

Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2024/052

LOCATION OF AFFECTED AREA

1 RADIUS DRIVE & 28 STANFIELD DRIVE, OLD BEACH

DESCRIPTION OF DEVELOPMENT PROPOSAL

MULTIPLE DWELLINGS (27) AS PART OF ST ANNE'S RETIREMENT VILLAGE

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 MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **27/11/2024**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER 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.

JAMES DRYBURGH Chief Executive Officer







WY 01:55:11 7202/01/51

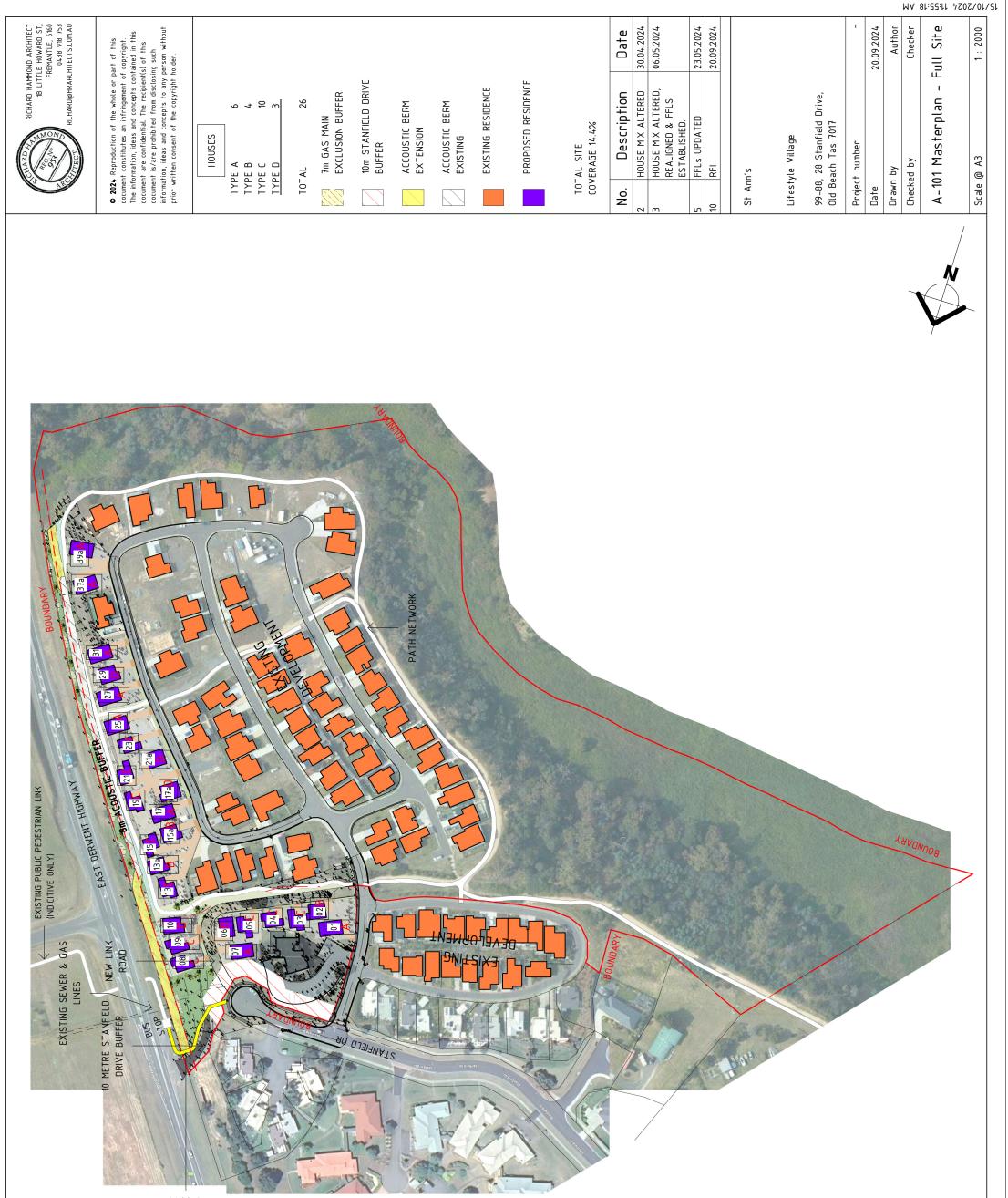
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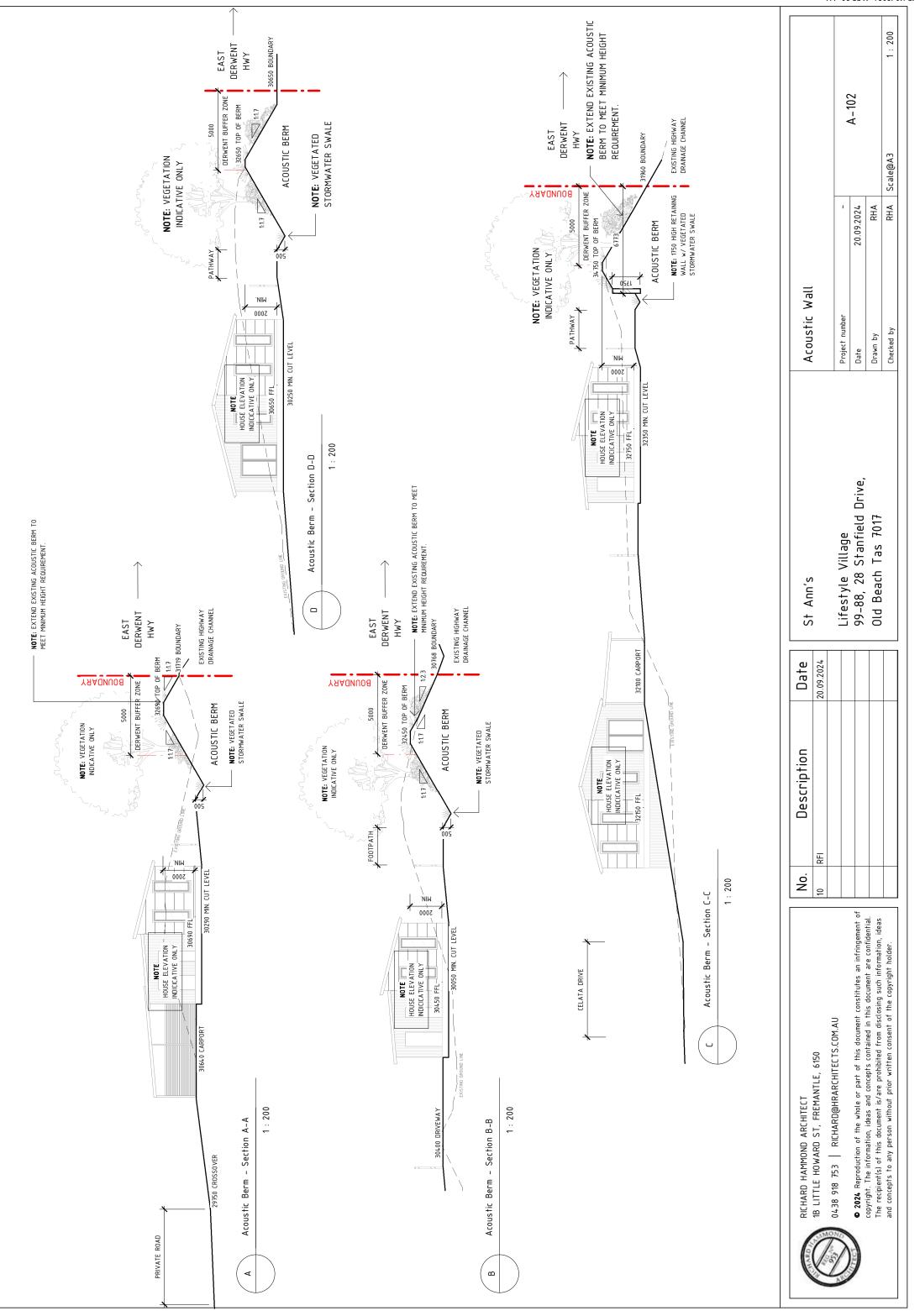
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Checked by

