CONCLUSION

This application is for a Fuel Canopy, Storage Shed and Hardstand area (Vehicle Fuel Sales and Service Use). This development will be a two staged proposal which will be staged to accommodate the changes in the highway alignment for the proposed Perth Bypass Stage one.

The proposal will generate a much needed 24hr fuel facility located outside of the Perth Township. This will decrease the amount of heavy vehicles needing to pass through the township in future to refuel. The site is and will be a unique location well suited to the proposal due to the sites prime location for attracting heavy vehicles needing to refuel who are travelling the main transportation road for the state. An existing approved access for a similar use with existing turning lanes provides a "ready to go site".

This is a unique economic opportunity for the area and the municipality providing a convenient, easy accessible site for Heavy Vehicles. The proposal will ultimately take Heavy Vehicle Movements out of the Urban area of Perth providing a great benefit to the community in the form of increased amenity by reduced vehicle fumes emmissions, noise and traffic congestion.

The site is zoned Rural Resource which does not reflect the current use, or the land capability for any agricultural activities. Therefore the proposal is in-line with current land use.

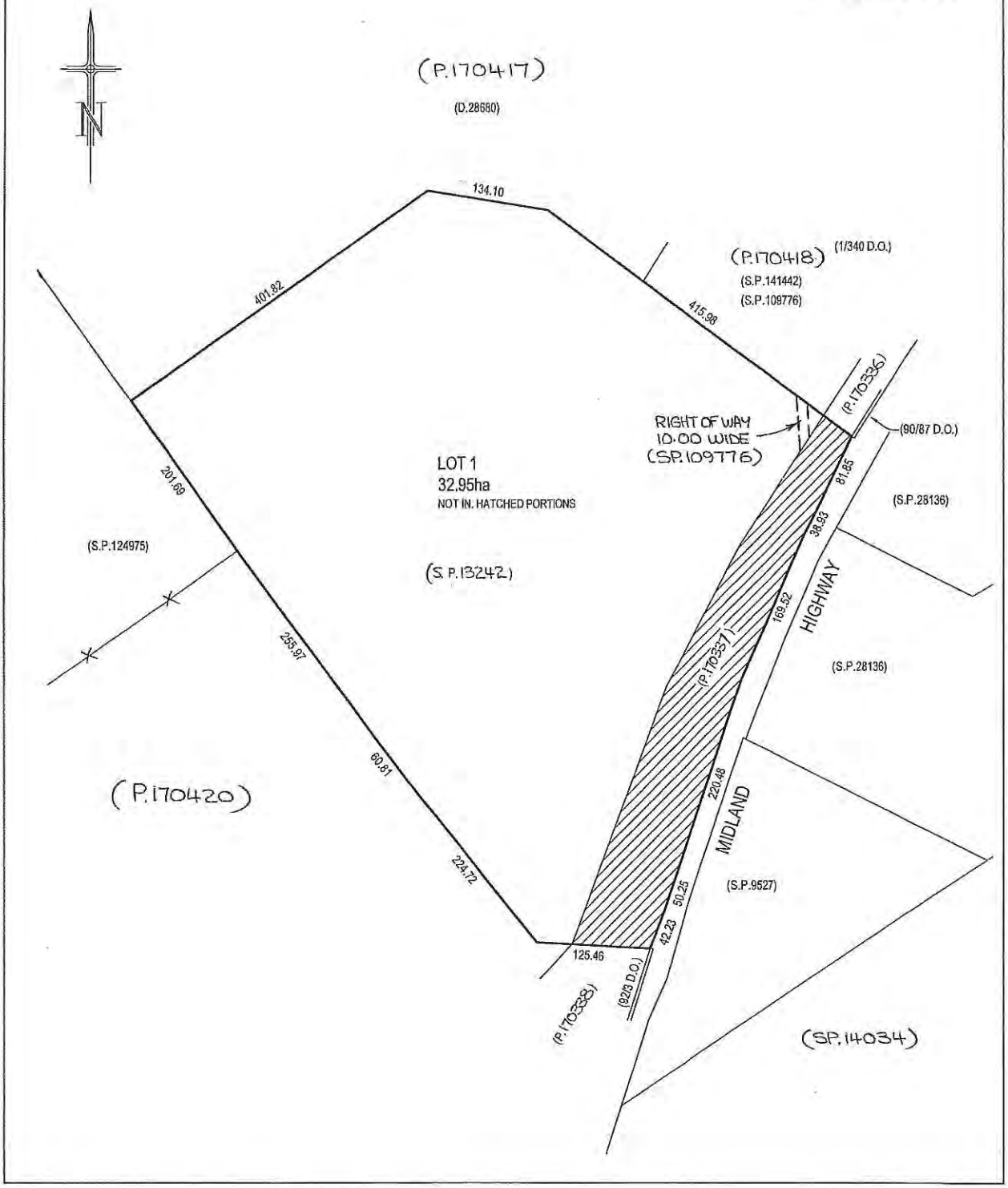
The future development of the Midlands Highway in this area, as proposed by the Department of State Growth, is not in conflict with the proposal, but rather supports it.

ANNEXURE 1: Copy of Certificate of Title Volume ~~13242~~ 170419 Folio 1

OWNER: JORJS PTY LTD FOLIO REFERENCE: C.T.13242/1 GRANTEE: PART OF 558 ACRES GTD. TO THOMAS SCOTT	**PLAN OF TITLE** LOCATION LAND DISTRICT OF CORNWALL PARISH OF BREADALBANE FIRST SURVEY PLAN No. COMPILED BY LEARY & COX PTY LTD SCALE 1:4000 LENGTHS IN METRES	REGISTERED NUMBER **P170419** APPROVED 30 NOV 2015 Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 123 (5040)	LAST UPI No.	LAST PLAN No. SP.13242	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



RESULT OF SEARCH

RECORDER OF TITLES 1-204

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
170419	1
EDITION	DATE OF ISSUE
1	01-Dec-2015

SEARCH DATE : 21-Dec-2015
SEARCH TIME : 03.50 PM

DESCRIPTION OF LAND

Parish of BREADALBANE Land District of CORNWALL
Lot 1 on Plan 170419
Derivation : Part of 558 Acres Gtd. to Thomas Scott
Prior CT 13242/1

SCHEDULE 1

M407190 TRANSFER to JORJS PTY LTD Registered 30-May-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 13242 FENCING PROVISION in Schedule of Easements
B696816 BURDENING EASEMENT: a Right of Carriageway (appurtenant to Lot 1 on Sealed Plan 109776) over the land marked Right of Way 10.00 wide on Plan 170419
B983376 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 11-Dec-1996 at noon (MF:2458o/332)
,9803 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 30-May-2013 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ANNEXURE 2: DESIGN PLANS

ANNEXURE 3: Bushfire Assessment

WOOLCOTT SURVEYS

Bushfire Assessment

Proposed Fuel Outlet

16523 Midland Highway, Breadalbane

For Digga Excavations

Prepared with the assistance of

IAN ABERNETHY

BFP 124

Sept 2015

Proposal

It is proposed to erect a service station on a current industrial site on the northern side of the Midland Highway

Figure 1 – site plan – proposal – source Prime Design

In terms of the Bushfire Code the proposed use is defined as a Hazardous Use - *Vehicles fuel sales and service.*

TITLE

Property Address	16523 MIDLAND HWY PERTH TAS 7300
Property ID	6393538
Title Reference	13242/1

Land Use Planning

The land use control document covering this site is the Northern Midlands Interim Planning Scheme 2013. The site is zoned Rural Resource use under the Planning Scheme. A key purpose of the Rural Resource zone is :-

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.
26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.
26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.
26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.

The assessment of the proposal for bushfire risk is not in conflict with this purpose.

Current Use in the Area

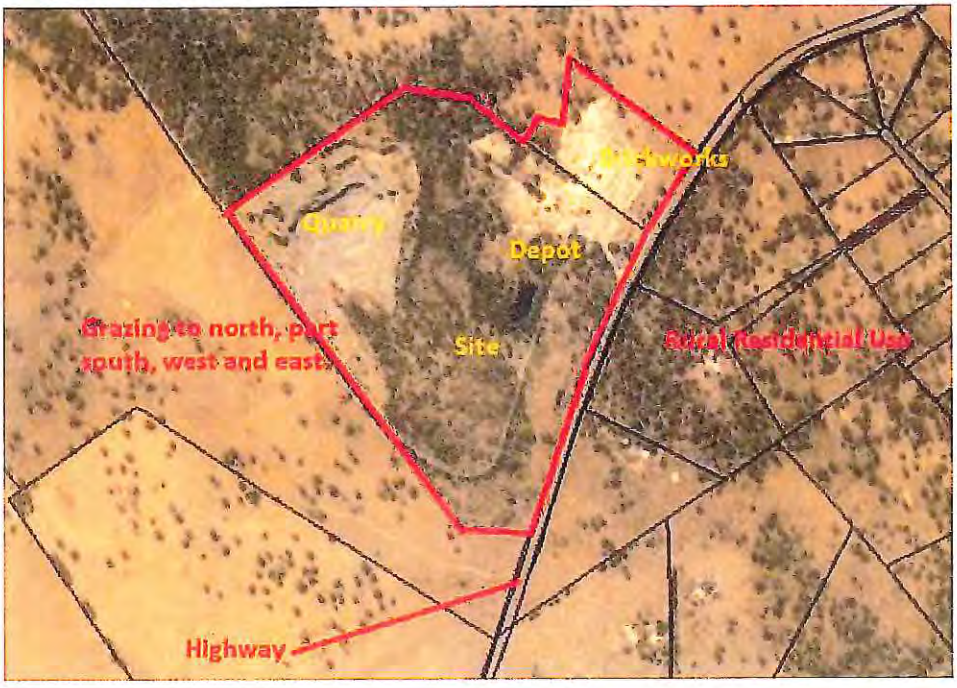


Figure 2 – Uses in the immediate area

Critical Threat Areas

The Highway, being in excess of 20m wide, provides an effective break in what would otherwise have been contiguous vegetation to the east. To the west, part south, part east and north the critical threat in regard to bushfire comes from grasslands (grazing) and sporadic woodland.

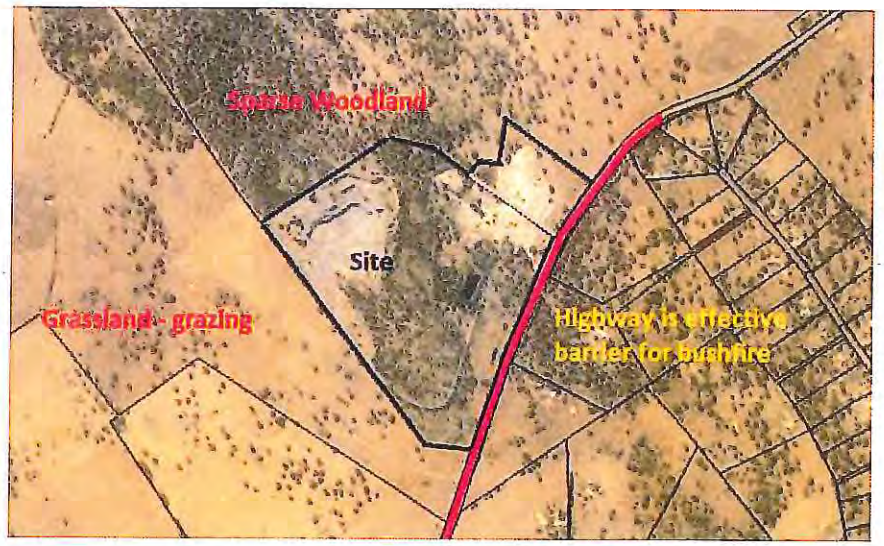


Figure 3 – Risk Area

Environmental Matters

Reference to Tas VEG 3 classifies the vegetation on the site and surrounding lots as:-

Vegetation Community Group	Non eucalypt forest and woodland
Vegetation Community Code	NBA
Vegetation Community Description	(NBA) Bursaria - Acacia woodland and scrub
Emergent Tree	
Forest Structure	Other
Source Date	3/5/1997
Field Checked	
Source Type	UNK

Tas VEG 3 also classifies a large portion of the site as Urban uses – recognizing the existence of the quarry and industrial buildings.

