Eden Street
Riverside Tasmania 7250
Telephone: (03) 6323 9300
Facsimile: (03) 6323 9349

West Tamar COUNCIL

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE ONLY		
	Application Number	**PA2025327**
	Assess No:	**A13784**
	PID No:	**9869446**

Applicant Name:	Ignite Dreams Pty Ltd					
Applicant Contact Name						
Postal Address:						
Contact Phone:	**Home**		**Work**		**Mobile**	
Email Address:						

Planning Application Lodgement Checklist

The following documents have been submitted to support the consideration of this application:

1. A current copy of the property title text, folio plan and schedule of easements ✓
2. A completed application form including a detailed description of the proposal ✓
3. A complete plan set: ✓
   - a) **Floor plans** ✓
   - b) **Elevations** (from all orientations/sides and showing natural ground level and finished surface level) ✓
   - c) **Site Plan** showing: ✓

- Orientation
- All title boundaries
- Location of buildings and structure (both existing and proposed)
- Setbacks from all boundaries
- Native vegetation to be removed
- Onsite services, connections and drainage details (including sewer, water and stormwater)
- Cut and/or Fill
- Car parking and access details (including construction material of all trafficable areas)
- Fence details
- Contours

4. Other:

If submitting plans in over the counter please ensure they are A3.
All plans must be to scale.

WEST TAMAR COUNCIL

Application Number: «Application_Number»

APPLICANT DETAILS

Applicant Name:	Ignite Dreams Pty Ltd

Note: *Full name(s) of person(s) or company making the application and postal address for correspondence.*

LAND DETAILS

Owner/Authority Name: *(as per certificate of title)*	**Pawinee Eaimsa-Ad**
Location / Address:	2 Faye Court Legana
Title Reference:	187296 / 141
Zone(s):	**General Residential**

Existing Development/Use:	Vacant Land
Existing Developed Area:	Vacant land

Are any of the components in this Application seeking retrospective approval? **E.g. Use and/or development that has commenced without a Planning Permit.**	**YES** ☐ **No** ✓
(If yes please specify the relevant components):	

DEVELOPMENT APPLICATION DETAILS

Proposed Use:	Residential: ☐	Visitor Accommodation: ☐	Commercial: ✓	Other: ☐
	Description of Use: Child Care Centre (Long Day Care)			

Development Type:	Building work: ✓	Demolition: ☐	Subdivision: ☐	Other: ☐
	Description of development: Single story commercial building, purpose built, measuring 2673.57m^2 to be used for the provision of childcare services. Includes: indoor activity rooms, staff facilities. Kitchen/ laundry, bathrooms and administrative areas complemented by landscaped outdoor play areas (measuring approx. 290m^2), verandah spaces for all-weather use and 10 car spaces including one accessible space.			

New or Additional Area:	Building Floor area: 267.57m^2 Outdoor play area: approx. 290m^2 (comprising a mix of landscaped areas, soft-fall and synthetic lawn)
Estimated construction cost of the proposed development:	$950,000

Building Materials:	Wall Type: Hardie Brushed Concrete Cladding	Colour: White
	Roof Type: Colorbond	Colour: Monument

VISITOR ACCOMMODATION N/A

Gross Floor Area to be used per lot:		**Number of Bedrooms to be used:**	
Number of Carparking Spaces:		**Maximum Number of Visitors at a time:**	

SUBDIVISION N/A

Subdivision creating additional lots ☐

Boundary adjustment with no additional lots created ☐

Number of Lots (existing) :		**Number of Lots (proposed) :**	
Description:			
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:			
1.			
2.			
3.			

COMMERCIAL, INDUSTRIAL OR OTHER NON-RESIDENTIAL DEVELOPMENT/USE ✓

Hours of Operation:	Monday / Friday:	7.30 am	To	6pm
	Saturday:	Closed	To	Closed
	Sunday:	Closed	To	Closed

Existing Car Parking:	Nil
Proposed Car Parking:	10 on site car parks including on accessible space

Number of Employees: ***(Existing)***	0
Number of Employees: ***(Proposed)***	6

Type of Machinery installed:	• Standard kitchen and laundry appliances. • Hot water system, HVAC (air-conditioning/heating). **No heavy plant or industrial machinery.**
Details of trade waste and method of disposal:	• **Waste water**: To connect into TasWater sewer . • **Stormwater**: To connect to existing Council infrastructure with lawful point of discharge. • **General waste:** Commercial waste contractor (e.g. Veolia) recommended for collection, given childcare waste volumes • **Domestic-type kitchen/laundry use** – grey water connection to Council storm water system

WEST TAMAR COUNCIL

Application Number: «Application_Number»

APPLICANT DECLARATION

Owner: *As the owner of the land, I declare that the information contained in this application is a true and accurate representation of the proposal and I consent to this application being submitted and for Council Officers to conduct inspections as required for the proposal,*

Pawinee Eaimsa-Ad		**02/10/25**
Name (print)	*Signed*	*Date*

Applicant: *(if not the owner)* *As the applicant, I declare that I have notified the owner of my intention to make this application* and that *the information contained in this application is a true and accurate representation of the proposal,*

Justine Brooks		
Name (print)	*Signed*	*Date*

Please Note: If the application involves Crown Land you will need to provide a letter of consent and this form signed by the Minister, or a delegated officer of the Crown with a copy of the delegation.

Crown Consent *(if required)*

Name (print)	*Signed*	*Date*

Chief Executive Officer *(if required)*

Name (print)	*Signed*	*Date*

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Right of Way Owner:

As the applicant, I declare that I have notified the owner of the land encumbered by the Right Of Way, of my intent to lodge this application that will affect their land.

Name (print)	*Signed*	*Date*

OWNER : BASS CORPORATION PTY. LTD.

FOLIO
REFERENCE : F.R. 185872/231

GRANTEE : PART OF ~~LOT~~ 2500 ACRES,
Gtd TO JOHN GRIFFITHS

PLAN OF SURVEY

BY SURVEYOR: M.R.HEATLEY of PDA SURVEYORS, ENGINEERS & PLANNERS
3/23 BRISBANE STREET, LAUNCESTON

LOCATION: TOWN OF LEGANA

SCALE 1:1000 LENGTHS IN METRES

REGISTERED NUMBER
SP187296

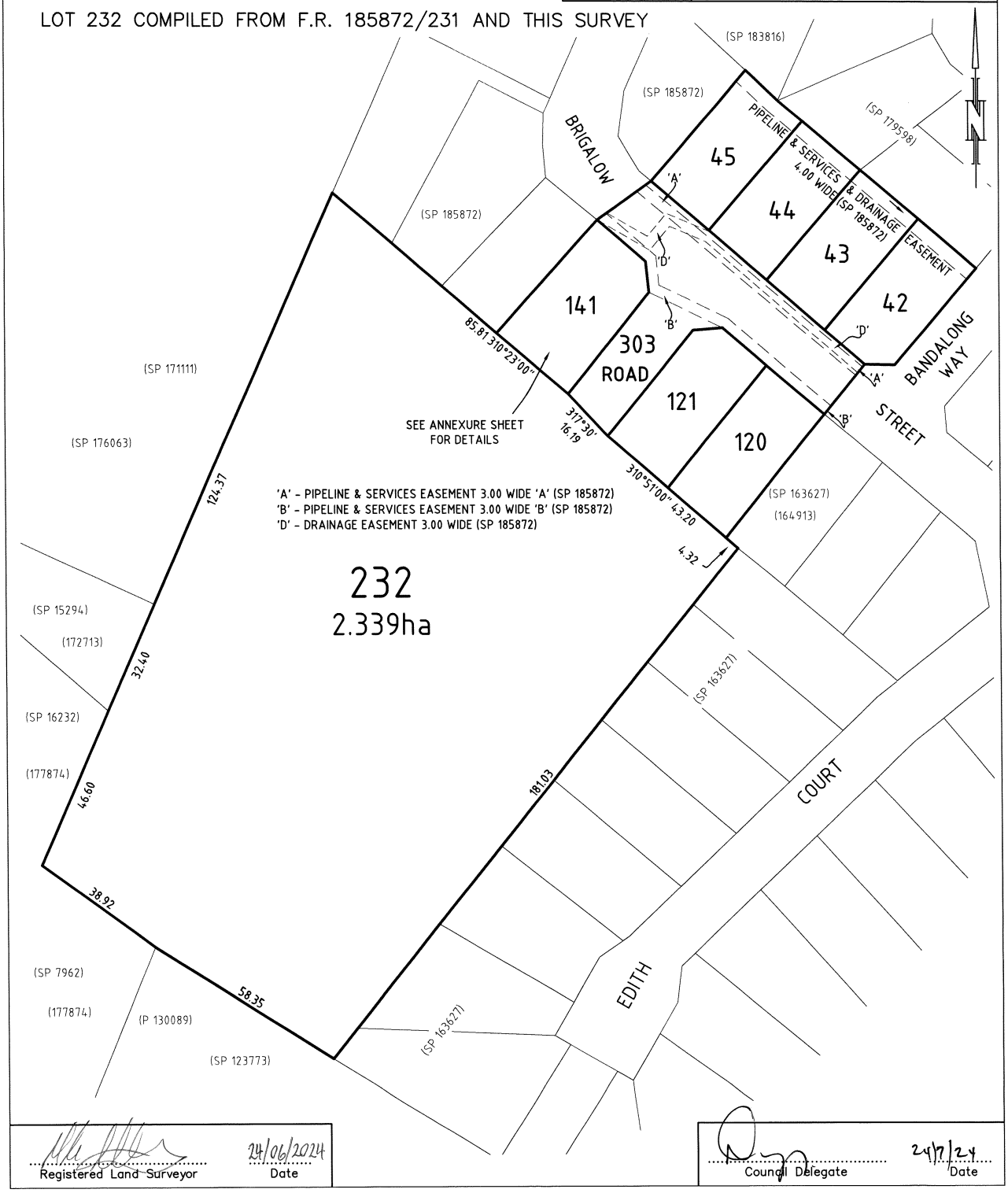
APPROVED 31 JUL 2024
EFFECTIVE FROM .....
Recorder of Titles

PRIORITY FINAL PLAN

SURVEYORS REF: 52111LK

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

LOT 232 COMPILED FROM F.R. 185872/231 AND THIS SURVEY

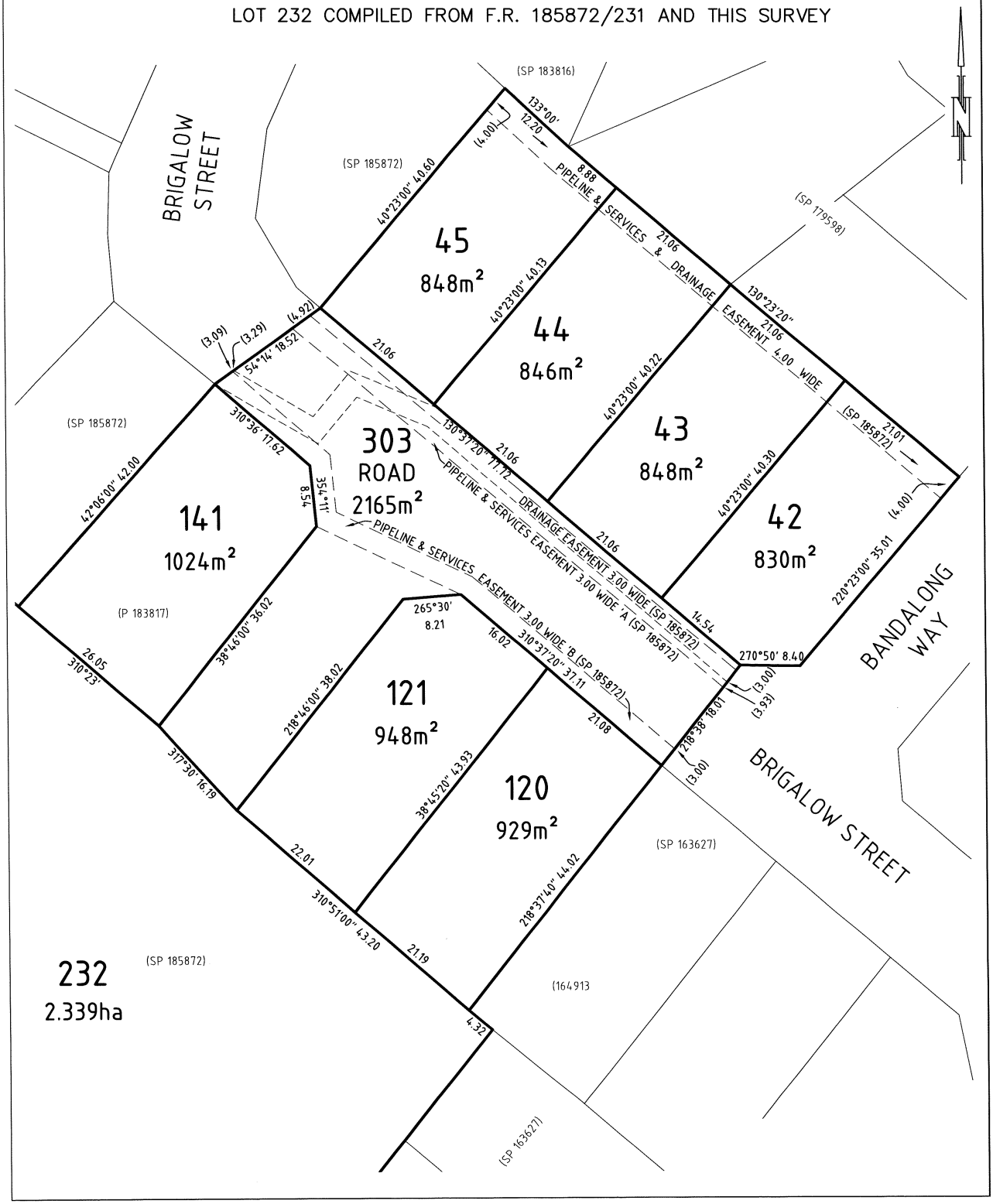


Registered Land Surveyor — 24/06/2024 Date

Council Delegate — 24/7/24 Date

PLAN OF SURVEY ANNEXURE SHEET SHEET 1 OF 1 SHEET	OWNER: BASS CORPORATION PTY. LTD. FOLIO REFERENCE: F.R. 185872/231 SCALE 1:500 LENGTH IN METRES	Registered Number SP187296
SIGNED FOR IDENTIFICATION PURPOSES Council Delegate 24/7/24 Date	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. Registered Land Surveyor 24/06/2024 Date	APPROVED EFFECTIVE FROM 31 JUL 2024 Recorder of Titles

