Detailed information about proposal and DA submission material

1 Overview

1.1 The development application seeks approval for:

- Demolition of structures.
- Removal of trees.
- Construction and operation of a bus depot in 3 stages.
- 163 bus parking spaces.
- Construction of a 5-storey split-level car park comprising 170 car parking spaces.
- Construction of a workshop building with mezzanine.
- Construction of a 3-storey administration building.
- Installation of fuel bays and fuel tanks.
- Installation of a bus wash zone.
- Construction of a pedestrian and vehicular access bridge over a drainage reserve on Council land.
- A total of 163 employees - no information has been provided on the breakdown of staff for different aspects of this development operation including number of administration staff, number of bus drivers, and number of staff in the workshop building.

1.2 The proposed hours of operation are 24 hours, 7 days a week with proposed earliest bus departure at 5 am and the latest arrival at 2 am.

2 Staging of the development

2.1 Staging plans have been submitted with the proposal. The development is proposed to be constructed in 3 stages:

2.1.1 Stage 1:

- 113 bus parking spaces.
- 119 car parking spaces.
- Fuel bays and fuel tanks.
- Wash bays.
- 3-storey administration building.
- Workshop building with mezzanine.
- Landscaping and planting.

2.1.2 Stage 2:

- Completion of bus parking spaces with a total of 163 bus spaces.
- Completion of the 5-storey split-level car park with a total of 170 car spaces.
- Landscaping and planting.

2.1.3 Stage 3:

- Construction of a pedestrian bridge to the west of the site, which will provide pedestrian and vehicular access to the adjoining bus depot at 150 Glendenning Road, Glendenning.

3 Traffic and parking

3.1 A traffic and transport impact assessment prepared by The Transport Planning Partnership dated 27 September 2022 was submitted in support of the application.

3.2 A letter prepared by The Transport Planning Partnership dated 15 March 2023 was also submitted in support of the application.

3.3 The letter addresses a request for information from Council on the issues of vehicle travel paths, inconsistencies in car parking supply numbers, car parking supply, parking for people with a disability, car park dimensions and bicycle parking.

3.4 The Transport Planning Partnership concludes that providing car parking at the rates suggested by Council would require 182 spaces in Stage 1 and 228 spaces in Stage 2 and 3 of the development. This would be a shortfall of 63 spaces for Stage 1, and 58 car spaces for Stage 2 and 3. However, it states that this methodology does not take in to account that the land uses on site are interconnected as part of the bus depot as a whole, and would result in an oversupply of parking. It found that the proposed 170 spaces would be adequate for parking demand.

4 Waste management plan

4.1 A Waste management plan prepared by Mecone NSW Pty Ltd was submitted in support of the application.

4.2 The report states that general waste and recycling from the workshop and administration building will be collected twice weekly by a private waste contractor.

5 Contamination

5.1 A Preliminary site investigation prepared by EI Australia dated 8 September 2022 was submitted in support of the application

5.2 The investigation included a desktop study, as well as a walkover inspection.

5.3 The preliminary investigation concluded that there was potential for contamination to exist on site. Further detailed field-based investigation was warranted in order to determine the land's suitability for ongoing commercial/light industrial use.

5.4 A Detailed site investigation prepared by EI Australia dated 2 December 2022 was submitted in support of the application.

5.5 The assessment included a desktop study of previous reports, fieldwork and laboratory analysis of soil and groundwater samples.

5.6 In its report, EI Australia concludes that there is a low risk of widespread contamination existing on the land, and the site is suitable for the proposed commercial/industrial development, subject to the implementation of the following recommendations:

- A Construction environmental management plan be prepared by the principal or earthworks contractor. The plan should consider environmental issues such as, but not limited to, dust, noise, odour, vibration, safety and traffic. The plan is also to include:
    - Waste management of soils (including fill) to ensure that they are appropriately classified for disposal in line with the NSW Environmental Protection Authority (EPA) Waste Management Guidelines (Part 1, Classifying Waste).

- An unexpected finds protocols, should any unexpected contamination or hazardous materials be identified during site earthworks.

- Following demolition and removal of associated wastes, an inspection of the exposed surface should be performed by a suitably qualified environmental consultant.
- All soils that are designated for off-site disposal must be pre-classified in line with the EPA (2014) Waste Classification Guidelines.
- Any material being imported to the site should be validated as suitable for the intended use, in line with EPA guidelines.

6 Fuel storage

6.1 The proposal includes the storage of diesel on-site in fuel tanks with a quantity of 50,000 litres (or 50 tonnes).

6.2 The applicant included an assessment against the Hazardous and Offensive Development Application Guidelines 'Applying SEPP 33', which concluded that the fuel tanks provide quantities below the screening thresholds, and the proposal is not a potentially hazardous development.

7 Acoustic impact assessment

7.1 A Noise impact assessment prepared by Rodney Stevens Acoustics Pty Ltd was submitted in support of the application, which assessed the noise emissions from the proposed bus depot to nearby sensitive receivers.

7.2 The assessment included noise modelling which shows compliance of the noise levels at the nearby residential receivers and provides recommendations to maintain acoustic amenity. The recommendations include limiting the amount of buses leaving the depot to 15 buses per 15 minutes in the daytime and evening, and 10 buses per 15 minutes during the night time.

8 Access report

8.1 An Access assessment report prepared by BCA Logic dated 23 September 2023 was submitted in support of the application, which states that access requirements are readily achievable subject to compliance with design specifications.

9 Building Code of Australia report

9.1 A Short BCA assessment report, prepared by Steve Watson & Partners dated 29 September 2022 was submitted in support of the proposal. It confirms the design is capable of achieving compliance with the Building Code of Australia and the Disability (Access to Premises - Building Standards 2010.

10 Vegetation management plan

10.1 A Vegetation management plan prepared by Kingfisher Urban Ecology and Wetlands dated March 2023 was submitted in support of the proposal. It details recommendations relating to regeneration, restoration and rehabilitation of the drainage channel fulfilling Council's 'Vegetation Management Plan Guideline' and Department of Planning and Environment requirements.

11 Arboricultural impact assessment

11.1 An Arboricultural impact assessment prepared by Naturally Trees Arboricultural Consulting dated 10 March 2023 was submitted in support of the proposal.

11.2 The report impact considers impacts from development and the bridge, and concludes that 3 high category trees and 13 low category trees will be lost because of this proposal, and a further 17 high quality and 5 low category trees may be adversely affected if appropriate protective measures are not taken.

12 Sustainability report

12.1 A Sustainability report prepared by Northrop dated 5 September 2022 was submitted in support of the proposal.

12.2 Northrop states that when applied, the proposal can reduce its energy consumption and greenhouse gas emissions by 62% against a 'Reference Building' in line with the Green Building Council of Australia and National construction code. The sustainability initiatives proposed include energy efficiency, on-site renewable energy, indoor environment quality, water efficiency, improved ecology, waste management and green infrastructure.