

Form 2

## NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	98 Goold Street BAIRNSDALE 3875 Lot: 1 TP: 555164
The application is for a permit to:	Use and Development of a childcare centre, internally illuminated business identification signage and reduction to the car parking requirement.
The applicant for the permit is:	Ratio Consultants Pty Ltd
The application reference number is:	5.2024.59.1

You may look at the application and any documents that support the application free of charge at: <https://www.eastgippsland.vic.gov.au/building-and-development/advertised-planning-permit-applications>

You may also call 5153 9500 to arrange a time to look at the application and any documents that support the application at the office of the responsible authority, East Gippsland Shire. This can be done during office hours and is free of charge.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

**An objection must**

- ◆ **be made to the Responsible Authority in writing,**
- ◆ **include the reasons for the objection, and**
- ◆ **state how the objector would be affected.**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

<b>The Responsible Authority will not decide on the application before:</b>	<b>Subject to the applicant giving notice</b>
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If you object, the Responsible Authority will tell you its decision.

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 01965 FOLIO 918

Security no : 124114555902T  
Produced 30/04/2024 11:56 AM

LAND DESCRIPTION

Lot 1 on Title Plan 555164J.  
PARENT TITLE Volume 01420 Folio 892  
Created by instrument E991206 12/09/1973

REGISTERED PROPRIETOR

Estate Fee Simple  
Sole Proprietor  
KIDZ 'N CO PTY LTD  
AX152629C 15/08/2023

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP555164J FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 98 GOOLD STREET BAIRNSDALE VIC 3875

DOCUMENT END

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# Imaged Document Cover Sheet

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<b>TITLE PLAN</b>	EDITION 1 TP 555164J Notations
<b>Location of Land</b> Parish: BAIRNSDALE Township: BAIRNSDALE Section: 61 Crown Allotment: C (PT) Crown Portion:  Last Plan Reference: Derived From: VOL 1965 FOL 918 Depth Limitation: NIL	
ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN	

<b>Description of Land / Easement Information</b>	THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 05/07/2000 VERIFIED: C.L.
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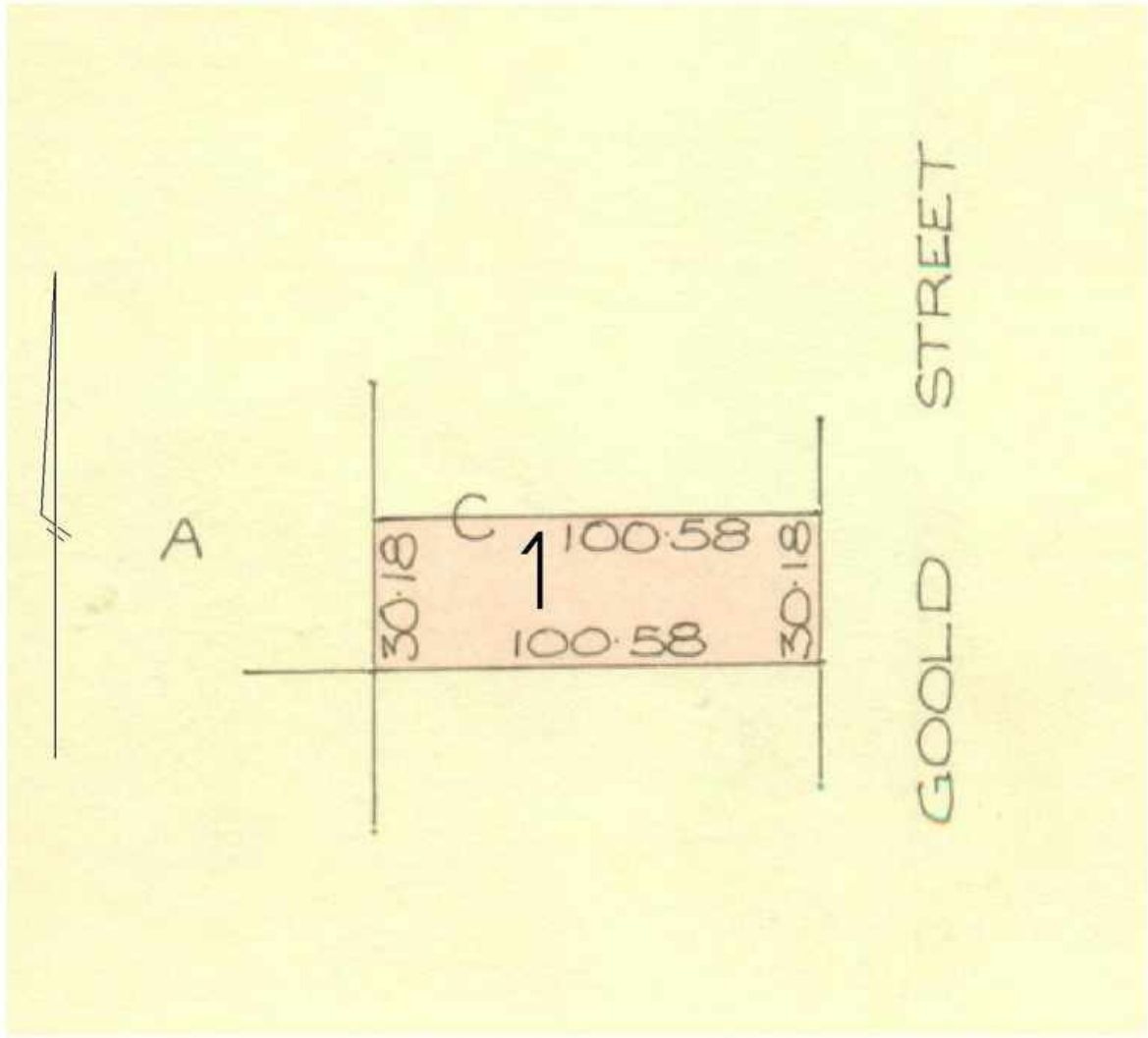


TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
PARCEL 1 = CA C (PT)

Melbourne Office  
8 Gwynne St  
Cremorne VIC 3121

Geelong Office  
Suite 2, 12-14 Union St  
Geelong VIC 3220

Sydney Office  
Level 11/10 Carrington St  
Sydney NSW 2000

Brisbane Office  
Level 6/200 Adelaide St  
Brisbane QLD 4000

T +61 3 9429 3111  
E mail@ratio.com.au  
ABN 53 983 059 229

28 May 2024

Kyra Collins  
Statutory Planning  
East Gippsland Shire  
273 Main Street  
Bairnsdale VIC, 3875

**Planning Permit Application No. 5.2024.59.1**  
**98 Goold Street, Bairnsdale**  
**Response to RFI and Section 50 Amendment**

Dear Kyra

Ratio Consultants acts on behalf of *Kidz n Co Pty Ltd*, the landowner and permit applicant in relation to the above matter.

We confirm our client seeks planning approval for the use and development of the land at 98 Goold Street, Bairnsdale, for the purpose of a childcare centre, with associated reduction of car parking and business identification signage.

Following the issue of the Request for Further Information letter for the above application on 12 March 2024, the purpose of this Town Planning submission is to respond to the information and issues raised in the RFI letter, as well as seek to make an amendment to the application pursuant to Section 50 of *the Planning and Environment Act 1987*.

Please find enclosed the following:

- Revised architectural plans prepared by Clarke Hopkins Clarke, dated May 2024.
- A full and recent copy of the title.
- Application form to amend a current planning application under Section 50 of the Act (confirming this application includes car parking reduction under Clause 52.06).
- Town planning Submission in support of the proposal (as below) prepared by Ratio Consultants.
- Traffic Impact Assessment report prepared by Ratio Consultants addressing the relevant traffic and car parking matters, dated 1 May 2024.

## 1. Response to the RFI letter

In response to each of the RFI matters, we note:

1. A full copy of the title to the land including the title plan is enclosed. The subject site is not restricted by any covenants or S173 agreements that affect this application.

2. A written submission detailing what is proposed and responding to the relevant provisions and policies of the East Gippsland Planning Scheme is provided within this Town Planning submission as well as the accompanying Transport Impact Assessment report by Ratio Consultants in response to Clause 52.06.
3. The updated architectural plans include the additional information requested.

## 2. Section 50 Amendment

The application seeks planning approval for the use and development of the land for the purpose of a childcare centre, with associated reduction of car parking and internally illuminated business identification signage. The application is amended accordingly.

Additionally, a number of amendments are proposed to the plans predominantly aimed at providing more car spaces on the site and ensuring the car park layout complies with the relevant design standards in Clause 52.06-9 (Design standards for car parking).

The key changes are summarised below:

- Increase the number of car spaces to 16 by reconfiguring the car parking layout to allow the provision of one additional car space as well as incorporate one DDA / accessible car space.
- Relocate vehicle access from the northern boundary to a more central location along the site frontage, which provides improved pedestrian visibility splays.
- Provide 8 x bicycle parking spaces within the frontage to promote sustainable transport initiatives.
- Provide a pedestrian path connecting to the existing footpath along the site frontage.

Also, at the rear of the site the space formerly labelled as “future development site” is now shown as an additional outdoor play area.

## 3. Town Planning Submission

The below submission responds to Item 2 of the RFI letter.

### 3.1 Subject site and surrounds

#### Subject Site

The subject site is located on the western side of Goold Street, approximately 160 metres to the north of the intersection of Princes Highway (Main Street) and Goold Street.

The site comprises a frontage of 30.18 metres to Goold Street, a depth of 100.58 metres and an overall site area of approximately 3035.5sq.m. It is larger than typical lot sizes in the area (the average size of other residential sites generally ranging from 500sq.m. – 2,000sq.m.).

The key features of the site are summarised as follows:

- The site is currently occupied by a single-storey dwelling with outbuildings.

- The site frontage has two single-width crossovers located on each of the side boundaries.
- A low metal fence runs along the Goold Street frontage with metal gates at each end.
- There is an informal unsealed driveway located along the northern boundary.
- The site is covered by a moderate level of vegetation, mainly in the middle and back sections.
- The copy of the title does not list any covenant restrictions.

## Surrounding land

### East

- Goold Street is a local street that is approx. 30m in width with a central median with a lane in both directions. Street parking is available in both directions.
- Located directly opposite to the east is a pocket precinct (comprising multiple properties) that is zoned Mixed Use Zone and accommodates a mixture of dwellings, chiropractor, service station, factory, chemist, and medical centre.

### South

- The site shares a boundary with five separate residential sites, 1, 2, 3, Unit 6/4 and Unit 7/4 Grosvenor Street. Each site accommodates a single-storey dwelling. The dwellings are either built on or close to the boundary shared with the subject site.

### West

- To the immediate south of the site is a right of way with a width of approximately 4.5 metres. On the opposite side of the laneway are residential properties containing single-storey detached dwellings fronting Day Street. It appears that 103 Day Street has (informally) occupied the laneway as part of its property.

### North

- The site shares a boundary with five residential sites, Units 1-5/94 Goold Street. Each site accommodates a dwelling. At the front Unit 1/94 Goold Street accommodates a recently built double-storey dwelling and is detached from the rest of the dwellings. Units 2-5/94 Goold Street are attached single-storey units. The secluded private open space of Units 1-4/94 is adjacent to the subject site while the secluded private open space of Unit 5/94 is located to its rear.

## Broader character

Bairnsdale is a rural settlement approximately 230km east of the Melbourne CBD. Contextually, the site is located within an established residential area with a mixture of land uses that are predominantly residential with some scattered non-residential uses. Built form is typically low-rise detached or/and attached dwellings with pitched or flat roofs.

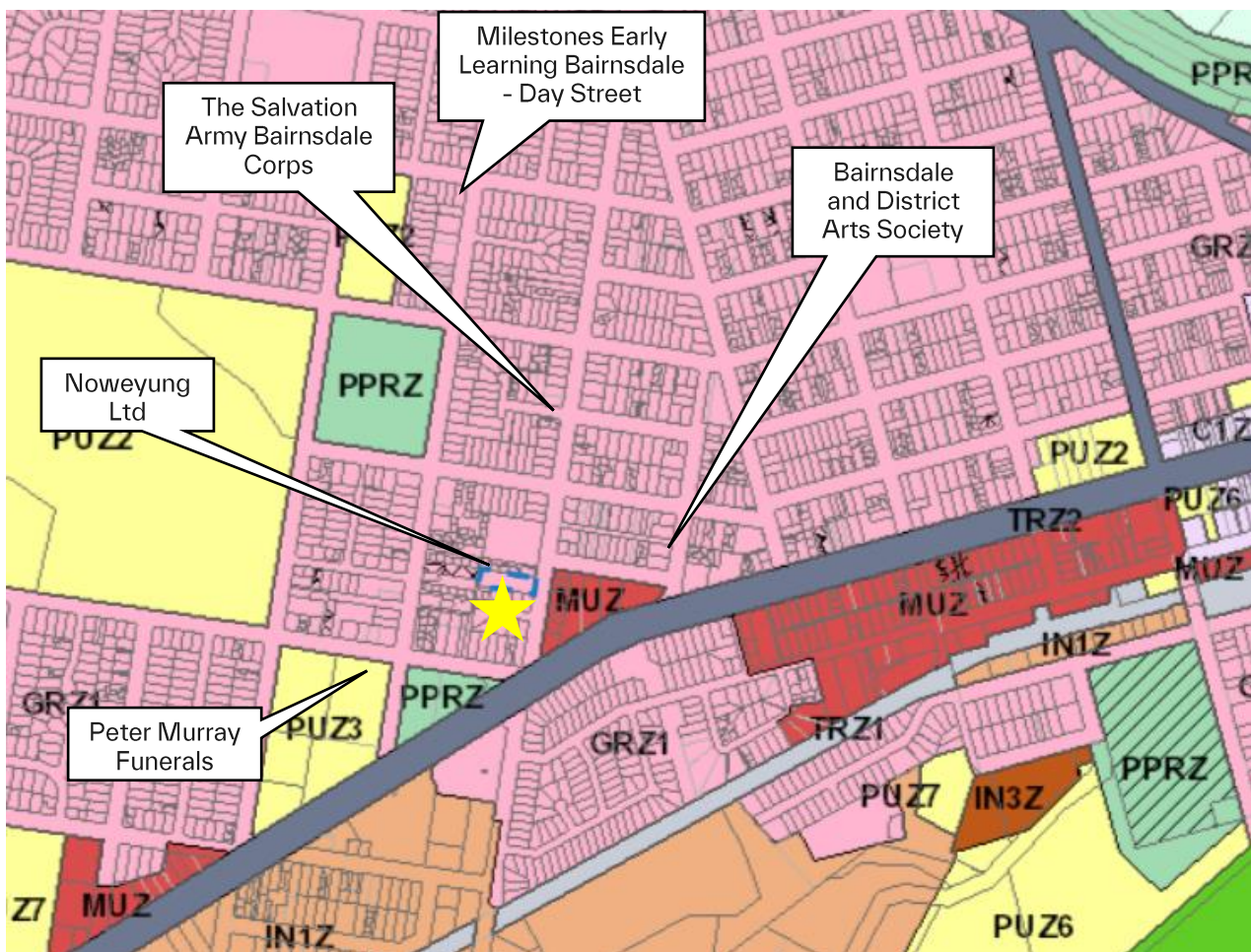


In addition to the non-residential uses within the MUZ pocket to the east (as outlined above), the existing non-residential uses in the area that are zoned GRZ include:

- A NDIS support organisation (Noweyung Ltd) at 84 Goold Street.
- An art studio (Bairnsdale and District Arts Society) at 20 Hodgson Street.
- A funeral home (Peter Murray Funerals) at 30 Victoria Street.
- A church (The Salvation Army Bairnsdale Corps) at 62-64 Goold Street.
- A childcare Centre (Milestones Early Learning Bairnsdale - Day Street Campus) at 54 Day Street.

The Bairnsdale West Primary School and Bairnsdale Secondary College are located within a short walking distance (approximately 750 metres) to the north-west of the site.

**Figure 1 Map indicating existing non-residential uses in GRZ**



## Locational Attributes

The subject site is well located in terms of its proximity to a range of commercial, community, transport and recreational services.

The site has ready access to public transport including Bus routes 1 (Bairnsdale to West Bairnsdale) and 3 (Bairnsdale to Wy Yung) run along Goold Street and the nearest bus stop is only 220 metres to the north.

The site is only 160 metres from Princes Highway which is the main street connects to Stratford to the west and Lakes Entrance to the east. The site is approximately 1.4km from the Bairnsdale Train station.

The town centre includes various local services such as a supermarket, food and drink premises, chemist etc. Parks, schools and health facilities are all also located within proximity of the town centre.

Bairnsdale Hospital is located approximately 370 metres from the southwest.



Photo 1 Site and surrounds



Source: Nearmap



### 3.2 The Proposal

It is proposed to use and develop the site for a single-storey childcare centre with a maximum capacity of 94 children.

The key aspects of the proposal can be summarised as follows:

- The proposed development is a single-storey building with a maximum height of 5.5m.
- The building will be contemporary in its style, with a combination of flat and skillion / angled roof profiles.
- There are in total 8 x children's rooms (2 x kinder, 4 x toddler, 2 x nursery) and admin facilities such as laundry, kitchen, meeting rooms, toilets, and reception and office within the building.
- The building footprint is 910.75 sqm in area with site coverage of 31.48%.
- The two internally illuminated signs will be illuminated during the operation hours (6.30am – 6pm, Monday – Friday). The illumination level of signage will be in compliance with relevant Australian Standard (AS-4282-2023).

Figure 2 Perspective view of development



Source: Clarke Hopkins Clarke

- A total of 19 car spaces are provided, comprising 16 spaces (including one disabled space) located within the frontage on the subject site, and 3 spaces on the street. The access arrangement includes one new double-width crossover (5.5-metre wide) to Goold Street located in the centre of the frontage.

- A total outdoor play area of 1,210sqm that is split into two areas located in the middle section of the building and towards the rear. The outdoor play area located between two building 'wings' is covered with retractable canopies.
- The existing crossovers will be removed and reinstated with kerb and channel.
- 8 x bicycle spaces are provided on the site, within the frontage.
- Bin storage is located to the side (northeast) of the building and storage is provided within the rear.
- The site frontage is unfenced and a signage blade wall is proposed to the north of the crossover as an architectural feature.
- Indicative landscaping is shown on the plans throughout the site.
- Two existing canopy trees are retained on the site.
- Two internally illuminated business identification signs are proposed for the child care centre (3sq.m. each with a height of 0.75 metre and a width of 4.5 metres). One is located on the signage blade wall at the frontage and the other one is located on the south elevation, on the top of the wall.

For further details refer to the following supporting documents:

- Application plans prepared by Clarke Hopkins Clarke Architects for full details of the proposed development.
- Traffic Impact Assessment report prepared by Ratio Consultants for details of traffic and parking assessment.

