NOTICE OF PROPOSED DEVELOPMENT

Notice is hereby given that an application has been made for planning approval for the following development:

SITE: Old Forcett Road, Dodges Ferry

PROPOSED DEVELOPMENT:

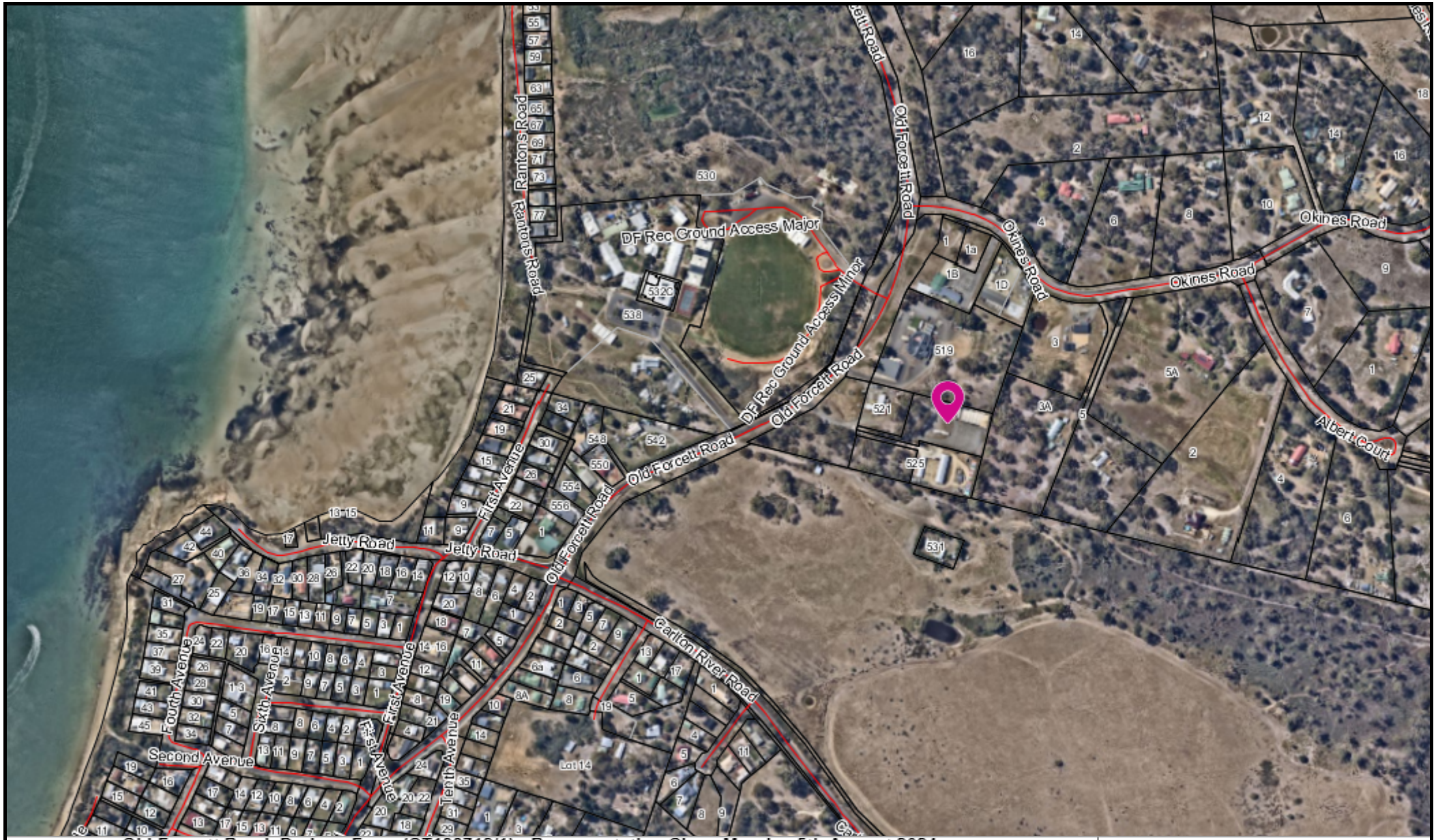
BUS PARKING, ABLUTION BLOCK AND OFFICE (TRANSPORT DEPOT)

The relevant plans and documents can be inspected at the Council Offices at 47 Cole Street, Sorell during normal office hours, or the plans may be viewed on Council's website at www.sorell.tas.gov.au until **Monday 5th August 2024.**

Any person may make representation in relation to the proposal by letter or electronic mail (sorell.council@sorell.tas.gov.au) addressed to the General Manager. Representations must be received no later than **Monday 5th August 2024.**

APPLICANT: **e3Planning**

APPLICATION NO: **DA 2024 / 121 - 1**
DATE: **18 July 2024**



Old Forcett Road, Dodges Ferry (CT133712/1) - Representation Close Monday 5th August 2024

18-Jul-2024

200 m

Disclaimer: This map is a representation of the information currently held by Sorell Council. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated.

Part B: Please note that Part B of this form is publicly exhibited.

Full description of Proposal:	*Use:* Bus Depot *Development:* Bus Parking, Ablution Block and Office. *Large or complex proposals should be described in a letter or planning report.*
Design and construction cost of proposal:	$ 250,000

Is all, or some the work already constructed:	No: ☐ Yes: ☑

Location of proposed works:	Street address: 523 Old Forcett Road Suburb: Dodges Ferry Postcode: 7173 Certificate of Title(s) Volume: 133712 Folio: 1

Current Use of Site	Bus Depot

Current Owner/s:	Name(s) EVOLUTION MIT SERVICES PTY LIMITED

Is the Property on the Tasmanian Heritage Register?	No: ☑ Yes: ☐	*If yes, please provide written advice from Heritage Tasmania*
Is the proposal to be carried out in more than one stage?	No: ☑ Yes: ☐	*If yes, please clearly describe in plans*
Have any potentially contaminating uses been undertaken on the site?	No: ☐ Yes: ☑	*If yes, please complete the Additional Information for Non-Residential Use*
Is any vegetation proposed to be removed?	No: ☑ Yes: ☐	*If yes, please ensure plans clearly show area to be impacted*
Does the proposal involve land administered or owned by either the Crown or Council?	No: ☑ Yes: ☐	*If yes, please complete the Council or Crown land section on page 3*
If a new or upgraded vehicular crossing is required from Council to the front boundary please complete the Vehicular Crossing (and Associated Works) application form https://www.sorell.tas.gov.au/services/engineering/		

Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
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Part B continued: Please note that Part B of this form is publicly exhibited

Declarations and acknowledgements
• I/we confirm that the application does not contradict any easement, covenant or restriction specified in the Certificate of Title, Schedule of Easements or Part 5 Agreement for the land. • I/we consent to Council employees or consultants entering the site and have arranged permission and/or access for Council's representatives to enter the land at any time during normal business hours. • I/we authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation and have permission of the copyright owner for such copies. • I/we declare that, in accordance with s52(1) of the *Land Use Planning and Approvals Act 1993*, that I have notified the owner(s) of the intention to make this application. • I/we declare that the information in this application is true and correct. *Details of how the Council manages personal information and how you can request access or corrections to it is outlined in Council's Privacy Policy available on the Council website.*
• I/we acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process, for display purposes during public exhibition, and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.
• Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

Applicant Signature:	Signature: ..... Date: 28-5-2023

Crown or General Manager Land Owner Consent
If the land that is the subject of this application is owned or administered by either the Crown or Sorell Council, the consent of the relevant Minister or the Council General Manager whichever is applicable, must be included here. This consent should be completed and signed by either the General Manager, the Minister, or a delegate (as specified in s52 (1D-1G) of the *Land Use Planning and Approvals Act 1993*). Please note: • If General Manager consent if required, please first complete the General Manager consent application form available on our website www.sorell.tas.gov.au • If the application involves Crown land you will also need a letter of consent. • Any consent is for the purposes of making this application only and is not consent to undertaken work or take any other action with respect to the proposed use or development.
I _____ being responsible for the administration of land at _____ declare that I have given permission for the making of this application for _____

Sorell Council
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Signature of General Manager, Minister or Delegate:	Signature: ..... Date: .....

28 May 2024

General Manager
Sorell Council
47 Cole Street
Sorell, Tasmania, 7172

RE: Bus Depot Upgrade 523 Old Forcett Road Dodges Ferry

Please find attached a development application for upgrades to an existing Bus Depot at 523 Old Forcett Road Dodges Ferry (the Property).

The Proposal would provide for the upgrading of an existing bus depot and bus parking area and includes:

- Fourteen dedicated bus parking spaces
- Twelve carparking spaces
- Retention of existing shed
- Fuel Storage within self-bunded tank, similar to that shown elsewhere in this application.

Attached to this correspondence is:

- Architectural drawings – Kinetic Dodges Ferry Depot, Philp Lighton Architects.
- Site Plan – JMG Engineers – Civil Drawings
- 523 Old Forcett Road – Property Title

The Property is located as shown in Figures 1 and 2.

This correspondence considers in detail the relevant provisions and clauses of the Tasmanian Planning Scheme- Sorell Local Provisions Schedule.

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Plans Reference:P1
Date Received:30/05/2024

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0438376840 evan@e3planning.com.au

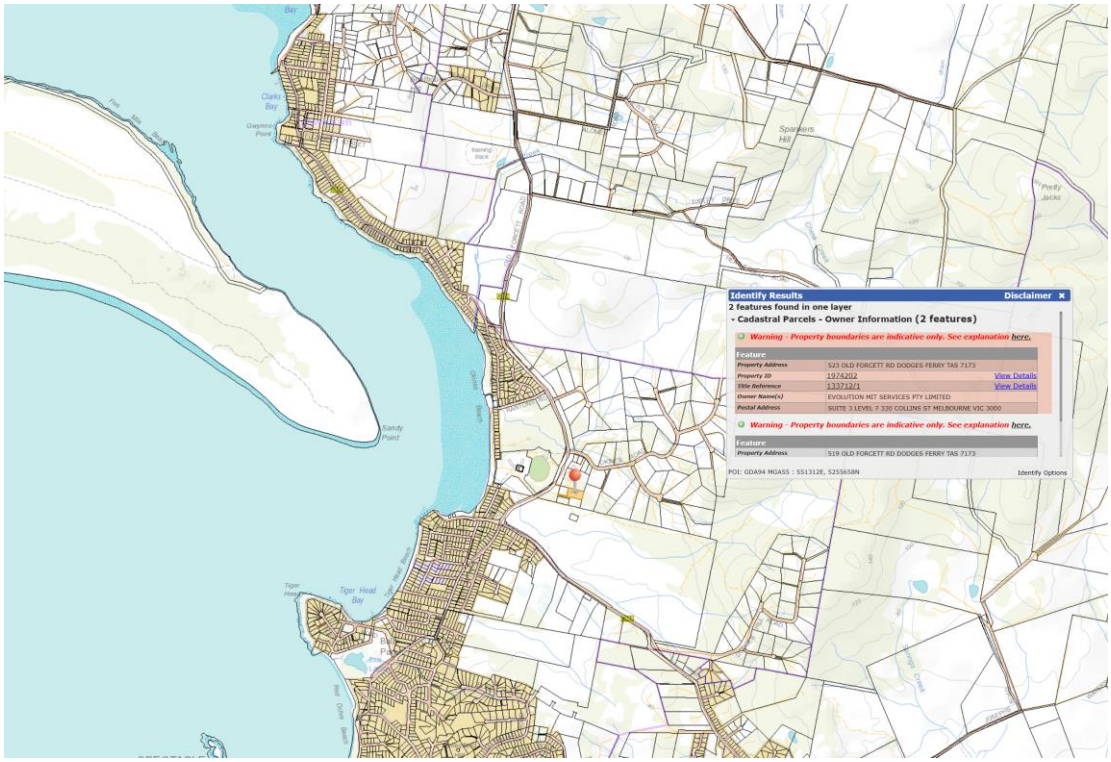

Figure 1: Property Location.

Figure 2: Property Location

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The Property is setback approximately 110 metres from the Old Forcett Road pavement. It is accessed via a battle axe and combined right of way across the adjoining properties.

It has been used as a Bus Depot for at least the past 10-20 years and has hardstand busparking areas and a large shed. The shed is connected to a water tank and all stormwater from the Property drains via a drainage easement to Council's public stormwater infrastructure.

The Property is relatively flat and has been cleared of all vegetation.

Zoning of the Property is Local Business as shown in Figure 3.

