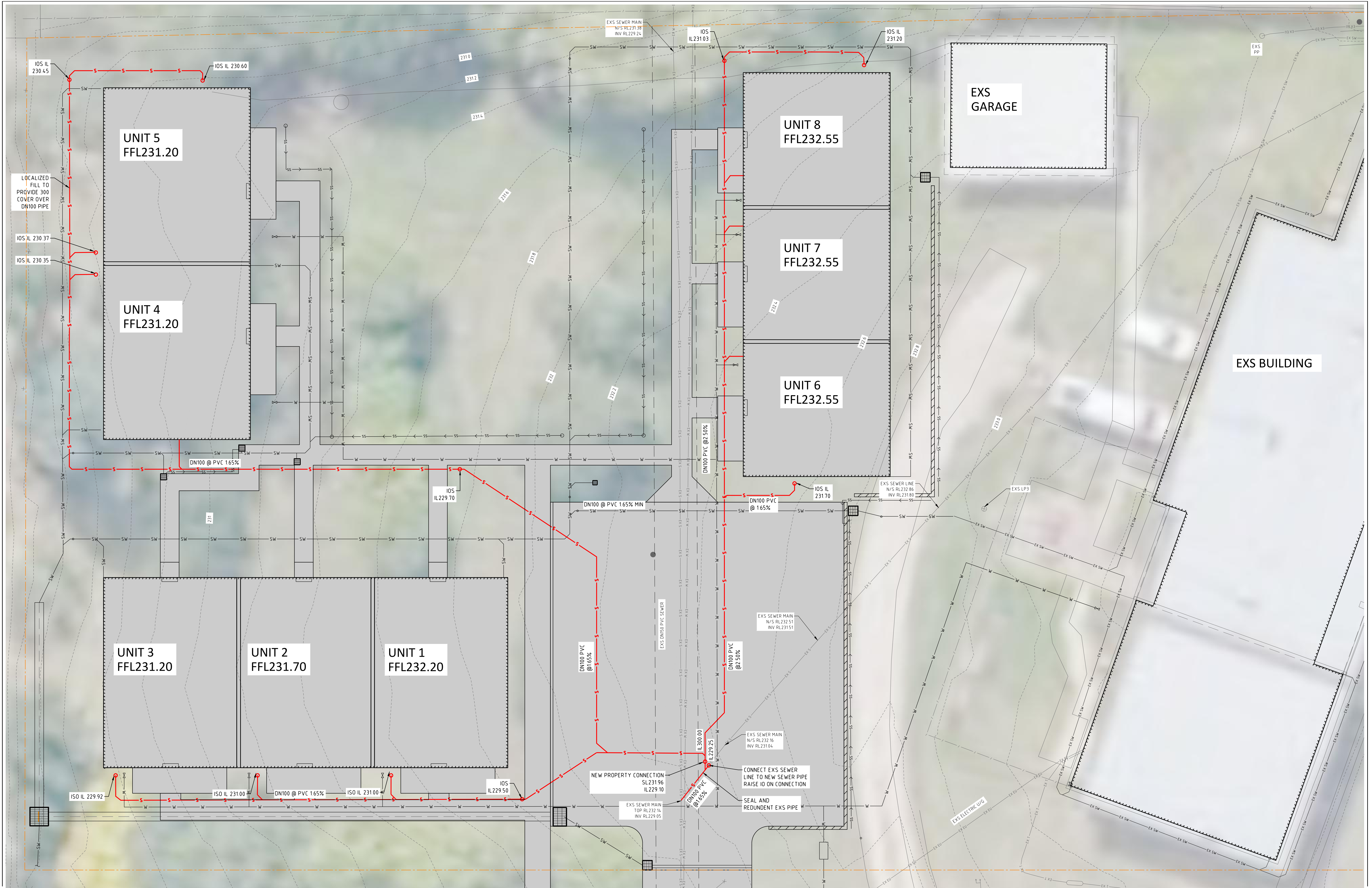
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PROJECT 24.0483	DRAWING C251	REVISION A

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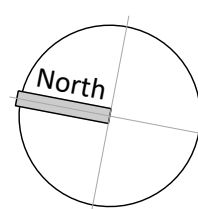


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FOR CONSTRUCTION

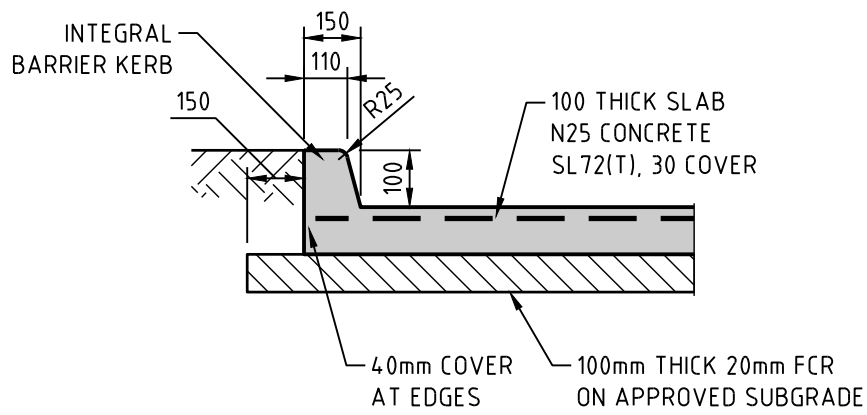


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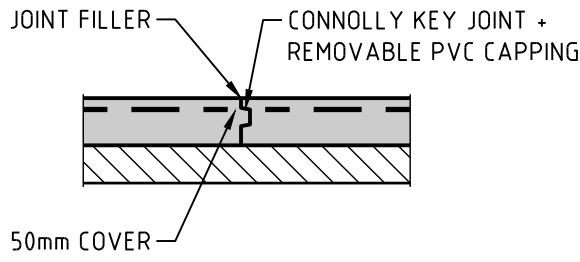
PROPOSED RESIDENTIAL DEVELOPMENT
29 TALBOT STREET, FINGAL
TASMANIA 7214
DRAWING TITLE
SEWER PLAN

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PROJECT 24.0483	DRAWING C550	REVISION A



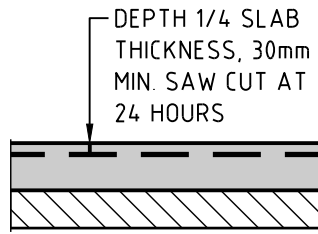
TYPICAL CONCRETE PAVEMENT AND BARRIER KERB DETAIL

NTS
NOTE: CONCRETE PAVEMENT DETAIL NOT SUITABLE FOR EXPOSED AGGREGATE OR SIMILAR SURFACE FINISHES. CONCRETE TO BE FLOAT OR BROOM FINISHED TO ACHIEVE A P5 SLIP RESISTANCE CLASSIFICATION IN ACCORDANCE WITH AS 4586



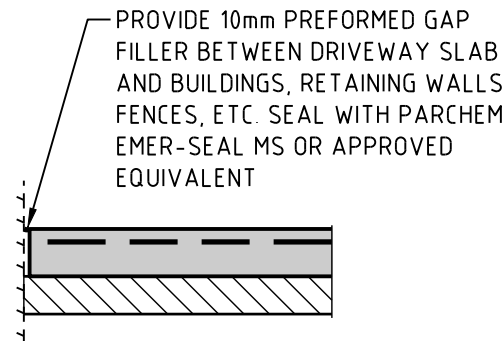
TYPICAL KEY JOINT 'KJ'

NTS
NOTE: 18m CENTRES MAX. UNLESS SHOWN OTHERWISE



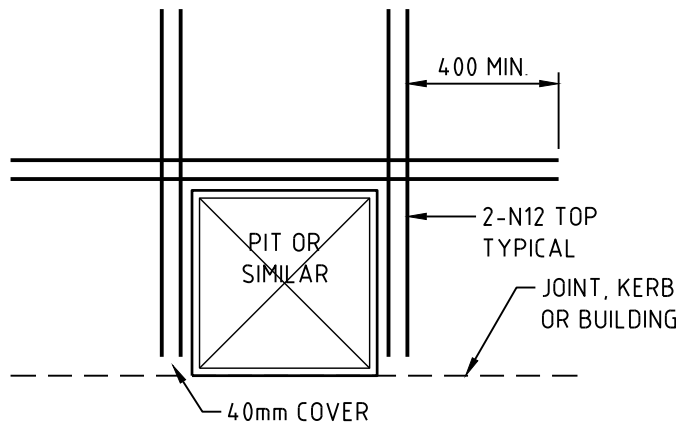
TYPICAL SAWN JOINT 'SJ'

NTS
NOTE: 4.5m MAX CENTRES UNLESS SHOWN OTHERWISE



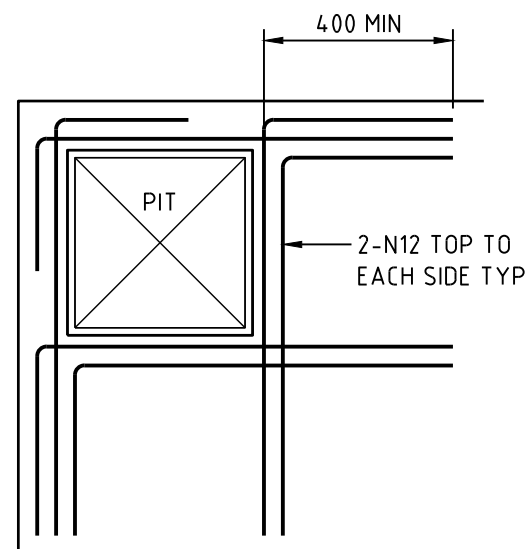
TYPICAL ISOLATION JOINT 'IJ'

NTS



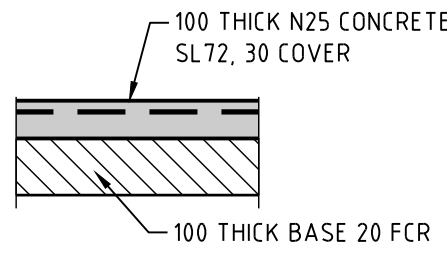
TYPICAL REINFORCEMENT TO PENETRATIONS

NTS



TYPICAL REINFORCEMENT TO PITS AT SLAB EDGE

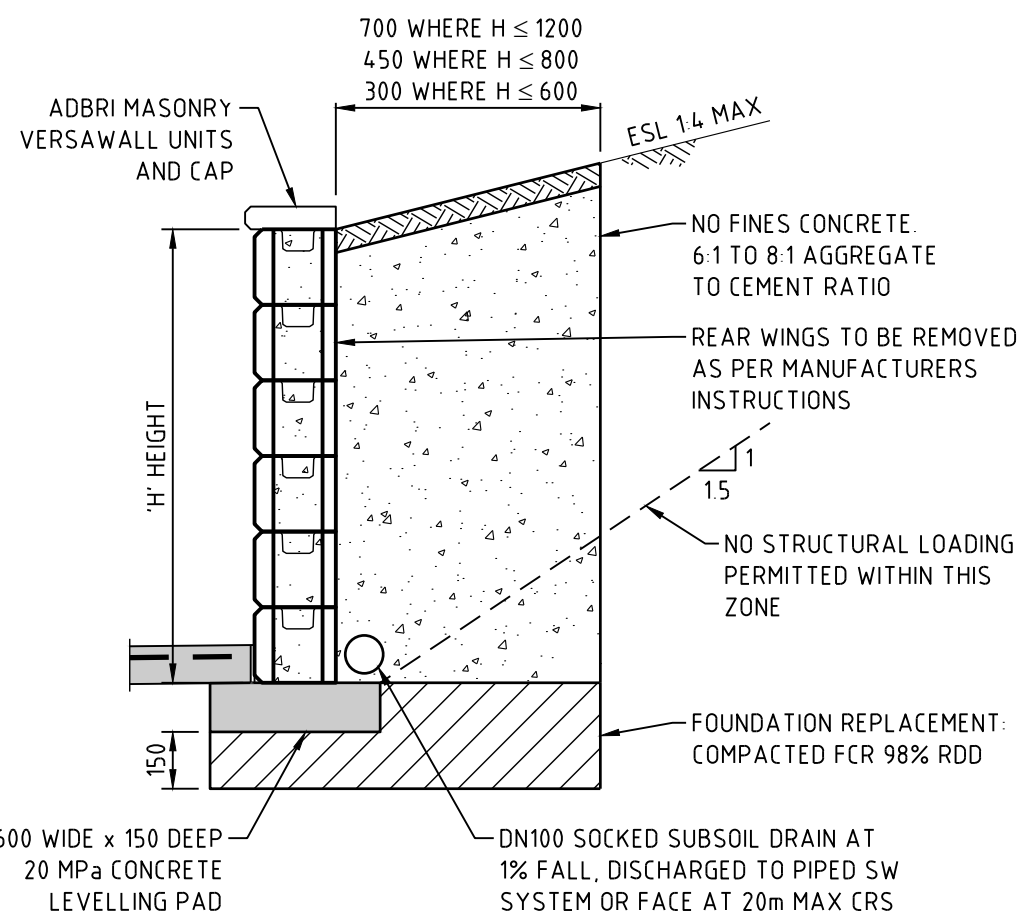
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NOTE:
• PROVIDE 5mm GROOVE TOOLED JOINT AT 15x WIDTH CRS.
• PROVIDE JOINT WITH 10mm THICK COMPRESSIBLE JOINT FILLER AT 18.0m MAX CRS.
• CONCRETE TO BE FLOAT OR BROOM FINISHED TO ACHIEVE A P5 SLIP RESISTANCE CLASSIFICATION IN ACCORDANCE WITH AS 4586