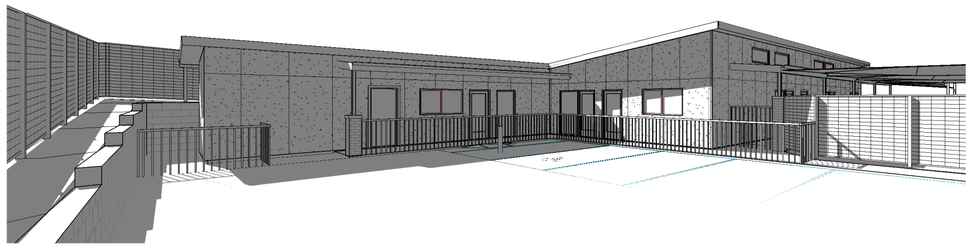
LOT 232 COMPILED FROM F.R. 185872/231 AND THIS SURVEY



PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

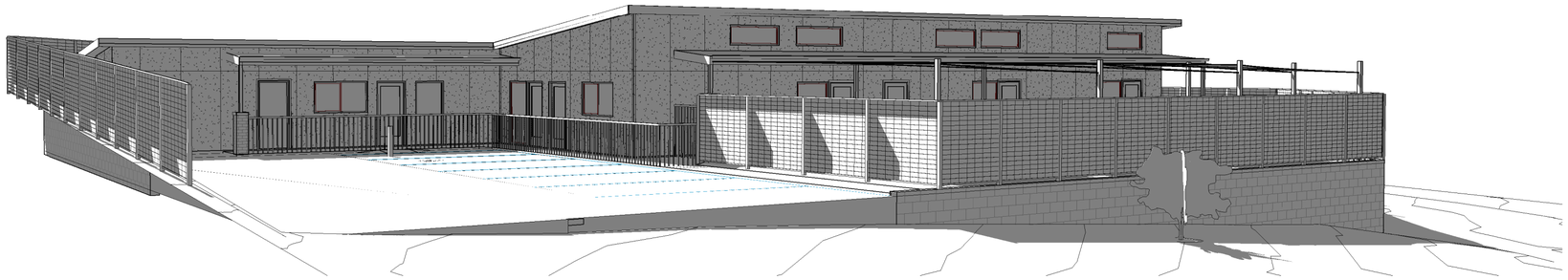
IGNITE DREAMS PTY LTD

PD24423

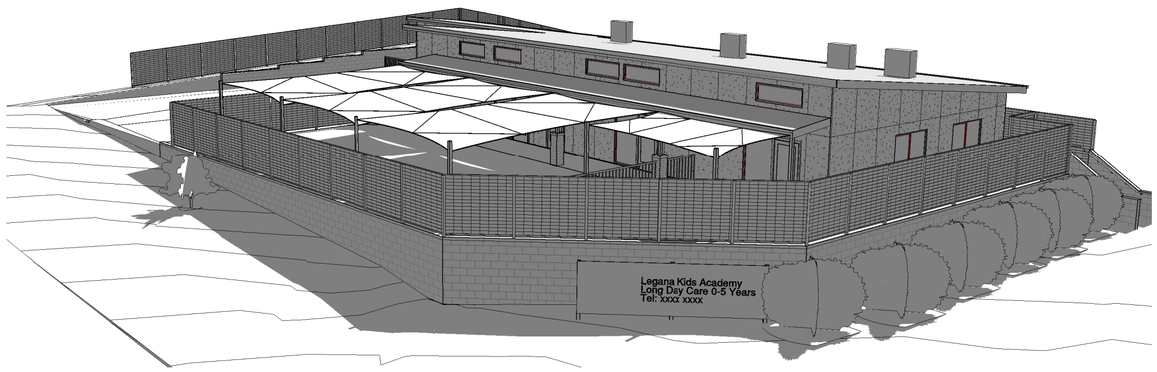


BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	SITE LANDSCAPING PLAN
03	SITE DRAINAGE PLAN
04	LOCALITY PLAN
05	FLOOR PLAN
06	ELEVATIONS
07	ROOF PLAN
08	FENCE ELEVATIONS



PLANNING



GENERAL PROJECT INFORMATION
TITLE REFERENCE: 187296/141
SITE AREA: 1024m²
DESIGN WIND SPEED:
SOIL CLASSIFICATION:
CLIMATE ZONE: 7
ALPINE AREA: NO
CORROSIVE ENVIRONMENT: N/A
BAL RATING: EXEMPT
OTHER KNOWN HAZARDS: NONE KNOWN

FLOOR AREA	267.57	m2	(28.80	SQUARES)
TOTAL AREA	267.57		28.80	

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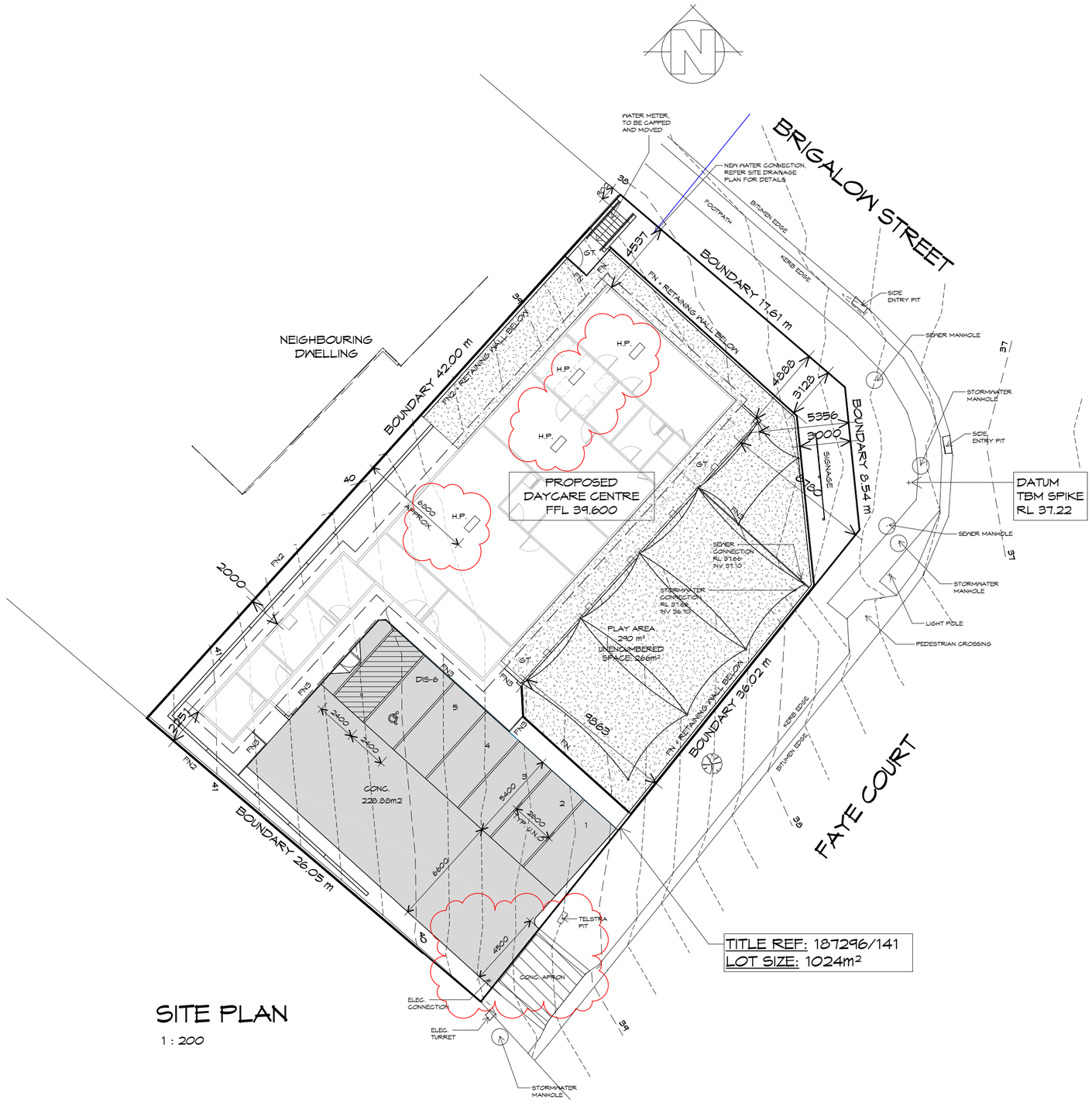
info@ primedesigntas.com.au primedesigntas.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A

DECEMBER 2025



SITE PLAN

1 : 200

LEGEND

FN	PVC SOILD FENCE 1.8m HIGH
FN2	TIMBER SHIPLAP FENCE 1.8m HIGH
FN3	POOL STYLE FENCE 1.2m HIGH
GT	GATE; TO MATCH FENCE TYPE IT IS PART OF
RET.	CONCRETE BLOCK RETAINING WALL TO ENG. SPECIFICATION

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
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SURVEY NOTES

SURVEYOR: JAG DATE: 15/01/25

1. THIS PLAN HAS BEEN PREPARED BY WOOLCOTT LAND SERVICES FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT USED FOR ANY OTHER PURPOSE.
2. TITLE BOUNDARIES SHOWN WERE NOT MARKED AT THE TIME OF THIS SURVEY.
3. 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 COMMENCMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.
4. WOOLCOTT LAND SERVICES CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.
5. 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 WOOLCOTT LAND SERVICES.
6. HORIZONTAL BEARING DATUM IS MGA BASED ON RTK GPS..
7. VERTICAL DATUM IS ADH'83 BASED ON SPM9843.
8. CONTOUR INTERVAL IS 0.20m INDEX IS 1.00m.
9. BOUNDARIES ARE COMPILED FROM SP187296 AND ARE APPROXIMATE AND SUBJECT TO SURVEY.
10. CO-ORDINATES ARE PLANE AND BASED ON MGA2020 AT SPM9843.

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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info@primedesigntas.com.au primedesigntas.com.au

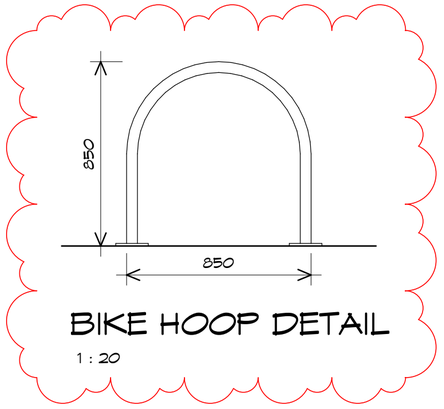
Project:
PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

Client name:
IGNITE DREAMS PTY LTD

Drawing:
SITE PLAN

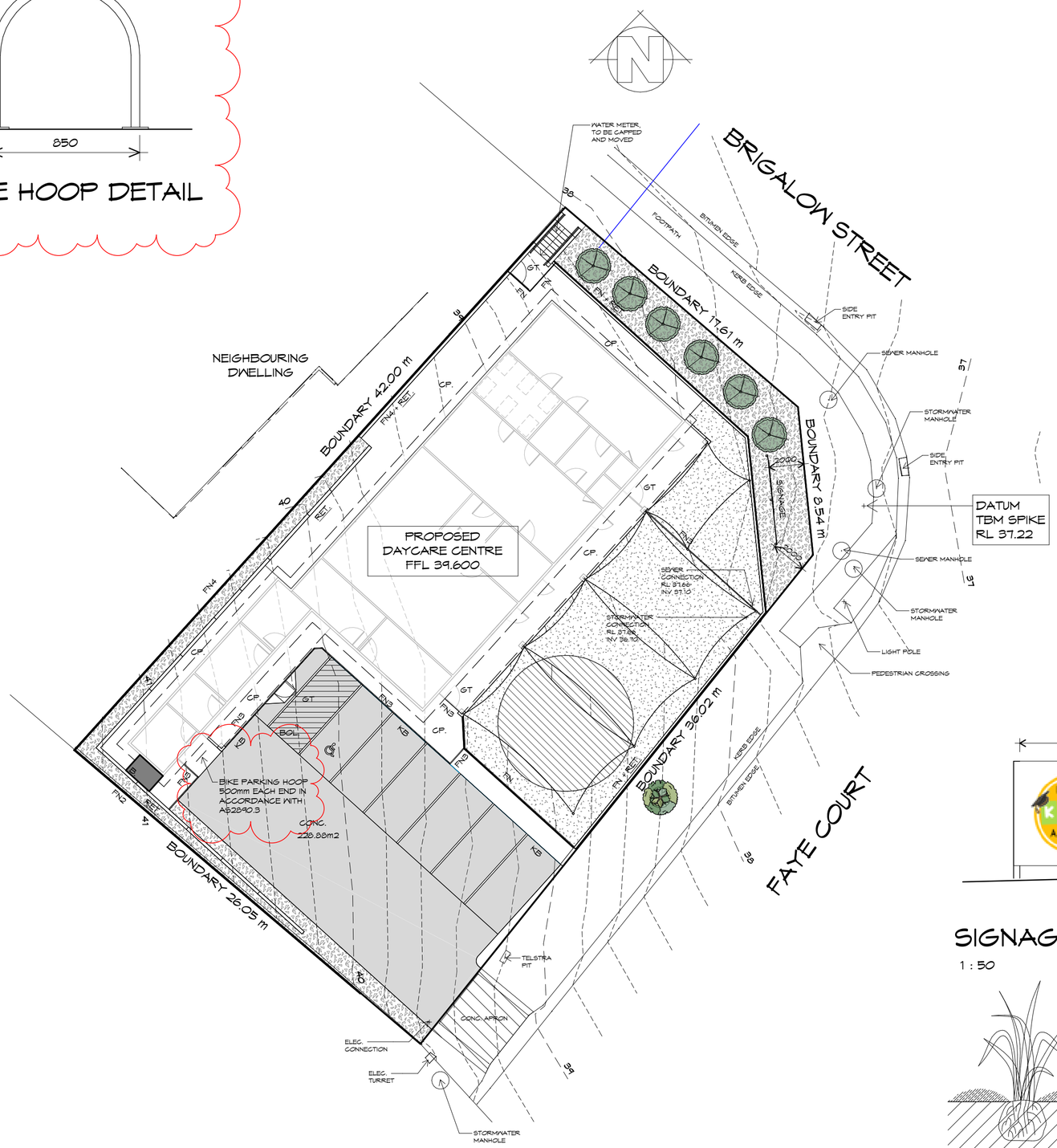
Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	1 : 200@A2
Project/Drawing no:	Revision:
PD24423 -01	06

Accredited building practitioner: Frank Geskus -No CC246A



BIKE HOOP DETAIL

1 : 20



SITE LANDSCAPING PLAN

1 : 200

LEGEND

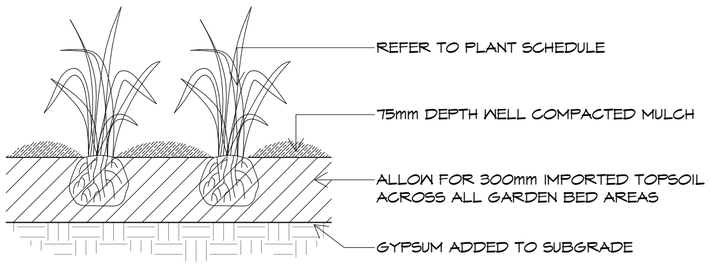
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/GRASS
- SOFT FALL
- SYNTHETIC LAWN
- MULCH OR SIMILAR
- CP. CONCRETE PATH/PAVING
- CONCRETE DRIVEWAY
- B. WASTE STORAGE
- FN PVC SOILD FENCE 1.8m HIGH
- FN2 TIMBER SHIPLAP FENCE 1.8m HIGH
- FN3 POOL STYLE FENCE 1.2m HIGH
- FN4 COLORBOND FENCE 1.8m HIGH
- GT GATE; TO MATCH FENCE TYPE IT IS PART OF
- RET. CONCRETE BLOCK RETAINING WALL TO ENG. SPECIFICATION
- KB KERB
- SIGNAGE GROUND BASE SIGN; REFER DWG BELOW FOR DETAILS