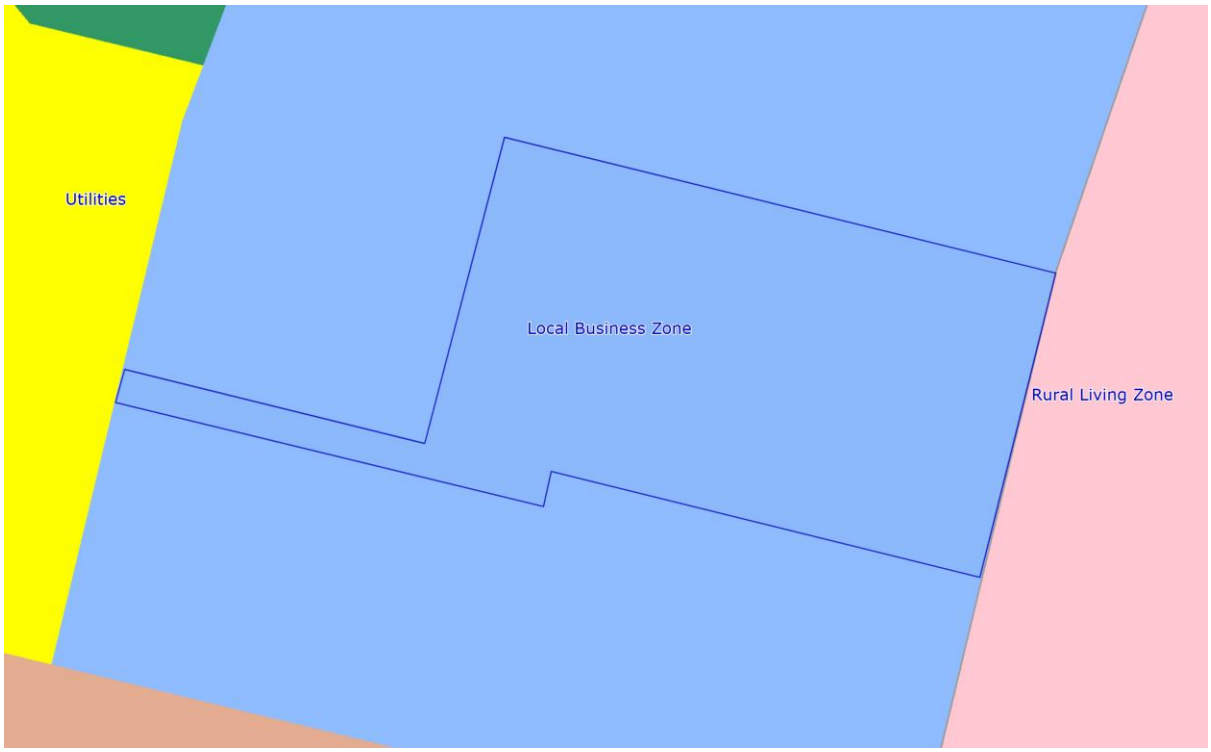

Figure 3: Property Zoning

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0438376840 evan@e3planning.com.au

Proposed Use

The proposed use should be classified as Transport Depot and Distribution, defined under the Scheme as:

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.

Transport Depot and Distribution is discretionary within the zone with the following qualification.

If for: (a) a public transport facility; or (b) distribution of goods to or from land within the zone.

The Proposal is for a public transport facility for the parking and storage of buses. No maintenance or repair of the use except minor repairs will be undertaken on the Property.

Planning Scheme Assessment

The following section considers each clause of the Scheme, and a response follows.

Use Standards

14.3.1 All uses.

The proposal is not within 50m of a General Residential Zone, Inner Residential Zone, or Low-Density Residential Zone and accordingly this use standard does not apply to an assessment of the Proposal.

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14.3.2 Discretionary Uses

P1 A use listed as Discretionary must:

(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and

Response

The Property does not adjoin any residential properties or any residential zoned land and no loss of amenity to properties in adjoining residential zones would result.

(b) be of an intensity that respects the character of the area.

Response

The Bus Depot Use is existing and forms part of the character of the area. The Proposal would formalise the existing bus parking area and provide a *dedicated carparking area for up to twelve employees.*

The Proposal would not alter the character of the area, the building is existing, and buses are already parked on the Property.

P2 A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:

Response

No distortion or compromising of the activity centre hierarchy would result from the Proposal. The site is setback a considerable distance from Old Forcett Road and could not realistically ever be developed for retail or similar uses. No activity centre could establish on the site.

(a) the characteristics of the site.

Response

The site is already used as bus depot and has a public transport infrastructure on it including, concrete slabs, a large building, stormwater infrastructure, water tanks, carparking and bus parking areas.

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(b) the need to encourage activity at pedestrian levels;

Response

The site is over one hundred metres from Old Forcett Road and pedestrians would not be encouraged to enter the Property. No 'pedestrian levels' exist on the site.

(c) the size and scale of the proposed use.

Response

The Proposal would be of a similar scale and size of that existing, it would formalise bus and car parking areas. All use and development would be contained on the Property.

No buildings other than an office and ablution block are proposed.

(d) the functions of the activity centre and the surrounding activity centres; and

Response

There is no activity centre in the surrounding area. The Property is setback over one hundred metres from Old Forcett Road and combined with the small frontage makes the unappealing for any retail activities. Public transport infrastructure, which this is, would improve the ability for people to travel to activity centres.

(e) the extent that the proposed use impacts on other activity centres.

Response

The Proposal would not impact upon any activity centre. No retail or commercial uses are proposed. Improving public transport services, facilities and infrastructure can only serve to improve the functioning of existing activity centres by assisting people travel to these centres.

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14.4.1 Building height

Acceptable Solutions A1 Building height must be not more than 9m.

Response

The office and ablution block would be less than 3 metres in height and the existing building has a height of 5.8 metres. The proposal complies with development standard 14.4.1.

14.4.2 Setbacks

The proposal is not adjacent to a residential area or zone and is setback greater than one hundred metres from Old Forcett Road. The proposal complies with development standard 14.4.2.

14.4.3 Design

A1 New buildings must be designed to satisfy all the following:

(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;

Response

The site is not visible from the street and no mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units are proposed.

(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;

Response

No rooftop structures or service infrastructure is proposed.

(c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and

Response

No security shutters or grilles over windows are proposed.

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(d) provide external lighting to illuminate external vehicle parking areas and pathways.

Response

External lighting to illuminate external vehicle parking areas and pathways will be installed for security and safety purposes.

A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following:

(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;

(b) if for a ground floor level façade facing a frontage:

(i) have not less than 40% of the total surface area consisting of windows or doorways; or

(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;

(c) if for a ground floor level façade facing a frontage must:

(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or

(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and

(d) provide awnings over a public footpath if existing on the site or on adjoining properties.

Response

No alterations to an existing façade are proposed, the Proposal complies with development standard 14.4.3A2.

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14.4.4 Fencing

Response

No fencing is proposed as part of the development. The Property is already fenced and is not adjacent to any residential uses or residential zoned land.

14.4.5 Outdoor storage areas

A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.

Response

No outdoor storage areas are proposed, and the Property is not visible from Old Forcett Road.

14.4.6 Dwellings

Response

No dwellings are proposed.

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

Response

Table C2.1 specifies that for a Transport and Distribution Centre, *3.5 spaces for each 100m2 of gross floor area* be provided.

The total gross floor area on the site would be 481m2 including the shed and the office and ablution block. This would generate a requirement for five car parking spaces, twelve carparking spaces are proposed complying with clause C2.5.1A1.

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C2.6.1 Objective: Construction of parking areas

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

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

Response

A durable all-weather pavement is proposed for all carparking and bus parking areas.

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

Response

The property benefits from a drainage easement. This easement drains to the public stormwater system along Old Forcett Road. All stormwater from any hardpaved surfaces will be drained to the existing stormwater system onsite.

(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

A durable all-weather pavement is proposed for all carparking and bus parking areas.

C2.6.2 Design and layout of parking areas

Response

All parking and access ways, manoeuvring and circulation spaces across the Property have been designed in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*, and have access widths greater than set out in Table C2.2, carparking space dimensions greater than those specified under Table 2.3.

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C2.6.3 Objective: Number of accesses for vehicles

Response

There is only one existing access to the Property and the number of bus and vehicle movements to the Property across this access would not significantly alter.

C2.6.5 Pedestrian access

A1.1 Uses that require ten 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.

Response

Twelve carparking spaces are proposed and no pedestrian footpath is proposed, and the Proposal must be assessed against C2.6.5 P1.

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;

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

(i) any protective devices proposed for pedestrian safety.

Response

The carparks would only be used by employees who would park their car before collecting their bus for the days' work. The frequency of vehicle movements would be limited. All visitors to the site would have a good knowledge of it and would be required to be inducted to the site and wear high visibility vests whilst onsite. Pedestrian safety on the Property would be significantly improved via formalising the carparking and busparking spaces.

The carparking areas have been positioned close to the large building on the site to provide protection to people exiting their vehicles.

The Proposal complies with Clause C2.6.5P1.

C12.0 Flood Prone Areas Code

The Property is subject to the Flood Prone Areas Code as shown in Figure 4.

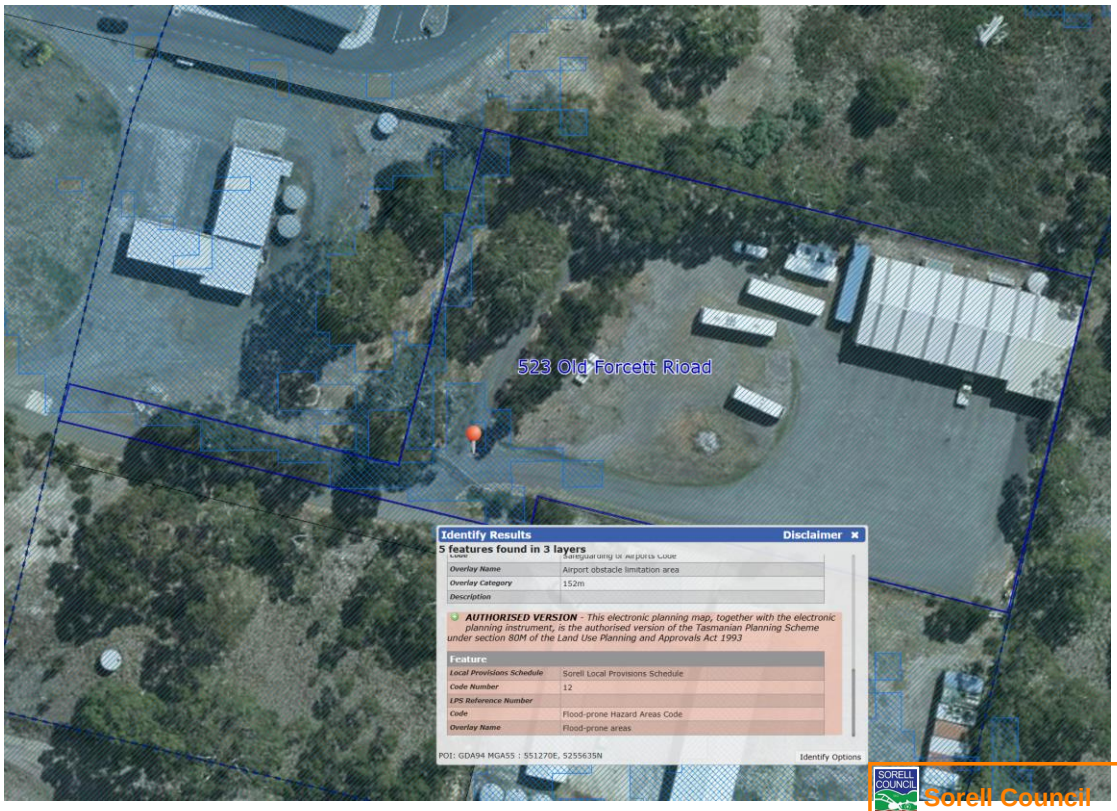

Figure 4: Flood Prone Areas Code

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No development is proposed within the areas subject to the flood prone areas code. The internal access way is already gravelled. No buildings or works are proposed in the western corner of the Property. All works and development are proposed on the eastern area of the Property.

C13.0 Bushfire-Prone Areas Code

The Property is subject to the Bushfire Prone Areas Code as shown in Figure 5.

