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8 February 2022



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Council Representatives: Mayor Gray (Chair), Cr Curran; Cr De La Torre; Cr Geard; Cr Jeffries; Cr Murtagh; Cr Owen and Cr Whelan.

NOTICE OF MEETING

Dear Councillor,

Notice is hereby given that the next **Planning Authority Meeting** will be held in the Council Chambers, Council Offices, Old Beach at **5.30 p.m. on Tuesday, 8 February 2022**, to discuss business as printed below.

QUALIFIED PERSON CERTIFICATION

I HEREBY CERTIFY that in accordance with Section 65 of the Local Government Act 1993, any advice, information and recommendation contained in the reports related to the Agenda have been prepared by persons who have the qualifications or experience necessary to give such advice, information and recommendations.

Dated at Old Beach this 3rd day of February 2022.

land

James Dryburgh GENERAL MANAGER

AGENDA

Please note: It is now Council Policy to record proceedings of Ordinary Council Meetings, Special Meetings and Planning Authority meetings from July 2021. Other than official Council audio recordings, no unauthorised video or audio recording of proceedings of Council meetings shall be permitted without specific approval by resolution of Council. An audio recording of the meeting will be available via a link on the Brighton Council website within 7 business days of the meeting.

1. Acknowledgement of Country

Brighton Council acknowledges the palawa/pakana (Tasmanian Aboriginal) community as the traditional and original owners of the skies, land and water of lutruwita (Tasmania) and forward our respect to their elders both past and present.

Brighton Council acknowledges the continued connection the Tasmanian Aboriginal people still have to the skies, land and water of lutruwita that provides them with the food, medicine and craft celebrated through ceremony today.

2. Apologies

3. Public Question Time and Deputations

4. Declaration of Interest

In accordance with Part 5, Section 48 of the Local Government Act 1993, the Chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have an interest in any item on the agenda; and

Part 2 Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest in any item on the agenda.

Accordingly, Councillors are requested to advise of any interest they may have in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Council has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015.

5. Council Acting as Planning Authority

In accordance with the provisions of Part 2 Regulations 25 of the Local Government (Meeting Procedures) Regulations 2015, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted. In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 5 on this agenda, inclusive of any supplementary items.

Development Application DA 2021 / 00200 for Glenstone Road, Bridgewater 5.1 (CT 164049/4) - Recycling, Waste Disposal and Construction of Sheds

Author: Brian White (Planning Officer)

Authorised: David Allingham (Manager Development Services)

Applicant:	PDA Surveyors
Subject Site:	Glenstone Road, Bridgewater (CT 164049/4)
Proposal:	Recycling and Waste Disposal.
	Construction of sheds.
Planning Scheme:	Tasmanian Planning Scheme - Brighton
Zoning:	General Industrial
Codes:	Parking and Sustainable Transport
	Road and Railway Assets
Local Provisions:	N/A
Use Class:	Recycling and Waste Disposal
Discretions:	Clause C2.6.5 (P1) Pedestrian access
	Clause C3.5.1 (P1) - Traffic generation at a vehicle crossing, level
	crossing or new junction
Representations:	One (1) representation was received. The representors raised the following issues:
	 Impacts on residential amenity due to dust and other emissions.
Attachments:	A – Plans and Application Documents
(See pages 46-118)	B – Tas Water SPAN
	C - Tasrail Standard Notes
Recommendation:	Approval with conditions

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2021/ 00200.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations* 2015.

2. SITE ASSESSMENT

The site is located on a vacant site in the northwest corner of the Brighton Hub. It is accessed via a sealed reserved road (Crown) which connects the site to Glenstone Road. The site is irregular shaped and has a total area of 21.07ha. The site slopes down from the west to the east at a grade of approximately 5% and is mostly cleared of vegetation.

The site is adjacent to the Brighton Transport Hub to the east. The surrounding area to the west of the site is mostly vacant farmland with some residential uses.

The site is zoned General Industrial. The adjoining land to the north and west is zoned Rural.

The site is currently owned and managed by the Department of Stage Growth. The consent of the relevant Minister has been provided for the making of the application.



The site is shown in Figure 1 below.

Figure 1 Subject site

3. PROPOSAL

Planning approval is sought to utilise the site for a recycling and waste disposal use and to construct two (2) sheds and earthworks. The reserve road providing access to the site from Glenstone Road, is also to be upgraded. Glenstone Road is managed by the Department of State Growth.

Bullocks Civil Contracting Pty Ltd have been undertaking the proposed use on a site nearby within the Industrial Estate for several years. This proposal is to relocate the current business to a new site in the Estate.

It should be noted that some of the proposed use and development has already commenced on site, including construction of sheds and earthworks, and that this application is somewhat retrospective as a result of enforcement. Council Officers knowledge that no processing of materials has commenced to date.

The proposed recycling and waste disposal use will receive, stockpile, segregate, crush, mix, store, and transport materials suitable for reuse as clean fill in construction, backfilling etc.

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Sources of material to be transported to the site via trucks will include:

- Crushed rock and gravels from under pavements.
- Concrete from footpath and curb.
- Topsoil.
- Asphalt mixed with pavement substrate solid waste resulting from excavation: gravel, sand, soil.

The materials will be distributed from the site via trucks to work sites for use as fill, road pavements, trench backfill and nature strip reinstatement etc. The recycled materials will also be supplied to the construction and landscape industry and to for landfill capping.

The materials brought to the site are considered to constitute 'clean fill'. It is not expected that contaminated materials will be brought to the site to be recycled.

According to the submitted Environmental Management Plan (EMP), the primary activities to occur on site will be as follows:

- inward carting of mixed clean trench, excavation & demolition materials via truck;
- unloading and stockpiling of mixed excavated materials;
- primary separation and stockpiling of oversized and coarse components (concrete rubble, rock, asphalt);
- screening of materials to separate coarser fractions of rock, clay and soil from the finer soil and clay;
- primary crushing of concrete and rock to generate a 60 minus product;
- secondary screening of soil and topsoil;
- separation of reinforcing steel, plastic, etc.;
- stockpiling of segregated reusable wastes;
- storing of plastics and steel scrap/waste in dedicated skip bins for offsite recycling;
- loading of materials onto trucks.

The EMP confirms that the north western corner of the site will be excavated to create 'berms' parallel to the side and rear boundaries which will assist in reducing exposure to westerly winds and reduce the surrounding tenants' exposure to noise. The site stockpiles used for separation, screening and crushing will be located below the berms.

The EMP confirms that some 100,000 tonnes of raw material will be delivered to site via truck per year. The use will generate approximately 4 -10 heavy vehicle movements per day, and approximately 10 – 20 light vehicle movements .

There is an existing gravel access way and manoeuvring area on site which, according to the submitted planning report and Traffic Impact Statement (TIS), will be constructed to ensure all weather pavement, and surfaced with a two (2) coat spray seal. 22 parking spaces are shown on the submitted parking plan to service the use, along with truck parking and turning areas. The access owned by the Crown from Glenstone Road to the boundary of the site is sealed and is shown as Figure 2.



Figure 2 Access via Glenstone Road

The use is to operate Monday – Friday, 7:00am to 6:00pm, and 8:00am to 4:00pm on Saturdays. It will be closed Sunday and Public Holiday. There will be 3-4 employees on site on a full time basis.

Two (2) sheds are proposed on site, along with a site office which has already been constructed. The structures are located at least 10m from all property boundaries.

The application is supported by the attached plans, a planning report, TIS, and an EMP.

4. PLANNING SCHEME ASSESSMENT

Compliance with Applicable Standards:

- 5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.
- 5.6.2 A standard is an applicable standard if:
 - (a) the proposed use or development will be on a site within:

- (i) a zone;
- (ii) an area to which a specific area plan relates; or
- (iii) an area to which a site-specific qualification applies; or

(b) the proposed use or development is a use or development to which a relevant applies; and

(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

- 5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.
- 5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.

Determining applications (clause 6.10.1):

- 6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:
 - (a) all applicable standards and requirements in this planning scheme; and
 - (b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Use Class

The Use Class is categorised as Recycling and Waste Disposal under the Scheme. In the General Industrial Zone, the use is Permitted. Therefore, the use is in harmony with the purpose of the Zone.

Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions with the exception of the following.

Clause C2.6.5 A1/P1 Pedestrian Access

Objective:			
That pedestrian access within parking areas is provided in a safe and convenient			
manner.			
Acceptable Solution	Performance Criteria		
A1.1	P1		
Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is	Safe and convenient pedestrian access must be provided within parking areas, having regard to:		
separated from the access ways or	(a) the characteristics of the site;		
parking aisles, excluding where crossing access ways or parking aisles,	(b) the nature of the use;		
by:	(c) the number of parking spaces;		
(i) a horizontal distance of 2.5m between the edge of the footpath	(d) the frequency of vehicle movements;		
and the access way or parking aisle; or	(e) the needs of persons with a disability;		
(ii) protective devices such as bollards, guard rails or planters between the footpath and the	(f) the location and number of footpath crossings;		
access way or parking aisle; and	(g) vehicle and pedestrian traffic safety;		
(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.	(h) the location of any access ways or parking aisles; and		
A1.2	(i) any protective devices proposed		
In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	for pedestrian safety.		

The proposal provides for a 600mm wide gravel footpath adjacent to the parking spaces nearby to the site office which does not satisfy the acceptable solution.

Therefore, assessment against the performance criteria is required to comply with the Standard.

Performance Criteria Assessment

The parking spaces will be generally used by employees rather than members of the public. Therefore, workers will be familiar with the site conditions and the types of vehicles entering and leaving the site. The existing hardstand area is large enough to allow trucks to pass the car parking spaces with a significant amount of separation. There is also a 600mm gravel footpath that will provide pedestrians with a safe access from the parking spaces to the site office. Protective bollards or pedestrian crossings are not considered necessary given the size of the site and the familiarity that workers will have with the site conditions.

Accordingly, the PC is satisfied with conditions.

Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:		
To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.		
Acceptable Solution	Performance Criteria	
A1.1	P1	
 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or 	Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
(c) a new level crossing. A1.2	 (a) any increase in traffic caused by the use; 	
For a road, excluding a category 1 road or a limited access road, written	(b) the nature of the traffic generated by the use;	
consent for a new junction, vehicle	(c) the nature of the road;	
use and development has been issued by the road authority.	(d) the speed limit and traffic flow of the road;	
A1.3	 (e) any alternative access to a road; 	

For th	ne rail network, written consent	(f)	the need for the use;
for a new private level crossing to serve the use and development has been issued by the rail authority.		(g)	any traffic impact assessment; and
A1.4		(h)	any advice received from the rail or road authority.
Vehicular traffic to and from the site,			
using an existing vehicle crossing or			
private level crossing, will not increase			
by more than:			
(a)	the amounts in Table C3.1; or		
(b)	allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.		
A1.5			
Vehicular traffic must be able to enter and leave a major road in a forward direction			

Glenstone Road is a category 2 road as defined in the State Road Hierarchy, so, therefore meets the definition of a 'major road' as defined in Clause C3.3.1 of the Code.

The increase in vehicle movements on Glenstone Road is to be approximately 4-10 heavy vehicle movements per day, and approximately 10 - 20 light vehicle movements. As this is greater than the 10 vehicle movements required by Clause A1.4 (a) and Table C3.1, the proposal must be assessed against the performance criteria is relied upon.

Performance Criteria Assessment

The relatively modest increase in vehicle movements onto Glenstone is likely to have a negligible impact the road network given the road has been constructed to cater for heavy vehicle movements from uses such as what is proposed. Given the site is located in an industrial estate adjacent to Toll, heavy vehicle movements occur frequently.

Given the use is simply being transferred from one site in the Estate to another site, there isn't likely to be a significant increase of movements onto the road network.

The existing access from Glenstone Road onto the reserve road that provides access to the site is to be upgraded and will therefore be clearly capable of accommodating the modest traffic volumes from the use.

Glenstone Road has a speed limit of 70m/h and there is sufficient site distances looking either way from the intersection of the reserve road and Glenstone Road. Therefore, vehicles entering and leaving the site onto Glenstone Road is highly unlikely of resulting in traffic safety issues with other road users.

Vehicle movement onto Glenstone Road would have also been a consideration taking into account when the Estate was zoned for residential use and in the design of the road. The DSG, acting as the Road Authority, have been referred the application and have consented to a permit being issued subject to conditions.

A TIS has been provided as part of the application which opines that the increase in vehicle movements is highly unlikely of causing adverse effects on the safety and efficiency of the road network.

Accordingly, the PC is satisfied with conditions.

5. Referrals

Technical Officer

Council's Technical Officer has provided comments which are incorporated into this report and conditions of approval.

TasWater

TasWater have issued a SPAN which will form part of the permit.

Department of State Growth

The Department have provided Road Owner Consent and conditions of approval for the development application.

Zinfra

Zinfra were referred the application as they alerted Council that an existing shed on site may have been located too close to their infrastructure. Zinfra have not provided any further correspondence. A note on the permit will recommend that the applicant liaise with Zinfra.

Environmental Protection Authority

The Environmental Protection Authority have confirmed the proposal is not a 'Level 2' Activity' under the *Environmental Management and Pollution Control Act 1994*.

6. Representations

One (1) representation was received during the statutory public exhibition period between 18th December 2021 and 10th January 2022.

The concerns of the representors are summarised below:

Representor's concerns	Planning Response
The operation is too close to property boundaries so dust and other emissions will cause an unreasonable loss of residential amenity.	Notwithstanding the fact that the existing dwelling approximately 22m to the west of the subject site is located within the General Industrial Zone and that the proposed recycling and waste disposal use has a permitted status in the zone, the proposal is unlikely to cause any significant amenity impacts on the residents of nearby dwellings due to:
	 Dust generating activities being contained within a lowered reprofiled surface and surrounded by earth berm. Active dust suppression will also
	 occur via application of water. The stockpiles and crushing activities are to be located at least 200m to the north east of the nearest dwelling.
	 Vehicle speeds within the site will be kept below 20km/h.
	 The hours of operation are reasonable, with no activities occurring before 7am or 6pm on Mondays through to Saturdays, and no works occurring on Sundays or public holidays.
	 Vehicle movements will not exceed approximately 20 per day.
	 Truck loads will be covered and site yard surface and driveway will

be constructed to minimise dust and vibrations. Vehicles and heavy operating machinery will be regularly. maintained and have standard exhaust systems to minimise any nuisance air emissions. The site is within an industrial estate nearby to existing industrial uses so there are already noise emissions occurring. Noise from the activities (such as crushing) will be intermittent and the inputs are generally quite low compared with large scale quarrying operations. Given that the existing dwelling is in a General Industrial Zone, the level of amenity to be expected for residential uses in this area cannot be as high as if the dwelling was located in a residential zone. The General Industrial Zone contains no provisions which deal with the amenity of nearby sensitive uses and the proposed use has a permitted status in the Zone. Nonetheless, the applicant has provided an EMP which outlines a number of measures for how the proposal can minimise off site impacts to nearby dwellings. A condition on the permit will require that the use and development is undertaken in accordance with the report's recommendations. The Attenuation Code of the Tasmanian Planning Scheme - Brighton, does not apply to the proposal pursuant to Clause C9.2.3: "The code does not apply to sensitive uses occurring within the Light Industrial Zone, General Industrial Zone,

Port and Marine Zone, and Utilities Zone".
Therefore, no response to the Code is
required.
Overall, it is considered that the representation does not warrant refusal of
the application and that the matters raised
in the representation are adequately dealt
with by the endorsed EMP.

7. Conclusion

The proposal for Recycling and Waste Disposal and construction of two (2) sheds at Glenstone Road, Bridgewater (CT 164049/4) satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton and is recommended for approval.

Recommendation:

That: A. Pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approves application DA 2021 / 00200 for Recycling and Waste Disposal, and construction of sheds at Glenstone Road, Bridgewater (CT 164049/4) for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

and a permit containing the following conditions be issued:

General

- 1. The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit, and must not be altered or extended without the further written approval of Council.
- 2. This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act* 1993.

Services

- 3. The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.
- 4. The approved structure(s) must be sited clear of any easement and located at least 1.00 metre measured horizontally from any Council service mains.