SITE COVERAGE
BUILDING FOOTPRINT 320m² /SITE AREA 1024m² = 0.3125
TOTAL SITE COVERAGE 31.25%

IMPERVIOUS SURFACES
IMPERVIOUS SURFACES 683m² /SITE AREA 1024m² = 0.667
TOTAL SITE FREE FROM IMPERVIOUS SURFACES 33.3%

SIGNAGE DETAIL

1 : 50



TYPICAL GARDEN BED DETAIL

PLANNING
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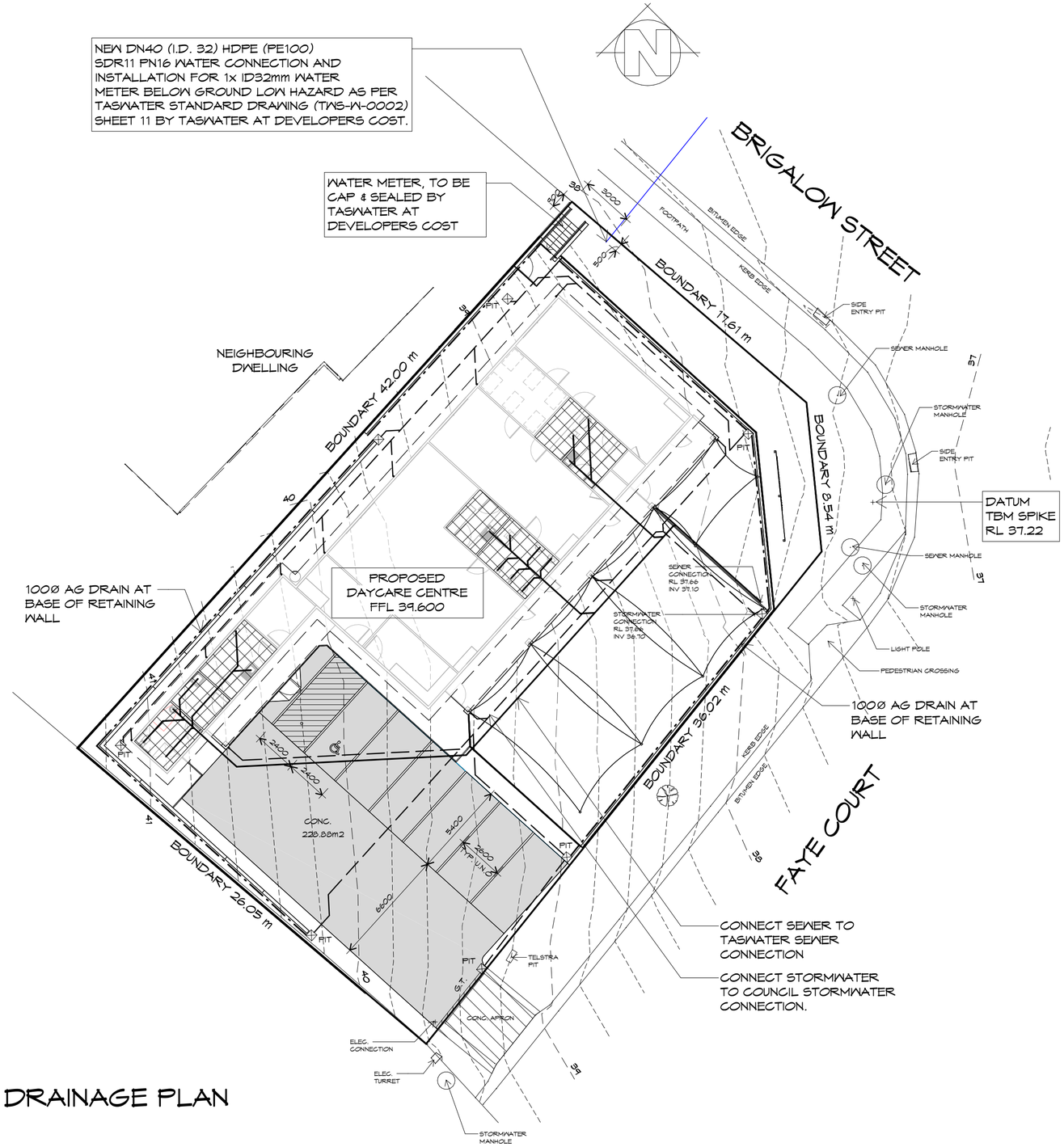
Project:
PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

Client name:
IGNITE DREAMS PTY LTD

Drawing:
SITE LANDSCAPING PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	As indicated@A2
Project/Drawing no:	Revision:
PD24423 -02	06



SITE DRAINAGE PLAN

1 : 200

LEGEND

PIT	450X 450 SURFACE DRAINAGE PIT
	WET AREAS
	SEWER LINE
	STORMWATER LINE
	100Φ AG DRAIN
G.T.	150mm WIDE GRATED TRENCH

PLUMBING NOTES:
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH THE REQUIREMENTS OF THE LOCAL AUTHORITIES.
ALL WORK IS TO COMPLY WITH THE REQUIREMENTS OF AS 3500.2021 & THE TASMANIAN PLUMBING CODE. AND MUST BE CARRIED OUT BY A LICENCED TRADESMAN ONLY.

PLANNING
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D.D.H.	Approver
Date:	Scale:
05.12.2025	As indicated@A2
Project/Drawing no:	Revision:
PD24423 -03	06

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
Accredited building practitioner: Frank Geskus -No CC246A

LOCALITY PLAN

1 : 2000

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

PLANNING

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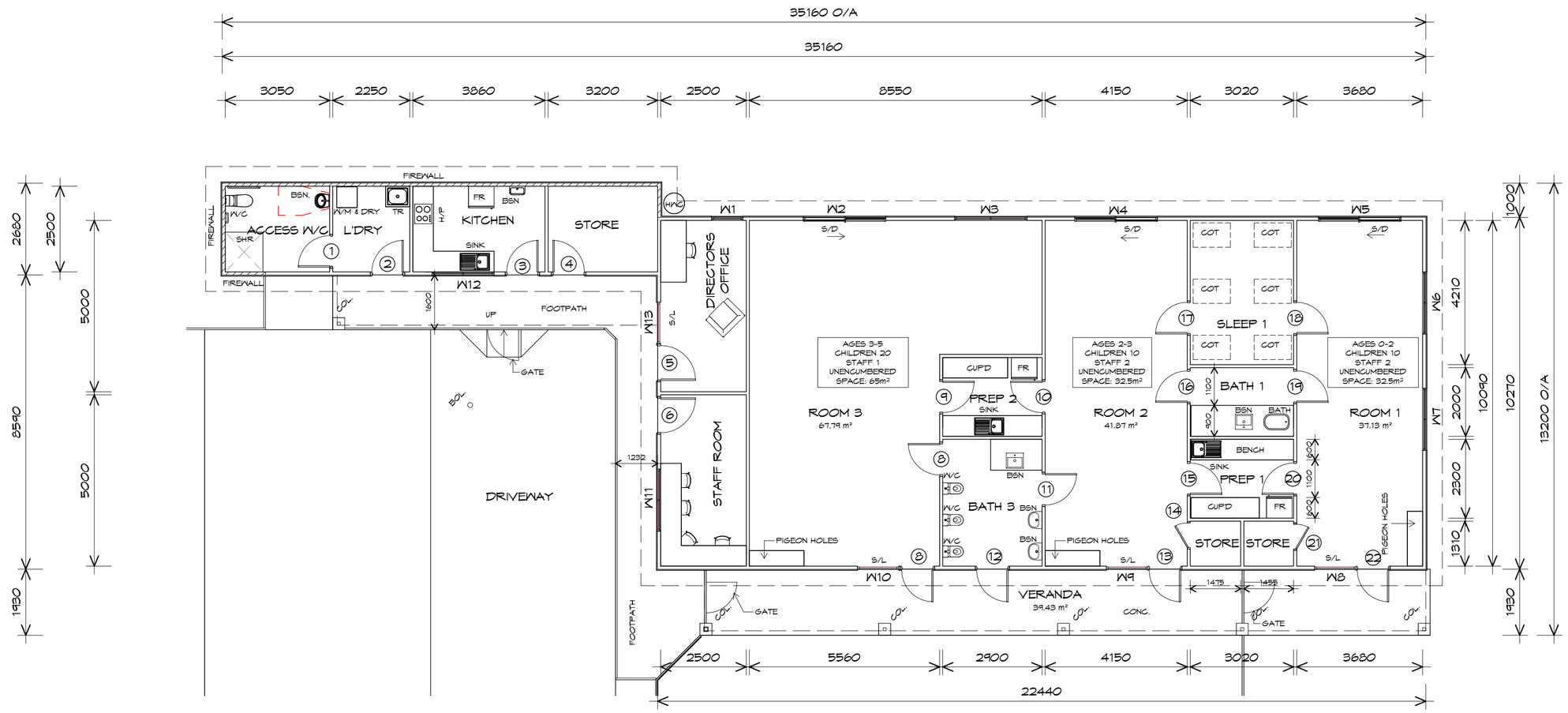
Client name:
IGNITE DREAMS PTY LTD

Drawing:
LOCALITY PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	1 : 2000@A2
Project/Drawing no:	Revision:
PD24423 -04	06

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A



LEGEND

- S/D SLIDING DOOR
- S/L SIDELIGHT
- COL COLUMN
- HWC HOT WATER CYLINDER
- BOL BOLLARD

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

FLOOR PLAN

1 : 100

FLOOR AREA	267.57	m2	(28.80	SQUARES)
TOTAL AREA	267.57		28.80	

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

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	REMARKS
W1	1800	910	AWNING WINDOW	
W2	2100	2410	SLIDING DOOR	
W3	1000	2110	AWNING WINDOW	
W4	2100	2410	SLIDING DOOR	
W5	2100	2410	SLIDING DOOR	
W6	1500	1810	AWNING WINDOW	
W7	1500	1810	AWNING WINDOW	
W8	2100	1210	FIXED WINDOW	
W9	2100	1210	FIXED WINDOW	
W10	2100	1210	FIXED WINDOW	
W11	1000	1810	AWNING WINDOW	
W12	1000	1810	AWNING WINDOW	
W13	2100	1210	FIXED WINDOW	
W14	600	1810	FIXED WINDOW	HIGHLIGHT WINDOW
W15	600	1810	FIXED WINDOW	HIGHLIGHT WINDOW
W16	600	1810	FIXED WINDOW	HIGHLIGHT WINDOW
W17	600	1810	FIXED WINDOW	HIGHLIGHT WINDOW
W18	600	1810	FIXED WINDOW	HIGHLIGHT WINDOW

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

DOOR SCHEDULE

MARK	WIDTH	TYPE	REMARKS
1	920	INTERNAL TIMBER DOOR	
2	920	INTERNAL TIMBER DOOR	
3	920	GLAZED EXTERNAL DOOR	
4	920	EXTERNAL SOLID DOOR	
5	1020	GLAZED EXTERNAL DOOR	
6	1020	GLAZED EXTERNAL DOOR	
8	920	GLAZED EXTERNAL DOOR	C/W SIDELIGHT
8	920	GLAZED EXTERNAL DOOR	
9	920	GLAZED EXTERNAL DOOR	
10	920	GLAZED EXTERNAL DOOR	
11	920	GLAZED EXTERNAL DOOR	
12	920	GLAZED EXTERNAL DOOR	
13	920	GLAZED EXTERNAL DOOR	C/W SIDELIGHT
14	720	ROBE DOOR	
15	920	GLAZED EXTERNAL DOOR	
16	920	GLAZED EXTERNAL DOOR	
17	920	GLAZED EXTERNAL DOOR	
18	920	GLAZED EXTERNAL DOOR	
19	920	GLAZED EXTERNAL DOOR	
20	920	GLAZED EXTERNAL DOOR	
21	720	ROBE DOOR	
22	920	GLAZED EXTERNAL DOOR	C/W SIDELIGHT

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Client name:
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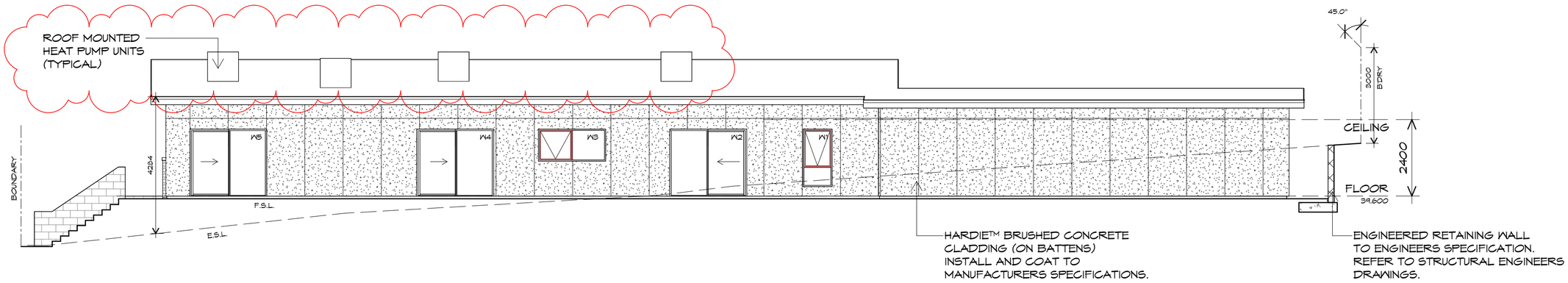
Drawing:
FLOOR PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	1 : 100@A2
Project/Drawing no:	Revision:
PD24423 -05	06

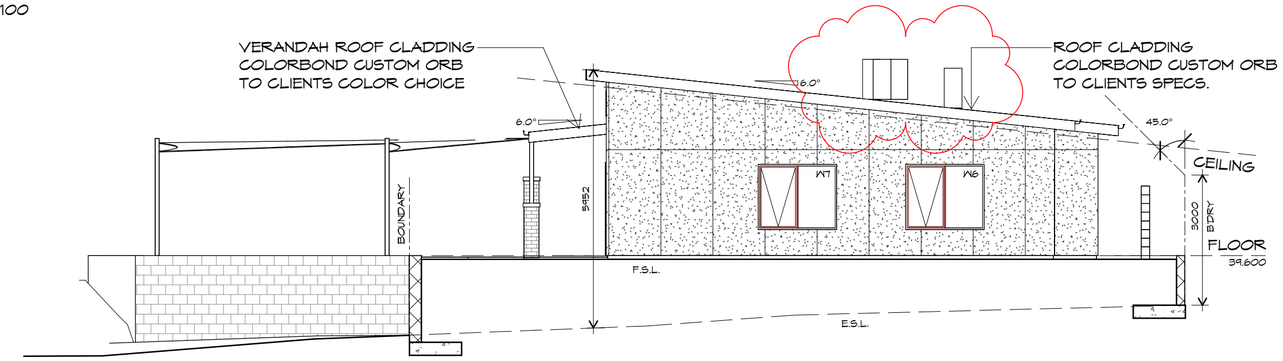
Accredited building practitioner: Frank Geskus -No CC246A



NORTH WESTERN ELEVATION

NOTE: FENCES/BLAUSTRADES
NOT SHOWN FOR CLARITY

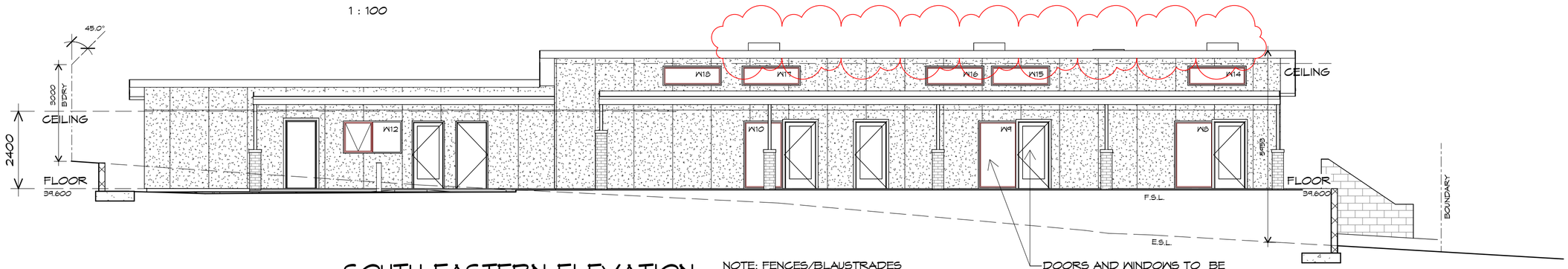
1 : 100



NORTH EASTERN ELEVATION

NOTE: FENCES/BLAUSTRADES
NOT SHOWN FOR CLARITY

1 : 100

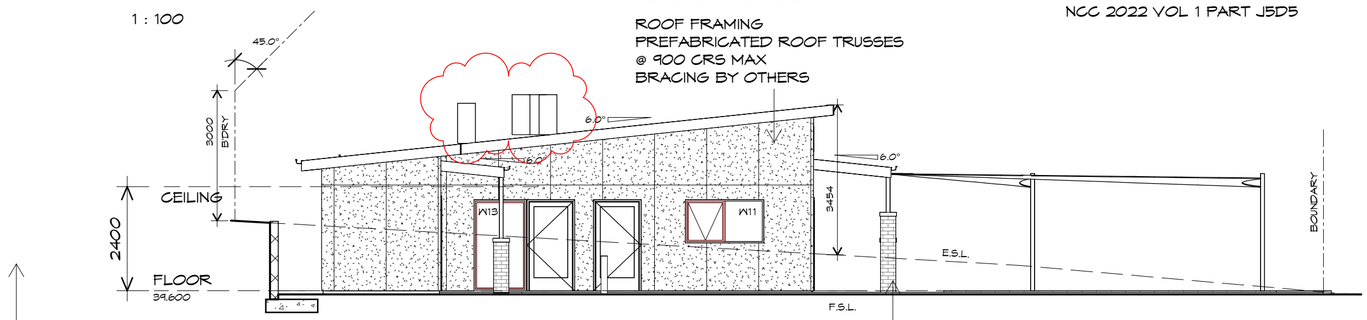


SOUTH EASTERN ELEVATION

NOTE: FENCES/BLAUSTRADES
NOT SHOWN FOR CLARITY

1 : 100

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



SOUTH WESTERN ELEVATION

NOTE: FENCES/BLAUSTRADES
NOT SHOWN FOR CLARITY

1 : 100

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Prime Design
10 Goodman Court, Invermay Tasmania 7248,
p(l)+ 03 6332 3790
Shop 9, 105-111 Main Road, Moonah Hobart 7009
p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