### 3.3 Planning Controls

Statutory Planning Controls	
<b>Zoning</b>	
<b>General Residential Zone - Schedule 1 (East Gippsland General Residential Area)</b>	<p><b>Clause 32.08-2</b> - "Childcare Centre" is a Section 2 - permit required use.</p> <p><b>Clause 32.08-10</b> - a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.</p> <p><b>Clause 32.08-14</b> - Decision guidelines regarding non-residential use and development.</p> <p><b>Clause 32.08-15</b> - Sign requirements are at Clause 52.05, Category 3.</p>
<b>Overlays</b>	
<b>Design and Development Overlay - Schedule 15 (Bairnsdale Hospital Emergency Medical Services Helicopter Flight Path Protection (Inner Area))</b>	<p><b>Clause 43.02-2</b> - A permit is required to construct a building or construct or carry out works unless if a schedule to this overlay specifically states that a permit is not required.</p> <p><b>Clause 43.02-6</b> - Decision guidelines</p> <p><b>Clause 43.02-4</b> - Sign requirements are at Clause 52.05 unless otherwise specified in a schedule to this overlay.</p> <p><b>Clause 2.0 to DDO15</b> - A permit is not required to construct a building or to construct or carry out works that would result in the height of the building or works being less than the referral height, being 21.5 metres above the Australian Height Datum (AHD).</p> <p><b>Clause 6.0 to DDO15</b> - Decision Guidelines</p>
<b>Specific Controls Overlay (SCO1 - Hospital Emergency Medical Services -</b>	<b>Clause 45.12-1</b> - Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document

<b>Helicopter Flight Path Protection Areas Incorporated Document, (June 2017)</b>	corresponding to the notation on the planning scheme map (as specified in the schedule to this overlay).
<b>PPF and LPPF</b>	
<b>Local Planning Policy Framework (LPPF)</b>	<ul style="list-style-type: none"> <li>– <b>Clause 02.01</b> – Context</li> <li>– <b>Clause 02.02</b> – Vision</li> <li>– <b>Clause 02.03-1</b> – Settlement and housing</li> <li>– <b>Clause 02.03-2</b> – Environmental and landscape values</li> <li>– <b>Clause 02.03-2</b> – Built environment and heritage</li> <li>– <b>Clause 02.03-6</b> – Economic development</li> <li>– <b>Clause 02.03-7</b> – Transport and infrastructure</li> </ul>
<b>Planning Policy Framework (PPF)</b>	<ul style="list-style-type: none"> <li>– <b>Clause 11.01-1L-01</b> – East Gippsland settlements</li> <li>– <b>Clause 11.01-1L-02</b> – Growth area towns</li> <li>– <b>Clause 15.01-1L-01</b> – Urban design – General</li> <li>– <b>Clause 15.01-1L-02</b> – Urban design – Bairnsdale</li> <li>– <b>Clause 15.01-4L</b> – Health and wellbeing</li> <li>– <b>Clause 18.02-4L-01</b> – Road</li> <li>– <b>Clause 18.02-4L-02</b> – Car Parking</li> </ul>
<b>Particular Provisions</b>	
<b>Clause 52.05 – Signs</b>	The subject site is located within Category 3 - High amenity areas (Medium limitation).

	Pursuant to Clause 52.05-13, a permit is required for 'Business Identification Sign' and 'Internally Illuminated sign'. Clause 52.05-8 Decision Guidelines.	
<b>Clause 52.06 - Car Parking</b>	The subject site is not located within the PPTN area. The following car parking requirement applies to the proposed child care centre use.	
	<b>Use</b>	<b>Required Parking under Table 1 of Clause 52.06</b>
	Childcare Centre	0.22 space to each child (0.22 x 94 = 19)
	<b>Proposed number of car spaces</b>	20 spaces including one disabled space
	A total of 16 spaces are provided by the proposal on the subject site. An additional three car spaces are provided on the street. Hence, a car parking reduction is sought by the application under Clause 52.06.	
<b>General Provisions</b>		
<b>Clause 65 - Decision Guidelines</b>	'Decision Guidelines' states that, before deciding on an application, considerations should be given to a series of matters including the purpose of the zone, overlay or other provision, the orderly planning of the area and the effect on the amenity of the area.	
<b>Others</b>		
<b>Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, (June 2017)</b>	This incorporated document seeks to protect Helicopter Emergency Medical Services flight paths from encroachment by development that could prejudice the safety or efficiency of the helipad at the relevant public hospitals.  It states the relevant design guidelines and permit requirements for the land that is affected by the document.	

### 3.4 Planning Considerations

The key considerations in the assessment of this application are:

- Is there strategic support for the proposal?
- Is the proposed built form appropriate to its context?
- Will the proposal have appropriate amenity outcomes?
- Is the proposed signage appropriate to its context?
- Are the car parking, access and traffic impacts satisfactory?

#### Is there strategic support for the proposal?

##### Suitability of Land Use

The subject site is zoned General Residential Zone which stipulates that Childcare Centre is a Section 2 – permit required use.

The purpose of the zone includes (out emphasis):

- **To implement the Municipal Planning Strategy and the Planning Policy Framework.**
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- **To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.**

The purpose of the zone as stated above allows educational uses, including childcare centre, in appropriate locations.

The proposed use will serve a local community need noting the significant undersupply for childcare facilities across vast areas of Victoria, and is appropriately located on a large site with a close proximity to main road and the town centre.

It has long been held by VCAT and that land in residential zones is generally a suitable location for a childcare centre. This, of course, is subject to the characteristics of a particular site and location.

It is often appropriate that the needs of childcare centres can be met in residential areas, where there is access to existing facilities and land uses can sit comfortably within a residential context. Often, they are uses that are not best located within commercial centres, perhaps due to the size of land required, or the need for lower land prices to make such services affordable.

The following characteristics of the subject site lend support to a childcare use:

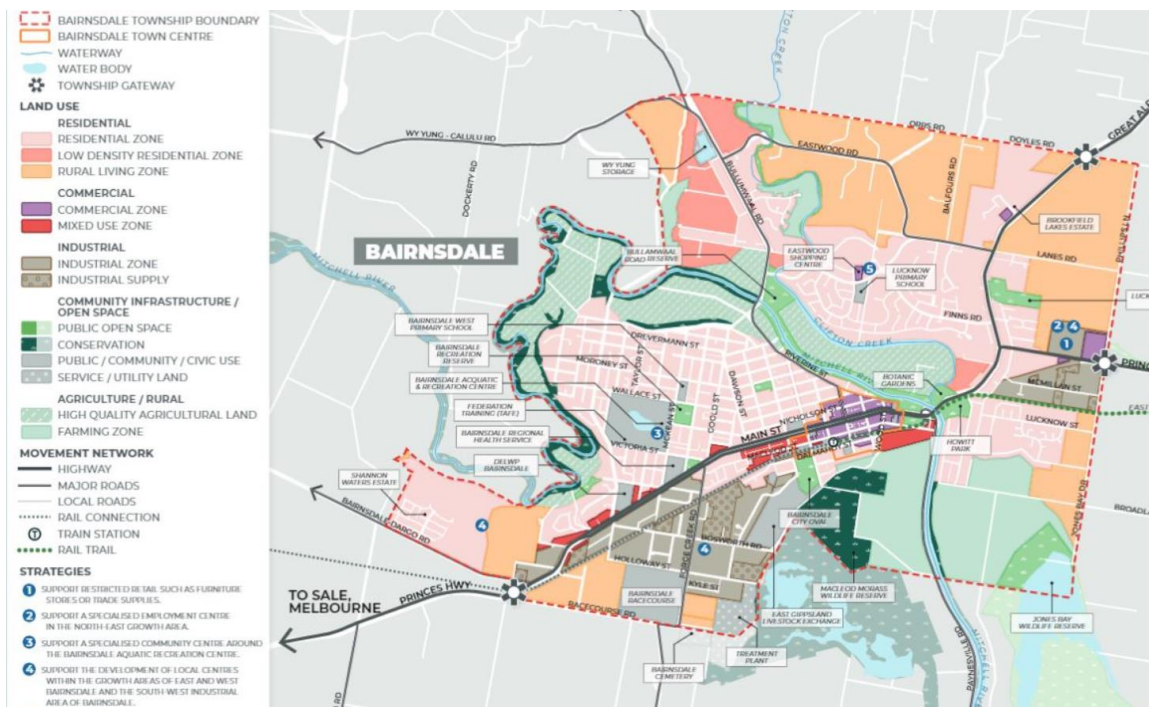
- It is relatively large (3035.50 sq.m.) and much larger than the average size of surrounding lots.



- It is located opposite the pocket of land zoned Mixed Use to the east of Goold Street which accommodates a mixture of non-residential uses including chiropractor, service station, factory, chemist, and medical centre.
- It locates only approximately 160 metres to Princes Highway which is the main street that connects to the town centre which is only approximately 1.2 kilometres to the east.
- It technically only has two sensitive interfaces as it abuts a laneway towards the rear.
- There are various non-residential uses in the area as outlined earlier in this submission, and therefore the proposed childcare centre is compatible with other non-residential uses in the area.
- Goold Street is a busy local street with a length of approx 1.1 kilometres and there are several existing non-residential uses on the street given its proximity to the town centre and public transport. Therefore, there is an existing pattern of non-residential uses in the area.
- It is readily accessible to public transport services as outlined earlier in the submission.
- It has a high level of access to services in the town centre such as retail, shops, petrol stations, sports centre, reserve and other community facilities.

There is clear strategic justification for a child care use in this location, subject to built form and amenity considerations which are discussed in the following sections.

### Photo 2 Bairnsdale Urban Design Framework Plan



Source: Clause 15.01-1L-02

## Is the proposed built form appropriate to its context?

### Design Response

The proposed development is designed to achieve a comfortable degree of 'fit' with its built form context and has a proper regard for the opportunities and constraints of the site.

At a local policy level, Clause 15.01-1L-01 (Urban Design - General) and Clause 15.01-1L-02 (Urban Design - Bairnsdale) outline the objectives and strategies that are relevant to urban design and the built environment. These clauses identify the following objectives and strategies that are relevant to the proposal:

#### *Objective*

*To encourage improvements to building frontages, laneways and arcades, and residential streets in the Bairnsdale CBD and residential areas.*

#### *Strategies*

*Encourage high standards of design in urban areas, coastal and lakeside areas, areas of high landscape quality, and land adjacent to parks and reserves.*

*Design development to be in keeping with landscape and town character.*

*Avoid overshadowing by buildings of foreshores and other public areas.*

*Encourage advertising that complements the architectural style, built form and character of the place.*

*Rationalise the number of signs on a site, including permanent, removable and temporary forms of advertising.*

*Ensure signage, including corporate colouring:*

- Complements character.*
- Is in proportion to the building.*
- Avoids bright or fluorescent block colouring.*
- Respects sensitive areas and the heritage significance of buildings.*

*Encourage signage that maintains active street frontages, shop fronts, windows and passive surveillance.*

*Avoid development that impedes the flow of pedestrian traffic.*

Further to the above, the subject site is affected by DDO15 and Clause 1.0 to DDO15 states the following design objectives:

#### *Design Objective*

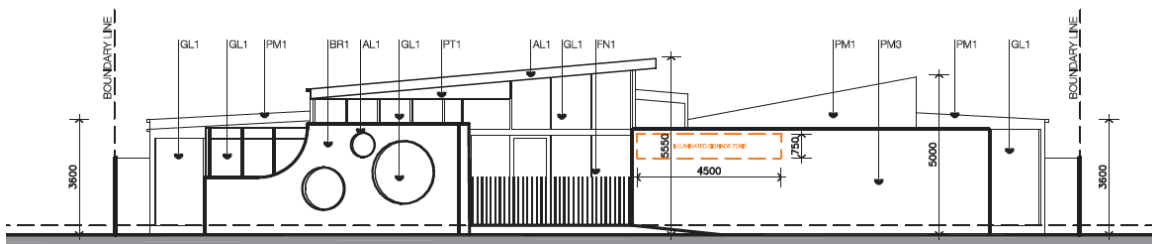
- To ensure that the height of buildings and works do not encroach on the flight path areas associated with the Bairnsdale Hospital helicopter landing site.*
- To ensure that the height of development avoids creating a hazard to aircraft using the Bairnsdale Hospital helicopter landing site.*



We consider that the proposed design response including the site layout and building design is appropriate for the reasons set out below:

- The single-storey scale of the building is compatible with adjoining buildings and the broader surrounding context which has a rural and low scale character. The maximum building height of 5.5 metres relates to the apex of the angled roof form, whereas the lowest part of the building rises a more modest height of 3.6 metres. As such, the proposal sits comfortably in the streetscape.

Figure 3 Front elevation to Goold Street



Source: Clarke Hopkins Clarke

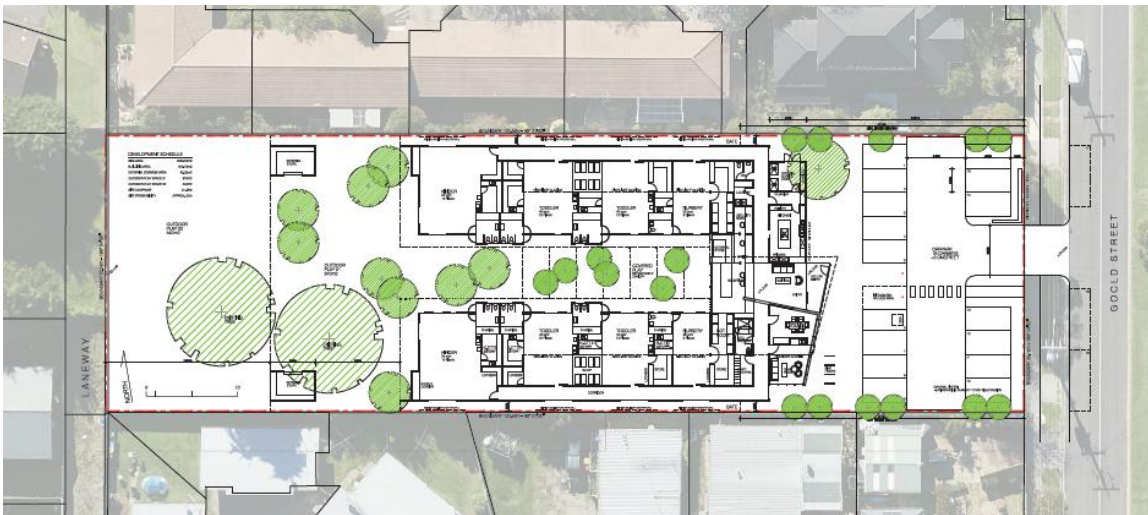
- The development offers a contemporary design with a high level of articulation that will enhance the local built environs. As presenting to Goold Street the development features a raised angular skillion roof profile to accentuate the main entry, a combination of brick and timber look cladding, and high levels of glazing including circular windows of different sizes.

Figure 4 Streetscape perspective



- The proposal has a minimum front setback of approx. 23.77m to Goold Street which is generous owing to the location of car parking in the frontage. The siting of the building respects the existing streetscape pattern and provides reasonable space for both landscaping opportunities as well as car parking within the frontage. A landscape strip that is 1.5 metres wide is provided along the site boundary in front of the car park which can support appropriate screening vegetation.
- The site coverage is relatively low (31.48%) which reflects a generous balance between open space and landscaping versus built form. Additionally, approx. 50% of the site will remain permeable. Whilst ResCode does not apply to the proposal, the proposal still meets these standards comfortably which is an indicator that the proposal fits into the existing context.

Figure 5 Proposed site plan



Source: Clarke Hopkins Clarke

- The building is set back from all boundaries which creates good separation from neighbouring land and open space for landscaping. Particularly we note that the proposed building is set back 32.25m from the rear boundary. The generous rear setback respond to the openness of the locale and ensures there is limited visual impact on the abutting property (103 Day Street).
- The design incorporates one double-width vehicle crossover to Goold Street, which allows ingress and egress traffic. The car parking layout design enables the site access to operate with left-in and left-out movements in recognition of the central median.
- The existing crossovers will be reinstated with kerb and channel which will be an improvement on the current frontage and provides additional street parking spaces.
- A number of landscaping feature “walls” with a height of 3 metres are provided along the side boundaries to provide vertical landscaping walls on the site. This along with the retention of two large trees within the backyard contributes to the landscaping and rural setting of the site and enables the proposal to fit into the context. A landscape

plan if required can demonstrate additional tree planting and landscaping throughout the site, if deemed necessary.

- In respect of the DDO objectives, the proposal is a low rise building that is not expected to encroach the flight path areas associated with the Bairnsdale Hospital helicopter landing site.

Based on the above, we consider that this application has responded to the key objectives and strategies sought in relation to the built form and will make a respectful contribution to the locale.

### Will the proposal have appropriate amenity outcomes?

Contextually the site has residential interfaces to the north, south and west (albeit opposite the laneway). It is noted the right of way to the rear of the site in theory should provide a physical/spatial buffer between the subject site and the neighbouring properties to the west however 103 Day Street has informally included this laneway space into its backyard.

ResCode is not technically applicable in this instance given the nature of the proposal is non-residential. Nevertheless, to the extent that the standards of ResCode provide a useful tool for measuring external amenity impacts to surrounding residential properties, we note the proposal performs very well when measures against these amenity tests.

We highlight the generous building setbacks (with no boundary walls) that far exceed the setback requirements of Standards B17 and B18, coupled with excellent opportunities for perimeter landscaping along residential boundaries, which will ensure the amenity impacts are mitigated.

### Noise

Potential noise associated with a proposal of this nature would most likely be caused by children, mechanical and plant equipment and traffic / vehicles.

Previous VCAT decisions have made it clear that “inaudibility” is not the appropriate test when assessing noise impacts on residential amenity.

The Tribunal has previously addressed the issue of noise from children at play and agrees it would be a sad day if this is deemed to be a nuisance of such magnitude as to warrant refusal of applications of this nature. Furthermore, outdoor play areas are typically appropriately supervised by qualified staff and coordinated between the various age groups. Children do not spend long periods outside the building but rather have periods of internal and external learning, dependent on the weather and timetable of the room.

Any noise generated by mechanical noise or equipment will have to comply with guidelines under SEPP No. N-1.

It is anticipated that any operational noise impacts will be largely limited to the centres opening hours which occur only during the daytime period. The use will not interfere with the night time sleep periods. This aspect of the use is not unreasonable in an established residential context where many non-residential uses exist nearby.



Should it be deemed necessary, a condition of permit can require an acoustic report to be prepared to the satisfaction of the Council. This may include, for instance, perimeter acoustic fences to side and rear boundaries.

### Visual Impact

Whilst the proposed development is non-residential, the siting and scale of the proposed built form respond to the site context and will not result in unreasonable amenity impacts to neighbouring residential properties.

The placement of the proposed building is site-responsive having regard to existing residential properties on adjacent properties by providing generous setbacks to all side and rear boundaries. Landscaping will be provided along each boundary which will assist in screening the building from the adjoining residential neighbours. The single-storey nature of the proposal ensures it will have limited visual impact when viewed from neighbouring residential properties and ultimately avoid issues relating to visual bulk.