TYPICAL CONCRETE FOOTPATH DETAIL

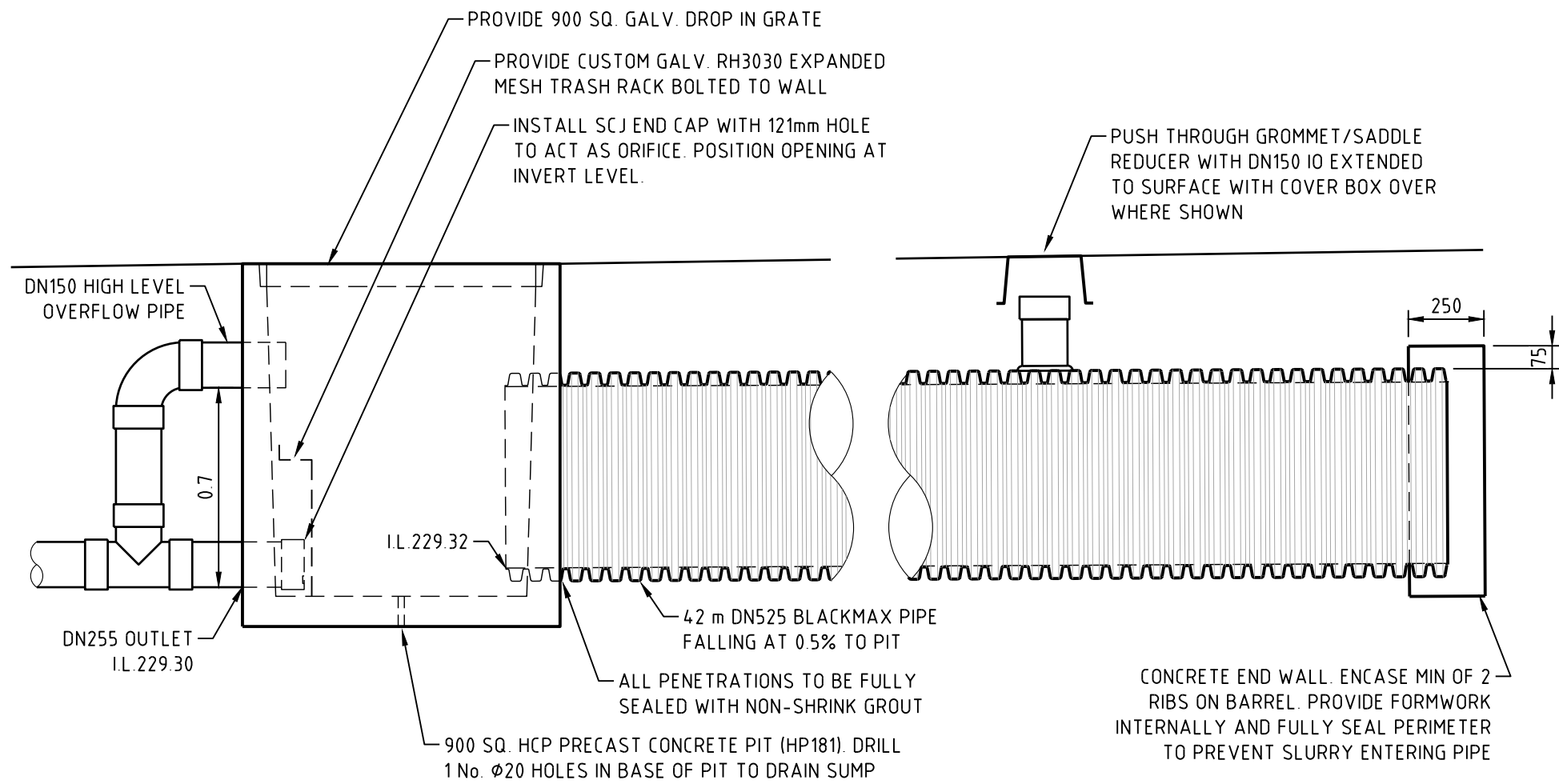
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TYPICAL VERSAWALL DETAIL

SCALE 1:20

NOTE:
• TYPICAL DETAILS SHOWN. REFER MANUFACTURER'S WRITTEN INSTRUCTIONS FOR FULL INSTALLATION DETAILS. WALL STABILITY IS CONTINGENT UPON THE MANUFACTURER'S INSTALLATION DETAILS BEING FOLLOWED



UNDERGROUND DETENTION GENERAL ARRANGEMENT

SCALE 1:20

ON-SITE STORMWATER DETENTION

PERMISSIBLE SITE DISCHARGE ASSESSED USING RATIONAL METHOD FOR 5% AEP 5 MINUTE DURATION DESIGN STORM WITH INTENSITY 18.7 mm/h. SITE STORAGE REQUIREMENT ASSESSED USING RATIONAL METHOD FOR 5% AEP WITH STORM DURATIONS FROM 1 MIN TO 90 MINS. CRITICAL DURATION DETERMINED TO BE 10 MINS WITH RAINFALL INTENSITY 64.8 mm/h.

TOTAL DEVELOPMENT AREA = 5046 m ²		DEVELOPMENT AREAS	
PRE-DEVELOPMENT AREAS			
ROOF (C=1.0)	733 m ²	ROOF (C=1.0)	1450 m ²
IMPERVIOUS (C=0.9, C=0.6)	380 m ²	IMPERVIOUS (C=0.9)	1028 m ²
GARDEN (C=0.2)	3933 m ²	GARDEN (C=0.2)	2568 m ²
PERMISSIBLE SITE DISCHARGE	38.8 L/s	PEAK FLOW RATE	52.9 L/s
EQUIV. VOLUME	23298 L	EQUIV. VOLUME (L)	31734 L

SITE STORAGE REQUIREMENT = 9425 L		AREAS NOT DETAINED	
AREAS DETAINED			
ROOF	1450 m ²	ROOF	0 m ²
IMPERVIOUS	1028 m ²	IMPERVIOUS	0 m ²
GARDEN	0 m ²	GARDEN	3326 m ²
PEAK FLOW TO DETENTION = 55.7 L/s		UNDETAINED PEAK FLOW = 11.1 L/s	

DETENTION DISCHARGE REQUIREMENT = 27.7 L/s MAXIMUM

DETENTION IS ACHIEVED USING 30m AND 12m DN525 BLACKMAX PIPE WITH AND ORIFICE CONTROLLED OUTLET AND 900 SQ PIT. TOTAL STORAGE IS 9924 L

MAXIMUM OSD WATER DEPTH = 0.7 mm

MAXIMUM CONTROLLED FLOW RATE WITH 121mm ORIFICE = 26.4 L/s

STORMWATER MAINTENANCE PLAN

AN UNDERGROUND OVER SIZED STORMWATER DETENTION PIPE HAS BEEN PROVIDED ON THIS SITE AND THE OWNER IS REQUIRED TO MAINTAIN, REPAIR AND REPLACE THE INFRASTRUCTURE AS REQUIRED TO ENSURE THAT IT FUNCTIONS CORRECTLY.

SYSTEM OVERVIEW
• THE SYSTEM CONSISTS OF GRAVITY AND CHARGED STORMWATER DRAINAGE PIPES DIRECTED TO THE UNDERGROUND PIPE.
• STORMWATER IS DETAINED IN THE OVER SIZED PIPE BY VIRTUE OF A REDUCED DIAMETER OUTLET, OR ORIFICE, THAT MAY BECOME BLOCKED OVER TIME.

MAINTENANCE
• THE OVER SIZED DETENTION PIPE IS A CONFINED SPACE AND AS SUCH POSES DANGERS THAT REQUIRE IDENTIFICATION AND MANAGEMENT AND SHOULD ONLY BE ENTERED BY PERSONS TRAINED IN ACCORDANCE WITH TASMANIAN LEGISLATIVE REQUIREMENTS FOR CONFINED SPACES
• INSPECTION OPENINGS ON THE CHARGED PIPEWORK SHOULD BE OPENED ANNUALLY TO FLUSH THE DRAINAGE SYSTEM
• THE ORIFICE IS PROTECTED FROM BLOCKAGE BY A TRASH SCREEN. THE ORIFICE CONTROL PIT SHOULD BE INSPECTED ANNUALLY OR AFTER SIGNIFICANT RAINFALL EVENTS AND TRASH REMOVED IF THIS PIT IS SEEN OVERFLOWING IT INDICATES THAT THE OUTLET IS BLOCKED AND REQUIRES MAINTENANCE BY AN APPROVED PLUMBING CONTRACTOR
• OVER AN EXTENDED PERIOD OF TIME SEDIMENT MAY BUILD UP IN THE DETENTION PIPE AND DISCHARGE PIT. IF THIS IS OBSERVED MAINTENANCE IS REQUIRED BY A WASTE REMOVAL SPECIALIST.

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A	PLANNING APPROVAL	DH	29.07.2026		
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION

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GANDY AND ROBERTS
CONSULTING ENGINEERS

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PROPOSED RESIDENTIAL DEVELOPMENT
29 TALBOT STREET, FINGAL
TASMANIA 7214
DRAWING TITLE
DETAILS

0 50mm		SCALE NTS@A1
DESIGNED DS	DRAWN MN	CHECKED DH
PROJECT 24.0483	DRAWING C750	REVISION A

3 August 2026

Break O' Day Council
32-34 Georges Bay Esplanade
St Helens TAS 7216



Dear Planner,

Re: Proposed new Mult residential development at 29 Talbot Street, Fingal

The proposed development is for a 8-unit Mult residential development behind an existing community building at 29 Talbot Street, Fingal. A mix of 2-bedroom and 1-bedroom units are provided to meet the different needs of users with the Fingal region.

This site is zoned Village under the Tasmanian Planning Scheme. The purpose of this zone is to provide or small rural centres with a mix of residential, community services and commercial activities and amenity for residents appropriate to the mixed use characteristics of the zone. This development aims to keep people in the Fingal region by providing a more communal development of low maintenance that keeps residents closer to their community.

Multi-residential development is a permitted use within the Village zone.

This report will address all relevant criteria outlined within the Tasmanian Planning Scheme.

If you require further information to assess this application, please do not hesitate to contact me.

Kind regards

A handwritten signature in blue ink, appearing to read 'Drew den Hartog', is written over a light blue circular stamp.

Drew den Hartog



12.4 Development Standards for Buildings and Works

12.4.1 Residential density and servicing for multiple dwellings

- A1 Complies with (a), 612m² per unit is provided. Also complies with (b), development is connected to reticulated sewer, stormwater and full water supply service.

12.4.2 Building height

- A1 Complies, all buildings are below 8.5m high.

12.4.3 Setback

- A1 Complies, setback from the frontage is 4.5m per (a)
- A2 Complies, setback from rear and side setback is 3m per (b)
- A3 Not Applicable, Residential use.

12.4.4 Site coverage

- A1 Complies, Site Coverage is less than 50%. Refer to site landscaping plan for details.