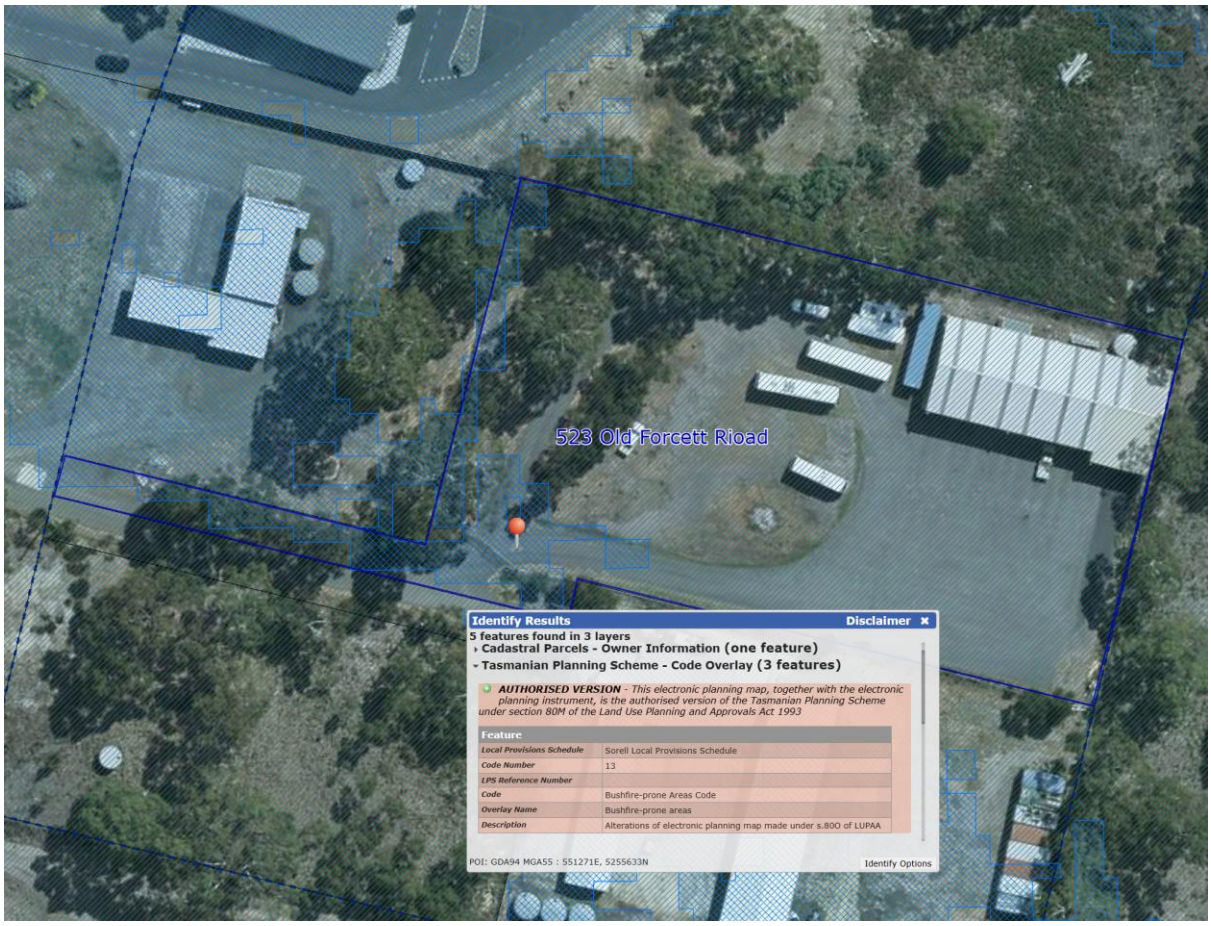

Figure 5: Bushfire Prone Areas Code

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This code will be addressed in any future building designs.

C14.0 Potentially Contaminated Land Code

Potentially contaminating activities have been undertaken on the Property as evidenced by the Part 5 Agreement which burdens the Property. This agreement is contained in the Property Title attached to this development application.

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0438376840 evan@e3planning.com.au

The Proposal is exempt from the code as it does not involve more than 1m2 of land as per clause C14.4.1(b). No excavation works are proposed.

C16.0 Safeguarding of Airports Code

The Property is subject to the Safeguarding of Airports Code as shown in Figure 6.

Figure 6: Safeguarding of Airports Code

The Proposal does not involve a sensitive use and the Property is not within an obstacle limitation area.

The Proposal does not requirement assessment under this code.

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Self-Bunded Fuel Tank

A self-bunded fuel tank is proposed similar to that shown in Figure 7.

Figure 7: Self bunded fuel tank

Conclusion

The Proposal would provide much-needed public transport infrastructure that would assist in delivering a long-term sustainable bus service to Sorell and the Southern Beaches.

All relevant provisions of the Scheme are complied with, and the Proposal is submitted to Council for approval.

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0438376840 evan@e3planning.com.au

If you have any further queries, please do not hesitate to contact me on 0438 376 840 or email evan@e3planning.com.au.

Regards

Evan Boardman
Grad Dip URP, B ScEnv, B Econ MEIANZ

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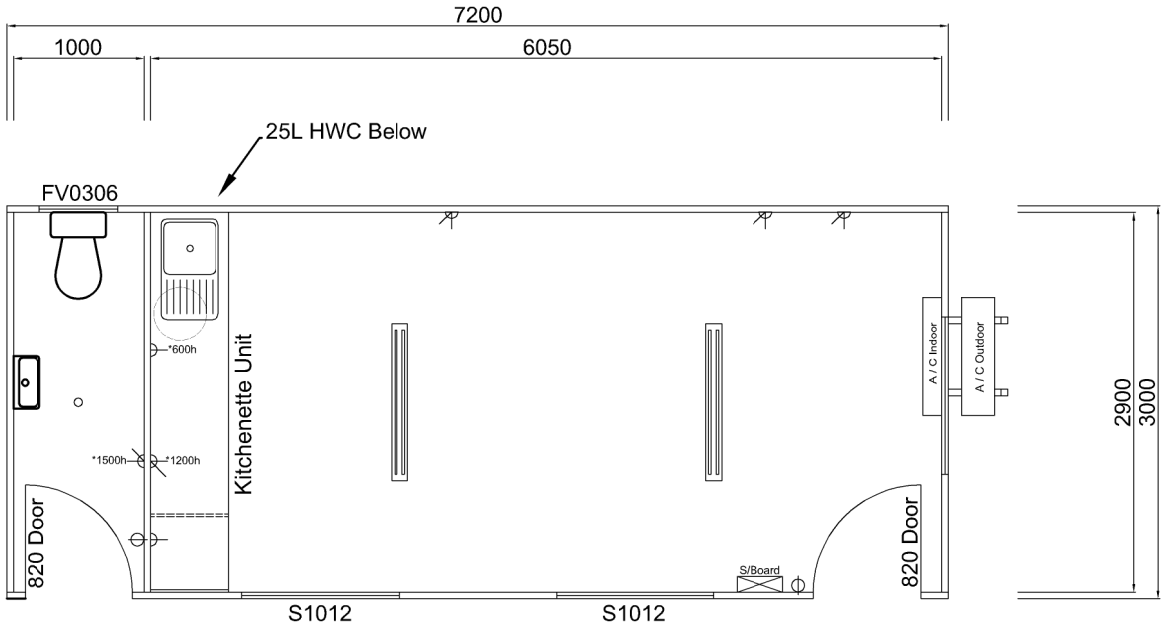

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LEGEND :

= 10a Double GPO (300h U.N.O)

= "Vista" 40W4K L.E.D. Light

= Batten Holder Light

= Single Gang Light Switch

= Sub Board (12 Pole Enclosure)

- All Double GPO's at 300 high, unless noted otherwise.
- Window bars to be fitted.

TASBULK
2 WEILY PARK ROAD, BRIGHTON INDUSTRIAL ESTATE
BRIGHTON, TAS 7030
P (03) 6263 6833 F (03) 6263 6844
© COPYRIGHT 2022

Project	Site Address
7.2 x 3.0m Custom Office and Ablution	Andrew Grzinic: Tas Redline
Drawing: Floorplan	

Scale	Drawn	Date	Job No	Chassis No	Drawing No
1:50	RK	04/10/2022	---	---	B02

05 July 2024

Sorell Council
Development Application: Response to Request for Information - Old Forcett Road, Dodges Ferry.pdf
Plans Reference: P2
Date Received: 04/07/2024

Sorell Council
47 Cole Street
Sorell TAS 7172

RE: 5.2024.121.1 AT Old Forcett Road, Dodges Ferry for - e3Planning

Please accept this correspondence as a response to Council's request for further information dated 19 June 2024. Council's request is reproduced below, and comments follow.

Planning:

1. Provide specific detail of the "Fuel Bunded Tank" by way of type and volume of hazardous chemical stored onsite.

Response

Drawings of the Bunded Fuel Tank are attached to this correspondence. The hazardous substances to be stored onsite are limited to 11,839 Litres of Diesel Fuel (C1 combustible liquids).

Engineering:

2. Please provide a Traffic Impact Assessment prepared by a suitably

qualified engineer. – C3.5.1

Advice: Please provide responses with respect to C3.5.1 – P1 and traffic generation figures including peak hour numbers with reference to Table C3.1. Council expects both passenger and commercial vehicle traffic movements to result in minor intensification.

PO Box 58 SOUTH HOBART, Tasmania 7004
0438376840 evan@e3planning.com.au

Response

A Traffic Impact Assessment prepared by Modus is attached to this correspondence.

3. Please provide a letter advising the developer is accepting of the standard Sorell Council Fees and Charges for Water Quality Contribution (Section B4.1). – SIND

Advice: Noting the 2024/2025 scheduled rates, Council has determined a contribution equating to $2,000.00.

Response

The developer Kinetic is accepting of Council's Fees and Charges for Water Quality Contribution.

If you have any further queries, please do not hesitate to contact me on 0438 376 840 or email evan@e3planning.com.au.

Regards

Evan Boardman
Grad Dip URP, B ScEnv, B Econ MPIA

PO Box 58 SOUTH HOBART, Tasmania 7004
0438376840 evan@e3planning.com.au

MODUS
Transport & Traffic Engineering

Traffic Impact Assessment

523 Old Forcett Road, Dodges Ferry
Proposed Bus Depot Development

Sorell Council
Development Application: Response to Request for Information - Old Forcett Road, Dodges Ferry.pdf
Plans Reference: P2
Date Received: 04/07/2024

Document Information

Prepared for Legacy Project Management	**Job Reference** MOD23176QLD
Project: 523 Old Forcett Road, Dodges Ferry Proposed Bus Depot Development	

Document Control

Version	Date	Description of Revision	Prepared by	Approved By
A	11/05/2024	Draft	Emily Gallagher	Tetteh Anang
B	15/05/2024	Final	Emily Gallagher	Tetteh Anang
C	27/06/2024	Information Request	Arthur Stamatiou	Tetteh Anang

MODUS TRANSPORT & TRAFFIC ENGINEERING

ABN 49 668 863 269

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Brisbane City QLD 4000

P 1300 606 408
E info@moduseng.com.au

Modus has expanded its capabilities and assembled its systems, capital, and resources to drive value for customers via the delivery of a full suite of traffic engineering services.

Here at Modus, we are a team of engineers with extensive knowledge and experience providing quality service to both public and private sectors, from large contractors and developers to state and local governments.

Whether your project is a small residential development, mixed use development, a large commercial precinct or anything in between, our experienced traffic engineers will apply sound and practical traffic engineering principles to achieve an outstanding outcome for your project.

For more information about our company and the services we provide, please visit www.modusengineering.com.au

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Contents

1 Introduction

1.1 Overview

Modus has been commissioned by Legacy Project Management, to provide traffic and transport advice in relation to the proposed bus depot development located at 523 Old Forcett Road, Dodges Ferry.

This Traffic Impact Assessment (TIA) has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development. A copy of the proposed development plans are provided at **Appendix A**.

1.2 References

The following resources were referred to in the preparation of this report:

- Proposed development plans by Philp Lighton Architects
- Sorell Local Provisions Schedule
- PlanBuild Tasmania (Tasmanian Planning Scheme)
- AS2890.1 Australian Standards Parking Facilities Part 1: Off Street Car Parking
- AS2890.2 Australian Standards Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities
- RTA Guide to Traffic Generating Developments

1.3 Limitations

Modus has completed this traffic report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practises and standards applicable at the time of undertaking the assessment. Modus disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

2 Existing Conditions

2.1 Site Location

The development site is located at 523 Old Forcett Road, Dodges Ferry and is bound by an existing BWS and Hotel to the north and existing industrial developments in all other directions.

The site is identified within the Sorell Local provisions Schedule as a 'Local Business' zone. The development site is surrounded by 'Rural Living' zoned area to the east, other 'Local Business' zone to the north and south and an area zoned as 'Utilities' to the west.

It is important to note that the Tasmanian Government is reforming the State's planning system by introducing a single planning scheme for the State, known as the Tasmanian Planning Scheme (TPS), this is currently in place at Sorell Council.

The site location is shown on Figure 2-1.

Figure 2-1 Site Location

Source: Nearmap

2.2 Existing Site Use

The lot is currently occupied by one (1) large warehouse, utilised by an industrial company. Access is provided via one (1) shared driveway, accessed via Old Forcett Road.

2.3 Existing Road Network

Table 2-1 outlines the characteristics of the existing road network in close proximity to the proposed development site.

Table 2-1 Key Road Characteristics

Road	Hierarchy	Speed Limit	Typical Form
Old Forcett Road	Unclassified (Local)	80km/h	Two lanes, undivided

2.4 Active Transport Network

The development site is situated with limited connection to the active transport network, with no footpaths or dedicated cycle routes provided on the surrounding roads.

This is generally acceptable for a development of this nature as Modus does not expect that a large member of staff members will walk or cycle to / from the site.

2.5 Public Transport Network

Paired bus stops are located approximately 650m north of the development site along Old Forcett Road and Paired bus stops are located approximately 280m south of the development site along Old Forcett Road.

There are two (2) commuter transport routes (Route 732 and Route X32) that service these bus stops, connecting the site to and from Hobart City.

2.6 Future Network Planning

Review of Council's Local Government Infrastructure Plan (LGIP) mapping indicates that there are no planned road or intersection upgrades within the vicinity of the site.

3 Proposed Development

3.1 Overview

The development site proposes to comprise of a total office GFA of 21.6sq.m and provides a total of 12 car parking spaces and 14 bus parking spaces on-site. The applicant has advised Modus that there will be a maximum of 7 people on site at any one time.

The development provides the following arrangements:

- Bus drivers (FTE) – 14 staff members
- Staff – 0 to 1 on site at any one time

Figure 3-1 illustrates the proposed development plan. A copy of the proposed development plans by Philp Lighton Architects can be found at **Appendix A**.