There are no threatened flora or fauna on this site or within 500m of the site.

Access

Access to the site will be from the Midland Highway a fully formed sealed public road. The Highway is an 11m wide sealed carriageway with 2m shoulders set within a 25m wide road reserve. Legal frontage for

the quarry lot is the Highway. Practical access will be a right of way through Lot 1 (using the existing access) leading to the quarry lot.

Currently, there is an all weather two wheel drive perimeter access road around the site – taking in the quarry area and the workshop buildings.

Water

The site is serviced by a spring fed dam with an all year round supply. An easement will be placed on titles allowing all lots to be created access to this water supply for normal usage and fire fighting purposes.

There are currently a number of above ground water tanks around the site feeding a ring main and servicing five fire hydrants, strategically placed around the site. There is no reason to suggest that a similar water supply could not be made available for proposed development.

Slope

The site slopes north to south and also west to east – with a ridge line central to the quarry lot. The fall across the site is 20m over 559m – giving a 3.5% fall. Excavations around the quarry have reduced this natural fall to little more than flat land.

Power Lines

Existing overhead power lines run parallel along the Highway. The power line easement has been substantially cleared.

Vegetation

To the south of the site is the Midland Highway which is an effective barrier to the contiguous vegetation of grassland (grazing). To the west and part north is grassland (grazing). To the part east is also grassland (grazing). The majority of the lands to the east can be classed as managed lawns as part of the Devonhills Rural Living area.

Fire Path (Likely)

The prevailing wind impacting on this site comes from the south west – along the valley compared to the site.

Current Fire Management

The current uses operate under a well defined fire management plan consisting of physical measures like hose reels and hydrants and management measures like safe assembly points and evacuation processes. The proposed use should be included the physical and management measures.

The quarry area including the surrounding bushland is actively managed through grazing by cattle. The owner runs 40 head of cattle on the site specifically to keep the fire risk under control.

Assessment of Risk

The effective bushfire risk is graphically illustrated below. There is an on-going opportunity to use the existing highway as perimeter barrier for bushfire prevention.

The assessment of risk is presented in a table form below:-

	North	South	East	West
Vegetation	Scrub	Grasslands	Urban Area	Grasslands
Slope	upslope	3.5 degrees	Flat (contour)	3 degrees
Distance from Bushfire Prone vegetation	5m	26m	Nil	5m

Table 1 – Bushfire Risk Assessment

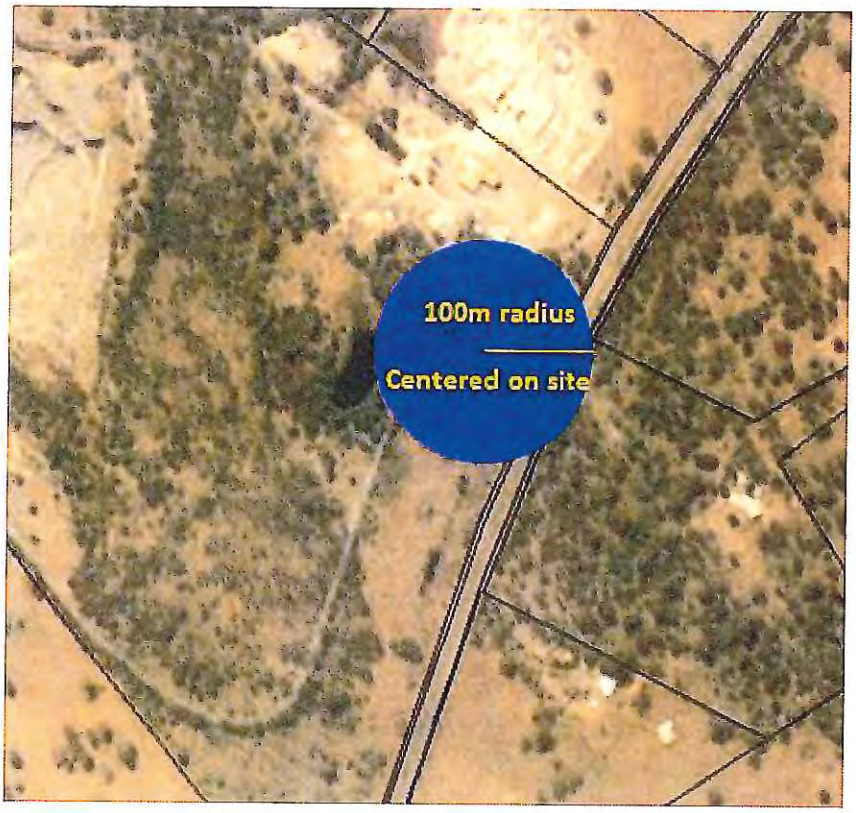


Figure 4 – bushfire assessment radius

Assessment of a Hazardous Use against the Bushfire Code

The Bushfire Code is very specific when it comes to assessment for defined Hazardous Uses:

Objective:	
Hazardous uses should only be located in bushfire-prone areas in exceptional circumstances. Where a hazardous use is to be located in a bushfire-prone area, bushfire protection measures must reflect the risk arising from the bushfire-prone vegetation and take into consideration the characteristics, nature and scale of the use to: (a) prevent the hazardous use from contributing to the spread or intensification of bushfire; (b) limit the potential for bushfire to be ignited on the site; (c) prevent the exposure of people and the environment to dangerous substances as a consequence of bushfire; and (d) reduce the risk to fire fighters.	
Compliance Measures	**Comment**
P1 Hazardous uses must demonstrate that they are of an overriding benefit to the community and that there is no suitable alternative site.	Compliance relies on P1. The overriding benefit from locating this development on this site relates to the sustainability of current industrial uses on site, passing heavy traffic and local commercial vehicles who wish to take advantage of this 24 hour service. Other such services are located either in a built up areas or in remote areas within Launceston. This location takes advantage of the Highway location and its apparent isolation from close (adjacent) sensitive uses.
A2 Hazardous uses must demonstrate bushfire protection measures, addressing the characteristics, nature and scale of the hazardous use and the bushfire-prone vegetation, which are incorporated into a bushfire hazard management plan, certified by an accredited person or the TFS, that any risks associated with the use are tolerable, taking into consideration: (a) exposure to dangerous substances; and (b) ignition potential from the site; and (c) flammable material contributing to the intensification of a fire.	To claim compliance the proposed use will: 1. The use will through the Building Code of Australia have to provide complex fire fighting equipment. 2. Clearance areas required under the Code should be at the higher end of that specified in the table to AS3959. 3. A fully sealed perimeter road will be required around the facility, with water supply located on the outside of this roadway – for firefighting purposes. 4. Water supply should be 2 x 10,000 litre non-combustible water tanks. 5. Being an unmanned facility a management plan will need to developed to alert emergency services of any incident at the service station.

Consequence

Storage and distribution of fuel can be a high risk activity – particularly in a bushfire prone area. To mitigate against this risk access, water and clearance of vegetation should exceed required standards. It should be also recognized that fighting fuel type fires is a specialist activity – not just about spraying water around the site.

The use will need a specialist fire fighting plan to be developed prior to fuel being stored or distributed from this site.

Recommendations for Bushfire Management Plan

- 2 x 10,000 non-combustible water tanks for fire fighting only
- Meet the full requirements of the Building Code of Australia as they relate to firefighting measures and the proposed use.
- A minimum 3m wide sealed perimeter access roadway shall be incorporated into the design
- A cleared area shall be provided as specified as follows where the vegetation is kept below 100mm in length:
    - North – upslope – 100m
    - South – 3.5 degrees – 50m
    - East - flat (contour) – 50m
    - West - 3 degrees – 100m
- Development of a Bushfire/Fire Management Plan for the site, including hazard alert system and response procedures.
- The BAL rating for this development on this site is BAL Low (due to the Hazardous use).

References

Northern Midlands Interim Planning Scheme 2013.

Standards Australia. (2009). AS 3959-2009 Construction of Buildings in Bushfire Prone Areas.

Guidelines for development in Bushfire Prone Areas in Tasmania - 2005

Building Code of Australia (Tasmanian Section)

PREPARED BY

IAN ABERNETHY – BFP 124

Sept 2015

Tasmania Fire Service

Approved Form of a Bushfire Hazard Management Plan

Chief Officer's requirements for a Bushfire Hazard Management Plan for compliance or exemption			
Version:	*1*	*Issue Date:*	*7 February 2014*
Purpose	To provide an approved form for a Bushfire Hazard Management Plan in accordance with: Section 60A of the *Fire Service Act 1979* - ***bushfire hazard management plan*** *means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer.* *Section* 3 *Land Use Planning and Approvals Act 1993* ***bushfire hazard management plan*** means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer; ***Chief Officer*** means the person appointed as Chief Officer under section 10 of the *Fire Service Act 1979*;		
Declaration	A Bushfire Hazard Management Plan (BHMP) is in a form approved by the Chief Officer if: 1. The BHMP is consistent with a Bushfire Report that has been prepared taking into consideration such of the matters identified in Schedule 1 as are applicable to the purpose of the BHMP; and 2. The BHMP contains a map, plan or schedule identifying the specific measures required to provide a tolerable level of risk from bushfire for the purpose or activity described in the BHMP having regard to the considerations in Schedule 2; and 3. The BHMP is consistent with all applicable Bushfire Hazard Management Advisory Notes issued by the Chief Officer.		
	Mike Brown AFSM Chief Officer Tasmania Fire Service		

Schedule 1 - Bushfire Report

A Bushfire Report is an investigation and assessment of bushfire risk to establish the level of bushfire threat, vulnerability, options for mitigation measures, and the residual risk if such measures are applied on the land for the purpose or activity described in the assessment.

A Bushfire Report must include:

a) A description of the characteristics of the land and of adjacent land;

b) A description of the use or development that may be threatened by a bushfire on the site or on adjacent land; and

c) Whether the use or development on the site is likely to cause or contribute to the occurrence or intensification of bushfire on the site or on adjacent land; and

d) Whether the use or development on the site, and any associated use or development, can achieve and maintain a tolerable level of residual risk for the occupants and assets on the site and on adjacent land having regard for –

i. The nature, intensity and duration of the use;

ii. The type, form and duration of any development;

iii. A Bushfire Attack Level assessment to define the exposure to a use or development; and

iv. The nature of any bushfire hazard mitigation measures required on the site and/or on adjacent land.