### Photo 3 View of the proposal from the northeast



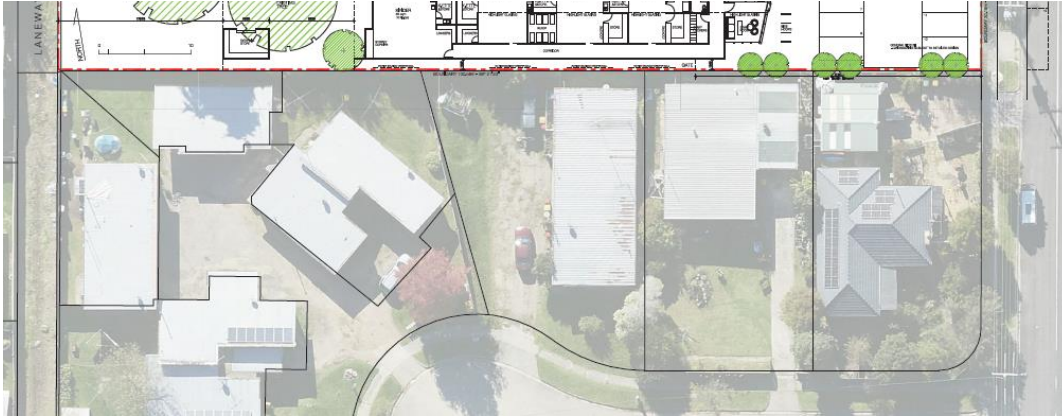
Source: Clark Hopkins Clark

### Overshadowing

Owing to the large area of the subject land, the single-storey nature of the proposal and the placement of the proposed building which offers generous setbacks, we expect that the most part the shadows are contained within the boundaries of the subject site or within the shadow cast by existing fence or building on the September Equinox (22 September).

The proposed childcare centre is located in the middle portion of the site proximate to 2, 3 and 7/4 Grosvenor Court to the south (as pictured below). The POS of these properties is well removed from the subject building.

#### Photo 4 Proposed development and abutting properties to the south (excerpt)



Source: Clarke Hopkins Clarke

Therefore, the proposal is unlikely to have shadow impacts on these properties.

#### Is the proposed signage appropriate to its context?

The subject site is located within Category 3 - High amenity areas (Medium limitation). Pursuant to Clause 52.05-13, a permit is required for 'Business Identification Sign' and 'Internally Illuminated Sign'.

Further to the strategies regarding signage in Clause 15.01-2 (Urban design - Bairnsdale), Clause 52.05-8 states the relevant Decision Guidelines for signage applications.

The proposal includes two internally illuminated business identification signs. Each sign has a display area of approx. 3.37sq.m. with a height of 0.75 metre and a width of 4.5 metres. One is located on the signage blade wall at the frontage and the other one is located on the south elevation on the top of the wall.

The proposal generally meets the strategies stated in Clause 14.01-2 and Clause 52.05-8 as

- The proposed signage is not excessive in size and commensurate with the nature of the proposed land use.
- The signage complements the child care centre and the signage blade wall is consistent with the architectural features of the site.
- Both signs are facing away from the residential properties to the north and south and will avoid loss of amenity of nearby residents.
- The signs are unlikely to have impacts of glare and illumination on the safety of pedestrians and vehicles given their location and the nature of the signage (not flashing nor animated).
- The signs are unlikely to have impacts of glare and illumination on the residential properties on the other side of Gould Street as these properties are set back more than 30 metres away and the signs are only illuminated during operation hours (6.30am - 6pm, Monday to Friday).

- The illumination of the signs acts as landmarks for people who drop off / pick up the children and provides a sense of address of the childcare centre.
- The signs will not obscure or compromise important views from the public realm or dominate the skyline given their locations.

## Are the car parking, access and traffic impacts satisfactory?

### Car parking provision

In relation to traffic and parking impacts, the proposal provides 16 car parking spaces on the site which is less than the requisite number of car spaces specified within Clause 52.06 (20 spaces).

The Traffic Impact Assessment report prepared by Ratio Consultants finds:

- *The proposed development generates a statutory parking requirement of 20 car parking spaces.*
- *The car parking demand assessment undertaken indicates that the site is expected to generate a peak car parking demand of up to 17 car parking spaces.*
- *The proposed provision of 16 on-site car parking spaces and three (3) on-street spaces is considered satisfactory for the reasons detailed in this report.*
- *The proposed parking layout is consistent with the dimensional requirements as set out in the East Gippsland Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).*
- *CAD-based swept paths have been completed which confirm the key vehicle movements can be completed with adequate clearance through the access point and relevant areas within the site.*
- *The proposed development does not trigger a statutory requirement for bicycle parking provision. Nevertheless, a total of eight (8) bicycle spaces are proposed to be provided which is considered to be satisfactory.*
- *The proposed access arrangements, car/bicycle parking layout have been designed in accordance with the dimensional requirements of Clause 52.06 of the East Gippsland Planning Scheme and/or the relevant sections of the Australian Standard AS2890 series.*
- *The proposed development is expected to generate up to 75 vehicles in any peak hour.*
- *The level of traffic generated by the proposed development can be accommodated by the adjacent road network without creating adverse traffic safety or capacity impacts.*

The proposed development has been suitably designed and is not expected to create adverse traffic or parking impacts in the vicinity of the subject site.

### Loading and Waste Arrangements

The proposed loading and waste management outcomes are considered satisfactory.

The Traffic Impact Assessment prepared by Ratio Consultants states that

- *Loading activities associated with the development can be undertaken by vans / small trucks. It is anticipated that these can occur appropriately along within a car space outside of peak times.*
- *Waste collection is proposed to be collected on-site by a private waste collector.*
- *A swept path assessment (Appendix C) was conducted and demonstrated that a mini-rear loader truck can access the site in a forward direction, manoeuvre through the site to the bin room and depart in a forward direction.*

#### Bicycle Facilities

A total of 8 x bicycle parking spaces are provided within the site frontage.

Whilst Clause 52.34 (Bicycle Facilities) does not specify statutory bicycle parking requirements for childcare centre land uses, the proposal will nevertheless promote sustainable transport initiatives associated with the development.

We defer to the Traffic Impact Assessment report prepared by Ratio Consultants and accompanying this application for a more detailed assessment of traffic and car parking matters.

## 4. Conclusion

For reasons set out in this report, the proposed use and development of a childcare centre aligns with the objectives of the General Residential Zone, planning policy framework and will represent significant benefits to the local community.

The proposed use will serve a local community need noting the significant undersupply for childcare facilities in a broad sense, and is appropriately located on a large site with a close proximity to main road and town centre.

The design response offers a high-quality outcome that will sit well in the streetscape context. The low scale built form with articulated façade, modern roofline and contemporary architectural expression will enhance the local environs. The proposal incorporates appropriate space for landscaping and is setback from all boundaries to respond to the spacious built-form character of the neighbourhood.

The proposal has suitably managed off-site amenity impacts to neighbouring land.

Having regard to the above we submit this application is worthy of Council support and look forward to further correspondence as the application progresses.

Should the Council require any more information or deem that any of the information requested previously is not met, we hereby request a time extension to the lapse date.

If you have any further queries please do not hesitate to contact me either by telephone or by email at [chun.guo@ratio.com.au](mailto:chun.guo@ratio.com.au).

Yours sincerely



Chun Guo  
Senior Planner  
Ratio Consultants



Client  
Kidz n Co Pty Ltd

Date  
1 May 2024

# Transport Impact Assessment Report

## 98 Goold Street, Bairnsdale



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**Project**  
98 Goold Street, Bairnsdale

Prepared for  
Kidz n Co Pty Ltd

**Our reference**  
21175T-REP01-F01

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Version	Date	Issue	Prepared by	Approved by
F01	01/05/2024	Final	S. Lewis	C. Greenland

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# 1. Introduction

## 1.1. Background and Introduction

Ratio Consultants has been commissioned by the Permit Applicant to assess the transport implications of a proposed childcare centre on land located at 98 Goold Street in Bairnsdale.

The proposal seeks to demolish the existing building on the subject site to construct a single-storey childcare centre to accommodate a maximum of 94 children, along with an associated on-site car parking area to cater for car and bicycle parking and waste facilities.

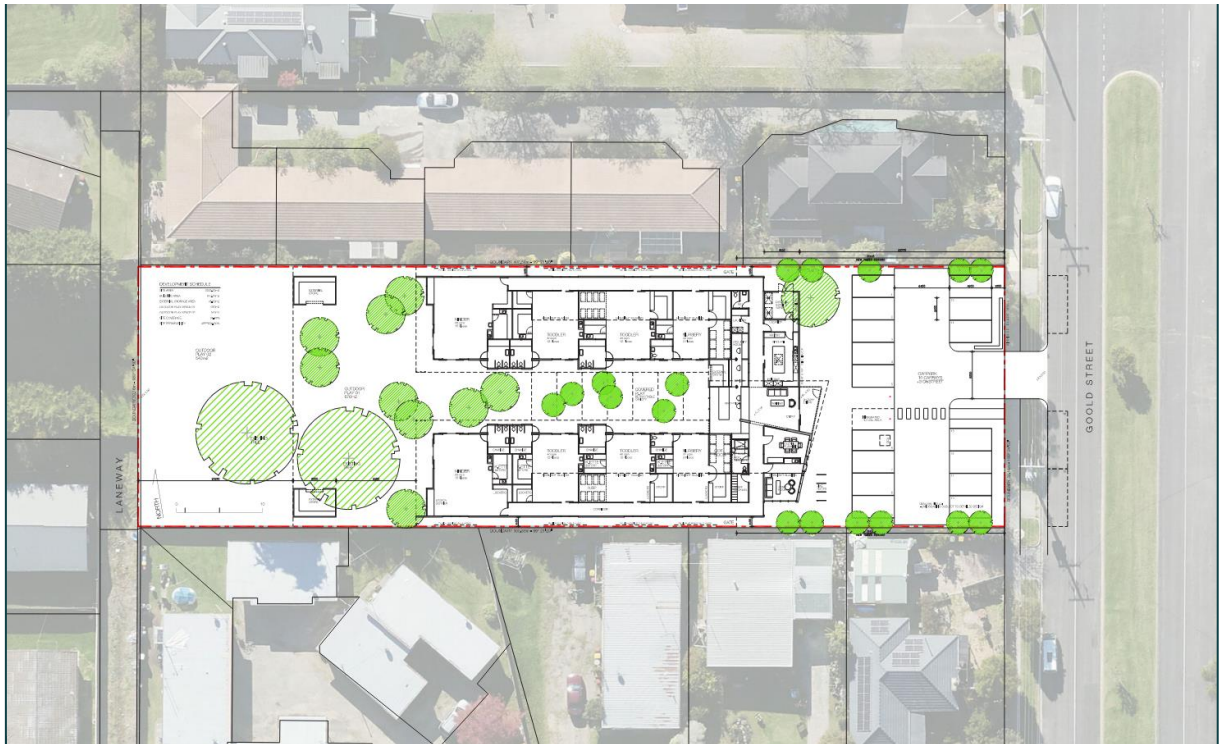
A Planning Application (5.2024.59.1) was submitted to East Gippsland Council. Upon receipt of the Application, Council provided a Request for Further Information (RFI) letter (dated 12 March 2024), requesting the following:

*Clause 52.06 Car Parking, amend the application to include a reduction in car parking. As per Clause 52.06-5, 0.22 spaces are required per child, with the application stating capacity for 94 children, resulting in a car parking requirement of 20 spaces. 15 spaces are shown on the plans provided with the application. Address application requirements of Clause 52.06, including a Car Parking Demand Assessment.*

Accordingly, Ratio Consultants has been commissioned by the Permit Applicant to prepare a Transport Impact Assessment to support the Planning Application and respond to the request within East Gippsland Council's RFI letter.

For reference, an excerpt of the updated site plan is provided in Figure 1.1, with a copy of the development plans are provided in Appendix A of this report.

Figure 1.1: Site Plan



(Source: Clarke Hopkins Clarke)



## 1.2. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

1. Existing traffic conditions surrounding the site.
2. Parking demand likely to be generated by the proposed development.
3. Suitability of the proposed parking in terms of supply and layout.
4. Traffic generation characteristics of the proposed development.
5. Proposed access arrangements for the site.
6. Transport impact of the development proposal on the surrounding road network.

## 1.3. References

In preparing this report, reference has been made to the following:

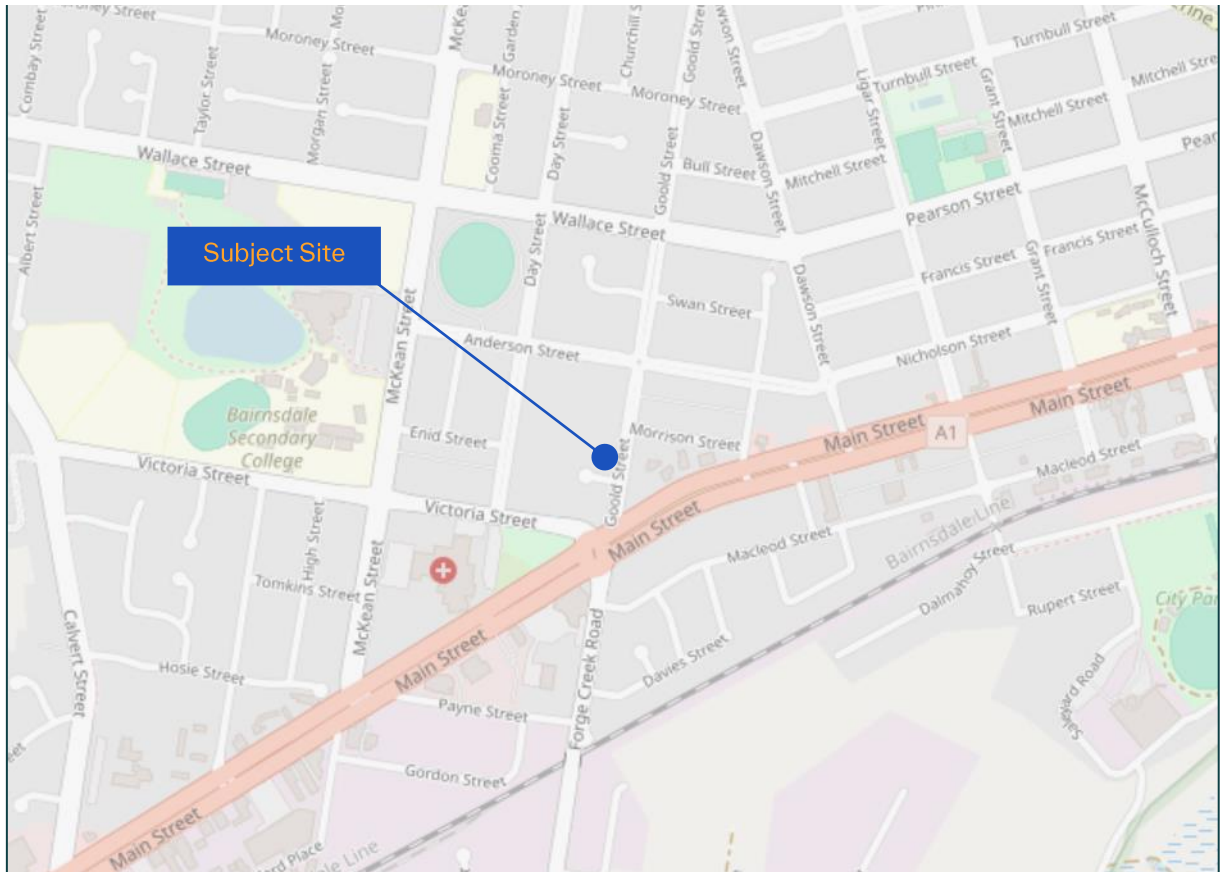
- Development plans for the proposed development prepared by Clarke Hopkins Clarke (Drawing 01.06, dated May 2024), attached as Appendix A.
- East Gippsland Planning Scheme.
- East Gippsland Council RFI letter, dated 12 March 2024.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- Car parking surveys as referenced in this report.
- An inspection of the subject site and its surrounds.
- Other documents as nominated.

## 2. Existing Conditions

### 2.1. Location and Environment

The subject site is located on the western side of Goold Street and is addressed as 98 Goold Street in Bairnsdale. The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Location



(Source: Melway)

The subject site is rectangular in shape with a single street frontage to Goold Street of approximately 30m and a maximum depth of 100m. The site of approximately 3,090 sqm consists of a single land parcel that is currently occupied by a single residential dwelling. Vehicular access to the site is currently provided via two single width crossovers to/from Goold Street in the north-east and south-east corners of the site.

The site is located within a General Residential Zone – Schedule 1 (GRZ1). The land is subject to a Specific Controls Overlay – Ps Map Ref Sco1 (SCO1) and a Design and Development Overlay – Schedule 15 (DDO15). The subject site is bound by a residential property to the north, south and west with the eastern boundary consisting of the sites frontage to Goold Street.

Land use within the vicinity of the subject site is predominantly residential in nature, excluding Noweyung NDIS Disability Services that operates to the north of the subject site. It is also important to note that Bairnsdale West Primary School and Bairnsdale Secondary College are located within a short walking distance (approximately 750 metres) to the north-west of the site.

Figure 2.2 shows the location of the site and the East Gippsland Planning Scheme Zones.



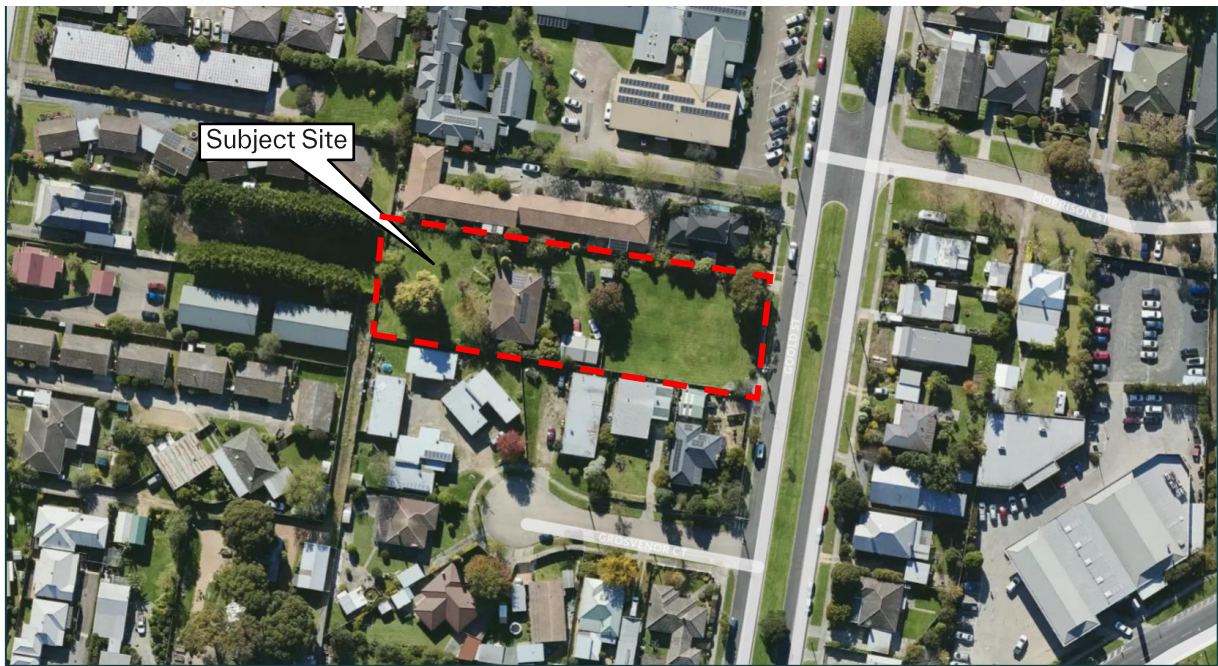
Figure 2.2: East Gippsland Planning Scheme Zones



(Source: Planning Maps Online)

Figure 2.3 shows an aerial view of the site and its immediate surrounds.

