



# Application for Planning Approval

*Land Use Planning and Approvals Act 1993*

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APPLICATION NO.

**DA 2018 / 00353**

LOCATION OF AFFECTED AREA

**11 GREENBANKS ROAD,  
BRIDGEWATER**

DESCRIPTION OF DEVELOPMENT PROPOSAL

**PARTIAL CHANGE OF USE TO RECYCLING  
& WASTE DISPOSAL (VEHICLE WRECKING  
YARD)**

THE APPLICATION MAY BE VIEWED AT [www.brighton.tas.gov.au](http://www.brighton.tas.gov.au) AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M., MONDAY TO FRIDAY. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS CONCERNING AN APPLICATION UNTIL 4:45 P.M. ON **20/03/2019**. ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT [development@brighton.tas.gov.au](mailto:development@brighton.tas.gov.au). REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

RON SANDERSON  
GENERAL MANAGER

Supporting Information for a

Development Application

Hobart Auto Wreckers.

Automobile Dismantling

17 Greenbanks Road, Bridgewater, TAS 7030



March 2019

## **Introduction**

Hobart Auto Wreckers (ABN: 75615835008) have made a Development Application to the Brighton Council to develop an automobile wrecking operation at 17 Greenbanks Road, Bridgewater.

The site is leased from Sutcliffe Developments P/L, 71 Possum Road, Bridgewater.

A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for the parcel of land on which the development is proposed is attached. The site is within the Title 17553/11. This parcel of land also includes a service station on the corner of Strong Street and Greenbanks Road, and a concrete truck storage area to the northeast of the proposed operation (Figure 1).

### *Proposed Development*

It is proposed that automobiles will be brought to the site to be dismantled, and the parts then sold predominantly interstate.

Two on-site 40 foot sea containers will be used to establish a dome covered working space (example provided in Figure 2). These structures are engineer designed and have an end wall to enclose the working space on three sides. The dome has a maximum height of five metres.

A concrete pad will be laid between the sea containers to provide a 72 square metre working space, 12 metres long and 6 metres wide. The total enclosed area will be 132 square metres (including the sea containers).

This structure will be situated 60 metres from both the Strong St and Grennbank Road frontages.

Areas for carparking and the driveway will be graded, compacted and spray sealed. The site will be graded to ensure stormwater on the site will be directed to a central drain which will report to the Strong St stormwater discharge point (Attachment 1).

### *The site*

The site is level and fenced. The entire site is covered with blue metal. There are no watercourses or wetlands on site, and no vegetation.

The site has access to power and water services but does not have a sewer connection.

An Electricity Transmission Corridor traverses the site (Figure 1). The highest proposed structure on the site is the dome which has a maximum height of five metres.

## **Proposed Operation**

Automobiles will be sourced from a range of auctioneers, private owners etc. On delivery, the vehicle will be placed on a bunded (100mm high bunding) concrete pad and the engine oil and radiator fluid drained. The pad will include a sump and drain to allow stormwater to be drained through an appropriately sized triple interceptor trap.

The engine oil will be placed in an IBC (1,000 litres) which will also be stored on a bunded concrete pad (Figure 2). This oil will be collected by a registered oil recycler.

The radiator water will be placed in an IBC (1,000 litres) which will also be stored on a bunded concrete pad. This water will be collected by a registered controlled waste transporter for disposal at a licenced wastewater treatment plant.

Any spills on the concrete area will be cleaned immediately to prevent staining of the concrete, and the potential for contamination occurring as a result of runoff from the concrete pads.

#### *Car storage*

The drained cars will then be either temporarily stored in the car storage area, or under the dome to be dismantled. Parts awaiting shipping will be stored in the sea containers. Car bodies will be stacked neatly, while awaiting delivery to a steel recycler. The bodies will be removed as soon as there are sufficient numbers for a truck load. Tyres that are not suitable for resale will be removed from wheels and sent to an approved tyre recycler such as Barwicks tyre recyclers at Brighton.

The timing of auctions etc mean that there will not be more than 30 cars awaiting dismantling on site at any one time. It is proposed that no more than 300 cars would be dismantled per annum.