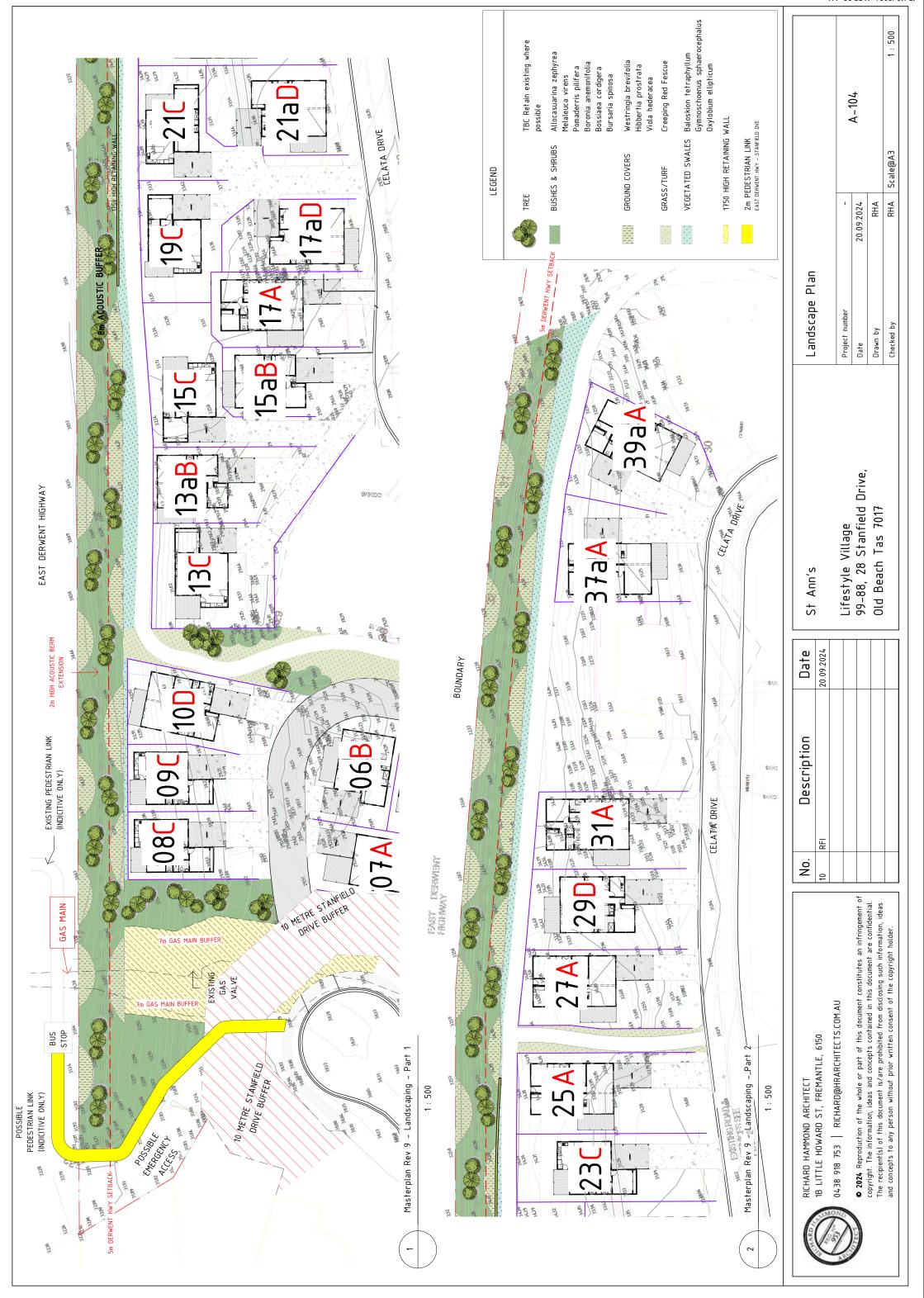
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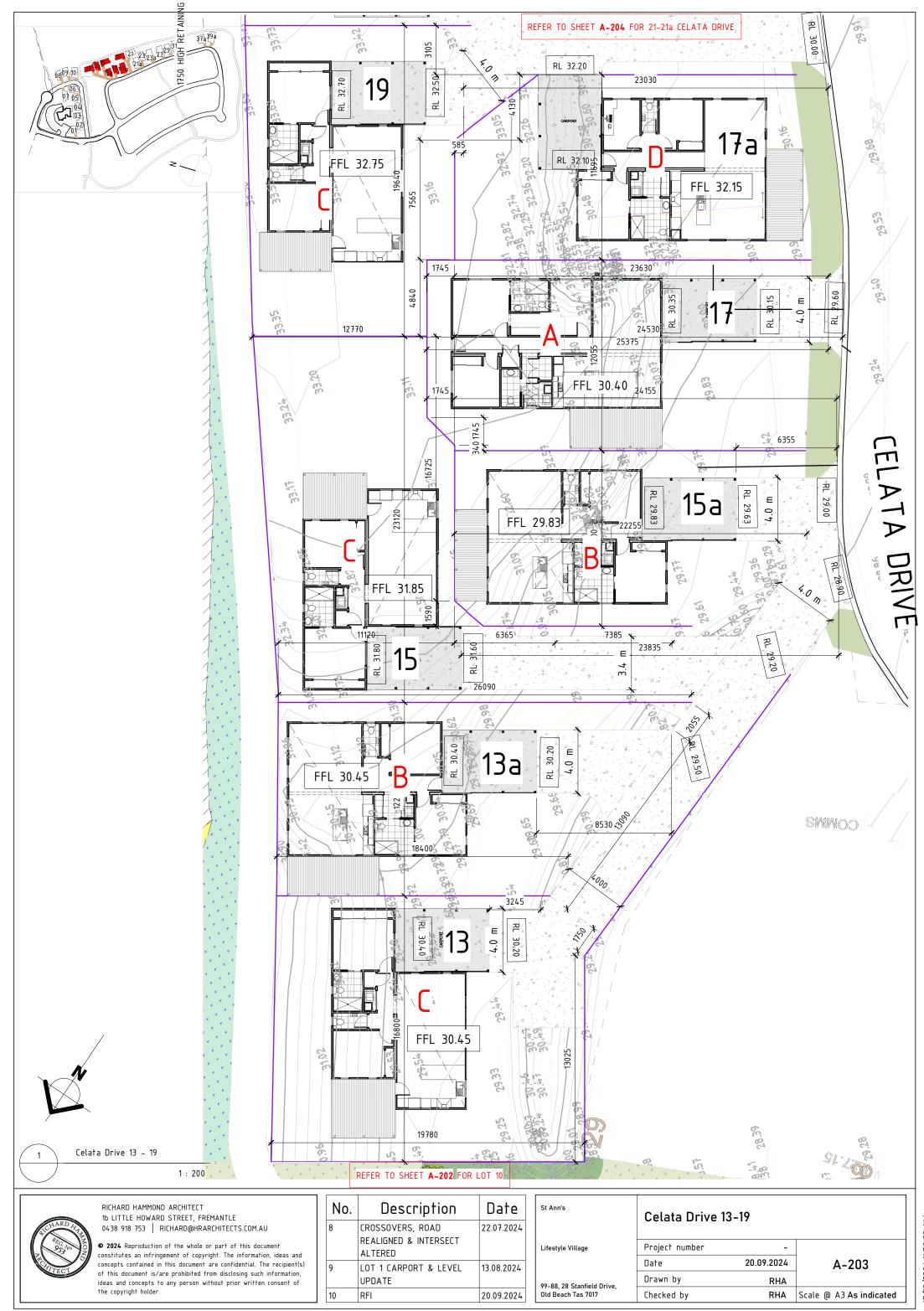






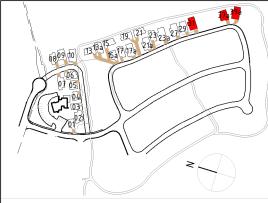
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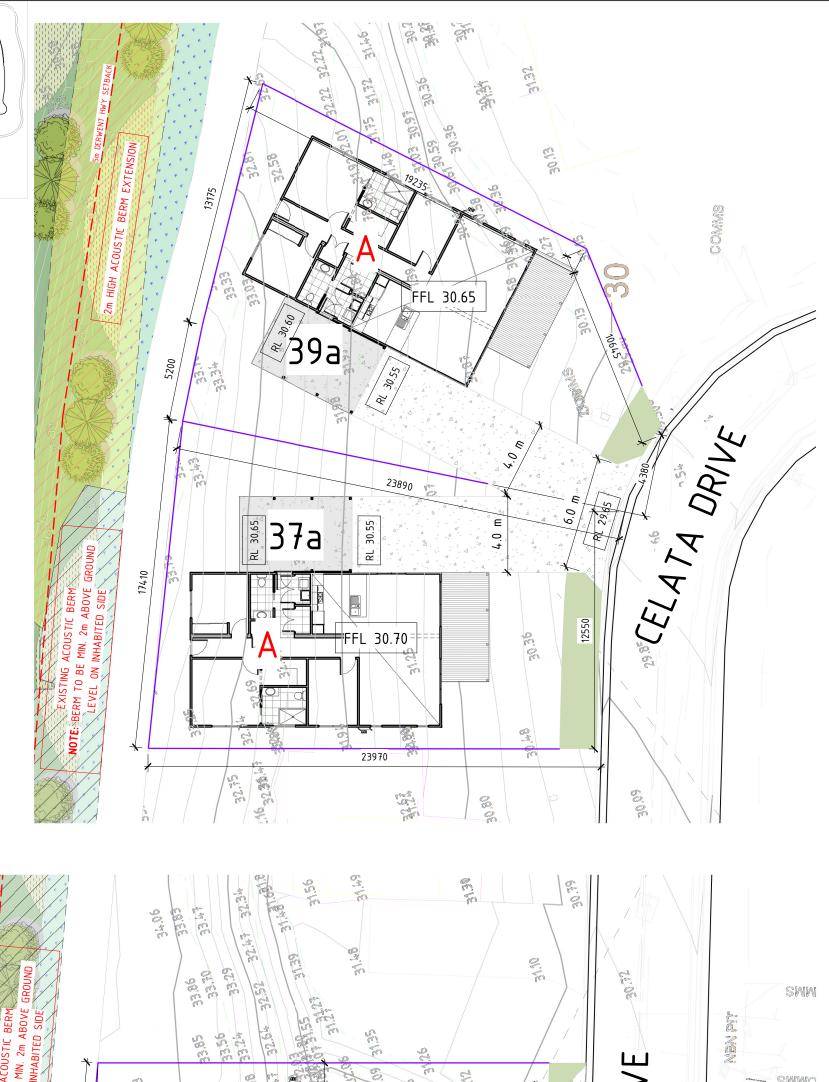