Schedule 2 - Bushfire Hazard Management Plan

A BHMP is a document containing a map, plan or specification and must:-

a) Identify the site to which the BHMP applies by address, Property Identifier (PID), and reference to a Certificate of Title under the *Land Titles Act 1980;*

b) Identify the certifying Bushfire Hazard Practitioner, Accreditation Number, and Scope of Accreditation.

c) Identify the proposed activity to which the BHMP applies by reference to any plans, specifications or other documents that are applicable for the purpose of describing the proposed use or development;

d) Indicate the bushfire hazard management and protection measures required to be implemented by the Bushfire Report;

e) If intended to be applied for the purpose of satisfying a regulatory requirement, identify the regulation by its statutory citation and indicate the applicable provisions for which the BHMP applies; and

f) Have, as a schedule, the Bushfire Report that details specific bushfire hazard management and bushfire mitigation measures required to achieve a tolerable level of residual risk for the proposed activity and any building or development on the site, including:

   i) Measures to achieve compliance with any mandatory land use planning requirement in a planning process required under the *Land Use Planning and Approvals Act 1993 (Attachment 1)*;

   ii) Measures to achieve compliance with any mandatory outcome for a building or work undertaken in accordance with the *Building Act 2000* and the Building Regulations 2004 (Form 55).

Attachment 1: Certificate of Compliance to the Bushfire-prone Area Code under Planning Directive No 5

Code E1 – Bushfire-prone Areas Code

Certificate under s51(2)(d) *Land Use Planning and Approvals Act 1993*

Office Use
Date Received
Permit Application No
PID

1. Land to which certificate applies[1]	
Name of planning scheme or instrument: Northern Midlands Interim Planning Scheme 2013(The Scheme)	

Use or Development Site **Street Address** **16523 MIDLAND HWY PERTH TAS 7300**	**Certificate of Title / PID** 13242/1
Land that is not the Use or Development Site relied upon for bushfire hazard management or protection **Street Address**	**Certificate of Title / PID**

2. **Proposed Use or Development** *(provide a description in the space below)* Erect a Service Station	

- ☐ Vulnerable Use
- X Hazardous Use
- ☐ Subdivision
- ☐ New Habitable Building on a lot on a plan of subdivision approved in accordance with Bushfire-prone Areas Code.
- ☐ New habitable on a lot on a pre-existing plan of subdivision
- ☐ Extension to an existing habitable building
- ☐ Habitable Building for a Vulnerable Use

[1] If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

3. Documents relied upon[2]

	Document or certificate description:
X	***Description of Use or Development[3] (Proposal or Land Use Permit Application)*** ***Documents, Plans and/or Specifications*** *Title: Proposed Service Station – 16523 MIDLAND HWY PERTH* *Author: Prime Design – PD 15210-5* *Date*: 2015
	Bushfire Report[4] *Title: BUSHFIRE ASSESSMENT* *16523 MIDLAND HWY PERTH* *Author: Ian Abernethy obo Woolcott Surveys* *Date*
	Bushfire Hazard Management Plan[5] *Title: Bushfire Management Plan 16523 MIDLAND HWY PERTH* *Author: Woolcott Surveys* *Date*
☐	***Other documents*** *Title:* *Author:* *Date*

[2] List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire, including its title, author, date, and version.

[3] Identify the use or development to which the certificate applies by reference to the documents, plans, and specifications to be provided with the permit application to describe the form and location of the proposed use or development. For habitable buildings, a reference to a nominated plan indicating location within the site and the form of development is required.

[4] If there is more than one Bushfire Report, each document must be identified by reference to its title, author, date and version.

[5] If there is more than one Bushfire Hazard Management Plan, each document must be identified by reference to its title, author, date and version

4. Nature of Certificate[6]

	Applicable Standard	Assessment Criteria	Compliance Test: Certificate of Insufficient Increase in Risk		Compliance Test: Certified Bushfire Hazard Management Plan		Reference to applicable Bushfire Risk Assessment or Bushfire Hazard Management Plan[7]
❑	**E1.4 – Use or development exempt from this code**						
	E1.4. **(identify which exemption applies)**		No specific measures required because the use or development is consistent with the objective for each of the applicable standards identified in this Certificate	❑	Not Applicable		
❑	**E1.5.1 - *Vulnerable Use***						
	E1.5.1.1 – location on bushfire-prone land	A2	Not Applicable		Tolerable level of risk and provision for evacuation	❑	
X	**E1.5.2 - *Hazardous Use***						
	E1.5.2.1 – location on bushfire-prone land	A2	Not Applicable		Tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire	X	
❑	***E1.6.1 - Subdivision***						
	E1.6.1.1 - Hazard Management Area	A1	No specific measure for hazard management	❑	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959	❑	
	E1.6.1.2 - Public Access	A1	No specific public access measure for fire fighting	❑	Layout of roads and access is consistent with objective	❑	
	E1.6.1.3 - Water Supply	A1 Reticulated water	No specific water supply for fight fighting	❑	Not Applicable		

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[6] The certificate must indicate by placing a ✓ in the corresponding ❑ for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

[7] Identify the Bushfire Risk Assessment report or Bushfire Hazard Management Plan that is relied upon to satisfy the compliance test

				❑		❑	

❑	**E1.6.2 - *Habitable Building on lot on a plan of subdivision approved in accordance with Code***						
	E1.6.2.1 - Hazard Management Area			❑		❑	
	E1.6.2.2 – Private Access			❑		❑	
						❑	
	E1.6.2.3 - Water Supply			❑		❑	

X	**E1.6.3 - *Habitable Building* (pre-existing lot)**						
	E1.6.3.1 - Hazard Management Area			❑		X	
						XX	
	E1.6.3.2 - Private Access			❑		X	
						X	
	E1.6.3.3 - Water Supply			❑		X	

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❑	**E1.6.4 - *Extension to Habitable Building***						
	E1.6.4.1 – hazard management			❑		❑	
						❑ ❑	

❑	**E1.6.5 – *Habitable Building for Vulnerable Use***						
	E1.6.5.1 – hazard management			❑		❑	

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5. Bushfire Hazard Practitioner – Accredited Person

Name	Ian Abernethy		0417233732
Address:	Level 4/113 Cimitiere St Launceston	Fax No:	
		Email address:	iabernethy@pittsh.com.au
Fire Service Act 1979 Accreditation No:	BFP- 124	Scope:	

6. Certification

I, *Ian Abernethy* *certify that in accordance with the authority given under the Part 4A of the Fire Service Act 1979 –*

–	❑
	❑
accordance with the Chief Officer's requirements and can deliver an outcome for the use or	X

Signed

Date 17 Sept 2015

ANNEXURE 4: Traffic Impact Assessment

MIDSON
traffic
pty ltd

Woolcott Surveys

Tas Petroleum, 16523 Midland Hwy
Traffic Impact Assessment

December 2015

MIDSON traffic pty ltd

Contents

MIDSON traffic pty ltd

Figure Index

Table Index

MIDSON traffic pty ltd

1. Introduction

1.1 Background

Midson Traffic were engaged by Woolcott Surveys to prepare a traffic impact assessment for the development of a Tas Petroleum site within the existing industrial complex at 16523 Midland Highway, Perth.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

The Northern Midlands Interim Planning Scheme, 2013, sets out the requirements in E4.5 of the Road and Rail Assets Code as follows:

> *E4.5.1 A TIA is required to demonstrate compliance with performance criteria.*
>
> *E4.5.2 A TIA for roads must be undertaken in accordance with Traffic Impact Assessment Guidelines, Department of Infrastructure, Energy and Resources[1] September 2007.*
>
> *Australian Guidelines and Australian Standards are to be used as the basis for any required road or junction design.*

[1] The former Department of Infrastructure Energy and Resources is now known as The Department of State Growth.

E4.5.3 A TIA must be accompanied by written advice as to the adequacy of the TIA from the:

a) road authority in respect of a road; and

b) rail authority in respect of a railway.

E4.5.4 The Council must consider the written advice of the relevant authority when assessing an application which relies on performance criteria to meet an applicable standard.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 20 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995

Keith is a Director of the traffic engineering, transport planning and road safety company, Midson Traffic Pty Ltd. He is also a Teaching Fellow at Monash University, where he teaches and coordinates the subject 'Road Safety Engineering' as part of Monash's postgraduate program in traffic and transport. Keith is also an Honorary Research Associate with the University of Tasmania, where he lectures the subject 'Transportation Engineering' in the undergraduate civil engineering program as well as supervising several honours projects each year.

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.

- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.
- Assessment of the parking requirements associated with the proposed development.

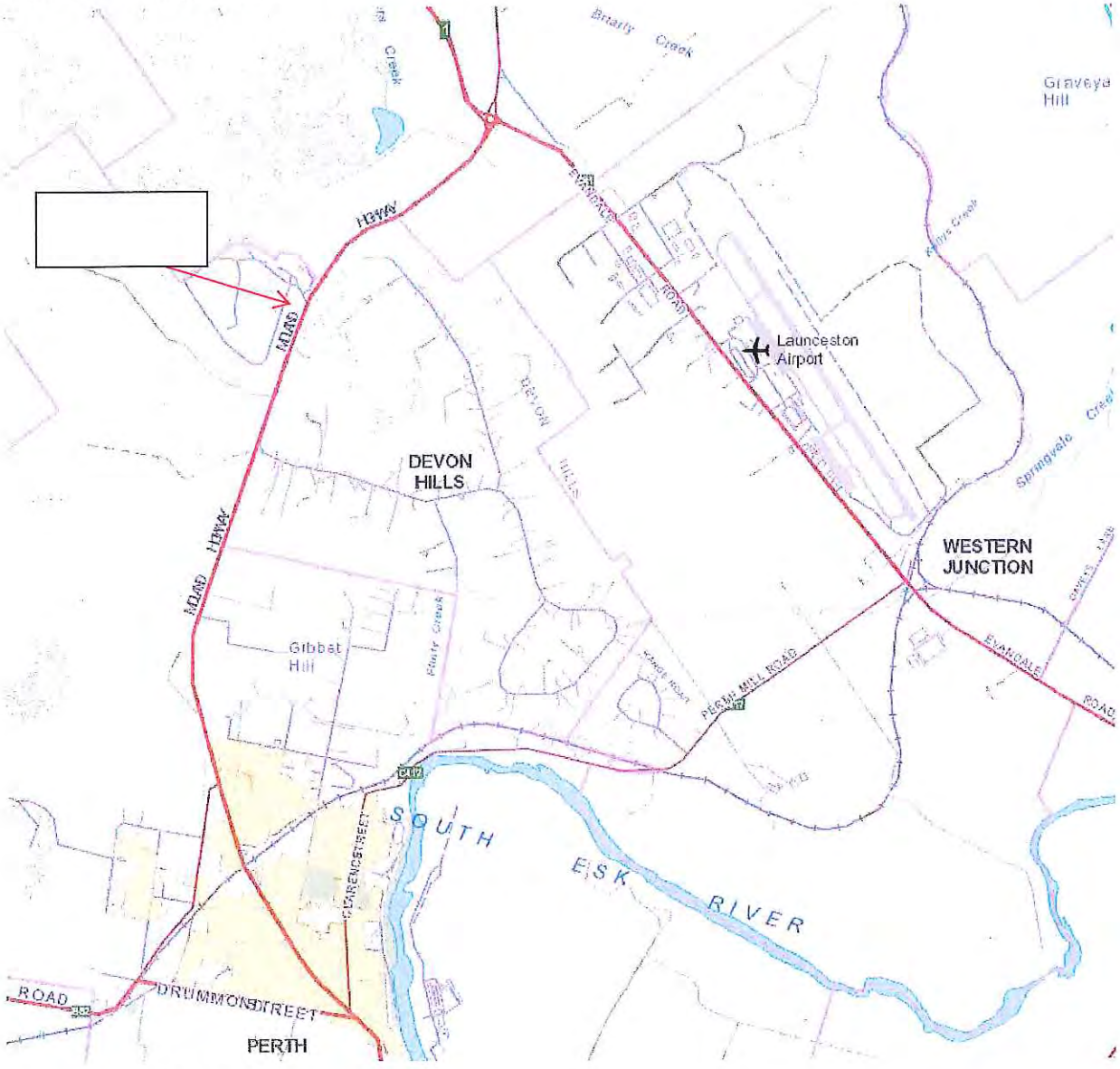
1.5 Subject Site

The site is located at 16523 Midland Highway, north of Perth. The access to the subject site is currently shared by several industrial land uses. These include:

- Digga Excavations;
- Island Block Paving; and
- Bis Industries Quarry.

