

## Application for Planning Approval

## Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2022/298

LOCATION OF AFFECTED AREA

## 10 WOODRIEVE ROAD, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

# TRANSPORT DEPOT & DISTRIBUTION (BUS PARKING & STORAGE SHED)

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M., MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON REPRESENTATIONS MAY WRITTEN MAKE CONCERNING AN APPLICATION UNTIL 4:45 P.M. ON 20/4/2023. ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS. IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH General Manager





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DARREN CALOW LOT 10, WOODRIEVE ROAD BRIDGEWATER 7030 PROPOSED BUS SHED





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## 10 WOODRIEVE ROAD, BRIGHTON

DEVELOPMENT APPLICATION

### 10 WOODRIEVE ROAD, BRIGHTON

**Bus Depot/Parking** 

Last Updated - 7 March 2023 Author - Phil Gartrell Reviewed -

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**ireneinc** PLANNING & URBAN DESIGN

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## 1. EXECUTIVE SUMMARY

Ireneinc Planning have been engaged to prepare a planning report for a bus storage/depot at 10 Woodrieve Road, Brighton.

#### 1.1 SUBJECT SITE AND SURROUNDS

The site is located at 10 Woodrieve Road on the southern side of the Brighton Industrial Estate, with the following certificate of title.

• CT 182281/14.

The site has an area of approximately 3,606m<sup>2</sup> with frontage to Woodrieve Road and is currently vacant.



Figure 1: The site (source: www.thelist.tas.gov.au © State of Tasmania)

#### 1.2 PROPOSAL

The proposal is for a transport (bus) depot, which will primarily be used to park buses in support of our client's business - Calow's Coaches.

The application includes a  $12m \times 24m$  shed, with a maximum height of approximately 5.7m. The application also includes a 2.4m x 6m relocatable lunchroom which will sit adjacent to the main shed. A large, sealed turning and parking area has also been provided to ensure buses can be manoeuvred appropriately onsite and enable forward exit.

The site has capacity to support up to ten (10) buses, as illustrated on the amended site plan. It is intended that buses will enter the site from western crossover, drive through the shed, park, manoeuvre and exit in a forward direction via the eastern crossover.

The rear parking area will be gravel hardstand and drained to the proposed stormwater system. It is noted that the parking area sits across several drainage easements and early discussions with TasWater indicate no substantial concerns with the proposed arrangement, provided access to the pipework can be always provided and cover over the pipework is not reduced.

Preliminary discussions with Council engineers indicated the secondary crossover could be considered, provided both crossovers were single width.

No on-site vehicle servicing or wash down areas are proposed.

An area set aside for landscaping is to be provided along the frontage and down the western side of the shed in accordance with Council requirements - a landscaping plan can be provided as a condition on the permit.



Figure 2: Site plan (source: PDA Surveyors)

The following Policy also applies.

#### 1.3 INDUSTRIAL AMENITY POLICY

The general principals of the Policy are as follows:

- 1.1 A Development Application in a Light Industrial Zone and General Industrial Zone must demonstrate that a high level of amenity will be achieved, particularly in terms of frontage presentation and built form.
- 1.2 The property owner will be required to maintain the amenity of the site in accordance with the approved documents, to the satisfaction of Council.

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1.3 This Policy does not override any applicable standards of the Planning Scheme and is to be read in conjunction with these standards.

The following standards apply.

- A Development Application for a use and/or development (including change of use) should provide the necessary documentation (e.g. landscape plan, signage detail, parking and access plan, etc.) to demonstrate that it satisfies the "Top 10 Tips for Good Business Frontage Presentation", which may include:
  - o Site Plan
  - o Landscape Plan
  - Signage Detail
  - Parking and access plan

The proposed site plan illustrates these details - however, an indicative landscape plan is being prepared and will be provided.

- Elevation plans for a new building should demonstrate that:
  - All external metal building surfaces are clad in non-reflective pre-coated metal sheeting or painted; and
  - All concrete tilt panels must be painted, or treated by exposed aggregate or other surface deemed appropriate by Council.

The shed will be clad with colourbond steel cladding, finished in 'Deep Ocean' colour - as indicated below.