Future Subdivision or Strata Development

5. This permit in no way approves the subdivision of the site, or the division of the site by strata plan.

Landscaping

6. Trees along the western boundary must be retained.

Parking and Access

- At least twenty two (22) car parking spaces and six (5) articulated truck with dog trailer parking spaces must be provided on the land at all times for the use of the development, in accordance with Standards Australia (2004) Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney.
- The internal driveway of lot 6 and areas set-aside for parking and associated access and turning of lot 6 must be provided in accordance with Standards Australia (2004): Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney and to the satisfaction of Council's Municipal Engineer, and must include all of the following;
 - (a) Constructed with a durable all-weather pavement.
 - (b) Surfaced with a material to resist abrasion from traffic and to minimise the entry of water. The surfacing material must be a two-coat double spray seal or other approved material.
 - (c) Minimum carriageway width of 6 metres of seal road with 1m wide shoulders each side.
 - (d) Drained to an approved stormwater system.
 - (e) Truck trailer passing areas 6 metres wide x 40 metres long every 200 metres.
- 9. The internal driveway and areas set-aside for parking and associated access and turning must be designed, constructed, and maintained to avoid dust or mud generation, erosion and sediment transfer off site or de-stabilisation of the soil on site or on adjacent properties to the standard required by Council's Municipal Engineer

Access to Road

- 10. An upgraded and widened vehicle access off Glenstone Road must be provided from the Glenstone Road carriageway to the property boundary as required by the Department of State Growth.
- 11. Prior to undertaking any works in the state road reserve, a Works Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935.

12. Prior to the concentration and discharge of stormwater to the state road reserve, consent is required under Section 17B (1) of the Roads and Jetties Act 1935.

Application for permits can be found at https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_b https://www.traffic_management/permits_and_b https://www.traffic_management/permits_and_b https://www.traffic_management/permits_and_b https://www.traffic_management/permits_and_b https://www.traffic_management/permits_and_b https://www.traffic_management/permits-and_b https://www.traffic_management-permits-and_b https://www.traffic_management-permits-and-b https://www.traffic_management-permits-and-b https://www.traffic_management-permits-and-b <

Stormwater

- 13. Stormwater drainage from the proposed development must be retained and treated on site and drain to a legal point of discharge to the satisfaction of Council's General Manager and in accordance with a Certificate of Likely Compliance or Plumbing permit issued by the Permit Authority in accordance with the *Building Act 2016*.
- 14. Stormwater is to be captured and treated to meet the targets of the State Stormwater Strategy, draft Tasmanian Stormwater Policy and the requirements of Brighton Councils Stormwater Engineer and applicable policies, requiring,
 - (a) 90% reduction in the average annual load of gross litter and pollutants.
 - (b) 80% reduction in the average annual load of total suspended solids based on typical stormwater concentrations.
 - (c) 45% reduction in the average annual load of total suspended phosphorous based on typical stormwater concentrations.
 - (d) 45% reduction in the average annual load of total nitrogen based on typical stormwater concentrations.
- 15. A Stormwater Management Report is to be submitted to Council for approval by Council's Municipal Engineer prior to the commencement of works. Once approved the stormwater management report will form part of the permit and recommendations must be implemented and maintained for the duration of the use. The report must have regard to the endorsed Environmental Management Plan (EMP), prepared by NTCADS Pty Ltd, dated September 2021.
- 16. The proponent is to undertake and submit to Council engineering design drawings for the proposed use and development, for approval prior to the application of building and plumbing permits having regard to the recommendations of the Stormwater Management Report. Stormwater information supplied with this application is considered conceptual and may require alteration following thorough assessment.

Wastewater

17. Wastewater from the development must discharge to an on-site waste disposal system in accordance with a Certificate of Likely Compliance or Plumbing Permit issued by the Permit Authority in accordance with the *Building Act 2016*.

Soil and Water Management

- 18. Before any work commences a soil and water management plan (SWMP) prepared in accordance with the guidelines *Soil and Water Management on Building and Construction Sites*, by the Derwent Estuary Programme and NRM South, must be approved by Council's General Manager before development of the land commences. The SWMP shall form part of this permit when approved.
- 19. Before any work commences install temporary run-off, erosion and sediment controls in accordance with the recommendations of the approved SWMP and maintain these controls at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South and to the satisfaction of Council's General Manager.

Environmental Management

20. The use and development must be undertaken in accordance with the endorsed Environmental Management Plan (EMP), prepared by NTCADS Pty Ltd, dated September 2021.

TasWater

21. The use and/or development must comply with the requirements of TasWater, as detailed in the form Submission to Planning Authority Notice, Reference No TWDA 2021/ 01334-BTN, dated 16/11/2021, as attached to this permit.

Construction amenity

22. The development must only be carried out between the following hours unless otherwise approved by the Council's Manager Development Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.

- 23. All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:
 - (a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or otherwise.
 - (b) The transportation of materials, goods, and commodities to and from the land.
 - (c) Obstruction of any public footway or highway.

- (d) Appearance of any building works or materials.
- 24. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager Development Services.
- 25. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.
- 26. The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

- A. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- B. A separate permit is required for any signs unless otherwise exempt under Council's planning scheme.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.
- D. It is recommended the applicant liaise with Zinfra regarding the Pipeline Planning Corridor and any requirements under the Gas Industry Act 2019.
- E. The applicant should ensure that any stormwater is appropriately contained and treated with no potential to enter the land or drainage system within the Brighton Transport Hub which comprises 140 and 142 Glenstone Road, 220 and 250 Glenstone Road and 268 Glenstone Road.
- F. The applicant should ensure that there is no potential for contamination/excessive emissions (dust etc) which could impact Tasrail's infrastructure.
- G. The applicant should be aware of Tasrail's standard notes which are attached to the permit.

DECISION:

5.2 Development Application DA 2021 / 00290 for Additions & Alterations to Dwelling at 16 Clives Avenue, Old Beach

Applicant:	cant: Dennis Cantwell		
Subject Site:	16 Clives Avenue, Old Beach		
Proposal:	Additions & Alterations to Dwelling		
Planning Scheme:	Tasmanian Planning Scheme – Brighton (the Planning Scheme)		
Zoning:	General Residential		
Codes:	Parking and Sustainable Transport Code		
Local Provisions:	Nil		
Use Class:	Residential (for a single dwelling)		
Discretions:	8.4.2 Setbacks and building envelopes for all dwellings		
	8.4.6 Privacy for all dwellings		
Representations:	2 representations were received. The representors raised the following issues:		
	 Unreasonable loss of amenity to adjoining properties 		
	Privacy loss to an adjoining property		
Attachments	A - Proposal plans & planning submission		
(See pages 113-143)	B – Amended plans		
	C - TasWater SPAN		
Recommendation:	Approval (with conditions)		

Author: Andres Perez-Roca (Planning Officer)

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2021 / 00290.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of LUPAA.

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations* 2015.

2. SITE ASSESSMENT

The site is a 1,083m² irregular shaped, sloping internal lot with an access strip to Clives Avenue, Old Beach (see Figure 1 below).



Figure 1. An aerial image of the site (highlighted in ochre) and surrounds

A single dwelling has been developed on the site.

Site slopes range up to a maximum of about 20 degrees (where the existing dwelling is), falling to the front and rear boundaries.

The site and adjoining land are zoned General Residential and not affected by any overlays or local provisions (see Figure 2 below).



Figure 2. Zoning (Red = General Residential Zone)

The site is burdened by a Drainage Easement 2.0 metres wide that runs along the northeast side boundary. There is a TasWater sewer main within this easement.

3. PROPOSAL

The proposal is for additions and alterations to the existing dwelling and includes:

• A carport

The carport consists of four posts and a roof, with open walls. It is 6m long x 5.4m wide (32.4m²), with a maximum height of up to 4m above the natural ground level. It is located east of the existing dwelling and has a minimum setback of 2.6m from the northeast side boundary. It is outside the Drainage Easement and its footings are setback by a minimum of 1.22m from the TasWater sewer main. An extension to the existing driveway is not required.

• A covered area over the existing deck

The existing dwelling has an existing deck of 44m² accessible from the hall and main living area. A 3.8m² covered area over the existing deck connecting the hall with the proposed carport is proposed.

• A deck extension (with a workshop under)

The applicant proposes extending the existing deck by 11.5m². The extended deck is setback by up to 1.2m from the rear boundary of the property at 14 Clives Avenue and has a finished surface of more than 1m above the existing ground level. A 23m² enclosed workshop under the extended deck, with a 3.15m wide by 2.1m high door, is also proposed.

In response to concerns raised within representations regarding overlooking from the deck and visual impacts when viewed from adjoining properties to the south, the applicant has submitted updated plans showing a 1.7m high privacy screen on the deck along the south and east of the deck and landscaping along the rear boundary. These amended plans will be endorsed via permit conditions as discussed later in the report.

An extension to the back of the existing dwelling

The applicant proposes a 54m² extension to the back of the existing dwelling to accommodate an additional bathroom and bedroom and increase the existing bedrooms' size.

The application is supported by the attached site plan, floor plan, and elevations. The applicant also provided shadow diagrams for the proposed deck extension.

4. PLANNING SCHEME ASSESSMENT

Compliance with Applicable Standards:

- 5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.
- 5.6.2 A standard is an applicable standard if:
 - (a) the proposed use or development will be on a site within:
 - (i) a zone;
 - (ii) an area to which a specific area plan relates; or
 - (iii) an area to which a site-specific qualification applies; or
 - (b) the proposed use or development is a use or development to which a relevant applies; and

- (c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.
- 5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.
- 5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.

Determining applications (clause 6.10.1):

- 6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:
 - (a) all applicable standards and requirements in this planning scheme; and
 - (b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Use Class

The Use Class is categorised as Residential (for a single dwelling) under the Planning Scheme. In the General Residential Zone, this Use Class has a 'No Permit Required' status.

Compliance with Performance Criteria

The proposal meets all relevant Planning Scheme's Acceptable Solutions except for the following:

Clause 8.4.2 A3/P3 – Setbacks and building envelopes for all dwellings

|--|

The siting and scale of dwellings:

- (a) provides reasonably consistent separation between dwellings and their frontage within a street;
- (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and

(d) provides reasonable access to sunlight for existing solar energy installations.

Acceptable Solution	Performance Criteria	
А3	P3	
A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:	The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:	
(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:	 (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; 	
 a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and 	 (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining 	
(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and	vacant property; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between	
 (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or 	 dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: 	
(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).	(i) an adjoining property; or(ii) another dwelling on the same site.	

The proposal is not within the building envelope required by the Acceptable Solution in sub-clause 8.4.2 A3 (a) of the Planning Scheme (see Figure 3 below), given that the proposed deck extension is within 4.5m (i.e., up to 1.2m) of the rear boundary of the property at 14 Clives Avenue.



Figure 3. Building envelope for Internal lots as required by clause 8.4.2 A3(a)

Therefore, the Acceptable Solution in sub-clause 8.4.2 A3 (b) of the Planning Scheme is not met, and assessment against the relevant Performance Criteria is required

It can be inferred from the provided shadow diagrams that the proposal will not cause an unreasonable reduction in sunlight or overshadow a habitable room (other than a bedroom), private open space or solar panels on any adjoining property.

The submitted shadow diagrams indicate that the adjoining dwelling to the south will be largely unaffected by overshadowing from the proposed additions between 9:00am and approximately 3:00pm on the 21st June (winter solstice).

The submitted shadow diagrams indicate that the private open space of the dwelling to the south is largely unaffected by overshadowing between 9:00am and 12:00pm on the 21st June (winter solstice). Between 12:00pm and 3:00pm the area of private open space that will be overshadowed is minimal in comparison to the total private open space available on the site.

The proposed deck and workshop extension – including the 1.7m high privacy screen on the deck - have a maximum height of approximately 4.5m above natural ground level. The additions are not perpendicular to the rear boundary of the dwelling to the south so have a setback ranging between approximately 1.2m and 3.8m. This will assist in reducing the bulk of the additions when viewed from the dwelling on the adjoining lot to the south which is setback some 12m from its rear boundary. The deck addition is also relatively narrow in scale in comparison with the total width of the rear boundary of the adjoining property to the south (approximately 20%). The proposed 1.7m high timber screen will also provide articulation when viewed from the property to the south rather than the upper level being a solid blank wall.

The decking additions will therefore not present a 'looming' presence above the boundary fence when viewed from the dwelling or private open space of the adjoining property to the south for those reasons set out above.

Except for the deck extension, the remaining additions and alterations are contained within the building envelope in Figure 3, so it is considered that their depth, width and height is consistent with dwellings in the General Residential Zone. It is recommended that a permit condition be included to provide for landscaping along the boundary adjoining the rear boundary of the property at 14 Clives Avenue to further reduce visual impacts caused by the apparent scale, bulk or proportions of the deck extension.

Overall, it is considered that the siting and scale of the proposed additions are highly unlikely of causing an unreasonable loss of amenity to the adjoining dwelling to the south due to overshadowing and visual impacts.

The separation between the proposed decking extension and the property boundaries is consistent with that existing in the area. A neighbouring property (i.e., 19 Natlee Crescent) has a deck within 4.5m from the rear boundary of a property with an adjoining frontage (i.e., 17 Natlee Crescent). The separation between the remaining additions and alterations and dwellings on adjoining properties is consistent with that existing on established properties in the area, as shown in aerial images of the site and surroundings.

Accordingly, it is considered that the Performance Criteria in clause 8.4.2 P3 can be met with conditions.

Objective:		
To provide a reasonable opportunity for privacy for dwellings.		
Acceptable Solution	Performance Criteria	
A1	P1	
A balcony, deck, roof terrace, parking	A balcony, deck, roof terrace, parking	
space, or carport for a dwelling (whether	space or carport for a dwelling (whether	
freestanding or part of the dwelling), that	freestanding or part of the dwelling)	
has a finished surface or floor level more	that has a finished surface or floor level	
than 1m above existing ground level must	more than 1m above existing ground	
have a permanently fixed screen to a		

Clause 8.4.6 A1/P1 - Privacy for all dwellings

height of not less than 1.7m above the	level, must be screened, or otherwise	
finished surface or floor level, with a	designed, to minimise overlooking of:	
uniform transparency of not more than 25%, along the sides facing a:	(a) a dwelling on an adjoining property or its private open space; or	
 (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; 	(b) another dwelling on the same site or its private open space.	
 (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and 		
(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:		
(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or		
 (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site. 		

The proposed deck has a finished surface level of more than 1m in height above the existing ground level and is within 4m (i.e., up to 1.2m) of the rear boundary of the property at 14 Clives Avenue. Amended plans have been provided following the advertising period showing a 1.7m high privacy screen with a uniform transparency of not more than 25% along the southern and eastern side of the extended deck. Thus, subject to the plans being endorsed via a permit condition, the proposal now satisfies the Acceptable Solution in clause 8.4.6 A1.

5. Referrals

Development Officer/Engineer •

The Council's Development Officer/Engineer was consulted in relation to potential stormwater issues created by the proposal. This officer has determined that the proposed additions and alterations to dwelling are favourably located to collect stormwater and discharge it to the public stormwater system.

• TasWater

The application was referred to TasWater, and TasWater has imposed development conditions. A copy of TasWater's Submission to Planning Authority Notice (SPAN) will be attached to any planning permit issued.

6. Representations

Two representations were received during the statutory public exhibition period between 08/01/2022 and 24/01/2022.

Representor's concerns	Planning Response
Unreasonable loss of amenity to adjoining properties via adverse visual impacts caused by the apparent scale, bulk and proportions of the proposed north extension.	The proposed extension on the northern side meets the relevant acceptable solution for setbacks and building envelopes The decking extension is the only element of the proposal that relies on a performance criteria.
	The proposed deck extension is considered to meet the Performance Criteria in clause 8.4.2 P3 for the reasons outlined previously.
	The apparent scale, bulk and proportions of the proposed additions when viewed from the adjoining properties is considered modest and unlikely to result in a 'looming' or visually dominating presence above the boundary fence.
Privacy loss to an adjoining property caused by the proposed deck extension, which does not have a privacy screen along the eastern side of the extended deck.	The recommended permit conditions are copied below:
	"A 1.7-metre-high screen no more than 25 per cent transparent must be provided along the southern and eastern sides of the extended deck in accordance with Floor Plan, Sheet No. DWG – 06 C, dated 10/10/21 and Elevations, Sheet No. DWG – 07 B, dated 10/10/21."
	"The above screen must be permanently fixed and maintained even after the

The concerns of the representors are summarised below:

proposed privacy shrubs have reached
their maximum height."

7. Conclusion

The proposal satisfies all relevant provisions of the Panning Scheme. Thus, it is recommended for approval with conditions.

