

**JOINT REGIONAL PLANNING PANEL
(NORTHERN REGION)**

JRPP No:	2012NTH019
DA No:	DA0120/2013
PROPOSED DEVELOPMENT:	Demolition of Existing Buildings and Construction of New Maintenance, Administration and Workshop buildings
PROPERTY DESCRIPTION	Lots 1 DP 999490 and Lot 1 DP 516989, 470-506 Goonoo Goonoo Road, Hillvue
APPLICANT:	TransGrid c/o Hamptons Property Services
OWNER:	TransGrid
REPORT BY:	Sam Lobsey - Senior Development Assessment Planner Jackie Kruger - Director Planning and Community Services
LODGEMENT DATE:	13 September 2012
LAND ZONING:	RU4 – Primary Production Small Lots Tamworth Regional Local Environmental Plan 2010

Assessment Report and Recommendation

EXECUTIVE SUMMARY:

Reason for consideration by the Joint Regional Planning Panel:

The development application is referred to the Northern Region Joint Regional Planning Panel for the reason that it is a Crown Development (TransGrid being a Public Authority) and the project has a capital investment value of greater than \$5.0m.

Description of Proposal:

The proposed development is for the demolition of existing TransGrid buildings and construction of new maintenance, administration and workshop buildings. The development works are proposed to be carried out in the following stages:

Stage 1

- Demolition of existing structures on southern boundary and construction of a single storey building (Building No.1) at the southern end of the site. Building No. 1 containing:
 - Storage facilities, office rooms, electrical and plant rooms, amenities, technical services, gym, training and meals rooms, a communications and technical services rooms; and
 - The primary pedestrian entrance (reception desk) located at the western end of the building adjacent to a landscaped courtyard and the primary parking area;

Building No. 1 is proposed to have a total gross floor area of 2,098m².

- Vehicle Entry No. 3 to be relocated slightly north of its original position.

Stage 2

- Demolition of all remaining structures except an oil separation building and an outbuilding located on the northern side of the existing substation.
- Construction of a single storey building (Building No. 2) containing:
 - Office space, workshop facilities, battery bay, amenities, oil/chemical store, undercover vehicle parking and trailer storage, technical services; and
 - Three rainwater tanks at the eastern end of building;

Building No.2 positioned to the north and facing Building No. 1, is proposed to have a total gross floor area of 1,013m² (excluding the 112m² wash bay).

Stage 3

- Demolition of an existing oil separation building and external construction works including:
 - Construction of additional car parking at eastern end of the building compound area.

The external materials and finishes for Buildings No. 1 and 2 shall include a mix of “woodland grey” coloured cladding, “shale grey” colourbond, translucent sheet cladding, “almond” Boral design block smooth face and “shale grey” powder coat.

All landscaping is proposed to be installed according to the Landscaping Plan during each stage of works.

There are no proposed works involving the existing electricity substation as part of this application, however, Transgrid have advised Council that a new substation is proposed as part of a later and separate application. The existing substation will be decommissioned.

Site Description:

The development site comprises Lot 1 DP 999490 and Lot 1 DP 516989, 470-506 Goonoo Goonoo Road, Hillvue. The combined area of both lots is approximately 7.06ha with a frontage to Goonoo Goonoo Road (New England Highway) to the west.

An existing 132KV electricity substation is located on Lot 1 DP 999490, at the northern end of the site, which includes associated power lines and structures. At the southern end of the site are existing workshops, maintenance and office/administration buildings. These buildings are currently used for the purposes of training, administration and workshop activities. The site also contains two hard stand car parking areas for staff, TransGrid vehicles and visitors. A series of overhead power lines associated with the substation dominate the northern end of the site.

The surrounding locality is made up of recreational land and commercial businesses located northwest and west of the site. Directly adjoining the subject site to the east is privately owned primary production agricultural land. Southwest of the site is the Australian Equine Livestock Entertainment Centre.



Diagram 1- Locality Plan



Diagram 2 – Aerial Image (2010)

Background:

TransGrid owns, operates and manages the subject site including the electricity substation facility. The company was formed as a Statutory Authority in 1995 pursuant to the Electricity Transmission Authority Act 1994 and became a corporatised entity under the State Owned Corporations Act 1989 on 14 December 1998.

Transgrid is a Public Authority pursuant to the following definition provided by the Environmental Planning and Assessment Act 1979:

public authority means:

.....