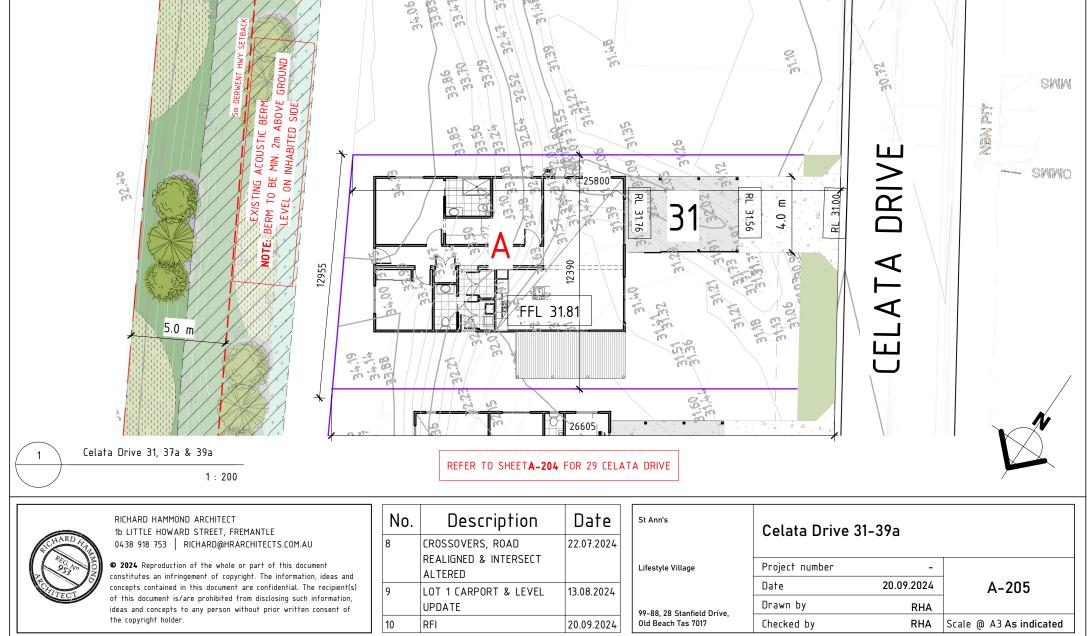


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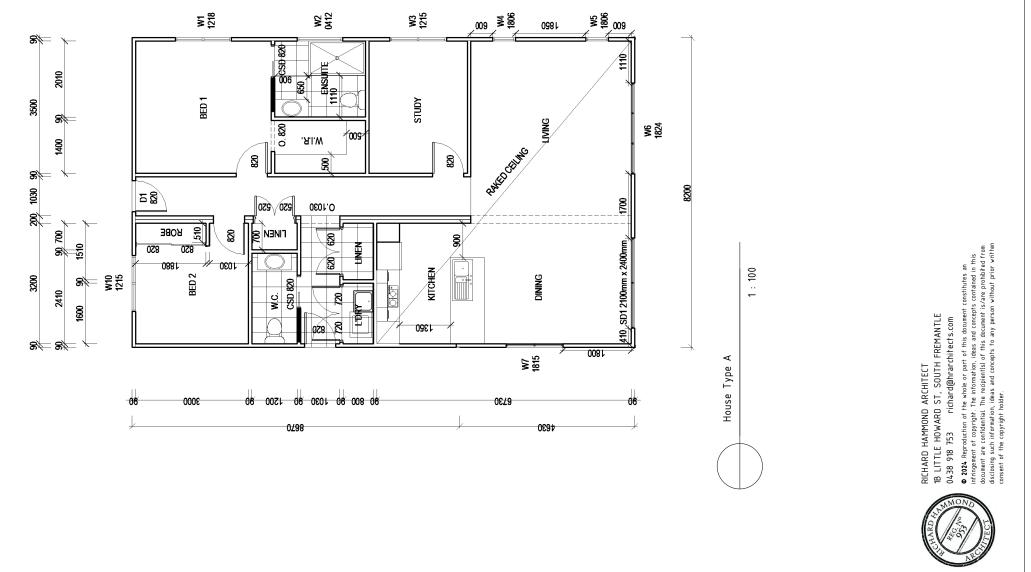
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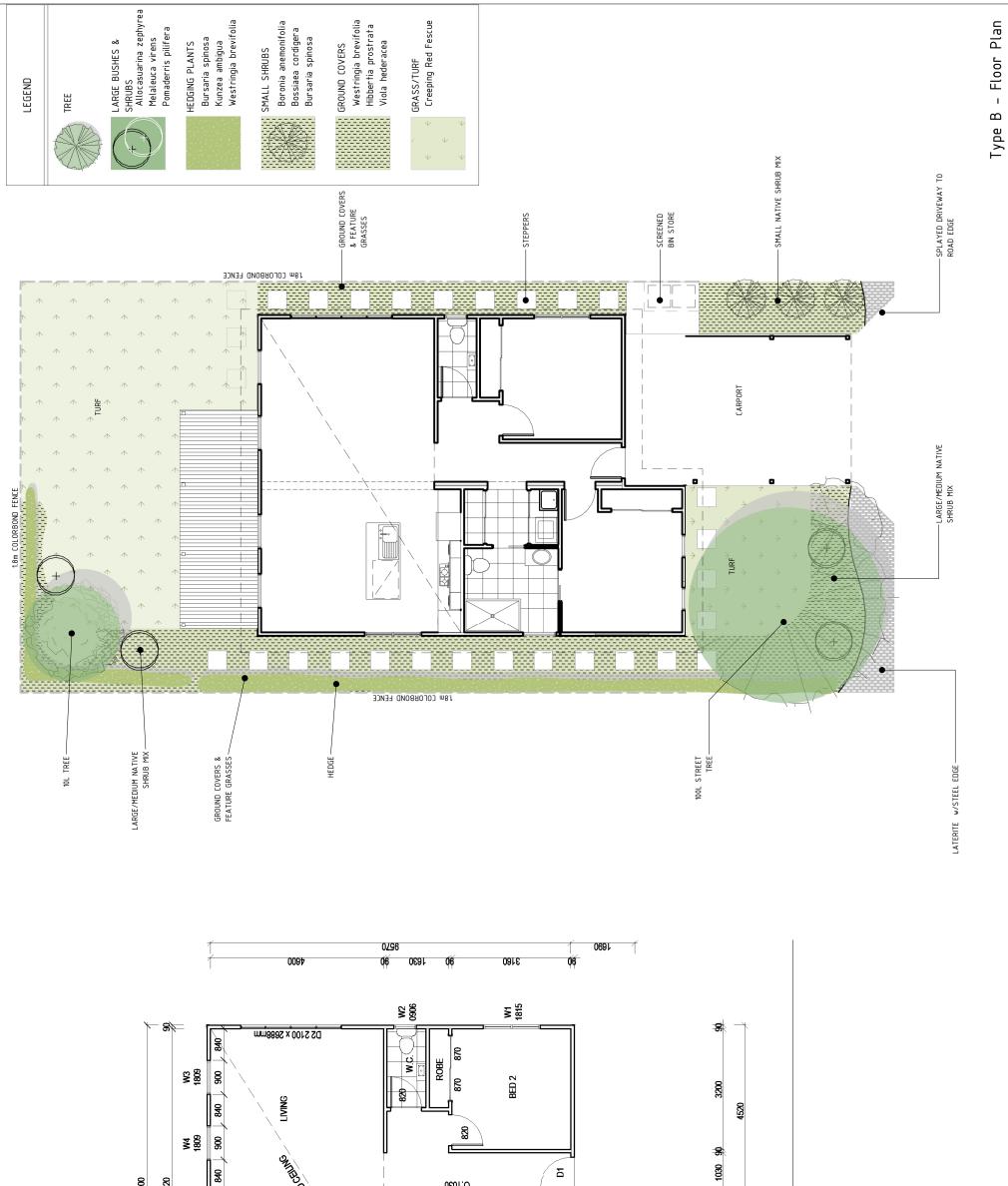
18m COLORBOND FENCE