12.4.5 Fencing

- A1 Does not comply, there is fencing greater than 1.2m high along Brown Street

P1

- a. The fence provides security and privacy for the occupants of units 1-2. While passive surveillance is still provided as the dwelling windows sit higher above the fence line.
- b. 1.8m high fences along the front boundary are not uncommon. Down the road at 16 Talbot Street has a similar height fence along its other frontage on Brown Street. The topography of this site still allows for the dwellings to be very clear seen from the road, so they are not hidden from public view. This new fence will not impact visibility for motorists that drive along Brown Street.

C2.0 Parking and Sustainable Transport Code

Refer to Report by Hubble Traffic & Gandy & Roberts specifically for all details

C3.0 Road and Railway Assets Code

Refer to Report by Noise Vibration Consulting for all details.

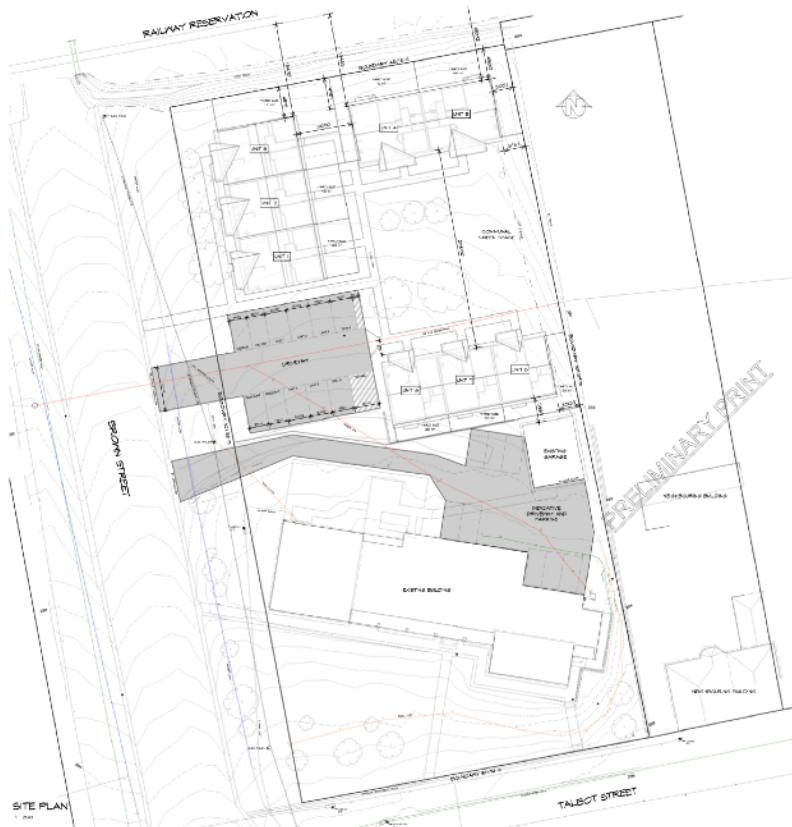
BRE-S2.0 Stormwater Management Specific Area Plan

BRE-S2.7 Development Standards for Buildings and Works

- A1 Complies, refer to civil drawings and detention calculations by Gandy & Roberts for all details.

29 Talbot Street

Rail Noise Assessment



Ref: 23046-2 29 Talbot Street Rail Noise Assessment_02
26th June 2025

29 Talbot Street Rail Noise Assessment

Prepared for:
Prime Design
10 Goodman Court
Invermay Tas 7248
Attention: Drew den Hartog

Prepared by:
NVC
1/95 Elizabeth Street
Hobart TAS 7000
0437 659 123
jack@nvc.com.au

Document Control

Reference	Date	Author	Reviewed	Comments
23046 29 Talbot Street Rail Noise Assessment	30/10/2024	S Williamson	J Parry	Issued
23046 29 Talbot Street Rail Noise Assessment_01	28/03/2025	S Williamson	J Parry	Minor Amendments
23046-2 29 Talbot Street Rail Noise Assessment_02	26/06/2025	S Williamson	-	Minor Amendments

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1. BACKGROUND

1.1. Project Background

An 8 Unit residential development is proposed at 29 Talbot Street, Fingal. Due to the proximity to an existing rail line, the Fingal Line, a noise assessment is required to assess compliance with the Road and Railway Assets Code under the Tasmanian Planning Scheme (the Scheme). Specifically relevant is clause C3.6.1, which identifies criteria relevant to habitable buildings for sensitive uses within a road or railway attenuation area. This report presents such a noise assessment, conducted by NVC in June 2025.

1.2. Site and Surrounding Area

The proposed lot is located at 29 Talbot Street, Fingal, (outlined in white in Figure 1.1) with the proposed development site contained within the northern section of the lot (broken white outline in Figure 1.1), and is located within a Village zone (orange overlay) under the Scheme. The site is bound to the north by the railway line and thus the entirety of site is located within the Road and Railway Attenuation zone (blue overlay in Figure 1.1). The site is bound to the west by Brown Street, with an uncontrolled rail crossing located nominally 20 m north-west of the site boundary. The site is bound to the south by Talbot Street, which is a continuation of Esk Highway; Esk Highway connects the midlands of Tasmania to the north-east coast, and therefore experiences significant light and heavy vehicle traffic. This section of Talbot Street has a sign-posted speed limit of 50 km/h and passes 60 m south of the proposed development, and thus is not considered further in this noise assessment. The southern portion of site is occupied by an aged care facility operated by the Family Based Care Association. It is noted that this building and the associated activities are to remain as is.

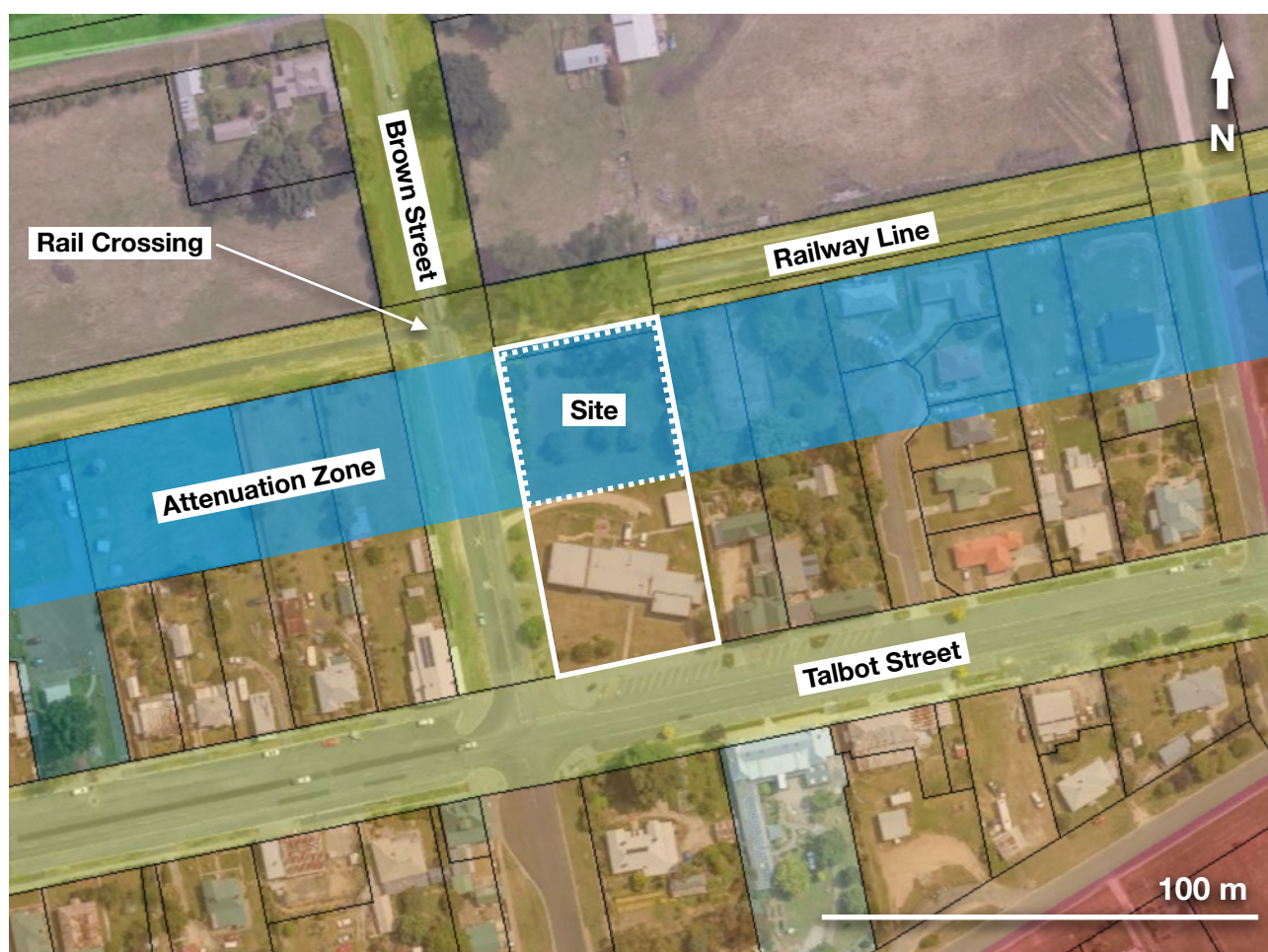


FIGURE 1.1: SITE AND SURROUNDING AREA

1.3. Proposed Development

The proposed development comprises the construction of 8 residential units, with the proposed site plan shown below in Figure 1.2.

The building's construction is to be brick veneer, with some glazing facing each direction. As far as NVC is aware, glazing specifications have yet to be determined.

As seen in Figure 1.2, Units 1, 4 and 5 are proposed to be nominally 13.5 m from the railway line, with living and sleeping areas to the north of the dwellings, facing the railway line. Units 1, 2 and 3 are proposed to have porches on the western side of the dwellings, and thus will have some visibility of the railway line, and have direct line of sight to the Brown Street railway crossing.



FIGURE 1.2: PROPOSED SITE PLAN

1.4. Rail Operations

TasRail have advised that the railway operates eight services a week, comprising two services a day, Monday to Thursday. Each service runs through Fingal at approximately 6:00 AM and 9:30 AM each day.

Further, TasRail has advised that a train horn is used as a safety device and is required to be sounded twice per level crossing, with the minimum duration of each train horn blow required to be one second. Additionally, the train driver has the discretion to sound the horn at any time they perceive a risk.

2. CRITERIA

Section C3.0 of the Scheme comprises criteria for the Road and Railway Assets Code, with the Scheme outlining criteria for development within the attenuation zone.

Specifically, Clause C3.6.1 states criteria for development for sensitive use within a road or railway attenuation zone, which has been reproduced below:

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective:	To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions		Performance Criteria
A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:		P1 Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:
(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;		(a) the topography of the site;
(b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or		(b) the proposed setback;
(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .		(c) any buffers created by natural or other features;
		(d) the location of existing or proposed buildings on the site;
		(e) the frequency of use of the rail network;
		(f) the speed limit and traffic volume of the road;
		(g) any noise, vibration, light and air emissions from the rail network or road;
		(h) the nature of the road;
		(i) the nature of the development;
		(j) the need for the development;
		(k) any traffic impact assessment;
		(l) any mitigating measures proposed;
		(m) any recommendations from a suitably qualified person for mitigation of noise; and
		(n) any advice received from the rail or road authority.

Table C3.2 of The Scheme states *Acceptable noise levels within a road or railway attenuation area*, with the table reproduced below.

Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads	Railways
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).	A 24-hour Leq and Lmax noise level of 65 dB(A) and 87dB(A) Lmax assessed as a single event maximum sound pressure level.

It is noted that these criteria are applicable at a height of 1.2 m, and a distance of 1 m from the nearest residential facade, as per the Tas. Noise Measurement Procedures Manual 2008¹.

Therefore, the following criteria are relevant:

Lmax	87 dBA
Leq(24-hour)	65 dBA

¹ Noise Measurement Procedures Manual, Tasmania, 2008

3. NOISE PREDICTIONS

An acoustic model of the site has been constructed using iNoise software, to predict noise levels from train pass-by at the proposed dwellings. Train sound power levels have been taken from previous measurements made by NVC adjacent the TasRail 'Western Line', and are suitably representative of this railway line. The model implements the ISO 9613 algorithms for environmental noise, accounting for geometric divergence, barrier attenuation, atmospheric absorption, reflections and screening from buildings, and ground absorption.

