

## **Note to JRPP Meeting: DA2015/0368 2015NTH014**

### **Draft Conditions of Approval – Possible amendments**

Council officers discussed certain draft conditions for approval of the Depot with the applicant and points of agreement and changes are noted below

#### **Condition 4**

Applicant sought clarity to ensure that routine works and on-call operations and the like are catered for.

**Outcome:** a minor addition to the condition to provide clarification for times when an emergency may be contained, but the follow-up repair work may take place outside of approved hours. The condition will now read (change in red):

**Operation of the Depot (including truck and vehicle movements to and from the site) must not occur outside of the hours 6am to 6pm Monday to Saturday except in times and cases of emergency *or extraordinary circumstances*.**

#### **Condition 16**

Clarity provided to distinguish permitted noise levels between operational activity of the depot and construction works... by inserting the words '*during operation (as opposed to construction)*' after the reference to 5dB. The condition would now read:

**The equivalent continuous A-weighted level of noise from the source, measured over a 15 minute period, shall not exceed the background noise level by more than 5dB *during operation (as opposed to construction)* at the most affected residential receiver who has not given written permission for an exceedance of this condition.**

**The noise limit set out in the previous condition applies under all meteorological conditions, except for the following:**

- a. Wind speeds greater than 3 metres/second and 10 metres above ground; or**
  - b. Temperature inversion conditions up to 3°C/100m and wind speeds greater than 2 metres/second at 10 metres above ground level; or**
- Temperature inversion conditions greater than 3°C/100m**

#### **Condition 24.**

The condition should be amended to accord more closely with the recommendation of the submitted acoustic report. (The Plan referred to is attached) and new wording of this condition is recommended as follows:

***Noise control measures are to be implemented in accordance with Figure 3, section 5.1.1 Noise Control Modification, as shown on page 27 of the Reverb Acoustics Report dated May 2015. The barriers and measures are to be engineered and constructed with regard to ensuring noise is effectively attenuated to comply with the previous conditions related to noise attenuation levels***

#### **Condition 25.**

The requirement to place a 2m high barrier around the perimeter of the site may be excessive and unreasonable and it was agreed that the noise during construction could be monitored and contained in situ. New wording is recommended for the condition as follows:

***Erect temporary noise containment barriers around activities of high noise impact (such as pile driving activities) during construction. Details of such measures must be provided to the certifying authority prior to issue of the relevant Construction Certificates.***

#### **Condition 39.**

The condition should be modified to clarify the level of construction required, by reference to the relevant Australian standard. The change proposed is as follows:

***In accordance with Figure 7.5 Austroads Guide to Road design Part 4A a BAR type intersection shall be constructed on Skinner Street at the entrance to the development. The length and width of the pavement widening will need to accommodate the longest proposed vehicle turning into the site (25m low loader), with another vehicle passing at 80km/hr. Details shall be submitted and approved with the Civil Construction Certificate.***

#### **Condition 41.**

The applicant requested deletion of this condition as it is not proposed to have low loader vehicles access the site from this location including during emergency. The site has not been designed to allow for low loader access via this access/egress point.

It was agreed that if an Operational Plan of Management to deal with traffic movements during flood events is developed, which shows no access for low loaders from Tyson Street, this condition can be deleted.

Such a Plan has been prepared, and as such **the condition can be deleted.**

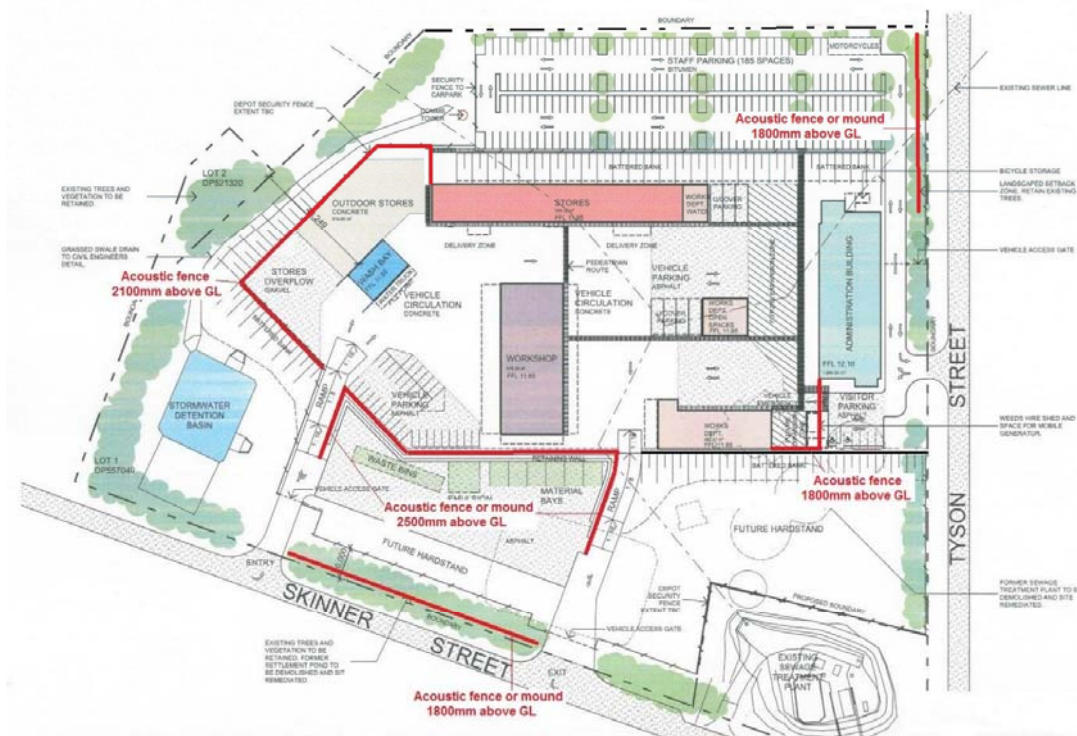
#### **Condition 57.**

This information has now been provided and **the condition can be deleted**

## 5.1.1 Noise Control Modifications

The following noise control modifications should be implemented:

Figure 3: Recommended Noise Control



**Item 1- Stores Overflow/Outdoor Stores:** Erect a 2100mm high acoustic fence along the north and west edges of the areas. An acoustic fence is one which is impervious from the ground to the recommended height, and is typically constructed from Colorbond, lapped and capped timber, Hebel Powerpanel, earthen mound, mound/fence combination, etc. No significant gaps should remain in the fence to allow the passage of sound below the recommended height. Other construction options are available if desired, providing the fence or wall is impervious and of equivalent or greater surface mass than the above construction options.

**Item 2 – Material Bays/Waste Bins:** Construct an acoustic fence or earth mound 2500mm above ground level along the north south and east edges of the areas. We understand that retaining walls are proposed along the north, south and east edges of this area. The recommended fences or mounds will not be required if the retaining walls are equivalent or greater in height than specified.

**Item 3 – Tyson Street Entry:** Construct an acoustic fence 1800mm above ground level between the Works Depot building and administration building.

**Item 4 – South Site Boundary:** Construct an acoustic fence or earth mound 1800mm above ground level along the south site boundary.