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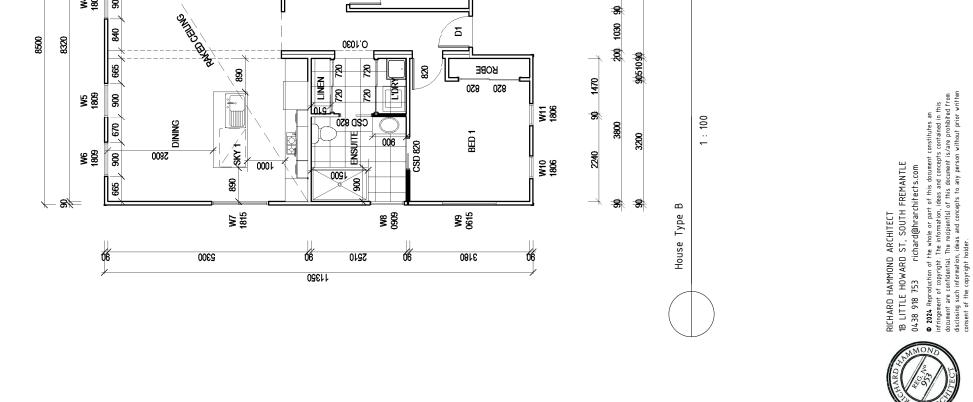
Melaleuca virens



St Ann's



Lifestyle Village 99-88, 28 Stanfield Drive, Old Beach Tas 7017 St Ann's



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Masterplan Rev 9 - Landscaping House - Type C

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Type C – Floor Plan St Ann's

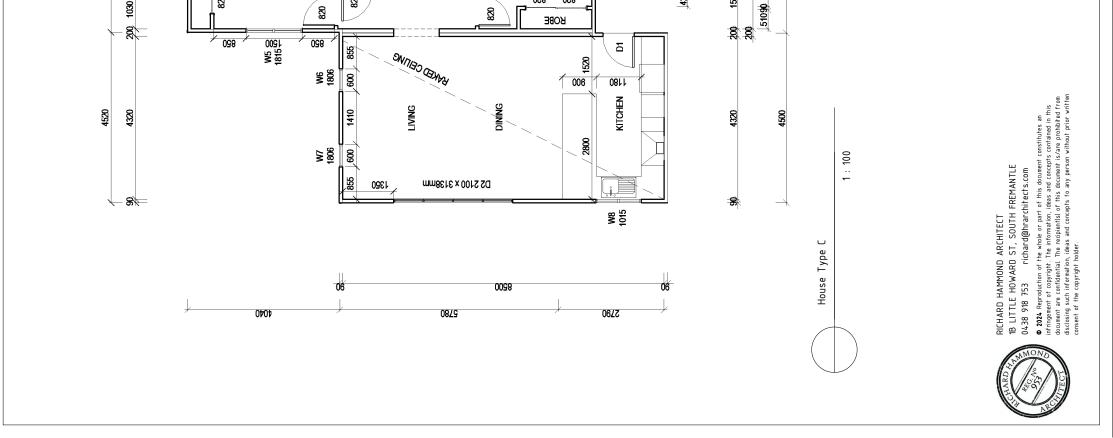
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LEGEND

10L TREES

1.8m COLORBOND FENCE

TREE



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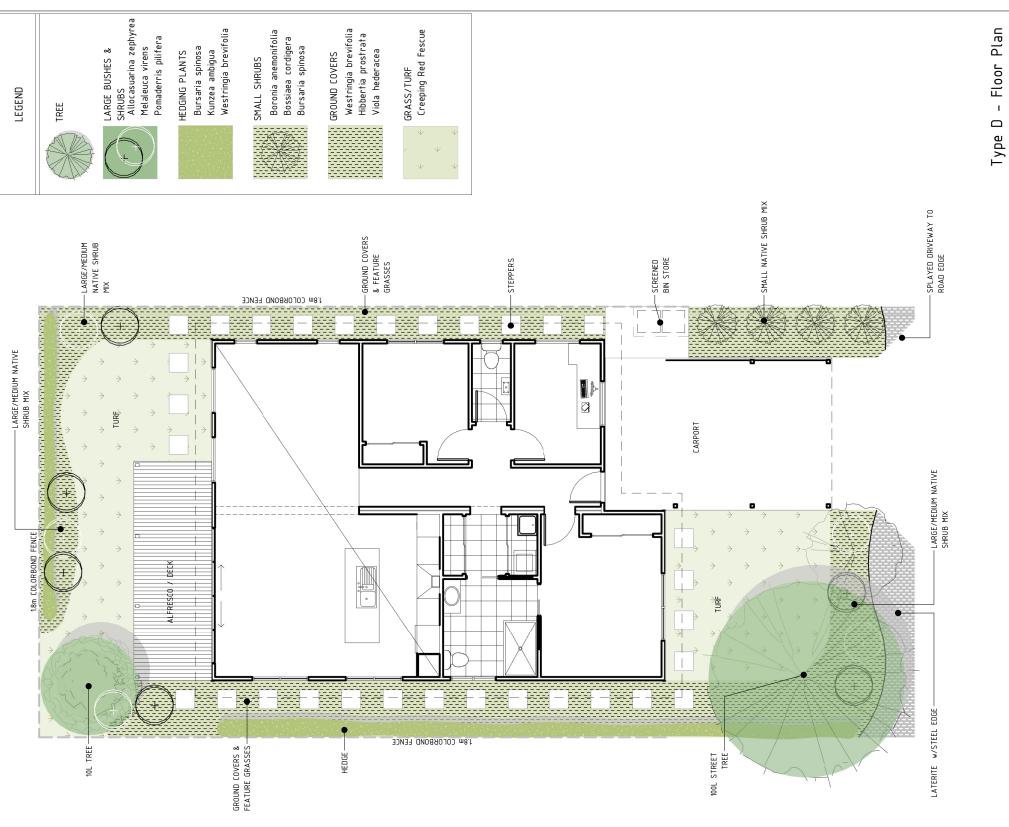
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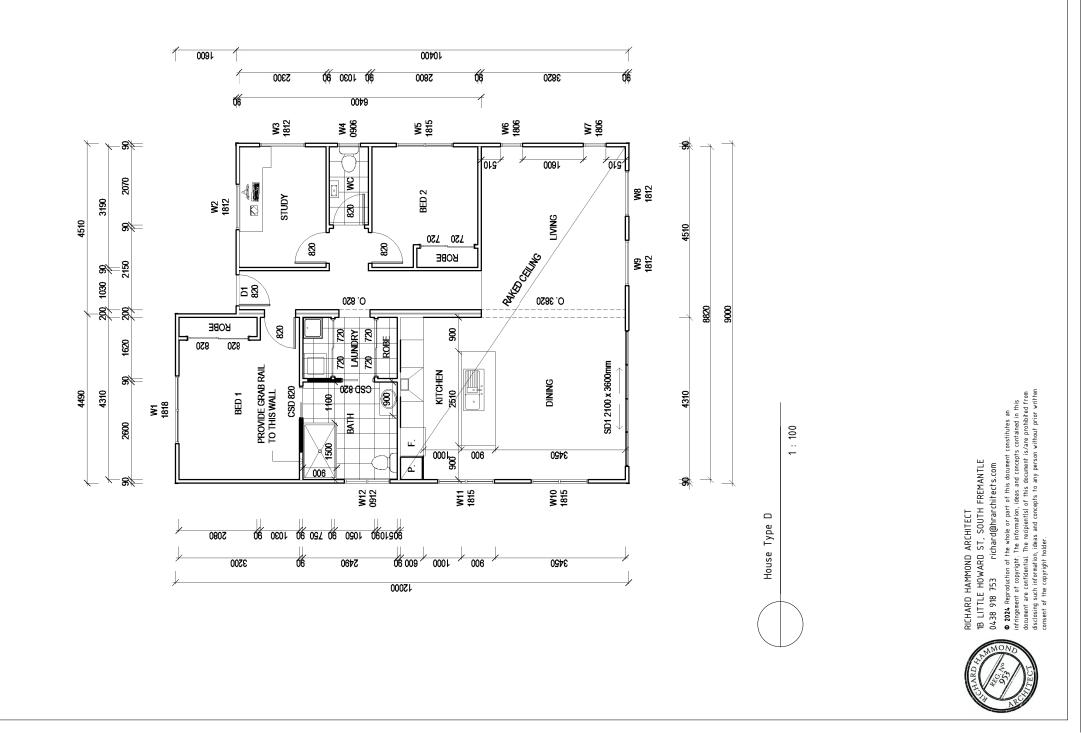
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Lifestyle Village 99-88, 28 Stanfield Drive, Old Beach Tas 7017 St Ann's

ireneinc Planning & urban design

16th October 2024

Jo Blackwell Senior Planner Brighton Council 1 Tivoli Road, Old Beach, TAS 7017

Dear Jo,

REQUEST FOR FURTHTER INFORMATION RESPONSE

1 RADIUS DRIVE, OLD BEACH

I am writing in response to Councils request for further information for DA 2024 / 00052 regarding multiple dwellings as part of St Anns Retirement Village at 28 Stanfield Drive and 1 Radius <u>Drive, Old Beach.</u>

The following responses are provided to Councils request.