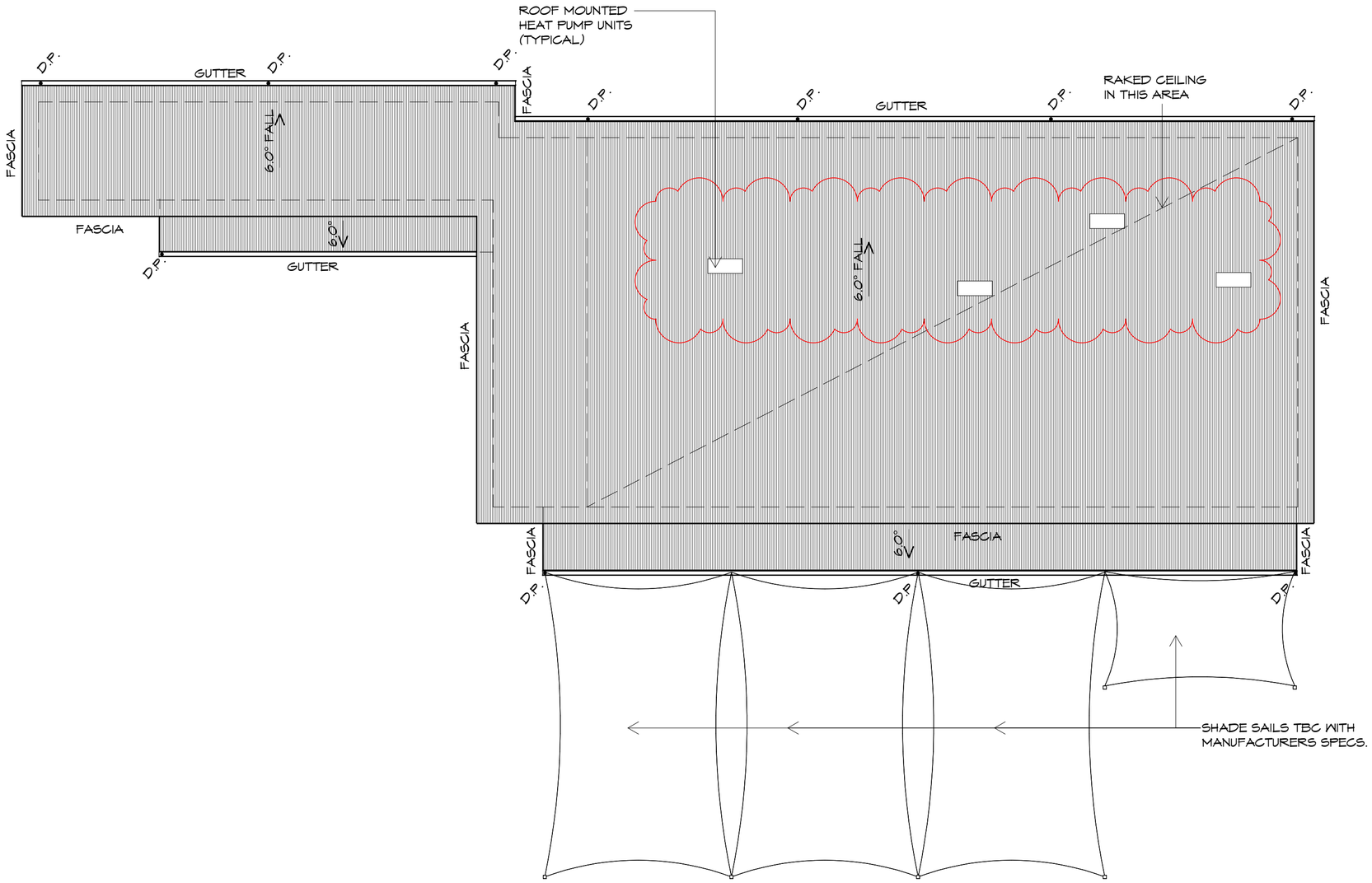
Project:
PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

Client name:
IGNITE DREAMS PTY LTD

Drawing:
ELEVATIONS

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	1 : 100@A2
Project/Drawing no:	Revision:
PD24423 -06	06

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
Accredited building practitioner: Frank Geskus -No CC246A



ROOF PLAN

1 : 100

ROOF PLUMBING NOTES:

GUTTER INSTALLATION
TO BE IN ACCORDANCE WITH
AS3500.3
WITH FALL NO LESS THAN
1:100 FOR BOX GUTTERS
1:500 FOR EAVES GUTTER

VALLEY GUTTERS ON A ROOF WITH A PITCH:
A) MORE THAN 12.5° DEGREES - MUST HAVE A WIDTH OF NOT LESS THAN 400mm AND ROOF OVERHANG OF NOT LESS THAN 150mm EACH SIDE OFVALLEY GUTTER.
B) LESS THAN 12.5° DEGREES, MUST BE DESIGNED AS A BOX GUTTER.

LAP GUTTERS 75mm IN THE DIRECTION OF FLOW, RIVET & SEAL WITH AN APPROVED SILICONE SEALANT.

DOWNPIPE POSITIONS SHOWN ON THIS PLAN ARE NOMINAL ONLY.
EXACT LOCATION & NUMBER OF D.P'S REQUIRED ARE TO BE IN ACCORDANCE WITH AS3500.3
SPACING BETWEEN DOWNPIPES MUST NOT BE MORE THAN 12m & LOCATED AS CLOSE AS POSSIBLE TO VALLEY GUTTERS

METAL ROOF
METAL SHEETING ROOF TO COMPLY WITH NCC 2022 VOL 1 F3 D2 & A.S. 1562.1

OVERFLOW MEASURES
INSTALL 10mm CONTROLLED BACK GAP, STAND OFF BRACKET WITH SPACER.
BACK OF GUTTER INSTALLED A MINIMUM OF 10mm BELOW THE TOP OF FASCIA
INSTALL IN ACCORDANCE WITH AS3500.3-2021

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

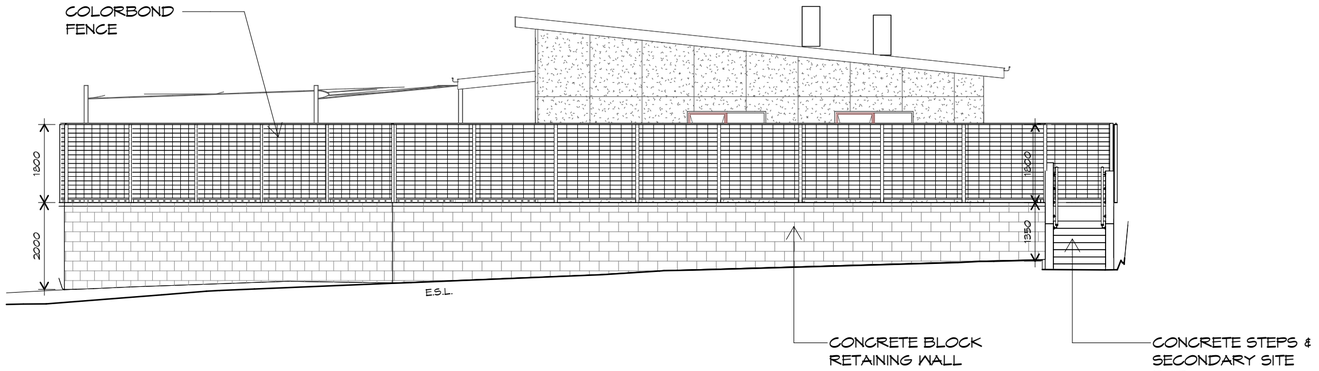
Client name:
IGNITE DREAMS PTY LTD

Drawing:
ROOF PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
05.12.2025	1 : 100@A2
Project/Drawing no:	Revision:
PD24423 -07	06

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A



NORTH WESTERN FENCE ELEVATION

1 : 100

SOUTH EASTERN FENCE ELEVATION

1 : 100

NOTE:
SIGNAGE AND PLANTING
NOT SHOWN FOR CLARITY

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED DAY CARE CENTRE
2 FAYE COURT,
LEGANA

Client name:
IGNITE DREAMS PTY LTD

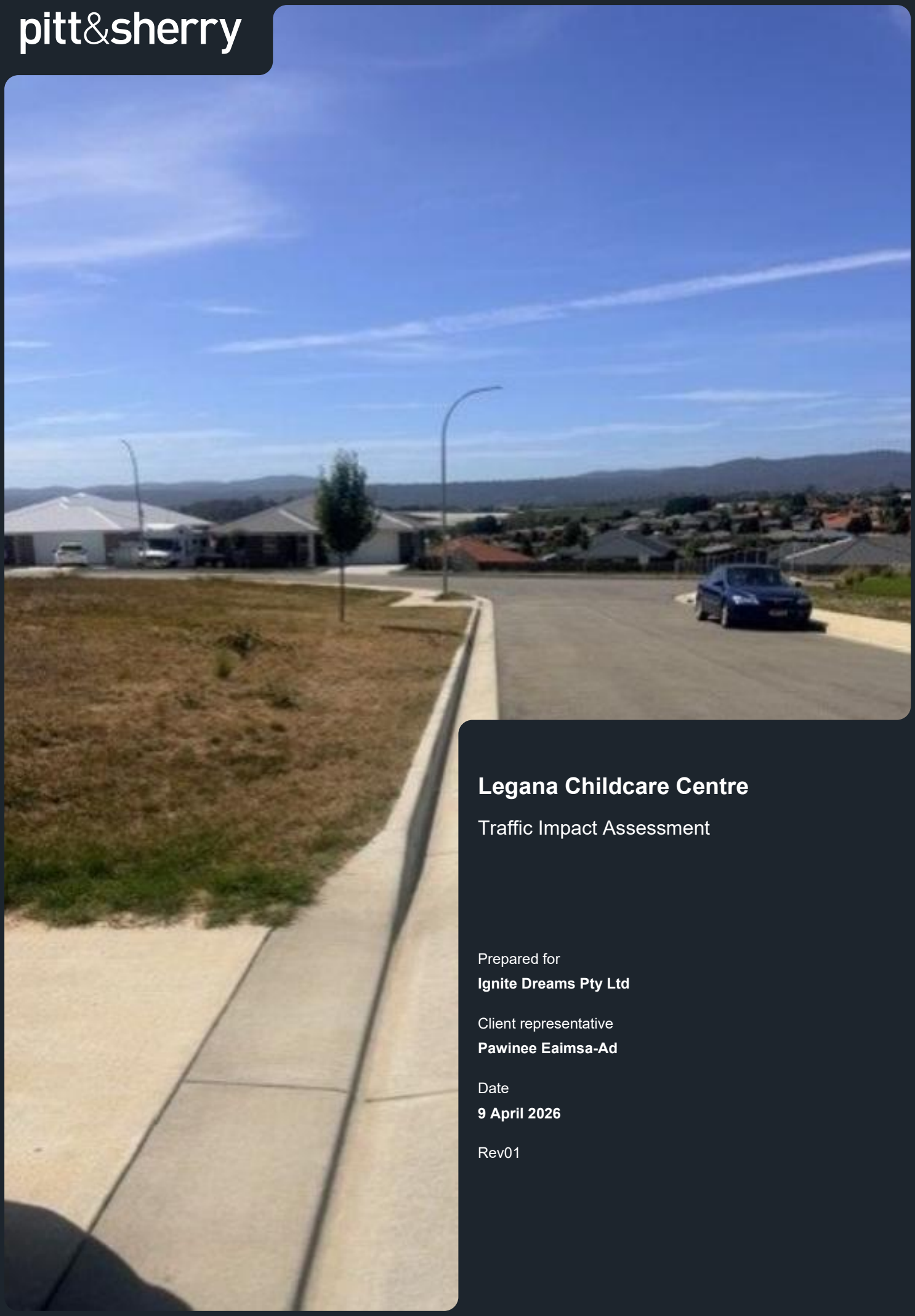
Drawing:
FENCE ELEVATIONS

Drafted by:	Approved by:
Author	Approver
Date:	Scale:
05.12.2025	1 : 100@A2
Project/Drawing no:	Revision:
PD24423 -08	06

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Accredited building practitioner: Frank Geskus -No CC246A

pitt&sherry



Legana Childcare Centre

Traffic Impact Assessment

Prepared for

Ignite Dreams Pty Ltd

Client representative

Pawinee Eaimsa-Ad

Date

9 April 2026

Rev01

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Appendices

Appendix A — Site Plans

Prepared by — Emma Calvert	Emcalvert	**Date —** 8 April 2026
Reviewed by — Rebekah Ramm	RRamm	**Date —** 8 April 2026
Authorised by — Rebekah Ramm	RRamm	**Date —** 8 April 2026

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	EC	RR	RR	12/03/2026
01	Traffic Impact Assessment – minor amendments	EC	RR	RR	08/04/2026

1. Introduction

1.1 Background

Ignite Dreams Pty Ltd (the Client) have proposed to construct a Childcare Centre at 2 Faye Court, Legana. The Childcare Centre will be licensed for 30-36 children.

Ignite Dreams Pty Ltd previously engaged Traffic and Civil Services (TCS) to undertake a Traffic Impact Statement (TIS) for the proposed childcare centre. The TIS was submitted as supporting documentation with the development application (DA) to West Tamar Council. Council have twice requested further information relating to the DA, including clarification of and additional information relating to traffic and parking and an updated traffic and impact assessment (TIA) with no response.

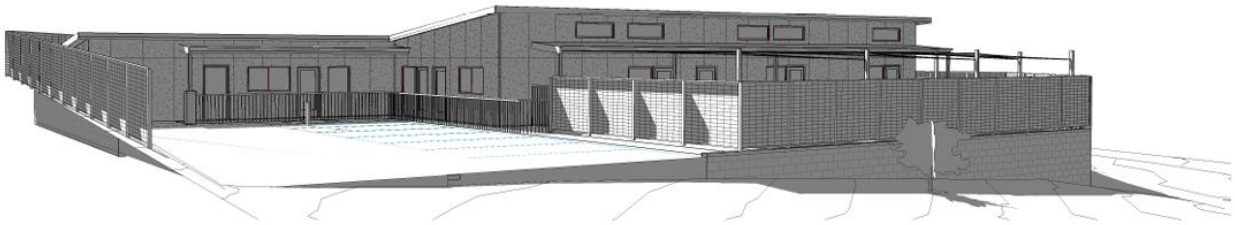


Figure 1: Render of Proposed Legana Childcare Centre

1.2 Traffic Impact Assessment (TIA) Scope

As a result, the client has engaged pitt&sherry to prepare a TIA to investigate the impacts from the proposed Childcare Centre at 2 Faye Court, Legana.

This report has been prepared with reference to the Department of State Growth (State Growth)'s publication *Traffic Impact Assessments (TIA) Guidelines*, the *Tasmanian Planning Scheme* (Planning Scheme).

1.3 Response to Council Request for Further Information

- Traffic generation → now provided
- Parking → assessed against scheme
- Access → assessed against AS2890 + Austroads
- Safety → crash + sight distance

2. Existing Conditions

2.1 Site Location

The proposed development site is located at 2 Faye Court in Legana. The site is currently unoccupied.

The site has a land use classification of 8.0 General Residential under the Planning Scheme.

Surrounding land uses include further 8.0 General Residential, 15.0 General Business, 29.0 Open Space, 11.0 Rural Living and 26.0 Utilities (Highway). The site is bordered in all directions by general residential developments.

Figure 2 shows the site location in the local context and the land use classification zoning in the vicinity of the site.