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## 2. PLANNING SCHEME REQUIREMENTS

#### 2.1 GENERAL INDUSTRIAL ZONE

The site is subject to the *Tasmanian Planning Scheme - Brighton* and is zoned General Industrial. The site is also subject to the Brighton Industrial Hub Specific Area Plan, which will be addressed separately.

An assessment against relevant standards is provided below.



Figure 4: The site in the General Industrial Zone (purple) - site area in red (source: www.thelist.tas.gov.au © State of Tasmania)

#### 2.1.1 ZONE PURPOSE STATEMENTS

19.1.1 - To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.

The proposal is for a relatively low impact transport depot and distribution area for Calows Coaches. The site will be primarily used to store buses when not in service and is consistent with the type of use/development that can be undertaken in the General Industrial Zone.

19.1.2 - To provide for use and development that supports and does not adversely impact on industrial activity.

The proposed use is not of a type, scale or intensity that would compromise or adversely impact on industrial activities within the zone.

#### 2.1.2 USE CLASS

The proposal falls into the following use class:

Transport Depot and Distribution

use of land for distributing goods or passengers, or to park or garage vehicles associated with those activities, other than Port and Shipping. Examples include an airport, bus terminal, council depot, heliport, mail centre, railway station, road or rail freight terminal and taxi depot.

The proposal requires buses to be parked on-site and is consistent with the definition above.

The use is permitted in the zone.

#### 2.1.3 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

#### 19.4.1 Building Height

**Objective**: To provide for a building height that:

(a) is necessary for the operation of the use; and

(b) minimises adverse impacts on adjoining properties.

#### SCHEME REQUIREMENTS

A1 - Building height must be not more than 20m.

**P1** - Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:

(a) the bulk and form of the building;

(b) separation from existing use on adjoining properties; and

(c) any buffers created by natural or other features.

#### RESPONSE

The primary shed on the site, which will be used to store the buses has a maximum height of approximately 5.7m and complies with A1.

#### Clause 19.4.2 - Setbacks

**Objective**: That the building setback is appropriate for the site.

#### SCHEME REQUIREMENTS

A1 - Buildings must have setback from a frontage of:

(a) not less than 10m;

(b) not less than existing buildings on the site; or

(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.

**P1** - Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

(a) the topography of the site;

(b) the setback of buildings on adjacent properties; and

(c) the safety of road users.

#### RESPONSE

The shed is to be setback over 10m from the frontage and complies with A1.

#### 19.4.3 - Landscaping

**Objective**: That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.

#### SCHEME REQUIREMENTS

- A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:
- (a) to a depth of not less than 6m; or
- (b) not less than the frontage of an existing building if it is a lesser distance.

**P1** - If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:

- (a) the width of the setback;
- (b) the width of the frontage;
- (c) the topography of the site;
- (d) existing vegetation on the site;
- (e) the location, type and growth of the proposed vegetation; and

(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.

#### RESPONSE

An indicative landscaping plan has been prepared - however the depth of the landscaping will be less than 6m.

P1

The depth of landscaping that can be provided is limited due to the site constraints (a number of pipeline easements) which requires remaining areas free from the easements to be utilised for vehicle circulation.

Notwithstanding, the indicative plan shows landscaping can be provided along the frontage, within the site and along the edges of the sealed area.

It is anticipated that the provision of a more detailed landscaping plan, if required, can be conditioned on the permit.

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#### 2.2 BRIGHTON INDUSTRIAL HUB SPECIFIC AREA PLAN

As indicated above, the site is also subject to the S10 - Brighton Industrial Hub Specific Area Plan, as shown below.



Figure 5: Extent of the S10 - Brighton Industrial Hub Specific Area Plan - subject site shown in red (source: www.thelist.tas.gov.au © State of Tasmania)

Within the SAP, there are additional provisions which apply, as follows.

#### 2.2.1 USE STANDARDS

#### BRI - S10.6.1 Sensitive use

**Objective**: That new sensitive use is not established within the Brighton Industrial Hub.

#### SCHEME REQUIREMENTS

A1 - Use or development is not sensitive use.

P1 - No performance criteria.

#### RESPONSE

The proposed use is not a sensitive use and complies with A1.