The following comments are relevant to the noise predictions:

- 1 m topographical controls (from LiDAR data) have been used to model the site and surrounding area.
- The ground has been assumed to have a ground factor of 0.5 (50% reflective). Much of the surrounding area is grass, and as such will have greater absorption. This assumption is thus conservative.
- The building facades are modelled with a reflection factor 0.8 (80% reflective).
- The model assumes a 1.8 m high fence on the site boundary facing the railway and Brown Street. It is assumed that the fence is solid (no gaps) and constructed from 20 mm ship-lapped timber.
- The barrier has been modelled to have a reflection factor of 0.8 (80% reflective).
- As per the Tas. Noise Measurement Procedures Manual 2008, noise levels are predicted at a height of 1.2 m above the ground, 1 m from the nearest residential facade.
- Train pass-by sound power data has been taken from the loudest of several measurements made by NVC over a 48-hour period adjacent the TasRail Western Line. The specific train types are unknown, however the Western Line is operated by TasRail for cargo transportation, thus it is assumed that the trains used on this line will be similar, if not the same.
 - The sound power level of the train has been modelled to be 113 dBA. This includes train movement only, with no noise due to the horn.
 - Train wheel noise is modelled along the entire track in the vicinity of the site, with the source at a height of 0.5 m above the ground, passing by approximately 9 m to the north of the site boundary.
- Train horn noise has been taken from the same measurement set, which identified the horn had a maximum sound power level of 142 dBA.
 - The horn is modelled with the source at a height of 4 m above ground level, and located on the rail line as it approaches the Brown Street crossing (i.e. nominally 70 m to the north-east of the site boundary).

The predicted noise levels on site are shown in Table 3.1, below.

TABLE 3.1: PREDICTED NOISE LEVELS ON SITE

Location	Sound Pressure Level, [dBA]		
	Leq _{24-hour}	Lmax	
		Train	Siren
Worst-Affected Residential Facade	36	72	87

4. ASSESSMENT

From the noise predictions detailed above, the predicted L_{max} and $Leq_{(24-hour)}$ noise levels are below the relevant criteria at the nearest residential facade, provided the following is implemented:

- A 1.8 m solid fence is required on the northern site boundary adjacent to the rail line, on the western site boundary adjacent Brown Street to screen line of sight to the railway to the west, and on the eastern boundary to screen line of sight to the railway to the east. Figure 4.1 below shows the location of the required barrier (red line in figure).
- The fence must have a minimum surface mass of 15kg/m^2 . Examples of appropriate construction include 20mm thick, ship-lapped timber, 12mm fixed cement sheet or commercial noise barrier products.
- Have no gaps, including between the barrier and the ground.



FIGURE 4.1: REQUIRED BARRIER LOCATION

Additionally, the following key points are deemed relevant to the assessment:

- Noise modelling shows that moderate increases in train movements in the future will not significantly alter the impact on the proposed residential dwellings.
- Further, it is noted that increasing rail movement numbers does not increase the predicted L_{max} .

Therefore, rail movements will not unreasonably impact the amenity of future residents on site, and thus the proposed development satisfies the Acceptable Solution criteria under clause C3.6.1-A1 of the Road and Railway Assets Code of the Tasmanian Planning Scheme.



**RESIDENTIAL UNIT
DEVELOPMENT 29 TALBOT
STREET, FINGAL**

**TRAFFIC
IMPACT
ASSESSMENT**

Hubble Traffic

August 2025

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1. Introduction

Prime Design has engaged Hubble Traffic on behalf of the developer, to prepare an independent Traffic Impact Assessment in response to a request from Break O'Day Council regarding development application DA2025/00091 for eight residential units at 29 Talbot Street, Fingal.

The development has been assessed against the Tasmanian Planning Scheme C2 Parking and Sustainable Transport Code, C3 Road and Railway Assets Code, and the Australian Standard 2890.1:2004 (the Standard).

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

- Tasmanian Planning Scheme (Break O'Day)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Department of State Growth
- Autoturn Online vehicle turning software
- LIST – Land Information Database

2. Site Description

Located at 29 Talbot Street, Fingal, the development site comprises a parcel of land with an existing building on the southern boundary. The northern portion of the land is undeveloped, with mostly flat terrain with a few trees.

The site fronts Talbot Street and Brown Street, with vehicle access on Brown Street leading to a 1970s building. Previously used for various public commercial purposes, the building is now vacant and available for commercial lease.

According to the Land Information System Tasmania (LIST) database, the development site is within a Village zone, with surrounding properties consisting of a mix of residential, community services, and commercial services.

Diagram 2.0 – Extract from LIST database



3. Development proposal

The proposal involves constructing eight residential units on the northern side of the property, while retaining the existing building. The two different uses will operate with separate driveways and will require an additional access to be constructed onto Brown Street.

The new residential units will consist of three one-bedroom and five two-bedroom units, supported by a total of 12 on-site car parking spaces, utilising a separate driveway and new access onto Brown Street.

Diagram 3.0 – Plan of proposed development



4. Trip generation by this development

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

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing.

This guide recommends for medium density residential units, (one or two bedrooms):

- Daily vehicle trips of 5 per unit, and
- Weekday peak trips of 0.5 per unit.

Based on the RTA guide, the eight residential units are estimated to generate a total of 40 daily trips, with five of these likely to occur during the peak periods.

Table 4.0 – Predicted number of trips generated from the 18 units

Dwelling type	RTA Generation rate	Number of units	Daily trips	Peak trips
One bedroom unit	5 per day 0.5 per peak	3	15	2
Two bedroom unit		5	25	3
Total		8	40	5

4.1 Trips generated by the existing building

Although the existing building is currently vacant, with a floor area of 575m², it has the potential to generate 57 daily trips, with 11 of these likely to occur during the evening peak hour.

This trip assessment is based on the RTA Guide section 3.5 for Office and Commercial Use, which specifies that this type of use is likely to generate 10 daily trips per 100m² of gross floor area, with 2 trips per 100 m² of gross floor area during the evening peak hour.

This assessment will consider the combined traffic impact of the commercial building operating simultaneously with the eight residential units.

5. Number of car parking spaces required

Planning scheme table C2.1 specifies the required number of on-site parking spaces according to land use type and zoning classification.

With this development located in a Village Zone, as opposed to a General Residential zone, the relevant category is 'Any residential use in any other zone.' This requires one parking space per bedroom or two spaces for every three bedrooms, plus one visitor space for every five multiple dwellings or every ten bedrooms for non-dwelling residential uses, with numbers rounded up to the nearest whole number.

Based on the eight residential units having a combined 13 bedrooms, the development site is required to provide a total of 12 on-site car parking spaces, 10 spaces for the number of bedrooms and two spaces dedicated for visitors.

Each unit can be allocated one dedicated parking space, with five additional spaces designated for visitors or for tenants operating a second vehicle. Given the limited number of bedrooms per unit, it is anticipated that demand for a second vehicle per tenant will be low.

5.1 Parking for the existing building

Although this project will not alter the current driveway or parking spaces within the area of the existing building, the diagram below demonstrates that there is sufficient area within the site for the parking supply to be increased.

Diagram 5.1 – Potential for increased supply of on-site parking



6. Existing traffic conditions

6.1 Brown Street

Within the surrounding road network, Brown Street operates in a south-to-north orientation, crossing Talbot Street, and according to the LIST Database, functions as an arterial road. Adjacent to the development site, the road alignment is straight, situated within mostly flat terrain, with a gentle decline from Talbot Street, and the default urban 50 km/h speed limit applying.

Between Talbot Street and the railway tracks, the road has been constructed to an urban standard, with a bitumen surface, concrete kerb and channel, and street lighting. North of the railway tracks, the road standard changes to a typical two-lane rural road.

Adjacent to the development site, the road width measures 13.3 metres (between kerb faces), which is more than adequate to accommodate kerbside parking on both sides while maintaining efficient two-way traffic flow. Due to the rail level crossing, the road is supplemented with a solid centreline marking.

Photograph 6.1 – Brown Street standard



6.2 Talbot Street

Talbot Street, locally known as Esk Highway, is the principal route connecting East Coast towns with Midland Highway, including Fingal. It is part of the State Road network and classified as a Category 3 Regional Access Road, which is of strategic importance to regional and local communities for carrying through traffic and providing a network for freight vehicles.

Due to this important road function, the road has been constructed to a high standard, with a wide traffic lane in each direction, concrete kerb and channel, footpaths on both sides, and street lighting. Dedicated on-street parking supports the local township, with angle parking spaces marked along the northern side of the road, while parallel parking occurs along the southern side. A small number of kerbside restrictions have been installed, with the majority of spaces operating with unlimited time restrictions.

Operating in a west-to-east orientation, the road alignment on either side of Brown Street is straight, with the alignment delineated by a broken marked centreline and solid marked edgelines. Due to the town shopping precinct, 50 km/h shopping zone signs have been installed.

Photograph 6.2 – Talbot Street standard



6.3 Brown Street and Talbot Street intersection

Brown Street intersects Talbot Street at a ninety-degree angle, creating a four-way cross intersection. Traffic priority for Talbot Street motorists is reinforced with Give Way signs and marked holding lines, set back two metres from the edge of the through traffic lanes.

The intersection has an asphalt surface in good condition, with a wide throat to accommodate the swept paths of turning vehicles. Brown Street has a gentle vertical grade on each approach to Talbot Street, which does not create adverse operational impacts.

The intersection does not feature any dedicated turning lanes and is situated within a 50 km/h speed environment.

Photograph 6.3 – Brown Street and Talbot Street intersection



6.4 Sight distance leaving Brown Street turning onto Talbot Street

Motorists exiting Brown Street are required to give way to vehicles travelling along Talbot Street. Given the anticipated increase in turning movements due to the proposed development, it is essential that drivers have adequate Safe Intersection Sight Distance (SISD). According to the Austroads Guide to Road Design (AGRD), the recommended SISD for a 50 km/h speed zone is 90 metres, based on an assumed driver reaction time of 1.5 seconds and an observation period of three seconds.

Available sight distance was measured, based on a driver eye height of 1.1 metres with the approaching vehicle being 1.2 metres high. With the available sight distance exceeding SISD requirements, vehicles will be able to leave Brown Street safely and efficiently without affecting other road users.

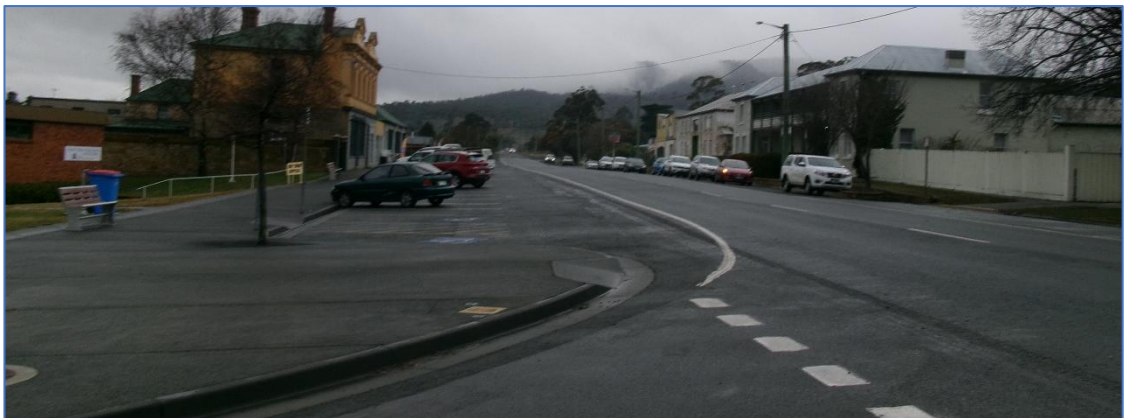
Table 6.4 – Safe Intersection Sight Distance

Direction	Operating speed	Required SISD	Available sight distance	Comment
Right (Talbot Street)	50 km/h	90 metres	100 metres	Compliant
Left (Talbot Street)	50 km/h	90 metres	100 metres	Compliant