Figure 2.3: Aerial View of the Site and Surrounds



(Source: Nearthmap)

## 2.2. Road Network

**Goold Street** functions as a local road (Council controlled). It is a two-way road generally aligned in a north-south direction along the eastern boundary of the site from Dawson Street to the north and Main Street to the south.

Within the vicinity of the site, it has a carriageway width of approximately 21 metres, accommodating one lane of traffic, on-street bicycle lane and parking lane in each direction separated by a central median. Traffic movements past the site are restricted to northbound only due to the location of the central median. Goold Street operates at a default speed limit of 50km/hr and footpaths have been provided on both sides of the road.

Goold Street in the vicinity of the site is shown in Figure 2.4 and Figure 2.5.



Figure 2.4: Goold Street Looking South



(Source: Google Street View)

Figure 2.5: Goold Street Looking North



(Source: Google Street View)

### 2.3. Surrounding Intersections

The intersections in the vicinity of the subject site include:

- Goold Street / Grosvenor Court (Unsignalised T-intersection).
- Goold Street / Main Street (Unsignalised T-intersection).
- Goold Street / Morrison Street (Unsignalised T-intersection).
- Goold Street / Anderson Street (Roundabout).

## 2.4. Existing Car Parking Demand

Ratio Consultants commissioned car parking surveys of the on-street public parking supply and demand surrounding the subject site on Tuesday 26 March 2024.

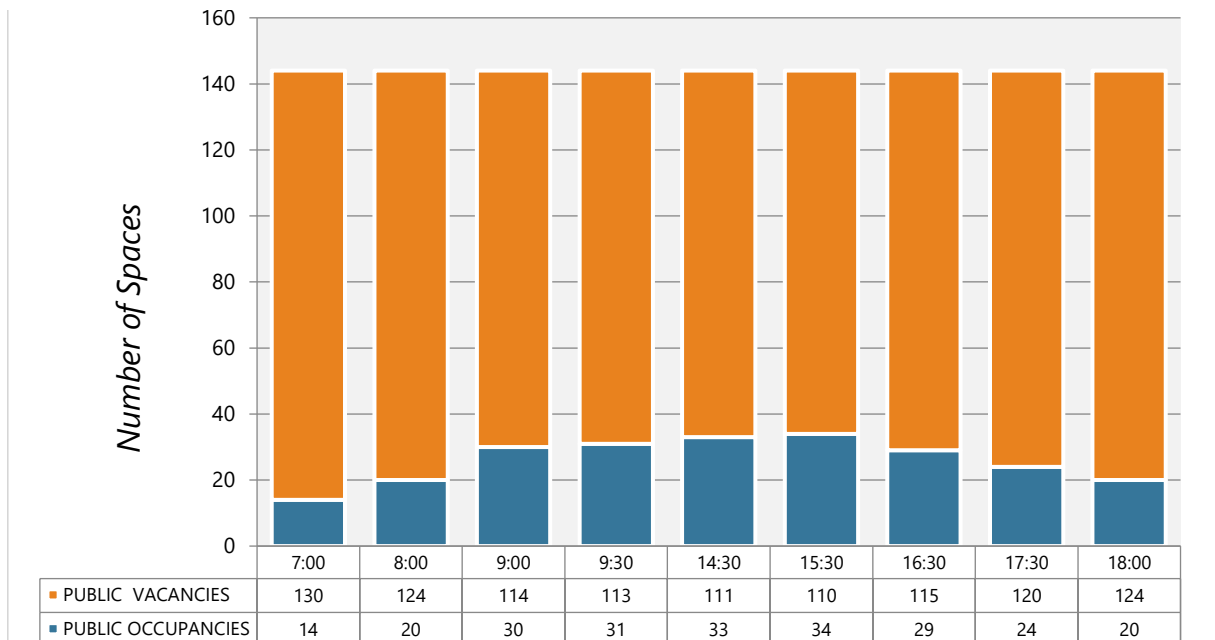
The survey was conducted between 7:00am and 9:30am and again between 2:30pm and 6:00pm. The detailed results are presented in Appendix B of this report, including a map of the survey area.

### Tuesday 26 March 2024

- A total of 144 available car parking spaces were available during the survey period.
- The overall demand for parking was low ranging between 10% and 24% occupancy during the survey period.
- The peak period occurred at 3:30pm, when a maximum of 34 parking spaces were occupied out of an available supply of 144 spaces, representing a parking occupancy of 24%.
- There was a minimum of 110 available car parking spaces recorded at this time.

Figure 2.6 provides a graphical representation of the temporal profile of the Thursday parking demands.

Figure 2.6: Tuesday 26 March 2024 – Temporal Profile of Parking Demand



## 2.5. Sustainable Transport

### Public Transport

The subject site has access to the public transport network with two bus services operating within close proximity of the subject site.

The public transport services operating in the vicinity of the subject site are summarised in the below table and present in Figure 2.10.

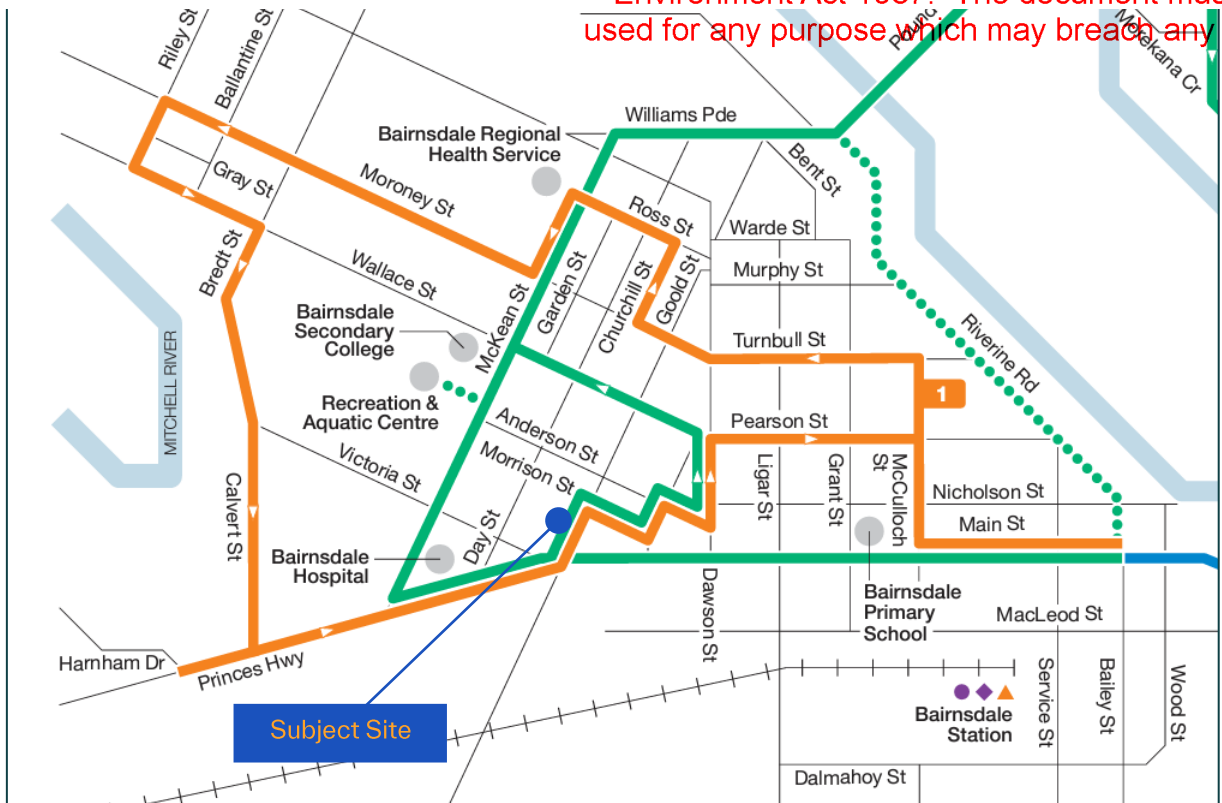
Table 2.1: Bus Services in the vicinity of the subject site

Route No.	Route Description	Nearest Stop	Walking Distance
1	Bairnsdale to West Bairnsdale	Morrison Street	220 metres
3	Bairnsdale to Wy Yung		

(Source: Public Transport Victoria)

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Figure 2.7: Public Transport Services in the vicinity of the Subject Site



(Source: Public Transport Victoria)

**Pedestrian Network**

The subject site enjoys a connected pedestrian network, with the majority of streets in the local area having sealed footpaths and street lighting. Pedestrians are well facilitated with footpaths provided along both sides of Goold Street, from where pedestrian access to the site is proposed.

Footpaths are provided on the link between the subject site and surrounding public transport services.

**Bicycle Network**

The site has access to the existing bicycle network, with on-street bicycle lanes provided along Goold Street, Anderson Street and Victoria Street. These routes provide for bicycle travel in all compass directions, thereby providing a connection to the broader bicycle network.

**2.6. Crash Analysis**

A review has been conducted of VicRoads ‘CrashStats’ database for the five-year period of available data for any reported casualty crashes.

This database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- *Fatal injury: at least one person was killed in the accident or died within 30 days as a result of the accident.*
- *Serious injury: at least one person as sent to Hospital as a result of the accident.*
- *Other injury: at least one person required medical treatment as a result of the accident.*

The data indicates that over the last available five-year period, zero crashes were recorded in the immediate vicinity of the subject site. Critically, zero crashes were reported along the site frontage.

Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a safe manner.

# 3. The Proposal

## 3.1. General

It is proposed to demolish the existing building on the subject site to construct a single-storey childcare centre to accommodate a maximum of 94 children, along with an associated on-site car parking area to cater for car and bicycle parking and waste facilities.

More specifically, the development will incorporate the following land use yield and associated transport infrastructure, as summarised in Table 3.1.

**Table 3.1: Development Summary**

Land Use		
Land Use Clarification	Description	Size / Number
Childcare Centre	Childcare Centre	94 children
Transport Infrastructure		
Type	Description	Size / Number / Description
Pedestrian Access	Along Eastern Boundary (Goold Street)	-
Vehicle Access	Goold Street	Left In / Left Out
Parking	Car Spaces	19 spaces [1]
	Bicycle Spaces	8 spaces (4 hoops)
Loading	Loading and Waste	Trucks up to 6.4m long

*[1] Comprising 15 standard on-site car parking spaces, one on-site parking space for people with disabilities and three on-street car parking spaces along the Goold Street frontage.*

It is proposed to provide 16 on-site car parking spaces including one DDA compliant parking space. In addition to the 16 on-site parking spaces, three car parking spaces are available on Goold Street along the eastern boundary of the site frontage.

Vehicle access to the development is proposed via a new double width crossover along the eastern boundary of the site to/from Goold Street. Due to the provision of a central median within Goold Street, the site access will operate with left in and left out movements only.

The existing vehicle crossovers, within the north-east and south-east corners of the site, are proposed to be removed and reinstated with kerb and channel to the satisfaction of the authority. It should be noted that the removal of the existing crossover results in additional on-street car parking spaces being provided along Goold Street.

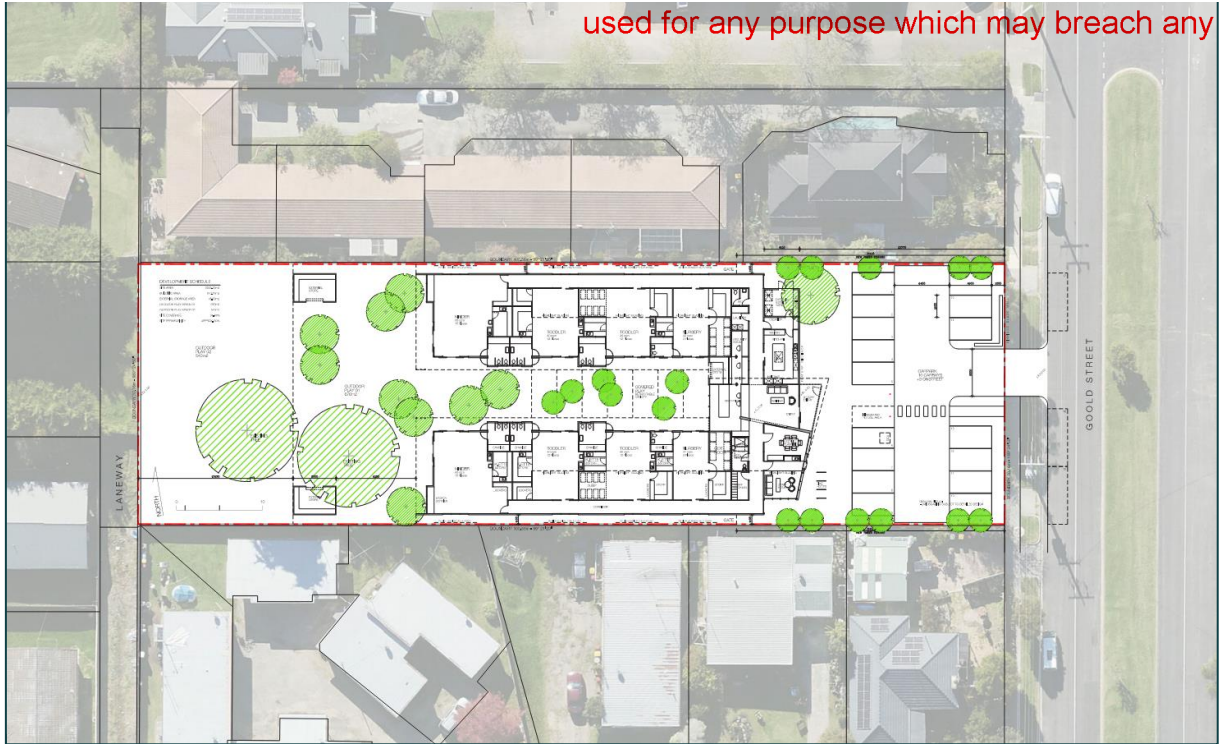
Pedestrian access to the subject site will be provided directly from Goold Street with an internal pedestrian crossing providing a safe route through the car park to the building.

The proposed development will also include a total of eight on-site bicycle parking spaces within four horizontal hoops located within the car parking area.

For reference, the proposed site layout is shown in Figure 3.1 and attached in full as Appendix A.



Figure 3.1: Proposed Site Layout



(Source: Clarke Hopkins Clarke)

# 4. Car Parking Assessment

## 4.1. Clause 52.06 Planning Scheme Assessment

Parking requirements for a range of uses are set out under Clause 52.06 of the East Gippsland Planning Scheme. Table 1 of Clause 52.06 sets out the car parking requirement that applies to a use listed in the Table. Of relevance, Clause 52.06-5 states that:

*A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (which ever applies) by the measure in Column C.*

*Column A applies unless Column B applies.*

*Column B applies if:*

- *Any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or*
- *A schedule to the Parking Overlay or another provision of the Planning Scheme specifies that Column B applies.*

Additionally, the car parking requirement specified for a use listed in Table 1 does not apply if:

- *A car parking requirement for the use is specified under another provision of the Planning Scheme: or*
- *A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.*

The subject site is not located within the PPTN area. In this regard, the Column A rates outlined in Table 1 of Clause 52.06-5 applies. Accordingly, the statutory car parking requirements for the proposed development have been assessed against these rates.

**Table 4.1: Clause 52.06 Planning Scheme Requirement**

Use	Statutory Car Parking Rate	No.	Statutory Car Parking Requirement
Childcare Centre	0.22 spaces to each child	94 children	20 spaces
<b>Total</b>			<b>20 spaces</b>

Table 4.1 indicates that the proposed development has a statutory requirement to provide a total of 20 car parking spaces.

The proposed development includes 16 on-site car parking spaces, as well as 3 on-street car parking spaces available on Goold Street site frontage along the eastern boundary of the site.

In this instance, the statutory car parking requirement is not being met and a Permit is being sought to reduce this requirement.

In order to provide further clarity on the appropriateness of the provision, an assessment of the expected parking demand and the appropriateness of allowing a reduction of on-site parking for the proposed development is discussed below.

## 4.2. Car Parking Demand Assessment

In accordance with Clause 52.06-6, an assessment of car parking demand likely to be generated by the use must have regard to the following factors, considered relevant to the proposal.

- *“The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*

- *The short-stay and long-stay car parking demand likely to be generated by the proposed use*
- *The availability of public transport in the locality of the land*
- *The convenience of pedestrian and cyclist access to the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study."*

An assessment of the projected car parking demand for the proposed development, accounting for these factors is discussed as follows.

### **The Variation of Car Parking Demand Over Time**

Car parking demands for childcare centres typically peak for short periods of time for parents dropping off their child/children on weekday mornings and picking up in the afternoon/evening period.

It is noted that in respect to staff car parking, typically morning and afternoon shifts have overlaps in the middle of the day to avoid long shifts for individual staff members. At this time the visitor demand is typically very low and as such, any staff changeover can be readily accommodated on-site.

### **The Availability of Public Transport in the Locality of the Land**

The subject site is located within walking distance to a number of bus services, as discussed in Section 2 of this report.

Accordingly, the range of public transport opportunities are expected to be utilised by some parents, carers and staff of the proposed development.

Providing less car parking spaces on site can encourage parents, carers and staff to utilise the sustainable transport options that are available to them and minimise the overall congestion on the road network in the vicinity of the site.

### **The Convenience of Pedestrians and Cyclist Access to the Land**

Pedestrian footpaths are provided on both sides of the frontage road, facilitating connections to the broader area and land uses in the surrounding area.

Furthermore, on-street bicycle lanes are provided on Goold Street, Anderson Street and Victoria Street, providing connections in all compass directions to the broader bicycle network.

These facilities allow for convenient access to the subject site for pedestrians and cyclists, thereby providing an option for access to the site without the use of a private motor vehicle.

### **The Provision of Bicycle Parking and End of Trip Facilities for Cyclists**

The proposal includes a provision of eight (8) bicycle spaces within four horizontal bicycle rails.

A generous provision of bicycle parking (that exceeds the typical bicycle parking demands) and end of trip facilities are proposed to be provided on the site.

These facilities provide an active and viable means of alternative transport that is expected to reduce future reliance on private motor vehicles.