Recommendation:

That: A. Pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approves application DA 2021 / 00290 for Additions and Alterations to Dwelling at 16 Clives Avenue, Old Beach, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

General

- (1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
- (2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

Landscaping

- (3) Privacy shrubs along the boundary adjoining the rear boundary of the property at 14 Clives Avenue, Old Beach, must be provided in accordance with Floor Plan, Sheet No. DWG – 06 C, dated 10/10/21 and Elevations, Sheet No. DWG – 07 B, dated 10/10/21. Shrubs must be 1.5m at the time of planting and grow to a mature height of at least 4m. Evidence showing compliance with this condition must be submitted to and approved by the Manager Development Services within 30 days of planting.
- (4) Landscaping must be maintained to the satisfaction of the Manager Development Services.

Privacy

- (5) A 1.7-metre-high screen no more than 25 per cent transparent must be provided along the southern and eastern sides of the extended deck in accordance with Floor Plan, Sheet No. DWG – 06 C, dated 10/10/21 and Elevations, Sheet No. DWG – 07 B, dated 10/10/21.
- (6) The above screen must be permanently fixed and maintained even after the proposed privacy shrubs have reached their maximum height.

Amenity

(7) All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Manager Development Services.

TasWater

(8) The use and/or development must comply with the requirements of TasWater, as detailed in the form Submission to Planning Authority Notice, Reference No TWDA 2021/01968-BTN dated 05/01/2022, as attached to this permit.

Services

(9) The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

Parking and Access

- (10) At least two (2) car parking spaces must be maintained on the land at all times for the use of the development, in accordance with Standards Australia (2004) Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off-Street Car Parking; Standards Australia, Sydney.
- (11) The internal driveway and areas set-aside for parking and associated access and turning must be maintained to avoid dust or mud generation, erosion and sediment transfer off site or de-stabilisation of the soil on site or on adjacent properties to the standard required by Council's Municipal Engineer.

Stormwater

(12) Stormwater drainage from the proposed development must drain to a legal point of discharge to the satisfaction of Council's General Manager and in accordance with a Certificate of Likely Compliance or Plumbing permit issued by the Permit Authority in accordance with the *Building Act 2016*.

Soil and Water Management

(13) Before any work commences install temporary run-off, erosion and sediment controls and maintain these at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South and to the satisfaction of Council's General Manager.

Construction amenity

(14) The development must only be carried out between the following hours unless otherwise approved by the Council's Manager Development Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.

- (15) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:
 - (a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or otherwise.
 - (b) The transportation of materials, goods, and commodities to and from the land.
 - (c) Obstruction of any public footway or highway.
 - (d) Appearance of any building, works or materials.
- (16) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager Development Services.
- (17) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.
- (18) The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

- A. Please contact your private building surveyor to ascertain what approvals (if any) are required under the *Building Act 2016*.
- B. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- C. A covenant on the title restricts the erection of "any building which does not have a roof constructed of tiling or other substance which does not reflect light and so

that no galvanised Iron or other reflective material or substance shall be used for the construction of any roof or any other part of any dwelling or structure". Any development that breaches this covenant may not be able to proceed without the written approval of the vendor or other owners in the subdivision.

D. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

DECISION:

5.3 Development Application DA 2021 / 00344 for Outbuilding - 3 Summerville Place, Brighton

Kelly Min - Graduate Planning Officer Author:

Authorised: David Allingham - Manager Development Services

Applicant:	Michael Eastwood
Subject Site:	3 Summerville Place, Brighton
Proposal:	Outbuilding
Planning Scheme:	Tasmanian Planning Scheme - Brighton
Zoning:	Rural Living Zone B
Codes:	Bushfire-prone Areas Code
	Natural Assets Code
	Parking & Sustainable Transport Code
	Road & Railway Assets Code
Local Provisions:	Nil
Use Class:	Residential
Discretions:	11.4.1 - Site coverage
Representations:	 1 representation was received. The representor raised the following issue: Unreasonable nuisance to the owners of the adjoining
	property - i.e., 5 Summerville Place, Brighton by reason of noise, dust, and speeding.
Attachments	A – Plans
(See pages 146 -162)	B – Planning submission
	C – Statement of Use
Recommendation:	Approval with conditions

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine Development Application DA 2021 / 00344.

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The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the planning scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

This report details the reasons for the officer recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations* 2015.

2. SITE ASSESSMENT

The site refers to 3 Summerville Place, Brighton, which is developed by an existing single dwelling and two outbuildings (see Figure 1).

The internal lot is flat and 3.085 hectares (ha) in size with frontage and access to Summerville Place, Brighton.



The site is zoned Rural Living B (see Figure 2).

The site is fully within the Bushfire-Prone Areas Code overlay, and partially affected by a Natural Assets Code overlay (priority vegetation area).



Figure 2. Zoning

The site is burdened by 2.00 Wide Pipeline Easement each passing through Lot 15 (2 Summerville Place, Brighton) and Lot 1(Kingsfield Park - 291 Tea Tree Rd, Brighton).

The site is also subject to a Right of Carriage over the Rights of Way (private).

3. PROPOSAL

The proposal is for a 600m² (50m x12m) outbuilding with a maximum height of 6.5m above the existing ground level and a minimum setback of 10m from the northern side boundary.

The intended use of the proposed outbuilding is a residential garage (for a home-based business), , and it does not require an extension to the existing driveway.

It should be noted that the attached plans show a tipper truck and excavator to be stored in the garage as part of the owner's construction business. It has been clarified by the owner that large construction vehicles will not be stored on the site and no more than two small commercial vehicles will be allowed.

The proposed outbuilding sits outside the Pipeline Easements.

The application is supported by the attached site plan and elevations.

4. PLANNING SCHEME ASSESSMENT

Compliance with Applicable Standards:

5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.

5.6.2 A standard is an applicable standard if:

- (a) the proposed use or development will be on a site within:
 - (i) a zone;
 - (ii) an area to which a specific area plan relates; or
 - (iii) an area to which a site-specific qualification applies; or

(b) the proposed use or development is a use or development to which a relevant applies; and

(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

- 5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.
- 5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.

Determining applications (clause 6.10.1):

- 6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:
 - (a) all applicable standards and requirements in this planning scheme; and
 - (b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Use Class

The Use Class is categorised as Residential (for residential storage and a homebased business) under the Scheme. In the Rural Living Zone (B), this Use Class has a 'Permitted' status.

Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions with the exception of the following.

Clause 11.4.1 A1/P1 - Site coverage

Objective:				
That the site coverage:				
(a)	is compatible with the character of existing development in the area; and			
(b)	assists with the management of stormwater runoff.			
Accept	table Solution	Performance Criteria		
A1		P1		
The site coverage must be not more than 400m².		The site coverage must be consistent with that existing on established properties in the area, having regard to:		
		(a) the topography of the site;		
		(b) the capacity of the site to absorb runoff;		
		(c) the size and shape of the site;		
		(d) the existing buildings and any constraints imposed by existing development;		
		(e) the need to remove vegetation; and		
		(f) the character of development existing on established properties in the area.		

The proposal provides for:

Total site coverage of 747m2 (Outbuilding (carport) sized 600m2 (50m x 12m x 6.5m) and the existing dwelling is 147m2).

Accordingly, the acceptable solution is not satisfied. Therefore, assessment against the performance criteria is relied upon.

Given the average gradient of 3.12%, it is considered that the topography of the site is relatively flat.

The proposed development site has the capacity to absorb runoff, provided that the tanks will be used for retention. Planning permits also include a condition for adequate stormwater management from any proposed development. The relevant recommended permit condition is copied below:

"Stormwater drainage from the proposed development must be retained on site to the satisfaction of Council's General Manager and in accordance with a Certificate of Likely Compliance or Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016."

The site can easily accommodate the size of the proposed outbuilding, given the total land size is 3.085 hectares. Additionally, two existing outbuildings will be demolished to reduce the scattering of built structures, and existing developments impose no constraints.

The proposal does not entail removing any vegetation, and the site coverage is consistent with the character of development existing on adjoining properties in the area, including 309 Tea Tree Rd (681m2), 291 Tea Tree Rd (678.29m2), and 2 Summerville Pl (650m2).

Accordingly, the PC is satisfied.

5. Representations

One representation was received during the statutory public exhibition period between 15 December 2021 and 8 January 2022.

The concerns of the representors are summarised below:

Representor's concerns	Planning Response	
Request for Council to include	Information in the application suggests	
conditions to minimise	that the site is currently being used for a	
unreasonable nuisance by reason	trucking business - which will be followed	
of noise, dust, and speeding	up as a separate enforcement matter.	
potentially caused by the	The applicant explains that the proposed shed will be for the new owner who will use	

increased traffic of large heavy-	the shed for an array of recreational
duty vehicles.	vehicles and two small commercial
	vehicles associated with their
	construction business.
	As a result, there should be a reduction in heavy vehicle movements and dust, noise and traffic issues.

6. Conclusion

The proposal for an outbuilding at 3 Summerville Place, Brighton, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval with conditions.

Recommendation:

That: A. Pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application DA 2021 / 00344 for an outbuilding at 3 Summerville Place, Brighton, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

General

- 1. The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
- 2. This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, whichever is later, in accordance with section 53 of the *Land Use Planning and Approvals Act 1993*.

Use

3. The outbuilding is to be used for domestic storage only. It is not to be used for commercial, industrial, or habitable purposes. The home-based business must only be carried out in accordance with the following requirements:

(a) the person conducting the business to use the dwelling as their principal place of residence;

(b) it does not involve employment of more than 2 workers on-site who do not reside at the dwelling;

(c) any load on a utility is no more than for a domestic use;

(d) there is no activity that causes electrical interference to use on other land;

(e) there is no storage of hazardous material on site;

(f) the display of goods for sale are not visible from any road or public open space adjoining the site;

(g) there is, on the site, no advertising of the business other than 1 sign (non-illuminated) not exceeding $0.2m^2$ in area;

(h) there is, on the site, no refuelling, servicing, detailing or repair of vehicles not owned by a resident;

(i) no more than 2 commercial vehicles are on the site at any one time and no commercial vehicle on the site exceeds 2 tonnes; and

(j) all vehicles used by the business are parked on the site.

Amenity

- 4. All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Manager Development Services.
- 5. No vegetation other than that necessary for the construction of the building, associated access and services is to be cleared without the approval of Council.

Services

6. The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

Tasmanian Gas Pipeline

7. Prior to conducting any activity within or over the gas pipeline easement, you must contact Dial Before You Dig 1100.

Parking and Access

- 8. Any extensions to the internal driveway and areas set-aside for parking and associated access and turning must be provided in accordance with Standards Australia (2004): Australian Standard AS 2890.1 2004 Parking Facilities Part 1: Off-Street Car Parking; Standards Australia, Sydney and to the satisfaction of Council's Municipal Engineer, and must include all of the following:
 - (a) Constructed with a durable all-weather pavement.
 - (b) Minimum carriageway width of 4 metres.
 - (c) Drained to an approved stormwater system; and

or as otherwise required by an approved Bushfire Plan.

9. The internal driveway and areas set-aside for parking and associated access and turning must not generate dust or mud; cause erosion and sediment transfer off site; or de-stabilisation of the soil on site or on adjacent properties.

Stormwater

10. Stormwater drainage from the proposed development must be retained on site to the satisfaction of Council's General Manager and in accordance with a Certificate of Likely Compliance or Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016.

Soil and Water Management

- 11. Before any work commences a soil and water management plan (SWMP) prepared in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South, must be approved by Council's General Manager before development of the land commences. The SWMP shall form part of this permit when approved.
- 12. Before any work commences install temporary run-off, erosion and sediment controls in accordance with the recommendations of the approved SWMP and maintain these controls at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South and to the satisfaction of Council's General Manager.

Construction amenity

13. The development must only be carried out between the following hours unless otherwise approved by the Council's Manager Development Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.

- 14. All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:
 - (e) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or otherwise.
 - (f) The transportation of materials, goods, and commodities to and from the land.

- (g) Obstruction of any public footway or highway.
- (h) Appearance of any building, works or materials.
- 15. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager Development Services.
- 16. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.
- 17. The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

- A. Please contact your private building surveyor to ascertain what approvals (if any) are required under the *Building Act 2016*.
- B. This permit does not imply that any other approval required under any other legislation or by-law has been granted.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

DECISION:

HOBART C.M. Terry, B. SURV. (Tas.), M.SSSI. (Director) H. Clement, B. SURV. (Tas.), M.SSSI (Director) M.S.G. Denholm, B. GEOM. (Tas.), M.SSSI (Director) T.W. Walter, Dip. Surv & Map; (Director) D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant) A. Collins, Ad. Dip. Surv & Map, (Senior Associate) L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T., (Associate) M. Westerberg, M.E.M., M.I.E. AUST., C.P.ENG. (Associate) KINGSTON A.P. (Lex) McIndoe, B. SURV. (Tas.), M.SSSI. (Director) LAUNCESTON J.W. Dent, OAM, B. SURV. (Tas.), M.SSSI. (Director) M.B. Reid, B. GEOM.(HONS) (Tas.), M.SSSI (Director) BURNIE/DEVONPORT

A.W. Eberhardt, B. GEOM. (Tas.), M.SSSI (Director) A.J. Hudson, B. SURV. (Tas.), M.SSSI. (Consultant)

> Our Ref: Your ref: DA2021/200

9th November 2021 Jo Blackwell Senior Planner Brighton Council Via email: <u>development@brighton.tas.gov.au</u> cc: Brian White: brian.white@brighton.tas.gov.au

Dear Ms Blackwell

Re: Application for Planning Permit (DA2012/00200) Recycling & Waste Disposal, Glenstone Road, Bridgewater

Thank you for your correspondence dated 13/8/21. I write to provide you with the additional information sought under Section 54 of LUPAA.

1. Application Requirements – Land Owner Consent – Clause 6.1.2

- a) Land Owners consent is provided as an attachment to this correspondence and is signed by the relevant Minister.
- b) The Ministers delegate has signed the Council's application form.

2. Clarification of the Use and Development – Clause 6.1.2

An Environmental Management Plan, prepared by NTCAD Pty Ltd, addresses the information requested at this point of the RFI. The report contains the following details sought by Council:

- Types and quantities of materials PROPOSED to be received/recycled/processed onsite;
- Activities proposed to occur on-site, including machinery used (trucks/ excavators/crushers/screens);
- Employee numbers;
- How waste products are disposed of;
- Hours of operation:
- The areas of operation are shown on the updated site plan.

• 6 Freeman Street, Kingston, 7050



(03) 6229 2131

(03) 6331 4099

3/23 Brisbane Street, Launceston, 7250

16 Emu Bay Road, Deloraine, 7304

• 6 Queen Street, Burnie, 7320

77 Gunn Street, Devonport, 7310

(03) 6362 2993 (03) 6431 4400 (03) 6423 6875



127 Bathurst Street Hobart Tasmania, 7000 Phone (03) 6234 3217

ABN 71 217 806 325 Email: pda.hbt@pda.com.au www.pda.com.au 3. Car Parking Numbers – Parking and Sustainable Transport Code - C2.5.1/A1/P1 The subject title, in its current form, measures 21.07ha. Bullock Civil Contracting is in the process of purchasing 11ha from the Department of State Growth. Of that 11ha, the current application is contained to a site area of 8768m², shown on the updated site plan which is provided as an attachment to this application.

Planning Scheme Response:

C2.5.1 Car Parking Numbers

A1 is met

Table C2.1 requires one parking space per 500m² of site area and one parking space per employee. Given the large site area subject to this application, the parking formula requires eighteen spaces plus four spaces for the employees.

Twenty-two spaces are provided on the site plan to meet the scheme requirements, but it should be noted that this is considered excessive to the actual needs of the development. The business owner has advised that ten spaces are more than sufficient to provide for staff parking, the parking of vehicles used on site when not in operation and the occasional client who may attend for a meeting.

Given the nature of the operation does not generate customer interaction and has relatively low levels of traffic movements, limited to staff attending the workplace and industrial type vehicles accessing and leaving the property as part of business operations. Discretion is not sought given the drafting of the performance criteria, and it has been accepted that additional car parking will likely be required when the business expands in the future.

4. Construction of Parking Areas – Clause C2.6.1 A1/P1

An updated parking plan is provided as an attachment to this response.