1. Provide amended floor plans clearly indicating what unit type, etc, they relate to.

The masterplan & lot plans have been amended to demonstrate the correct house typology and number.

LANDSCAPING BRI-P1.6.4 A2

1. A landscaping plan

Advice: A landscaping plan is required prior to assessment to ensure that proposed landscaping does not impact underground infrastructure on the site, given the limited space available. This will ensure that there is sufficient space for the placement of approved vegetation. The landscaping plan should also include landscaping of the earth berm.

An indicative landscaping plan has been provided by RH architects. Landscaping is to be provided along the berm, as required under BR1-P1.1.3 & BR1-P1.1.4. Each dwelling will provide its own Landscaped area as required by BRI-P1.6.4.

No impacts to underground infrastructure will result from the landscaping. Any final siting and design details can be established through a permit condition.

Provide an amended proposal plan clearly showing the type and extent of the acoustic barrier recommended in the Noise Impact Assessment

Advice. Insufficient detail has been provided. The height, width, batter slopes and batter treatments should be detailed. Sufficient information is required to demonstrate the mound can be constructed within the property and without materially affecting the application (eg location of buildings).

Please refer to A-102 demonstrating the type and extent of acoustic barrier. The extension of the existing earth berm with the height, width and slope of each batter is provided. The design of the berm is considered to satisfy the requirements of the Noise Impact Assessment.

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



Any works to the berm will occur wholly within the site boundary and do not adversely affect the road reserve.

Provision should be made for pedestrian connectivity to the East Derwent Highway.

The proposal has been designed to allow for future pedestrian connectivity to the highway to occur.

The updated masterplan provides an indicative link between the site and the public pathway along the EDH. This demonstrates how a linkage can occur between the site and a nearby bus stop along the highway. Please note, this pathway is only indicatively shown, and detailed design can form part of a permit condition by Council.

The reason the pathway is only indicatively shown is to allow for potential changes and upgrades to the EDH, depending on the outcomes of the 2025 corridor study. Final siting of the pathway can occur once the outcomes of the corridor study are released.

Consideration should be given to maintaining emergency vehicle access to the East Derwent Highway (subject to DSG approval)

In the advice received from DSG, the following was requested:

Unless agreed otherwise, the existing access to the East Derwent Highway, 100m north of Riviera Drive, is to be removed and the nature strip/drain reinstated to the Departments satisfaction.

This access was created under a temporary access works permit (SA37-17), which allowed for temporary vehicular access to facilitate construction on site. The permit includes special conditions that authorize the construction of this access for a period of 18 months, concluding in July 2019. By the end of this period, the permit holder is required to remove the temporary access and restore the road reserve to the satisfaction of the department.

The reinstatement of the road reserve is covered under a separate permit and will be managed accordingly. As such, restoring the temporary access to the original roadside condition does not form part of this current application.

The developer should also plan on noise mitigation measures being within the developers land and not within the road reserve. This will help ensure any future road improvements through this area are not constrained.

As stated above, the entirety of the berm is proposed to occur within the developer's land.

4. Provide an amended Noise Impact Assessment (or an addendum) which considers the impact of the proposed extension of the earth berm.

Please refer to addendum provided by NVC detailing how the earth berm will satisfy the recommendations for noise mitigation.

5. Provide an amended stormwater management report and drawings, prepared by a suitably qualified person, in accordance with section 2.6 of DEP & LGAT (2021). Tasmanian Stormwater Policy Guidance and Standards for Development. Derwent Estuary Program and Local Government Association of Tasmania (Hobart, Australia).

The piped stormwater drainage system must be designed to comply with all of the following:

(a) be able to accommodate a storm with a 5% AEP when the land serviced by the system is fully developed;

(b) Stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

The development must consider an overland flow path to accommodate a storm with a 1% AEP.

Stormwater quality from the site must meet the following:

Standard Stormwater Treatment Requirements specified in Table 3 Water Quality Treatment Targets in DEP AND LGAT TASMANIAN STORMWATER POLICY GUIDANCE AND STANDARDS FOR DEVELOPMENT 2021 V1

Advice: General Manager's consent is required for connection to the public stormwater system in accordance with the Urban Drainage Act. Conditions will be imposed on any planning permit for the conveyance and quality of stormwater in accordance with the State Stormwater Strategy. Providing the information provided is satisfactory and planning permit conditions met General Managers Consent will be granted.

The report provided does not provide any calculations for the sizing of detention units. The report states:

"b) The design plan is for runoff from the new units to be detained to place additional demand on the existing private SW infrastructure. Therefore, Clarries Creek will be unaffected by any extra runoff from this development." It is assumed this should read "....detained to place no additional demand...."

The MUSIC model provided in the report divides the project into catchments. A plan defining those catchments should be included for clarification.

No detail on the proprietary treatment devices or their configuration has been provided. Of particular interest is how drainage other than road runoff will be directed into the proposed treatment units. Additionally some units such as the one proposed between units 8 and 9 will collect a very small portion of road runoff compared to others. The MUSIC model considers catchments with multiple treatment units as a single node. How have the individual units been sized?

Updated civil documentation will be provided under a separate cover at a later date.

6. Provide an amended Traffic Impact Assessment and plans, prepared by a suitably qualified person, addressing C2.0 Parking & Sustainable Transport Code and C3.0 Road and Railway Assets Code of the Tasmanian Planning Scheme.

Advice: Council considers that the TIA does not satisfactorily address reduction in parking from the acceptable solution with regard to the following:

1. The site currently provides parking of large vehicles on land that will be utilised under the current proposal. No alternative is proposed.

2. The application needs to consider visitor parking in areas where on street parking restrictions will need to be imposed to ensure service vehicles can maintain access and where driveways are shared (ie 13, 13a, 15, 15a, 17, 17a 19, 21, 21a) and there is no opportunity for jockey parking.

Dwellings 17a and 21 have challenging exists that are not supported. The need for multipoint turns will likely result in residents reversing. It is Council's opinion that these manoeuvre are neither convenient nor safe.

A number of the parking spaces are at the base of access stairs into dwellings. Ensure sufficient clearance is available.

It is also noted the TIA recommends a minimum carriageway width of 6.0m. The preliminary engineering plans have a carriageway width a little under 6m. Council will condition for a minimum carriageway width of 6.0m.

Dsg considers that alternative access to Stanfield Drive may be desirable given delays for vehicles existing Stanfield Drive will increase in time. DSG suggests tywo options to address tis:

-a connection to a future roundabout at the Riviera Drive/EDH intersection; or

-measures may ultimately need to be taken at the existing stanfield drive connection to the highway. This could include turn restrictions- whereby right turns out are required to u-turn at the roundabout at Gage Road, for instance.

The TIA should be updated to provide additional commentary on the above options.

7. provide an indicative roundabout design at the Riviera Drive/East Derwent Highway (EDH) intersection based on the EDH being single and double lane and demonstrate the impact on the proposed development with and without a connection to stangffield drive connection.

Advice: the indicative design can be at a concept level but must provide sufficient information to determine the impact on the proposed development.

Please refer to addendum provided by Salt3 responding to the above.

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

Yours faithfully,

Michela Fortini IRENEINC PLANNING & URBAN DESIGN

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> Sustainable Transport Surveys Pty Ltd ABN: 18 439 813 274

> > www.salt3.com.au

SAL

9 October 2024

Michela Fortini Planner Ireneinc Planning & Urban Design 49 Tasma Street North Hobart TAS 7001

Dear Michela

Re: 1 Radius Drive, Old Beach Project No: 24413

I refer to your request for an amended traffic engineering assessment in relation to the proposed retirement living development at 1 Radius Drive in Old Beach, namely the planned expansion of St Anns Living. Following the completion of our initial traffic impact assessment, Brighton Council has issued an updated RFI, dated 17 September 2024, which requires additional information regarding the plans and traffic engineering matters.