### **The Availability of Alternate Car Parking in the Locality of the Land**

As outlined in Section 2 of this report, the on-street car parking in the vicinity of the subject site is unrestricted. The surveys undertaken indicate that on-street car parking within approximately 200-300m walking distance of the site has a minimum of 110 vacancies on a typical weekday.

### **Empirical Assessment**

Guidance on the anticipated car parking characteristics of the proposal can be established from various sources.

In this instance, guidance is sought via empirical data of similar childcare centres. The data has determined an average peak parking rate based on surveys of 19 childcare centres within Victoria undertaken by various traffic consultancies.

The data determined an average peak parking rate of 0.19 car parking spaces per child. Application of this rate to the proposed 94 places indicates a peak parking demand of 17 spaces could be expected.

In this instance, the proposed on-site provision of 16 car spaces is anticipated to result in an overflow to on-street car parking by a single vehicle. The development proposes the provision of three on-street spaces along Goold Street. It is considered entirely appropriate for these spaces to be utilised by users of the site on an as-needed basis that are not expected to have any impact on adjoining properties.

The maximum overflow of up to one space can adequately be catered for by the three additional car parking spaces proposed along Goold Street with a surplus of two additional on-street parking spaces available for use by the local area providing a net benefit of car parking resources for the wider area.

It is considered that sufficient car parking is provided by the development (including on-site and on-street parking along Goold Street) to meet the demands generated by the development.

### 4.3. Adequacy of the Parking Provision

Based on the assessment undertaken above, it is evident that the on-site provision of 16 parking spaces and on-street provision of three parking spaces would be capable of accommodating the peak parking demand of 17 car parking spaces likely to be generated by the development.

### 4.4. DDA Car Parking

In addition to the statutory car parking requirements in the Planning Scheme, the Building Code of Australia (BCA) outlines the requirements for the provision of car parking for people with disabilities.

An assessment of the BCA disabled car parking requirements for the development proposal is outlined in Table 4.2.

**Table 4.2: BCA Car Parking Requirements**

Description	Use	BCA Disabled Parking Requirements
Childcare Centre	Class 4	1 space for every 50 car parking spaces or part thereof

Parking spaces for people with disabilities can be included in the total number of spaces required by the Planning Scheme. The on-site provision of one space for people with a disability meets the BCA requirement and is considered appropriate.

# 5. Access and Car Parking Layout

## 5.1. Clause 52.06 Design Standard Assessment

The proposed vehicular access arrangements and car park layout have been designed in accordance with the objectives and design requirements of Clause 52.06-9 of the East Gippsland Planning Scheme, and in accordance with the relevant sections of AS/NZS 2890.1:2004.

An assessment against the relevant design standards of Clause 52.06-9 of the East Gippsland Planning Scheme is provided below:

### Design Standard 1 – Accessways

Vehicular access to the on-site car park is proposed via a 5.5-metre-wide double width vehicle crossover located at the eastern boundary of the subject site along Goold Street.

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

**Table 5.1: Design Standard 1 Assessment**

Requirement	Comments
Must be at least 3m wide.	<u>Satisfied:</u> The accessway within the site has been designed to have a minimum width to accommodate simultaneous two-way movements at all locations.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	<u>Satisfied:</u> The accessway and internal layout have been designed to be at least 4.2m wide at all changes of direction.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	<u>Satisfied:</u> The swept path assessment (refer to Appendix C) confirms that vehicles parked in the end spaces can exit in a forward direction in one manoeuvre.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	<u>N/A:</u> No overhead obstructions are proposed within the car park.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	<u>Satisfied:</u> All vehicles are able to exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.	<u>Satisfied:</u> The accessway at the entrance of the site has been designed to enable for simultaneous two-way vehicle movements to/from the site and accordingly complies with the requirement to provide a passing area.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual	<u>Satisfied:</u> Pedestrian sight triangles are provided on both sides of the vehicle exit point onto Goold Street, in accordance with the requirements of the East Gippsland Planning Scheme.



obstructions may include an adjacent entry or exit lane where more than one lane is provided.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway. N/A: Car spaces are not accessed directly to/from a road in a Road Zone.

If entry to the car space is from a road, the width of the accessway may include the road. N/A: Entry to the car spaces is not accessed directly from a road.

**Design Standard 2 - Car Parking Spaces**

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5.2.

**Table 5.2: Design Standard 2 Assessment**

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	<u>Satisfied:</u> All standard car parking spaces within the site meet the dimensional requirements set out in Table 2 of Design Standard 2. Standard car parking spaces are 2.6m wide x 4.9m long and are accessed via a 6.4m-wide aisle, meeting the minimum standards.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: <ul style="list-style-type: none"> <li>– A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.</li> <li>– A structure, which may project into the space if it is at least 2.1m above the space.</li> </ul>	<u>Satisfied:</u> The car parking spaces have been designed to accord with Diagram 1 of Design Standard 2.
Car spaces in garages must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage.	<u>N/A:</u> No garage car parking spaces are proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>N/A:</u> No tandem car parking spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	<u>N/A:</u> No dwellings are proposed as part of the development.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	<u>Satisfied:</u> The accessible car parking space meets the dimensional requirements of AS/NZS 2890.6:2009.

## 5.2. Swept Path Assessment

### Site Access

An assessment of the accessibility to/from the site using the 'Autodesk Vehicle Tracking' software has been conducted. The swept path demonstrated that two opposing B99 design vehicles (99.8th percentile car), could pass adequately simultaneously at the site access point to Goold Street.

Further, all vehicles will be able to enter / exit the site in a forward direction.

### Car Parking Spaces

An assessment of the accessibility to/from the critical parking bays was also undertaken using the B85 design vehicle (85th percentile car) and it was found that each of the critical parking space could be accessed (ingress and egress) in a satisfactory manner.

Within consideration to the preceding, the layout of the car parking spaces are considered to provide convenient and functional car parking opportunities.

## 5.3. Summary

The assessment indicates that the access arrangements and car parking layouts have been designed appropriately and generally in accordance with the requirements of the East Gippsland Planning Scheme and/or AS/NZS 2890.1:2004.

The swept path assessments have been provided in Appendix C of this report.

# 6. Bicycle Parking

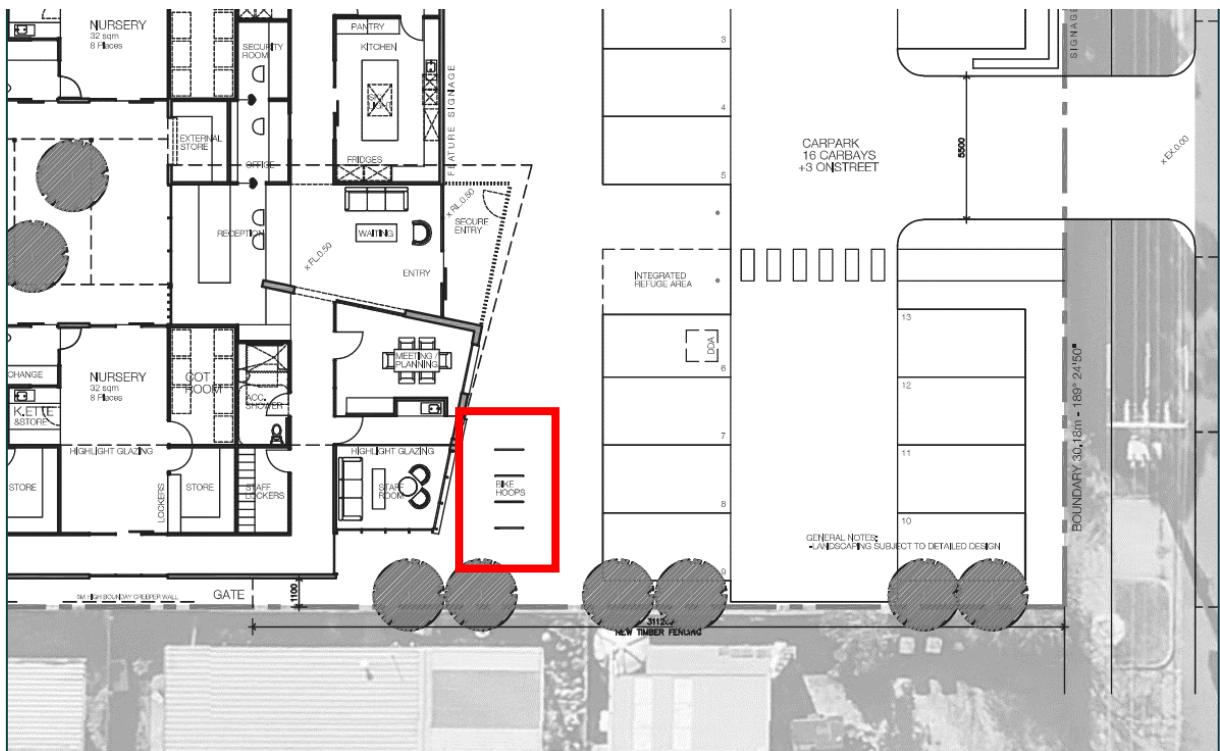
## 6.1. Clause 52.34 – Bicycle Facilities

Clause 52.34 of the East Gippsland Planning Scheme (Bicycle Facilities) does not specify statutory bicycle parking requirements for childcare centre land uses.

Notwithstanding, it is proposed to provide a total of eight (8) bicycle parking spaces within four horizontal hoops in order to promote sustainable transport initiatives associated with the development.

The bicycle parking spaces are located within the car parking area, as shown below in the excerpt within Figure 6.1.

Figure 6.1: On-Site Bicycle Parking Spaces



Given the nature of the proposed use, the provision of eight (8) bicycle parking spaces is considered adequate to cater for any staff or parent / carer bicycle parking demand and assists with promoting sustainable transport options for the site in lieu of the motor vehicle.

## 6.2. Bicycle Parking Layout

The bicycle parking layout has been designed in excess of AS2890.3:2015 – Bicycle Parking, which requires at least 20% of the bicycle parking spaces to be provided in a ground level (horizontal) Bicycle Parking Devices.

All horizontal rails are provided within parking modules that are 1.8m x 0.5m accessed via a 1.5m aisle, conveniently located throughout the site.

Accordingly, it is considered that the bicycle parking has been designed appropriately and in accordance with the relevant requirements of AS2890.3:2015.

# 7. Loading Arrangements

## 7.1. Statutory Requirement

Clause 65.01 'Decision Guidelines' of the East Gippsland Planning Scheme outlines the provision of loading requirements, and states the following:

*"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

## 7.2. Loading and Waste Arrangements

Loading and unloading activities associated with the proposed development will be limited.

Loading activities associated with the development can be undertaken by vans / small trucks. It is anticipated that these can occur appropriately along within a car space outside of peak times.

Waste collection is proposed to be collected on-site by a private waste collector.

A swept path assessment (Appendix C) was conducted and demonstrated that a mini-rear loader truck can access the site in a forward direction, manoeuvre through the site to the bin room and depart in a forward direction.

Having regard to the above, the loading and waste management outcomes are considered satisfactory.

## 7.3. Adequacy of Loading and Waste Collection

Based on the above, the waste collection and loading arrangements are considered to be acceptable.

# 8. Traffic Assessment

## 8.1. Traffic Generation

The *RTA Guide to Traffic Generating Developments* (October 2002) document indicates a peak hourly traffic demand of between 0.7 to 0.8 vehicle trips per child in the AM and PM peak hours.

Applying a conservative rate on the high side of 0.8 vehicle trips per child, the proposed 94-place childcare centre is anticipated to generate approximately 75 vehicle movements.

## 8.2. Traffic Distribution and Impact

The majority of traffic generated by childcare centres at peak times is primarily associated with parents dropping off and collecting children before and after work, with the turnover of this activity is typically short.

The development is projected to generate 75 vehicle movements during the AM and PM peak hours, comprising of both arrivals and departures via the proposed access to Goold Street.

All traffic will arrive from the south and depart towards to the north given the central median within Goold Street. Vehicles seeking to arrive from the north are required to drive 95 metres south of the site where a U-turn opportunity is available. Vehicles seeking to head south upon departing the site can utilise the median break within Goold Street approximately 55 metres north of the subject site.

On this basis, it is expected that the proposed development will not create adverse traffic safety or operational impacts along Goold Street and/or the surrounding road network.



## 9. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposed development generates a statutory parking requirement of 20 car parking spaces.
- The car parking demand assessment undertaken indicates that the site is expected to generate a peak car parking demand of up to 17 car parking spaces.
- The proposed provision of 16 on-site car parking spaces and three (3) on-street spaces is considered satisfactory for the reasons detailed in this report.
- The proposed parking layout is consistent with the dimensional requirements as set out in the East Gippsland Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- CAD-based swept paths have been completed which confirm the key vehicle movements can be completed with adequate clearance through the access point and relevant areas within the site.
- The proposed development does not trigger a statutory requirement for bicycle parking provision. Nevertheless, a total of eight (8) bicycle spaces are proposed to be provided which is considered to be satisfactory.
- The proposed access arrangements, car/bicycle parking layout have been designed in accordance with the dimensional requirements of Clause 52.06 of the East Gippsland Planning Scheme and/or the relevant sections of the Australian Standard AS2890 series.
- The proposed development is expected to generate up to 75 vehicles in any peak hour.
- The level of traffic generated by the proposed development can be accommodated by the adjacent road network without creating adverse traffic safety or capacity impacts.

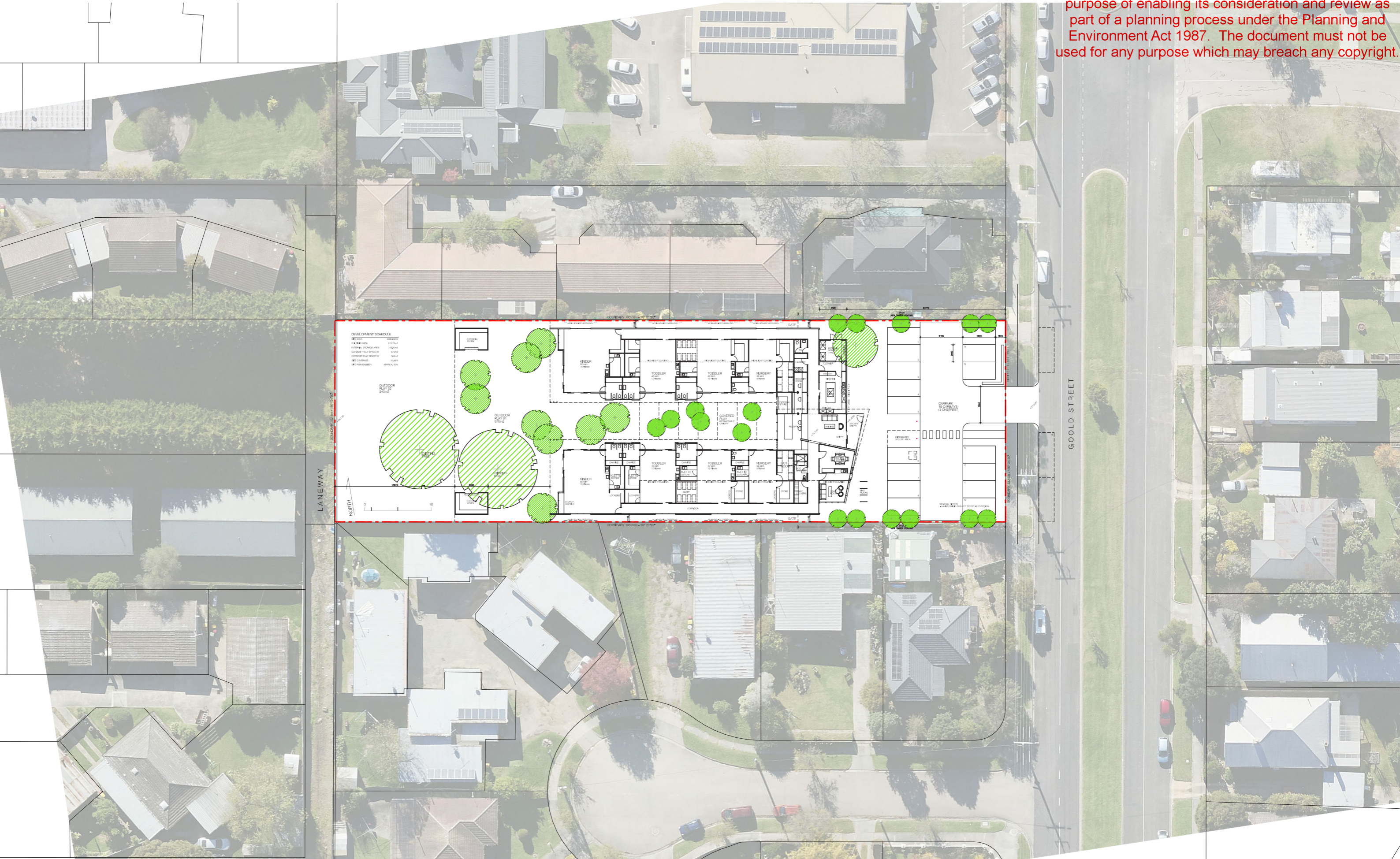
Overall, the proposed development has been suitably designed and is not expected to create adverse traffic or parking impacts in the vicinity of the subject site.