The subject site in the context of the surrounding transport network is shown in Figure 1

Figure 1 Subject Site



Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2009

MIDSON traffic pty ltd

- DSG, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RTA Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RTA Guide)
- Australian Standards, AS2890.2, *Parking Facilities, Off Street Commercial Vehicle Facilities*, 2002 (AS2890.2)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists only of the Midland Highway. Other roads such as the Southern Outlet and Evandale Road were considered during the preparation of the TIA, but not examined in detail.

The Midland Highway between the Breadalbane Roundabout and Perth carries approximately 11,350 vehicles per day[2]. The Highway has approximately 8.0% heavy vehicles (equating to approximately 910 trucks per day). The posted speed limit is 100-km/h near the subject site.

The Midland Highway at the site's access is shown in Figure 2.

Figure 2 Midland Highway from Site Access

2.2 Site Access

The subject site is accessed by a road that connects to the Highway at wide T-junction. The existing access to the subject site has a channelised right turn entry (CHR) and left turn entry slip lane. The right turn lane is approximately 150 metres in length. The left turn declaration lane is approximately 100 metres long.

The site's access is shown in Figure 3.

[2] Department of State Growth traffic data, 2015 Estimates

Figure 3 Site Access

2.3 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of available crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5 year period between 1 January 2010 and 31 December 2014 for Midland Highway near the subject site. The findings of the crash data are summarised as follows:

- A total of 5 crashes were reported during this time. All crashes involved injury (4 minor injury and 1 serious injury).
- Due to the relatively low number of crashes, there was no clear crash trend. Two crashes involved a vehicle leaving the carriageway on a straight section of the Highway, one involved a head-on collision (non-overtaking), one involved a rear-end collision, and one involved a collision between two vehicles travelling in the same direction.
- Three of these crashes occurred in wet weather conditions, and two in dry conditions.
- Only one crash occurred in close proximity to the site. This crash occurred in October 2014 and involved a rear-end collision.

The crash data does not highlight any specific road safety deficiencies in the Midland Highway near the subject site. The data would be considered reasonably 'typical' of a rural Highway with moderate traffic volume.

3. Proposed Development

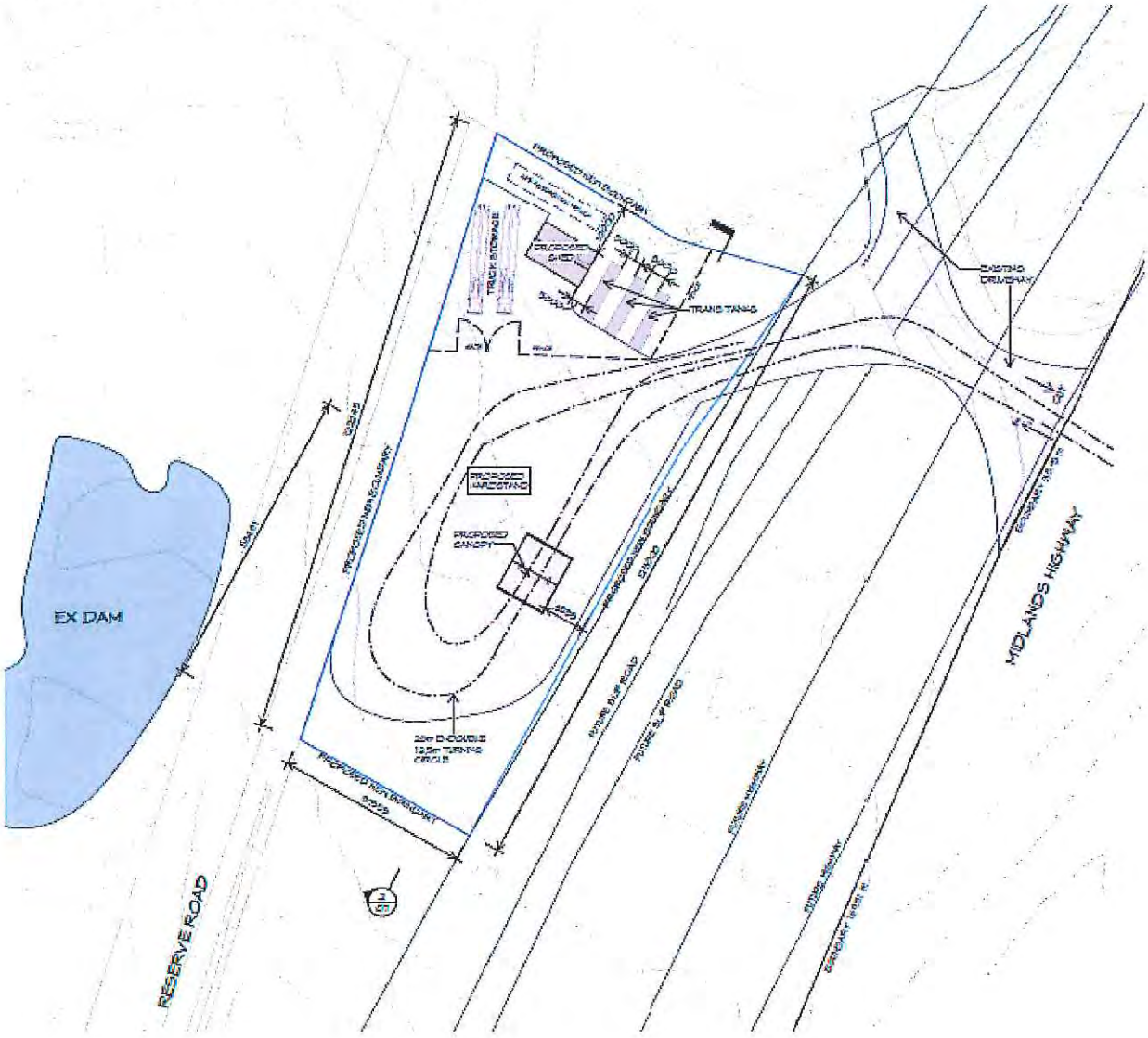
3.1 Development Proposal

The proposed development involves the construction of a truck refuelling station. The refuelling station is proposed to be open 24 hours per day and be fully automated (no staff are required on site). Truck storage is also available on-site for no more than 4 trucks at a time.

The proposed development plans are shown in Figure 4 and Figure 5.

Figure 4 Proposed Development – Overall Site Plan

Figure 5 Proposed Development Detail



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4. Traffic Impacts

4.1 Traffic Generation

4.1.1 Existing Site Traffic Generation

The existing site has two large industries and a quarry that currently utilise the existing access. The existing traffic generation was estimated as follows:

- Island Block Paving: 2,000m2 floor area (approx), 80 vehicles per day, 10 vehicles per hour peak.
- Digga Excavations: 650m2 floor area (approx), 33 vehicles per day, 4 vehicles per hour peak.
- Bis Industries Quarry: Peak activity - 20 laden trucks per day (40 trucks per day including return unladed trips), 20 car movements per day. Peak 20 vehicles per hour. Based on similar sized quarry operations in Tasmania.
- Total: 173 vehicles per day, 34 vehicles per hour

4.1.2 Proposed Development Traffic Generation

There is little literature available for traffic generation associated with truck fuelling stations. The RTA Guide provides the following rate for 'Service Stations and Convenience Stores':

Evening peak hour vehicle trips = 0.04 A(S) + 0.3 A(F)

Where: A(S) = area of site in square metres; and

A(F) = gross area of convenience store.

In this case, there is no convenience store, and the service station only caters for trucks (not passenger vehicles). The actual evening peak traffic (truck) generation of the development is therefore lower than 0.04 x A(s).

Using this as a basis for estimating the traffic generation, we have a peak hour traffic generation of 247 vehicles per hour. If we account for the use of the site as for trucks only, then this rate can be reduced proportionately to the heavy vehicle proportion in the surrounding network. This equates to a peak hour traffic generation of 20 trucks per hour (applying the percentage of trucks in the Midland Highway as 8.0%).

The RTA Guide suggests that daily traffic generation associated with fuel sales may represent 17 times the evening peak generation. On a daily basis, the proposed development may generate approximately 340 trucks per day (spread over 24 hours).

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4.1.3 Total Land Use Traffic Generation

Combining the existing land use generation with the proposed development land use when fully developed, we have the following:

- Daily Traffic Generation: 513 vehicles per day
- Peak Hour Traffic Generation (evening): 54 vehicles per hour

4.2 Trip Distribution

The following trip distribution has been assumed at the site's access:

- Morning Peak Period: 80% inward trips, 20% outward trips
- Evening Peak Period: 30% inward trips, 70% outward trips
- Directional Split: 70% north, 30% south (all times)

4.3 Shared Trips

The proposed development is located within an industrial precinct. It is likely that trucks from other adjacent sites (Island Block Paving, Bis Industries Quarry and Digga Excavations) will utilise the fuel servicing site. This will effectively reduce the external traffic generation of the proposed development.

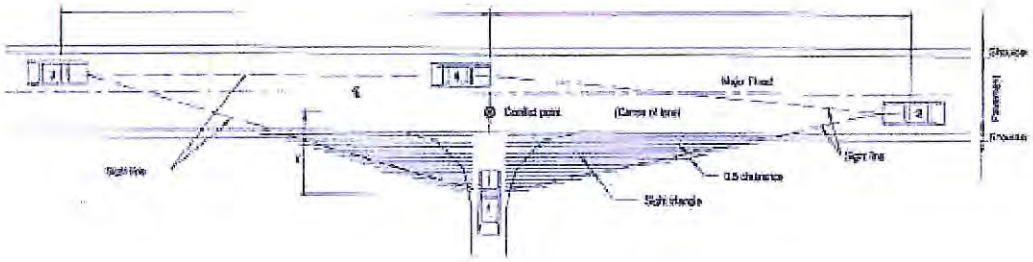
4.4 Access Impacts

4.4.1 Sight Distance Requirements

Schedule E4.7.4 of the Planning Scheme outlines the sight distance requirements at accesses. This is reproduced in Figure 6.