Planning scheme response:

A1 is not met. The application relies on compliance with the performance criteria, which states:

Proposed parking spaces, access ways, manoeuvring and circulation spaces are identifiable and constructed to be useable in all-weather with regard to:

- a) The subject site is an industrial site and will be developed with gravel hardstand suitable to withstand use by trucks and other heavy vehicles;
- b) The site has a gently slope and the topography is suitable for the proposed use;
- c) The proposed drainage for the site is shown on the attached plans. Storm water is proposed to be captured into an onsite retention basin and directed, with flow rate management, to the reticulated system at road side. See plan 47359HC -29
- d) The mitigation methods proposed to be implemented at the entrance to the property to minimise the transportation of mud and debris onto Glenstone Road are as follows:

- Vehicles should enter and legive the site by the access driveway to limit the tracking of mud and/or soil onto roads.
- Loads are covered to eliminate materials or litter blowing off.
- Any sediment left on the road by vehicles is to be removed in a timely manner.

e) &

f) The surface is compacted gravel hardstand, a compacted base material built to withstand long periods of use by heavy vehicles. The gravel is compacted and generates very little dust.

5. Clause c2.6.2 A1/P1 – Design and layout of parking Areas

A1 is met

Please refer to the attached updated plan - 47359HC - 11 (Parking Plan)

A1.2 is met

Please refer to the attached updated plan - 47359HC - 11 (Parking Plan)

6. Clause C2.6.5 – Pedestrian Access

A1.1 is met

Please refer to the attached updated plan – 47359HC – 11 (Parking Plan)

A1.2 is met

Please refer to the attached updated plan - 47359HC - 11 (Parking Plan)

7. Clause C3.5.1 A1.1/P1 – Traffic generation at a vehicle crossing, level crossing or new junction

A traffic impact statement is provided as an attachment to this correspondence.

Other Matters

A stormwater management plan that demonstrates how stormwater is captured and treated is provided as an attachment to this correspondence.

Do not hesitate to contact me should you require additional clarification on any matter contained within this correspondence or on the attached documentation,

Yours faithfully

1.00as

Justine Brooks Consulting Planner PDA Surveyors, Engineers and Planners



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This plan has been prepared only for the purpose of obtaining preliminary design and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

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ENVIRONMENTAL MANAGEMENT PLAN FOR BULLOCK CIVIL CONTRACTING

221 Glenstone Road, Brighton

September 2021

NTCADS Pty Ltd 21 DIGNEY ST DYNNYRNE TAS 7005 T 0431 965 740 E glenn@ntcads.com.au Project: 221 Glenstone Rd, Brighton – Environmental Management Plan

Author:	Glenn Allen	
	Civil Engineer BEng	
	MIEAust 1140590	
	Building Services Provider No. CC7077	
	Engineer, unrestricted (civil, building services)	

DATE	NATURE OF REVISION	REVISION NUMBER	PREPARED BY	APPROVED BY
27/09/2021	FINAL	0	Glenn Allen	Glenn Allen

This document has been prepared in accordance with the scope of services agreed upon between NTCADS and the Client. To the best of our understanding, this document represents the Client's intentions at the time of printing of the document. In preparing this document we have relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, we have not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

No responsibility is accepted for use of any part of this document in any other context or for any other purpose by third parties.

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1 INTRODUCTION

This Environmental Management Plan (EMP) has been prepared by NTCADS Pty Ltd on behalf of the proponent, Bullock Civil Contracting (BCC). The objective of the project is to establish a clean fill – recycling supply Depot. The Depot will be used to receive, stockpile, segregate, crush, mix, store and transport materials suitable for use as clean fill in construction, backfilling and other projects, as well as supply inorganic recycled products such as crushed concrete, aggregate and screened mixed topsoil.

This proposal does not require formal assessment by the EPA, and is not considered to be a Level 2 Activity under the *Environment Management and Pollution Control Act* 1994 (EMPCA). This project is a transplant of the proponents previously approved operations at the Tasrail site at Lot 2 Glenstone Rd Brighton (SP 163911), and for the same operation and scale has previously been assessed as not requiring formal assessment. Refer to SEMF submissions of December 2016 "Brighton Waste Recycling Facility – Notice of Intent".

1.1 **PROPONENT**

The proponent is Bullock Civil Contracting. The Plan of Survey SP164049/4 is a Crown land (DIER) property at the Brighton Hub.

Bullock Civil Contracting is a Tasmanian business that has operated in the construction industry for over 20 years. Most of its work has been in the civil contracting industry and work on subdivisions. The company is based in Brighton, Tasmania. The Company details are:

The Company name (legal entity):	Bullock Civil Contracting Pty Ltd
The contact person's name:	Mr Andrew Bullock
Registered Address:	Rosny Park, 7018
Postal Address:	PO Box 74, Brighton, 7030
ABN / ACN:	131 081 331
Email:	Andrew@bullockcivil.com.au
Mobile:	0427 555 202

1.2 SITE DETAILS

Physical address: 221 Glenstone Road, Bridgewater Tas 7030

Land title: SP 164049/4

Land size: 8.28 Ha (21.07 Ha total title)

The site location is shown in Figure 1.

The Master Plan for 221 Glenstone Road as prepared by PDA Surveyors on 20.08.2021 with reference 47359HC-10 Rev 0 is shown in Figure 2. The master plan proposes a strata title for the internal development of the subdivision. This project EMP is prepared for the development of Site 1 for the purposes outlined above.

Future developments for the subsequent sites will be subject to separate submissions as required



Figure 2: Project Master Plan



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1.3 PROJECT BACKGROUND

BCC has been operating a similar facility for processing clean fill waste at a nearby site at 2 Glenstone Road for the past 5 years. The operation has successfully received, sorted and processed large amounts of 'clean wastes', which, until recently, have been treated as waste and not reused. BCC is proposing to continue to screen and sort the mixed clean waste, which includes concrete pavements, soil, aggregate, rock and some hotmix asphalt, into segregated streams for reuse.

BCC is in a good financial position at present to set up this business at the new site. BCC is an experienced civil contractor who has carried out numerous earthmoving civil jobs, which have required load source and movement tracking, waste segregation and stockpiling. BCC also has an excellent network within the civil industry, which will allow the segregated waste to be reused immediately within local projects. The project can assist the Brighton and other Councils capital works program and will provide a facility able to accept recyclable material from road works.

1.4 PROJECT OBJECTIVE

The objective of the project is to establish a clean fill – recycling supply Depot. The Depot will be used to receive, stockpile, segregate, crush, mix, store and transport materials suitable for use as clean fill in construction, backfilling and other projects, as well as supply inorganic recycled products such as crushed concrete, aggregate and screened mixed topsoil. Minor amounts of clay will be generated.

Input materials will be brought to the site either directly from their source (e.g. an excavation site for a housing estate) or, primarily, from depots located at BCC's other depot at Mornington, and eventually Derwent Park and Kingston. The satellite BCC sites will serve to store materials locally until such time as there are sufficient volumes to warrant cartage to the Brighton clean fill recycling site.

1.5 **PROJECT PRODUCTION**

The recycling depot will process up to 100,000 tonnes per annum (tpa) of locally sourced construction spoil (primarily derived from service trench works, road reconstruction, demolition etc). This material will be delivered to the Brighton Facility via truck. The initial project phase will employ 15-20 people, including 3 to 4 full time site staff.

1.6 PUBLIC CONSULTATION

There will be an opportunity through the statutory consultation process for consultation with those landowners and operators directly adjacent to the property as well as for public input.

BCC has already held meetings with the following stakeholders:

- Department of State Growth
- Brighton Council
- Tasmanian EPA
- TasRail

Other consultation will be held with neighbouring operators as needed.

1.7 **PROJECT TIMEFRAME**

- The site preparation and construction of proposed elements berms, levelling, stormwater and sediment control measures 3 to 6 weeks.
- Installation and commissioning of the remaining plant and equipment, including permanent site office, amenities and ancillaries is expected to take a further 6 to 8 weeks, once Council approval has been obtained.
- Full operational recycling processing will begin at the conclusion of the installation and commissioning.

1.8 PROJECT AREA

1.8.1 Land Tenure

The site is located on land at the Brighton Hub. It is situated at the western side of Glenstone Road (refer to Figure 1). The 21.07 hectare property is shown on Plan of Survey 164049/4, with the proposed 8.28 HA subdivision shown in Figure 2.

1.8.2 Land Use

The site is cleared and grassed, with the exception of a developed hardstand area associated with BCC site office that is to remain and will be utilised. The site is situated on a gently sloping hillside of approx. 1 in 20, which has previously been used as paddocks. BCC is intending to excavate the site in order to create a berm parallel to the site boundary and afford the site operations protection from the westerly winds, reduce the surrounding tenants' exposure to noise and provide flatter areas at 1 in 100 for direction of surface runoff and safer machine & plant operation.

The land is surrounded by:

- Toll Transport to the south east of the site;
- Glenstone Road and the TasRail line to the east;
- Beyond Glenstone Road, uphill to the sourth-west is an existing residence (around 200 m away) and the old abattoir to the west (250m);
- Beyond Glenstone Road, to the south, are further commercial / industrial premises;
- To the east of the site are other commercial / industrial premises.

Brighton Hub zoned Industrial under the Brighton Planning Scheme 2000. The proposed activity is considered to be compatible with other nearby site uses.
2 EXISTING ENVIRONMENT

2.1 **TOPOGRAPHY**

The site is situated on a gently south east sloping hillside, cleared of trees and grassed for use as paddocks.

2.2 HYDROLOGY

There are no natural drainage lines existing on the proposed development site. Crooked Billet Creek passes to the north-east of the development site, through the title property 221 Glenstone Road.

2.3 GROUNDWATER

No groundwater investigations have been carried out at the site and BCC are not aware of any groundwater bores present on the site. A search of the DPIPWE website for groundwater use and presence of bores in the vicinity of the site identified the following information as extracted from the DIER Southeast Tasmania Groundwater Map 2006:

- There are two bores located between 1,500-3,000m south east of the site (accuracy of the groundwater map is variable).
- One bore was labelled Dry and the other bore positioned in the same location was labelled as producing a yield of 5 to 10L per second.
- There are numerous engineering geology and groundwater bores to the east and south east of the site associated with the Toll Transport and Tasrail development, and are registered as domestic/garden bores producing a yield of 0.05- 1. 5L/sec.

2.4 GEOLOGY

The DIER Southeast Tasmania Groundwater Map 2006 indicates the site lies upon fractured Tertiary Basalt rock.

2.5 FLORA AND FAUNA

The site is located within a landscape dominated now by commercial and industrial development, although it borders agricultural lands consisting of paddocks and an old abattoir. Native flora on the site will have been completely lost during its days as an open paddock, which was further modified via cutting and filling as part of the Brighton Hub development. There is no remaining native fauna natural habitat on the site and no known native fauna present on the site.

2.6 ABORIGINAL AND EUROPEAN CULTURAL HERITAGE

No significant aboriginal or cultural heritage has been identified on the site during the previous extensive earthworks undertaken.

3 DEVELOPMENT PROPOSAL

3.1 PROPOSED SITE LAYOUT

The proposed layout for the site operations is shown in Figure 3. The site will be operated as a receiving and despatch waste transfer and handling depot. BCC is intending to excavate the site in order to create a berm parallel to the rear site boundary and afford the site operation protection from the westerly winds and reduce the surrounding tenants' exposure to noise

The site stockpiles used for separation, screening and crushing will be located on the site floor, approximately 3-5m below the surrounding lip of the berm. The main site entry is through a gate to the fully fenced site. The site office, amenities and weighbridge will be fixed. The office demountable will be placed on a previous hard stand located at the site.



Figure 3: Site Layout

3.2 RECYCLING HUB DEVELOPMENT

3.2.1 Recycling Operations

The main activities at the site will entail the following:

- inward carting of mixed clean trench, excavation & demolition materials, via truck;
- unloading and stockpiling of mixed excavated materials;
- primary separation and stockpiling of oversized and coarse components (concrete rubble, rock, asphalt);
- screening of materials to separate coarser fractions of rock, clay and soil from the finer soil and clay;
- primary crushing of concrete and rock to generate a 60 minus product;
- secondary screening of soil and topsoil;
- separation of reinforcing steel, plastic, etc.;

- stockpiling of segregated reusable wastes;
- storing of plastics and steel scrap/waste in dedicated skip bins for offsite recycling;
- loading of materials onto trucks.

Bulk recycled materials will be transported from the Brighton site back to the satellite sites via truck and dog, for distribution back out to work sites, by subcontractors, for use as fill, road pavements, trench backfill and nature strip reinstatement. Recycled materials will also be used:

- to supply fill to the local construction industry;
- to supply loam to the landscape industry; and
- to produce clay material to cap landfills.

The products that will be made, stockpiled and transported from the site will include:

- crushed concrete fill;
- clean soil;
- clay; and
- screened topsoil.

BCC will be responsible for site clean-up should operations cease.

3.2.2 Facilities and Equipment

Machines to be used on site will include:

- 2 3 10 yard tipper trucks plus trailer for internal stockpiling,
- Hyundai Tier 3 low emission 20 tonne excavator,
- TCM 840 low emission wheel loader,
- McCloskey jaw crusher, cone and 3 deck screen with sound proofing & dust suppression, Tier 4 low exhaust emission engines.

All loading, screening and crushing plant will be mobile.

3.2.3 Water and Wastewater Management

All rainfall and surface site runoff water will be directed to perimeter v-drains, which in turn report to a sediment basin located in the south-western corner of the site. The basin will be located within the future Lot 3, and be subject to relocation pending future developments.

The sediment basin is designed to limit peak surface water discharges and to remove sediment, limiting discharges to a pre-developed 1 in 20 ARI. Treated sediment and detention basin outflow will report to the Glenstone Rd stormwater system.

The berms that delineate the boundary of the operational recycling area are effective in diverting the surface run-off from surrounding upstream grassed areas and away from operational areas of the depot (limiting the catchment area for water that needs to be managed by the operation to the site footprint). This surface runoff from undisturbed areas (no bare earth) will make its way into Crooked Billet Creek as it presently does.

The lightly weathered to dense basalt typically present at 500mm-800mm below the stripped silty clay upper profile is not likely to generate colloidal fine materials that are difficult to settle.

3.2.4 Solid Waste

Any waste and scrap steel from crushed concrete will be recycled. Any plastic pipe and waste rubbish arriving in deliveries from excavations will be separated and placed in a skip bin located on site.

3.2.5 Hazardous Materials

No dangerous goods will be stored on site. Mobile refuelling and servicing of machinery will occur as required.

3.2.6 Contaminated Land and Products

The site is understood to be clean as it is part of the undisturbed Brighton Hub area and significant work was done in the area in terms of contamination investigation.

The proposed activity is planning to process clean fill, however there is potential for contamination to occur to the site in the event of:

- Inadequate fill source tracking;
- Inadequate waste characterisation; and
- Hydrocarbon and other mobile and stationary vehicle fuel and oil spills.

Sources of material which will be transported to the Brighton Recycling Facility will include:

- Crushed rock and gravels from under pavements,
- Concrete from footpath and curb,
- Topsoil,
- Asphalt mixed with pavement substrate solid waste resulting from excavation: gravel, sand, soil.

The sources are considered to comply with the definition of "clean fill" from EMPCA, namely: soil, rock, concrete, bituminised pavement and similar non-putrescibles and non-water-soluble material.

There is potential for contaminants to be associated with the above material. The risks associated with these materials will be managed in accordance with the EPA's requirements for waste classification, and with reference to *Environmental Management and Pollution Control (Waste Management) Regulations* 2010. The aim is to avoid any contaminated or potentially contaminated wastes from being trucked to the BCC Brighton waste recycling facility. BCC is aware that EPA approval is required for reuse of a controlled waste and controls apply to the storage and disposal of controlled waste.

In the unlikely event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators.

3.2.7 Access

The main site entry is through a gate to the fully fenced site off Glenstone road, via the existing access which will be upgraded to LGAT standard drg TSD-R06, with a new heavy duty road surface. Trucks delivering and despatching from site will be controlled via weighbridge and visual inspection of loads. Drivers will report with loading dockets as part of the management and tracking of inputs and outputs. The site will operate as a full access intersection with left and right entry/exit possible.

3.2.8 Transport

The site will be serviced by truck and dog truck configurations. Plant service and operator vehicles will be parked on and visit the site; light vehicle parking areas will be provided adjacent to the site office.