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# Appendix A – Development Plans





DEVELOPMENT SCHEDULE  
BUILDINGS: ALLOWED  
EXTERNAL STORAGE AREA: NONE  
OUTDOOR PLAY SPACES: NONE  
OFF COVERING: NONE  
SET BACKS: APPROVED



# Appendix B – Parking Survey Results

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Parking 98 Goold Street Bairnsdale



Parking Occupancy Survey

Date:	Tuesday, March 26, 2024
Location:	98 Goold Street, Bairnsdale
GPS:	-37.828633, 147.611692
Weather:	Fine
Customer:	Ratio

Public Parking (1/0)	Map Ref	Street	Section (GPS/Street Address if Off-Street Car Park)	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								7:00	8:00	9:00	9:30	14:30	15:30	16:30	17:30	18:00	
1		Goold St	From Princess Hwy To Anderson St	W	Unrestricted		23	2	3	4	4	5	5	5	5	4	
1				E	Unrestricted		24	4	5	6	7	8	8	7	6	5	
1			From Anderson St To #45	W	Unrestricted		4	0	0	1	0	0	0	0	0	0	
1				E	Unrestricted		4	0	0	0	0	0	0	0	0	0	
1		Anderson St	From Goold St To #47	N	Unrestricted		9	1	1	2	2	2	2	2	1	1	
1				S	Unrestricted		5	1	2	3	3	3	3	2	2	2	
1			From Goold St To #20	N	Unrestricted		7	0	0	0	0	0	0	0	0	0	
1				S	Unrestricted		7	0	0	0	0	0	1	0	0	0	
1		Morrison St	From Goold St To Hodgson St	N	Unrestricted		17	0	0	0	0	0	0	0	0	0	
1				S	Unrestricted		29	5	7	10	11	11	11	9	7	6	
1		Grosvenor Ct	From Goold St To End	N	Unrestricted		8	0	0	1	1	1	1	1	1	0	
1				S	Unrestricted		7	1	2	3	3	3	3	3	2	2	
		<b>PUBLIC CAPACITY</b>						<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	<b>144</b>	
		<b>PUBLIC OCCUPANCIES</b>						<b>14</b>	<b>20</b>	<b>30</b>	<b>31</b>	<b>33</b>	<b>34</b>	<b>29</b>	<b>24</b>	<b>20</b>	
		<b>PUBLIC VACANCIES</b>						<b>130</b>	<b>124</b>	<b>114</b>	<b>113</b>	<b>111</b>	<b>110</b>	<b>115</b>	<b>120</b>	<b>124</b>	
		<b>PUBLIC % OCCUPANCIES</b>						<b>10%</b>	<b>14%</b>	<b>21%</b>	<b>22%</b>	<b>23%</b>	<b>24%</b>	<b>20%</b>	<b>17%</b>	<b>14%</b>	

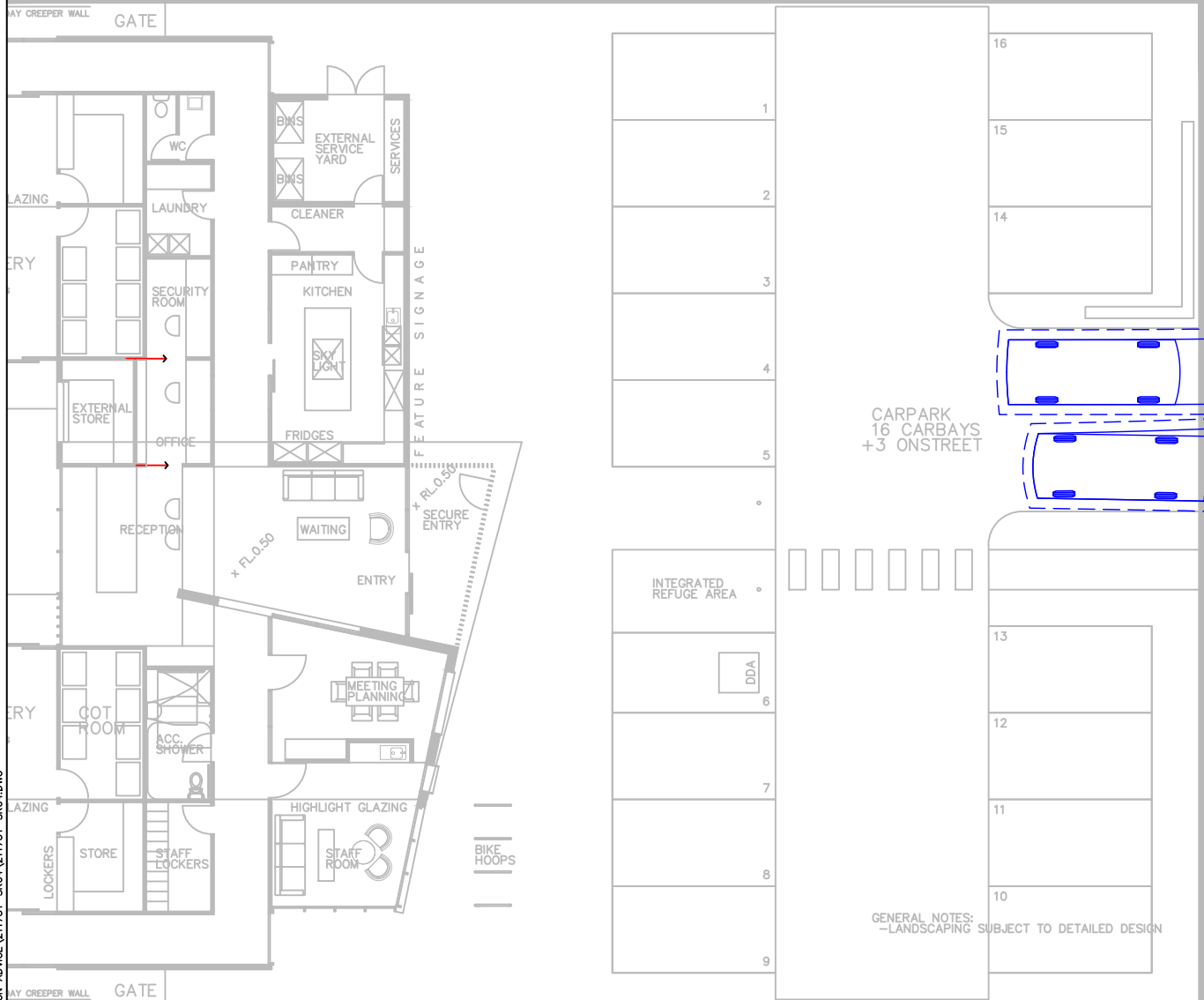
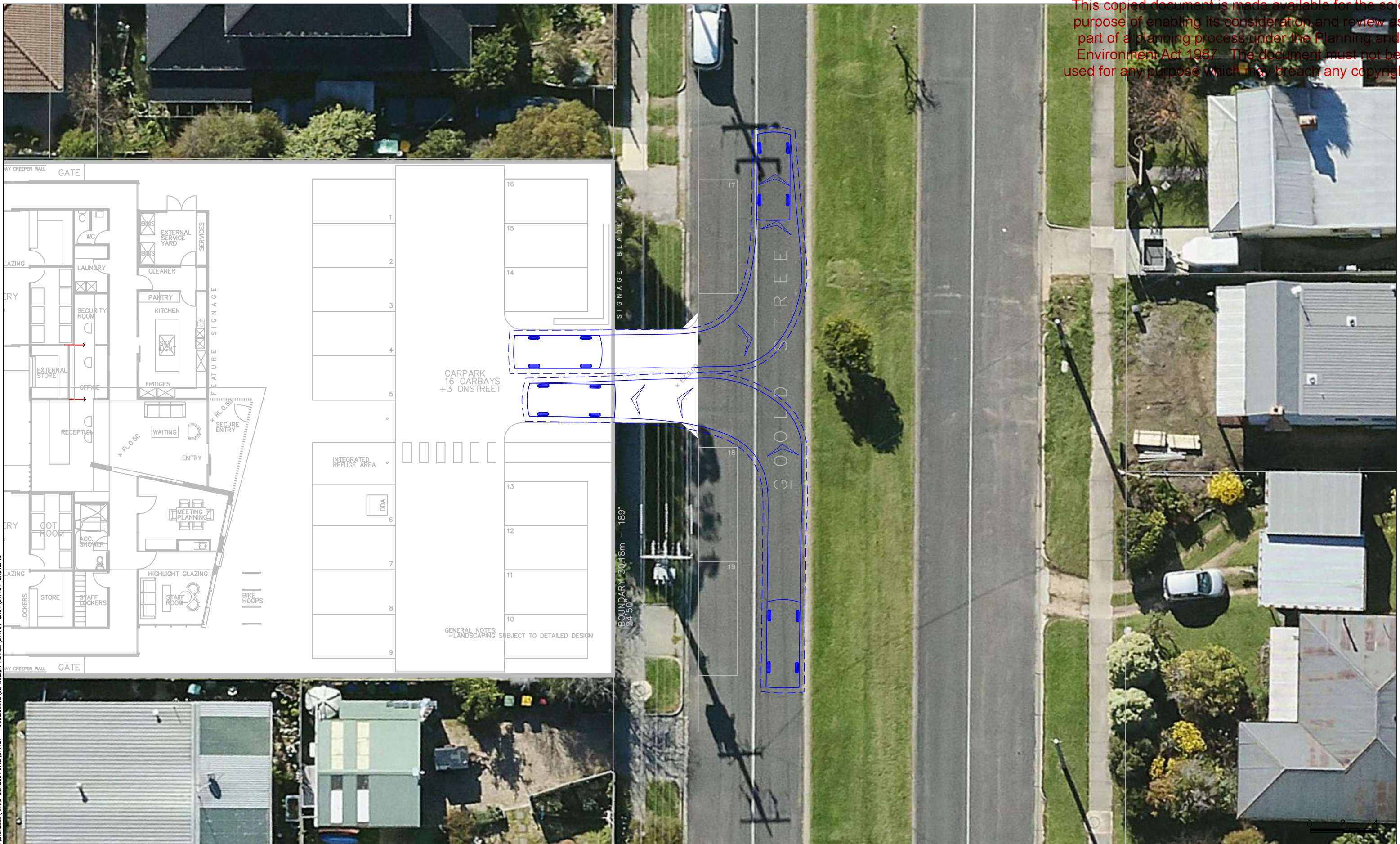
not available for public parking



# Appendix C – Swept Path Assessment



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CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

VEHICLE ENVELOPE (FORWARD)  
300mm CLEARANCE (FORWARD)  
VEHICLE ENVELOPE (REVERSE)  
300mm CLEARANCE (REVERSE)

### Proposed Childcare Centre Development 98 Goolld Street, Bairnsdale Swept Path Assessment

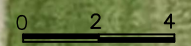
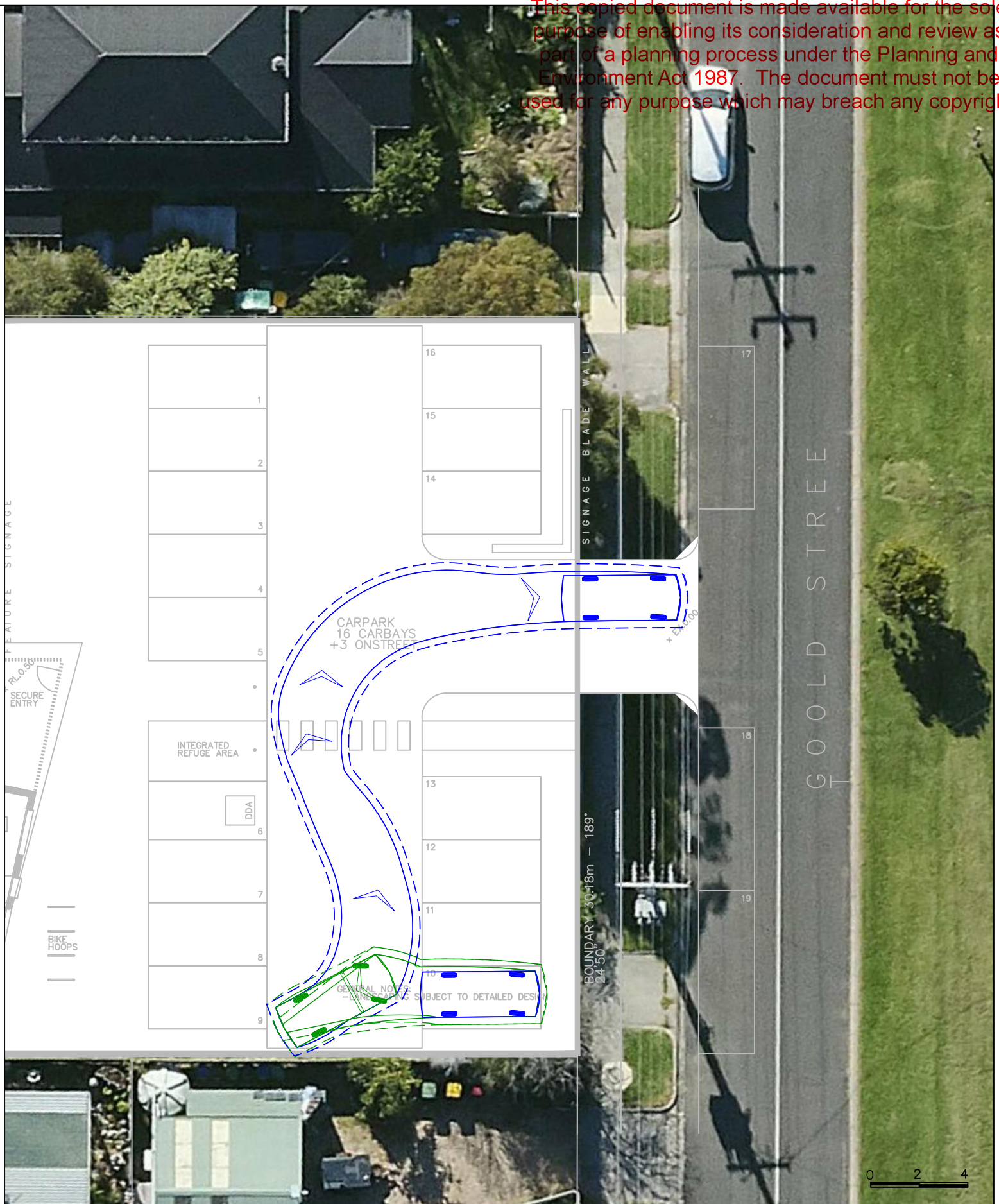
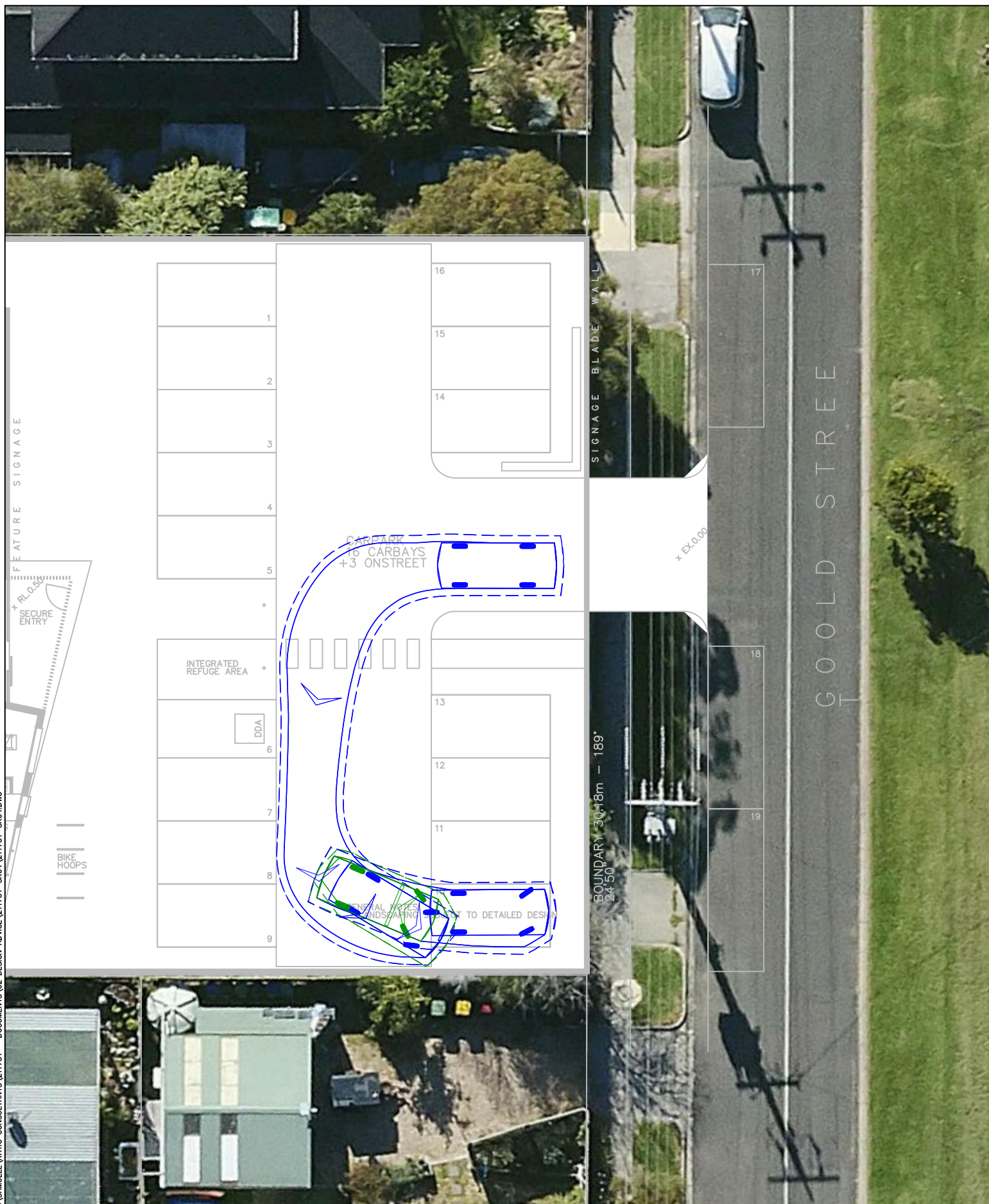
NOTE:  
1) Base Plan Supplied by Clarke Hopkins Clarke  
2) Maximum Design Speed 10km/h

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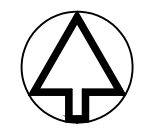
**B85 Vehicle (AS/NZS2890.1:2004)**

	<b>VEHICLE ENVELOPE (FORWARD)</b>
4.91	300mm CLEARANCE (FORWARD)
	<b>VEHICLE ENVELOPE (REVERSE)</b>
0.92 2.8	300mm CLEARANCE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