Figure 6 Planning Scheme Sight Distance Requirements

Objective To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	**Performance Criteria**
A1 Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with *AS1742.7 Manual of uniform traffic control devices - Railway crossings*, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.



The Austroads publication, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections*, 2009 defines Safe Intersection Sight Distance (SISD) as follows:

> *SISD is the minimum distance which should be provided on the major road at any intersection.*
>
> *SISD:*
>
> - *provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.*

- *is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1 m above the road to points 1.25 m above the road which represents the drivers seeing the upper part of cars.*
- *assumes that the driver on the minor road is situated at a distance of 5.0 m (minimum of 3.0 m) from the lip of the channel or edge line projection of the major road. SISD allows for a 3 s observation time for a driver on the priority legs of the intersection to detect the problem ahead, (e.g. car from minor road stalling in through lane) plus the SSD.*
- *provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two-way roads, or undertake two-stage crossings of dual carriageways, including those with design speeds of 80 km/h or more.*
- *should also be provided for drivers of vehicles stored in the centre of the road when undertaking a crossing or right-turning movement.*
- *enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.*
- *is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5.0 m (3.0 m minimum) back from the holding line or stop line on the side road.*

Austroads sight distance requirements relate to the '*design speed*', which is defined by Austroads as the 85th percentile speed.

The available sight distance on Midland Highway is approximately 255 metres north of the existing access, and more than 500 metres south of the access (as measured in accordance with Austroads and Planning Scheme requirements).

The Acceptable Solution A1(a) of the Planning Scheme requires Safe Intersection Sight Distance (SISD) to be provided as shown in Table 1.

Table 1 Planning Scheme SISD Requirements (Table E4.7.4)

Vehicle Speed	*Safe Intersection Sight Distance (SISD) Metres, for speed limit of:*	
km/h	*60 km/h or less*	*Greater than 60 km/h*
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

The Planning Scheme SISD values are based on the measured 85th percentile speed[3] values for the frontage road.

Based on a small sample of vehicle speeds obtained at the site's access, the 85th percentile speed is approximately 100-km/h (the posted speed limit for the frontage road), the Planning Scheme requires SISD values of 250 metres. Available SISD exceeds this minimum value in both directions from the site, and therefore the Acceptable Solution of E4.7.4 of the Planning Scheme is met.

4.4.2 Junction Layout

The existing junction has a channelised right turn entry and left turn entry deceleration lane. The existing access was assessed against the Austroads requirements for junction layout based on the forecast traffic generation.

Using the trip generation from Section 4.1.3 and the trip distribution from4.2, the peak hour turning movements at the access are summarised in Table 1.

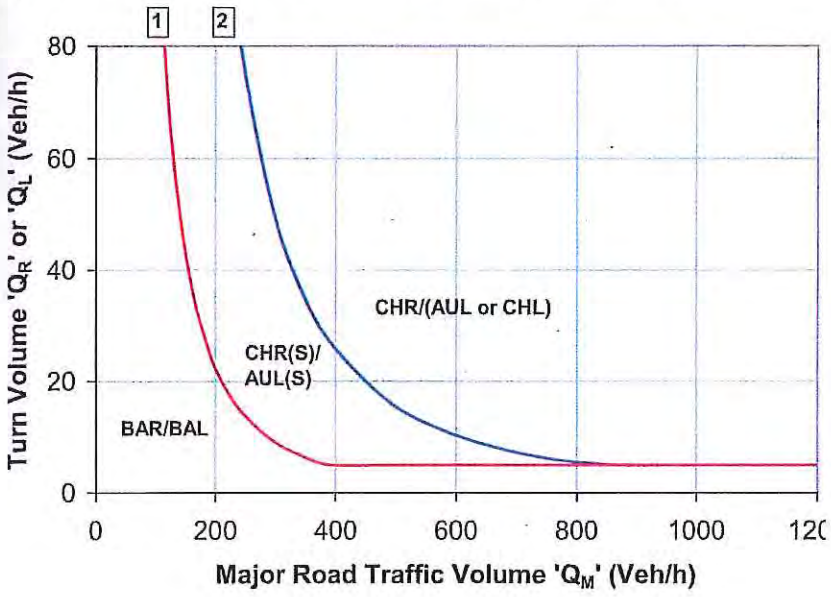
[3] The 85th percentile speed is the speed not exceeded by 85% of all vehicles.

Table 2 Access Turning Movements

AM Peak	13	30	8	3	631	270
PM Peak	5	11	26	11	360	540

The Austroads warrants for turn treatments are reproduced in Figure 7

Figure 7 Austroads Warrants for Turn Treatments



The turning movements summarised in Table 2 confirm that a Channelised right turn entry treatment and left turn deceleration lane are required. No further junction treatments are warranted.

4.5 Traffic Efficiency

Intersection Analysis software, SIDRA Intersection (Akcelik and Associates), was used to determine the likely performance impacts that future traffic growth will have on the existing access junction. In particular, the likely queue lengths and delays in the right turn entry lane were analysed. Delays for traffic exiting the development site were also assessed.

SIDRA uses complex analytical traffic models coupled with iterative approximation technique to provide estimates of capacity and performance of intersections. SIDRA is endorsed as a modelling tool by Austroads.

One of the key SIDRA outputs is an indication of level of service (LOS) at intersections. The LOS concept describes the quality of traffic service in terms of 6 levels, with level of service A (LOS A) representing the best operating condition (i.e. at or close to free flow) and level of service F (LOS F) representing the worst (i.e. forced flow). Other key outputs of SIDRA include movement delay and 95th percentile queue lengths[4].

SIDRA analysis of redevelopment of the full site (of which this development forms a component of) indicates that the existing intersection will continue to operate in an efficient manner, with acceptable levels of service, delays and queues for all movements[5].

The proposed development generates a very low level of overall traffic, which is spread 24 hours per day (thus reducing peak traffic generation). The proposed development will therefore not have any significant adverse impacts on traffic efficiency on the Highway.

4.6 Road Safety Impacts

No significant road safety impacts are foreseen for the proposed development. This is based on the following:

- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development (estimated to peak at 20 trucks per hour).
- The existing access has been in use for some time. The proposed development does not fundamentally alter the function of the access (ie. it will still have a similar mix of truck and car traffic utilising it – the hourly increase in truck generation is relatively low).
- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by the proposed development.

[4] This is the queue length not exceeded 95% of the time
[5] Refer to 16523 Midland Highway TIA, Midson Traffic, April 2015

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5. Parking Assessment

5.1 Planning Scheme Requirements

Schedule E6.6.1 of the Planning Scheme states that "*the number of car parking spaces must not be less than the requirements of Table E6.1*". In this case, the proposed development is a truck fuel station, which is not classified in Table E6.1 and therefore there is no specific car parking requirement.

It is noted that Table E6.1 specifies a provision of 4 spaces per service bay for '*vehicle fuel sales and servicing*', however this would normally apply to traditional service stations with a garage component. The proposed development does not require parking as it is unmanned; therefore there is no demand for sales within a traditional 'shop' environment, and all sales are self-serve using a credit card reader.

The proposed development provides parking alongside the bowsers for trucks, as well as secure storage parking for up to four trucks (including semi-trailers). This provision is considered adequate to cater for the likely demands of the proposed development.

5.2 Car Parking Layout

The layout of the site was assessed against the requirements of Australian Standards, AS2890.2, *Parking Facilities, Off Street Commercial Vehicle Facilities*, 2002 (AS2890.2).

AS2890.2 requires that the service area is dependent on a combination of:

(a) The maximum size of vehicle likely to use the facility.
(b) The frequency with which vehicles of different classification use the facility; and
(c) Whether the public road from which the facility is accessed is a major or minor road.

The following points are relevant for the site:

- The maximum size of vehicles using the facility are B-doubles.
- Swept paths of the design vehicle were tested through the site, to/ from Midland Highway. Swept paths within the site are shown in Figure 5.
- The frequency of access to the site will be up to 9 truck movements per day.
- Access into the site is via a major road. This access (which is in its exiting location for the current site) has been assessed to be appropriate in following sections of AS2890.2

AS2890.2 requires that the use of the service area for regular use of a major road (Midland Highway) must be as follows:

(a) A service area unobstructed by other vehicles or on-site activities shall be provided.
(b) All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area.
(c) Both entry and exit at the property boundary shall be in the forward direction.
(d) Circulation roadways shall be provided to connect the access driveway with the service area.
(e) Wherever practicable, separate entry and exit access driveways should be provided.

In this case, the following points are relevant:

- No other activities are present on-site. No other vehicles or obstructions are therefore likely within the site.
- All manoeuvring into and out of the site are provided through a large purpose built hard-stand area.
- Both entry and exit manoeuvres at the site are in a forward motion.
- All manoeuvring within the site is provided through a large purpose built hard-stand area.
- A single access is provided. This access is considered adequate to cater for the traffic demands of the development.

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6. Conclusions

This traffic impact assessment has been conducted following a review of available traffic data and information, standard codes and guidelines, and other supplementary traffic data and information.

The key findings of this report are as follows:

- The proposed development is for a truck fuelling station within the existing land at 16523 Midland Highway. The proposed development relies on the existing high-capacity access from the Midland Highway.
- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development without any loss of transport efficiency or road safety. The peak hour generation of the development is estimated to be approximately 20 trucks per hour. It is likely that many of the trips will be 'internal' trips associated with adjacent industries (Digga Constructions, Bis Industries Quarry and Island Block Paving).
- The existing junction configuration is considered acceptable for the forecast traffic generation of the proposed development.
- The layout of the site enables truck manoeuvring for vehicles to enter and exit in a forward motion.
- There is sufficient available Safe Intersection Sight Distance for the 85th percentile speed past the site's access to comply with the Acceptable Solution, E4.7.4 of the Planning Scheme.

Based on the findings of this report the proposed development is supported on traffic grounds.