Figure 3-1 Proposed Development Layout

3.2 Development Access

The development proposes to maintain the existing accesses at the development site, where one (1) combined access is utilised for both light vehicle and bus entry and exit.

4 Design Considerations

4.1 Access Arrangement

4.1.1 Design

The existing easement from Old Forcett Road will provide access for the proposed development with a combined bus and light vehicle access point. The existing easement which provides access to the proposed development is currently 3.5m wide with no opportunity for passing. In accordance with the TPS, a 2m by 5m passing bay has been provided to ensure vehicle operations along the easement with the increase in traffic due to the proposed development.

4.1.2 Location

In accordance with Australian Standards AS2890.1, access driveways should not be located within 6.0m of the tangent points from adjacent intersections. The proposed driveway location does not fall within 6.0m of an adjacent intersection and therefore satisfies the minimum separation requirements of AS2890.1.

The proposed access additionally provides at least 19m separation from the southern adjacent development. Modus believes that this is adequate for the proposed development.

4.1.3 Queuing

Cars

In accordance with the AS2890.1 requirements, a minimum of 12m (2 cars) is to be provided for car parks with 1-100 spaces. The proposed arrangement provides over 12m (2 cars) to the first internal conflict (car parking space) and therefore complies with the minimum requirements.

Buses

The site has been designed to optimise the efficiency of bus movements on site and minimise the impact on the external road network, noting that the flows will occur in a tidal nature (i.e. outbound in the AM peak and inbound in the PM peak). The development proposes a one-way loop system for buses.

The development site has provided significant queuing area for buses entering the site with approximately 8 buses of queue storage from the refuelling bays. This ensures that when buses arrive on site, this will not spill back onto the easement. This is over half of the total bus parking spaces on site and is consider suitable for the proposed development.

4.1.4 Sight Distance

Provision of safe sight distance at access driveways is required to be achieved in both directions at each access location to ensure adequate visibility of oncoming vehicles.

As the easement does not have a posted speed limit, a. speed limit of 80km/hr has been adopted for the sight distance assessment. The desirable sight distance required by AS2890.1 in both directions is 105m measured along the roadway and 2.5m from the outside edge of the kerb.

The proposed accesses satisfy the sight distance requirements and therefore complies with AS2890.1. It is noted that the sight distance to the east is the maximum that can be achieved to the adjacent southern development and vehicles leaving the adjacent access will be travelling at low speeds given the proposed separation.

4.1.5 Pedestrian Sight Splays

In accordance with AS2890.1, the development is required to accommodate a 2.5m by 2.0m pedestrian sight splay at the property boundary to ensure sufficient visibility between outbound vehicles and pedestrians along the frontage. As there is no pedestrian facilities in the near vicinity, this requirement is not considered necessary. However, to not prejudice future pedestrian facilities, 2.5m by 2m pedestrian sight splays have been provided.

Overall, the proposed access arrangements are considered suitable for the proposed development.

4.2 Car Parking Provision

Modus has adopted a transport depot and distribution land use in accordance with the TPS Table C2.1 for the proposed bus depot. The car parking requirement in line with Table C2.1 and the development compliance is outlined in Table 4-1.

Table 4-1 Parking Requirement

Land Use	GFA	TPS Car Parking Rate	Car Parking Requirement	Car Parking Provision	Compliant
Transport Depot and Distribution	21.6m^2	3.5 spaces per 100m^2 GFA	1 space	12 spaces	✓

As demonstrated in Table 4-1, the proposed development is required to provide one (1) car parking space. The development provides 12 car parking spaces which represents an 11 car parking space surplus to the TPS requirement.

4.3 Car Parking Layout

The car parking layout of the proposed development has been assessed against the design guidelines within *AS2890.1.* The compliance has been summarised in Table 4-2 below.

Table 4-2 Car Parking Layout Design Review

Design Criteria	AS2890.1 Standard	Proposed Design	Compliant
Parking Bays (Class 1A)			
Bay Length	5.4m	5.5m	✓
Bay Width	2.4m	2.5m	✓
Aisles and Ramps (Class 1A)			
Parking Aisle Width	5.8m	Min. 7.6m	✓
Circulation Aisle	3m	Min. 4m	✓

Therefore, the proposed car parking layout is generally compliant with the requirements outlined in *AS2890.1.*

4.4 Site Servicing

The site does not provide any dedicated loading bays for servicing / refuse collection on-site, other than the line marked bus bays.

All servicing / refuse collection is expected to occur during peak operating hours when buses are anticipated to be off-site. Therefore, use of the hardstand area for utilisation of servicing and manoevuring for these vehicles is considered to be suitable and not anticipated to have any impact on the safety or operation of the site.

Modus conducted a swept path assessment of the largest design vehicle (12.5m bus), which determined that the bus can safely and efficiently access and service the site in a forward gear with all manoevuring to be conducted on-site. This manoevuring has been demosntrated via the swept path drawing attached in **Appendix B**.

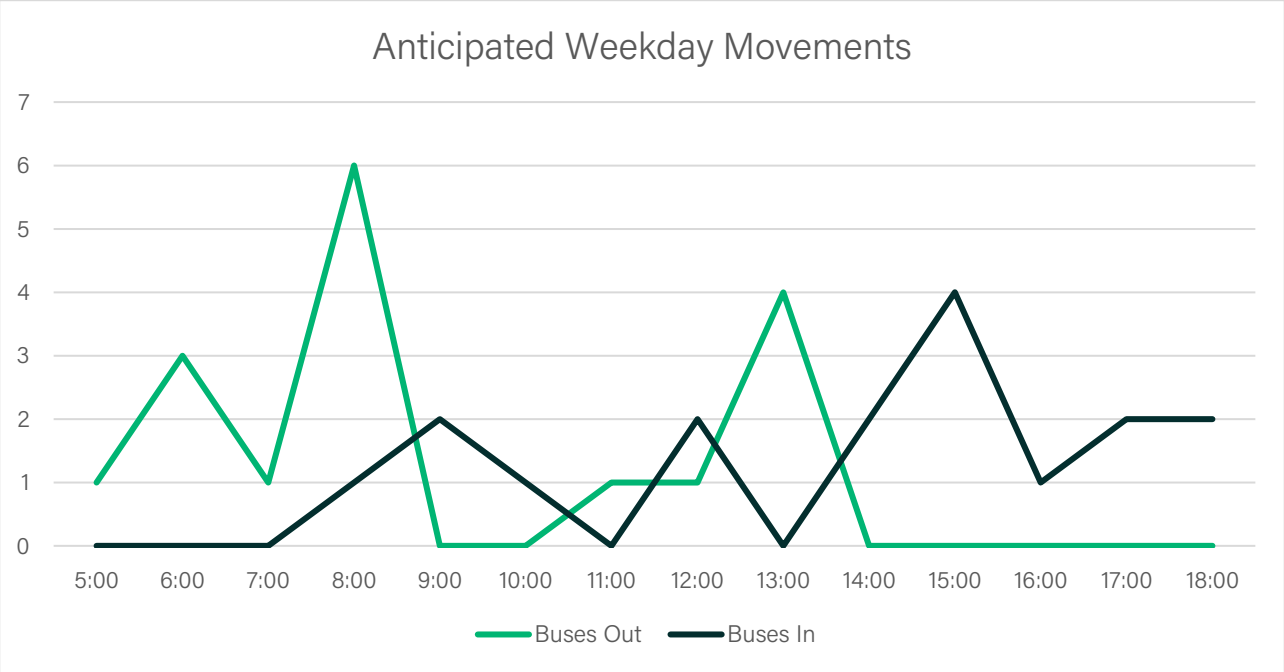
Therefore, the proposed servicing provisions are considered suitable for the intended use of the site.

5 Traffic Generation

A review of proposed development indicates that it is small scale with only 14 bus parking spaces and 12 car parking spaces provided. Even in peak operation, the traffic generation is anticipated to be minimal and will be easily distributed onto Old Forcett Road.

Nonetheless, in order to assess the potential traffic generation of the proposed development, Modus has undertaken a first principles assessment. To inform this assessment, the client has provided estimated vehicle movement data based on existing bus operations which are outlined in Figure 5-1.

Figure 5-1 Proposed Development Traffic Generation



The traffic data provided by the client indicates the maximum peak vehicle requirement is 7 vehicles on site at any one time. The maximum in movements are 4vph which occurs during the hour of 3pm. The maximum out movements are 6vph which occurs during the hour of 8am.

The combined in and out movements indicate a maximum of 7vph during the hour of 8pm. This equates to approximately one vehicle entering or exiting the site every seven (7) minutes during peak periods. This volume of traffic is anticipated to be negligible and will be further distributed through the Old Forcett Road.

As such, the proposed development is unlikely to have any perceptible impact on the operational performance of the local road network. Therefore, a detailed Traffic Impact Assessment is not considered necessary and will be limited to the above desktop assessment only. Overall, the proposed development traffic is considered to be appropriate for the existing road network.

6 Environmental Capacity

Following submission of the TIA as part of the development application, Council has requested that a response is provided to C3.5.1 – P1 of the Tasmanian Planning Scheme (Sorell). As a result, Modus has undertaken an assessment of the environmental capacity of the private road off Old Forcett Road.

To determine the environmental capacity on the private road, Austroads Guide to Road Design Part 3 has been relied upon to estimate the design Annual Average Daily Traffic (AADT). Austroads provides guidance on the design AADT of rural roads for different cross-section widths as outlined in Table 6-1.

Table 6-1 Single Carriageway Rural Road Widths

Item	Design AADT (vpd)				
	1-150	150-500	500-1,000	1,000-3,000	>3,000
Traffic Lanes (m)	3.7 (1 x 3.7)	6.2 (2 x 3.1)	6.2-7.0 (2 x 3.1/3.5)	7.0 (2 x 3.5)	7.0 (2 x 3.5)
Total Shoulder (m)	2.5	1.5	1.5	2.0	2.5
Minimum Shoulder Seal (m)	0	0.5	0.5	1.0	1.5
Total Carriageway (m)	8.7	9.2	9.2-10.0	11.0	12.0

Based on the existing configuration of the private road, Table 6-1 indicates that the design AADT for Cooper Road is 500 vpd. Utilising the design AADT for the private road, the ability to accommodate the proposed development has been assessed.

In order to determine the anticipated traffic generation on the private road, the existing traffic generation was estimated in Table 6-2. The private road off Old Forcett Road provides access to three developments including the proposed development. The two existing uses are a vehicle repair shop and storage facility.

Table 6-2 Private Road Existing Trip Generation

Existing Land Use	Yield	Daily Trip Generation Rate	Daily Trips
Vehicle Repair Shop	166m^2	10 per 100sqm*	17vpd*
Storage	465m^2	-	113vpd#
Total			**130vpd**

**Vehicle repair shop assumed to operate similar to a tyre sale shop as outlined in the RTA*

#No traffic generation rate available for boat storage and self storage traffic generation rate has been adopted. This is likely an overestimation of traffic generation given the small scale use.

Table 6-2 outlines that 130vpd are currently utilising the private road. Table 6-3 outlines the proposed development traffic generation and remaining environmental capacity.

Table 6-3 Private Road Proposed Development Trip Generation

Land Use	Yield	Daily Trip Generation Rate	Daily Trips
Vehicle Repair Shop	166m^2	10 per 100sqm	17vpd
Storage	465m^2	-	113vpd
Transport Depot	21.6m^2	-	34vpd
Total			**164vpd**

The results of Table 6-3 outlines that the total traffic generation is anticipated to be 164vpd on the private road. As the private road has been designed to accommodated 500vpd, this is well above the proposed total traffic generation. Therefore, considering the anticipated traffic generation is lower than the environmental capacity of the private road, the private road is able to accommodate the proposed development.

7 Summary

Modus has been commissioned by Legacy Project Management to provide traffic engineering advice in relation to a proposed bus depot located at 523 Old Forcett Road, Dodges Ferry. Modus has the following findings:

Existing Conditions

- The development site is located at 523 Old Forcett Road, Dodges Ferry and is bound by an existing BWS and Hotel to the north and existing industrial developments in all other directions
- The site is identified within the Council Planning Scheme as a 'Local Business' zone. The development site is surrounded by 'Rural Living' zoned area to the east, other 'Local Business' zone to the north and south and an area zoned as 'Utilities' to the west.

Future Network Planning

- Review of Council's Local Government Infrastructure Plan (LGIP) mapping indicates that there are no planned road or intersection upgrades within the vicinity of the site.

Proposed Development

- The development site proposes to comprise of a total office and workshop GFA of 21.6sq.m and provides a total of 12 car parking spaces and 14 bus parking spaces on-site.

Traffic and Transport Design Review

- The development proposes one (1) combined light vehicle and bus vehicle all-movements access.
- The proposed car parking layout is generally compliant with the requirements outlined in *AS2890.1.*

Traffic Generation

- Overall, the development is expected to generate traffic a maximum of 7vph during weekdays. This equates to approximately one vehicle entering or exiting the site every seven (7) minutes and is further distributed onto Old Forcett Road.
- The proposed development is unlikely to have any perceptible impact on the operational performance of the local road network.
- The private road provides suitable environmental capacity to accommodate the proposed development.