Photograph 6.4A – Available sight distance to the right



Photograph 6.4B – Available sight distance to the left

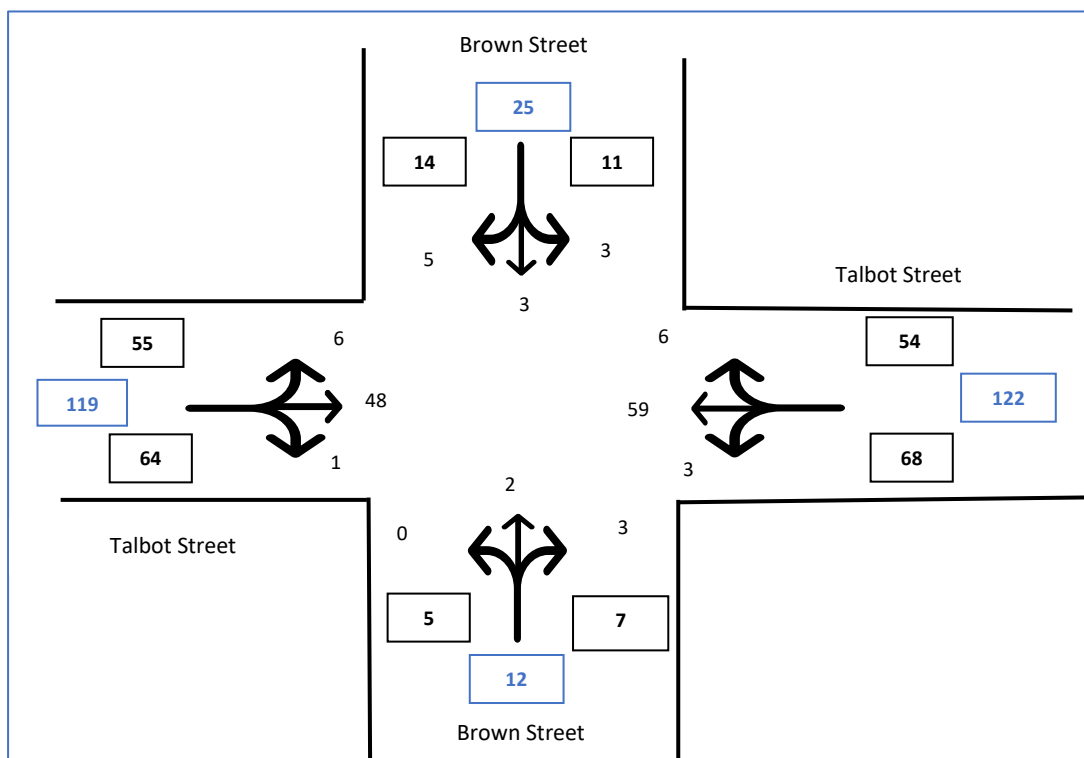


6.5 Traffic activity

In evaluating the traffic impact from the development, it is important to understand the current traffic flow on the surrounding road network. A manual traffic survey was undertaken between 10:30 and 11:30am on Wednesday, 2nd of July 2025, at the Brown and Talbot Streets intersection. As the majority of the traffic generated from the development is likely to travel through this intersection.

The survey revealed that the intersection is lightly trafficked, with less than 125 two-way vehicles captured along Talbot Street, while less than 30 two-way vehicles were captured using Brown Street. Diagram 6.5 demonstrates the turning movements captured at the intersection from the manual survey.

Diagram 6.5 – Manual traffic survey at Brown Street and Talbot Street intersection



6.6 Seasonal variation in traffic flow

State Growth maintains a database of traffic flows on the State Road network, with the nearest location on Esk Highway, 790 metres west of Malhide Creek Bridge. This location is a permanent traffic station that collects daily traffic flows, which will be used to determine Esk Highway's seasonal variation in traffic flow.

Based on the average 2025 weekday flows, January generates the highest two-way flows, with the traffic flow in July being 30 percent lower, demonstrating seasonal variation.

Table 6.6 – Seasonal variation in traffic flow on Esk Highway

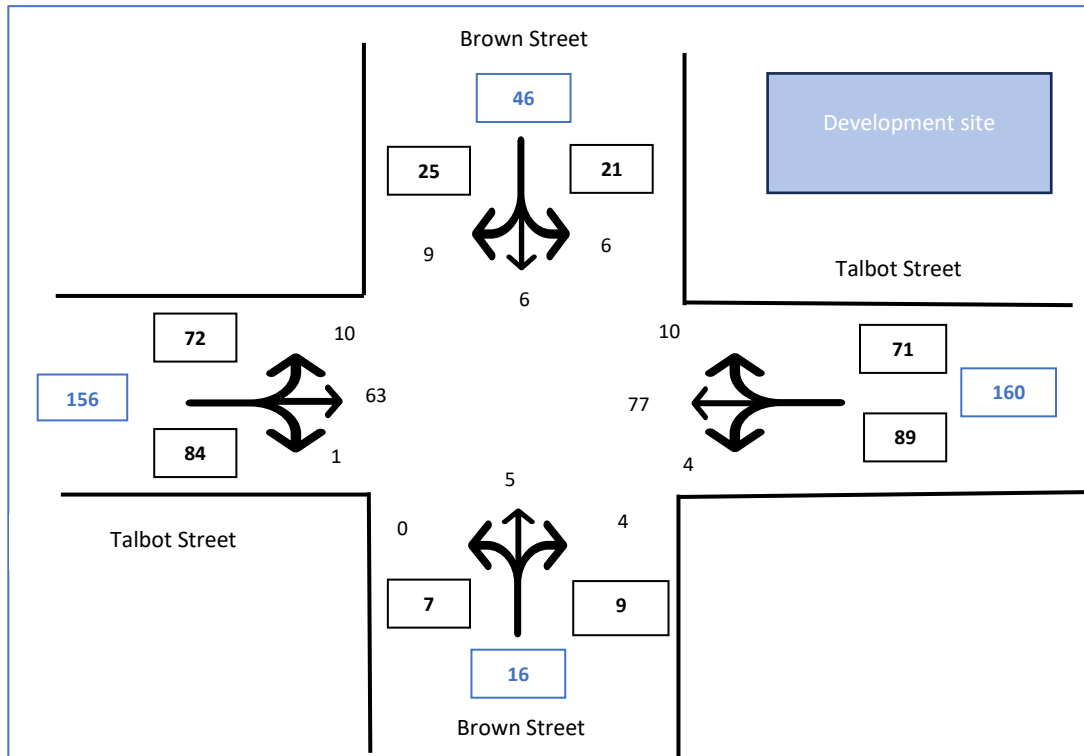
Average weekday flow per month	Two-way flows	Seasonal variation
January 2025	2,101	100%
February 2025	1,934	92%
March 2025	1,730	82%
April 2025	1,665	79%
May 2025	1,516	72%
June 2025	1,497	71%
July 2025	1,471	70%

As the manual flows were captured in July, seasonal variations have been taken into consideration, and the turning flows at the Brown and Talbot Streets intersection have been increased to consider the traffic impact based on the highest traffic flows.

6.7 Traffic flows with the existing building operating

The traffic surveys were conducted when the existing building was not in operation. Since this building is likely to be operational when the residential units are, it is necessary to evaluate the traffic impact with both uses functioning simultaneously. As discussed in section 4.1, the commercial building has the potential to generate 57 daily trips, with 11 of these trips occurring during peak hours. To simulate the existing building's operation, the current trips using the intersection of Talbot and Brown Streets have been increased by 11.

Diagram 6.7 – Trips representing seasonal variation and the commercial building operating



6.8 Traffic safety at this location

State Growth maintains a database of reported road crashes. A check of this database for the previous five years, found no reported crashes along Brown Street, or at the Brown and Talbot Streets intersection.

While a total of two crashes were reported to have occurred on Talbot Street, with one vehicle hitting another vehicle while undertaking a U-turn and a vehicle reversing into an object or parked vehicle, with both crashes resulting in property damage only.

The number of crashes does not indicate that motorists are having any difficulty navigating the existing road layout.

7. Impact from traffic generated by this development

As determined in section 4, the development site is estimated to generate an additional 40 daily trips, with five of these trips likely to occur within the morning and evening peak hour periods.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. Austroads Guide provides performance criteria for urban traffic lanes (diagram 7.2) and intersections (diagram 7.1), with six levels from A to F.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users.

7.1 Traffic impact efficiency at the intersection

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

Diagram 7.1 – Austroads Guide for level of service at junctions, intersections, and roundabouts

Level of Service	Average delay per vehicle (secs/vehicle)	Traffic Signals and Roundabouts	Give Way and Stop controls
A	<10	Good operation	Good operation
B	10 to <20	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	20 to <35	Satisfactory	Satisfactory, but crash study required
D	35 to <50	Operating near capacity, acceptable for State Roads	Near capacity and crash study required
E	50 to <70	At capacity for signals, will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control modes
F	>70	Saturated flows – at signals, consider additional lanes	

A traffic model was developed within the SIDRA software to replicate typical peak hour flows for the Brown and Talbot Streets intersection, based on the commercial building operating.

Modelling indicates that the intersection is operating at the highest level of traffic efficiency, LOS A, where motorists are unlikely to incur any significant delays or queues. The additional trips generated by the development site has been assigned to the intersection, with modelling indicating that the development will intensify the traffic flow but will not deteriorate the traffic efficiency motorists are currently receiving.

As the local area continues to grow, traffic on the surrounding road network is projected to increase over the next 10 years. This incremental traffic growth has been assigned to the intersection, based on one percent annual growth for the next 10 years. The impact of this traffic growth is shown in Table 7.1, and demonstrates the intersection has sufficient spare traffic capacity for incremental growth for the next 10 years, as motorists are expected to continue to operate at LOS A.

The modelling results within Table 7.1 illustrate the likely change in traffic performance for the intersection as a whole, rather than individual turn movements. The results demonstrate no significant deterioration in performance, with the intersection expected to provide all users with a high level of service. Modelling printouts are available in Appendix B.

Table 7.1 – Traffic modelling comparison

Period	Scenario	Total vehicles	DOS	Worst delay	Overall, LOS	Max Queue
10:30 to 11:30am	Existing	206	0.050	6.2 secs	A	0.5m
	With development	216	0.051	6.2 secs	A	0.6m
	1% growth	232	0.056	6.3 secs	A	0.6m

7.2 Lane capacity and level of service for surrounding roads

In evaluating the impact of additional vehicles on the surrounding road network, it is important to understand the Level of Service motorists are currently receiving. This is done by comparing the peak hour traffic flow with diagram 7.2 from the RTA Guide for urban environments.

Diagram 7.2 – Extract from the RTA Guide

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

From the adjusted manual traffic flows, all roads are operating at the highest level of traffic performance and efficiency, LOS A, as the directional flows are under 200 vehicles per hour. This means that the traffic is free-flowing, motorists have the freedom to select their own operating speed, and there should be sufficient gaps in the traffic stream to enable vehicles to enter and leave without causing adverse impacts.

The additional peak hour trips have been assigned to the surrounding road network, with Table 7.2 demonstrating that the increase in vehicular trips is not expected to cause adverse traffic impact on the surrounding road network. The level of service will not deteriorate, with all traffic lanes continuing to operate at LOS A.

Table 7.2 – Comparison of traffic performance on the surrounding roads

	Brown Street				Talbot Street			
	North		South		East		West	
	NB	SB	NB	SB	EB	WB	EB	WB
Existing flows	25	21	7	11	74	91	74	87
Level of Service	A	A	A	A	A	A	A	A
With development	28	24	8	12	77	94	77	90
Level of Service	A	A	A	A	A	A	A	A

7.3 Impact on residential amenity

A new development in residential areas can be concerning to local residents, and it can be difficult to argue that a traffic increase is reasonable. The RTA Guide has considered this matter and provided an environmental performance standard, as illustrated in extract 7.3.

Data from the adjusted traffic flows, allowing for the commercial business operating found that both Talbot Street and Brown Street are lightly trafficked, generating less than 170 two-way vehicles during the busiest peak hour.

With the additional five peak trips generated by the development, the streets will continue to operate with fewer than 200 vehicles per hour, meeting the RTA environmental goal for residential amenity. This demonstrates that the additional vehicles are unlikely to adversely impact residential amenity for surrounding properties.

Extract 7.3 – RTA Guide performance standards for residential streets

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

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

8. Development layout

8.1 Existing vehicular access

The development site has an existing three metre wide vehicular access onto Brown Street, which will be retained to provide access to the existing building.