### 3. CODES

#### 3.1 PARKING AND SUSTAINABLE TRANSPORT CODE

#### 3.1.1 USE STANDARDS

#### Clause C2.5.1 - Car parking numbers

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

#### SCHEME PROVISIONS

A1 - The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

N = A + (C - B)

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

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

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

**P1.1** - The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

(c) the availability and frequency of public transport within reasonable walking distance of the site;

(d) the availability and frequency of other transport alternatives;

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

(g) the effect on streetscape; and

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

•••

#### RESPONSE

Under Table C2.1, Transport Depot and Distribution requires 3.5 car parking spaces for each 100m<sup>2</sup> of gross floor area.

The combined area of the storage shed and site office is approximately 295.2m<sup>2</sup>. This would generate a requirement for approximately 10.32 car parking spaces (rounded to 10).

The proposal provides a total of four (4) on-site parking spaces for staff, along with ten (10) designated spaces for buses at the rear of the site.

The proposed parking provided is greater than what is required under Table C2.1, therefore the proposal complies with A1.

#### Clause C2.5.2 - Bicycle Parking Numbers

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

#### SCHEME PROVISIONS

A1 - Bicycle parking spaces must:

(a) be provided on the site or within 50m of the site; and

(b) be no less than the number specified in Table C2.1.

**P1** - Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and

(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

#### RESPONSE

The use requires 1 bicycle parking space per 5 employees. As outlined previously, the maximum number of employees on-site at any one time will not exceed 4.

Therefore, no bicycle parking is required.

#### 3.1.2 DEVELOPMENT STANDARDS

#### Clause C2.6.1 - Construction of parking areas

**Objective**: That parking areas are constructed to an appropriate standard.

#### SCHEME PROVISIONS

A1 - All parking, access ways, manoeuvring and circulation spaces must:

(a) be constructed with a durable all weather pavement;

(b) be drained to the public stormwater system, or contain stormwater on the site; and

(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

#### RESPONSE

The primary parking, access ways and manoeuvring and circulation areas within 13.4m of the frontage will be constructed of concrete and drained to existing public infrastructure as per the stormwater plan and report prepared by PDA.

The rear bus parking area will have gravel hardstand seal. This is due to the extent of pipeline easements across the rear of the property. The gravel seal will minimise the need for cut/fill and will also enable more efficient access to the pipelines if required.

The proposal complies with A1.

#### Clause C2.6.2 - Design and layout of parking areas

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

#### SCHEME PROVISIONS

A1 - Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.

A1.2 - ...

**P1** - All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

(a) the characteristics of the site;

(b) the proposed slope, dimensions and layout;

(c) useability in all weather conditions;

(d) vehicle and pedestrian traffic safety;

(e) the nature and use of the development;

(f) the expected number and type of vehicles;

(g) the likely use of the parking areas by persons with a disability;

(h) the nature of traffic in the surrounding area;

(i) the proposed means of parking delineation; and

(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

#### RESPONSE

A response to the performance criteria has been provided, as the four (4) staff car parking spaces provided have widths of 2.4m, not 2.6m as required by Table C2.2.

Ρ1

The dimensions of the spaces are compliant with the Australian Standard for off-street parking (User Class 1) being 2.4m wide and 5.4m long - and are sufficient to cater for staff vehicles.

The nature of the use/development is of a low intensity, as the primary purpose of the site is for the safe and secure storage of the buses.

The site has been designed to ensure all vehicles can enter and exit in a forward direction and given the relatively low intensity of the proposed use, the arrangements are considered sufficient to provide convenient, safe and efficient parking.

It is also noted that the site will not be utilised by the public and spaces will be line-marked.

The access width complies with that required under Table C2.2, and the parking areas will be sealed concrete that can be utilised in all weather conditions.

The proposal complies with P1.

#### Clause C2.6.3 - Number of accesses for vehicles

#### **Objective**: That:

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

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

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

#### SCHEME PROVISIONS

A1 - The number of accesses provided for each frontage must:

(a) be no more than 1; or

(b) no more than the existing number of accesses,

whichever is the greater.

P1 - The number of accesses for each frontage must be minimised, having regard to:

(a) any loss of on-street parking; and

- (b) pedestrian safety and amenity;
- (c) traffic safety;
- (d) residential amenity on adjoining land; and
- (e) the impact on the streetscape.