Overall, Modus considers the proposed development acceptable from a traffic engineering perspective.

APPENDIX A

Proposed Development Plans

PHILP LIGHTON ARCHITECTS

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

LOCATION PLAN

CLIENT: **LEGACY PROJECT MANAGEMENT OBO. KINETIC**
ADDRESS: **523 OLD FORCETT ROAD**
DODGES FERRY TAS 7173

NORTH

Legacy Project Management

KINETIC

KINETIC DODGES FERRY DEPOT

DRAWING No: SK000
PROJECT No: 079.23139

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SCALE: 1 : 500 @ A3
DATE: 21.03.24
REV: B

C:\Users\User\OneDrive\Documents\079-23139_Kinetic LPM Dodges Ferry Depot_btewes.rvt
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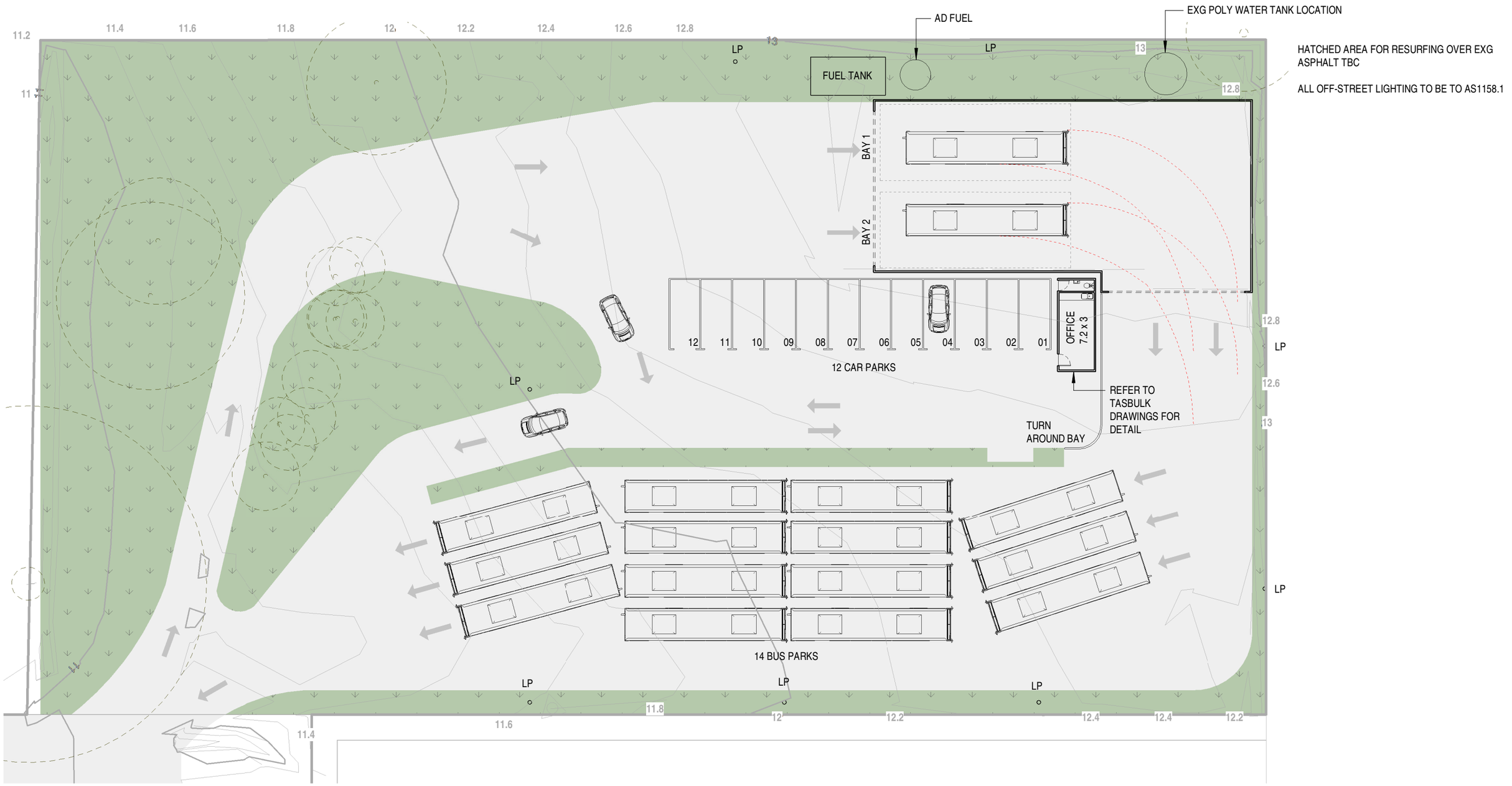

PHILP LIGHTON ARCHITECTS

Accredited Designers:
Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

SITE PLAN

CLIENT: **LEGACY PROJECT MANAGEMENT OBO. KINETIC**
ADDRESS: **523 OLD FORCETT ROAD**
DODGES FERRY TAS 7173

PROJECT NORTH

Legacy Project Management

KINETIC

KINETIC DODGES FERRY DEPOT

DRAWING No: SK001
PROJECT No: 079.23139

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SCALE: 1 : 300 @ A3
DATE: 21.03.24
REV: B

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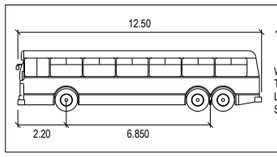
APPENDIX B

Swept Path Assessment

VEHICLE USED IN SIMULATION



12.5m BUS

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE

N

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:500

PROJECT

523 OLD FORCETT RD, DODGES FERRY

CLIENT

KINETIC GROUP

DRAWING TITLE

12.5m BUS SWEPT PATH ASSESSMENT

DRAWING NUMBER

SK01

DATE	REVISION
15 MAY 2024	B

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

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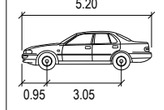
VEHICLE USED IN SIMULATION



B99

	Meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.5

SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE

N

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:500

PROJECT

523 OLD FORCETT RD, DODGES FERRY

CLIENT

KINETIC GROUP

DRAWING TITLE

B99 SWEPT PATH ASSESSMENT

DRAWING NUMBER

SK02

DATE	REVISION
15 MAY 2024	B

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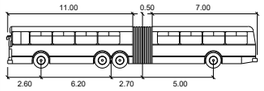
VEHICLE USED IN SIMULATION



ARTICULATED BUS 19M

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.8
Articulating Angle	: 70.0

SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE

N

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:500

PROJECT

523 OLD FORCETT RD, DODGES FERRY

CLIENT

KINETIC GROUP

DRAWING TITLE

19m BUS SWEPT PATH ASSESSMENT

DRAWING NUMBER

SK03

DATE	REVISION
15 MAY 2024	B

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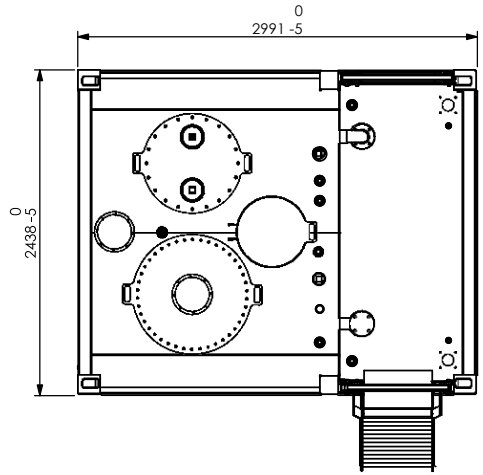
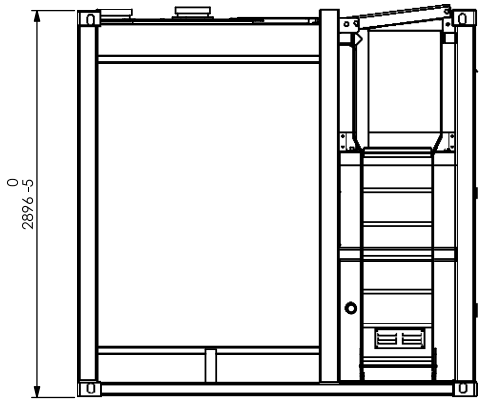
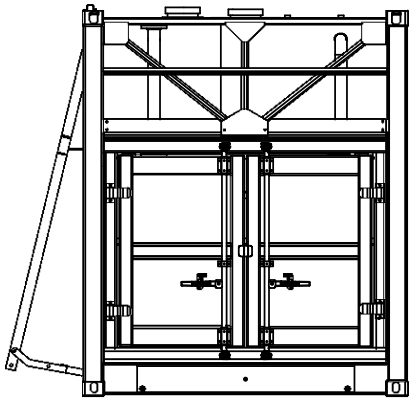
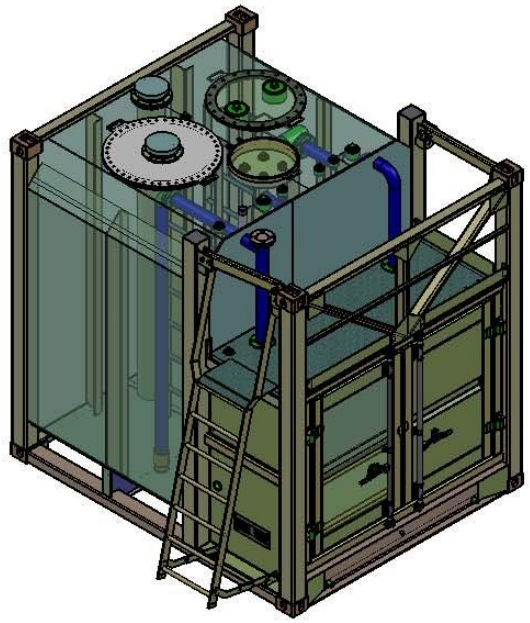
TANK DATA	
TANK CONTENTS:	DIESEL
DESIGNED TO;	UL142,ULC S601
BUILT TO:	UL142,ULC S601
PLATE THICKNESS:	6mm
GROSS VOLUME:	11,839L
HYD.TEST PRESSURE:	Gross level+150mm
SAFE FILL LEVEL:	11,240L
N.D.T.	Refer Logitank'fabrication&assembly plan
TOTAL MASS:	4,944KG









Sorell Council

Development Application: Response to Request for Information - Old Forcett Road, Dodges Ferry.pdf
Plans Reference: P2
Date Received: 04/07/2024

THIRD ANGLE PROJECTION

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	NAME	DATE
DRAWN		2016/8/29
CHK'D		
APPV'D		

TOLERANCE U.N.O.
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0.0 = -0.4
0.00 = -0.1

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WEIGHT: 4943.94 Kg

POPOV'S GROUP

DWG NO. / PART NO.: 10'HC

JOB NO.: FT-10

CLIENT:

TITLE:

SHEET SIZE: A3

REVISION: 01

SCALE: N.T.S.

SHEET 1 OF 1

DRAWING SCHEDULE - ARCHITECTURAL

DA000	COVER SHEET	A
DA100	EXISTING / DEMOLITION	A
DA101	SITE PLAN	A
DA102	PROPOSED FLOOR PLAN	A
DA103	ELEVATIONS	A
DA104	SHADOW DIAGRAM - 21ST JUNE	A
DA105	SHADOW DIAGRAM - 21ST DECEMBER	A

Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024

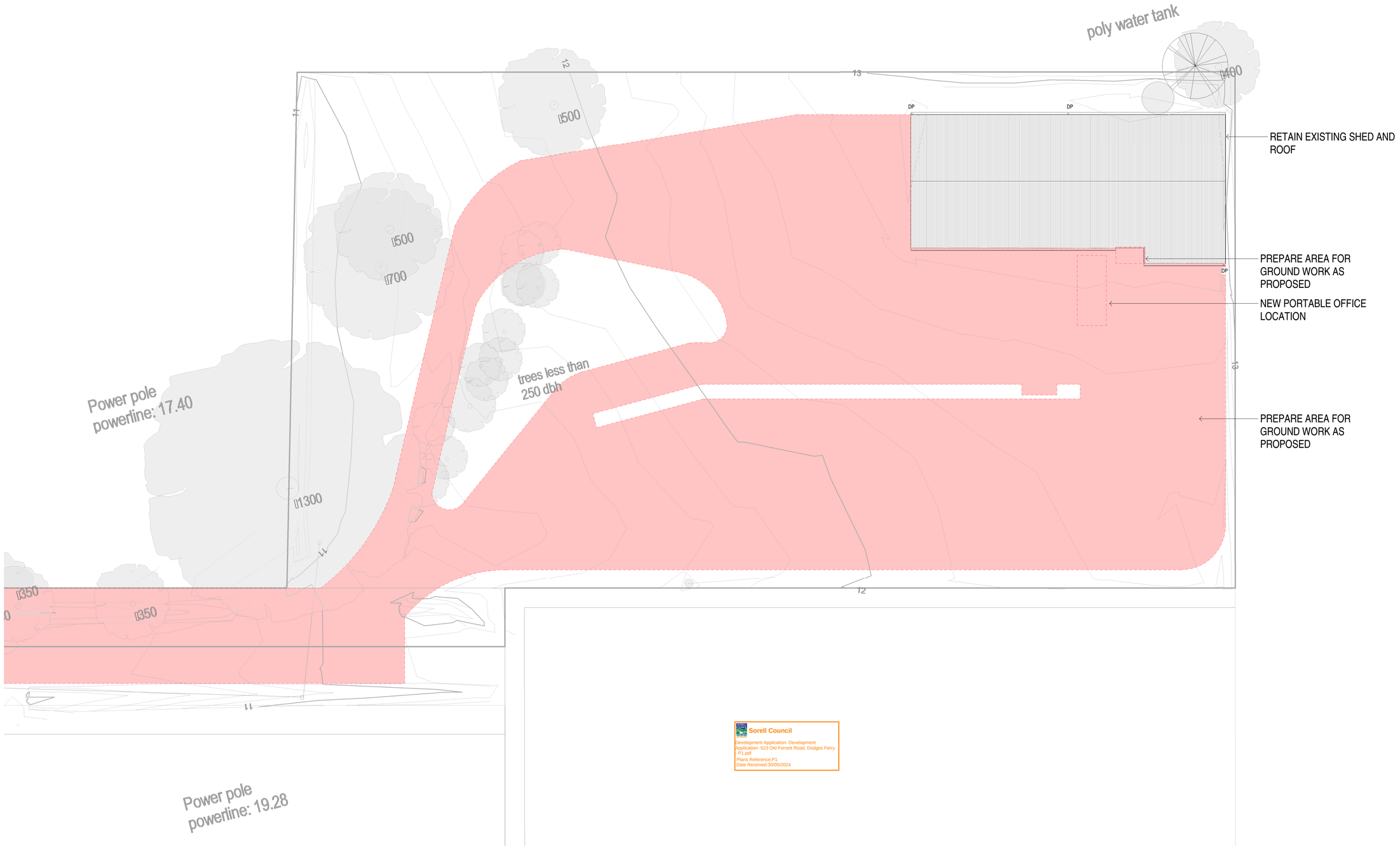
PROJECT INFORMATION

Project: 079.23139 Kinetic Dodges Ferry Depot
Client Name: Legacy Project Management OBO. Kinetic
Client Address: 532 Old Forcett Road, Dodges Ferry TAS 7173
Designer: Philp Lighton Architects - Anthony Dalgleish:567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668
Owner: Kinetic Group
Title Ref: 133712/1
Site Area: 5460m²
Local Authority: Sorell Council
Zoning: 14 - Local Business
Building Class: Class 5 (Site Offices)
Class 7a (Carpark)
Floor Area Existing:
Floor Area Proposed:

Climate Zone: 7 - Sub-Alpine
Terrain Category Classification: 1.5
Shielding Classification NS
Topographic Classification: TBC
Wind Load Classification: TBC Site Classification to AS 4055-2006
Soil Classification: TBC Site Classification to AS 2870-2011
BAL Level: TBA
Bushfire Hazard TBA
Alpine Area: N/A BCA Figure 3.7.5.2
Corrosion Environment: TBA <example C4 High>

079.23139 LEGACY PROJECT MANAGEMENT OBO. KINETIC
KINETIC DODGES FERRY DEPOT
523 OLD FORCETT ROAD DODGES FERRY TAS 7173

KINETIC
Legacy Project Management
PHILP LIGHTON ARCHITECTS



Sorell Council

Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024

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KINETIC DODGES FERRY DEPOT

CLIENT: **LEGACY PROJECT MANAGEMENT OBO. KINETIC**
ADDRESS: **523 OLD FORCETT ROAD DODGES FERRY TAS 7173**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

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K/NET/C

EXISTING / DEMOLITION

DRAWING No: DA100
PROJECT No: 079.23139
SCALE: 1 : 200 @ A1
DATE: 24.03.24
REVISION: A

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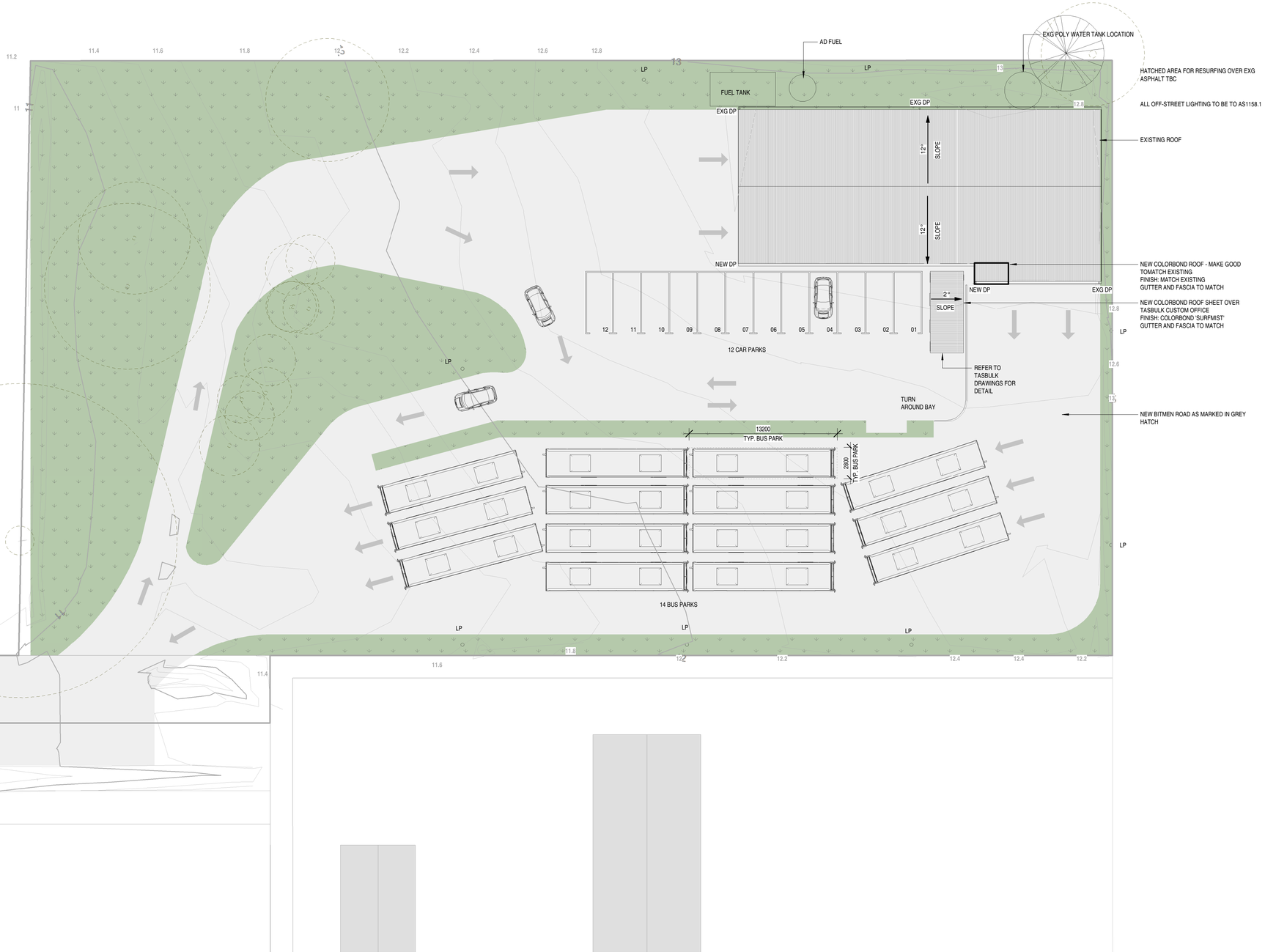
Plans Reference:P1
Date Received:30/05/2024



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KINETIC DODGES FERRY DEPOT

CLIENT: **LEGACY PROJECT MANAGEMENT OBO. KINETIC**
ADDRESS: **523 OLD FORCETT ROAD DODGES FERRY TAS 7173**

Accredited Designers: Anthony Dalgleish: 5679138335
Peter Gaggin: CC997A
Thomas Floyd: 611728668

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K/NET/C

SITE PLAN

DRAWING No: DA101
PROJECT No: 079.23139
SCALE: 1 : 200 @ A1
DATE: 24.03.24
REVISION: A

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FUEL TANK

AD FUEL

EXG POLY WATER TANK LOCATION

13

12.8

EXG DP

EXG DP

NEW CUSTOM CORREGATED
ROLLER SHUTTER DOOR
3500MM X 4000MM

NEW CUSTOM CORREGATED
ROLLER SHUTTER DOOR
3500MM X 4000MM

BAY 1

BAY 2

15000
TYP. BUS BAY

6000
TYP. BUS BAY

NEW DP

2400
TYP. CAR PARK

5400
TYP. CAR PARK

08 07 06 05 04 03 02 01

D01
02

BATHROOM
02
V-01

W01.2

NOM 1580
NEW CONCRETE SLAB

NEW DP

NOM 1000
CLEARANCE

NOM 3000
NEW CONCRETE SLAB

EXG DP

SHED EXTENSION:
NEW CONCRETE SLAB
16MM COLORBOND CORREGATED WALL SHEET
76 STEEL STUD

NEW CUSTOM CORREGATED
ROLLER SHUTTER DOOR
3500MM X 9000MM

W02.1

W01.1

OFFICE
01
CT-01

S/BOARD

D01
01

A/C INDOOR

A/C OUTDOOR

NEW TASBULK CUSTOM 7.2 X 3M
PORTABLE OFFICE
REFER TO TASBULK DRAWINGS FOR
DETAILS

12.8

NORTH

Sorell Council

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Plans Reference:P1.
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Thomas Floyd: 611728668

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PROPOSED FLOOR PLAN

DRAWING No: DA102
PROJECT No: 079.23139

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SCALE: 1 : 50 @ A1
DATE: 24.03.24
REVISION: A

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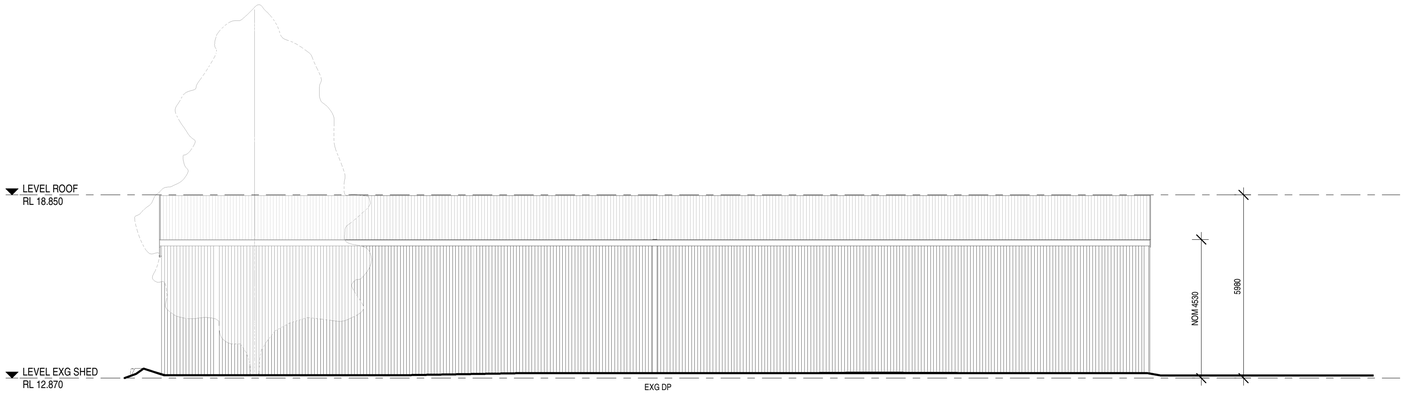
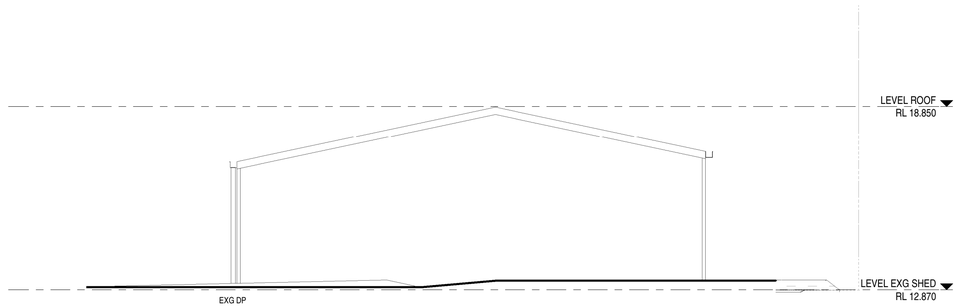
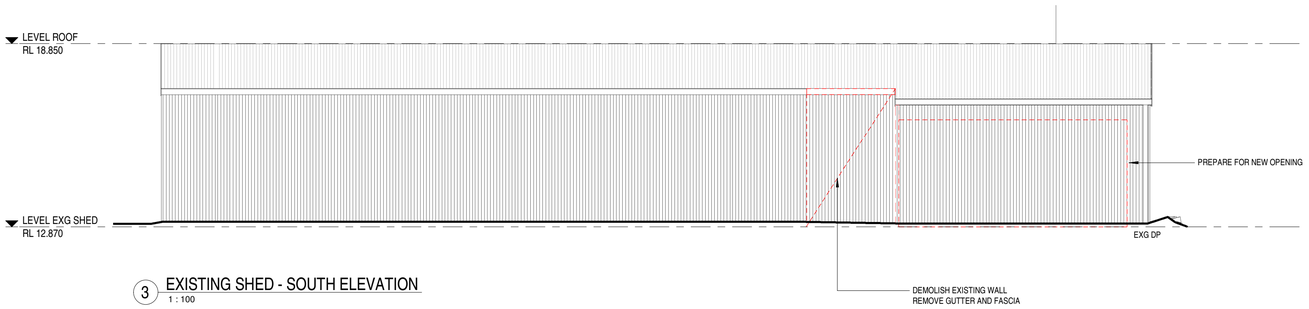