Photograph 8.1 – Existing vehicular access onto Brown Street



8.2 New vehicular access

It is proposed that a second access be created onto Talbot Street to separately service the new residential units. This access will be a minimum of 5.5 metres wide, accommodating two-way traffic flow and designed to comply with Local Government Association Tasmania (LGAT) Standard Drawing TSD-R09-v3 for an urban driveway access.

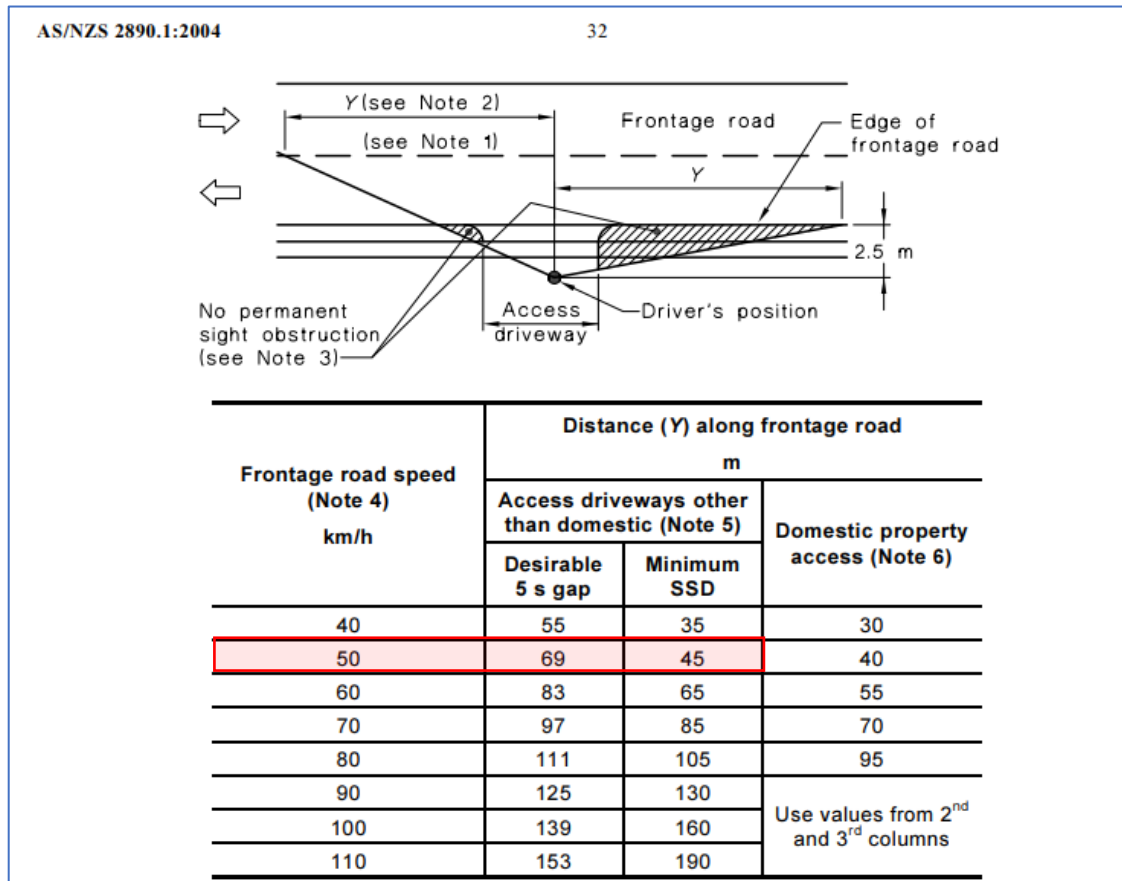
Photograph 8.2 – Location of new access onto Talbot Street



8.3 Site distance at the accesses

According to AGRD, sight distance for a residential entrance can be evaluated using section 3.2.4 and figure 3.2 of the Standard. According to this Standard, a location with eight units is classified as a residential property rather than a domestic property. The table below indicates that for a 50 km/h speed environment, the recommended sight distance for residential properties is 69 metres and minimum required distance is 45 metres.

Extract 8.3 Sight distance requirements at access driveways (AS 2890.1:2004)



On-site measurements at the access found that the SSD exceeded 70 metres in both directions. This measurement exceeds the SSD for a 50km speed environment, enabling drivers to enter Brown Street in a safe and efficient manner, without impacting current users.

Photograph 8.3A – Available sight distance to the left of the new access



Photograph 8.3B – Available sight distance to the right of the new access



8.4 Dimensions of on-site parking spaces

The car parking spaces will be designed to comply with the dimensions specified in table C2.3 of the planning scheme. Each space will be a minimum of 2.6 metres wide and 5.4 metres long, supported by a minimum manoeuvring area or parking aisle width of 6.4 metres. Turning bays will be located at the end of the aisle to allow vehicles to enter and leave in a forward driving direction.

The parking space adjacent to a vertical obstruction higher than 150mm will be provided with an additional 0.3m width to assist with vehicle manoeuvrability. All on-site parking spaces will be situated on a grade of less than five percent, delineated with pavement markings, and supported with wheel stops.

Diagram 8.4 – Proposed parking layout



8.5 Vehicle manoeuvrability into and out of the parking spaces

Vehicle swept path software has been used to demonstrate B85 vehicles can enter and leave all the parking spaces efficiently. A selection of vehicle swept path diagrams are available in Appendix C.

8.6 Pedestrian access

A suitable internal pedestrian pathway will be provided, connecting all units with the parking spaces. This pathway will be a minimum of one metre wide, constructed with a concrete surface, and separated from the driveway and parking spaces by kerbing and wheel stops.

Overall, pedestrians will be provided with a high level of service, allowing them to move throughout the site safely and efficiently, complying with the intent of the planning scheme. It is recommended that the development site provide a new footpath along Brown Street, to connect the development site with the existing local footpath network along Talbot Street.

8.7 Other parking requirements

Motorcycle parking

Planning scheme table C2.4 specifies that a use providing less than 20 on-site car parking spaces is not required to provide any dedicated motorcycle parking spaces.

Bicycle parking

Planning scheme table C2.1 specifies that a residential use, does not require dedicated bicycle parking spaces.

Accessible parking

According to the National Construction Code (NCC) the residential units would be classified as a class 1a building, which are typically single dwellings or a group of detached dwellings, being a town house or a row of houses.

The NCC specifies class 1a buildings do not require accessible parking.

8.8 Driveway standard

The design includes a new internal driveway extending from Brown Street, terminating at the end of the parking module. This driveway will be a minimum 5.5 metres wide to accommodate two-way traffic flow, with a concrete surface and suitable grades to direct surface water to kerbing, feeding into a drainage pit and into an approved stormwater drainage system.

The driveway servicing the existing building will be retained and upgraded to a concrete surface, with suitable grades to direct surface water to kerbing, to feed into an approved stormwater drainage system.

8.9 Internal gradients

Civil plans prepared by Gandy and Roberts demonstrate that the grades of the parking spaces will be less than 5%. The grade of the driveway connecting the parking module and Brown Street will not exceed 3.2%, ensuring compliance with sections 2.5.3 and 2.6.2 of the Standard for a residential property. Additionally, there is sufficient ground clearance to allow vehicles to enter and leave the site efficiently.

Diagram 8.9A – Internal grades of the parking spaces

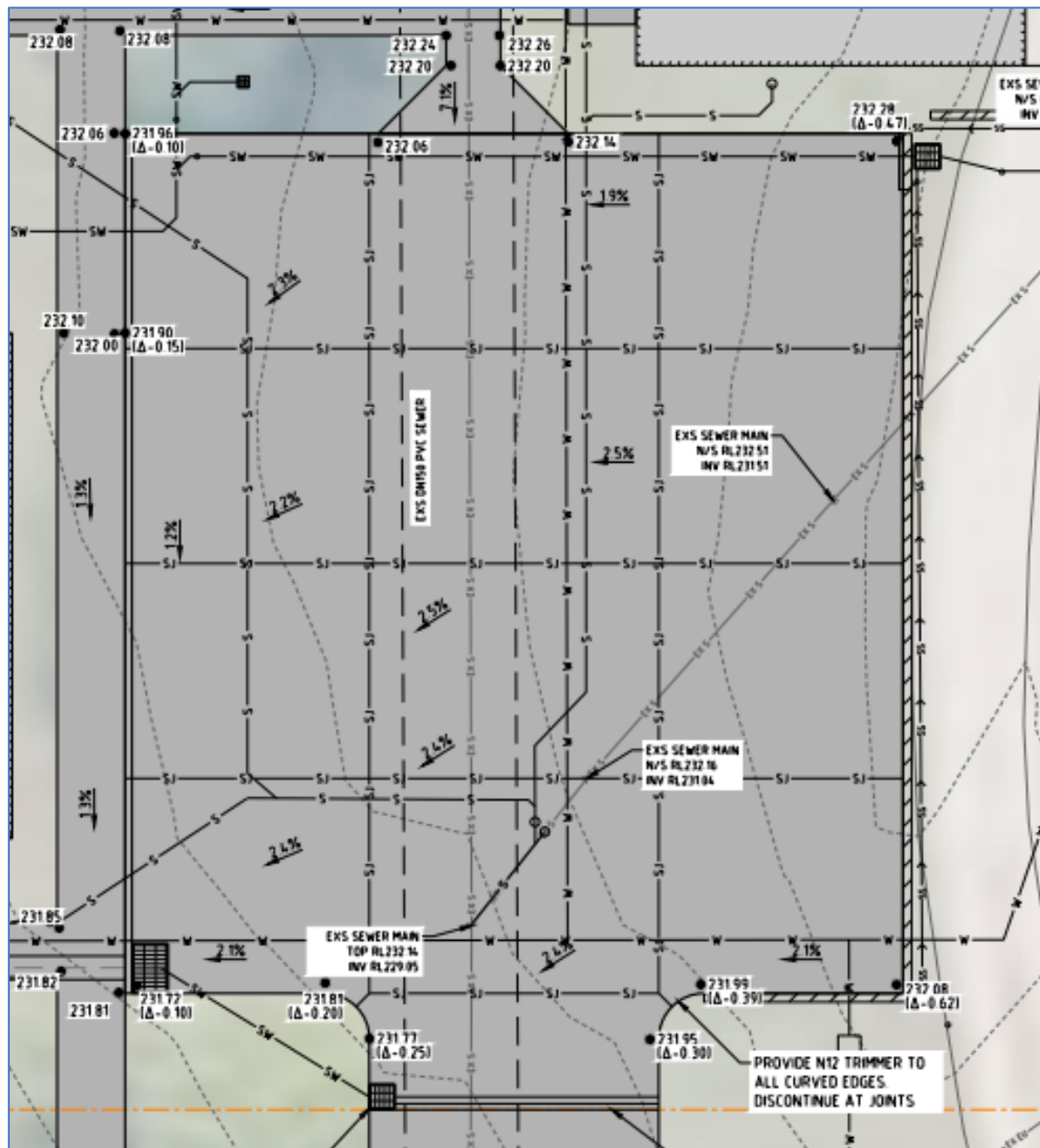
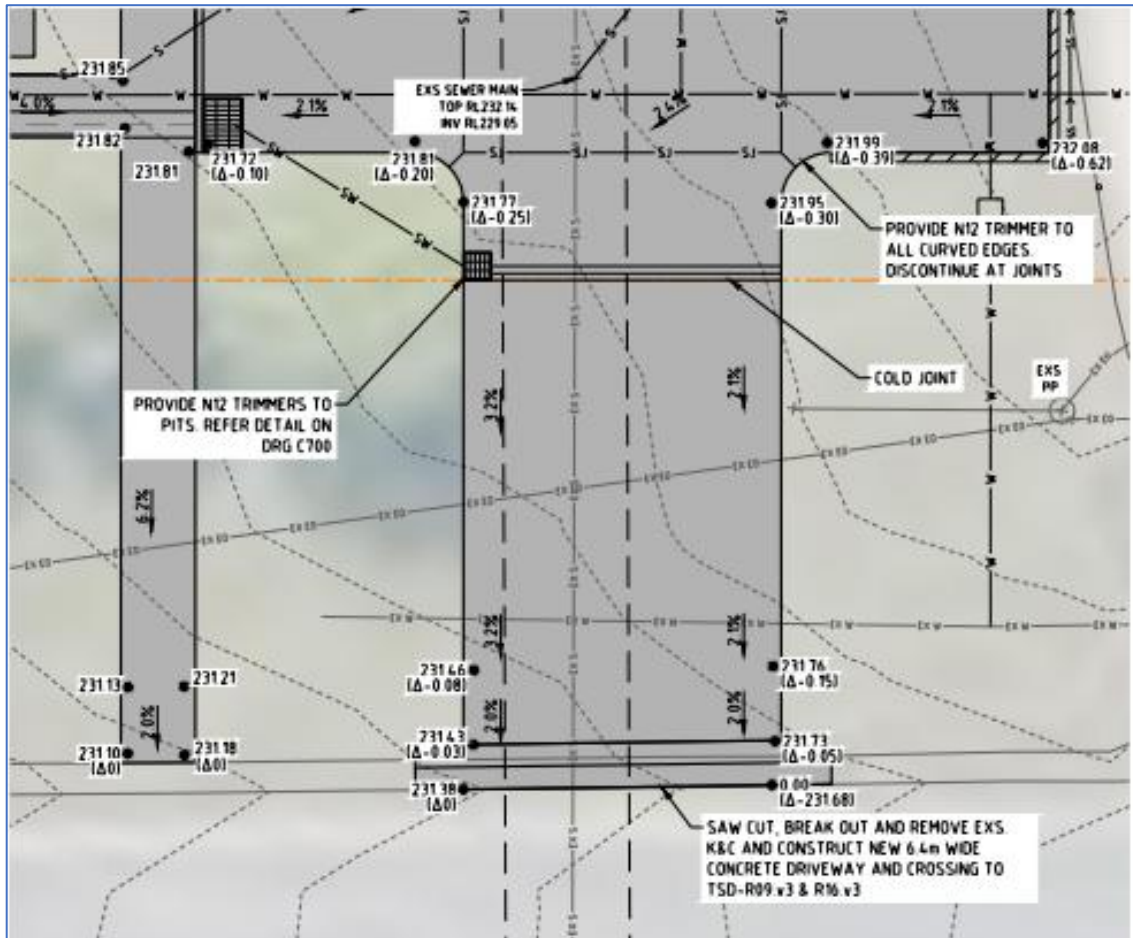