#### RESPONSE

Entry and exit to the site will be provided via two crossovers, to facilitate appropriate entry and exit to the site for the larger vehicles. A response to the performance criteria has been provided.

Ρ1

(a) The proposed access points will not result in the loss of any designated on-street parking.

(b) The site is within an industrial area, where pedestrian activity is less frequent. Notwithstanding, the access points will be clearly defined and the site is located in a relatively low-speed environment, which serves to improve pedestrian safety.

It is noted that no designated pedestrian footpath has been constructed along the southern side of Woodrieve Road, which will encourage any pedestrian movement to occur along the northern side of the road.

(c) the immediate area has not been fully developed as yet. It is anticipated that vehicles movements along Woodrieve Road are currently relatively low and the proposed development is not expected to result in any impacts on traffic safety.

(d) n/a

(e) Whilst the ideal access solution would be one access providing entry and exit, the relatively narrow frontage and requirements for on-site turning and forward exit requires two crossovers. This is due to the size of the vehicles being stored on-site and to enable safe and efficient manoeuvring of vehicles.

The proposed arrangement involves two single-width crossovers. The western crossover will be used for ingress and the eastern crossover used for egress. Given the location of the site and nature of the area, with limited pedestrian/public activity, the proposed arrangement is not expected to have an unreasonable or undesirable impact on the streetscape.

The proposal complies with P1.

#### Clause C2.6.5 - Pedestrian access

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

#### SCHEME PROVISIONS

A1 - Uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

**A1.1** - 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.

**P1 -** Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site;

(b) the nature of the use;

(c) the number of parking spaces;

(d) the frequency of vehicle movements;

(e) the needs of persons with a disability;

(f) the location and number of footpath crossings;

(g) vehicle and pedestrian traffic safety;

(h) the location of any access ways or parking aisles; and

(i) any protective devices proposed for pedestrian safety.

#### RESPONSE

The use generates a requirement for 10 car parking spaces and a total of fourteen (14) have been provided - consisting of 10 x bus spaces and 4 x staff parking spaces.

As no footpaths are provided within the site, a response to P1 has been provided.

P1

(a) & (b) The site is not open to the public and will be accessible by staff only. Staff will be familiar with the site and the day to day activities being undertaken, including bus movements. Given the size of the buses, the site will be a very low speed environment, which substantially improves pedestrian safety within parking and circulation areas.

(c) the bus parking spaces are located at the rear of the site, away from the proposed staff parking spaces.

(d) vehicle movements will primarily occur during normal business hours.

(e) n/a

(f) two access points are proposed to the site, however no existing pedestrian footpaths are provided along the southern side of Woodrieve Road.

(g) Given that a large portion of industrial area is still being developed, the anticipated vehicle movements at this time are anticipated to be relatively low. In addition, the development will not generate public/patron vehicle movements.

Therefore, movements will only be associated with the buses and staff, which is anticipated to be of a relatively low volume.

The proposal has been designed to ensure on-site pedestrian safety and efficient vehicle movements.

#### Clause C2.6.6 - Loading bays

**Objective**: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

#### SCHEME PROVISIONS

A1 - The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.

P1 - Loading bays must have an area and dimensions suitable for the use, having regard to:

(a) the types of vehicles likely to use the site;

(b) the nature of the use;

(c) the frequency of loading and unloading;

(d) the area and dimensions of the site;

(e) the topography of the site;

(f) the location of existing buildings on the site; and

(g) any constraints imposed by existing development.

#### RESPONSE

No loading bays are required or proposed.

**A2** - The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

P2 - Access for commercial vehicles to and from the site must be safe, having regard to:

(a) the types of vehicles associated with the use;

(b) the nature of the use;

(c) the frequency of loading and unloading;

(d) the area and dimensions of the site;

(e) the location of the site and nature of traffic in the area of the site;

(f) the effectiveness or efficiency of the surrounding road network; and

(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

#### RESPONSE

The only commercial vehicles using the site will buses, which are owned and operated by the landowner.

The site has been specifically designed to cater for these vehicles, allowing them to enter, park and exit in a forward direction and do not require any designated facilities.