**Proposed Childcare Centre Development**  
 98 Goold Street, Bairnsdale  
 Swept Path Assessment

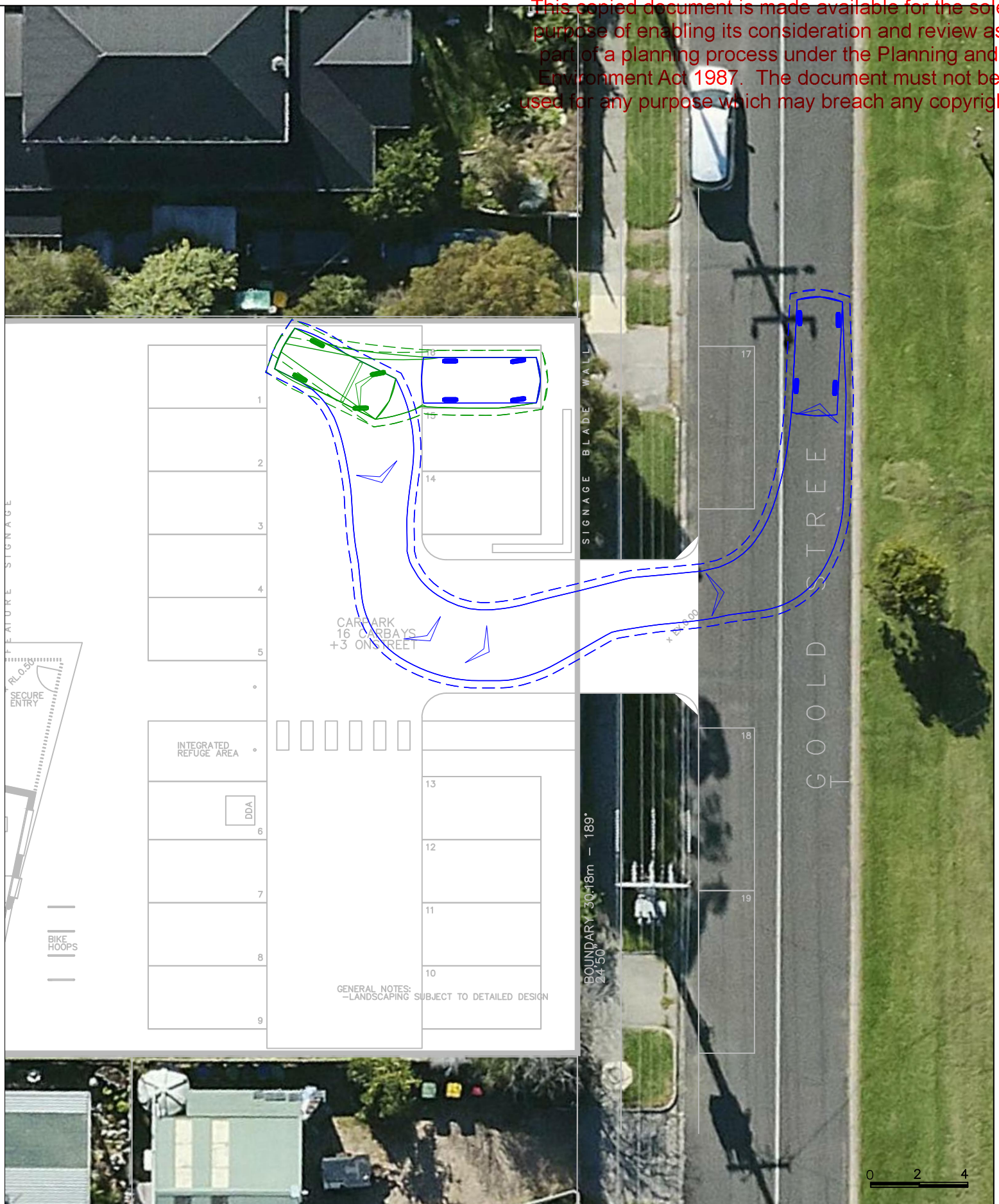
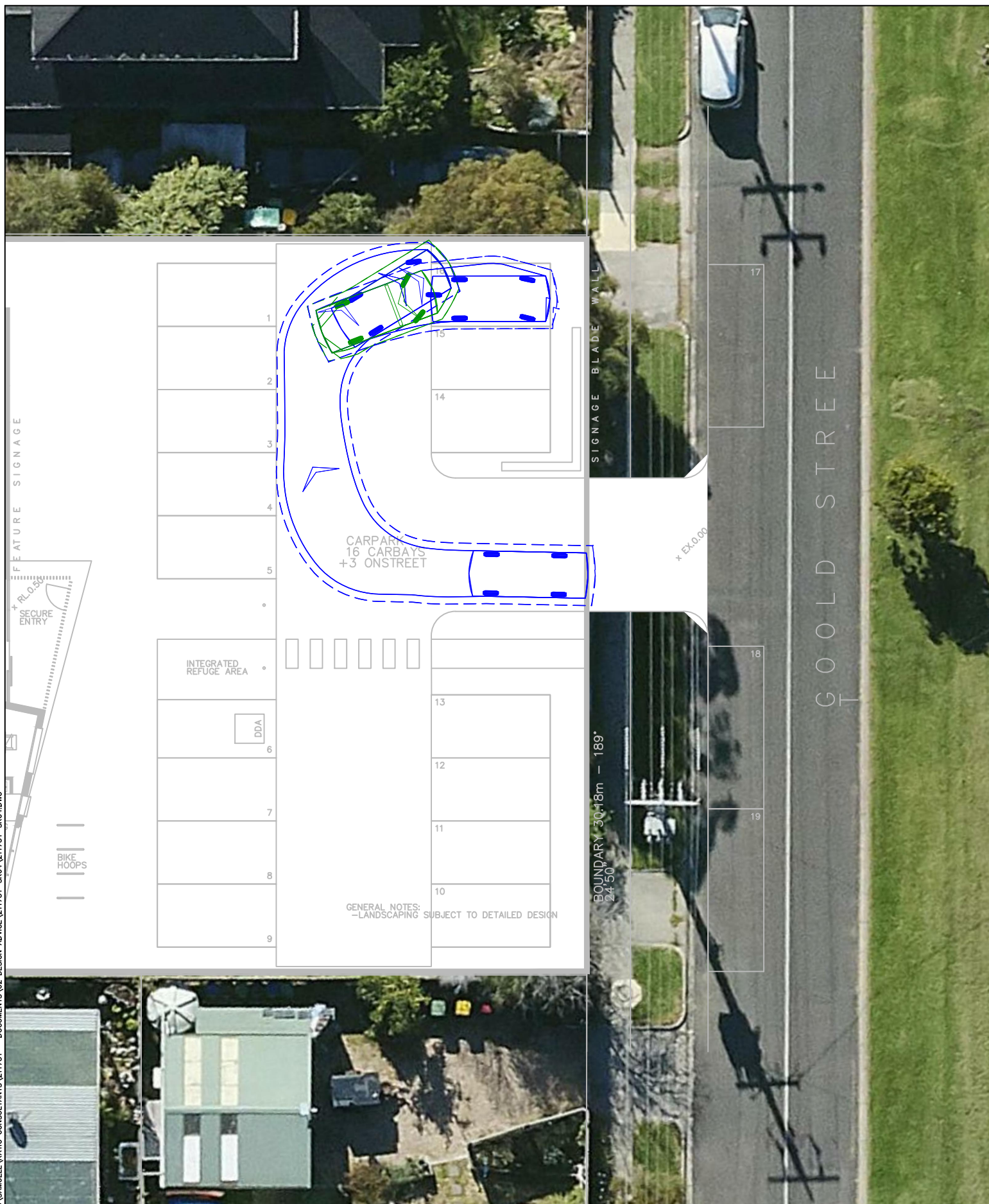
NOTE:  
 1) Base Plan Supplied by Clarke Hopkins Clarke  
 2) Maximum Design Speed 10km/h

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B85 Vehicle (AS/NZS2890.1:2004)

Overall Length	4.91m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m

VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
 VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Proposed Childcare Centre Development  
 98 Goold Street, Bairnsdale  
 Swept Path Assessment

NOTE:  
 1) Base Plan Supplied by Clarke Hopkins Clarke  
 2) Maximum Design Speed 10km/h

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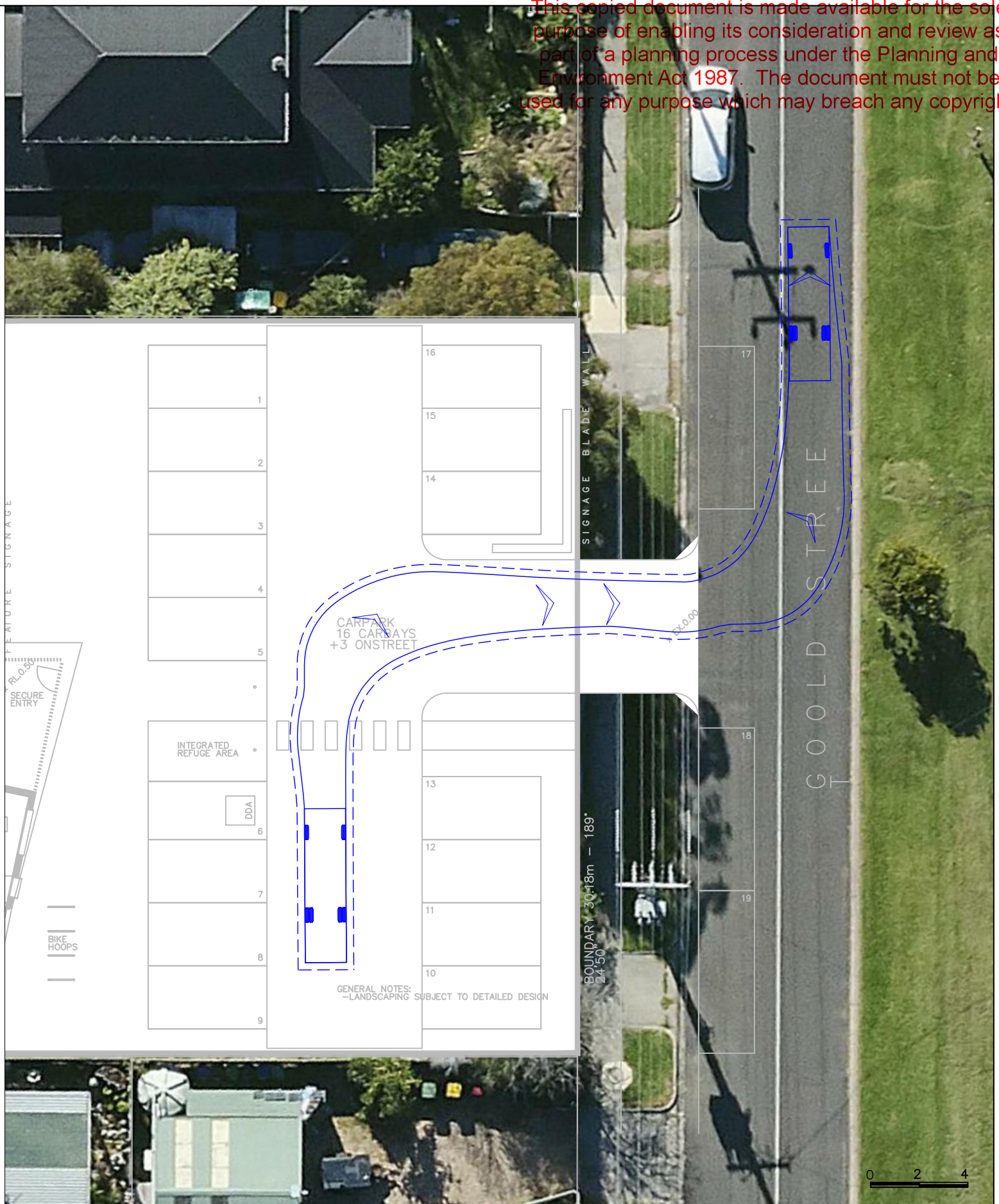
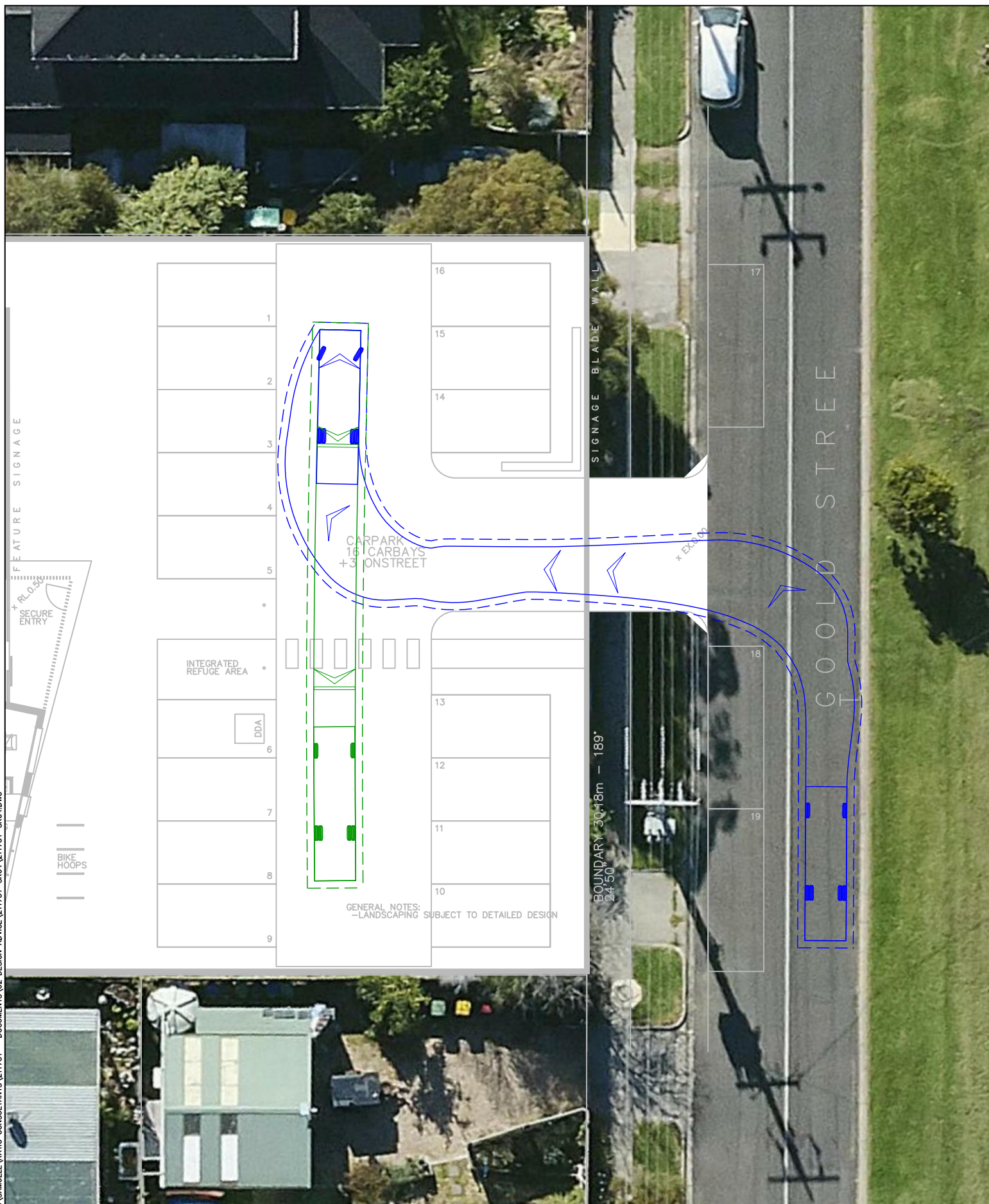
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Mini-Rear Loader Waste Collection Vehicle

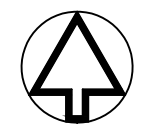
VEHICLE ENVELOPE (FORWARD)  
 300mm CLEARANCE (FORWARD)  
 VEHICLE ENVELOPE (REVERSE)  
 300mm CLEARANCE (REVERSE)

Overall Length 6345m  
 Body Width 1700m  
 Overall Body Height 2080m  
 Min Body Ground Clearance 0.205m  
 Track Width 1670m  
 Lock to Lock Time 4.00 sec  
 Curb to Curb Turning Radius 6.450m

Proposed Childcare Centre Development  
 98 Goold Street, Bairnsdale  
 Swept Path Assessment

NOTE:  
 1) Base Plan Supplied by Clarke Hopkins Clarke  
 2) Maximum Design Speed 10km/h

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240000 | 98 GOOLD STREET BAIRNSDALE VICTORIA 3875

# GOOLD STREET EARLY LEARNING CENTRE

DEVELOPMENT APPLICATION

MAY 2024



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**ClarkeHopkinsClarke** acknowledges the Wurundjeri Woi Wurrung and the Boon Wurrung peoples of the Eastern Kulin Nation and the Gadigal people of the Eora Nation as the Traditional Custodians of the land we work on.

**ClarkeHopkinsClarke** also acknowledges the Traditional Custodians of Country throughout Australia where our projects are situated.

We pay our respects to Aboriginal and Torres Strait Islander cultures and to Elders past, present and emerging. We recognise their custodianship over deep time and their continuing connection to lands, waters and communities.

Goold Street Early Learning Centre is designed to be a welcoming, healthy and inspiring educational space for the community. The design prioritises the integration of natural light and landscape elements to enhance the learning environment experience throughout the year. Furthermore, its overall aesthetic and functional planning will maximise the flexibility and connection between learning spaces while promoting high sustainability opportunities throughout.

A complete educational experience.

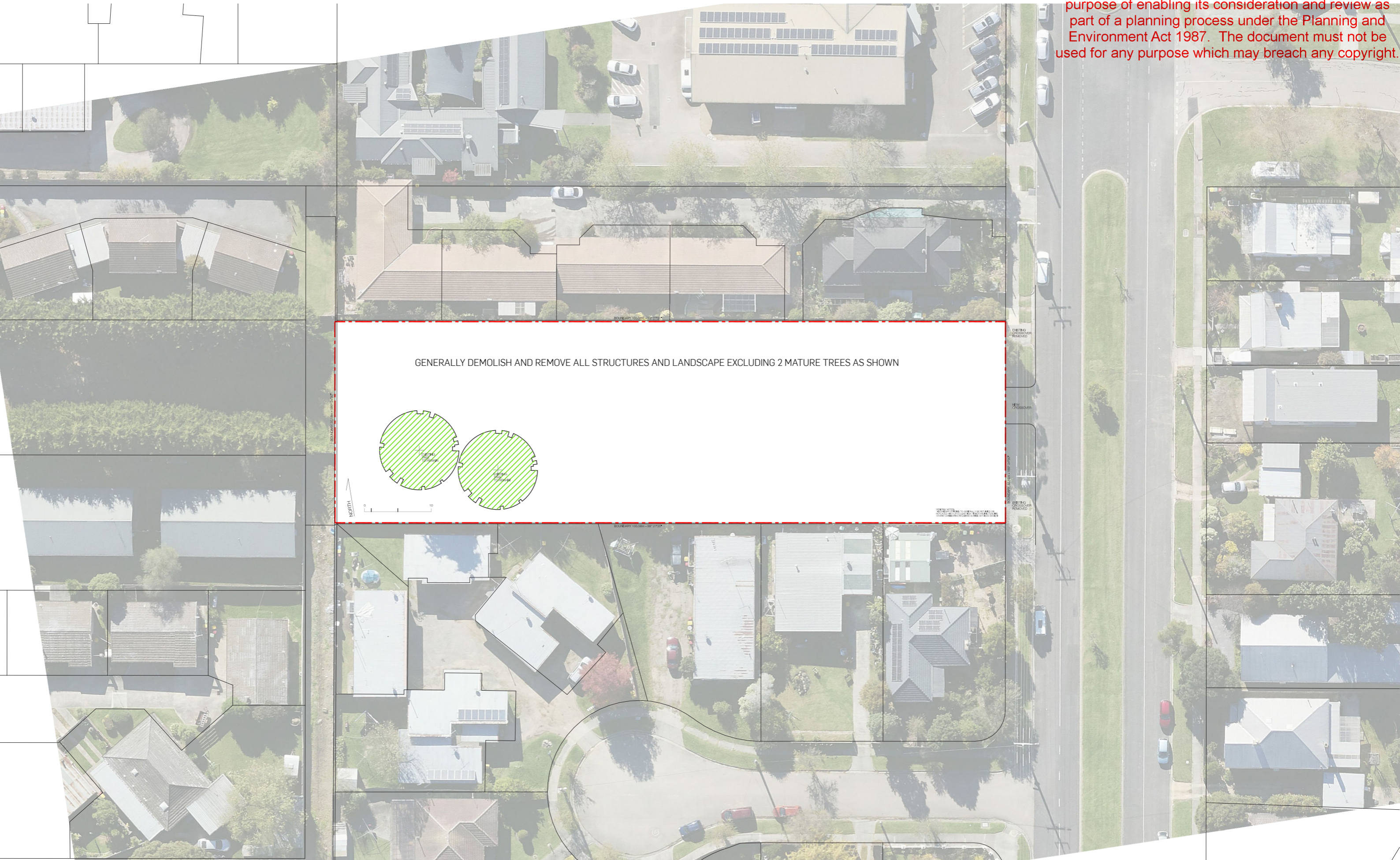




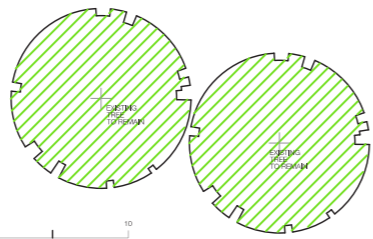








GENERALLY DEMOLISH AND REMOVE ALL STRUCTURES AND LANDSCAPE EXCLUDING 2 MATURE TREES AS SHOWN





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BOUNDARY 30.18m - 189° 24'50"