Our response is provided as follows:

Council considers that the TIA does not satisfactorily address reduction in parking from the acceptable solution with regard to the following:

- 1. The site currently provides parking of large vehicles on land that will be utilised under the current proposal. No alternative is proposed.
- 2. The application needs to consider visitor parking in areas where on street parking restrictions will need to be imposed to ensure service vehicles can maintain access and where driveways are shared (i.e., 13, 13a, 15, 15a, 17, 17a, 19, 21, 21a) and there is no opportunity for jockey parking.

Regarding the first point, the parking of larger vehicles (motor homes, caravans, etc.) occurs informally on the land east of Celata Drive. Provision of parking for these kinds of vehicles was neither required by the previous (2017) Planning Permit, nor is it required by the current Planning Scheme. The proposed development will likely result in these vehicles being parked on-street or on the owners' driveways, which is acceptable from a traffic engineering perspective.

Regarding the second point, all the internal streets are private streets (including the proposed new link between Stanfield Drive and Radius Drive), and there will be no need for imposing parking restrictions. Suburban residential streets of this nature generally do not have any parking restrictions and typically accommodate long-term on-street parking of vehicles. Regarding the driveways that are shared, the initial traffic impact assessment report prepared by SALT, dated 8 August 2024, recommended the Planning Permit includes a condition that parking along these common accessways shall be prohibited. It is also recommended that 'No Stopping' signs be installed on both sides of the common accessways. This could also be a Planning Permit condition.

Figure 1 shows an example of a 'No Stopping' sign (sign no. R5-35).



Figure 1 'No Stopping' sign (R5–35)

Dwellings 17a and 21 have challenging exits that are not supported. The need for multi-point turns will likely result in residents reversing. It is Council's opinion that these manoeuvres are neither convenient nor safe.

The initial swept path diagrams that have been prepared by SALT showed a car performing a three-point turn to enter dwelling 17a's carport, and a car performing a three-point turn to exit dwelling 21's carport. Clause 1.4 of Australian Standard AS 2890.1:2004 (Parking facilities – Off-street car parking) classifies off-street car parking facilities according to different user classes. Residential developments are classified as User Class 1A, which permits *"Three-point turn entry and exit into 90° parking spaces..."*. As such, the three-point turns for entering and exiting dwelling 17a's and 21's carports are acceptable under AS 2890.1:2004 and appropriate for the proposed use.

Nevertheless, the driveway has been modified to allow vehicles to access these carports without the need to perform three-point turns. SALT has prepared updated swept path diagrams, attached as **APPENDIX 1** at the end of this letter, that demonstrate:

- Three-point turn and forward entry into dwelling 17a's carport, which does not require a three -point turn to exit;
- Reverse entry into dwelling 17a's carport and forward exit, with no three-point turns required; and
- Forward entry into dwelling 21's carport and reverse exit, with no three-point turns required.

A number of the parking spaces are at the base of access stairs into dwellings. Ensure sufficient clearance is available.

The site layout plans have been amended and now show that the maximum difference between the carport and dwelling floor levels will be 50mm, which obviates the need to provide stairs into the dwellings.

It is also noted the TIA recommends a minimum carriageway width of 6.0m. The preliminary engineering plans have a carriageway width a little under 6m. Council will condition for a minimum carriageway width of 6.0m.

The site layout plans have been amended and now show that the proposed new link between Stanfield Drive and Radius Drive will have a carriageway width of 6.0m.

DSG considers that alternative access to Standfield Drive may be desirable given delays for vehicles exiting Stanfield Drive will increase in time. DSG suggests two options to address this:

- a connection to a future roundabout at Riviera Drive/EDH intersection; or
- measures may ultimately need to be taken at the existing Stanfield Drive connection to the highway. This could include turn restrictions – whereby right turns out are required to u-turn at the roundabout at Gage Road for instance.

The initial traffic impact assessment outlined that the proposal is expected to add only two (2) vehicle movements exiting from Stanfield Drive during both the weekday AM and PM peak hours, which is insignificant in traffic engineering terms, and we do not consider this level of traffic generation warranting the construction of an additional approach at the East Derwent Highway / Riviera Drive intersection.

Under the State Road Hierarchy, East Derwent Highway has a functional classification as a Category 3 Road, which typically bridges the gap between mobility roads (Category 1 & 2) and access roads (Category 4 & 5). Although access to/from Category 3 Roads is not as strictly managed/limited compared to Category 1 & 2 Roads, access management is still an important consideration, since a certain level of mobility should be

SALT

maintained. The equivalent Austroads access category for East Derwent Highway would be Category 3B, which is described as: "Roads with frequent but regulated access but no median and generally without right-turn restrictions." (Austroads Guide to Traffic Management Part 5: Road Management, Section 2: Access Management, Table 2.1). In addition to this, East Derwent Highway is a proclaimed Limited Access Road, which "controls vehicular access between a State road and adjacent land to ensure the safety of all road users and to maintain the operational efficiency of the road." Accordingly, it is concluded that East Derwent Highway serves more of a network function than an access function, even though it caters to both.

Creating a new roundabout with the Riviera Drive intersection would introduce added delays for highway traffic as a result of having to yield to vehicles turning/to from the side roads. This is at odds with the above mobility objectives.

Another consideration relates to the wider area that East Derwent Highway serves. The subject site is located on the western side of the road, and this area is nearly fully developed with not much developable vacant land remaining. Conversely, there is a large portion of vacant land on the eastern side of the road that has much greater development potential. Providing the additional Stanfield Drive connection to East Derwent Highway will be of no benefit to the wider area and road network, and it would be more appropriate to expand access elsewhere, where it would be more beneficial from an overall road network perspective and support areas where demand will be concentrated.

Regarding the operational performance of the existing East Derwent Highway / Stanfield Drive intersection, the increased delays on the Stanfield Drive approach would result from the assumed traffic growth on East Derwent Highway and not from the minimal increase in vehicle traffic from the proposed development. Furthermore, the degrees of saturation of the intersection and especially the Stanfield Drive approach will be low.

Summarised results of the SIDRA analysis of the East Derwent Highway / Stanfield Drive intersection are provided in **Table 1**, from SALT's initial traffic impact assessment.

	۷	Veekday AN	/ Peak Hou	r	V	/eekday PN	I Peak Hou	r
Approach	Degree of Saturation	95 th %ile Q. Length (m)	Average Delay (sec)	Level of Service	Degree of Saturation	95 th %ile Q. Length (m)	Average Delay (sec)	Level of Service
East Derwent Highway (S)	0.188	0.0	0.2	-	0.553	0.0	0.3	-
East Derwent Highway (N)	0.450	0.4	0.3	-	0.382	1.6	0.6	-
Stanfield Drive (W)	0.286	5.9	39.2	Е	0.491	10.0	89.6	F
Intersection	0.450	5.9	1.3	E	0.553	10.0	1.7	F

Table 1 SIDRA results (SALT TIA, 8 August 2024, p. 22)

Restricting this intersection to only left turns is not considered appropriate given the extremely low level of vehicle movements that will be added and the increase in delay being indirect, i.e., primarily related to traffic growth on the through road. It is also not considered equitable to impose such turn restrictions on the existing residents and road users in the area. The option of turning left out of Stanfield Drive to make a U-turn at the Gage Road roundabout already exists and it is anticipated that motorists will naturally start doing this on a more frequent basis if delays are perceived to become excessive. It is therefore recommended that this intersection remains as is and that no turn restrictions be implemented.

Provide an indicative roundabout design at the Riviera Drive/East Derwent Highway (EDH) intersection based on the EDH being single and double lane and demonstrate the impact on the proposed development with and without a connection to Stanfield Drive connection.

SALT has prepared an indicative design for a roundabout at the East Derwent Highway / Riviera Drive intersection, compliant to Austroads guidelines for B-double through movements and based on a worst-case scenario with future duplication of East Derwent Highway to provide two traffic lanes in each direction. The concept design is attached as **APPENDIX 2** at the end of this letter,

This indicates that a roundabout can be constructed in future without imposing on the subject site land, and using the existing available road reserve.

I trust the above is satisfactory. If there are any queries in relation to this assessment, I can be contacted on the number below.