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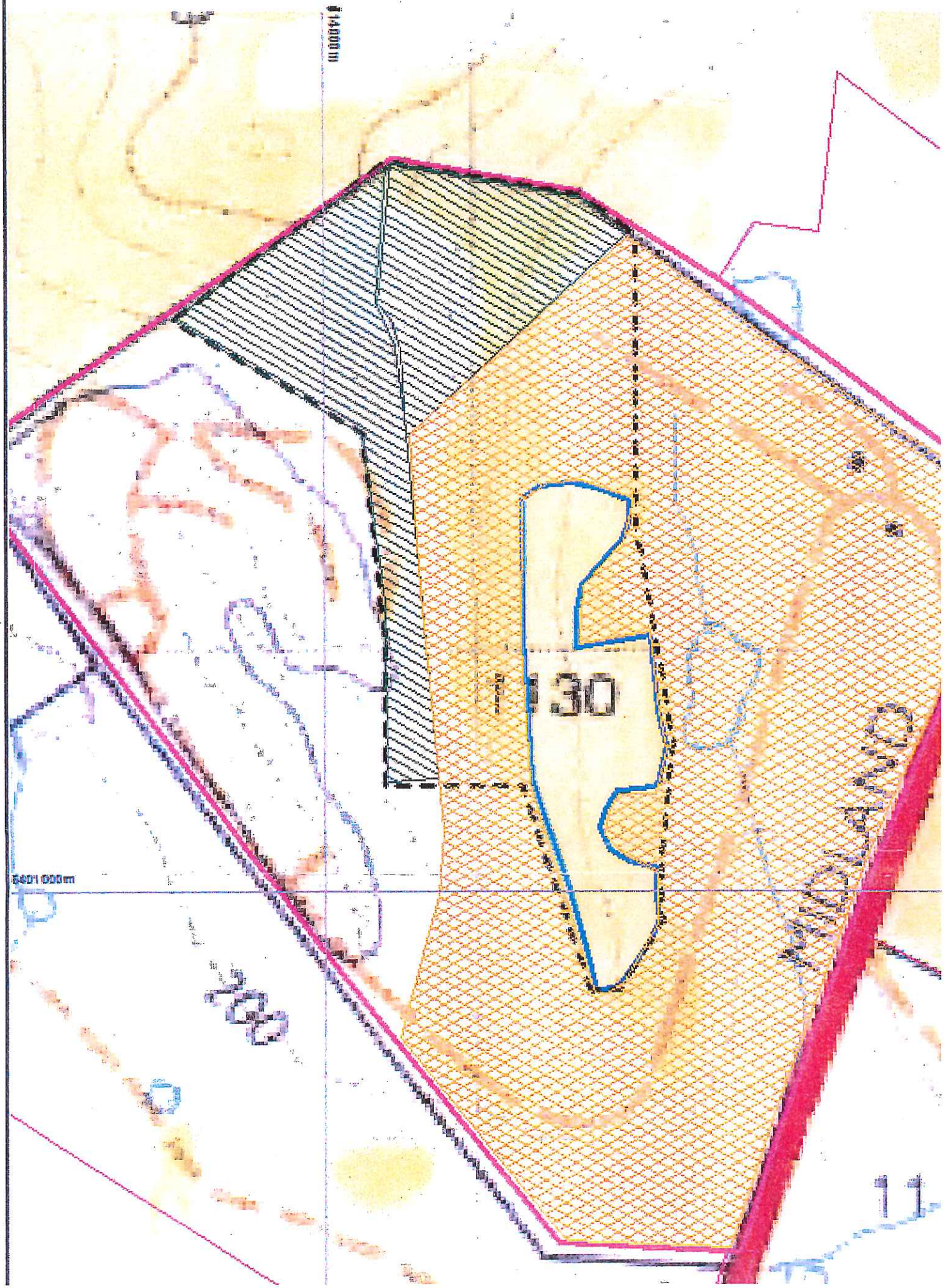
Document Status

0	Keith Midson	Zara Kacic-Midson	4 December 2015

ANNEXURE 5: Draft Forest Practices Plan (For Information Only)

Coupe: Healey



B5 SURFACING

- Not Applicable

C. HARVESTING OR CLEARING OF TIMBER

(See also section D. Conservation of Natural and Cultural Values and section F. Management of Fuels, Oils, Rubbish and Emissions.)

Person or organisation assuming primary responsibility for management of forest practices under this section of the plan: **FPP Applicant**

General

- This plan is for non-commercial clearing only.

Landings

- N/A

Snig tracks

- N/A

Felling prescriptions

- Trees will be pushed with no debris left in retained trees.

Streamside management and special water quality protection measures

- There is 1 class 4 and dam site adjacent to FPP boundary. Retain and protect any remnant native vegetation within 30m of the full supply level of dam.
- Apply the hygiene protocols advocated in Keeping It Clean: A Tasmanian Field Hygiene Manual to Prevent the Spread of Freshwater Pests and Pathogens.
- No trees are to be felled into or out of streamside reserves unless authorised by a FPO. Where a tree accidentally falls into a SSR, a FPO will make a decision as to whether the tree will be pulled out, or left in place.
- Refer to **Section F** for the management of fuels and oils around watercourses, including actions required in the instance of a spill.

Streamside reserve and harvesting boundaries to be marked by -
Person or organisation nominated: **FPP Applicant**
How marked:
Clearing Boundary : A Forest Practices Officer or suitably qualified person as nominated by the Forest Practices Authority
Property Boundary: Pink flagging tape
Reserve: Blue flagging tape
Machinery Exclusion Zone: Blue and white striped tape

Harvesting restoration

Landings

- N/A

Snig tracks

- N/A

Roads

- N/A

Initials of parties to the Plan:

Landowner ..... Date 11/1/16
Applicant ..... Date 11/1/16
FPO ..... Date 25/1/16

Other

- N/A

D. CONSERVATION OF NATURAL & CULTURAL VALUES

Prescriptions to manage, flora, fauna, geomorphic, cultural heritage, landscape, and soil and water values.

Biodiversity

- If new sites for threatened fauna (e.g., raptor nests, devil dens etc.) or flora are found during the implementation of a forest practices plan, the sites must be reported to the Forest Practices Authority as soon as practical.

Flora

- The offset reserve is clearly shown on the FPP map. The offset reserve must be clearly marked in the field before operations commence.

Fauna

Prescription for Green and Gold Frog

- Apply a 30 m buffer from the edge of the full supply level of adjacent dam
- Any forestry activities conducted within the potential range of the Green and Gold Frog and/or the Striped Marsh Frog should apply the hygiene protocols advocated in Keeping It Clean: A Tasmanian Field Hygiene Manual to Prevent the Spread of Freshwater Pests and Pathogens.

Geoscience

- No special prescriptions required.

Cultural Heritage

- No special prescriptions required.

Person or organisation responsible for organising Aboriginal archaeological survey: **N/A**

Landscape

- No special prescriptions required.

Soil and Water

- No special prescriptions required.

E1. ESTABLISHING AND MAINTAINING FORESTS

(See also section D. Conservation of Natural and Cultural Values and section F. Management of Fuels, Oils, Rubbish and Emissions.)

Person or organisation responsible for reforestation and having primary responsibility for management of forest practices under this section of the plan: **N/A**

General:

- **This forest practices plan is for non-commercial clearing to pasture. This section refers to the clearing and burning operations.**
- **No clearing within 10m of granite outcrops.**
- Site clearing machinery is not to drive on any of the formed roads without prior permission from the landowner. This includes driving across roads to fuel tankers etc. Any damage to roads resulting from unauthorised use of machinery will be repaired at the contractor's expense.
- Damage to the top of road batters will be avoided.
- Movement of site preparation machinery across drainage lines is to be minimised.

Site preparation procedures (eg. clearing, windrowing, ripping, cultivation, mounding, catch drains, areas to be treated differently etc)

Clearing and Windrowing

- There must be no mechanical disturbance to creek beds at all stages of the operation except at designated crossing points. Every effort must be made to minimise disturbance and sediment input to streams at these points.
- Windrows should be parallel to each other, be tidy along their length and spaced approximately 50-70 metres apart.
- Topsoil will be minimised in all windrows, where this is difficult to achieve, the use of rake-blades will be employed to minimise this.
- Windrows and heaps are to remain at least 20 metres from reserves or boundaries (30 metres on the uphill side to assist with protection from high intensity burning).
- Windrows and heaps are to have gaps at intervals of approximately 250-300 metres to allow for internal tracks. Additional gaps may be required to allow for natural drainage patterns, or where windrows are constructed along the contour.
- Windrows/heaps are to be constructed so that there are no standing trees or protruding debris, which may be a hazard to aircraft.

Cultivation, Ripping & Mounding

- N/A

Spot Cultivation

- N/A

Tracking

- Access tracks / Fire breaks may be established within cleared areas throughout the operational area for movement of vehicles in trafficable conditions. The location of these will not be permitted within the standard buffer widths for streamside reserves (as detailed in Table 8, pg 56 of the FPC 2000).
- Access tracks/firebreaks will be drained at the time of construction.
- Where permanent access tracks/ firebreaks cross Class 4 streams, permanent crossing points will be constructed using appropriately sized culverts.
- Existing fords exist throughout the property originally used for farming machinery. Existing fords may be used where they are in a stable state and no more damage will be done to the streambeds or banks. Where the ford cannot be used without damaging the streambeds or banks or by significantly altering the approaches, an appropriate permanent crossing must be constructed.

Burning (eg. planned intensity and timing)

- All burning will be conducted when the summer fire danger period has been lifted or a permit has been obtained from the Tasmanian Fire Service.
- A high intensity windrow burn should be undertaken between March and June, depending upon suitable weather conditions.
- Waste wood and bark heaps will be ignited between March and June, depending upon suitable weather conditions. Bark heaps will be inspected at the end of winter or early spring. Any heaps identified with hotspots will be checked again and extinguished prior to the onset of the fire danger period.

Sowing or planting treatments (artificial sowing, seed zone, natural regeneration, retained growing stock, planting etc)

- N/A

Weed control (describe method(s) to be used)

- N/A

Fertiliser application (describe method(s) to be used)

- N/A

Restoration (e.g. drainage of fire breaks and access tracks)

- Prior to the completion of operations, all access tracks / fire breaks will be left in a functioning condition.
- If necessary at completion of operations, the road will be graded, to provide a surface profile that will effectively drain the road pavement. Table drains, culverts and trafficable grips shall be left clear and functioning at completion or when leaving the area for an extended period.

Protection of growing stock

Fire protection (e.g. fire breaks and fire management on adjoining land)

- N/A

Is there a fire management plan for this area? NO

Browsing (eg monitoring and control treatments)

- N/A

E2. ASSESSMENT OF REFORESTATION

- N/A

Survey to be organised by: **N/A** by (date):

FPP No GEW0160.....

F. MANAGEMENT OF FUELS, OILS, RUBBISH AND EMISSIONS

Use of fuels, oils etc

- Care must be taken to avoid spillage when refuelling machines and vehicles, or when filing bulk storage tanks.
  - All servicing and refuelling of machinery and equipment will be completed no closer than 40m of any watercourse Machinery maintenance should be performed in a bunded area if there is a possibility of fuel, oil or grease being spilt.
  - Equipment will be maintained so that fuel and oil leaks are minimised.
  - Fuel tankers and lubricants will be bunded and will be as far as practical, and no closer than 40m from watercourses. Bunding will take into consideration natural ground features that may assist in containing any spillage.
- Management of fuels and lubricants spills:
  - ALL fuel or oil spills will be contained as soon as possible and clean up procedures will be promptly implemented where necessary.
  - Fuel or oil spills that cause or threaten to cause environmental harm will be reported to Department of Primary Industries, Water and Environment (DPIWE) by phoning 1800 005 171 as soon as practicable but within 24 hours of the event.

Rubbish

- All rubbish associated with operations implemented under this plan, will be stored in appropriate watertight containers while on-site. Rubbish is to be removed on a weekly basis to an approved refuse disposal site.

Other

Forest Practices Officer (Planning)

Certified by (signature): ..... Date: 25/1/16

Name: Greg E Williams .....