(e) a statutory State owned corporation (and its subsidiaries) within the meaning of the State Owned Corporations Act 1989

TransGrid has undertaken a 'Business Needs Analysis' and identified the current facilities at the site no longer satisfy their functional requirements. One of the outcomes of this analysis is to relocate the existing electricity substation to a location on the property where the existing buildings are situated. A number of TransGrid operations are carried out in these buildings, such office/administration, workshop and depot activities. TransGrid submits this development application because those buildings must be demolished to make way for the new substation.

As advised the substation relocation works will be undertaken at the completion of the proposed building works, under Part 5 of the Environmental Planning and Assessment Act 1979 and do not form part of this application.

Consultation:

The proposed development was notified in accordance with the Tamworth Regional Development Control Plan 2012 for a period of twenty one (21) days from 24 September 2012 to 15 October 2012. One (1) submission was received which shall be discussed further in this report.

Referrals

The proposal was referred to the Roads and Maritime Services for the reason that the proposed development is located adjacent to a classified road, being Goonoo Goonoo Road (New England Highway). A response from the RMS was received on the 13th November and their comments concerning multiple driveways and internal vehicle access are discussed further in this report.

Internal referrals were made to the following Councils specialists; Regional Services, Environment Health, Water Enterprises and Strategic Planning. Consideration of their responses is made where relevant throughout this report.

Recommendation:

It is recommended that DA0120/2013 be approved subject to the proposed conditions contained in Annexure No. 3 which includes amendments being made in red on the endorsed plans, removing the landscape embankments and gabion walls located with the highway road reserve adjacent to Entry No. 3.

Annexure:

Annexure 1 Plans/ Documents

Annexure 2 Submission

Annexure 3 Proposed Conditions of Consent (DA0120/2013)

1. Environmental Planning and Assessment Act 1979

S79C(1)(a)(1) Any environmental planning instrument

Tamworth Regional Local Environmental Plan 2011 (TRLEP 2011)

The subject site is situated within an RU4 – Primary Production Small Lots land use zone where light industries and depot activities are permissible.

Components of light industry and depot activities are carried out on this land, an electricity substation and associated administration, workshop and depot facilities. The proposed re-development works is for the demolition of the existing buildings which are currently used for those associated activities. This proposal will not result in a change to the current operations on the site

One of the objectives of this zone is to minimize a conflict of land uses within the adjoining land zones. In this regard, the proposed works are intended to consolidate a range of operations. It is considered that the proposed re-development works will not cause unreasonable impacts on adjoining land uses.

S79C(1)(a)(iii) Any development control plan

Tamworth Regional Development Control Plan 2011 – Industrial Development Controls

Building Setbacks

According to this control the setback from the front boundary line to the building line should be five (5) metres. Building No. 2 complies with 7.8 metres, however Building No. 1 achieves a minimum of three (3) metres. It is satisfactory to allow a variation in this regard, given the site is not situated in a typical industrial zone, where a variation to this setback may be more prominent. The locality surrounding the site comprises of mixed range of land uses and

building setbacks. There is also a petrol station located directly across the road from Entry No. 3 with roof structures approximately two (2) metres from the front boundary line.

The objective of building setbacks is to reduce the visual impact on the streetscape. This is achieved through the building design where the front façade is single storey. The proposal also allows for adequate parking, landscaping and vehicle manoeuvring within the setback area. The landscape plan includes extensive planting in front of the car parking area and adjoining the western façade of each building. This includes planting of trees with a mature height from 8-20 metres within the property boundary and other trees and shrubs located within the property boundary around the car parking area from 0.3m to 3m in height. The impact from the encroachment of the building line will be minimised due to this landscaping.

Design

A Design Statement has been provided by Peckvonhartel (PVH) Architects in relation to the proposed building works, it reads:

Façade Design, External Materials and Finishes

The material palate for the Tamworth Regional Depot has been selected in response to the wider environment of the site. The palette is considered to be neutral and conservative to reflect the earthy tones of the grass paddocks and surrounding farmland.

There are no concerns with the design of the new buildings and depot compound.

Utilities and Services

Council's Water Enterprises and Regional Services Directorates have reviewed the proposal and provided comments in regards to utilities and services and suggest relevant conditions of consent to ensure adequate stormwater, sewer and water services are provided.

Regional Services identified that an existing detention/retention basin located at the rear of the existing substation on Lot 1 DP999490 has a 600mm diameter outlet pipe discharging to private property at Lot 2 DP501210. If a development consent was forthcoming, a condition will be included requiring the applicant to demonstrate that the discharge of this water is being done so legally, either through a written agreement with the landowner or an easement for drainage purposes created in accordance with the Conveyancing Act, 1919.