Figure 2: Site Location (Basemap Source: https://maps.thelist.tas.gov.au)

2.2 Surrounding Road Network

2.2.1 Faye Court

Faye Court (shown in Figure 3 and Figure 4) is a West Tamar Council (Council) owned Local Road that intersects with Brigalow Street in the East and is currently not constructed in the west. Within the vicinity of the site, Faye Court is a two-way road with a single lane in each direction and has a pedestrian footpath along the southern side of the road. No on-road cycling facilities are located along Faye Court.

Faye Court is subject to the Tasmanian Urban Default Speed Limit of 50 km/h.

Figure 3: Faye Court Facing East

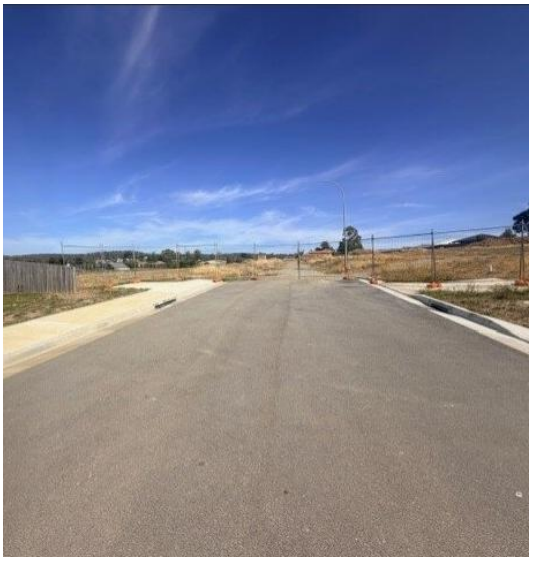


Figure 4: Faye Court Facing West

2.2.2 Brigalow Street

Brigalow Street (shown in Figure 5 and Figure 6) is a Council owned Local Road that intersects with Freshwater Point Road in the South and Dowerin Drive in the North. Within the vicinity of the site Brigalow Street is configured with one-lane in each direction with a pedestrian footpath on the western side of the road. Brigalow Street has no cyclist lanes.

Within the vicinity of the site Brigalow Street is subject to the Tasmanian Urban Default Speed Limit of 50km/h.

Figure 5: Brigalow Street Facing North

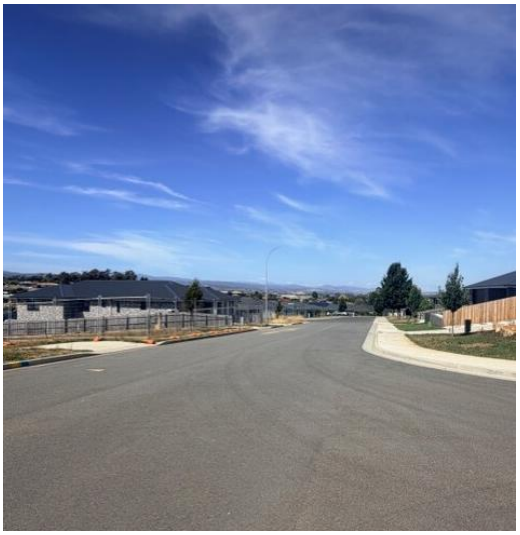


Figure 6: Brigalow Street Facing South

2.2.3 Freshwater Point Road

Freshwater Point Road is a Council owned Sub-Arterial Road that runs from The West Tamar Highway in the South to Beach Road in the North. Freshwater Point Road spans approximately 3km. The road is configured with one-lane in each direction. Within the vicinity of the site of the site, Freshwater Point Road has pedestrian footpaths and cycling lanes on both sides of the road.

Within the vicinity of the site, Freshwater Point Road is subject to a 50km/h sign posted speed limit.

2.3 Surrounding Intersections

The following intersections are located in the vicinity of the site:

- Brigalow Street/ Faye Court – Unsignalised T-intersection; and
- Freshwater Point Road/ Brigalow Street/ Legana Grove – Signalised 4-leg intersection.

2.4 Site Access

The site has a frontage to Brigalow Street and Faye Court. The site is accessed via Faye Court

2.5 Traffic Volumes

2.5.1 Traffic Data

Sydney Coordinated Adaptive Traffic System (SCATS) traffic data was collected from the Department of State Growth at the Freshwater Point Road/ Brigalow Street/ Legana Grove intersection. Based on this data, the peak hours on the surrounding road network were determined to be as follows:

- AM peak hour 8:00am to 9:00am; and
- PM peak hour 5:00pm to 6:00pm.

Traffic volumes from Tuesday 17 February 2026 at the Freshwater Point Road/ Brigalow Street/ Legana Grove intersection are outlined in Table 1 below.

Table 1: Traffic Volumes at the Freshwater Point Road/ Brigalow Street/ Legana Grove intersection

Peak Hour	Traffic Volumes
AM Network Peak Hour	537 vehicles
PM Network Peak Hour	687 vehicles
Daily	6862 vehicles

2.6 Parking

Unrestricted kerbside parking is located along all residential streets within the vicinity of the site. Additionally, 15 unrestricted parking spaces are located along Legana Grove, 500m south the site.

During a site visit on 6 March 2026, 8 of the 15 parking spaces along Legana Grove were occupied and no parking spaces along Faye Court or Brigalow Street were occupied.

2.7 Road Safety

The Department of State Growth have provided crash data for the most recent 5-year period in the vicinity of the site. Table 2 below shows the crash location, type, severity and numbers.

Table 2: Crash history

Location	Crash Type	Severity	Count
Brigalow Street	169 – Other on Path	Minor	1
Freshwater Point Road/ Brigalow Street/ Legana Grove Intersection	100 – Near Side	Serious	1

Based on the above, only 2 crashes have occurred within the vicinity of the site within the last 5-year period and there do not appear to be any crash patterns.

2.8 Public Transport

Metro Tasmania bus routes 780, 782, 787 and 788 service the area within the vicinity of the site, with services operating between Launceston City and Beauty Point. Services run in 30–60-minute intervals, increasing in frequency during peak periods.

A bus stop is located on Freshwater Point Road adjacent to the Legana Fire Station (approximately 400m from the site) and on Legana Grove adjacent to the entrance to the Legana Shopping Complex (approximately 500m from the site).

The availability and convenience of buses to the site is good and public transport is a suitable travel option to the site.

2.9 Pedestrian and Cycling Infrastructure

Within the vicinity of the site pedestrian footpaths are located on the southern side of Faye Court which connect to pedestrian footpaths on the western side of Brigalow Street. All streets surrounding the site have pedestrian footpaths on at least one side of the road.

Additionally, on road cycling facilities are located along Freshwater Point Road providing access to the site for cyclists.

3. Proposed Development

3.1 Overview and Operation

The existing empty land at 2 Faye Court, Legana is proposed to be converted to an early childcare centre, intended to be attended by babies and children up to school age. The centre is proposed to be open from 7:00am – 6:00pm Monday to Friday.

The childcare will have approximately 30-36 children across three separate rooms with the following capacities:

- 10 x babies ages 0-2 (2 staff)
- 10 x toddlers ages 2-3 (2 staff); and
- 20 x pre-school children ages 3-5 (1 staff).

There will also be an additional staff member for office work and providing cover for breaks as required.

The operational characteristics of childcare centres typically result in staggered arrival and departure patterns. While the centre will operate between 7:00am and 6:00pm Monday to Friday, arrivals generally occur progressively between 7:00am and 9:00am depending on individual family work schedules.

As a result, vehicle arrivals associated with the centre are spread across a broader time rather than occurring within a single concentrated peak hour. Staff will be present during drop-off and pick-up periods and will actively monitor movements within the car park where required to ensure safe and efficient operation.

Site plans of the proposed childcare centre are shown in Figure 7 below.

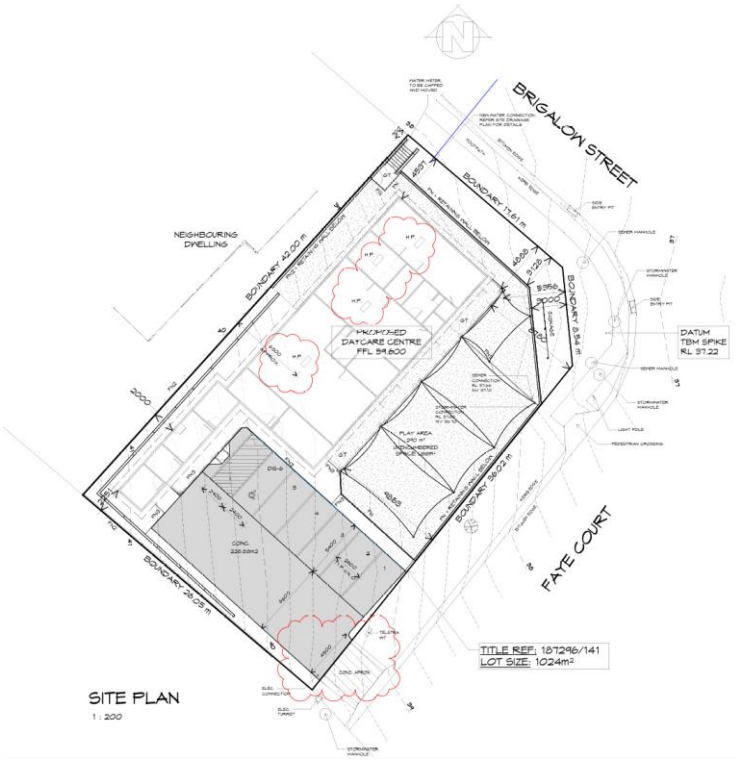


Figure 7: Proposed Site Plans

3.2 Vehicular Access

Vehicular access will be via a 4.5m wide access off Faye Court approximately 30m south of the Brigalow Street/ Faye Court intersection.

3.3 Parking

The following car parking spaces have been provided within the on-site car park for pick-up/ drop-off:

- 5 x standard car parking spaces; and
- 1 x DDA compliant car parking space.

Staff are required by company policy to park off site. This is a relatively standard approach for businesses who prioritise parking for customers.

The surrounding road network has demonstrated spare capacity during peak periods and can accommodate staff parking demand without impacting residential amenity

Even under a conservative scenario where multiple arrivals occur concurrently, the provision of 6 on-site spaces combined with short dwell times ensures vehicles can be accommodated without queueing onto Faye Court.

3.4 Deliveries and Rubbish Collection

Rubbish will be collected via kerbside servicing by a private commercial waste contractor.

3.5 Pedestrian Paths

A pedestrian path has been provided between the car park and the main entrance to the childcare centre. The pedestrian path varies in width between 1292mm to 1600mm.

While the footpath does not strictly meet the 1.5m width requirement for its full length, it satisfies Performance Criteria P1 by providing safe and convenient access, given the low traffic volumes, short travel distance, and physical separation from vehicle movements via fencing

4. Transport Assessment

4.1 Traffic Impact Assessment

4.1.1 Traffic Generation

Traffic generation rates for the proposed childcare centre have been sourced from the *Transport for New South Wales Guide to Transport Impact Assessment 2024* (TfNSW Guide). The rates adopted correspond to those for a long day care centre.

Traffic generation has been based of a maximum number of 36 students although the student numbers each day is expected to fluctuate.

The expected traffic generation of the subdivision is shown in *Table 3*.

Table 3: Traffic Generation

Peak Hour	Traffic Generation Rate	Number of Students	Traffic Generation
AM Network Peak Hour	0.64 vehicles/ student	36 students	23 vehicle movements
PM Network Peak Hour	0.39 vehicles/ student		14 vehicle movements
AM Site Peak Hour	0.85 vehicles/ student		31 vehicle movements
PM Site Peak Hour	0.83 vehicles/ student		30 vehicle movements
Daily	3.07 vehicles/ student		111 vehicle movements

The AM peak traffic generation estimate has been calculated using the adopted traffic generation rates applied to the maximum enrolment of 36 children, resulting in approximately 23 vehicle movements during the AM network peak hour.

This estimate is consistent with the order of magnitude previously identified by the Road Authority (approximately 21 vehicle movements per hour). Given the relatively small scale of the facility and the staggered nature of drop-off arrivals, this assessment represents a conservative estimate of potential traffic associated with the development

The directional split of the traffic (i.e. ratio between inbound and outbound movements) that has been adopted for the development was determined from the *ITE Trip Generation Manual* for the use 'Day Care Centre'. The adopted directional split is as follows:

- AM Peak Hour 53% in/ 47% out; and
- PM Peak Hour 47% in/ 53% out.

4.1.2 Traffic Impact

Currently, at the Freshwater Point Road/ Brigalow Street/ Faye Court intersection, approximately 537 vehicles travel through the intersection during the AM network peak hour, 687 vehicles during the PM network peak hour and approximately 6,862 vehicles daily.

Based on the estimated traffic generation of the proposed development, the network AM peak hour, and network PM peak hour are expected to experience an additional 23 vehicles and 14 vehicles, respectively. In addition, the development is expected to generate approximately 111 additional vehicle movements per day.

This represents an increase of approximately 4.3% during the AM peak, 2.0% during the PM peak and 1.6% daily.

Based on these relatively minor increases in traffic volumes, the proposed childcare centre is not expected to result in any significant impacts on Faye Court, Brigalow Street, the surrounding road network or the operation of the Freshwater Point Road/ Brigalow Street/ Faye Court intersection.

The predicted increase in traffic volumes associated with the development is therefore considered minor relative to existing network volumes and is not expected to adversely affect the performance of surrounding intersections or local roads.

4.1.3 Road Safety Impacts

Only two crashes have been recorded in the vicinity of the site in the most recent 5 years, and they are considered to be isolated incidents and do not indicate any crash patterns of concern.

The expected traffic generation of the proposed development both immediately post development and 10-years post development is not expected to increase the risk or severity of crashes in the vicinity of the site.

4.2 Parking Provision Assessment

4.2.1 Staff

Table C2.1 of the Planning Scheme specifies the following car parking rate for Education and Occasional Care:

> *"1 space per employee + 1 space per 6 tertiary education students"*

Six on-site car parking spaces are provided to accommodate staff parking requirements in accordance with the Planning Scheme. While staff may also utilise unrestricted parking within surrounding streets where convenient, the on-site parking provision can accommodate expected staff parking demand

4.2.2 Pick-Up/ Drop-Off for Children

Although the planning scheme does not require parking for the pick-up and drop-off for children, it has been considered.

Based on the site peak hour traffic generation of ~30 vehicle movements (15 vehicles) in both the AM and PM peak hour and estimating a maximum of 10-15 minute drop-off and pick-up, it is expected that the site will require a minimum of 4 car parking spaces.

As 5 standard car parking spaces and 1 DDA compliant car parking space has been provided this is expected to be sufficient.

The proposed on-site parking provision is expected to accommodate the majority of pick-up and drop-off activity associated with the childcare centre. Due to the short duration of typical drop-off and pick-up events, vehicles are expected to turnover regularly within the on-site parking area.

4.2.3 Bicycle Parking

The Planning Scheme specifies the following bicycle parking rate for Educational and Occasional Care:

> *"1 space per 5 employee and tertiary education students"*

A bicycle parking hoop has been provided at the western end of the parking aisle, suitable for 2 bicycles to park, meeting the requirements of the Planning Scheme.

4.2.4 DDA Compliant Parking Space

In accordance with the National Construction Code D4D6, Class 9b – early childhood centres buildings are required to provide:

> *"1 accessible space for every 50 carparking spaces or part thereof"*

The parking provision includes 1 accessible space which meets this requirement.

4.2.5 Parking Demand

Childcare centres typically experience high parking turnover, with individual drop-off and pick-up events generally lasting

between 5 and 10 minutes.

Based on the estimated site peak hour traffic generation of approximately 30 vehicle movements (approximately 15 vehicles) and allowing for staggered arrivals across the peak period, the expected parking demand at any one time is significantly lower than the total peak hour vehicle movements.

The provision of five standard spaces and one accessible space is therefore considered adequate to accommodate short-stay drop-off and pick-up activity associated with the proposed childcare centre.

4.2.6 Kerbside Parking

Kerbside parking is available within surrounding residential streets including Brigalow Street and Legana Grove, which provide additional parking opportunities within walking distance of the site.

The proposed development is not intended to rely on kerbside parking as its primary parking supply, as the on-site car park is expected to accommodate most of the short-term parking demand associated with the centre.