Pursuant to a delegation from the Forest Practices Authority under section 43 of the *Forest Practices Act 1985.*

Initials of parties to the Plan: Landowner ..... Date 11/01/16 Applicant ..... Date 11/1/16 FPO ..... Date 25/1/16

ACKNOWLEDGEMENT OF PERSONS/ORGANISATIONS IN RELATION TO FOREST PRACTICES PLAN No GEW0160.....

1. Landowners consent

I am the owner of the land or the authorised agent of the owner of the land referred to in the attached Forest Practices Plan No. GEW0160..... and have given my approval for the plan to be submitted to the Forest Practices Authority for certification under section 19 of the *Forest Practices Act 1985*. I understand that, under section 25C of the *Private Forests Act 1994*, if I am a private landowner, I may be required to pay a levy to Private Forests Tasmania based on the nett area of forest operations under the plan.

Name	S Healey
Company or other entity	Jorjs P/L
Address	'299 Relbia Rd
	Relbia 7258
Phone	0417780110
Signature	.....
Date	11/01/2016

2. Acknowledgement of applicant

I submit the attached Forest Practices Plan No. GEW0160..... to the Forest Practices Authority and apply for its certification. I acknowledge that I understand the provisions of the plan, and that I am responsible for ensuring that the plan is complied with unless otherwise stated in the plan. I understand that I am responsible for the lodgement of interim compliance reports with the Forest Practices Authority within 30 days of the completion of each discrete operational phase* under the plan; and further, for the lodgement of a final compliance report with the Forest Practices Authority within 30 days of the expiry of the plan. I understand that under sections 18(4A) and 18(4B) of the Forest Practices Act 1985, I must pay a prescribed application fee at a time, and in a manner, determined by the Authority.

Name	S Healey
Company or other entity	
Address	'16523 Midland Hwy
	Breadalbane 7258
Phone	0417780110
Signature	.....
Date	11/01/2016

*Discrete operational phases under this plan include (tick box against each forest practice proposed):

- ☐ Road construction
- ☐ Tree fern harvesting
- ☐ Timber harvesting
- ☐ Forest establishment (including reforestation, i.e. restocking land with trees)
- ☐ Assessment of reforestation
- ☒ Tree clearing
- ☐ Quarry operation

EGW 25/1/16

Acknowledgement of persons or organisations with primary responsibility for management of forest practices*

Each of the undersigned acknowledges that as an individual/authorised representative of a company or other entity, they are/that entity is the person responsible for the forest practice to be conducted under Forest Practices Plan No. GEW0160..... that appears to the immediate left of that signature. It is understood that this responsibility does not include the day to day oversight of contractor employees, which is the responsibility of the individual contractors.

Forest practice	Signature	Date	Name	Company or other entity	Address
Road construction					
Tree fern harvesting					
Timber harvesting					
Forest establishment					
Assessment of reforestation					
Tree clearing					
Quarry operation					

* This form does not need to be completed if the applicant to the FPP is also the person responsible (as above) for all forest practices to be undertaken.
Acknowledgement of persons or organisations with specific responsibilities under Forest Practices Plan No. GEW0160.....*

As an individual/authorised representative of a company or other entity, I acknowledge that I accept/that entity accepts responsibility for undertaking the activity specified in Forest Practices Plan No. GEW0160.....that appears to the immediate left of my signature.

Activity specified in Forest Practices Plan	Signature	Date	Name	Company or other entity	Address
Marking of proposed road locations					
Marking of harvesting and reserve boundaries					
Marking of reforestation boundaries					
Organising an Aboriginal archaeological survey					

* This form does not need to be completed if the applicant to the FPP accepts the responsibility for undertaking the activities listed.

Acknowledgement of persons or organisations operating under Forest Practices Plan No. GEW0160.....

Each of the persons whose signature appears below hereby acknowledges that:

(i) if he or she is signing as a representative of a company or other entity, then he or she is an authorised representative of that company or other entity;

(ii) he or she understands the provisions of the above plan relevant to his or her operations and / or to the operations of the company or other entity of which he or she is the authorised representative;

(iii) he or she understands his or her obligation and / or the obligation of the company or other entity of which he or she is the authorised representative to comply with the above plan; and

(iv) he or she understands his or her obligation and / or the obligation of the company or other entity of which he or she is the authorised representative to ensure that his or her servants or agents and / or the servants and agents of that company or other entity are aware of the provisions of the above plan and of their obligation to comply with those provisions.

Person/organisation responsible for....	Signature	Date	Name	Company or other entity	Address
Road construction					
Tree fern harvesting					
Timber harvesting					

Forest Practices Act 1985

Forest Practices Plan

FPP No.: GEW0160-01

Certification Number: 2016-0029

Local File ID: -

Update Type: Initial | Last edit by: GEW - Williams G E (Diesel) | Created on: 07/01/2016 | Updated on: 25/01/2016

It is necessary to read this Forest Practices Plan in its entirety for the specifications required by Section 18(2) of the Forest Practices Act 1985. This Forest Practices Plan authorises forest practices and operations to which it refers on the land specified in the Plan and during the period specified in the Plan, provided that the operations are carried out in accordance with the Plan.
This authority is given for the purposes of the Forest Practices Act 1985 only. Those carrying out the operations under the Plan should ensure that they comply with all relevant laws including the conditions of licences, permits and other authorities issued under other laws.

Coupe Name:	Healey	Location:	Breadalbane	PTR Number:	-
Tenure:	Private property	IBRA 4 region:	Midlands	UPI or PID Numbers:	6363538
District:	Bass	Municipality:	Northern Midlands	Landowners:	Jorjs P/L
Map Sheet:	PROSPECT : 5040	Grid reference:	514073mE, 5401234mN	Principal Processors:	
Applicant:	S Healey, 16523 Midland Hwy, Breadalbane Tas 7258, 0417700110				

Parent Rock 1:	Jurassic Dolerite (JDL)	Soil Description 1:	Clayey (CLA)	Stoniness 1:	M
2:		2:		2:	

Erodibility Class 1: Low (L) 2: | Majority Slope: 5 deg. | Maximum Altitude: 200 m

Within town water catchment:	No	Within a landscape zone in a Municipal Planning Scheme:	No
Water Intake:	-	Known Domestic Water Supply Intake within 2km:	No
Distance to Intake:	-	Net Area of Crown Land Reserve:	<not defined>

Emergency meeting Point: 0 - N/A - N/A

Plan certified by:	GEW - Williams G E (Diesel)	Date certified:	25/01/2016	Plan lifetime:	25/01/2016 - 31/12/2018	Date notice of intent sent:	30/11/2015

Discrete Operational Phase	Estimated Start Date	Estimated End Date	Details
Non Commercial Clearing	25/01/2016	31/12/2018	

Current RFA Forest Community and/or Land Use	Prescription	Ha
E. amygdalina forest on dolerite (AD)	Clearfall to Remain Cleared (CF-CLR)	2.50
E. amygdalina forest on dolerite (AD)	Areas to be reserved from harvesting (RES)	4.50

Net Operational Area: 2.50 | Total Area to be Reforested: 0.00 | Total Area to be Harvested: 2.50 | Total Area of Operation: 7.00

A. GENERAL

Forest practices shall be carried out in accordance with the principles and approaches specified in the Forest Practices Code (FPC 2000). All Forest Practices Code mandatory statements ("will" statements) apply, whether or not they are referred to below. The specific requirements set out below are also mandatory.

All contractors are required to have a copy of this Forest Practices Plan, and any subsequent variations, on site whenever operational activities are occurring.

Operations will not commence until the contractor has been fully briefed on site by a FPO.

The FPP map is a pictorial representation of the logging coupe. Features on the FPP map are not plotted with absolute accuracy. All features such as roads, landings, streamside reserves, stream crossings and coupe boundaries have been located on the ground prior to the operation commencing.

All forest operations are to comply with the Fire Services Act 1979 – Regulation 13 (1996), in relation to fire fighting equipment on site. Fire weather monitoring and shutdown procedures for all hazardous forest activities during a Fire Permit Period should be adhered to as per the annually updated Forest Industry Protocols. Hazardous forest activities are defined as any work involving chainsaws, cable machinery, vehicles or tools that come into contact or are close to forest fuels.

This operation is in the Central North and Midlands region for all fire weather warnings issued by the Bureau of Meteorology.

All machinery will be washed down as per the "Tasmanian Wash down Guidelines" prior to entering the site and leaving the coupe. Also apply the hygiene protocols advocated in Keeping It Clean: A Tasmanian Field Hygiene Manual to Prevent the Spread of Freshwater Pests and Pathogens.

B. BUILDING ACCESS TO THE FOREST (ROADING)

(See also section D. Conservation of Natural and Cultural Values and section F. Management of Fuels, Oils, Rubbish and Emissions.)

Person or organisation assuming primary responsibility for management of forest practices under this section of the plan: **FPP Applicant**

B1 GENERAL

- No road construction required.
- Access will be by existing roads and access tracks to be located as per the FPP map. Additional access tracks may be used provided they are approved by a FPO prior to use and noted on a map and filed with the original FPP.