Yours sincerely,

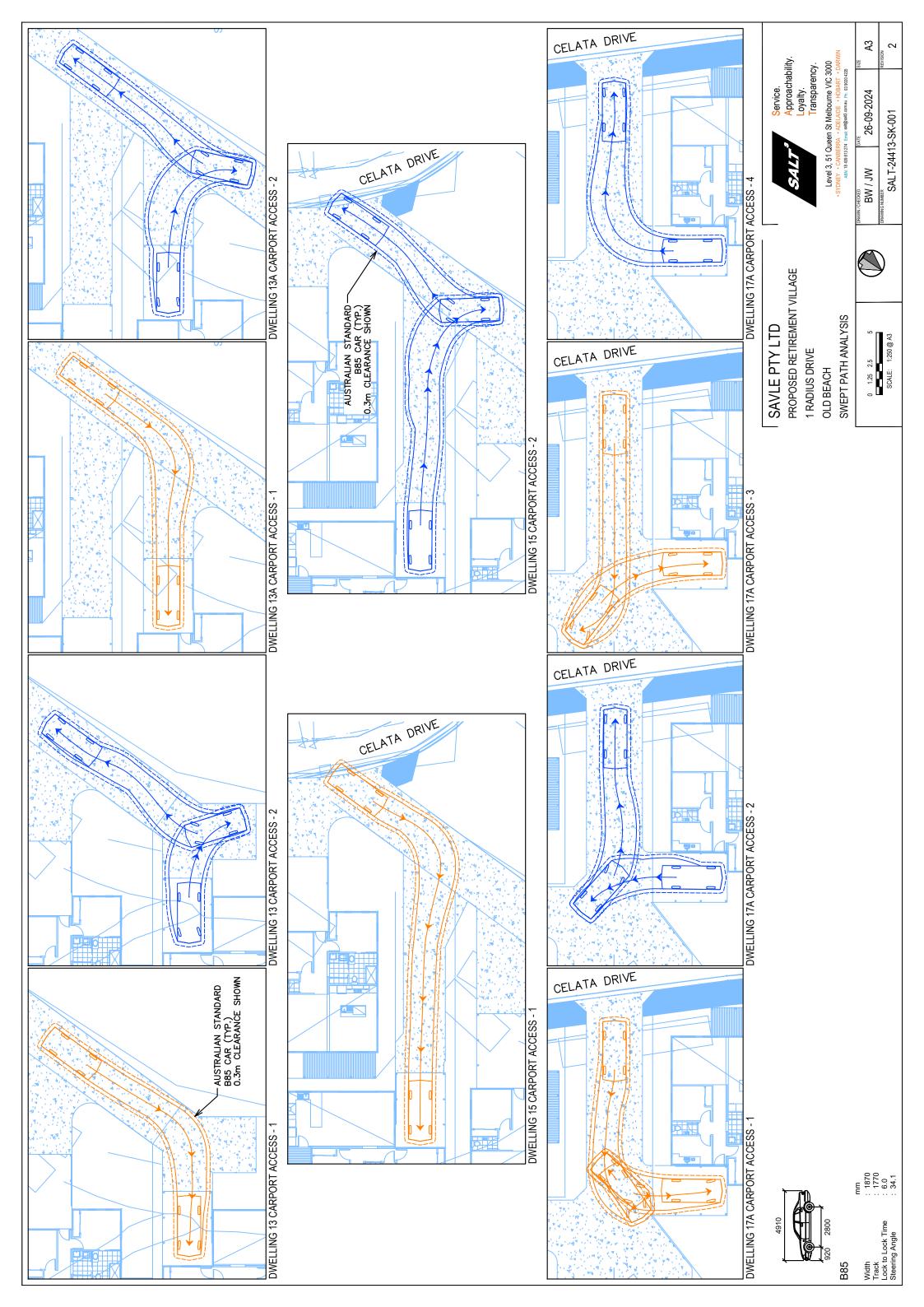
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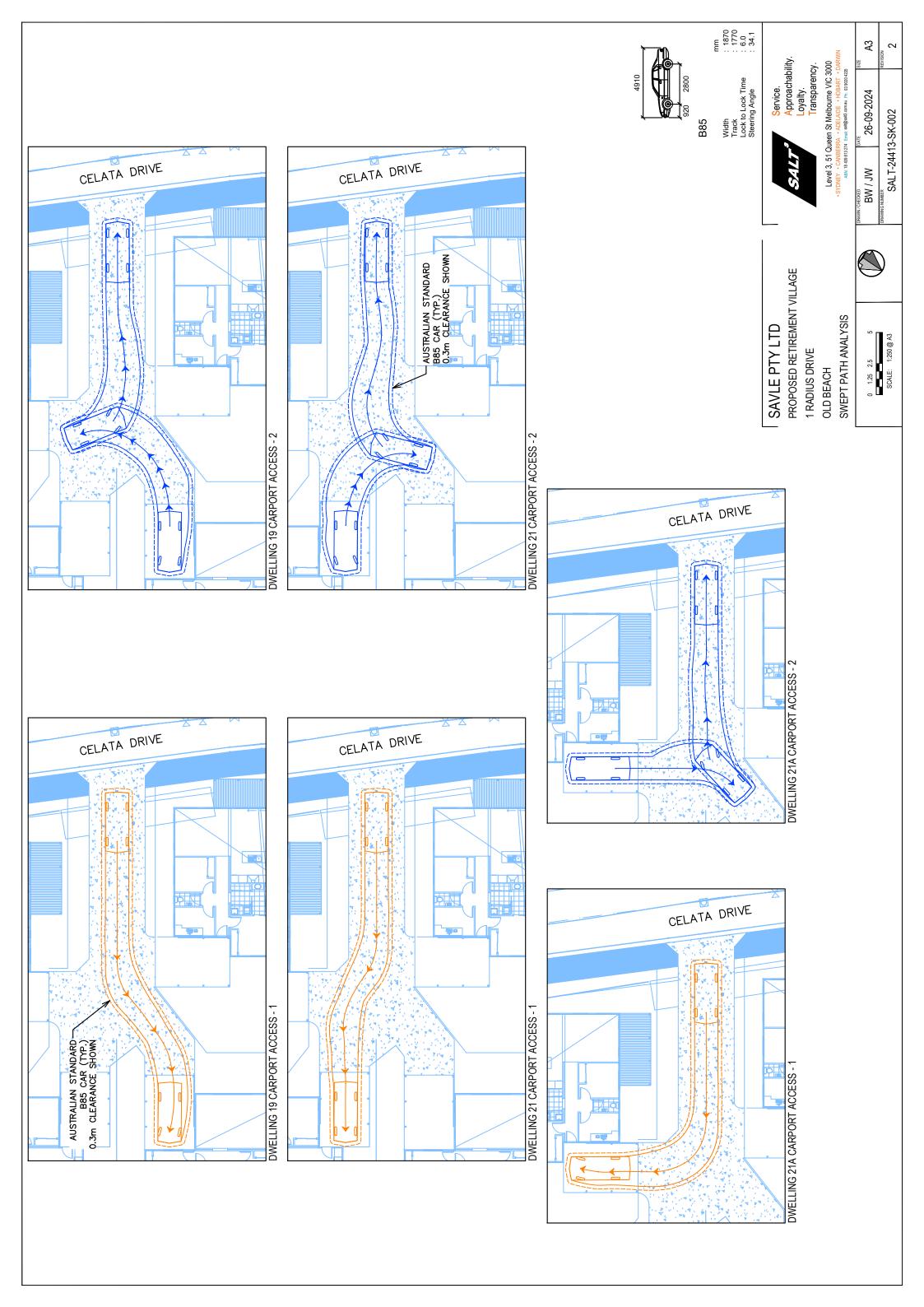
Jarrod Wicks Director SALT T +61 439 340 139 Jarrod.Wicks@salt3.com.au