#### 3.2 ROAD AND RAILWAY ASSETS CODE

#### 3.2.1 USE STANDARDS

#### 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.

#### SCHEME PROVISIONS

**A1.2** - For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

•••

#### RESPONSE

The site forms part of relatively recent subdivision and no crossovers have been constructed. The proposal seeks provision of two new crossovers and the application seeks consent for those works, in accordance with A1.2.

#### 3.3 ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE

The lot falls within the extent of the Code, as illustrated below.



Figure 6: Extent of substation facility overlay across the site (source: www.thelist.tas.gov.au © State of Tasmania)

#### 3.3.1 USE STANDARDS

#### Clause C4.5.3 - Dust or other airborne particulates within a substation facility buffer area

**Objective**: That dust or other airborne particulates do not cause an unreasonable impact on the safe and reliable operation of electricity transmission infrastructure within a substation facility buffer area.

#### SCHEME PROVISIONS

A1 - No acceptable solution.

**P1** - A use listed in Table C4.1 and located within a substation facility buffer area must not generate dust or other airborne particulates that will cause an unreasonable impact on the operation of a substation facility, having regard to:

(a) the nature of the proposed use and the materials that will be stored and handled on the site;

(b) the conductivity or corrosiveness of any dust or other airborne particulates and its potential to affect the operation of the substation facility;

(c) proximity to the substation facility;

(d) any mitigation measures proposed; and

(e) any advice from the electricity entity.

•••

#### RESPONSE

The proposed use is not a use listed in Table C4.1 - therefore, A1/P1 is not applicable.

#### 3.3.2 DEVELOPMENT STANDARDS

#### Clause C4.6.2 - Buildings or works within a substation facility buffer area

**Objective:** That buildings or works within a substation facility buffer area are appropriately located to minimise risk to the security, operation, safety and access to existing and future electricity transmission infrastructure.

#### SCHEME PROVISIONS

A1 - Buildings or works within a substation facility buffer area must be located not less than 5m from a substation facility.

•••

#### RESPONSE

The proposed buildings/works are located well over 5m from the substation facility. The proposal complies with A1.

### 4. SUMMARY

The proposal is for the construction of a  $24m \times 12m$  shed and parking/circulation areas to house buses associated with Calow's Coaches.

The proposal also includes a removable  $2.4m \times 6m$  container which will be used as a site office. Two new crossovers are proposed to ensure buses can enter the site, manoeuvre straight into the shed and then utilise the proposed manoeuvring areas to exit in a forward direction.

A total of four (4) onsite parking spaces have been provided for staff, which is sufficient to cater for the number of staff that will be on-site. It is unlikely that additional spaces could be provided given the constraints across the site.

Ten (10) bus parking spaces have been provided at the rear of the site.

It is anticipated that a detailed landscape plan will be required, as a condition on any subsequent permit.



127 Bathurst Street Hobart, Tasmania 7000 Phone (03) 6234 3217 ABN 71 217 806 325 pda.hbt@pda.com.au www.pda.com.au

Our Ref: 48968MD 48968MD - Stormwater Report - 07.02.2023.docx

07 February 2023

The Acting Manager Development Services BRIGHTON COUNCIL 1 Tivoli Road Old Beach TAS 7017 Email admin@brighton.tas.gov.au

Attention: Jo Blackwell

#### DA2022/298 Transport Depot, 10 Woodrieve Road, Bridgewater Stormwater Report

#### 0. OVERVIEW

Reference is made to our previous report dated 09 December 2022 and to Council RFI dated 09 January 2023.

In response to Clause 1 of the RFI, additional area has been allocated for bus movements and parking. This has necessitated a revision of the stormwater concept in this report. Further details are given on the means of draining hardstand areas, in response to 2(c) of the RFI. Items 2(a) and 2(b) of the RFI are no longer applicable as the Developer has confirmed that there will be no washdown facilities provided.

#### **1. INTRODUCTION**

Figure 1 below shows the location of the site within the industrial area of Bridgewater.