It is anticipated that up to 100,000 tonnes of raw material will be delivered to site via truck per year, Based on the proposed truck and dog configuration this equates to approximately 18-20 trucks per day over a 6-day week, or 4-6 vehicle movements at the property entry intersection per hour. Trucks will be working with covered loads; the site yard surface and driveway consists of bedrock basalt or crushed coarse and compacted basalt cobbles which effectively act as 'rumble pads'. These surfaces will prevent the tracking of material onto the public road network. A concrete wash down slab connected to site sediment control will be provided.

3.2.9 Hours of Operation

Proposed operating hours will be:

- 0700 to 1800 hours Monday to Friday,
- 0800 to 1600 hours on Saturday;
- Closed on Sunday and public holidays.

4 **REGULATORY FRAMEWORK**

4.1 ENVIRONMENT AND PLANNING LEGISLATION

As mentioned in Section 1, a DRAFT NOI was previously submitted by SEMF to the EPA to provide a description of the proponent's original operation. This EMP has been prepared to support the Application for Planning Approval - Use and Development to describe the site, existing environment, potential environmental impacts, and the proposed management measures to mitigate them. At the time (December 2016) Mr. Malcolm Budd (Section Head Assessments, EPA) confirmed that the Director's advice is that that project did not require formal assessment by the EPA Board, but EPA would work with Council and insert relevant conditions.

As this project is a relocation of the previously approved operations to a new site within the Brighton Transport Hub, the working assumption is the previous advice is still applicable, and the proposed activities still do not require a Level 2 Activity application.

This EMP aims to provide this information to the decision-making authorities, and to the general public.

The main legislative requirements that apply to the approval of this development include:

- Land Use Planning and Approvals Act 1993 (LUPAA);
- Environmental Management and Pollution Control Act 1994 (EMPCA); and
- Brighton Planning Scheme 2000.
- The project is not expected to have an impact on any Matters of National Environmental Significance (MNES) and therefore would not trigger referral under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

4.2 PLANNING CONSIDERATIONS

This EMP addresses the management framework around any aspects of concern. There is a planning overlay which includes the site and pertains to the Boral Quarry located at Bridgewater.

The main aspects of potential impact from the operation include:

- Clean fill handling, with minor potential for contaminated waste inclusion;
- Noise from machinery, screening and crushing;
- Dust generation;
- Sediment generation into stormwater;
- Local truck traffic.

5 ENVIRONMENTAL MANAGEMENT MEASURES

5.1 SURFACE WATER

5.1.1 Potential Effects

The site will be re-profiled by cutting into the surface and using the material to create a surrounding berm parallel to the site boundary.

Sedimentation is the primary contaminant of surface water associated with the recycling activity. While all operations associated with the depot will be undertaken within the berms that delineate the operation, it has potential for the:

- Disturbed operational area (associated with equipment movement, crushing, screening) to increase the potential for sedimentation of surface run-off directed to the perimeter surface drainage swales; and
- Frequent vehicular movements across the long access road leading to the operational area may result in a higher suspended solids load in the surface water entering the perimeter surface drainage swales (especially during wetter periods).

5.1.2 Management Measures

The site working surface will be relatively level and the constructed crushed rock pavement will encourage infiltration and minimise surface sheet flow, as it will be made of crushed basalt cobbles. Stormwater runoff will be managed to prevent uncontrolled release of sediment-laden water to the receiving stormwater network. All rainfall and surface site runoff water will be directed to perimeter v-drains, which in turn report to a sediment basin located in the south-eastern corner of the site. The sediment basin is designed to limit peak surface water discharges and to remove sediment, limiting discharges to the pre-developed 1 in 20 ARI peak. Sediment basin discharge will report to the public stormwater system.

The berms that delineate the boundary of the operational recycling area are effective in diverting most of the surface run-off from upstream areas and away from operational areas of the depot (limiting the catchment area for water that needs to be managed by the operation).

5.2 DOMESTIC WASTEWATER

5.2.1 Potential Effects

Pollution of water courses and health hazards to the workforce and general population can result from uncontrolled release of sewerage.

5.2.2 Management Measures

The site is currently not serviced by a reticulated sewer system. The site is temporarily serviced by portable toilets. Planning & design has been completed for a new reticulated sewer system to connect to the Taswater network manhole at the Toll Transport site on Glenstone Rd. This infrastructure will be completed prior to this development commencing operations.

All fixtures and fittings associated with site ablutions will be plumbed into the system in accordance with the relevant plumbing codes.

5.3 **GROUNDWATER**

5.3.1 Potential Effects

While there is an absence of background information regarding groundwater in general and more specifically groundwater quality, it is known that there is a substantial basalt horizon which effectively stops any surface water from penetrating at depth. No adverse impact on groundwater is considered likely as a result of the proposed operation.

5.3.2 Management Measures

The upstream surrounds of the site are gently sloping grassed paddocks. In the unlikely event that a significant ingress of groundwater is encountered during the earthworks and site grading and presents a problem for operations; groundwater will be pumped to the perimeter v-drains.

Commitment 1: Undertake pumping of groundwater to the perimeter drains if it is encountered during earthworks and presents a problem for operations

5.4 COASTAL ZONE/ MARINE AREAS

5.4.1 Potential Effects

The site is approximately 3.0km north of the tidal Derwent River Estuary (at Bridgewater) and approximately 20km northwest of a coastline. Given the water management system in place at the site, it is considered unlikely that the recycling operation could have a significant impact on coastal or marine areas.

5.4.2 Management Measures

No management measures are considered necessary other than those specified in Section 5.1 and 5.3.2 for the management of water on-site.

5.5 FLORA AND FAUNA

5.5.1 Potential Effects

The recycling depot is located within a landscape dominated by industry. There is no vegetation within the site and therefore there is no foreseen impact on native vegetation.

Introducing weeds to the area is a potential effect of recycling operations with potential for propagules to be transported via heavy machinery, collection trucks and other vehicles, and on contractor footwear.

The depot location offers negligible habitat value to any conservation significant species. There are no trees in the operational area that could support either now (i.e. mature), or into the future conservation significant fauna species.

5.5.2 Management Effects

The site operations will aim to minimise the spread of weeds or plant diseases by ensuring that all equipment entering or exiting the operation is free from clods of earth, mud or vegetation. The site will be maintained free from weeds. Materials sourced for recycling will be inspected for weed content and any weed-containing topsoil and green waste will not be carted to the site.

A hardstand washdown area and truck wheel wash is proposed to minimise the spread of weeds. This will be located in the operational area of the recycling facility close to the entrance to the driveway access. The area will be designed to address the requirements of the *Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment, Edition 1.*

5.6 AIR QUALITY

The Tasmanian Environmental Protection Policy (Air Quality) 2004 provides a framework for the management and regulation of both point and diffuse sources of emissions to air, and for pollutants with the potential to cause environmental harm. This Environment Protection Policy (EPP) is made pursuant to the provisions of section 96A-96O of EMPCA 1994. Included in the EPP are the Air NEPM standards which are the National Environment Protection Measure for Ambient Air Quality (made by the National Environment Protection Council on 26 June 1998) standards.

The Recycling operations are required to manage air emissions in accordance with the above noted air policies and standards.

The initial earthworks caused by the construction of the surrounding earth berm is likely to create dust emissions although the material below the upper layer of silty clay is sound tough bedrock and will not generate dust to the extent bulk earthworks involving soils will.

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Potential sources of dust emissions resulting from the operations include:

- Dust from trucks and other traffic on the unsealed surface
- Stockpiling and uncovered stockpiles
- Separation and screening of materials
- Crushing of concrete and rock
- Unloading/ loading of materials onto trucks

Dust inhalation by site workers and visiting contractors is also likely.

The nearest sensitive residence is located approx. 250m in a downwind (south-south-east from the site) direction from the site as the prevailing wind direction is from the north-west. Afternoon winds are generally lesser and from the south and south-east. The potential of this dwelling to experience dust nuisance from the recycling depot is low given the prevailing wind directions and the residence location away from wind directions of the site. Refer to the annual 9am & 3pm summary wind rose plots taken from the Bureau pf Meteorology station at Hobart Airport attached at Appendix A.

The recycling operation has a low potential for nuisance dust generation, given;

- Any dust generated by the activity is contained within a lowered re-profiled surface (below the level of natural ground surface);
- Recycling operations are surrounded by a berm which will be allowed to revegetate (hydromulched where necessary), though kept clear of weeds;
- The material below the upper layer of silty clay is sound unweathered bedrock and will not generate dust to the extent bulk earthworks involving soils will;
- Wetting of materials will be undertaken if required; and
- Trucks will be covered if carrying fine dusty material.

5.6.2 Management Measures

Dust control will be achieved in two ways: passive mitigation as a result of the lowered working floor level and surrounding earth berm creating protection from the westerly winds, and active dust suppression by application of water as required. Dusty operations will be minimised during periods of high wind and dry weather. The berm will assist as a wind break, particularly from the prevailing westerlies, and will also act as a containment screen for any dust created by the crushing/screening and loading/ transport activities. To further minimise dust generation by vehicular movement on-site, vehicle speeds will be kept below 20 kilometres per hour (km/hr) along roads on-site.

All BCC transport trucks will be covered to minimise dust emissions or spillages during haulage. All vehicles and heavy operating machinery and equipment will be regularly maintained and have standard exhaust systems to minimise any nuisance air emissions from fumes, etc.

Dust inhalation by site workers is likely to be an important issue. To minimise impacts of dust inhalation on workers the following preventative measures will be implemented as required:

- Windows and doors on vehicles and operating machinery will be closed during operation;
- Vehicle and machinery air conditioners will be adequately serviced and maintained;
- Road surfaces will be regularly watered; and

• Employees will be trained in recognising and minimising dust generating activities during windy and dry weather and minimising exposure to air emissions.

5.7 NOISE

5.7.1 Potential Effect

Due to the location of the facility in an Industrial Area and surrounded by many other large industrial sites, the assessment of noise emanating from the operation is assessed in the context of its overall impact on the industrial area. Noise will be generated on an ad-hoc basis during the recycling operation. Earthworks noise would occur during the site creation of the boundary berms and remodelling of the ground surface/earthworks. During the recycling operation, noise will be emitted through coming and going vehicular movement, onsite large machinery/equipment movement and usage (trucks, excavators, crushers, screens).

5.7.2 Management Measures

The site lies outside the Bridgewater Quarry Attenuation Overlay.

By providing a lowered working floor level approximately 3-5m below the crest of the proposed surrounding earth berm, the operations are significantly shielded from the surrounds by removing direct line of sight from adjacent properties.

The crushing operation is not a continuous operation but is intermittent and dependant on the volumes of suitable input materials.

The material inputs are relatively small when compared with large scale quarrying operations. The crushing effort for smaller blocks is less, with subsequently lower noise levels. All machinery will be either new or recent models with current noise and vibration attenuation provisions. Machinery will be maintained in good working order to maintain acceptable noise emission levels.

Lack of engine maintenance and degraded silencers can result in intrusive noise characteristics such as tonality and excessive low frequency noise.

5.8 SOLID WASTE

5.8.1 Potential Effects

Minor quantities of waste are expected from crushed concrete in the form of waste and scrap steel. Plastic piping and waste rubbish are also likely to be uncovered in deliveries from excavations. Minor quantities of solid waste associated with site office activities is also expected.

5.8.2 Management Measures

Scrap steel from crushed concrete will be recycled. Plastic pipe and waste rubbish arriving in deliveries from excavations will be separated and placed in a skip bin located on site. The maintenance of a skip bin on-site will ensure that the operation remains free of windblown and general refuse. Domestic solid waste will be removed regularly for disposal off-site in an approved manner by licensed Contractor in an approved manner.

5.9 HAZARDOUS SUBSTANCES

5.9.1 Potential Effects

The main hazardous material that has been, and will continue to be, used on-site will be diesel. Diesel will continue to be brought on-site on a diesel dispensing vehicle as needed (typically daily) to refuel equipment and vehicles. The diesel dispensing vehicle will vacate the property at the end of each day.

There is the potential for a spill to occur during a machine refuelling event or during equipment maintenance if undertaken on-site (300 to 500 litres depending on which vehicle is brought onsite).

Limited quantities of oil and lubricants will be brought on-site on an as needs basis for minor maintenance of equipment that is not easily relocated off-site for servicing.

All hazardous materials and waste oil will be removed from the site.

5.9.2 Management Measures

Diesel refuelling tanks are fixed within the ute tray and protected by the sides of the tray.

Spill management procedures will be put into place for implementation if needed and a spill kit kept and maintained on the refuelling vehicle.

Vehicles and equipment will not typically be serviced at the Recycling facility, unless relocation to an alternative more suitable site is not possible. If this should occur, every effort will be made to collect and contain all hazardous liquid wastes (such as used oil, etc). This material will not be stored on-site. Hazardous liquid wastes will be removed from the site as soon as practicable for disposal in an approved manner off- site by the Contractor.

5.10 TRAFFIC

5.10.1 Potential Effects

The site will be serviced by truck and dog truck configurations. Plant service and operator vehicles will be parked on and visit the site; light vehicle parking areas will be provided adjacent to the site office.

Heavy vehicles

It is anticipated that up to 100,000 tonnes of locally derived raw material will be delivered to site on an annual basis. Based on the proposed 30 tonne payload truck and dog configuration this equates to approximately 18-20 trucks movements (in and out) per day over a 6-day week, or 2-4 vehicle movements at the property entry intersection per hour.

Light Vehicles

The site will be operated by 3-4 employees, resulting in up to 16 light vehicle movements a day (assuming onsite staff leave site once a day to purchase lunch, or other purpose).

A mobile refuelling plant will be used. It will not remain at the site overnight. This will result in an additional 2 traffic movements per day. Other movements including sundry deliveries and client visits are expected to add 2 vehicle movements per day.

Total light vehicle movements: 16-20 per day (peak 4 per hour)

There are no potential effects associated with traffic movements.

5.10.2 Management Measures

The main site entry is through a gate to the fully fenced site. Trucks delivering and despatching from site will be controlled via weighbridge and visual inspection of loads.

Drivers will report with loading dockets as part of the management and tracking of inputs and outputs. The site will operate as an unrestricted access with regard to vehicles turning left or right on entering and leaving, as the site gate is positioned with extensive sight distance in both directions, and with no traffic island or lane delineations to restrict turning movements.

The entry road from Glenstone Road is currently under sized for use as an industrial access, and will be upgraded to the requirements of IPWEA LGAT standard drawing TSD-R06 for Road Class 4 – Local Industrial cul-de-sac for lots > 10,000 square metres.

Trucks will be working with covered loads; the site yard surface and driveway consists of bedrock basalt or crushed coarse and compacted basalt cobbles. These surfaces will prevent the tracking of material onto the public road network. The access from Glenstone Road to the property will be constructed as a sealed access in accordance with Brighton Council requirements.

5.11 ABORIGINAL AND CULTURAL HERITAGE

5.11.1 Potential Effects

No significant aboriginal or cultural heritage has been identified on the site during the previous extensive earthworks undertaken.

5.11.2 Management Measures

No specific management measure will be implemented for the site.

5.12 SITE CONTAMINATION

5.12.1 Potential Effects

The site is understood to be clean as it was used for paddocks.

The proposed activity is planning to process clean fill, however there is potential for contamination to occur to the site in the event of:

- Inadequate fill source tracking; and
- Hydrocarbon and other mobile and stationary vehicle fuel and oil spills.

Sources of material which will be transported to the Brighton Recycling Facility will include:

- Crushed rock and gravels from under pavements,
- Concrete from footpath and curb,
- Topsoil,
- Asphalt mixed with pavement substrate solid waste resulting from excavation: gravel, sand, soil.

The sources are considered to comply with the definition of "clean fill" from EMPCA, namely: soil, rock, concrete, bituminised pavement and similar non-putrescible and non-water-soluble material.

5.12.2 Management Measures

There is potential for contaminants to be associated with the above material. The risks associated with these materials will be managed in accordance with the following Figures 4 & 5 for waste classification, previously developed by Bullocks and in consultation with the EPA, and based on *Environmental Management and Pollution Control (Waste Management) Regulations* 2010. The aim is to avoid any contaminated or potentially contaminated wastes from being trucked to the BCC Brighton waste recycling facility. BCC is aware that EPA approval is required for reuse of a controlled waste and controls apply to the storage and disposal of controlled waste.

Figure 4:BCC Risk Reduction



Figure 5: BCC Contamination Risk Reduction

Monitor and prevent contaminated material being used in reinstatement



In the unlikely event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators.