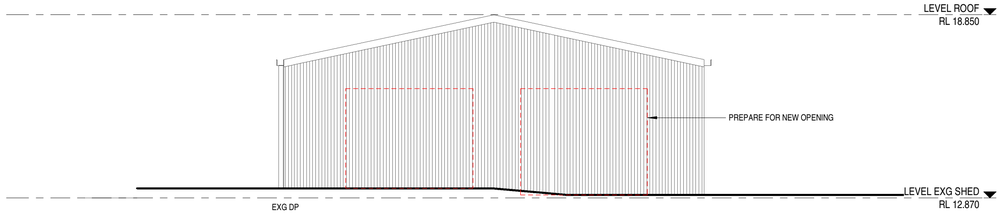
1 EXISTING SHED - NORTH ELEVATION
1 : 100



2 EXISTING SHED - EAST ELEVATION
1 : 100

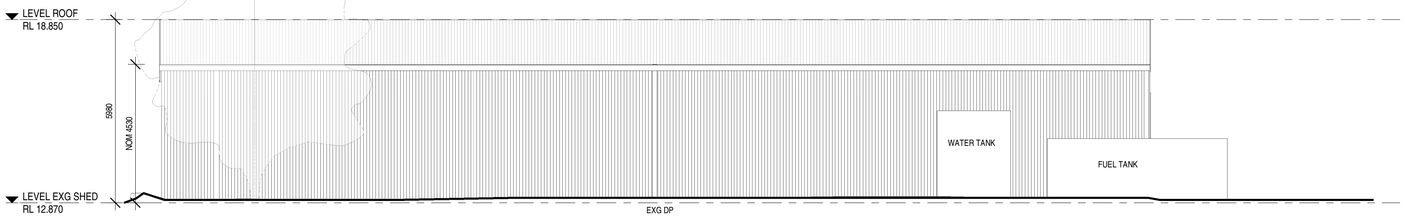


3 EXISTING SHED - SOUTH ELEVATION
1 : 100

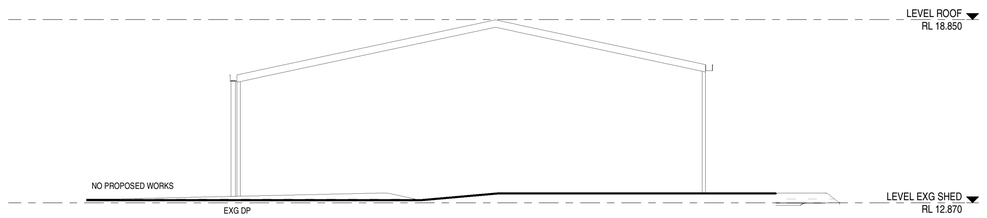


4 EXISTING SHED - WEST ELEVATION
1 : 100

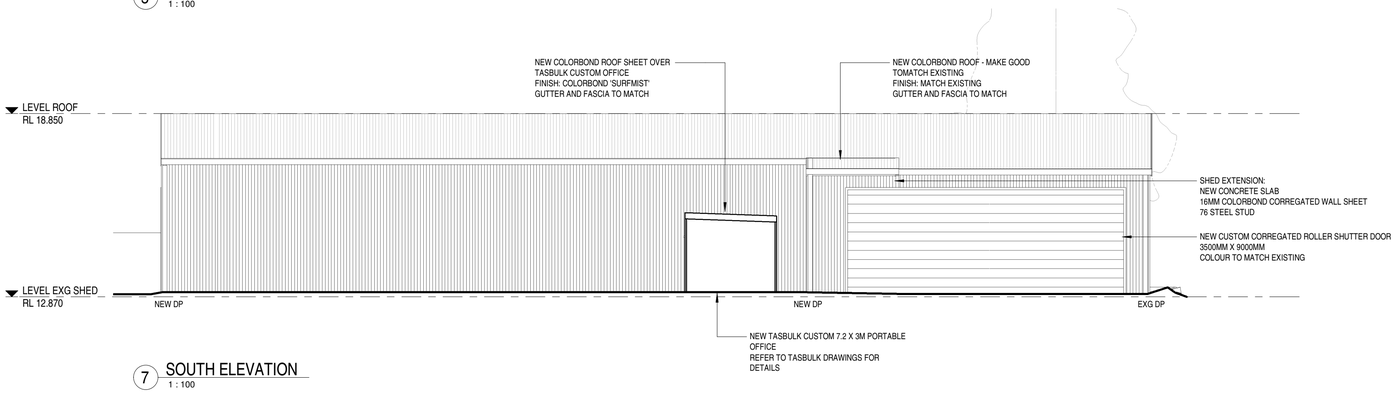
Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024



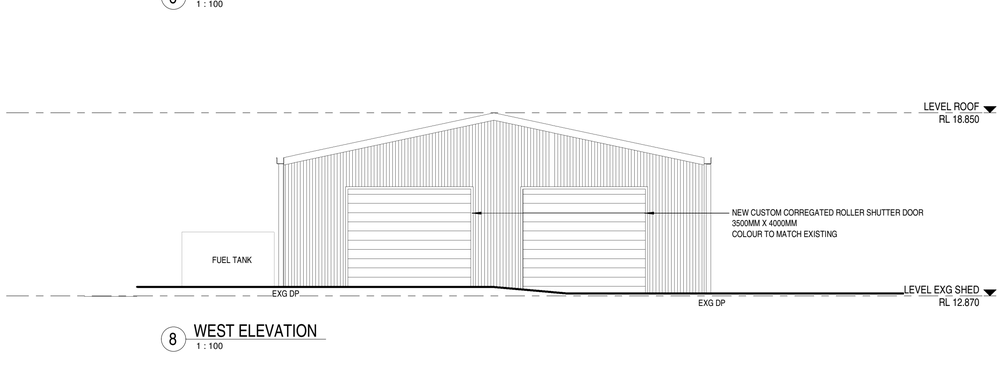
5 NORTH ELEVATION
1 : 100



6 EAST ELEVATION
1 : 100



7 SOUTH ELEVATION
1 : 100



8 WEST ELEVATION
1 : 100

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KINETIC DODGES FERRY DEPOT

CLIENT: **LEGACY PROJECT MANAGEMENT OBO. KINETIC**
ADDRESS: **523 OLD FORCETT ROAD DODGES FERRY TAS 7173**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

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ELEVATIONS

DRAWING No: DA103
PROJECT No: 079.23139
SCALE: 1 : 100 @ A1
DATE: 24.03.24
REVISION: A

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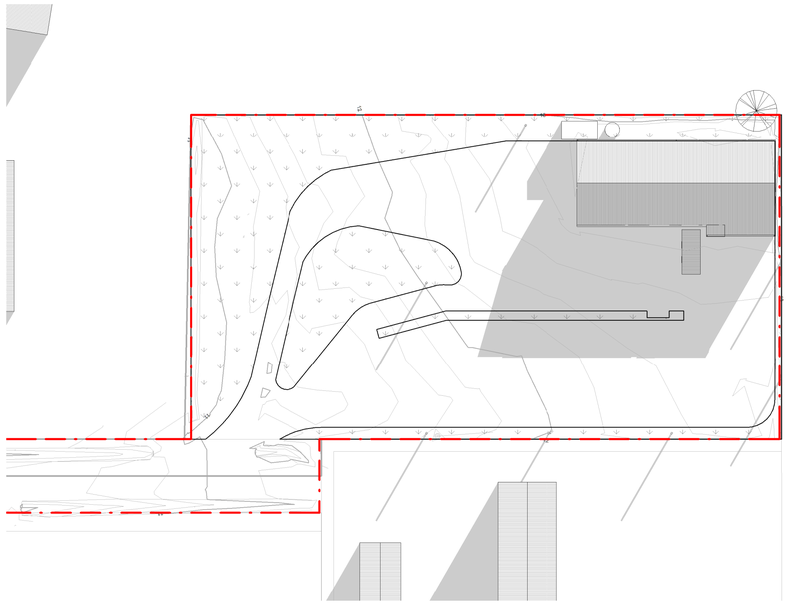
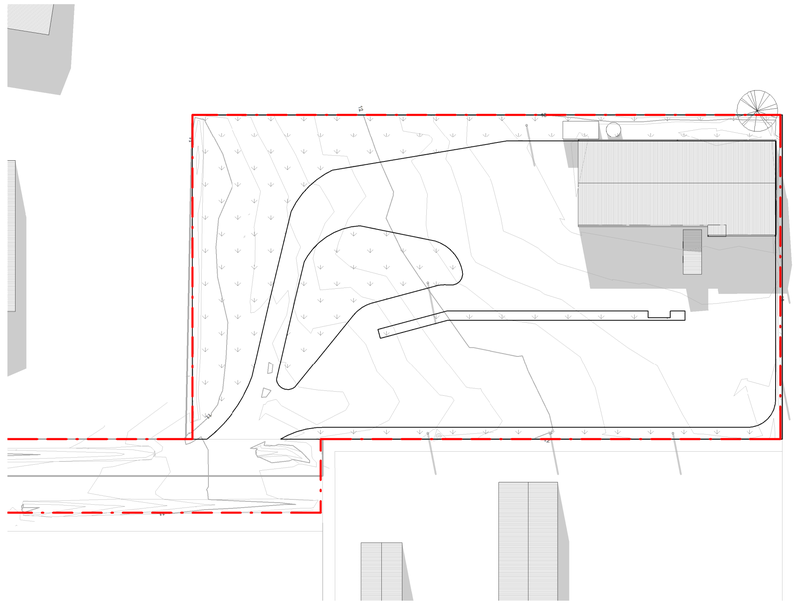
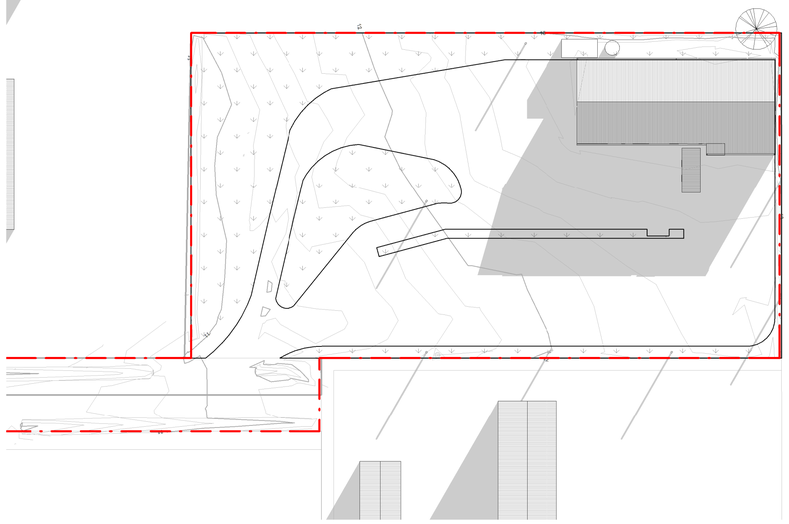


1 WINTER SOLSTICE - 9 AM
1 : 500

Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024



2 WINTER SOLSTICE - 12 PM
1 : 500



3 WINTER SOLSTICE - 3 PM
1 : 500

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KINETIC DODGES FERRY DEPOT

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ADDRESS: **523 OLD FORCETT ROAD DODGES FERRY TAS 7173**

Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

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SHADOW DIAGRAM - 21ST JUNE

DRAWING No: DA104
PROJECT No: 079.23139
SCALE: 1 : 500 @ A1
DATE: 24.03.24
REVISION: A

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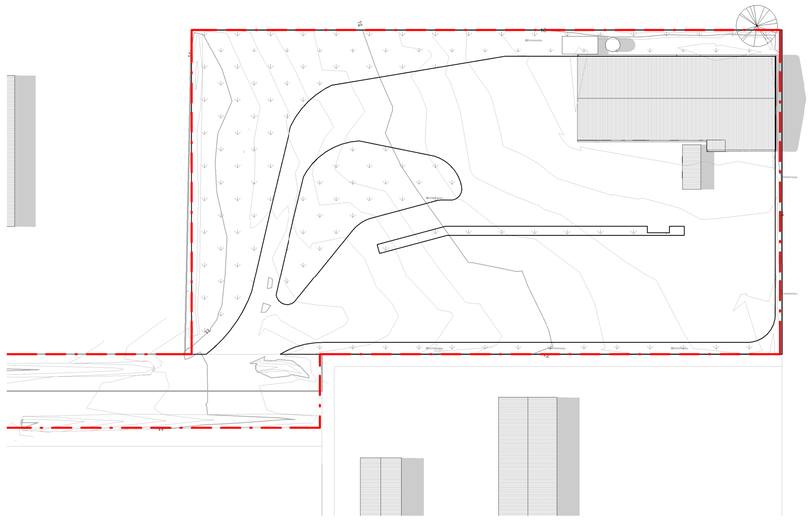
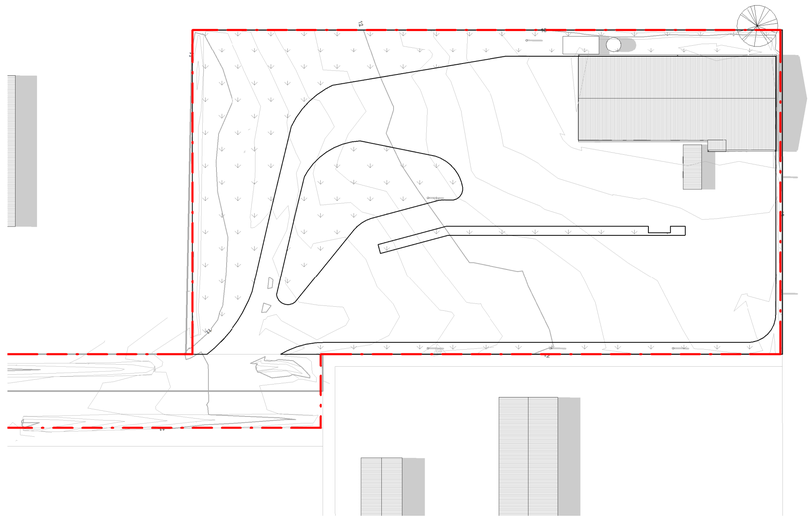
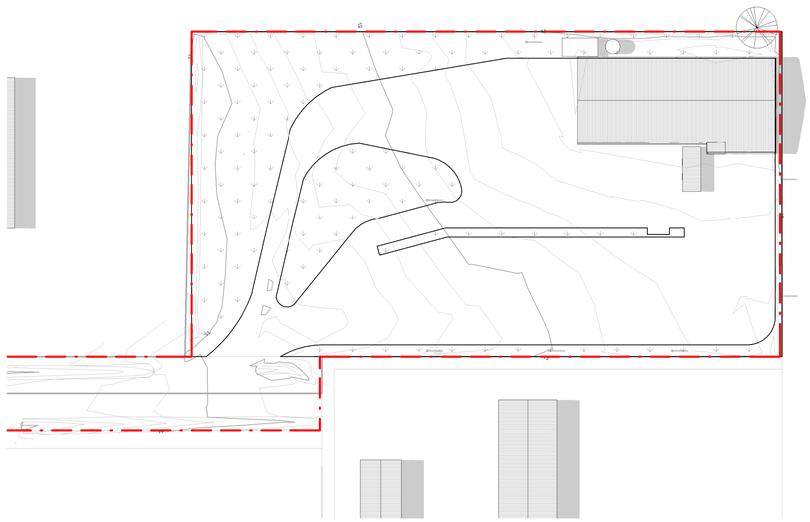


1 SUMMER SOLSTICE - 9 AM
1 : 500



2 SUMMER SOLSTICE - 12 PM
1 : 500

Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024



3 SUMMER SOLSTICE - 3 PM
1 : 500

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KINETIC DODGES FERRY DEPOT

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Accredited Designers: Anthony Dalgleish: 567913835
Peter Gaggin: CC997A
Thomas Floyd: 611728668

Legacy Project Management

K/NET/C

SHADOW DIAGRAM - 21ST DECEMBER

DRAWING No: DA105
PROJECT No: 079.23139
SCALE: 1 : 500 @ A1
DATE: 24.03.24
REVISION: A

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Tasmanian Planning Scheme & Sorell Council Local Provision Schedule Relevant Clauses

Planning Scheme Clause	Qualitative Development Consideration	Quantitative Expectations	Development Proposals	Details and explanatory notes
C12.6.1 Buildings and works within a flood–prone hazard area	Flood prone area overlay shown on site	A tolerable risk from flood can be achieved and maintained. The risk of flood to adjacent land is not increased	Buildings and works proposed outside of flood prone area	Flood prone area overlay only within driveway entrance to site. Risk to user is negligible.
C2.5.1 Car Parking numbers	An appropriate level of car parking spaces are provided to meet the needs of the use	Refer Traffic Engineer report	12	Refer Traffic Engineer report for expected No. of car parks: Business and Professional Services, excluding as otherwise specified in this Table: Car: 1 space per 30m2 of floor area
C2.6.1 Construction of parking areas	Parking areas are constructed to an appropriate standard	Durable all weather pavement and parking areas to drain to public stormwater system	Driveway and parking areas to be constructed with a sealed durable all weather pavement. Grated pits included to capture surface runoff for discharge into council stormwater network via a single stormwater lot connection.	Acceptable Solution A1 (a) & (b) met
C2.6.2 Design and layout of parking areas	Design and layout of parking areas incl. width requirements Ref Table C2.2 and 2.3	(a) Compliance with the following: '(i) gradients to AS2890.1 and AS2890.2 (ii) forward in and forward out (iii) access width > 4.5m for 7m, then 3m (iv) car park dimensions 5.4 x 2.8 with 5.8m manoeuvring width (v) access to AS2890.1 and AS2890.2 (vi) vertical clearance >2.1m (vii) delineated (b) Compliance with AS2890.1 & AS2890.2	Compliance with AS2890.1 & AS2890.2	Refer Traffic Engineer plans for turning paths
C2.6.3 Number of accesses for vehicles	Access to land is provided which is safe and efficient for users of the land and all road network users	1	1	Acceptable Solution A1 (a) is met
C2.6.4 Lighting of parking areas	Parking and vehicle circulation roads and pedestrian paths are provided with an acceptable standard.	Lighting to be provided in accordance with Clause 3.1 and 3.6 of AS1158.3.1	Compliance with Clause 3.1 and 3.6 of AS1158.3.1	Refer architectural documentation for layout of lighting and specification
C2.6.5 Pedestrian access	That pedestrian access within parking areas is provided in a safe and convenient manner	1m wide footpath that is separated from the access ways or parking aisles.	Not included	Acceptable Solution A1.1 not met, addressed in planning application
C2.6.8 Siting of parking and turning areas	That the siting of vehicle parking and access facilities does not cause and unreasonable visual impact on streetscape character or loss of amenity to adjoining properties	Within a Local Business Zone parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings	In front of the buildings	Acceptable solution not met due to insufficient space behind the building line
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	To minimise any adverse effects on the safety and efficiency of the road newtork from vehicular traffic generated from the site at a new or existing vehicle crossing	Vehicular traffic not to increase existing volumes by 10%	Refer traffic engineer report	Refer Traffic Engineer report
SOR–S2.7.2 Stormwater Management	That development provides for adequate on–site stormwater management	Development must be capable of connecting by gravity to a public stormwater system	Private stormwater installed will be connected by gravity to a public stormwater system	The onsite stormwater system will drain by gravity to the public stormwater system meeting the Acceptable Solution A1

LEGEND

- NEW PRIVATE STORMWATER — SW
- NEW PUBLIC STORMWATER — SW
- NEW SEWER — S
- NEW GRATED TRENCH DRAIN
- NEW GRATED PIT
- EXISTING PRIVATE STORMWATER — sw
- EXISTING PUBLIC STORMWATER — sw
- REDUNDANT STORMWATER — sw
- EXISTING DRAIN INVERT
- EXISTING COMMS — t
- EXISTING UNDERGROUND POWER — e(ug)
- EXISTING OVERHEAD POWER — e(oh)
- NEW BOLLARD — B
- NEW LIGHT POLE — LP

N

0 5 10 15 20 25m
SCALE 1:500

Sorell Council
Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf
Plans Reference:P1
Date Received:30/05/2024

519 OLD FORCETT ROAD
PID: 2099243

EXISTING SHED TO BE RETAINED
EXISTING RAINWATER TANK TO BE RETAINED
NEW OFFICE FLOOR LEVEL CLEAR OF FLOOD PRONE AREA
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PROPERTY BOUNDARY
NEW DN300 STORMWATER PROPERTY CONNECTION
EXISTING DN150 STORMWATER PROPERTY CONNECTION (1 OF 2) TO BE MADE REDUNDANT
EX DN300 SW
EX DN300 SW
EX DN300 SW
EX DN300 SW
NEW SEALED PAVEMENT TO ARCHITECTS DETAIL
EXISTING GRASSED SWALE SERVICING BUS PARKING AREA
EXISTING STORMWATER PROPERTY CONNECTION OF 525 OLD FORCETT ROAD
525 OLD FORCETT ROAD PID: 1974229
EXISTING DN300 STORMWATER PROPERTY CONNECTION (2 OF 2) TO BE MADE REDUNDANT
FLOOD PRONE AREA CODE OVERLAY
6m WIDE PRIVATE RIGHT OF WAY AND DRAINAGE EASEMENT
527 OLD FORCETT ROAD PID: 1974210

REV	DATE	REMARK
DA1	14/05/2024	DEVELOPMENT APPROVAL

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Accepted (Discipline Head)	BBG	Date 14-5-2024
Accepted (Team Leader)	DFG	Date 14.05.2024
Approved (Principal)	CJM	Date 14-5-2024

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1:500	DFG	JFB
	PLOT DATE	14/05/2024

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49-51 Elizabeth Street, Launceston, Tas (03) 6334 5548
www.jmg.net.au infohbt@jmg.net.au infoltn@jmg.net.au

PROJECT
523 OLD FORCETT ROAD, DODGES FERRY
KINETIC BUS DEPOT

TITLE
SITE PLAN

PROJECT NO. 230880CS
DWG NO. C01
REVISION DA1
PLOT DETAILS 230880CS DA PLANS.DWG

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

The following risks which are unique to this design have been identified:	NIL

This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.

N

0 2.5 5 7.5 10 12.5m

SCALE 1:250

PROPERTY BOUNDARY

LP

EXISTING WATER TANK OVERFLOW TO BE RETAINED

NEW FUEL TANK TO ARCHITECTS DETAIL

POTENTIAL LAND APPLICATION AREA (SEPTIC SYSTEM) TO BE CONFIRMED BY GEOTECH ENGINEER

EX. DN150

NEW DN100 SEWER

12.50

12.00

11.50

11.00

PROPERTY BOUNDARY

EXISTING SWALE DRAIN TO BE RETAINED

CONNECT NEW STORMWATER TO EXISTING

2 No. EXISTING TREES TO BE REMOVED (HATCHED RED)

EXISTING EDGE OF DRIVEWAY

NEW EDGE OF DRIVEWAY

NEW 600W x 60D OPEN DRAIN

BAY 1

BAY 2

OFFICE 7.2 x 3

12 No. NEW CLASS 1 CAR SPACES TO AS2890.1

NEW OFFICE TO ARCHITECTS DETAIL

NEW BARRIER KERB (TYP)

NEW KERB AND CHANNEL (TYP)

5.5m

4.0m

4.3m

7.6m

5.4m

2.4m

1.6%

1.4%

3.4%

1.1%

2.0%

2.6%

3.1%

2.9%

2.8%

0.5%

1.2%

4.1%

0.6%

1.7%

0.7%

3.0%

2.7%

1.0%

2.1%

0.6%

1.1%

1.9%

2.3%

3 No. EXISTING TREES TO BE REMOVED (HATCHED RED)

NEW 600x600 GRATED PIT

NEW 600x600 GRATED PIT

EXISTING TELSTRA PIT

EXISTING POWER PLE

NEW 600x600 STORMWATER PIT

EXISTING TELSTRA AND ELECTRICAL LOCATION SHOWN AS APPROXIMATE. CONTRACTOR TO POSITIVELY IDENTIFY THE SERVICES PRIOR TO UNDERTAKING ANY EXCAVATION WORKS

DN225

DN150

DN300

EX. DN300

NEW 600x600 STORMWATER PIT

EXISTING DN300 STORMWATER CULVERT TO BE EXTENDED PAST NEW EDGE OF DRIVEWAY AND NEW HEADWALL INSTALLED

NEW 600x600 STORMWATER PIT

PROPOSED 14 BUS PARKS

PROPERTY BOUNDARY

2m WIDE DRAINAGE EASEMENT

Sorell Council

Development Application: Development Application -523 Old Forcett Road, Dodges Ferry - P1.pdf

Plans Reference:P1

Date Received:30/05/2024

REV	DATE	REMARK
DA1	14/05/2024	DEVELOPMENT APPROVAL

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Accepted BBG (Discipline Head)		Date 14-5-2024
Accepted DFG (Team Leader)		Date 14.05.2024
Approved CJM (Principal)		Date 14-5-2024

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1:250	DFG	JFB
	PLOT DATE	14/05/2024

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PROJECT
523 OLD FORCETT ROAD, DODGES FERRY
KINETIC BUS DEPOT

TITLE
GENERAL ARRANGEMENT

PROJECT NO. 230880CS

DWG NO. C02

REVISION DA1

PLOT DETAILS 230880CS DA PLANS.DWG