Figure 1 – Site location within Bridgewater

#### OFFICES ALSO AT: KINGSTON 6 Freeman St, Kingston, TAS 7050

(03) 6229 2131

HUONVILLE 10/16 Main Rd, 50 Huonville, TAS 7109 (03) 6264 1277 LAUNCESTON 3/23 Brisbane St, Launceston, TAS 7250 (03) 6331 4099 **DELORAINE** 16 Emu Bay Rd, Deloraine, TAS 7304 (03) 6362 2993 **BURNIE** 6 Queen St, Burnie, TAS 7320 (03) 6431 4400 **DEVONPORT** 77 Gunn St, Devonport, TAS 7310 (03) 6423 6875 **SWANSEA** 3 Franklin St, Swansea, TAS 7190 (03) 6130 9099 The proposed site layout is shown in Figure 2 below.



Figure 2 - Proposed site layout

#### 1.1 Design criteria

The following design criteria have been adopted:

- Design the pipe system for the 2% AEP event
- Provide safe overland flows for the 1% AEP flows
  - Provide stormwater treatment to achieve the following reduction targets
    - 90% reduction in gross-pollutants
    - 80% reduction in total suspended solids (TSS)
    - 45% reduction in total phosphorous (TP)
    - 45% reduction in total nitrogen (TN)

#### 2. "MINOR" DRAINAGE SYSTEM

#### 2.1 Site Catchment Areas

Figure 3 shows the catchment breakdown, which relates to the proposed stormwater network in Figure 4. Note that in terms of runoff potential, the compacted gravel areas were considered the same as the concrete or sealed areas, to anticipate possible future sealing of the gravel surface. Table 1 gives the proportions of different surface coverage.



Figure 3 – Post development catchment breakdown.

#### Table 1 - Rainfall loss parameters

48968MD Stormwater	Management Pla	n - 10 Woodrieve	Rd									
POST DEVELOP	MENT										PRE DEVEL	OPMENT
Name	Area, m <sup>2</sup>	Roof Area	Hardened ground	Landscaping	EIA	RIA	PA	EIA %	RIA %	PA %	Name	Area, m <sup>2</sup>
1	347	0	347	0	347	0	0	100%	0%	0%	Predev	3571
2	996	0	996	0	996	0	0	100%	0%	0%		
3	302	0	302	0	302	0	0	100%	0%	0%		
4	802	0	454	348	454	0	348	57%	0%	43%		
5	15	0	15	0	15	0	0	100%	0%	0%		
6	287	287	0	0	287	0	0	100%	0%	0%		
7	93	0	93	0	93	0	0	100%	0%	0%		
8	729	0	23	706	23	0	706	3%	0%	97%		
	3571	287	2230	1054	2517	0	1054					3571
				3571			3571					
		TIA =	70%									

A full range of storm durations up to 4.5 hours was simulated using an IL-CL hydrological model. The following parameters were applied for the hydrological model (obtained from ARR data hub):

Table 2 - Rainfall loss parameters

Parameter	Value
Impervious Area Initial Loss (mm)	1
Impervious Area Continuing Loss (mm/hr)	0
Pervious Area Initial Loss (mm)	26
Pervious Area Continuing Loss (mm/hr)	4.3

Pre-burst rainfall depths were obtained from the ARR and Drains. No pre-burst depth was available for the 4.5-hour duration, so a value was estimated by interpolating between the ARR pre-burst depths for the 3-hour and 6-hour durations.

#### 2.2 Proposed stormwater system and model setup

The proposed stormwater system is shown in Figure 4 and the model setup in Figure 5. It is proposed to capture the stormwater by means of kerbs, gratings and side entry pits and drain the water into oversized pipes with orifice plates. The oversized pipes will provide detention storage and the orifice plates will provide flow restriction. The roof of the bus shed will be drained via downpipes to the underground system.

With reference to Figure 3, note that sub-catchment 8, which will be nearly entirely landscaped, will drain to the road as surface flow.

Ultimately, the stormwater from the site will be drained via a DN300 lot connection into the Council stormwater pipe in the road.

The design flows for the 2% AEP storm are shown in Figure 6.



Figure 4 - Proposed stormwater system



Figure 5 - Model setup



Figure 6 - 2% AEP design flows

#### 2.3 Results

The 2% AEP flow from the pre-developed catchment was estimated to be 39  $\ell$ /s. The sum of the postdevelopment flows for the piped system and the overland flow from catchment 08 is limited to 38  $\ell$ /s.

#### 3. "MAJOR" DRAINAGE SYSTEM

Figure 7 shows the 1% AEP design flows.