Given the relatively small scale of the development and the short duration of typical drop-off events, the proposal is not expected to result in significant reliance on kerbside parking or cause an unreasonable loss of amenity for surrounding residents

4.3 Parking Layout Assessment

The car parking layout has been reviewed against the Planning Scheme, the *Australian Standard AS/NZS2890.1:2004 Parking facilities: Off-Street car parking* (AS 2890.1) and the *Australian Standard AS/NZS2890.6:2009 Parking facilities: Off-street parking for people with disabilities* (AS 2890.6). In order to determine the class of parking, Table 1.1 of AS2890.1 has been reviewed. An excerpt of Table 1.1 of AS2890.1 is shown below in Figure 8.

TABLE 1.1

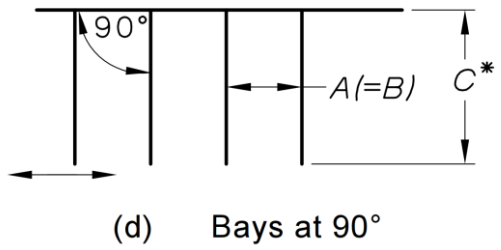
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 8: Table 1.1 of Australian Standard AS 2890.1

As the childcare centre is expected to generate short-term visitor parking, the car park was assessed against the User Class 3 requirements of AS 2890.1.

The assessment is shown below in Table 4, noting that examples of angle parking spaces layouts from AS2890.1 for 90-degree parking and 45-degree parking are shown below in Figure 9 and Figure 10, respectively.



(d) Bays at 90°

Figure 9: Excerpt of 90-Degree Parking Spaces Layout from AS 2890.1 Figure 2.2

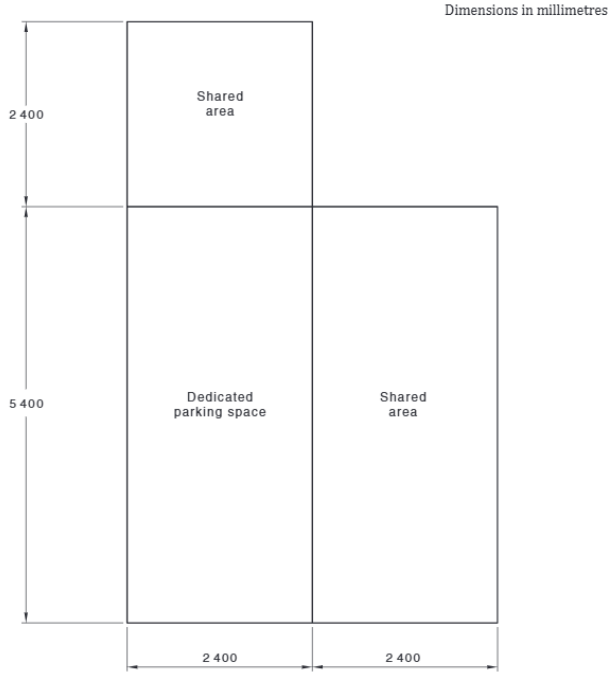


Figure 2.1 — Dimensions of angle parking spaces

Figure 10: Excerpt of 90-Degree DDA Compliant Parking Spaces Layout from AS 2890.6 Figure 2.1

Table 4: Car Parking Dimensions

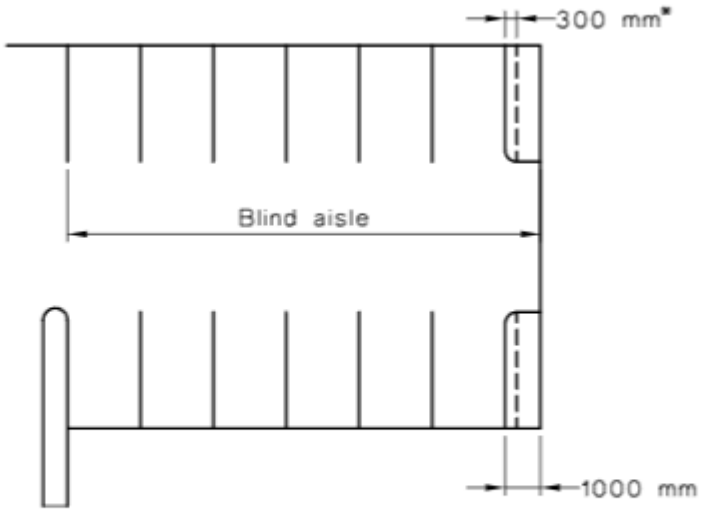
Car Park	Feature	Proposed	Minimum Requirement (AS 2890.1 and AS 2890.6)
User Class 3 – 90-degree parking	Parking Space Width (dimension A in Figure 9)	2.6m	2.6m
	Parking Space Length (dimension C in Figure 9)*	5.4m	5.4m
	Parking Aisle Width (one-way)	6.6m	5.8m
DDA Accessible Parking – 90-degree parking	Parking Space Width	2.4m	2.4m
	Parking Space Length	5.4m	5.4m
	Shared Area (side)	2.4m wide, 5.4m long	2.4m wide, 5.4m long
	Parking Aisle Width	6.6m	5.8m

**C_1 where parking is to a wall or high kerb not allowing for any overhang.*

Based on the above, the proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6.

4.3.1 Blind Aisle Assessment

The blind aisle length has been assessed against the requirements of Figure 2.3 of AS 2890.1, shown in Figure 11 below.



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii).

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Figure 11: Excerpt of Figure 2.3 from AS 2890.1

A 1.0m blind aisle extension has been provided within the car park which satisfies the requirements of Figure 2.3 of AS 2890.1.

An additional 0.3m parking aisle width is required as a fence is located adjacent to the side of the last parking space. The proposed parking aisle width exceeds the minimum requirements of AS 2890.1 and AS 2890.6 by 0.8m and therefore satisfies this requirement.

4.4 Site Access Assessment

4.4.1 Site Access

The vehicle width has been assessed against AS 2890.1. In order to determine the access facility category and minimum access driveway widths Table 3.1 and Table 3.2 of the AS 2890.1 has been reviewed. Excerpts of Table 3.1 and Table 3.2 from AS 2890.1 are shown below in Figure 12 and Figure 13, respectively.

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

Figure 12: Excerpt from Table 3.1 from Australian Standard AS/ NZS 2890.1:2004

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Figure 13: Excerpt of Table 3.2 from Australian Standard AS/NZS 2890.1:2004

As seen in Figure 12, based on the location of the vehicle entry and the number of car parking spaces located within the site the car parking spaces are defined as category 1 car parking spaces.

As outlined above in Figure 13, the minimum requirement for a category 1 access is a combined entry and exit width of 3.0m – 5.5m. As the proposed access driveway is 4.5m wide it meets the requirements of the standard.

4.4.2 Internal Accessway

Internal accessways should be sized in accordance with Table C2.2 of the Planning Scheme (Figure 14).

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Figure 14: Excerpt of Table C2.2 of the Planning Scheme

As the accessway is providing access to 6 car parking spaces the internal accessway is required to be not less than 4.5m for the first 7m from the roadway carriageway and 3m thereafter. As the accessway is a minimum of 4.5m at all locations it meets the requirement of Table C2.2 of the Planning Scheme.

4.5 Sight Distance Assessment

The Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (AGRD Part 4A) specifies that "*Desirably, sight distances at accesses should comply with the sight distance requirements for intersection*".

The Safe Intersection Sight Distance (SISD) has been assessed against the requirements of the AGRD Part 4A. The SISD was measured and recorded on site on 6th March 2026 in accordance with AGRD Part 4A.

The SISD requirements and the observed sight distance for the site access are shown below Table 5.

Table 5: Safe Intersection Sight Distance Assessment

Access Location	Direction of Vehicle	Speed	Sight Distance Requirement – Austroads (With Desirable 2s Reaction Time)	Available Sight Distance	Meets Requirements
Site Access	Eastbound	50 km/h	97m	150m once Faye Court fully constructed (30m currently)	Yes once Faye Court fully constructed
	Westbound			40m	No

Based on the above, the sight distance at the proposed site access does not currently meet the requirements of the AGRD Part 4A in both directions due to the construction of the road not being completed. This also means there is currently no eastbound approaching traffic and therefore the reduced sight distance is inconsequential.

However, once Faye Court is fully constructed, the sight distance to vehicles traveling eastbound along Faye Court will exceed the requirements of the AGRD Part 4A.

Additionally, the sight distance to the vehicles travelling westbound is considered sufficient as full sight distance is available until the Brigalow Street/ Faye Court intersection and it is likely that vehicles will be travelling much lower than the speed limit when exiting the intersection.

4.6 Deliveries and Rubbish Collection

Waste collection for the proposed childcare centre will be undertaken by a private commercial waste contractor, consistent with the operational details outlined in the Planning Application.

Commercial waste collection is typically undertaken by Medium Rigid Vehicles (MRVs) (generally in the order of 8.8m in length), which are comparable in scale to standard Council waste vehicles.

It is proposed that all waste collection will occur via kerbside collection from Faye Court, with bins presented on collection days and returned to the site following servicing. As such, waste collection vehicles are not required to enter the site, and no internal manoeuvring or turning movements are necessary.

This approach is consistent with typical practice for developments of this scale within residential areas and avoids potential conflicts within the constrained on-site car parking area.

Given that:

- Faye Court is a low-speed (50 km/h), low-volume local road.
- The surrounding road network has demonstrated spare capacity; and
- Waste collection activities will be of short duration and can be managed outside peak drop-off and pick-up periods,

the proposed waste collection arrangement is not expected to adversely impact the safety, efficiency or operation of the surrounding road network.

Accordingly, no swept path assessment for waste vehicles entering the site is required.

4.7 Pedestrian Path Assessment

The Planning Scheme requires that all uses that require 10 or more car parking spaces must have a 1m wide footpath that is separated from the parking aisle. As the site is only providing 6 car parking spaces, no footpath is required.

However, the Planning Scheme also requires for any parking areas that contain accessible parking spaces, a footpath with a width not less than 1.5m be provided from those spaces to the main entrance to the building.

A 1.6m wide footpath is provided from the car park to the directors' office. The footpath then decreases to 1232mm between the director's office and the main entry point. Thus, the footpath does not comply with the Planning Scheme requirements for sites containing accessible parking spaces.

However, it is considered to be sufficient as the site only has 1 accessible car parking space and the footpath is only approximately 270mm short of the requirement.

5. Planning Scheme Assessment

5.1 Summary

The proposed development has been assessed against the relevant Planning Scheme requirements. A summary of the relevant Planning Scheme clauses is shown in Table 6.

Table 6: Planning Scheme Clauses Summary

Clause	Description	Compliance	Comment Location Reference
C2.5 Parking and Sustainable Transport Code – Use Standards			
C2.5.1	Car parking numbers	Complies with Acceptable Solution A1	Section 4.2
C2.5.2	Bicycle parking numbers	Complies with Acceptable Solution A1	Section 4.2
C2.5.3	Motorcycle parking numbers	Not Applicable	-
C2.5.4	Loading bays	Not Applicable	-
C2.5.5	Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not Applicable	-
C2.6 Parking and Sustainable Transport Code – Development Standards			
C2.6.1	Construction of parking areas	Complies with Acceptable Solution A1	Section 3.3
C2.6.2	Design and layout of parking areas	Complies with Acceptable Solution A1.1 and A1.2	Section 4.3
C2.6.3	Number of accesses for vehicles	Complies with Acceptable Solution A1	Section 3.2
C2.6.4	Lighting of parking areas within the General Business Zone and Central Business Zone	Not Applicable	-
C2.6.5	Pedestrian access	Satisfies Performance Criteria P1	Section 4.7
C2.6.6	Loading bays	Not Applicable	-
C2.6.7	Bicycle parking and storage facilities within the General Business Zone and	Not Applicable	-

	Central Business Zone		
C2.6.8	Siting of parking and turning areas	Not Applicable	-
C3.5 Road and Railway Assets Code – Use Standards			
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Satisfies Performance Criteria P1	Section 4.1.1

5.2 C2.5 Parking and Sustainable Transport Code – Use Standards

C2.5.1 Car Parking Numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; b) the site is contained within a parking precinct plan and subject to Clause C2.7; c) the site is subject to Clause C2.5.5; or d) it relates to an intensification of an existing use or development or a change of use where: i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required	**Complies with Acceptable Solution A1** As Table C2.1 requires the proposed development to include 6 car parking spaces and 6 spaces have been provided, the proposed development complies with Acceptable Solution A1.

A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	

C2.5.2 Bicycle Parking Numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Bicycle parking spaces must: a) be provided on the site or within 50m of the site; and b) be no less than the number specified in Table C2.1.	**Complies with Acceptable Solution A1** Table C2.1 of the Planning Scheme requires the proposed development to provide 2 bicycle parking spaces. As a bicycle hoop that holds 2 bicycles is located within 50m of the site, the proposed development complies with Acceptable Solution A1.

5.3 C2.6 Parking and Sustainable Transport Code – Development Standards

C2.6.1 Construction of Parking Areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 All parking, access ways, manoeuvring and circulation spaces must: a) be constructed with a durable all weather pavement; b) be drained to the public stormwater system, or contain stormwater on the site; and c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**Complies with Acceptable Solution A1** All parking, accessways, manoeuvring and circulation spaces will be designed with durable all weather pavement and drained to the public stormwater system thus complying with Acceptable Solution A1.

C2.6.2 Design and Layout of Parking Areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1	**Complies with Acceptable Solution A1.1**

Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: i. have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6;* ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;	All parking, accessways, manoeuvring and circulation spaces meet the requirements of AS 2890.1, thus, the proposed development complies with Acceptable Solution A1.1. **Complies with Acceptable Solution A1.2** The DDA compliant car parking spaces meets all requirements of A 2890.6, is located within the car park and is as close as practicable to the main entrance.

C2.6.2 Design and Layout of Parking Areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or *b)* comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.* **Acceptable Solution A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and be designed and constructed in accordance with *Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.*	Thus, the proposed development complies with Acceptable Solution A1.2.

C2.6.3 Number of Accesses For Vehicles

Objective:

That:

a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

c) the number of accesses minimise impacts on the streetscape.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of accesses provided for each frontage must: a) be no more than 1; or b) no more than the existing number of accesses, whichever is the greater.	**Complies with Acceptable Solution A1** As the proposed development provides only 1 access, it complies with Acceptable Solution A1.

C2.6.5 Pedestrian Access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Uses that require 10 or more car parking spaces must: a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **Acceptable Solution A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. **Performance Criteria P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: a) the characteristics of the site; b) the nature of the use; c) the number of parking spaces; d) the frequency of vehicle movements; e) the needs of persons with a disability; f) the location and number of footpath crossings; g) vehicle and pedestrian traffic safety; h) the location of any access ways or parking aisles; and i) any protective devices proposed for pedestrian safety.	**Satisfies Performance Criteria P1** As the footpath for the car park to the main entrance is not 1.5m wide for its whole length, the proposed development cannot comply with Acceptable Solution A1.2. It does however satisfy Performance Criteria P1 as follows: a) The proposed development is a childcare centre, licensed for 30-36 children aged 0-6 years old with approximately 6 staff members b) It is expected that the car park will be used primarily by parents with young children and by persons with a disability c) 5 standard car parking spaces and 1 DDA compliant car parking spaces have been provided within the proposed car park d) It is expected that vehicles movements within the car park will be relatively low and will be predominantly during the drop-off/ pick-up periods e) 1 DDA compliant car parking space has been provided within the main car park f) There are no footpath crossings within the proposed car park g) A 1.6m wide pedestrian footpath is provided from the car park to the director's office, the footpath continues from the director's office to the main entrance of the site at a width of approximately 1.2m. The footpath is separated from the carpark by a fence along its length h) The site is access off Faye Court and the parking aisle is located at the south of the site directly adjacent to the site access; and i) A fence has been provided to protect the pedestrian footpath from the vehicles within the car park.