The lifespan of this operation is not known, however it is anticipated to be a long term operation. Closure and decommissioning of the site, if required would depend on the next use for the site, but would include some of the following:

- Removal of all machinery and equipment;
- Removal of any stockpiles of material and skip bins;
- Removal of the weighbridge and other in-ground structures and reinstatement of the excavations;
- Removal of any contamination (e.g. from spills);
- Possible reinstatement of the berm back over the surface of the site and levelling to allow a good natural drainage profile towards the general area's low points;
- Cover with topsoil if required.

7 MANAGEMENT COMMITMENTS

The environmental commitments made by BCC throughout the EMP are summarised in Table 1 below. This table summarises each commitment and identifies the responsible party for its implementation during operation.

Table	1:	Summary	of	Environmental	Management	Commitments
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No .	Environmental Commitment	Timing	Responsible Person /	
			Party	
1	Undertake pumping of groundwater to the perimeter drains if it is encountered during earthworks and presents a problem for operations .	As required	Site manager & site operators	
2	Control dust generation by watering from dedicated water tanker, provide distributed sprinkler system fixed to berms.	Ongoing	Site manager & machinery operators	
3	Ensure vehicular movements on-site are kept below 20km/hr .	Ongoing	Site manager & all operators	
4	All BCC transport trucks will be covered to minimise dust nuisance .	Ongoing	Site manager & truck drivers	
5	Regularly maintain vehicles and equipment used on-site to ensure effective operation and to minimise potential nuisance air emissions .	Ongoing	Site manager & truck drivers	
6	Maintain all equipment used on-site in good working order to manage noise emission levels.	Ongoing	Site manager & machinery operators	
7	Manage solid waste through the maintenance of a skip bin on-site and ensuring its regular emptying (or replacement) for disposal of contents off-site by a Licensed Contractor in an approved manner.	Ongoing	Site manager & site operators	
8	Maintain a spill kit on the diesel refuelling and to ensure spill management procedures are in place for implementation in the event of an incident occurring.	Ongoing	Site manager & machinery operators	
9	Organise for disposal of any hazardous materials generated on-site in an approved manner off-site.	Ongoing	Site manager & machinery operators	
10	In the event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators	As required	Site manager & machinery operators	

APPENDIX A WIND ROSES

Rose of Wind direction versus Wind speed in km/h (01 Jun 1958 to 30 Sep 2010)

89

Custom times selected, refer to attached note for details

HOBART AIRPORT

Site No: 094008 • Opened Jan 1958 • Still Open • Latitude: -42.8339° • Longitude: 147.5033° • Elevation 4m

An asterisk (*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompanying notes.





Rose of Wind direction versus Wind speed in km/h (01 Jun 1958 to 30 Sep 2010)

90

Custom times selected, refer to attached note for details

HOBART AIRPORT

Site No: 094008 • Opened Jan 1958 • Still Open • Latitude: -42.8339° • Longitude: 147.5033° • Elevation 4m

An asterisk (*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompanying notes.









	127 Bathurst Street	SCALE	PAPER
	Hobart, Tasmania, 7000 www.pda.com.au Also at: Kingston, Launceston & Burnie	1:2000	(A3)
A Surveyors SURVEYS		JOB NUMBER	DRAWING
ying, Engineering & Planning	PHONE: +61 03 6234 3217 FAX: +61 03 6234 5085 EMAIL: pda.hbt@pda.com.au	47359H	C-11

TRAFFIC IMPACT STATEMENT

ENTRANCE 221 GLENSTONE ROAD

GLENSTONE ROAD BRIDGEWATER

November 2021

Job Number 47359HC



1. INTRODUCTION

A new development is being proposed by Bullock Civil Contracting for the area of land shown below (Figure-1) contained in CT 164049/4 located at 221 Glenstone Road, Bridgewater

This Traffic Impact Statement has been prepared in support of the upgrading of an existing access which currently services the land and the adjoin property of 155 Cobbs Hill Road. It outlines the impact of the proposed upgrade on the Glenstone Road and 155 Cobbs Hill Road

The statement is based on the Department of State Growth's Glenstone Road (Station - A1105100 & Station- A1105120) annual road usage trend. An onsite sight distance investigation at the intersection of proposed site and Glenstone Road has also been conducted by PDA Surveyors.



Figure 1: Proposed Glenstone Road shown with the subject land parcel shaded orange. The blue shaded parcel show the parcel where the business was previously located.



Figure 2: Proposed extent of upgraded entrance location

Development Proposal

The proposed development is an 10.7ha industrial site accessed via a short access road off Glenstone Road.

2. TRAFFIC IMPACT ASSESSMENT

Traffic Generation

Traffic generation rates were sourced from the Roads and Traffic Authority of NSW

publication, Guide to

Traffic Generating Developments, 2002 (RTA Guide). The RTA Guide provides the following equations for the peak hour traffic generation of Factories:

Rates.

Daily vehicle trips = 5 per 100 m2 gross floor area

Evening peak hour vehicle trips = 1 per 100 m2 gross floor area.

Given a total developable site area of 10,7 hectares, the total gross floor area is expected to be in the order of 10,700m2 (approximately 10% of total site area). This results in a traffic generation as follows:

Peak hour vehicle trips (PVT) = 107 vehicles per hour

The proposed industrial use is therefore likely to generate in the order of 535 vehicles per day as an upper figure based on the total site area as set out in the RMS Guide when fully developed.

The current access road has a sealed pavement of approximately 4m and provides access to three titles, being the subject land, 155 Cobbs Hill Road & a vacant crown land lot

(FR 1644049-3).

Current use of 155 Cobbs Hill Road is best described as a pastoral property with associated residence whilst the other two parcels are best described as vacant pastoral land. It is understood adjoining owners had agreements to enable stock to be grazed on these parcels from time to time. As such traffic generation from these sites was minimal hence the 4m wide pavement that was constructed as part of the Brighton Transport Hub construction.

All of these lots have the potential for further development as they are currently zoned General Industrial under the Tasmanian Planning Scheme.

2.1. ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Based on DSG'S report generated on 3rd November,2020:

Current Data:

In 2019 Glenstone Road had an AADT of

3506 vehicles/day towards/from Bridgewater with 39.9% of the traffic counted to be trucks.

1042 vehicles/day towards/from Brighton with 34.4% of the traffic counted to be trucks.

Forecasted Data:

It has been forecasted in DSG's report that in 2021

The AADT on Glenstone Road is projected to be 3925 vehicles/day with an annual growth rate of 8.510% towards/from Bridgewater; and

The AADT on Glenstone Road is projected to be 1021 vehicles/day with an annual growth rate of 3.733% towards/from Brighton;

Assume a similar ratio for the traffic generated by the strata.

The AADT on Glenstone Road from the strata is projected to be 428 vehicles/day or an overall increase of 10.9%

The AADT on Glenstone Road from the full potential development of the site is projected to be 105 vehicles/day or an overall increase of 10.3%

2.2. SIGHT DISTANCE AT THE INTERSECTION OF 221 GLENSTONE ROAD

Upon inspecting on site, the intersection satisfied all the requirements of Safe intersection sight distance (SISD) for a design speed of 80km/h (SISD = 175m each side from the conflict point at the intersection) being 190m to the north and over 300m to the south as per TSD-RF01. It is to be noted that the posted speed limit on Glenstone Road is 70km/h.



Figure 3: View along Glenstone Road to the north from existing road



Figure 3: View along Glenstone Road to the south from existing road

3. CONCLUSIONS

Upon reviewing the data from DSG and sight distance investigation, it can be said that the proposed upgraded access will have no adverse impact on the traffic conditions on Glenstone Road as the current and forecasted data already largely incorporates the traffic volume generated by the proposal. Refer to the attached DSG report generated on 3rd November, 2020.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The expected maximum future traffic conflict at the road junction/ entrance during peak traffic periods will be less than 40% of this maximum conflicting traffic volume.

Access to 155 Cobbs Hill Road will be compliant with all required standards as the access road will be upgraded to an 11m from the current pavement per TSD-R06-v3. 155 Cobbs Hill Road will have a dedicated independent access point onto the cul-de-sac head separate from all traffic that will be generated by the proposed development.

It is noted that traffic in this cul-de-sac environment will be of a low speed nature typically 40 km per hour or less.

Access to 155 Cobbs Hill Road will not be adversely affected by this development.

TRAFFIC IMPACT STATEMENT

PROPOSED NEW ENTRANCE 221 GLENSTONE ROAD

GLENSTONE ROAD BRIDGEWATER

17 September 2021

Job Number 47359HC

Prepare by

Dean Panton BE, FIE Aust, CP Eng NER

Civil Engineer



1. STATEMENT OF QUALIFICATION & EXPERIENCE

This TIS has been prepared by an experienced and qualified civil engineer with over 40 years' experience in road and intersection design. This TIS was prepared by Dean Panton. Dean's experience and qualifications are briefly outlined as follows;

- Bachelor of Engineering (Civil) University of Tasmania, 1975
- Fellow, Institution of Engine
 - Institution of Engineers, Australia
- Member, Civil College
 Registered NER
 Institution of Engineers, Australia
- Certified Municipal Engineer Tasmania
- Certified Hydraulic Engineer Tasmania
- Member, Australian Water and Wastewater Association
- Member, Concrete Institute of Australia

Dean is a Consultant to PDA Surveyors Engineers & Planners and was formerly a Director of the firm for many years. Dean has undertaken numerous Traffic Impact Statements and then the resulting road network design for developments of all sizes for PDA's varied client base, including large residential & industrial subdivisions.

2. INTRODUCTION

A new development is being proposed by Bullock Civil Contracting for the area of land shown below (Figure-1) contained in CT 164049/4 located at 221 Glenstone Road, Bridgewater

This Traffic Impact Statement has been prepared in support of the upgrading of an existing access which currently services the land and the adjoin property of 155 Cobbs Hill Road. It outlines the impact of the proposed upgrade on the Glenstone Road and 155 Cobbs Hill Road

The statement is based on the Department of State Growth's Glenstone Road (Station - A1105100 & Station- A1105120) annual road usage trend. An onsite sight distance investigation at the intersection of proposed site and Glenstone Road has also been conducted by PDA Surveyors Engineers & Planners.



Figure 1: Proposed Glenstone Road shown with the subject land parcel shaded orange. The blue shaded parcel show the parcel where the business was previously located.



Figure 2: Proposed extent of upgraded entrance location

Development Proposal

The proposed development is an 11ha industrial site accessed via a short access road off Glenstone Road.

3. TRAFFIC IMPACT ASSESSMENT

3.1 Proposed Development Traffic Generation

The current application will generate 4-10 heavy truck movements per day depending on the amount of recycled materials being transported.

Light Vehicle movements will be between 10 & 20 per day.

DSG data shows on average 35-40% of all traffic is heavy truck movements for Glenstone Road (see Section 3.4) thus the above estimates of 40-50% heavy truck movements for this development is considered conservative for an industrial use.

Note: Further future development of the site has been taken into account at section 3.2, this is important when considering the required standard to be applied for the existing road upgrade to ensure that work untaken does not limit future use of the site referred to in the site master plan.

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3.2 Future Traffic Generation

Rates were sourced from the Roads and Traffic Authority of NSW publication, Guide to Traffic Generating Developments, 2002 (RTA Guide). The RTA Guide provides the following equations for the peak hour traffic generation of Factories:

Rates

Daily vehicle trips = 5 per 100 m2 gross floor area

Evening peak hour vehicle trips = 1 per 100 m2 gross floor area.

Given a total developable site area of 11 hectares, the total gross floor area is expected to be in the order of 11,000m2 (approximately 10% of total site area). This results in a traffic generation as follows:

Peak hour vehicle trips (PVT) = 110 vehicles per hour

The proposed industrial use is therefore likely to generate in the order of 550 vehicles per day as an upper figure based on the total site area as set out in the RMS Guide when fully developed.

3.3 Current Conditions

The current access road has a sealed pavement of approximately 4m and provides access to three titles, being the subject land, 155 Cobbs Hill Road & a vacant crown land lot (FR 1644049-3).

Current use of 155 Cobbs Hill Road is best described as a pastoral property with associated residence whilst the other two parcels are best described as vacant pastoral land.

It is understood adjoining owners had agreements to enable stock to be grazed on these parcels from time to time. As such traffic generation from these sites was minimal hence the 4m wide pavement that was constructed as part of the Brighton Transport Hub construction.

All of these lots have the potential for further development as they are currently zoned General Industrial under the Tasmanian Planning Scheme.

3.4 Annual Average Daily Traffic (AADT)

Based on DSG'S report generated on 3rd November, 2020:

Current Data:

In 2019 Glenstone Road had an AADT of

3506 vehicles/day towards/from Bridgewater with 39.9% of the traffic counted to be trucks.

1042 vehicles/day towards/from Brighton with 34.4% of the traffic counted to be trucks.

Forecasted Data:

It has been forecasted in DSG's report that in 2021

The AADT on Glenstone Road is projected to be 3925 vehicles/day with an annual growth rate of 8.510% towards/from Bridgewater; and

The AADT on Glenstone Road is projected to be 1021 vehicles/day with an annual growth rate of 3.733% towards/from Brighton;

No actual traffic counts have been undertaken as part of this study as the DSG data is considered to be current and the best source for these figures as the traffic counts have been done over a longer duration than would be sampled by a site specific traffic count, thus giving a more accurate average number & breakdown of vehicles.

Assuming a similar ratio for the traffic generated by the proposed & full future development of the site based upon the site Master Plan gives the following growth of AADT.

Traffic Increase (Proposed Development)

The AADT on Glenstone Road from the full development is projected to be 24 vehicles/day towards/from Bridgewater or an overall increase of 0.6%.

The AADT on Glenstone Road from the full potential development of the site is projected to be 6 vehicles/day towards/from Brighton or an overall increase of 0.6%.

Traffic Increase (Full Future Development)

The AADT on Glenstone Road from the full development is projected to be 440 vehicles/day towards/from Bridgewater or an overall increase of 11.2%.

The AADT on Glenstone Road from the full potential development of the site is projected to be 110 vehicles/day towards/from Brighton or an overall increase of 10.7%.

It is noted that this increase rate would be spread over a number of years so annual increases would be much less than the total stated above applying a conservative estimate of 4 year development timeframe then the average growth rate would be less than 3% per annum.

3.1. SIGHT DISTANCE AT THE INTERSECTION OF 221 GLENSTONE ROAD

From on-site inspection, the intersection satisfied all the requirements of Safe Intersection Sight Distance (SISD) for a design speed of 80km/h (SISD = 175m each side from the conflict point at the intersection) as per TSD-RF01 having a SISD of 190m to the north and over 300m to the south. It is to be noted that the posted speed limit on Glenstone Road is 70km/h which is 10km an hour less than the design speed used for calculation of the SISD.



Figure 3: View along Glenstone Road to the north from existing road with SISD of 190m



Figure 3: View along Glenstone Road to the south from existing road with SISD of 300m+

4. Planning Scheme Requirements

The following codes apply to this application;

2.0 Parking and Sustainable Transport Code

3.0 Road and Railway Assets Codes

The relevant sections of these codes are addressed below.

C2.5 Use Standards

C2.5.1 Car parking numbers

C2.5.1 A1 is met as Table C2.1 states 1 space per $500m^2$ of site area + 1 space per employee, the development area is 8,768m2 plus parking for 5 employees = 22 parking spaces, which have been supplied including 1 mobility access park.

C2.5.2 Bicycle parking numbers - NA (no spaces required by Table C2.1)

C2.5.3 – NA per C2.2.2

C2.5.4 – NA per C2.2.3

C2.5.5 – NA per C2.2.4

C2.6 Development Standards for Buildings and Works

C2.6.1 A1 is met as the hardstand areas will be

- a) Constructed per pavement plan to ensure durable all weather pavement
- b) Will be connected to public stormwater system per supplied plans
- c) Will be surfaced with 2 coat spray seal

C2.6.2 A1.1 is met as all parking, access, manoeuvring and circulation spaces have;

- i) Gradient of 4% and is thus compliant with AS2890 as required
- ii) Vehicles can enter and exit in a forward direction as shown on the parking layout plan.
- iii) Has an minimum internal access width of 7m which is 2m wider than required by table C2.2
- iv) Parking spaces meet the requirements of table C2.3 for 90 degree parking with a combined access and manoeuvring width of 6.4m, being 2.6m x 5.4m
- v) Combined access and manoeuvring width adjacent to parking spaces is well in excess of 6.4m
- vi) Vertical height is not obstructed for any parking spaces.
- vii) Parking spaces will be delineated by painted lines or space markers
- C2.6.2 A1.2 is met as a parking space has been provided for people with a disability that is;
 - (a) As close as practicable to the office entrance
 - (b) Has been incorporated into the overall parking plan
 - (c) Has been designed and will be constructed to the applicable standard.