EXISTING CROSS REMOVED

NEW CROSS

EXISTING CROSS REMOVED

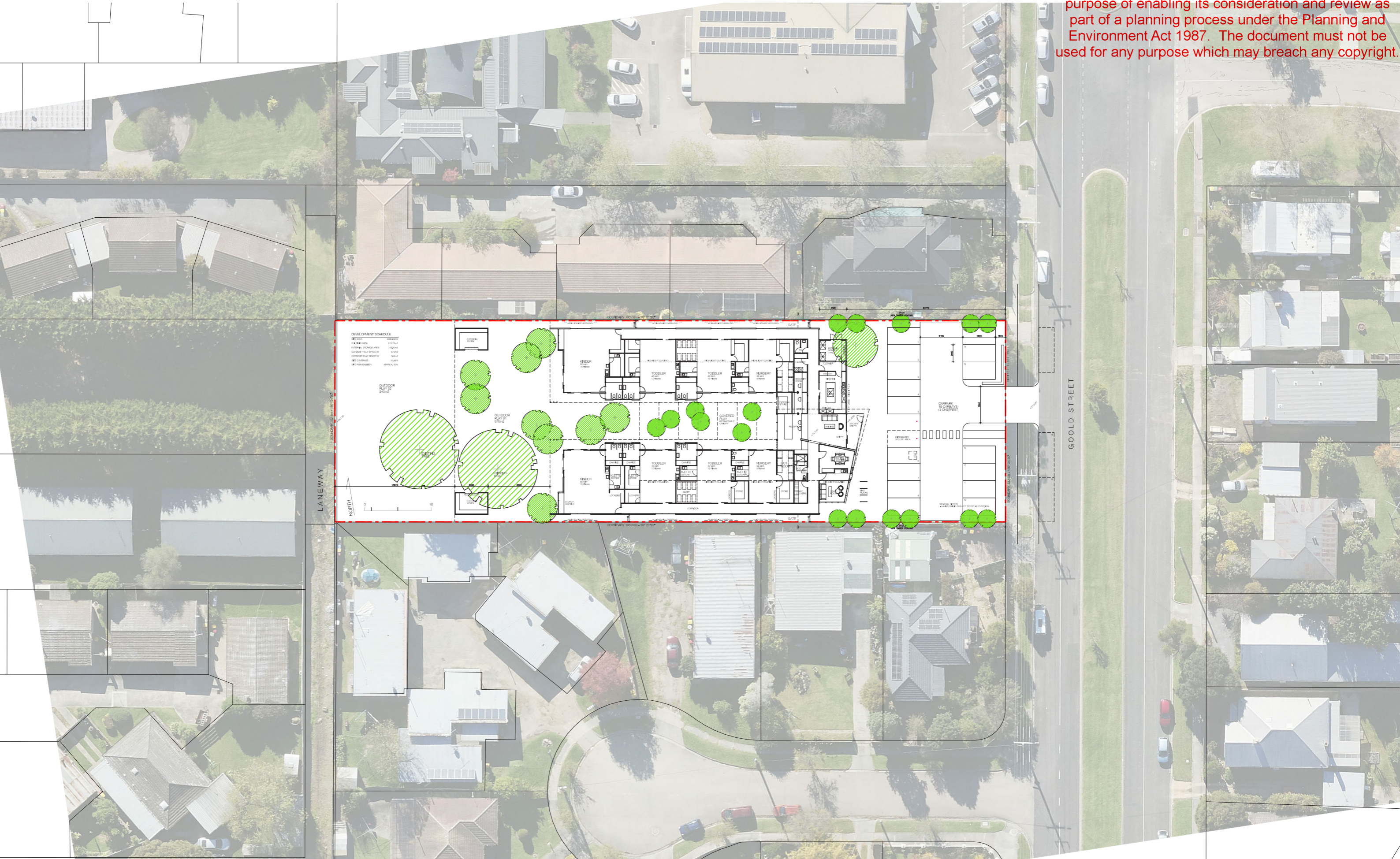
BOUNDARY 30.18m - 189° 24'50"



GENERAL NOTES:  
-BOUNDARY FENCING TO GENERALLY BE RETAINED OR REPLACED WITH UP TO 2.4M HIGH TIMBER PALING FENCING WHERE CONSIDERED REQUIRED DURING DETAILED DESIGN







DEVELOPMENT SCHEDULE  
BUILDINGS ALLOWED  
EXTERNAL STORAGE AREA  
OUTDOOR PLAY SPACES  
OFF COVERING  
SET BACKS  
APPROVALS  
OUTDOOR PLAY SPACES  
OFF COVERING  
APPROVALS



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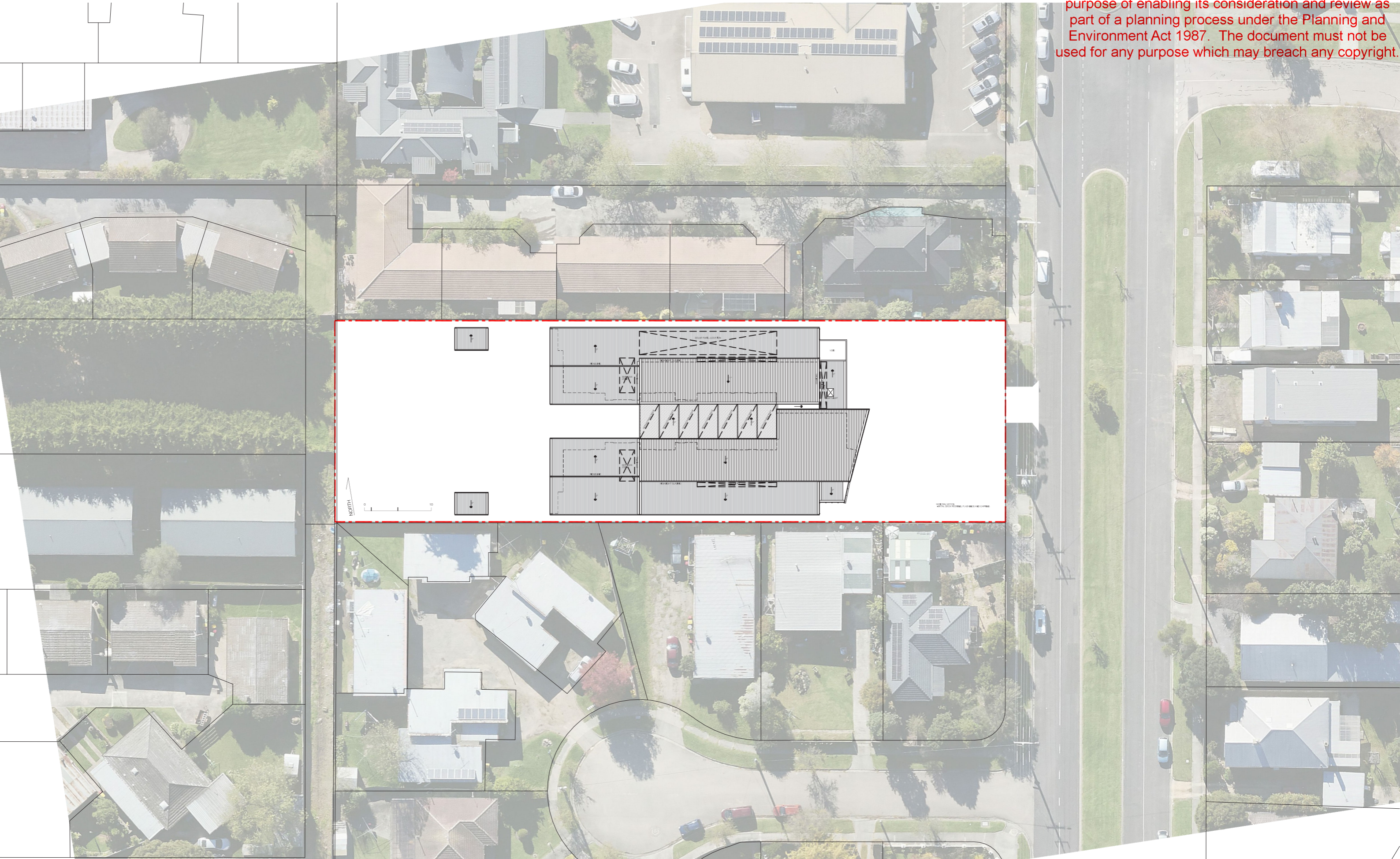
DEVELOPMENT SCHEDULE	
SITE AREA	3035.50m <sup>2</sup>
BUILDING AREA	910.75m <sup>2</sup>
EXTERNAL STORAGE AREA	45.00m <sup>2</sup>
OUTDOOR PLAY SPACE 01	670m <sup>2</sup>
OUTDOOR PLAY SPACE 02	540m <sup>2</sup>
SITE COVERAGE	31.48%
SITE PERMEABILITY	APPROX. 50%

BOUNDARY 90.18m - 189° 24' 50"



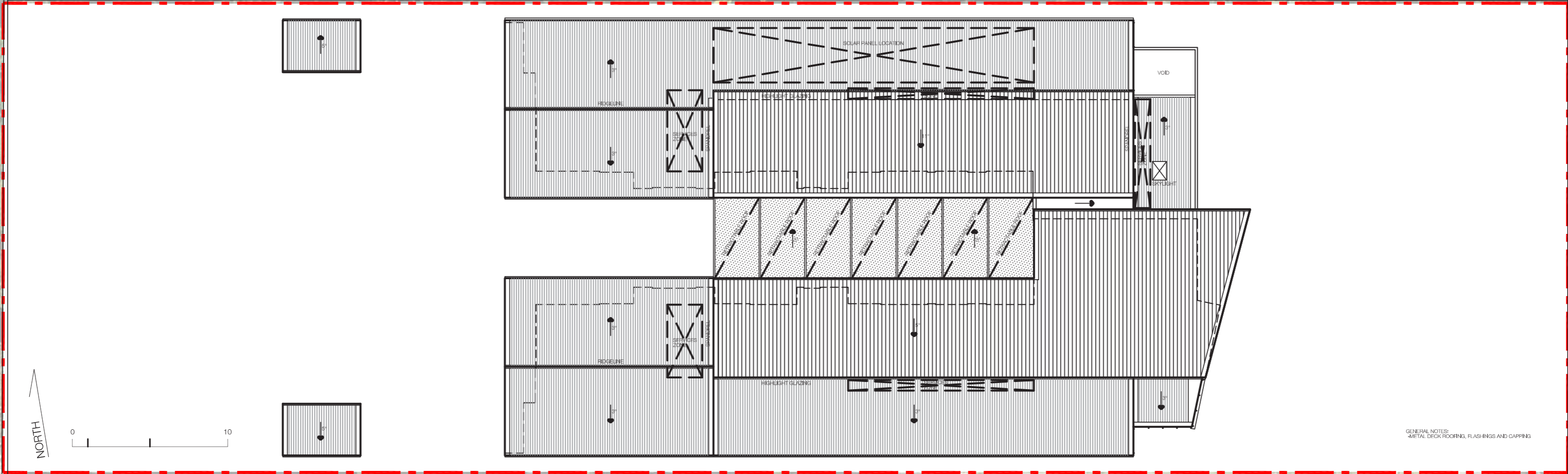
BOUNDARY 30.15m - 189° 24' 50"







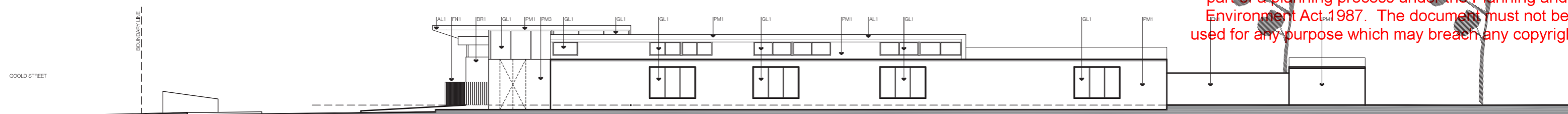
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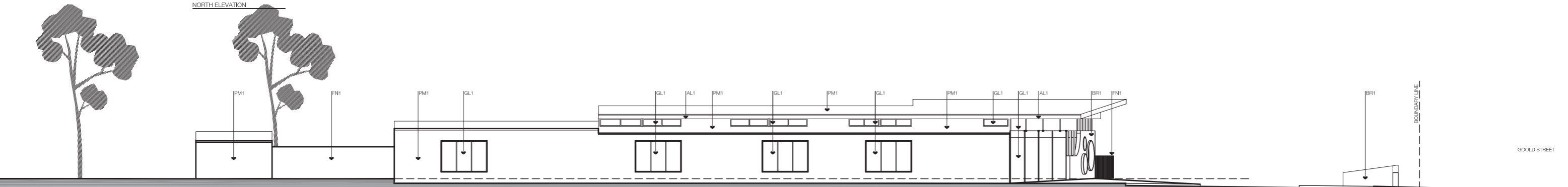
GENERAL NOTES:  
-METAL DECK ROOFING, FLASHINGS AND CAPPING



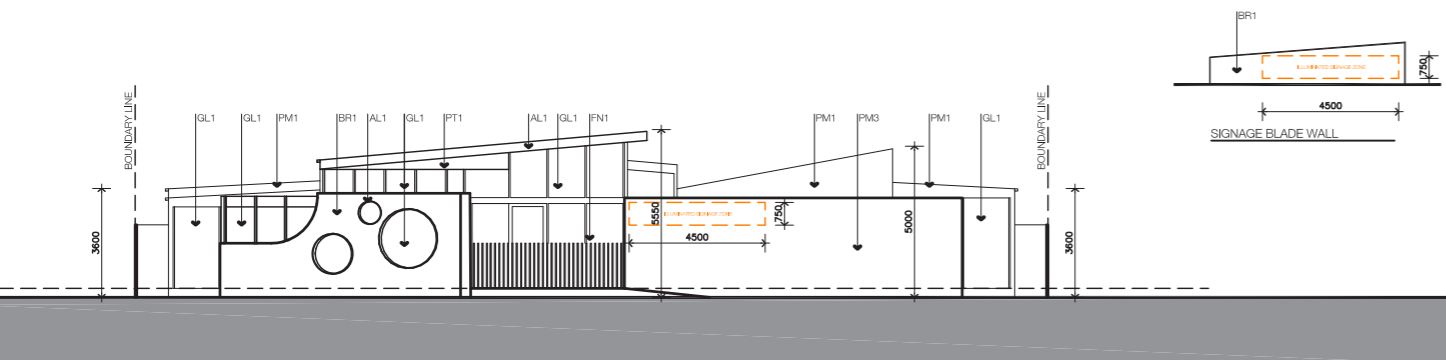
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NORTH ELEVATION



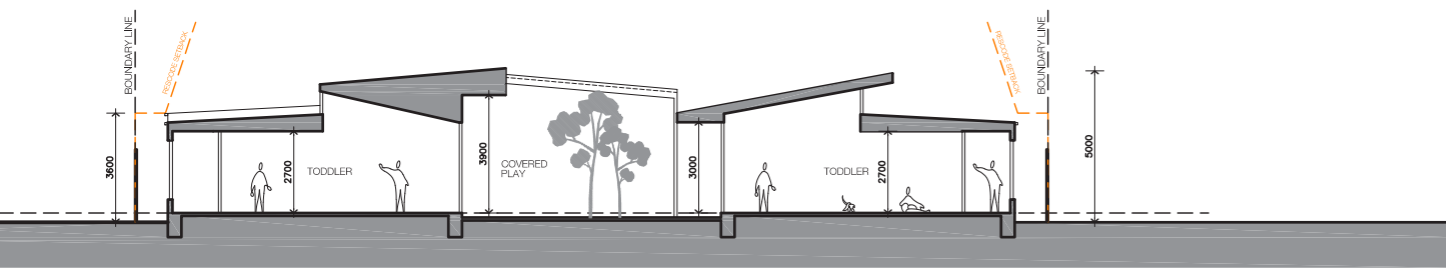
SOUTH ELEVATION



WEST ELEVATION

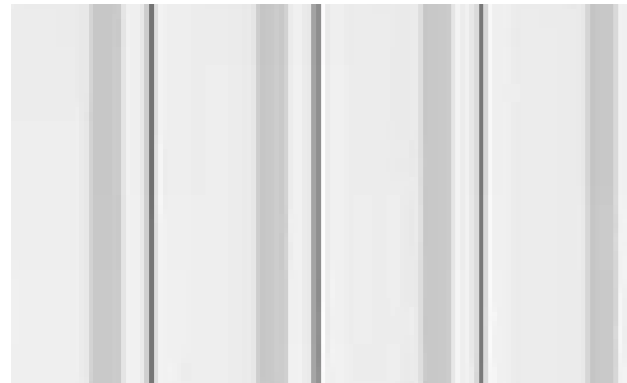


SECTION A - A



SECTION B - B





PM1



GL1



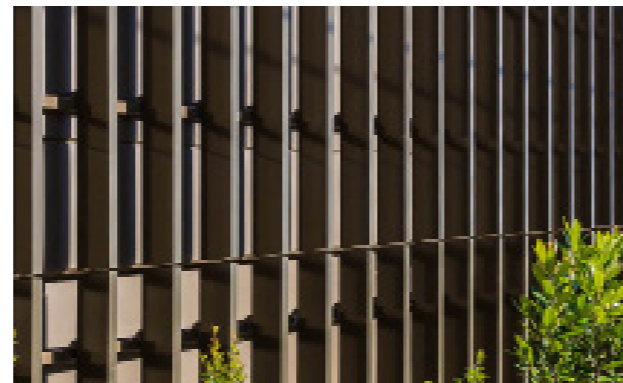
PM3



PT1



BR1



FN1



FN2



AL1

**MATERIAL PALETTE**

PM1 - PROFILED METAL CLADDING TYPE 1

GL1 - GLASS TYPE 1

PM3 - TIMBER-LOOK CLADDING

BR1 - BRICK CLADDING TYPE 1

AL1 - POWDERCOATED ALUMINIUM

PT1 - PAINT FINISH - CHARCOAL GREY

FN1 - ALUMINIUM BATTEN FENCING / GATE

FN2 - TIMBER PALING FENCE

















# Impact Tomorrow

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