DIAGRAMS







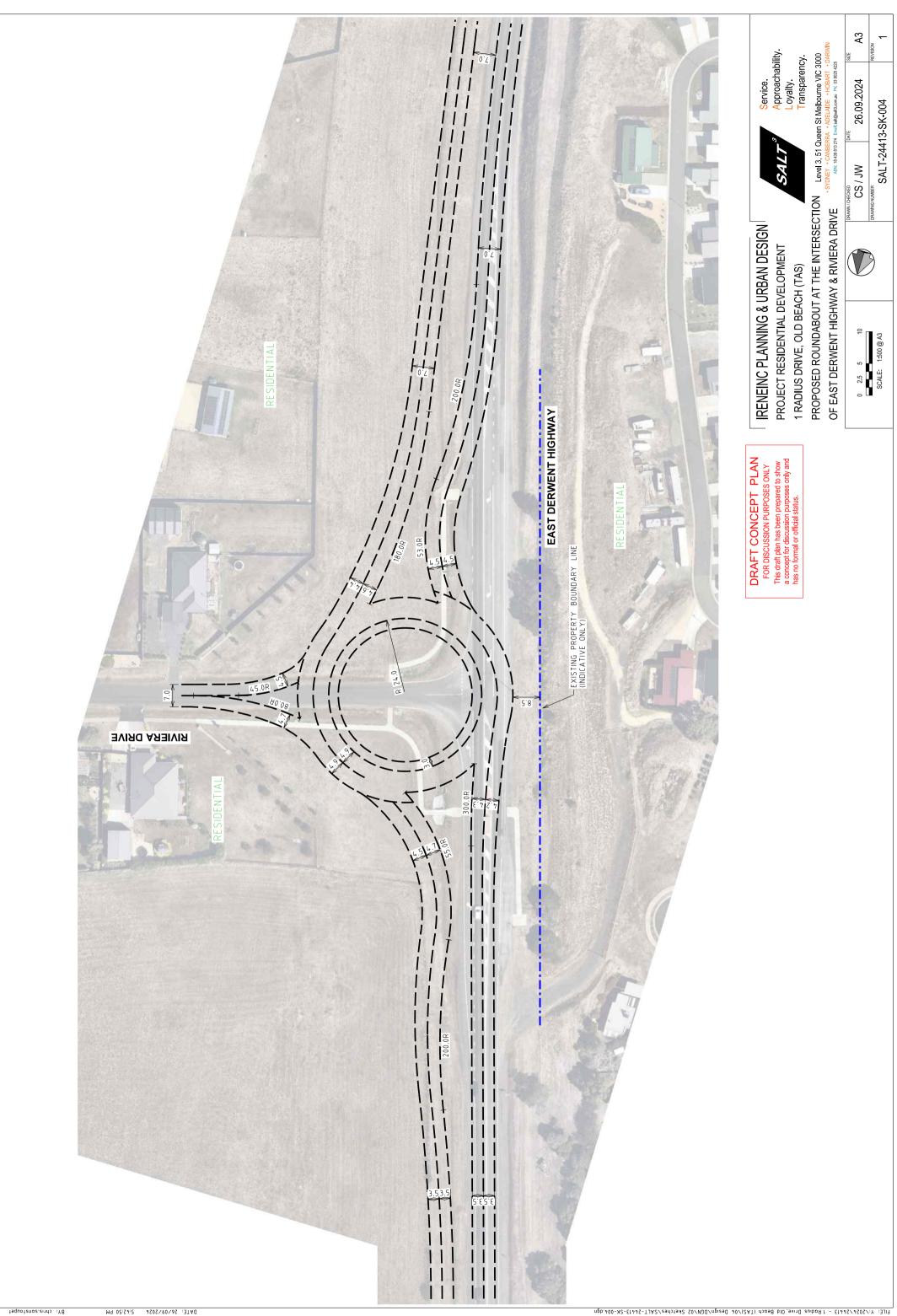




CONCEPT ROUNDABOUT DESIGN









Lower Ground – 199 Macquarie Street Hobart TAS 7000 (03) 6234 8666 <u>mail@aldanmark.com.au</u> www.aldanmark.com.au

ENGINEERS ADVICE

241023 EA 23E99-88

To: Leigh Wighton Senior Officer – Development Engineering leigh.wighton@brighton.tas.gov.au

Cc:

INSPECTION

INSTRUCTION

RFI RESPONSE

SHOP DRAWING APPROVAL

PROJECT:	St Anns Living: 28 Stanfield Drive, Old Beach
SUBJECT:	Brighton Council Stormwater RFI Response

RELEVANT DOCUMENTS:

- Architectural/building design drawings by Richard Hammond Architect page numbers A201 A205 22/07/2024
- Engineering design documents by Aldanmark 23E99-88: C101 REV 'D' 07/08/2024; C102 REV 'F' 07/08/2024; C103 REV 'E' 07/08/2024; C104 REV 'F' 07/08/2024; C201 REV 'D' 07/08/2024
- Correspondence from Council RFI dated: 17/09/24

Aldanmark Engineers provide the following responses to the Council RFI for the proposed development at 28 Stanfield Drive, Old Beach.

COUNCIL RFI

- a) The stormwater system has been designed to accommodate a storm with a 5% AEP and to match the pre-development flows.
- b) The design plan is for runoff from the new units to be detained so as to place little or no additional demand on the existing private SW infrastructure. Therefore, Clarries Creek will be unaffected by any extra runoff from this development.

The council RFI of the 17/09/2024 states that "The report provided does not provide any calculations for the sizing of the detention units".

These calculations are to be found in the Stormwater Report 21/10/2024 SR 23E99-88 REV A.

The existing waterway adjacent to Ellipse Circle has a large capacity and any additional runoff from the new development is unlikely to have any significant effect on this waterway. The outflow from the existing DN300 pipe under Radius Drive will need to be cleared of silt and grass that is currently partially blocking it. Future design will determine if this pipe needs to be upgraded or added to.

The design calls for a water course between stage 2 of the development and the existing units on Celata Drive. This will be approximately in the vicinity of the existing watercourse above Radius Drive. The watercourse to be minimum 1000 wide and 300 deep. This

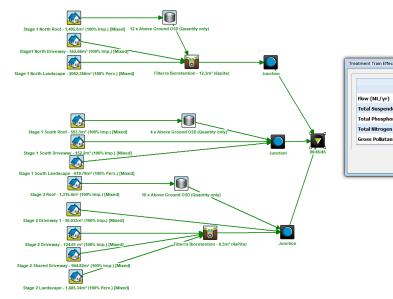


watercourse will have a capacity of approx. 150 l/sec (assuming rough rock armour in the water course's base). The runoff from the expected catchment area for this waterway is calculated to be approx. 20 l/sec in a 1% AEP storm. Therefore, the proposed watercourse will drain the expected catchment area without disturbing any existing adjacent dwellings.

SW treatment is intended to be dealt with by several 'Ocean Protect – FILTERRA' units in combination with on-site detention. These will meet the current Tasmanian pollutant reduction standards. Please see the attached MUSIC Model diagram provided by Ocean Protect.

The council RFI of the 17/09/2024 states that:

 <u>"The MUSIC Model provided in the report divides the project into catchments. A plan</u> <u>defining those catchments should be included for clarification."</u> This has already been provided on plan 23E99-88 – C101. This plan delineates stages 1 & 2 and shows the line between 'Stage 1 North' and 'Stage 1 South' as running between proposed units 27 & 29.



	Sources	Residual Load	% Reduction
Flow (ML/yr)	2.37	2.34	1.5
Total Suspended Solids (kg/yr)	309	52.5	83
Total Phosphorus (kg/yr)	0.702	0.2	71.6
Total Nitrogen (kg/yr)	5.85	2.94	49.7
Gross Pollutants (kg/yr)	82.2	2.85	96.5

- <u>"No detail on the proprietary treatment devices or their configuration has been provided."</u> A drawing has now been added to the set. This is drawing 23E99-88 – C402. This shows details of the units, as provided by 'Ocean Protect'. These details are not to scale and are not intended to be used for construction. The configuration of the units has already been provided. It is principally documented on drawings 23E99-88 C102 & C105. The configuration has been slightly updated in the latest revision.
- <u>"Of particular interest ... how drainage other than road runoff will be directed into the</u> <u>proposed treatment units."</u>

As can be seen from the MUSIC model diagram, the design only partially directs any water other than road runoff into the treatment units. The houses in 'Stage 1' all drain their stormwater runoff into the existing adjacent kerb and channel. The runoff from 'Stage 1 North' then drains northward, progressively being collected into 'Filterra' units. The runoff from 'Stage 1 South' drains southward (via detention tanks) to the existing pit in the vicinity



of the junction of Radius Drive and Celata Drive. The roof runoff from stage 2 is not treated. It drains directly to the SW system via detention tanks. The water from the proposed new road is to be treated by the proposed Filterra treatment systems (Ocean Protect Filterra 1212 & 1812 variants) noted on the civil drawings. The council will note from the MUSIC model diagram above that this approach to the treatment provides more than the required reduction in nutrient and pollutant loads in spite of the fact that not all the water is treated.

- <u>"Some units such as the one between units 8 & 9 will collect a very small portion of road runoff compared to others."</u>
 This has been corrected by repositioning the 'Filterra' units as is shown on drawing number 23E99-88 / C102.
- <u>"The MUSIC model considers catchments with multiple treatment units as a single node.</u> <u>How have the individual units been sized?"</u> A close observation of the MUSIC model diagram node for treatment units shows that each node has a treatment area of square meterage attached to it. 'Stage 1 North' requires a treatment area of 12.3m² and 'Stage 2' requires an area of 8.3m². The two styles of treatment unit have different areas. A Filterra 1212 unit has a treatment area of 1.2m x 1.2m (1.44m²) and a Filterra 1812 unit has a treatment area of 1.8m x 1.2m (2.16m²). By using a combination of these units to add up to the required square meterage, the required level of treatment is achieved.

Please contact me at <u>djensen@aldanmark.com.au</u> if you require any additional information.

Yours Sincerely,

Dan Jensen AdvDip CivEng Civil Designer