5.4 C3.5 Road and Railway Assets Code – Use Standards

C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: a) a new junction; b) a new vehicle crossing; or c) a new level crossing. **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **Acceptable Solution A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: a) the amounts in Table C3.1; or b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **Acceptable Solution A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction. **Performance Criteria P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: a) any increase in traffic caused by the use; b) the nature of the traffic generated by the use; c) the nature of the road; d) the speed limit and traffic flow of the road; e) any alternative access to a road; f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority.	**Satisfies Performance Criteria P1** As the proposed development does not meet the requirements of Table C3.1 of the Planning Scheme, it cannot comply with Acceptable Solution A1.4. It does however satisfy performance criteria P1 as follows: a) The proposed development is expected to generate approximately 111 vehicular movements daily b) The traffic generated from the site is expected to be predominantly light vehicles c) Faye Court and Brigalow Street are Council owned two-way local roads, with pedestrian footpaths on one side of the road d) The Freshwater Point Road/ Brigalow Street/ Legana Grove intersection currently has 6862 vehicles travelling through it daily. Brigalow Street and Faye Court are subject to the Tasmanian Urban Default speed limit of 50km/h e) There is no alternative access locations that would suit this site f) The access is required to provide access to a car park for a childcare development and is expected to be used by light vehicles only g) As the access is only expected to generate 111 vehicles per day, there are not expected to be any impacts to the overall safety and operation of the surrounding road network; and h) No advice has been received from the rail or road authority.

The traffic generation, parking provision and operational characteristics of the proposed childcare centre have been assessed in the context of the surrounding residential road network.

The development will generate relatively low volumes of additional traffic and provides sufficient on-site parking to accommodate operational needs. As a result, the proposal is not expected to cause an unreasonable loss of amenity to adjacent sensitive uses, nor adversely affect the safety or efficiency of the surrounding road network.

6. Conclusion

Ignite Dreams Pty Ltd have engaged pitt&sherry to undertake a Traffic Impact Assessment (TIA) for the proposed Legana Childcare development at 2 Faye Court, Legana. The analysis and discussion presented in this report can be summarised as follows:

- The proposed development is expected to generate approximately 23 additional vehicle movements during the AM network peak hour, 14 during the PM network peak hour and approximately 111 vehicle movements daily, representing increases of approximately 4.3%, 2.0% and 1.6% respectively. These increases in traffic volumes are not expected to adversely affect the operation of Faye court, Brigalow Street or the surrounding road network
- The proposed site access from Faye Court meets all relevant requirements of AS 2890.1 and the Planning Scheme
- The proposed car parking provision and layout complies with the Planning Scheme, AS 2890.1 and AS 2890.6
- Available on-street parking along Legana Grove, Faye Court and Brigalow Street, provides adequate parking availability for staff and overflow pick-up/ drop-off of children
- Based on available crash history, no crash patterns have been identified within the vicinity of the site, and the development is not expected to increase crash risk
- The available sight distance at the proposed site access has been assessed against the requirements of the AGRD part 4A. Sight distance will meet the relevant requirements for eastbound traffic once Faye Court is fully constructed. The existing conditions are considered acceptable for westbound traffic given the proximity of the Brigalow Street/ Faye Court intersection and the lower vehicle speeds expected for vehicles exiting the intersection; and
- Waste collection will be undertaken by a private commercial waste contractor via kerbside collection on Faye Court, with no requirement for service vehicles to enter the site.brigalow

Overall, the proposed childcare centre represents a small-scale community facility that is compatible with the surrounding residential area. Based on the traffic generation, parking provision and operational characteristics of the development, the proposal is not expected to adversely affect the safety, efficiency or amenity of the surrounding road network.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

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Site Plans

Appendix A

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Legana Childcare Centre

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Located nationally —
Melbourne
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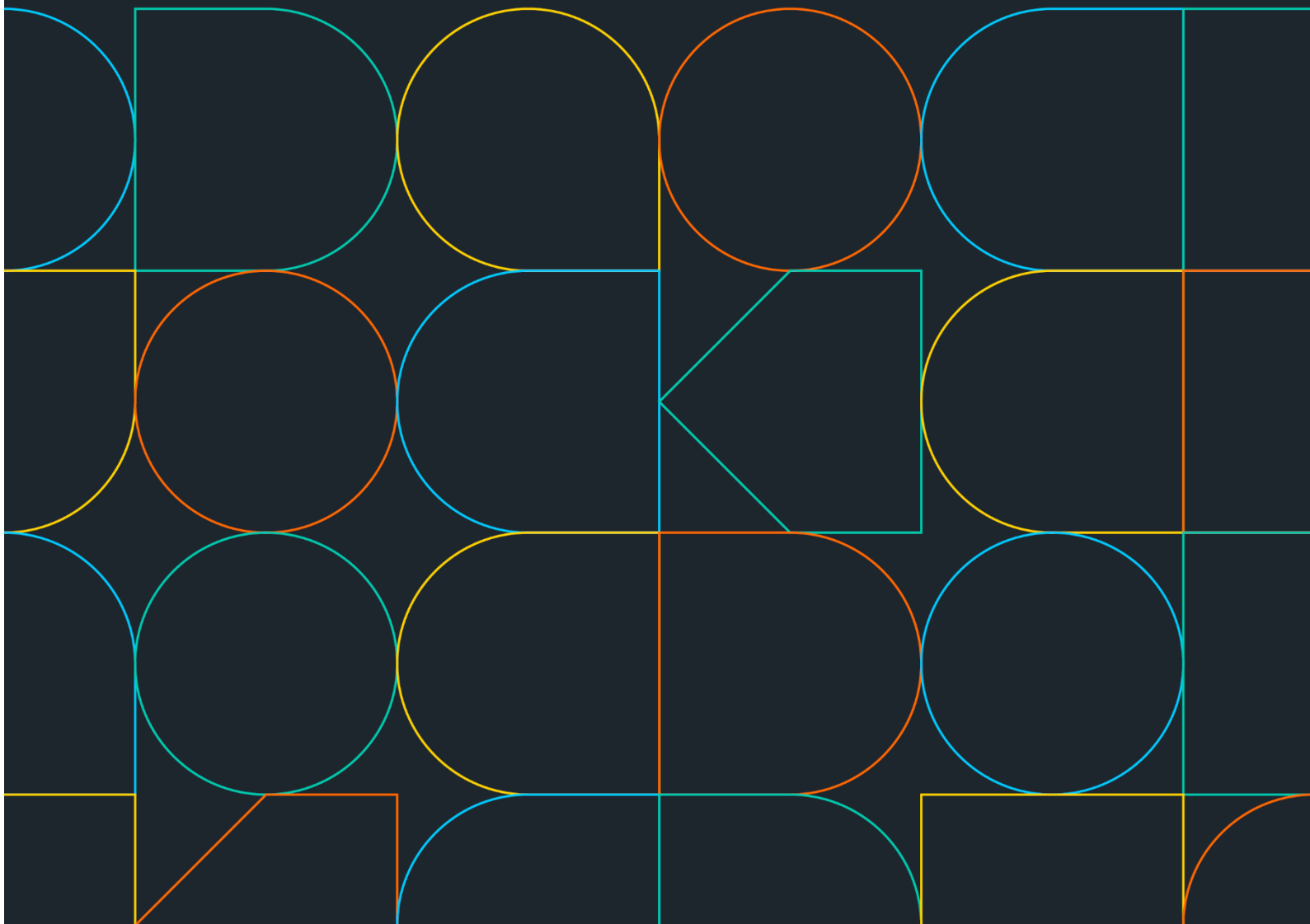

pitt&sherry

Legana Child Care Centre

Noise Assessment

Prepared for
Ignite Dreams Pty. Ltd.

Client representative
Pawinee Eaimsa-Ad

Date
2 February 2026

Rev01

Table of Contents

Prepared by — Lucy Eade / Alexander Seen		**Date — 22/10/25**
Reviewed by — Douglas Ford		**Date — 22/10/25**
Authorised by — Andy Turner		**Date — 22/10/25**

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Issued	L. Eade & A. Seen	D. Ford	A. Turner	24/10/25
01	Revised to address Council RFI	A. Seen	D. Ford	A. Turner	28/01/26

Executive Summary

This noise assessment has been prepared to support a development application for a new childcare centre at 2 Faye Court, Legana. The proposed centre is located in a rapidly developing area zoned “General Residential” under the *Tasmanian Planning Scheme – West Tamar*. The location is approximately 300 metres northeast of the West Tamar Highway and 250 metres northwest from the Legana Shopping Centre. The site immediately adjoins an existing residence to the northwest, with all nearby vacant blocks likely to be built out in the near future.

The noise assessment is required, as the proposed hours of operation are 7am to 6pm. A childcare centre is a discretionary use, for the general residential zone. Clause 8.3.1 requires the impact of noise to be assessed for any discretionary uses that operate outside of the hours of 8am to 6pm, to demonstrate compliance with Performance Criteria P1.

The level of noise from the centre at nearby residences, was modelled in SoundPLAN environmental noise modelling software. This included noise from cars moving in the car park, air-conditioning units and children playing in the outdoor play area. Overall noise levels were below EPP outdoor daytime indicator limits for “moderate annoyance” by several decibels. The predicted noise levels for operation of fixed plant including air conditioning units were less than 40 dB(A) and comply with EMPCA noise regulations. At these levels noise from the centre is not expected to cause a noticeable change to existing ambient noise levels or result in a loss of amenity to nearby residences.

On the basis of this assessment the proposed childcare centre meets the Performance Criteria, P1, of Clause 8.3.1 of the *Tasmanian Planning Scheme – West Tamar*.

Authors’ Qualifications and experience

Douglas Ford

(Bachelor of Engineering (Mechanical), University of Queensland, MIEAust, CPEng, RPEQ)

Doug has over 37 years' mechanical engineering experience working in design, technical support, research, maintenance and project management roles. He has 15 years’ experience in the area of writing noise assessments in support of planning permit applications in Tasmania, industrial and traffic noise modelling and the design of noise attenuation measures for industrial and commercial building applications. He has appeared as an expert witness before the Tasmanian Civil and Administrative Tribunal on a number of occasions and submitted numerous assessment reports to the Tasmanian EPA. He also has significant experience modelling and assessing other emissions including dust, odour, airborne chemical pollutants, and nuisance lighting.

Alexander Seen

(Bachelor of Engineering (Marine and Offshore Engineering), Australian Maritime College)

Alex has 4 years’ experience undertaking noise measurements, noise modelling and writing noise assessments. Under the supervision of Douglas Ford, he has completed a wide range of projects including assessments of industrial and commercial developments, residential subdivisions and road upgrades.

Lucy Eade

(Bachelor of Engineering (Mechanical), University of Tasmania)

Lucy is a recent graduate, who is currently being trained in noise modelling and writing noise assessments, under the supervision of Douglas Ford.

1. Introduction

This noise assessment has been prepared to support a development application for a new childcare centre at 2 Faye Court, Legana. The site is located in an area currently undergoing new residential development, zoned "General Residential" under the *Tasmanian Planning Scheme – West Tamar*. The site immediately adjoins an existing residence to the northwest, with all nearby vacant blocks likely to be built out in the near future, as shown in Figure 1 below. The location is approximately 300 metres northeast of the West Tamar Highway and 250 metres northwest from the Legana Shopping Centre.

The noise assessment is required, as the proposed hours of operation are 7am to 6pm. A childcare centre is a discretionary use, for the general residential zone. The planning scheme requires the impact of noise to be assessed for any discretionary uses that operate outside of the hours of 8am to 6pm.

Figure 1: Aerial view of proposed site location and surrounding area (base image from NearMap).

2. Site Description

The proposed centre will consist of a building containing three rooms for children of different ages (up to 20, aged 3 to 5 years, 10, aged 2 to 3 years and 10, aged 0 – 2 years), a sleeping area and a kitchen, bathrooms, storerooms and staff amenities and offices. The site also contains an outdoor play area and car parking for six staff, accessed from Faye Court. The site will operate between the hours of 7am and 6pm on weekdays. The layout of the centre is shown in Figure 2.

Noise from the childcare centre will be generated by several roof mounted air conditioning units, which will run during the day, staff vehicle movements in the carpark during the morning and evening and children playing outside at various times throughout the day. Noise generated inside the building will be effectively attenuated by the building structure and generally only outdoor noise sources will be audible nearby, however conservatively, noise from children playing indoors, with the sliding doors open, has been included in the noise model.

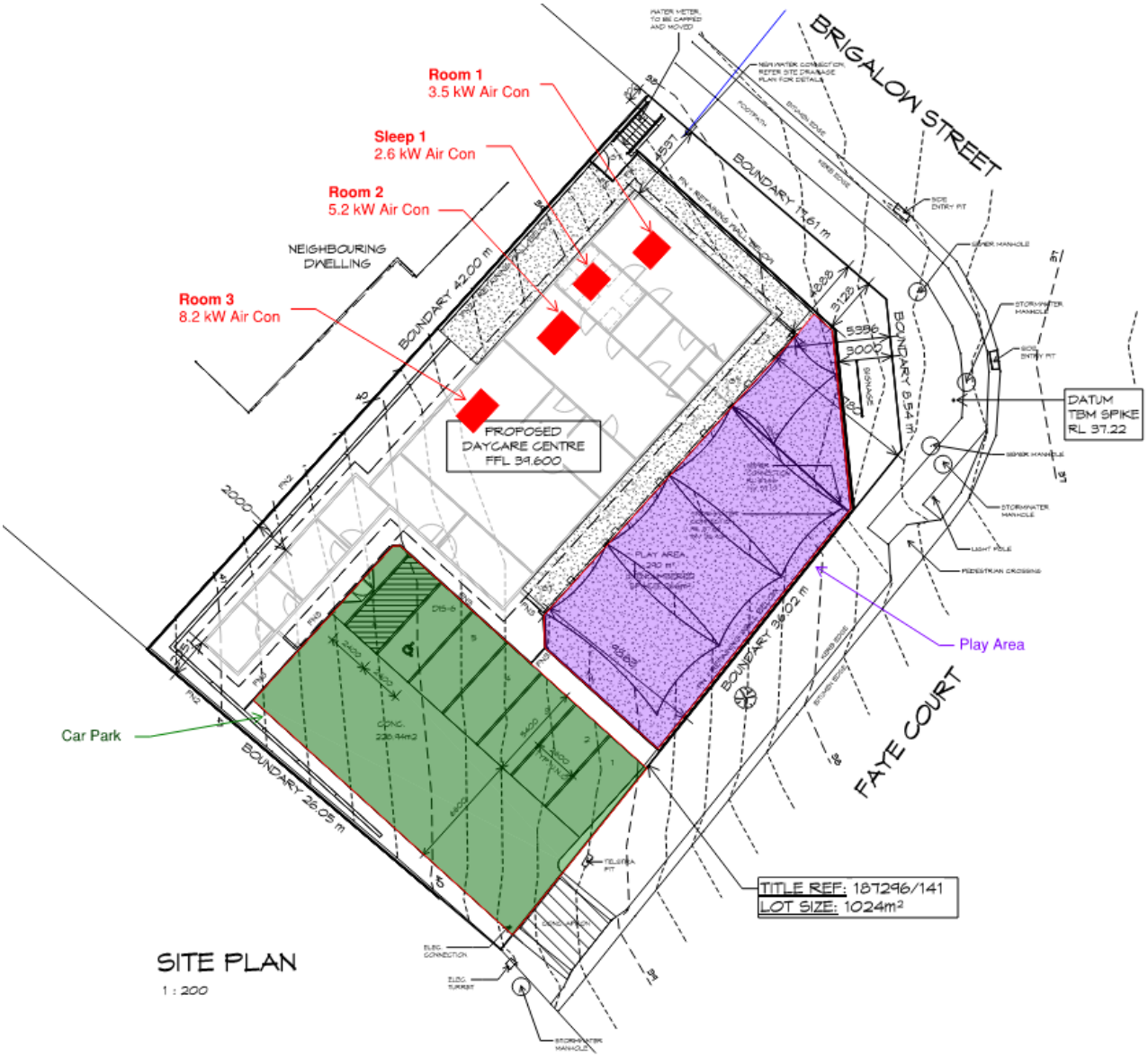

Figure 2: Plan view of childcare centre, extracted from project drawings

3. Tasmanian Planning Scheme

Under the *Tasmanian Planning Scheme – West Tamar,* activities classed as Education and Occasional Use (which includes childcare centres) are listed as Discretionary Uses within "General Residential" zones. Clause 8.3.1 of the planning scheme provides conditions for operation of Discretionary Uses in "General Residential" Zones relating to noise and lighting emissions and have been reproduced below.