Diagram 8.9B – Vertical grades of the driveway



8.10 Turning bay

Vehicle swept path software has been utilised to demonstrate that a B99 vehicle can enter, turnaround using the turning bay, and leave in a forward-driving direction. The swept path diagram available in appendix C.

8.11 Waste collection

Given the development is for eight new residential units, it is considered acceptable to line the bins up along Brown Street, where the waste collection vehicle can easily unload.

8.12 Access for emergency vehicles

It is important that all apartments are accessible to fire emergency vehicles. According to the Tasmania Fire Service, their newest heavy pump vehicle has dimensions similar to a medium rigid vehicle, with a length of 8.8 metres.

The driveway will have sufficient width to accommodate a fire service vehicle entering in a forward-driving direction. As there is inadequate space for the vehicle to turn around, it will need to reverse out, which is acceptable given the infrequency of this movement.

9. Traffic impact of development adjacent to rail corridor

According to the Planning Scheme, habitable rooms located next to a rail corridor must be assessed under section 3.5.1 to determine whether impacts are within acceptable limits, or if noise mitigation measures should be considered.

Hubble Traffic received a Rail Noise Assessment from NVC, dated 26 June 2025, which recommends constructing a solid noise wall along the northern boundary adjacent to the rail line and the western boundary along Brown Street. The purpose of the wall is to block the line of sight to the railway from the property. It should be built using appropriate noise barrier materials, without any gaps, including between the barrier and the ground.

The wall is intended to address potential impacts associated with rail infrastructure, such as noise, vibration, and safety considerations, and is expected to comply with the planning scheme.

10. Planning scheme

10.1 C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

According to the LIST database, the property is located in a Village zone, rather than a General Residential Zone. Under the planning scheme table C2.1, the parking requirement is determined under the category 'Any residential use in any other zone,' which specifies one space per bedroom or two spaces per three bedrooms, plus one visitor space for every five multiple dwellings or every ten bedrooms for non-dwelling residential use (rounded up to the nearest whole number).

Based on the eight residential units having a combined 13 bedrooms, the development site is required to provide a total of 12 on-site car parking spaces: 10 spaces for the number of bedrooms and two spaces dedicated for visitors.

Each unit can be allocated one dedicated parking space, with five additional spaces designated for visitors or for tenants operating a second vehicle. Given the limited number of bedrooms per unit, it is anticipated that demand for a second vehicle per tenant will be low. With the development providing 12 on-site parking spaces, it satisfies the acceptable solution.

C2.5.2 Bicycle parking numbers

The planning scheme table C2.1 specifies that a residential use does not require bicycle parking.

C2.5.3 Motorcycle parking numbers

Planning scheme table C2.4 specifies that a use providing less than 20 on-site car parking spaces is not required to provide dedicated motorcycle parking spaces.

C2.5.4 Loading bays

This clause does not apply to a residential use.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The driveway and parking areas will be constructed with a concrete surface and supported with appropriate kerbing to collect and direct surface water to an approved stormwater drainage system, complying with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking spaces have been designed to comply with dimensions specified in the planning scheme, ensuring vehicles can easily enter, manoeuvre and leave in a forward-driving direction. There will be sufficient manoeuvring width adjacent to parking spaces, to enable vehicles to enter and leave efficiently. All parking spaces will be located on a gradient of less than five percent, delineated with pavement markings and supported with wheel stops. The driveway will have sufficient width to accommodate two-way traffic flow, with the crossover allowing for B99 vehicles to enter and leave simultaneously.
C2.6.3 Number of accesses for vehicles.	Assessed under the performance criteria.
C2.6.4 lighting of parking areas within the general business zone and central business zone	Internal driveways, parking spaces, and pedestrian pathways, will be lit to the appropriate standards, complying with the acceptable solution.
C2.6.5 Pedestrian access.	
C2.6.6 Loading bays.	Not applicable for a residential development.
C2.6.7 Bicycle parking and storage facilities	Not applicable for a residential development.
C2.6.8 Siting of parking and turning areas.	Not applicable for a general residential zone.

C2.6.3 Number of accesses for vehicles

The design maintains the current vehicular access for the existing commercial building while introducing a secondary access point dedicated to the new residential units. Given the presence of two distinct land uses, providing separate points of access is considered a desirable traffic outcome. By creating a second access onto Brown Street, the development will need to be assessed against the performance criteria P1, demonstrating an additional access will not cause unreasonable loss of amenity of adjoining users or adversely impact streetscape.

Performance criteria	Assessment
The number of accesses for each frontage must be minimised, having regard to:	
a) any loss of on-street parking; and	Brown Street has been designed with adequate width to facilitate on-street parking on both sides while preserving two-way traffic movement. The segment of Brown Street between Talbot Street and the rail level crossing spans over 100 metres in length and can accommodate up to 12 parked vehicles on either side, accounting for one vehicular access point on each side. Furthermore, there is a supply of angle parking spaces along Talbot Street with road frontage to the development site. Consequently, the removal of a single on-street parking space to facilitate the additional access point is unlikely to adversely affect the limited number of surrounding properties.
b) pedestrian safety and amenity;	There is no pedestrian footpath on either side of Brown Street, and an additional access is unlikely to impact pedestrian safety.
c) traffic safety;	Recent traffic surveys indicate that Brown Street has low traffic volumes. Given the available sight distance at the additional access point, vehicles can enter and exit safely and efficiently without affecting other road users.
d) residential amenity on adjoining land; and	There are few residential properties in the area, with one situated across the road. As a result, the addition of another access point is not expected to significantly affect residential amenity.
e) the impact on the streetscape.	The proposed second access onto Brown Street is not expected to cause any adverse impact to the streetscape.

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

The development will create a new vehicular access onto Browns Street and is required to be assessed against the performance criteria P1, ensuring that the access can operate safely and efficiently.

Performance criteria	Assessment
Vehicular traffic to and from the site must minimise any adverse effects on the safety of an intersection, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
a) Any increase in the traffic caused by the use;	The eight residential units are predicted to generate an additional 40 daily trips, with five of these likely to occur within the peak periods.
b) The nature and frequency of the traffic generated by the use;	The residential units are expected to generate light vehicles less than 5.5 metres in length. These types of vehicles are associated with urban residential living, have good manoeuvrability, and are compatible with the existing vehicles using the surrounding road network.
c) The nature of the road;	Brown Street is an arterial road within the surrounding road network, while Talbot Street is part of the State Road network, classified as a Category 3 Regional Access Road. Each road has been constructed with sufficient width to accommodate two-way traffic flow, while supporting on-street parking along both sides.
d) The speed limit and traffic flow of the road;	Brown Street has a default speed limit of 50 km/h. A recent traffic survey indicated that Brown Street experiences less than 40 vehicle movements per hour. Traffic analysis and modelling indicates there is sufficient spare traffic capacity to absorb the additional traffic, without affecting the traffic performance or efficiency on the surrounding road network.
e) Any alternative access;	None.
f) The need for the access or intersection;	Infill development in established residential areas is an excellent way to meet the housing shortage, while optimising the existing infrastructure and community services.
g) Any traffic impact assessment; and	An independent traffic assessment found no reason for this development not to proceed.
h) Any written advice received from the road authority.	Break O-Day Council requested a Traffic Impact Assessment.

11. Conclusion

From a traffic engineering and road safety perspective, additional vehicle movements generated by this development are not expected to create any adverse safety or traffic impact, as:

- the amount of traffic expected to be generated by the development is predicted to be low, and there is sufficient capacity within the surrounding street network to absorb the extra vehicle movements, without adversely impacting other users, or the level of traffic performance,
- drivers will have sufficient sight distance to enter and leave the site in a safe and efficient manner,
- based on the units having one and two-bedrooms, tenants are expected to operate with a single vehicle, with a sufficient supply of on-site parking spaces to meet the demand,
- internal pedestrian pathways will allow pedestrians to move around the development site in a safe and convenient manner,
- the driveway layout will be able to accommodate light vehicles to enter, circulate, and leave efficiently in a forward-driving direction, while it is suitable for waste and emergency service vehicles to reverse into and drive out in a forward direction.

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

12. Appendix A – Traffic surveys

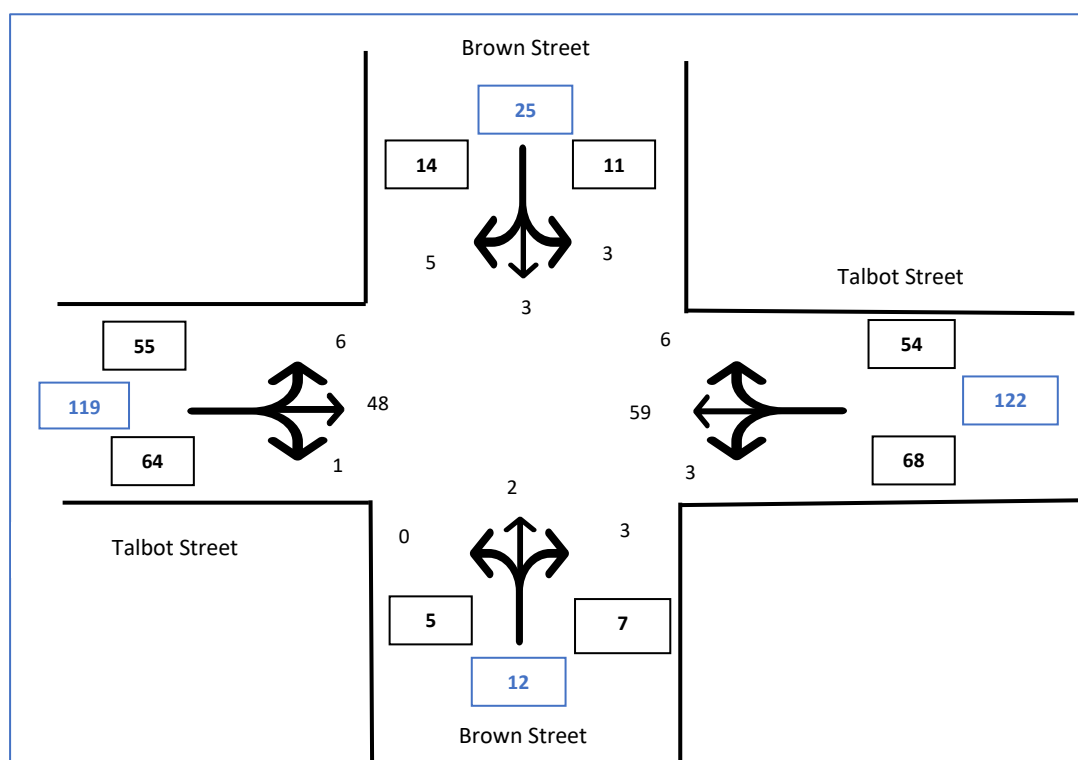
12.1 Manual traffic surveys

Table 12.1 – Manual survey completed on Wednesday 2nd of July 2025

Time	Brown Street (North)			Talbot Street (East)			Brown Street (South)			Talbot Street (West)		
	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left
10:30 10:45	2	2	1	2	13	0	0	1	0	0	9	0
10:45 11:00	0	0	1	1	19	1	0	1	0	0	15	2
11:00 11:15	1	0	0	3	15	1	1	0	0	1	15	3
11:15 11:30	2	1	1	0	12	1	2	0	0	0	9	1
Total	5	3	3	6	59	3	3	2	0	1	48	6