C2.6.3 Number of accesses for vehicles

C2.6.3 A1 is met as the frontage will have a single access

C2.6.3 A2 – NA as is not is Central Business Zone or in a pedestrian priority street

<u>C2.6.4 Lighting of parking areas within the General Business Zone and Central</u> <u>Business Zone</u>

C2.6.4 – NA as site is not in General Business Zone or Central Business Zone

C2.6.5 Pedestrian access

C2.6.5 A1.1 is met as

- (a) The proposed footpath is 1m wide and has a separation of 2.5m or more from accessways & parking aisles.
- (b) Pedestrians will have any need to cross access ways or parking aisles

C2.6.5 A1.2 is met as the no footpath is needed to gain access from the designated car space and the office – the access space directly in front of the office entrance is , and the gradient of the entire site is 1:25 or 4% thus much less than the required maximum of 1:14.

C2.6.6 Loading bays

C2.6.6 A1 is met the site is designated for use as a civil contractors yard the loading bay requirements are meet as follows;

This will generally occur in the area in front of the office or in front of the proposed 28m x 50m shed depending on the amount of space required which meets the listed requirements;

- (a) The type of vehicles likely to use the site will be heavy haulage trucks and heavy construction equipment such as excavators and bull dozers.
- (b) The nature of the use will be as a civil contractors yard which includes loading/unloading of heavy construction machinery for service & storage
- (c) Frequency of loading and unloading is irregular but typically not more than 1 or 2 per day.
- (d) The area and dimensions of the site allow adequate space for the required use without having areas delineated for this purpose alone.
- (e) The site is essentially flat and level thus allowing flexibility in the area used for loading.
- (f) The existing and proposed buildings have been sited with the proposed use in mind and will not interfere with the loading of trucks etc.

C2.6.6 A2 is met

C2.6.7 is not applicable as the site is General Industrial Zone

C2.6.8 is not applicable as the site is General Industrial Zone

C3.5.1 As the access is an existing junction rather than a new junction with Glenstone Road then the performance criteria of C3.5.1 P1 must be satisfied which states;

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

(a) any increase in traffic caused by the use;

Response – The modest increase of traffic generated by the development will have negligible effect on the road network as this growth has been allowed for in the DSG AADT growth forecasts

(b) the nature of the traffic generated by the use;

Response – The nature of the traffic generated is both in keeping with the existing traffic seen on Glenstone Road and also for the zoning of the land being General Industrial

(c) the nature of the road;

Response – It is proposed to upgrade the current formation from 4m to 11m pavement per TSD-R06v3, to allow for future development of the site as well the development currently being applied for, the nature of the road in the future would be an industrial feeder road.

(d) the speed limit and traffic flow of the road;

Response – Glenstone Road is signed as a 70km/hr road whilst the current access is unsigned so has an implied speed limit of 50km/hr, due to the geometry and short length of the access road the actual speed limit is expected to be less than 50kmhr.

(e) any alternative access to a road;

Response – given the existing access is a sub-standard road that was built to access three separate titles that are all zoned General industrial it is not considered appropriate to provide additional access for the proposed development, however as the current access does not meet the standards required for an industrial development then it is considered appropriate to upgrade the existing access.

(f) the need for the use;

Response – The proposed development is required to allow an existing business to relocate from over the other side of Glenstone Road, the proposed use meets the planning scheme requirements and is appropriate for the zoning.

(g) any traffic impact assessment; and

Response – Please see this report.

(h) any advice received from the rail or road authority.

Response – Crown Consent has been gained from DSG as the Road Authority for this application to be made and no issues were raised by DSG at this point thus further feedback has not been sought. Additional advice from DSG can be provided as part of the engineering design phase of the project.
5. CONCLUSIONS

Upon reviewing the data from DSG and sight distance investigation, it can be said that the proposed upgraded access will have no adverse impact on the traffic conditions on Glenstone Road as the current and forecasted data already incorporates the traffic volume generated by the proposal as it is the relocation of an existing business/use. Refer to the attached DSG report generated on 3rd November, 2020.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The expected <u>maximum future</u> traffic conflict at the road junction/ entrance during peak traffic periods will be less than 40% of this maximum conflicting traffic volume, the expected traffic generate from the proposed development is approximately 3% of this capcity.

Access to 155 Cobbs Hill Road will be compliant with all required standards as the access road will be upgraded to an 11m from the current pavement per TSD-R06-v3. 155 Cobbs Hill Road will have a dedicated independent access point onto the cul-de-sac head separate from all traffic that will be generated by the proposed development thus ensuring safe & efficient access for the existing use of the 155 Cobbs Hill Road.

It is noted that traffic in this cul-de-sac environment will be of a low speed nature typically 40 km per hour or less.

Access to 155 Cobbs Hill Road will not be adversely affected by this development.

It is intended that once the road is upgraded, which will be to full council standard that, the road will be handed over to the relevant road authority deemed appropriate by council & DSG. Additional road lots will be created and transferred to the road authority as required to ensure the full extent of the road works are contained within the road reserve boundaries.

Department of State Growth

Salamanca Building Parliament Square 4 Salamanca Place, Hobart TAS GPO Box 536, Hobart TAS 7001 Australia Email permits@stategrowth.tas.gov.au Web <u>www.stategrowth.tas.gov.au</u> Ref: SRA-21-371

Justine Brooks PDA Surveyors, Engineers & Planners obo Bullocks Civil Construction By email: justine.brooks@pda.com.au

Dear Justine

Crown Landowner Consent Granted - Glenstone Road, Bridgewater

I refer to your recent request for Crown landowner consent relating to the development application at Glenstone Road, Bridgewater to relocate recycling plant for construction materials.

I, Fiona McLeod, Director Asset Management, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (IF) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (IB) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 28 July 2021, and the documents approved, as follows:

Approved Document	Author	Date	Notes
Name		Received	
Crown Landowner	Justine	28-07-21	
Consent Application –	Brooks		
Glenstone Road,	(PDA		
Bridgewater	Surveyors)		
Certificate of Title –		28-07-21	
Folio Text – Folio Plan –			
FR 16049/4			
Environmental	Glenn Allen	01-10-21	221 Glenstone Road, Brighton, for Bullock Civil
Management Plan	(NTCADS		Contracting, 27 September 2021, Rev 0, Final
	Pty Ltd)		
Traffic Impact Statement	PDA	01-10-21	Proposed new entrance 221 Glenstone Road,
	Surveyors		Bridgewater, Job No. 47359HC, 20 September
	-		2021
Master Plan	PDS	01-10-21	Master Plan, Drawing No. 47329HC-10, Rev 0,
	Surveyors		First Client Issue, 20 June 2021, Preliminary
Supporting Development	Justine	28-07-21	RE: Development Application – to construct a
Application Letter	Brooks		workshop, shed, stockpile, bunded area and
	(PDA		associated access, to Brighton Council Planning
	Surveyors)		Department, from Justine Brooks (PDA Surveyors),
	- /		dated 27 July 2021, Ref: 47359HC, Pages 1-67



Access – construction or alteration (Access works permit required)

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

Forfurtherinformationpleasevisithttps://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_drivewaysor contact permits@stategrowth.tas.gov.au

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16 of the Roads and Jetties Act 1935, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reserve/on Crown land (Works permit required)

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

For further information please visit <u>http://www.transport.tas.gov.au/road/permits</u> or contact <u>permits@stategrowth.tas.gov.au</u>

Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 17B of the Roads and Jetties Act 1935 to concentrate and discharge drainage to the State road reserve.

The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

It is recommended that the proponent initiates early discussions with the Department concerning the overall stormwater design associated with the application to assist in streamlining the consent process.

For further information please contact Road Assets at <u>roadassets.utilities@stategrowth.tas.gov.au</u>

Requires Crown Land lease/licence

Prior to undertaking works, a Crown land lease/licence will be required to formalise the on-going use/occupation of the Crown land. Lease/licence establishment costs including the Crown's legal and valuation cost as well as an annual rental amount will be required to be covered by the Lessee/Licensee. For further information please email <u>Property.Assets@stategrowth.tas.gov.au</u>

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely

leod

Fiona McLeod DIRECTOR ASSET MANAGEMENT

Delegate of **Minister for Infrastructure and Transport** Michael Ferguson MP

15 October 2021

cc: General Manager, Brighton Council

INSTRUMENT OF DELEGATION

Land Use Planning and Approvals Act 1993

I, MICHAEL FERGUSON MP, being and as the Minister of the Crown responsible for the administration of land under section 52(1B)(a) of the Land Use Planning and Approvals Act 1993 (the Act) pursuant to section 52(1F) of the Act, hereby revoke all previous delegations made under section 52(1B) of the Act as made in the Instruments of Delegations dated 31 July 2018, and hereby delegate the performance and exercise of my functions and powers under the provisions set out below to the persons holding, occupying or acting in the position as listed next to that provision of the said Act, being an office or position within the Department of State Growth.

Position

Position No

Section 52 (1B)	General Manager State Roads	370470
	Director Network Management	372521
	Director Asset Management	372535
	Manager Transport Network Planning	371844

Dated this 30 th day of 2021

SIGNED:

MICHAEL FERGUSON Minister for Infrastructure and Transport



Submission to Planning Authority Notice

Council Planning Permit No.	DA 2021/ 200			ncil notice date	9/08/2021		
TasWater details	ter details						
TasWater Reference No.	TWDA 2021/01334-BTN			Date of response 16/11/2021			
TasWater Contact	Elio Ross Phone No. 0			0467 874 330			
Response issued to)						
Council name	BRIGHTON COUNCIL						
Contact details	development@brighton.tas.gov.au						
Development deta	ils						
Address	GLENSTONE RD, BRIDGEWATER Pro			perty ID (PID)	3504191		
Description of development	Retrospective planning approval for a recycling and waste depot						
Schedule of drawings/documents							
Prepared by	Drawing/document No.			Revision No.	Date of Issue		
PDA	47359HC. Sheets 2B, 3, 4, 5, 6, 7			0	26/07/2021		
PDA	47359HC . Sheets 28, 29, 30,			0	11/10/2021		
PDA	Hand Mark Ups on 47359HC . Sheets 28, 29, 30			0	11/10/2021		

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

- 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
- 3. Prior to commencing construction of the of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

- 4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
- 5. Prior to applying for a Permit to Construct/the issue of a Certificate for Certifiable Work (Building and/or Plumbing to construct new infrastructure the developer must obtain from TasWater



Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.

- 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- 7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
- 8. Prior to the issue of a Certificate for Certifiable Work (Building and/or Plumbing) Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, documents & concept servicing plan submitted for Development Application/ Planning, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
- 9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document / applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
- 11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
- 12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
- 13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 14. A construction management plan must be submitted with the application for TasWater Engineering



Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

- 15. Pipeline easements to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions requirements.
- 16. Prior to the issue of a Certificate of Water & Sewerage Compliance (Building and or Plumbing) / Certificate of Practical Completion from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement to cover existing/proposed TasWater infrastructure as required by condition 15. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.

TRADE WASTE

- 17. In the event that other than domestic/ office fixtures from the proposed office building (ie shed, workshop or wash down areas) are discharged to sewer then the following Traded Waste conditions apply.
- 18. Prior to the commencement of operation, the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
- 19. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
- 20. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

DEVELOPMENT ASSESSMENT FEES

21. The applicant or landowner as the case may be, must pay a development assessment fee of \$363.57, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

Trade Waste Advice

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. grease arrestor;

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

Details of the proposed use of the premises, including the types of food that will be prepared and served; and the estimated number of patrons and/or meals on a daily basis.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste



Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

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The application forms are available at <u>http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercialormatio</u>

General

For information on TasWater development standards, please visit <u>https://www.taswater.com.au/building-and-development/technical-standards</u>

For application forms please visit <u>https://www.taswater.com.au/building-and-development/development-application-form</u>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <u>www.taswater.com.au/Development/Service-location</u> for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor Development Assessment Manager

TasWater Contact Details					
Phone	13 6992	Email	development@taswater.com.au		
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au		

TasRail Standard Notes (V2021)

- Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
- Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
- Using or creating an unauthorised railway crossing or stock crossing is unsafe and strictly
 prohibited. If the proposed development interfaces with a rail crossing and/or rail corridor land
 it is recommended you contact property@tasrail.com.au to discuss the proposed interface
 ahead of the planning process. Consideration should also be given to the orientation and siting
 of above ground structures on adjoining land as well as landscaping to ensure there is no
 potential to obscure or obstruct the line of sight with respect to a railway crossing.
- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au
- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the Rail Infrastructure Act 2009. A minimum of seven (7) business days notice is required, but earlier engagement is recommended
- Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc.
- As per the *Rail Infrastructure Act 2007*, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.
- No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au
- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO. **DA 2021 / 00290**

LOCATION OF AFFECTED AREA 16 CLIVES AVENUE, OLD BEACH

DESCRIPTION OF DEVELOPMENT PROPOSAL

ADDITIONS & ALTERATIONS TO DWELLING

THE APPLICATION MAY BE VIEWED AT <u>www.brighton.tas.gov.au</u> 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 **24/01/2022** ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT <u>development@brighton.tas.gov.au</u>. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JANINE BANKS Acting General Manager



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PROPOSED ALTERATIONS & ADDITIONS

(Bedroom /Bathroom Extension & Workshop & Carport

Cover sheet, Existing house photo, Property ID, Drawing Register	DWG-01	_
Title site plan	DWG-02	1:300
Aerial view site plan -with easement	DWG-03	1:300
Existing Floor plan	DWG-04	1:100
Existing Elevations	DWG-05	1:100
Proposed Floor plan	DWG-06	1:100
Proposed East & West Elevations	DWG-07	1:100
Proposed North & South Elevations	DWG-08	1:100
Proposed Workshop Plan	DWG-09	1:100
Proposed Roof Plan	DWG-09	1:100

PLANNING APPLICATION SET



Drawing Register



SION 54 m ROPOS CARPORT 33.6 m2 DECK EXTENSION 11.5 m2 with workshop under 23.0 m2

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PROPERTY DATA: LOT 21 Plan SP41406

Permit Authority : Brighton Council Property ID - 2053974

5702 m2 approx.



PROPOSED ALTERATIONS & ADDITIONS

at 16 Clives Avenue OLD BEACH, TAS

for Brad & Jenny Parkin AERIAL VIEW SITE PLAN with easement

Amendments / Issues A Amended 22.10.21 B Carport reduced for sewer clearance 21.12.21

2/5





















21/12/21 DA-2021 / 290 Planning RFI letter Re: Alterations & Additions at 16 Clives Avenue, Old Beach **Project :** Attention: Andres Perez-Roca

Dear Andres,

In response to councils letter of 16/11/21 regarding the above, I submit the following, addressing all items as follows, in RED for clarity:-

1. Clause 8.4.2 of the Planning Scheme - Building envelope

Please provide shadow diagrams and a written response to the Performance Criteria in Clause 8.4.2 P3 of the Planning Scheme:

"The siting and scale of a dwelling must:

- not cause an unreasonable loss of amenity to adjoining properties, having regard to: (a)
 - reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

RESPONSE: please see shadow diagrams provided and the accompanying report & conclusions. Shadow diagrams, calculated for 22 June, from the top of the 1700 high deck privacy screens as required by council, do not affect any living areas of 14 Clives Av.

- (II) overshadowing the private open space of a dwelling on an adjoining property; RESPONSE: The closest portion of the house at 14 Clives Avenue upon which partial overshadowing will occur but only after 2pm is the southern bedroom wing of the house, not a living room wing. The private open space of the living area is the paved area to the east of the house.
- (iii) overshadowing of an adjoining vacant property; **RESPONSE:** Not applicable.
- or visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed (iv) from an adjoining property; RESPONSE: See the photograph below, taken from the existing deck of 16 Clives Avenue looking towards No 14. The proposed 1800 widening of the deck and the 1700 privacy screens will be



Photo looking at the southern neighbour, No 14 Clives Avenue.

The nearest portion of No 14, the bedroom wing, is completely hidden by the established trees against their northern fence.