Objective: That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.	
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.	**P1** Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: a) The timing, duration or extent of vehicle movements; and b) Noise, lighting or other emissions.

As the proposed operating hours of the centre are outside the hours specified in Acceptable Solution A1, the acceptable solution is not met, and the performance criteria must be addressed.

No quantitative noise criteria are provided in the conditions, so appropriate criteria have been adopted from *Tasmanian Environmental Management and Pollution Control (Noise) Regulations* and the *Tasmanian Environmental Protection Policy*.

4. Noise Criteria

EMPCA Fixed Plant Noise Regulations

Unless a permit is issued which includes noise control measures, the requirements of Regulation 7 of the Environmental Management and Pollution Control (Noise) Regulations 2016 (EMPCA) Part 2, apply to any noise emissions from fixed equipment. This regulation limits noise emissions from fixed equipment to no greater than:

- 45 dB(A) from 7am to 10pm, and
- 40 dB(A) from 10pm until 7am, as measured at any nearby residence.

Environmental Protection Policy

The Tasmanian Environmental Protection Policy (Noise) 2009 (EPP) has general provisions for the regulation of proposed commercial / industrial noise sources with the objective of protecting environmental values. In summary, it requires:

- Best practice environmental management to be employed to reduce noise emissions, to the greatest extent that is reasonably practical,
- Dominant or intrusive noise characteristics of noise emissions to be reduced to the greatest extent that is reasonably practical, and
- That a "reserve capacity" in the acoustic environment is retained at any location, such that the combined noise from a number of activities does not prejudice the protection of environmental values at that location.

The EPP also provides acoustic indicator levels for various noise sensitive activities, based on World Health Organisation research. These indicators relate to the total ambient noise levels at a sensitive receiver – not just the noise from the industrial source being assessed. Indicators relevant to this noise assessment include:

- Outdoor Living Areas (Serious annoyance, daytime and evening) 55 dB(A) $L_{eq,16hours}$
- Outdoor Living Areas (Moderate annoyance, daytime and evening) 50 dB(A) $L_{eq,16hours}$
- Outside Bedrooms (Sleep disturbance, windows open, night-time) 45 dB(A) $L_{eq,8hours}$, 60 dB(A) L_{max}
- Inside Bedrooms (Sleep disturbance, night-time) 30 dB(A) $L_{eq,8hours}$, 45 dB(A) L_{max}

L_{eq} is the "equivalent continuous noise level" which can be thought of as the average noise level over a specific period of time[1]. L_{max} is the maximum noise level recorded in a specific period of time.

The EMPCA fixed plant limit of 45 dB(A) and the EPP indicators for outdoor recreation of 50 / 55 dB(A) are relevant to this assessment.

[1] Noise levels measured in decibels are averaged logarithmically.

5. Noise Assessment

5.1 Noise Sources

Noise sources from the childcare centre include air conditioning outdoor units, noise from children playing in the outdoor play area and vehicles within the staff parking area.

Noise data for children within play areas has been sourced from the Association of Australasian Acoustical Consultants (AAAC) *Child Care Centre Noise Assessment Guidelines* and is based on groups of 10 children of different age groups playing. A correction of -6 dB(A) is also specified for "passive" or indoor play. For the purpose of the assessment, it has been assumed that all 20 children in the 3 to 5 years age group (the loudest of the three age groups supported by the childcare centre) are playing outside. The remaining two groups have been assumed to be inside, with the sliding doors open. Noise from children playing indoors has been included.

Sound power levels for air conditioning units have been sourced from manufacturers specifications and SoundPLAN reference data has been used for vehicle noise sources. Details of the noise sources are provided in Table 1.

Table 1: Equipment noise source details

	Source	Qty.	Height Above Ground m	Sound Power Level dB(A)
S01	3.5 kW Air Conditioner Unit	1	4.3	52.0
S02	2.6 kW Air Conditioner Unit	1	4.3	51.0
S03	5.2 kW Air Conditioner Unit	1	4.3	60.0
S04	8.2 kW Air Conditioner Unit	1	4.3	65.0
S05	Outdoor Play Area (Ages 3 to 5)	1	1.0	90.0
S06	Indoor Noise (Ages 0 to 2)	1	0.6	72.0
S07	Indoor Noise (Ages 2 to 3)	1	0.6	79.0
S08	Car idling in car park	2	0.7	61.0
S09	Car driving into car park	1	0.7	42.0 / m

5.2 Methodology and Assumptions

Noise modelling was carried out in accordance with the Tasmanian DEPHA *Noise Measurement Procedures Manual*, 2008. Noise level calculations were implemented using *SoundPLAN 9.1* environmental noise modelling software. Modelling assumptions and settings include:

- The ISO 9613-2 noise calculation standard was used within SoundPLAN.
- Existing buildings, roads and other permanent structures and features were included within the model. All building footprints were sourced from *theList.*
- Additional building footprints were included at 13, 14, 15, 20 and 26 Brigalow Street, obtained from more recent NearMap aerial imagery. Typically sized and positioned houses have allowed for on 16 and 18 Brigalow Street and 3 and 4 Faye Court, which had not been built on, at the time of this report.
- Existing terrain topography was obtained from 2 metre LIDAR data sourced from the ELVIS online elevation database.
- A 1.8 metre high boundary fence was included along the site boundary, as per the proposed plans.
- A ground absorption factor of 60% soft (e.g. 60% of the area as 100% soft/absorptive and 40% of the area as 100% hard/reflective) was used throughout the model.
- The children's outdoor play area was modelled as an area source, representing up to 20 children aged 3 to 5 years.
- The children's indoor noise sources, was modelled as point sources at the location of the sliding doors, representing up to 10 children aged 0 to 2 and 2 to 3 years each.

- The four air conditioning units were modelled as single point sources positioned on the roof of the childcare centre.
- Three cars were modelled, two idling in parking spaces and one driving into the car park.

Two scenarios were assessed, one for all noise sources operating simultaneously and a second for assessment of fixed plant (external AC units). The first scenario provides a conservative or "worst-case" estimate of the combined level of noise. The layout of the noise model is shown in Figure 3 below.

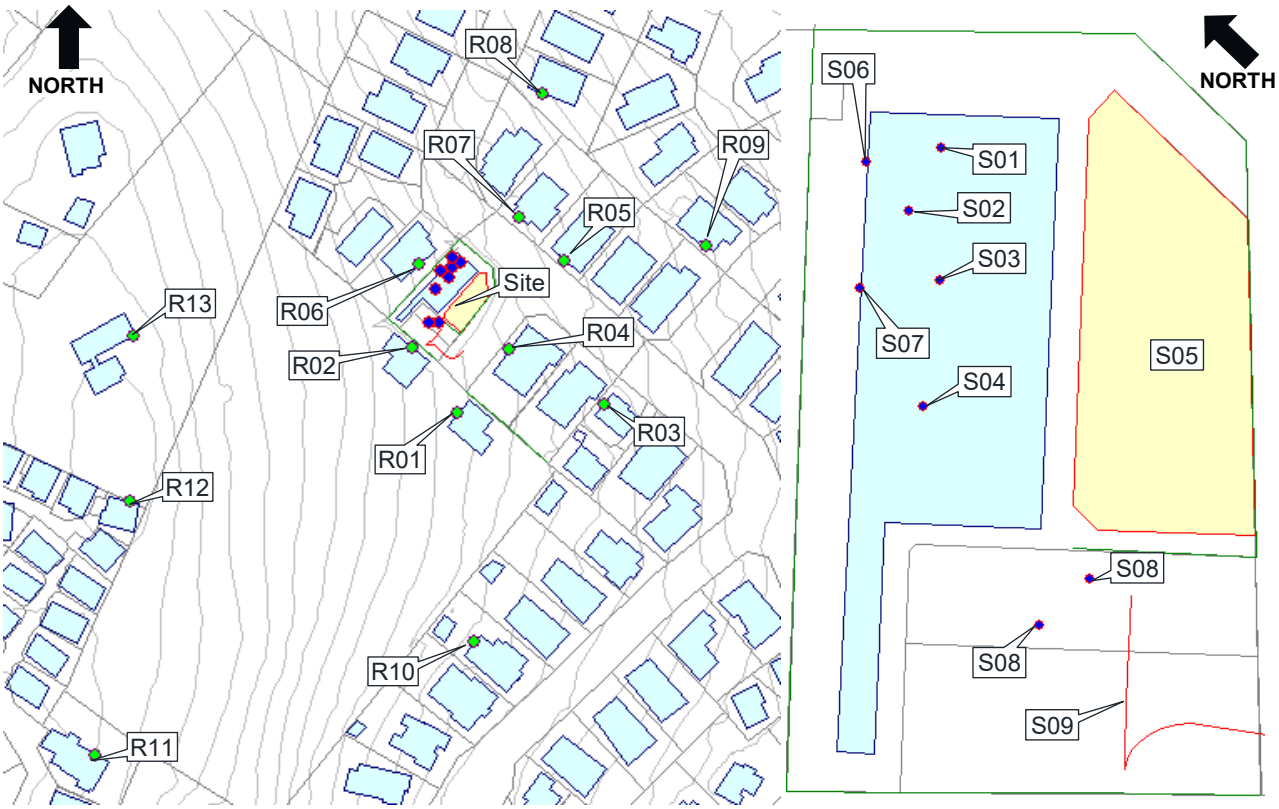

Figure 3: Left: SoundPLAN noise model layout and receiver locations. Right: Close-up view of childcare centre and noise source locations.

5.3 Predicted Noise Levels

Predicted noise levels from the SoundPLAN noise modelling are presented in Table 2 below. A noise contour map, showing the predicted distribution of noise levels from the site is presented in Figure 4.

Receivers reported in Table 2 are representative of the noise levels in the surrounding area. Noise levels at other locations may be interpreted from the noise contour maps in Figure 4. Note that small discrepancies may occur between the levels given in Table 2 and those plotted by the noise gird map, due to the contour plotting process. In this case results from Table 2 take precedence. Insufficient noise data was available to explicitly evaluate corrections for nuisance noise characteristics. The noise sources are typically generally broad band in nature, without any significant low frequency, tonality, impulsiveness or modulation.

The predicted noise levels from the proposed childcare centre are all below the daytime EPP noise indicator level of 50 dB(A) for avoiding "moderate annoyance" by a significant margin. The margin is sufficient that even when the likely ambient noise from local traffic etc is taken into account, noise from the child care centre is unlikely to cause the EPP indicator levels to be exceeded. It is noted that the childcare centre does not operate at night or on the weekend, so will have no impact on ambient noise at these times.

Noise levels for the fixed plant (external AC units) are significantly below the EMPCA regulations limit of 40 dB(A) for fixed plant operating during night-time hours and the 45 dB(A) limit for day-time hours.

Table 2: Predicted noise levels in dB(A)

	Receiver	All Sources	Fixed Plant Only
R01	3 Faye Ct	41.5	16.9
R02	4 Faye Ct	47.7	22.2
R03	Unit 1/11 Brigalow St	25.8	-2.0
R04	15 Brigalow St	45.5	18.3
R05	18 Brigalow St	39.7	14.0
R06	19 Brigalow St	44.3	27.3
R07	20 Brigalow St	37.9	14.4
R08	30 Brigalow St	24.2	2.6
R09	7 Bandalong Wy	24.2	0.9
R10	8 Edith Ct	26.4	7.2
R11	654 West Tamar Hwy	23.5	3.2
R12	668 West Tamar Hwy	28.7	10.2
R13	6 Bindaree Rd	29.8	11.3
Applicable Limit		*50* *EPP(Noise)*	*45* *(EMPCA Regs)*

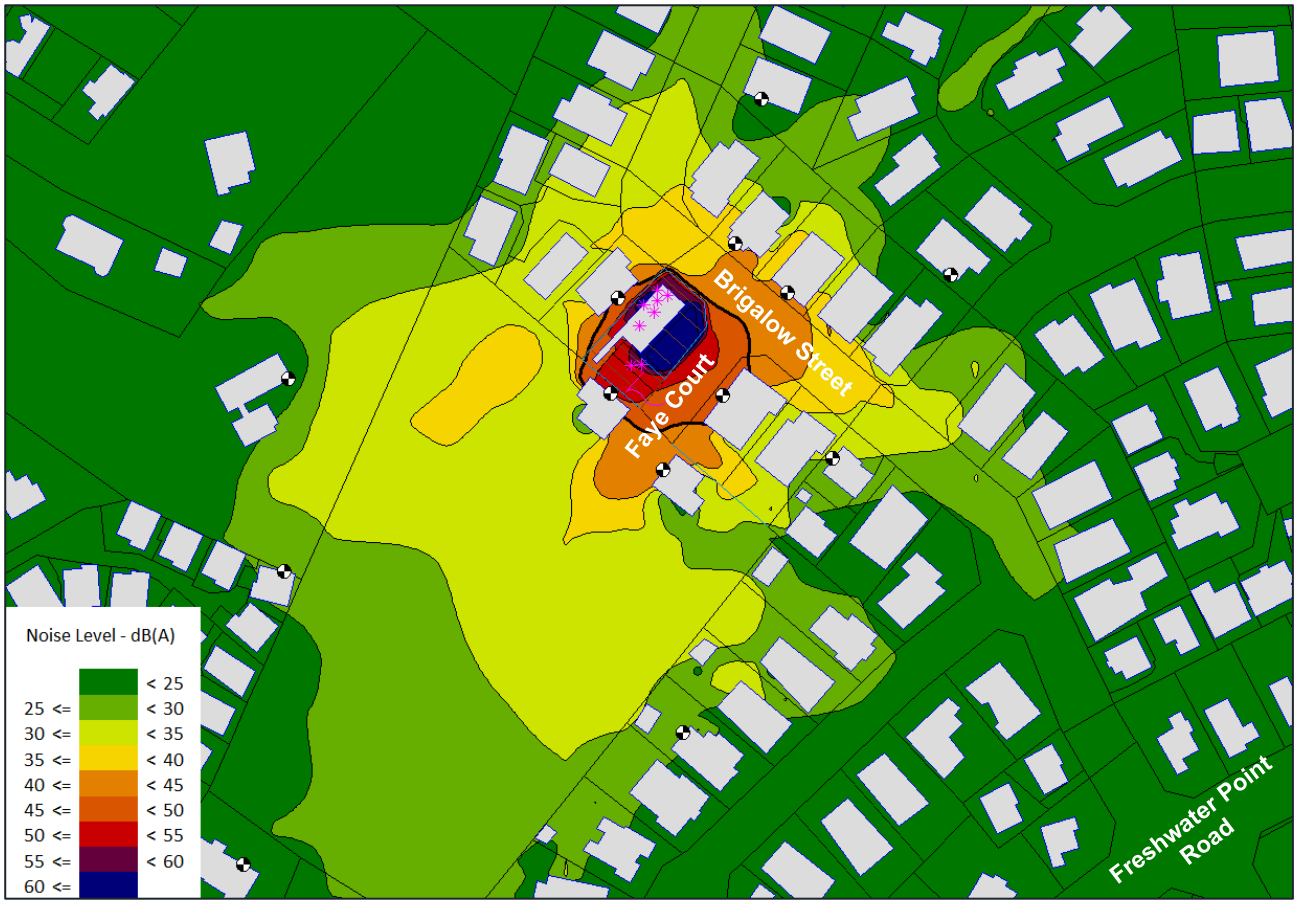

Figure 4: SoundPLAN noise grid map, for all sources operating, 45 dB(A) contour line shown in bold.

6. Conclusion

Based on the predicted noise levels from the proposed childcare centre, the combined noise from all noise sources is less than the 50 dB(A) EPP indicator for “moderate annoyance” of daytime amenity and noise from fixed, outdoor air-conditioning plant, complies with EMPCA noise regulations of 40 dB(A) overnight or 45 dB(A) daytime. The noise levels are unlikely to cause a typically noticeable variation to the daytime ambient noise levels. As such, the childcare centre is not expected to cause any loss of amenity to nearby residences.

On the basis of this assessment the proposed childcare centre meets the Performance Criteria, P1, of Clause 8.3.1 of the *Tasmanian Planning Scheme – West Tamar*.

pitt&sherry

Legana Childcare Centre
Noise Assessment

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