12.2 Peak hour traffic movements

Diagram 12.2A – Manual traffic survey between 10:30 and 11:30am



13. Appendix B – Traffic modelling

Existing flows at intersection at Talbot and Brown Streets (seasonally adjusted with commercial building operating)

MOVEMENT SUMMARY

▽ **Site: 101 [Brown and Talbot - Existing traffic flows]**

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

Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m
South: Talbot Street								
1	L2	1	0.0	0.010	5.8	LOS A	0.0	0.2
2	T1	5	0.0	0.010	4.7	LOS A	0.0	0.2
3	R2	4	0.0	0.010	6.2	LOS A	0.0	0.2
Approach		11	0.0	0.010	5.4	LOS A	0.0	0.2
East: Brown Street (St Marys)								
4	L2	4	0.0	0.050	5.7	LOS A	0.1	0.5
5	T1	81	0.0	0.050	0.0	LOS A	0.1	0.5
6	R2	11	0.0	0.050	5.7	LOS A	0.1	0.5
Approach		96	0.0	0.050	0.9	NA	0.1	0.5
North: Talbot St (Develop Site)								
7	L2	6	0.0	0.020	5.7	LOS A	0.1	0.5
8	T1	6	0.0	0.020	4.7	LOS A	0.1	0.5
9	R2	9	0.0	0.020	6.2	LOS A	0.1	0.5
Approach		22	0.0	0.020	5.6	LOS A	0.1	0.5
West: Brown Street								
10	L2	11	0.0	0.040	5.6	LOS A	0.0	0.1
11	T1	66	0.0	0.040	0.0	LOS A	0.0	0.1
12	R2	1	0.0	0.040	5.7	LOS A	0.0	0.1
Approach		78	0.0	0.040	0.8	NA	0.0	0.1
All Vehicles		206	0.0	0.050	1.6	NA	0.1	0.5

Existing flows with development operating

MOVEMENT SUMMARY

▽ **Site: 101 [Brown and Talbot - With development operating]**

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Talbot Street								
1	L2	1	0.0	0.010	5.8	LOS A	0.0	0.2
2	T1	5	0.0	0.010	4.7	LOS A	0.0	0.2
3	R2	4	0.0	0.010	6.2	LOS A	0.0	0.2
Approach		11	0.0	0.010	5.4	LOS A	0.0	0.2
East: Brown Street (St Marys)								
4	L2	4	0.0	0.051	5.7	LOS A	0.1	0.6
5	T1	81	0.0	0.051	0.0	LOS A	0.1	0.6
6	R2	12	0.0	0.051	5.7	LOS A	0.1	0.6
Approach		97	0.0	0.051	1.0	NA	0.1	0.6
North: Talbot St (Develop Site)								
7	L2	12	0.0	0.025	5.7	LOS A	0.1	0.6
8	T1	6	0.0	0.025	4.8	LOS A	0.1	0.6
9	R2	12	0.0	0.025	6.2	LOS A	0.1	0.6
Approach		29	0.0	0.025	5.7	LOS A	0.1	0.6
West: Brown Street								
10	L2	12	0.0	0.041	5.6	LOS A	0.0	0.1
11	T1	66	0.0	0.041	0.0	LOS A	0.0	0.1
12	R2	1	0.0	0.041	5.7	LOS A	0.0	0.1
Approach		79	0.0	0.041	0.9	NA	0.0	0.1
All Vehicles		216	0.0	0.051	1.8	NA	0.1	0.6

Existing flows with development operating and annual growth over 10 years

MOVEMENT SUMMARY**▽ Site: 101 [Brown and Talbot - Development operating with growth]**

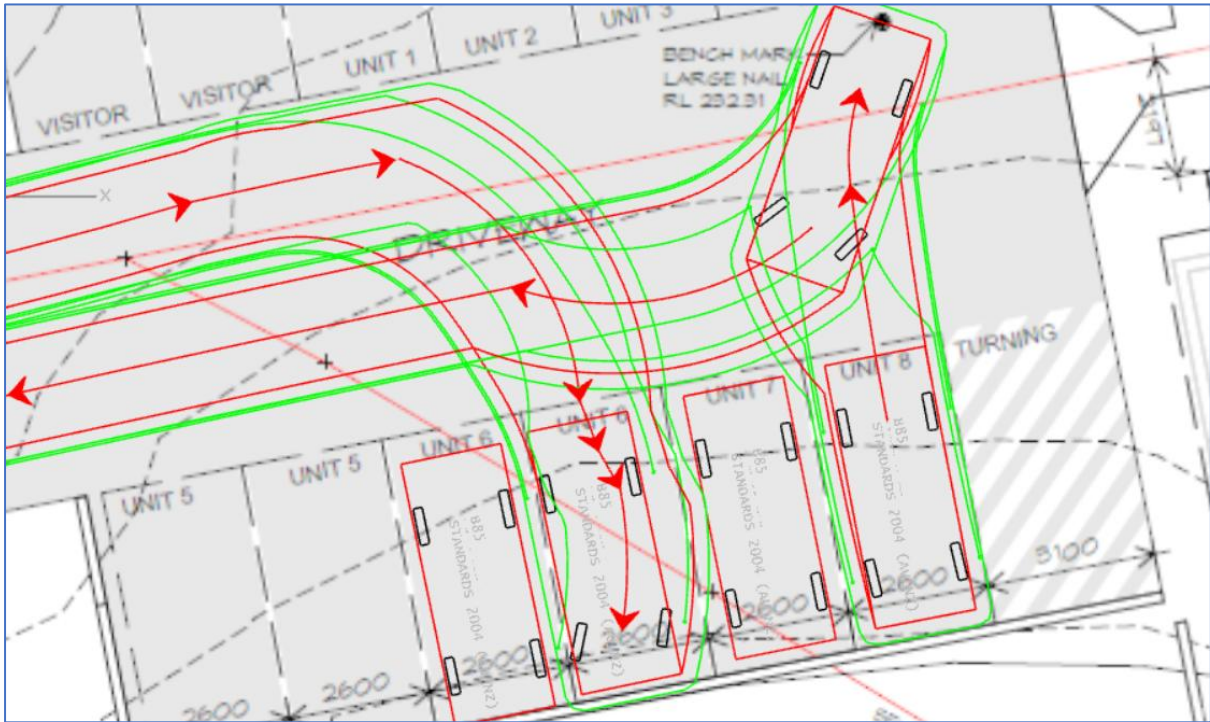
New Site
 Site Category: (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

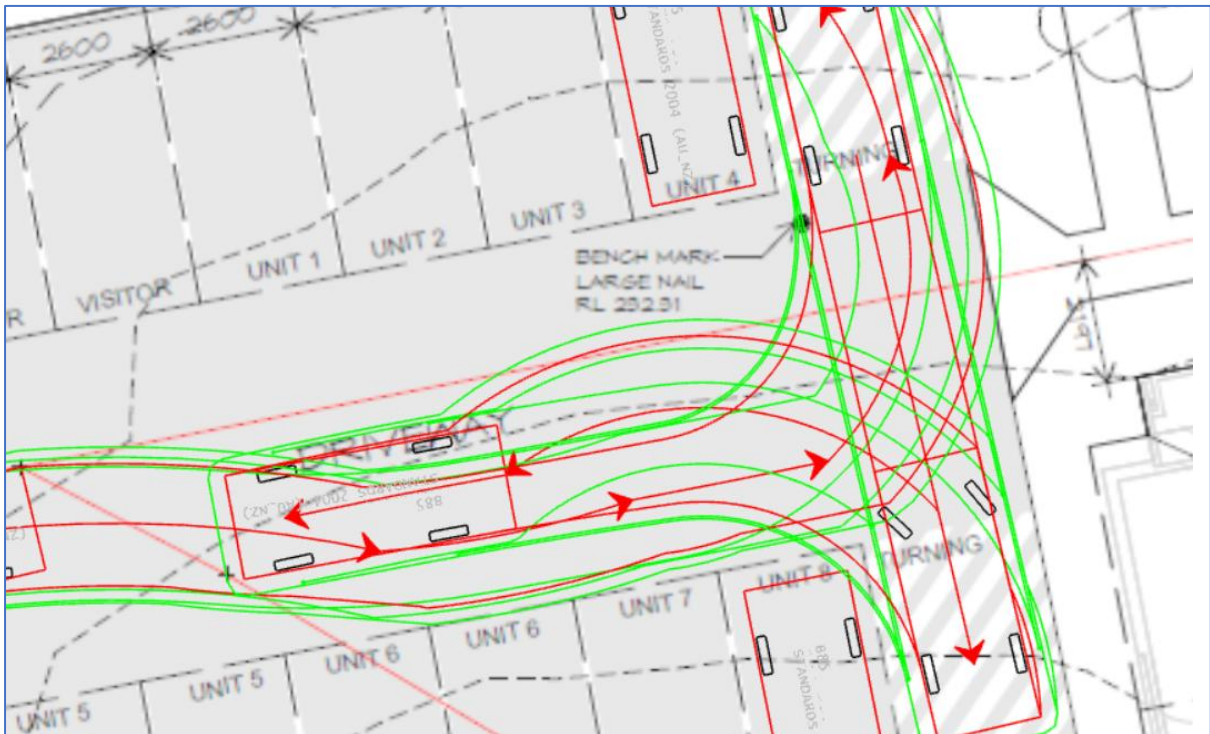
Mov ID	Turn	Demand Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue	
		Total veh/h	HV %				Vehicles veh	Distance m
South: Talbot Street								
1	L2	1	0.0	0.010	5.8	LOS A	0.0	0.2
2	T1	5	0.0	0.010	4.8	LOS A	0.0	0.2
3	R2	4	0.0	0.010	6.3	LOS A	0.0	0.2
Approach		11	0.0	0.010	5.5	LOS A	0.0	0.2
East: Brown Street (St Marys)								
4	L2	4	0.0	0.056	5.7	LOS A	0.1	0.6
5	T1	89	0.0	0.056	0.0	LOS A	0.1	0.6
6	R2	13	0.0	0.056	5.7	LOS A	0.1	0.6
Approach		106	0.0	0.056	0.9	NA	0.1	0.6
North: Talbot St (Develop Site)								
7	L2	8	0.0	0.025	5.7	LOS A	0.1	0.6
8	T1	6	0.0	0.025	4.8	LOS A	0.1	0.6
9	R2	13	0.0	0.025	6.3	LOS A	0.1	0.6
Approach		27	0.0	0.025	5.8	LOS A	0.1	0.6
West: Brown Street								
10	L2	13	0.0	0.045	5.6	LOS A	0.0	0.1
11	T1	74	0.0	0.045	0.0	LOS A	0.0	0.1
12	R2	1	0.0	0.045	5.7	LOS A	0.0	0.1
Approach		87	0.0	0.045	0.9	NA	0.0	0.1
All Vehicles		232	0.0	0.056	1.7	NA	0.1	0.6

14. Appendix C – Vehicle swept paths

B85 vehicle entering and leaving typical parking space



B85 vehicle using the turning bay



B99 vehicles entering and leaving the driveway simultaneously