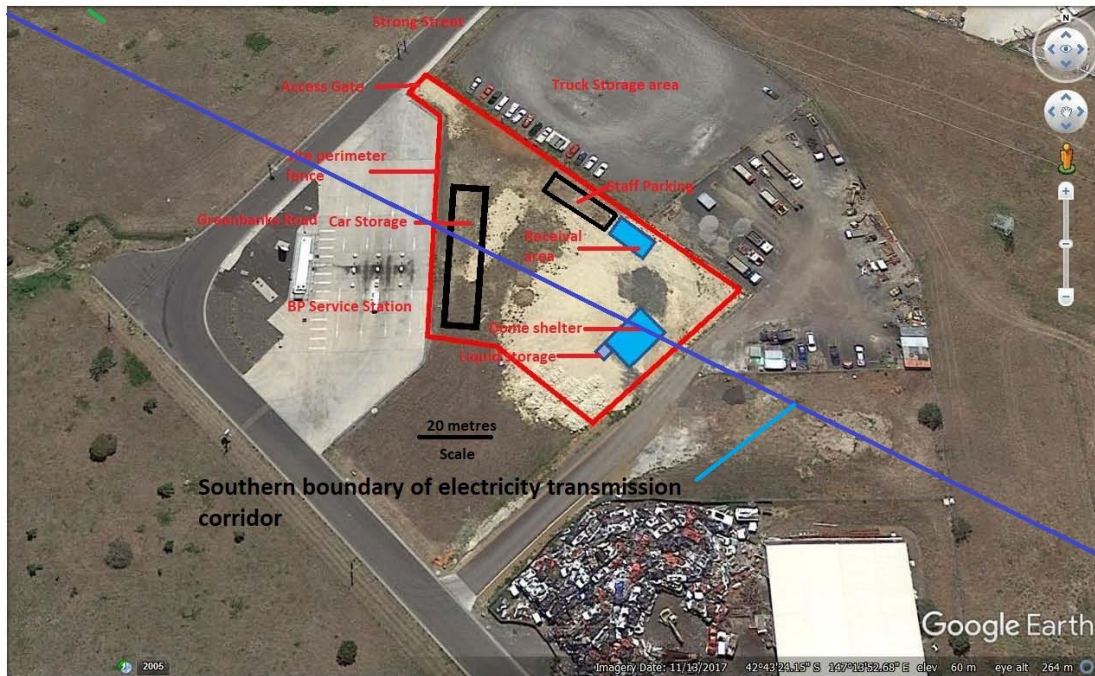


Figure 1: Site overview



**Figure 2: Example of a dome shelter**

*Staffing*

Typically, there will be up to four staff working on site. Staff car parking for six vehicles is provided for (Figure 1, Attachment 1). The site operation will not require public access.

A portable toilet will be used on site, with regular maintenance by an approved contractor. Maintenance records for the toilet will be retained on site and available for inspection by Council officers if required.

*Visual*

The site fence will have shade cloth to assist with site screening for amenity purposes. A small sign (less than 0.2 square metres) will be placed at the access gate (Strong Street) to assist delivery drivers.

Cars and car bodies will not be stockpiled such that they become a hazard or eyesore

## **Environmental considerations**

### **Stormwater**

The proposed operation will ensure that stormwater does not become contaminated because:

- Cars will be drained of their oil and radiator water on arrival;
- Draining and storing liquids will occur on bunded concrete areas;
- Dismantling will occur under cover on a bunded concrete area; and
- Any spills will be cleaned up immediately to prevent staining of concrete.

### **Potentially Contaminated Land Code**

This proposal is subject to the Potentially Contaminated Land Code (E2.0 of the Scheme). As such, an environmental site assessment is required.

The parcel of land includes a new service station for truck refuelling. Modern service stations use fuel tanks (typically double lined) to prevent the very expensive soil remediation required when fuel tanks leak. Therefore, the likelihood that the land is contaminated from this source is very low.

During two site inspections there was no visual evidence of hydrocarbon spills to suggest that the proposed site is contaminated with hydrocarbons.

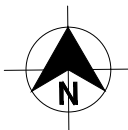
This site is also a greenfield site (Daniel Sutcliffe, pers comm), so the likelihood of contamination from past activities is also very low.

Considering the above, there is no reason to consider the site is not suitable for the proposed use.