It is noted that the applicant proposes to construct a gravity sewer system discharging to Council's main sewer line which terminates approximately half way down the northern lot (See Diagram 3). Whilst there is minimal detail provided in the documents provided, Council's Water Enterprises Directorate have recommended a set of conditions to be included as part any development consent relating to the future sewer construction



Diagram 3 – Council Sewer/Stormwater Mains

Landscaping

The applicant has provided a landscape plan and it is generally satisfactory with the exception of the landscape embankment and gabion walls located on either side of Entry No. 3 partly within the Goonoo Goonoo Road reserve. All landscape features involving earthworks and/or permanent structures such as the gabion walls should be located wholly within the property boundary. There is also concern that the landscape mound and gabion walls are a hazard for vehicles travelling along Goonoo Goonoo Road, or for vehicles entering or exiting Entry No. 3. The height of the embankments and positioning of the gabion walls also interrupt sight lines and reduce sight distances. As the embankment and walls are to be located within the road reserve it is assumed they would become a future maintenance burden upon the Council or RMS as the road authority for Goonoo Goonoo Road.

As the proposed embankments and gabion wall works are within the road reserve, owner's consent for works on this land is required but has not been sought by the applicant.

Furthermore, there is a discrepancy in the design drawings and landscaping plans with the width of the footpath reserve in Goonoo Goonoo Road. In the case where the proposed embankment and gabion walls were approved, the footpath reserve could effectively be reduced from approximately ten (10) metres wide to almost a zero setback, as the landscape plans show the gabion walls are less than one (1) metres from the road.

It is recommended that the embankment and gabion wall features are deleted from the plans to allow for further discussions between TransGrid, Council and RMS to adopt a more suitable landscape design/feature for the main entry to the site. It is recommended that the plans be amended in red removing this landscape feature and be conditioned accordingly.

Whilst Council is recommending deletion of the embankment and wall, Council are continuing discussions with the applicant and RMS and it is intended that the matter be resolved prior to the JRPP meeting.

Fencing

It is proposed to relocate palisade fencing from the existing substation around the perimeter of the new depot compound and buildings. Considering the nature of the operations, it is satisfactory to allow this type of security fencing within the front setback, which includes extensive planting and landscaping features. There are no concerns in this regard.

Traffic and Access

There are three (3) vehicle access points to the subject site from Goonoo Goonoo Road. The Roads and Maritime Services (RMS) and Council's Regional Services Directorate have provided comments relating to the positioning of Entry No. 1, at the northern end of the site. Both responses identified a concern with the three (3) existing driveways from Goonoo Goonoo Road (New England Highway) and acknowledge the redevelopment works as being an opportunity to rationalise the number of site accesses. It is advised that TransGrid close one of the three entries upon completion of the substation relocation works. The location of Entry No. 1 is in close proximity to Greg Norman Drive and its closure would be beneficial to road user safety and the efficiency of the classified road.

Given that the re-development works being applied for under this application do not propose to modify the existing driveway at Entry No. 1 and as this driveway is considered necessary for continued access to the substation, the closing of this entry is not currently required, however it is strongly recommended that it be closed when the substation relocation is carried out under Part 5 of the EPA Act 1979.

RMS have recommended that an internal access road between the new depot compound and existing substation would reduce vehicle movements in and around the site via the classified road. The plans show a new vehicle access gate at the rear of Building No. 2 which connecting the substation and the new depot compound; this gate is shown on the plans to be approximately three (3) metres wide and therefore will ensure suitable internal access throughout the site.

Parking

The applicant has provided a Traffic Impact Assessment Report, prepared by GTA Consultants. The report identifies the parking rate to be of 1 space/75m² Gross Floor Area (GFA) for Administration Building, Workshop and Storage.

The proposed combined GFA for Buildings No. 1 and No. 2 is 3,223m² and therefore the parking rate is $3223/75 = 43$ spaces being required. There are 25 spaces (plus one disabled space) provided within the front setback area of the site, whilst the compound area contains a further 18 spaces for staff parking. The proposed number of parking spaces complies with this control.

Loading/Unloading Facilities

Adequate space is provided wholly within the site for loading and unloading of vehicles.

Outdoor Signage

The development application does not include any proposed signage and therefore no signage is recommended for approval under this application.

Outdoor Lighting

If development consent was forthcoming, a condition of consent is recommended to ensure any outdoor lighting complies with AS4282 *Control of Obtrusive Effects of Outdoor Lighting*.

Noise

The Statement of Environmental Effects provides a brief reference to potential noise impacts on adjoining properties. Identifying that due to the location of the buildings and the surrounding locality not involving any residential properties or other sensitive land uses, the development will not have any adverse noise impact.

The proposed development does not involve a change in use or include additional activities which would be likely to change the noise levels current on the site.