Figure 7 - 1% AEP design flows

The 1% AEP overland flows will all classify as H1 as per the Australian Institute of Disaster Resilience.

#### **4. STORMWATER TREATMENT**

The following stormwater treatment is proposed:

- SPEL Stormsacks in each pit
- 1 No SPEL Hydrosystem SHS.400/1

Figure 8 shows the output from the MUSIC model as well as the achieved reductions, which comply with the targets.



Figure 8 - MUSIC model output showing achieved reductions

#### **5. CONCLUSION**

- Stormwater attenuation will be provided by means of larger pipes and orifice plates to limit the 2% AEP flows to pre-development runoff rates;
- 1% AEP overland flows will be in Category H1, which is generally safe for people, vehicles and buildings;
- Stormwater treatment will be provided by means of Stormsacks for primary treatment in each pit and an SHS.400/1 Hydrosystem for tertiary treatment.
- No washdown facilities will be provided.

Yours faithfully,

#### PDA Surveyors, Engineers & Planners

Per:

RRammy

Roderick Parsons CIVIL ENGINEER

## irene<mark>inc</mark>

PLANNING & URBAN DESIGN

3 March 2023



Jo Blackwell Brighton Council 1 Tivoli Road OLD BEACH, TAS 7017

Dear Jo,

#### FURTHER INFORMATION - 10 WOODRIEVE ROAD, BRIDGEWATER

I am writing in response to the email received from Council on the 09/01/23 requesting further information in response to the proposed development at 10 Woodrieve Road, Bridgewater (DA 2022/00298)

The following is in response to those enquiries:

#### 1. Planning

(a) Please define the number of buses required to be parked outside of the proposed shed.

(b) Please provide an amended site plan showing driveway width and other essential measurements.

(c) It is advised to position the driveway apron from the kerb to the property boundary square to the road edge.

(d) Please show the position of the front fencing and gates to determine the following:

- [C2.5.1] The appropriate level of car spaces are provided to meet the needs of the use. The location of external bus parking needs to be clarified to understand potential conflicts and to ensure spaces allocated or required by attendees are not occupied by the use or poorly positioned.

- [C2.6.2] That parking areas are designed and laid out to provide convenient, safe, and efficient parking. The turning sweeps for buses need to be shown and defined as how the buses will exit in a forward direction.

The site will support up to 10 buses, with the amended site plan illustrating the designated parking bays. The western driveway has been positioned as such to enable efficient entry into the site for buses.

The bus swept paths and bays illustrate buses will be able to exit in a forward direction and ensures no impact on the four (4) staff parking spaces on the site.

A 1.8m high perimeter chain link fence is proposed, along with two gates across the access ways, as illustrated on the accompanying plans.

#### 2. Stormwater

(a) Please note that the application needs to better define "occasional maintenance" and clarify other activities such as servicing of buses, e.g., exchanging oil and cleaning. A statement should be given to the number of vehicles serviced per week or year and the number cleaned per week or month.

smithstreetstudio

#### ireneinc

49 Tasma St, North Hobart, TAS 7000 Tel (03) 6234 9281 Fax (03) 6231 4727 Mob 0418 346 283 Email planning@ireneinc.com.au ABN 78 114 905 074 (b) Depending on the definition and frequency, further information such as an activity risk assessment, location of the activity, bunding and treatment of wastewater may be required.

(c) Please show all hardstand falls to pits, grates, and kerb edging.

Please refer to the amended stormwater plan and report.

#### 3. Environmental Management Plan

(a) Please provide an Environmental Management Plan (EMP) prepared by a suitably qualified person, which addresses the environmental impacts of running the transport depot and how these potential hazards are to be appropriately managed.

It is considered an EMP is not required given that the site is to be used to store buses. The client has confirmed that no servicing or wash facilities are proposed. The only wastewater generated from the site will be from the on-site toilet which will be connected to the existing sewer infrastructure within the street.

#### 4. Signs Code

The provision of signage details now removes the need for any future discretionary application should signage be prepared. Details required include the type of sign, height, dimensions of sign "face", colour schemes/graphics/wording, and any illumination proposed.

No signage is proposed.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,

P. Correll

Phil Gartrell Senior Planner IRENEINC PLANNING & URBAN DESIGN

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