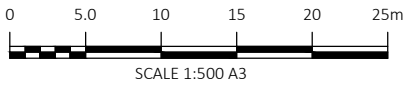
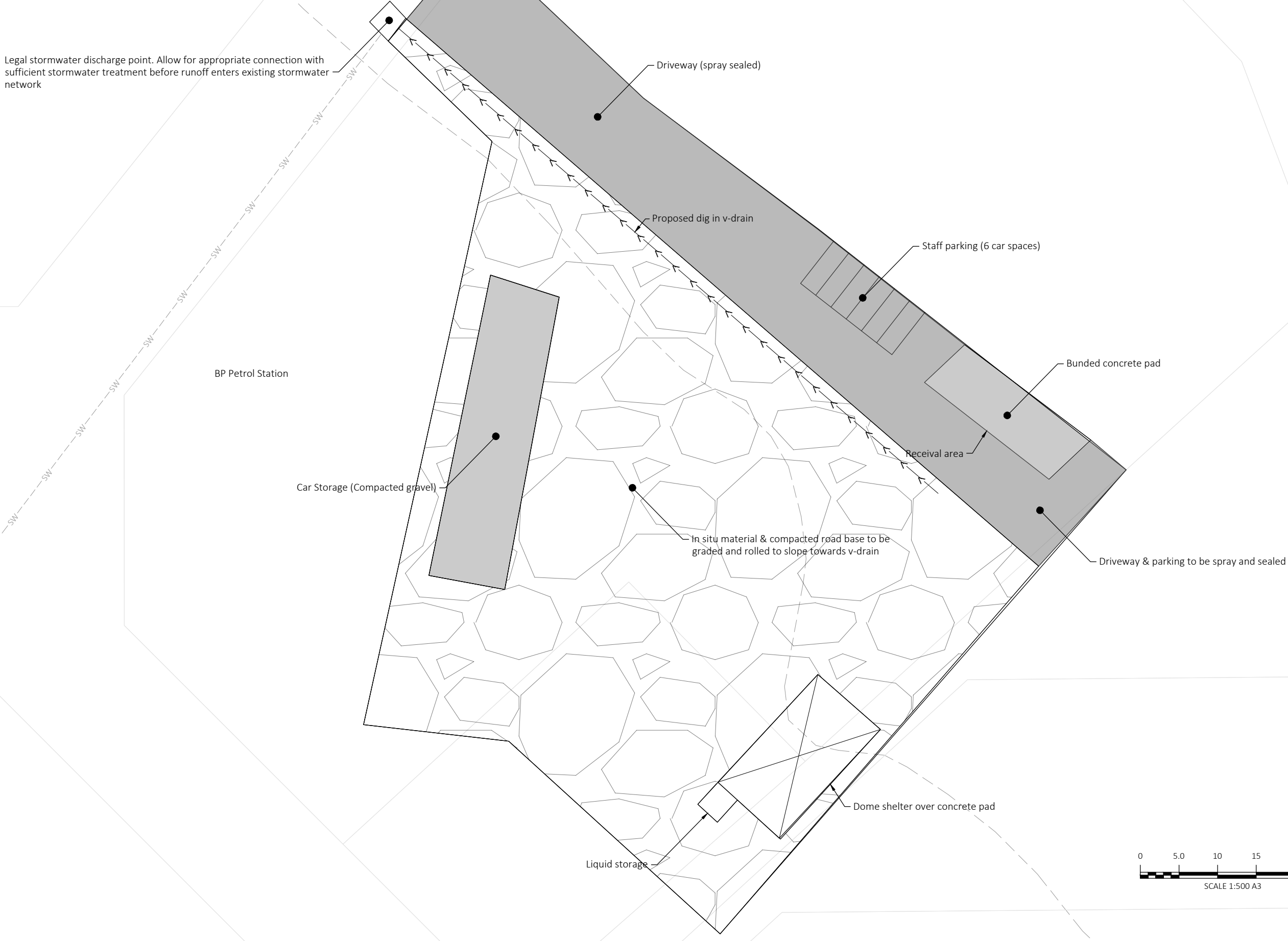
## **Conclusion**

The proposed operation will be able to operate in a way that it is an asset to the area and will pose little risk of environmental harm.

# Attachment 1- Site Plan



Legal stormwater discharge point. Allow for appropriate connection with sufficient stormwater treatment before runoff enters existing stormwater network



**GENERAL ARRANGEMENT**  
SCALE 1:500