The only shadows cast from the top of the privacy screen to the edge of the proposed extended deck will just begin to strike this bedroom wing corner (albeit, the trees) from after 2.00pm on the 22nd of June.

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(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area;
 RESPONSE: see locality photo below. The proximity of the proposed deck extension will still provide a separation to No 14 consistent with that existing on established properties in the area. In fact, the separation between No 14 & 16 will still be greater than average.



and

(c)

not cause an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property;

RESPONSE: not applicable – there are no solar panels on No 14 or

(ii) another dwelling on the same site." **RESPONSE**: not applicable.

Advice: Part of the proposed 'EXTENDED DECK with workshop under' is distanced by less than 4.5m from the boundary with the property at 14 dives Avenue. As such, the proposal is outside the

- building envelope in Figure 8.3 and does not comply with the Acceptable Solution in Clause 8.4.2 A3
- (a) (I) of the Planning Scheme. For this reason, shadow diagrams and a written response to the Performance Criteria in Clause 8.4.2 P3 of the Planning Scheme are required. AS ABOVE.

GOOD DESIGN IS YOUR BEST INVESTMENT



2. Clause 8.4.6 of the Planning Scheme - Privacy for dwellings

Since the proposed 'EXTENDED DECK' has a finished floor level more than im above the existing ground level and part of it is setback by less than 3m from the boundary with the property at 14 Clives Avenue:

- 2.1. Please provide amended elevations showing that this part of the deck will have a permanently fixed screen to a height of not less than 1.7m above the deck's finished floor level, with a uniform transparency of not more than 25%.
 RESPONSE : See amended plans with privacy screen with a transparency of less than 25% noted to the southern proposed edge. (90x20 screen battens with a 25mm gap)
- 2.2. Alternatively, you can propose other suitable measures to minimise overlooking of the dwelling at 14 Cllves Avenue and its private open space. Trees to be planted on the southern boundary to provide the necessary privacy. After sufficient growth to provided the required privacy, the deck screen is proposed to be removed down to handrail height of 1m. See the photo only a small number of trees would be required to fill the gap in the neighbours trees, and they would need to reach a height of approximately 3m.

3. TasWater

Pursuant to the Water and Sewerage Industry Act 2008, your application has been referred to TasWater and TasWater has requested additional information (attached).

RESPONSE: Archers were engaged to locate the services and did so on 20/12/21. See attached "Certified Plant Locator Site Record Form". See the revised plan DWG-06 with the detailed information required.

The proposed carport footings have been relocated accordingly to achieve the required offset (carport reduced to 6 x 5.4 m outside SHS post dimensions) to ensure that the 450 diameter footings are 1150mm to the outside wall of the DN150 sewer main.

The carport eaves have been reduced to 300mm all round to ensure the eaves are 1025mm to the outside wall of the DN150 sewer main.

It is requested that council consider the above responses.

Yours sincerely, Dennis Cantwell -Building Designer – CC5242C Ph 0414 310 328

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Winner of multiple HIA awards,
 2004 Hotels Association Award,
 Innovative quality designs for domestic and commercial buildings,
 Extensive experience in construction and design,
 Comprehensive site analysis,
 Complete service from sketch designs through to Council submissions.





12/12/21 Re: 16 Clives Avenue, Tasmania Proposed DECK EXTENSION + Privacy Screen SHADOW DIAGRAM REPORT

This shadow diagram report address the effects of shadows that would be thrown by the proposed deck extension over the existing southern neighbouring property, No 14 Clives Avenue.

Note that the shadows include for the council requested 1700 high privacy screen around the deck extension sides, which clearly increases the shadows. The top of the 1700mm privacy screen would be 4.4m above the ground.

For the sake of the shadow diagrams, the screen is taken to have 0% transparency.

All shadow diagrams are shown with north directly up the page.

The report examines the shadows for the hours 9am, 11am, 12 noon, 1pm, 2pm and 3pm at:-

- June 22, the winter solstice

The Winter solstice shadows do not cause any significant shadows on the southern neighbours rear yard, until 1pm onwards.

Only from 2pm to 3pm and later does the deck privacy screen cause partial shading of the neighbours wall during the Equinox, but this wall of the rear bedrooms.

Shadow software

The software used to generate the diagrams is "ShadowDraw" produced by RG Harvey Pty Ltd Melbourne (03) 9670 7904 using data derived from CSIRO data for Hobart and performed in AutoCad. Refer www.shadowdraw.com.au

Dennis Cantwell -Building Designer - 0414 310 328 Tas Licence CC5242C

GOOD DESIGN IS YOUR BEST INVESTMENT













ARCHER'S			140	40 CERTIFIED PLANT LOCATOR SITE RECORD FORM				
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DISCLAIMER: Duty of Care. All asset owners guidelines to apply. Pothole by hand or use Non-destructive Hydro Excavation methods to expose and verify location and depth of all assets.								
Supported Source + Telstra lead ins.								
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	Certified Plant Locator Customer/Client							
Name (PRINT): Chris Johnson Na WA #- C/ 20073 B				Name (PRINT): VENN'S CCN WCM Business Name:				
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Submission to Planning Authority Notice

Council Planning Permit No.	DA 2021 / 00290			Coun	cil notice date	12/11/2021
TasWater details						
TasWater Reference No.	TWDA 2021/019	.968-BTN			of response	05/01/2022
TasWater Contact	Timothy Carr	Phone No.		0419 306 130		
Response issued to)					
Council name	BRIGHTON COUNCIL					
Contact details	development@brighton.tas.gov.au					
Development deta	ils					
Address	16 CLIVES AVE, OLD BEACH			Property ID (PID) 7613926		
Description of development	Alterations & Additions					
Schedule of drawings/documents						
Prepare	ed by	Drawing/document No.			Revision No.	Date of Issue
Dennis Cantwell –	Building Design	Proposed Floor Plan – DWG-06/		06/B	В	21/12/2021
Conditions						

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

SEWER CONNECTION

1. Any removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

Advice; The existing sewer lot connection must be located and be shown on the plan. The existing sewer lot connection must be no closer than 1.0m from the proposed carport.

56W CONSENT

2. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

3. The applicant or landowner as the case may be, must pay a development assessment fee of \$219.04 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit <u>https://www.taswater.com.au/building-and-development/technical-standards</u>

For application forms please visit <u>https://www.taswater.com.au/building-and-development/development-application-form</u>

Service Locations


Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. The location of this infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <u>www.taswater.com.au/Development/Service-location</u> for a list of companies
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.
- (d) The location of the property service connection and sewer inspection opening (IO).

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor Development Assessment Manager

TasWater Con	ntact Details		
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

PROJECT INFORMATION

BUILDING DESIGNER: ACCREDITATION No: LAND TITLE REFERENCE NUMBER: FLOOR AREA DEMOLITION FLOOR AREA DESIGN WIND SPEED: SOIL CLASSIFICATION: CLIMATE ZONE: BUSHFIRE-PRONE BAL RATING: ALPINE AREA: CORROSION ENVIRONMENT: FLOODING: LANDSLIP: DISPERSIVE SOILS: SALINE SOILS: SAND DUNES: MINE SUBSIDENCE: LANDFILL: DATUM LEVEL AT KERB: GROUND LEVEL: FINISHED FLOOR LEVEL: OVERFLOW RELIEF GULLY LEVEL:

MICHAEL EASTWOOD CC 1066 S 104332/14 600 m² 180 m² N3 М 7 NA NOT APPLICABLE MEDIUM NO NO UNKNOWN UNKNOWN UNKNOWN NO UNKNOWN UNKNOWN RL RL RL

Proposed Shed/garage For Kelvin Glen Madden

3 Summerville Place Brighton TAS 7030

PLANNING APPLICATION

Michael Eastwood

Onshore Design buiding designSTUDIO www.buildingdesignstudio.com.au

office 65 South Arm Road, Rokeby, 7019 mail/ 10 Restdown Drive, Otago, 7017 0429901003 onshoredesigns@bigpond.com

'Drawings and Specifications as instruments of service are and shall remain the property of the Building Designer. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Building Designer. The General Contractor is responsible for confirming and correlating dimensions at the job site. The Building Designer will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project."



Drawing List

Sheet Number

Sheet Name

Title Sheet Site Plan Site Plan 250 Floor Plan Elevations Section A-A Section B-B 3D Visuals





Rev.

Date



















Scale: Ac indicated	
Acreditation No. CC 1066 S	A4
Drawn Bv: Michael Eastwood	Sheet No:
Date: 30/11/21	Project No:







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Rev.	Date Description	- 600 BUILING DESIGNERS AUSTRALIA TAS	ore Designs	Proposed garage/shed	Drawing Title	Date: 30/11/21	Project No:
			Building Designers building design STUDIO mail: 10 Restdown Drive, Otago, 7017	^{at} 3 Summerville Place Brighton 7030	Elevations	Drawn Bv: Michael Eastwood Acreditation No. CC 1066 S	Sheet No:
		Printed Date // / / / / / / / / / / / / / / / / /	phone: mob 0429901003 web: www.buildingdesignstudio.com.au email: onshoredesigns@bigpond.com	^{for} Kelvin Madden		Scale: As indicated	/ (0











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	Acreditation No. CC 1066 S	A6
-	Drawn By: Michael Eastwood	Sheet No:
\	Date: 30/11/21	Project No:



Rev.	Date	Description		hore Designs	Proposed garage/shed	Drawing Title	Date: 30/11/21	Project No:
				- Building Designers building design STUDIO	^{at} 3 Summerville Place Brighton 7030	Section B-B	Drawn By: Michael Eastwood	Sheet No:
			Printed Date // //	mail: 10 Restdown Drive, Otago, 7017 phone: mob 0422901003 web: www.buildingdesignstudio.com.au email: onshoredesigns@bigpond.com	^{for} Kelvin Madden		CC 1066 S Scale: 1 : 150	A/







2 SE VISUAL

Rev.	Date	Description	- bdd Bulling DESIGNERS AUSTRALIA TAS	ore Designs	Proposed garage/shed	Drawing Title	Date: 30/11/21	Project No:
				Building Designers building design STUDIO mail: 10 Restdown Drive, Otago, 7017	^{at} 3 Summerville Place Brighton 7030	3D VISUAIS	Drawn By: Michael Eastwood Acreditation No. CC 1066 S	Sheet No:
			Printed Date ///	web: www.buildingdesignstudio.com.au email: onshoredesigns@bigpond.com	^{for} Kelvin Madden		Scale:	



December 2021

Development Application Compliance report

Prepared for

Brighton Council

obo

Kelvin Madden 3 Summerville Place Brighton, Tasmania 7030

Prepared by

Michael Eastwood

Onshore Designs onshoredesigns@bigpond.com mobile 0429901003

Introduction

This report forms part of a Development Application for **proposed shed in the 11.0 Rural Living Zone** and relies on the **acceptable solutions and part thereof the performance criteria** to satisfy part of the relevant planning standards. The report is to be read in conjunction with the design drawings prepared by **Michael Eastwood** that form part of this application.

It is the intent of this report to demonstrate compliance with all relevant scheme standards that form part of the Tasmanian Planning Scheme and that are applicable to this application.

Appendices:

Documents

- 1. Planning Application Form
- 2. Titles and folio plans

Drawings

3. Floor plan, elevations and site plans

Date	December 2021
Applicant Details	Michael Eastwood Onshore Designs
Owner Details	kelvin Madden 3 Summerville Place Brighton, Tasmania 7030
Property Details	Cert Title no 104332/14
Development Address	3 Summerville Place Brighton, Tasmania 7030
Development Type	Proposed 50m*12m garage Demolition 180m2 garage/shed
Development Type Development Area	Proposed 50m*12m garage Demolition 180m2 garage/shed 600m ²
Development Type Development Area Zone	Proposed 50m*12m garage Demolition 180m2 garage/shed 600m ² Rural Living
Development Type Development Area Zone Use	Proposed 50m*12m garage Demolition 180m2 garage/shed 600m ² Rural Living Residential

Description of Development Proposal

Proposed steel manufactured shed on slab

Applicable Planning Scheme Standards and Codes

ZONE 11 Rural Living

CODES

COMPLIANCE WITH PLANNING SCHEME

The proposed development is within a defined **Rural Living Zone**. Each scheme standard will be addressed in relation to the proposal.

11.0 Rural Living Zone

13.2 Use Table

Residential. If for home based business. Permitted

11.4 Development Standards for Buildings and Works

11.4.1 Site Coverage

I believe the site coverage is compatible with the character of the existing development in the area. The proposed is similar in size to a neighbours garage/shed and there are several large shed/garages in the area.

The proposed assists with the management of stormwater by using tanks as a retention area and filtering the stormwater through the use of garden and some household use.

P1 The site coverage is well over 400m²

All the allotments in this area are reasonable size and many of the allotments have a site coverage of that over 400m2 taking in consideration of the combination of the dwellings and sheds/garages. There is a neighbouring property that has a shed/garage of similar proportions then that of the proposed. Although this is an application for a large garage/shed there is to be a removal of 2/existing garage/sheds to enable more solar access to the existing dwelling and its private open space and to keep all the owners work and personnel vehicles etc in the one place.

- a) The property falls gently to the northern boundary. The topography of the site is relatively flat on the building plane.
- b) It's a large allotment and has handled large precipitations in the past. Stormwater collected from the roof area will use water tanks as a retention system and the owner plans to irrigate the paddock areas of the allotment with the water catchment. In the summer this area gets incredibly dry and

the idea is to keep the property in a fertile state throughout most of the seasons.

- c) The site is 3.086ha and has an odd shape but not that different from neighbouring properties of similar size. The size of the allotment allows for the proposed to have reasonable setbacks so as not to have any effect on the owners dwelling in relation to shadowing etc.
- d) There are no constraints provided by the existing dwelling and with the removal of the existing sheds gives the existing dwelling improved solar access to the dwelling and its private open space.
- e) There is no requirement to remove vegetation with this proposal.
- f) Neighbouring allotments have similar character to the proposed in relation to large sheds and dwelling and all sit in rather well within the vicinity.

11.4.2 Building height, setback and siting

A1

Building height is a maximum 6.5m

A2

Setback from frontage approx. 320m

A3

Northern boundary setback 10m. See site plan

P4 Residential use is a sensitive use. Setback to the north of 150m to an Agricultural Zoned property.

- a) Large allotment and separated from the Agricultural use property by another Rural Living Zoned property.
- b) Will not interfere with any existing buildings or use on neighbouring properties.
- c) The existing or potential uses on neighbouring properties are Residential.
- d) There are no proposed attenuation measures as the proposed will not create any noise ect.
- e) I believe there is no requirement for a buffer as the openings face the owners dwelling and the width of the proposed faces the neighbours property.

The proposed shed/garage is to protect the owners assets and used to park and protect all the owners vehicles ect. The owner has a building and excavation business that is run from the property. The proposed is designed to keep all the owners trucks, excavators, bobcats, building trailers and building gear all in the same covered area. It may seem a large building but the owner has a large amount of assets that require to be protected from the elements and give security measures hence the size of the building. The building will be also used to park the owners vehicles and recreational vehicles.

By removing the existing garage/sheds enables greater solar access to the existing dwelling and there private open space and reduces the scattering of outbuildings hence a more organised and usable use of space.

Yours Sincerely

Michael Eastwood

From: Sent: To: Subject: Admin Emails Friday, 28 January 2022 12:30 PM Development FW: DA 2021 / 00344

From: onshoredesigns@bigpond.com <onshoredesigns@bigpond.com> Sent: Friday, January 28, 2022 12:00:42 AM

Subject: DA 2021 / 00344

To whom it may concern re planning application DA 2021 / 00344

Application For Planning Permit (DA 2021 / 00344) DA 2021 / 00344, 3 Summerville Place, Brighton I have spoken with the owner and explained that no vehicles over 2 tonnes can be stored in the proposed garage and the garage is to be used for residential use only therefore the owners Truck and Excavator will be required to be stored off site.

The owner is aware that he can keep two (2) commercial vehicles in the proposed garage and these will be his builders ute and tool trailer. The other bays are to be used for personnel cars (2), recreational storage and protection for there boats and being a car

Enthusiast, storage and protection for there special interest vehicles. The preference is not to reduce the size of the proposed as it also gives a noise buffer to the Midlands Highway. They are not happy with the location and condition of the existing garages/sheds and are prepared to invest

A reasonable amount of money to improve the visual aesthetics of the allotment for themselves and neighbouring properties.

Regards Michael



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