B2 HARVESTING ROADLINE

Felling

- Not Applicable

Snigging

- Not Applicable

Landings

- Not Applicable

B3 CLEARING & FORMATION

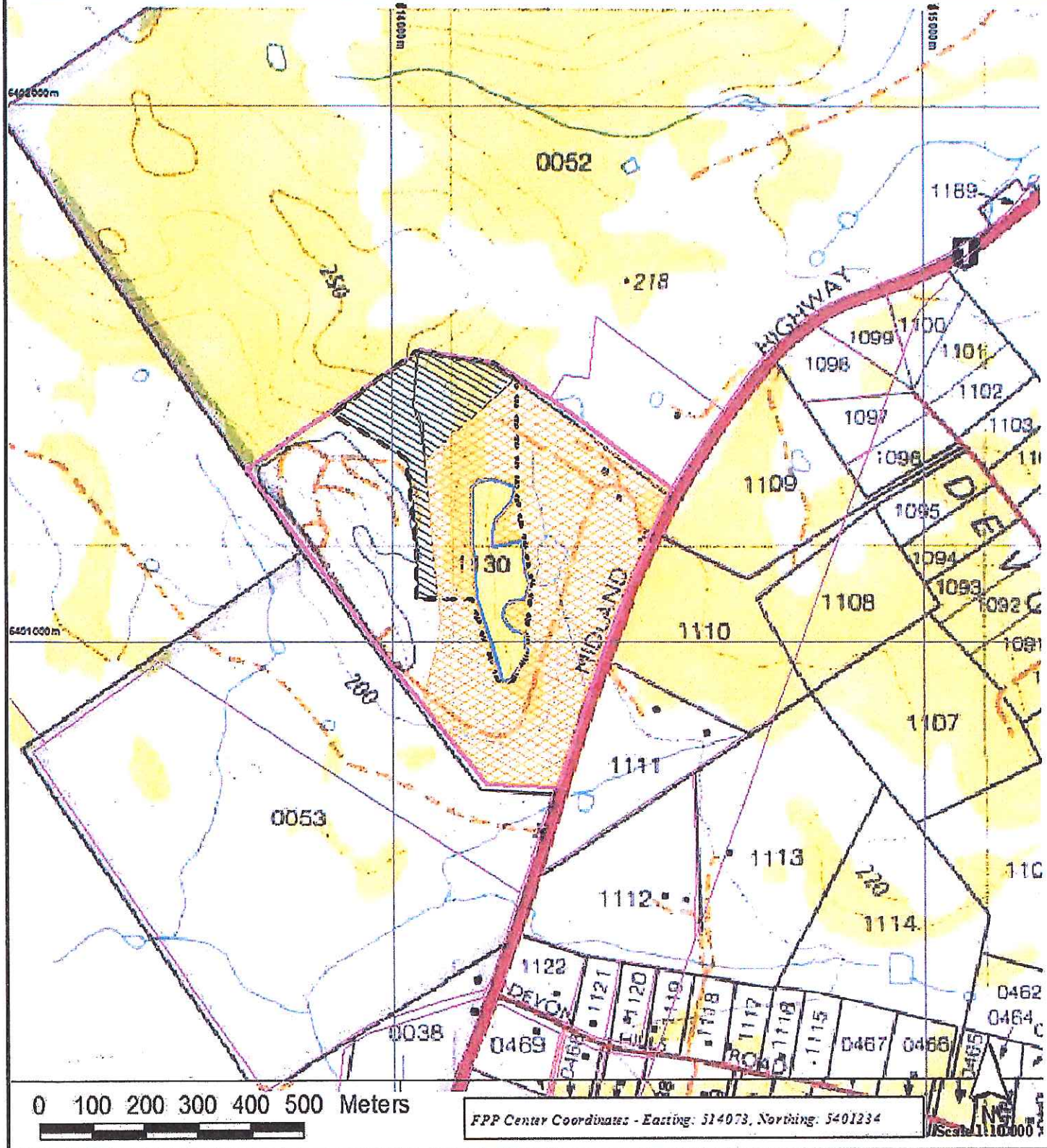
- Not Applicable

B4 DRAINAGE

- Not Applicable

Initials of parties to the Plan: Landowner ..... Date 11/1/16 Applicant ..... Date 11/1/16 FPO ..... Date 25/1/16

Coupe: Healey 1-261



FPP Map **Coupe: Healey** **Harvest Area: 2.5 ha**

Key:
- Forest Practices Plan Boundary
- Reserve for offset
- Previously cleared land

Operational Boundaries:
- Property Boundary
- Harvest Boundary

Reserve Features:
- Machinery Exclusion Zone
- Streamside Reserve
- Other Reserve

Special Features:

GDA94 Datum: 28.11.2015

11/01/16

FPO Initials:

B.

Jan Cunningham

From: Michael Salhani <msalhani@bigpond.net.au>
Sent: Tuesday, 19 January 2016 2:10 PM
To: NMC Planning
Subject: DA P15-270

Categories: registered

Duncan

I am writing to you re my concerns on the above development application, which are as follows:

- The above ground fuel storage tanks are a significant visual impact in the scenic protection zone that exists along this corridor.
- The fuel signage, next to the canopy, that is planned to be installed on site is also a significant visual impact in the scenic protection zone that exist along this corridor.

Also I request that applicant provides rendered drawings of all aspects of the development that impact on scenic protection zone and that can seen either travelling in a Northerly or Southerly direction.

regards

Michael Salhani

ATTACHMENT C

RURAL RESOURCE ZONE	
ZONE PURPOSE	
26.1.1	*To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*
	The proposal does not conflict with this zone purpose.
26.1.2	*To provide for other use or development that does not constrain or conflict with resource development uses.*
	The proposal complies with this zone purpose.
26.1.3	*To provide for economic development that is compatible with primary industry, environmental and landscape values.*
	The proposal complies with this zone purpose.
26.1.4	*To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*
	Not relevant to this application.
26.1.5	**Local Area Objectives**
a)	*Primary Industries:* *Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.* *The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.* *Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.*
	This objective is not relevant to this application.
b)	*Tourism* *Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.* *The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and*

	values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.
	This objective is not relevant to this application.
c)	*Rural Communities* *Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.*
	This objective is not relevant to this application.
26.1.6	**Desired Future Character Statements**
26.1.4	*The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.*
	The proposal seeks to develop: • three double-walled trans tanks; • a 6.45m high canopy; • a 5.169m shed; • a 6m high pole sign. The landscape of this site and the adjoining Island Block and Paving is characterised by industrial buildings and storage yards set among native vegetation and against the backdrop of a hill. The proposal will retain this character and as such it is considered that the effect of the development will not be obtrusive.

	USE STANDARDS
26.3.1	**DISCRETIONARY USES IF NOT A SINGLE DWELLING** *a) To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.* *b) To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.* *c) To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for*

	primary industry purposes. *d) Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.* *e) Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.* *f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.*
P1.1	*It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable; and*
	Assessment: The local area objectives for non-primary industry activity are tourism and rural communities. Neither of these are applicable to this application for vehicle fuel sales.
P1.2	*Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m^2 over the site.*
	NA
P2.1	*Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:* *i) amount of land alienated/converted is minimised; and* *ii) location is reasonably required for operational efficiency; and*
	NA
P2.2	*Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.*
	Not applicable, the land is not prime agricultural land.
P3	*The conversion of non-prime agricultural to non-agricultural use must demonstrate that:* *a) the amount of land converted is minimised having regard to:* *i) existing use and development on the land; and* *ii) surrounding use and development; and* *iii) topographical constraints; or* *b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:* *i) limitations created by any existing use and/or development surrounding the site; and* *ii) topographical features; and* *iii) poor capability of the land for primary industry; or* *c) the location of the use on the site is reasonably required for operational efficiency.*

	Assessment: The amount of land converted is minimised due to the location of the site between the highway and an internal road, and adjacent to existing buildings on site.
P4	*It must demonstrated that:* *a) emissions are not likely to cause an environmental nuisance; and* *b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and* *c) the capacity of the local road network can accommodate the traffic generated by the use.*
	Assessment: The fuel tanks will be double-walled, and therefore not likely to cause an environmental nuisance. Primary industry uses are not likely to be unreasonably confined or restrained from conducting normal operations. A traffic impact assessment has demonstrated that the capacity of the local road network can accommodate the traffic generated by the use.
P5	*It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:* *a) the impacts on skylines and ridgelines; and* *b) visibility from public roads; and* *c) the visual impacts of storage of materials or equipment; and* *d) the visual impacts of vegetation clearance or retention; and* *e) the desired future character statements.*
	Assessment: The proposal seeks to develop: • three double-walled trans tanks; • a 6.45m high canopy; • a 5.169m shed; • a 6m high pole sign. The landscape of this site and the adjoining Island Block and Paving is characterised by industrial buildings and storage yards set among native vegetation and against the backdrop of a hill. The proposal will retain this character and as such it is considered that visual appearance is consistent with the local area.
26.3.2	**DWELLINGS** *To ensure that dwellings are:* *a) incidental to resource development; or* *b) located on land with limited rural potential where they do not constrain surrounding agricultural operations.*
	NA
26.3.3	**IRRIGATION DISTRICTS** *To ensure that land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 is not converted to uses that will compromise the utilisation of water resources.*
A1	*Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.*

	NA – not within an irrigation district.
P1	*Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:* *a) the location and amount of land to be used; and* *b) the operational practicalities of irrigation systems as they relate to the land; and* *c) any management or conservation plans for the land.*
	NA – not within an irrigation district.

DEVELOPMENT STANDARDS	
26.4.1	**BUILDING LOCATION AND APPEARANCE** *To ensure that the:* *a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and* *b) development of buildings is unobtrusive and complements the character of the landscape.*
A1	*Building height must not exceed:* *a) 8m for dwellings; or* *b) 12m for other purposes.*
	Complies. Maximum building height of 6.45m to the top of the canopy.
A2	*Buildings must be set back a minimum of:* *a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or* *b) 200m where a sensitive use is proposed; or* *c) the same as existing for replacement of an existing dwelling.*
	Does not comply. Building to be 8m from front boundary with the future highway slip road.
P2	*Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:* *a) the topography of the land; and* *b) buffers created by natural or other features; and* *c) the location of development on adjoining lots; and* *d) the nature of existing and potential adjoining uses; and* *e) the ability to accommodate a lesser setback to the road having regard to:* *i) the design of the development and landscaping; and* *ii) the potential for future upgrading of the road; and* *iii) potential traffic safety hazards; and* *iv) appropriate noise attenuation.*
	Assessment: Complies. The Department of State Growth has acquired the land needed for the highway upgrade.

26.4.2	**SUBDIVISION** *To ensure that subdivision is only to:* *a) improve the productive capacity of land for resource development and extractive industries; and* *b) enable subdivision for environmental and cultural protection or resource processing where compatible with the zone; and* *c) facilitate use and development for allowable uses by enabling subdivision subsequent to appropriate development.*
A1	*Lots must be:* *a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or* *b) for the consolidation of a lot with another lot with no additional titles created; or* *c) to align existing titles with zone boundaries and no additional lots are created.*
	NA
P1	*The subdivision* *a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or* *b) is for the purpose of creating a lot for an approved non-agricultural use, other than a residential use, and the productivity of the land will not be materially diminished.*
	NA

26.4.3	**STRATA DIVISION**
26.4.3.1	*In this scheme, division of land by stratum title is prohibited in the Rural Resource Zone.*
	NA

CODES	
BUSHFIRE PRONE AREAS CODE	See code assessment below
POTENTIALLY CONTAMINATED LAND	N/a
LANDSLIP CODE	N/a
ROAD AND RAILWAY ASSETS CODE	See code assessment below
FLOOD PRONE AREAS CODE	N/a
CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below
SCENIC MANAGEMENT CODE	See code assessment below
BIODIVERSITY CODE	N/a
WATER QUALITY CODE	See code assessment below
RECREATION AND OPEN SPACE CODE	N/a
ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a

AIRPORTS IMPACT MANAGEMENT CODE	N/a
LOCAL HISTORIC HERITAGE CODE	N/a
COASTAL CODE	N/a
SIGNS CODE	See code assessment below

E1 BUSHFIRE PRONE AREAS CODE

E1.5.2 Hazardous Uses

Table E2. Hazardous uses

Use class	***Qualification***
Hospital services	*uses involving dangerous substances*
Manufacturing and processing	*uses involving dangerous substances*
Research and development	*uses involving dangerous substances*
Storage	*uses involving dangerous substances*
Transport depot and distribution	*uses involving dangerous substances*
Utilities	*uses involving dangerous substances*
Vehicles fuel sales and service	

E1.5.2.1 Standards for hazardous use

Objective:

Hazardous uses should only be located in bushfire-prone areas in exceptional circumstances. Where a hazardous use is to be located in a bushfire-prone area, bushfire protection measures must reflect the risk arising from the bushfire-prone vegetation and take into consideration the characteristics, nature and scale of the use to:

- *prevent the hazardous use from contributing to the spread or intensification of bushfire;*
- *limit the potential for bushfire to be ignited on the site;*
- *prevent the exposure of people and the environment to dangerous substances as a consequence of bushfire; and*
- *reduce the risk to fire fighters.*

Acceptable Solutions	**Performance Criteria**
A1 No acceptable solution	*P1 Hazardous uses must demonstrate that they are of an overriding benefit to the community and that there is no suitable alternative site.*
No acceptable solution	The applicant advises that the overriding benefit from locating this development on this site relates to the sustainability of current industrial uses

			on site, passing heavy traffic and local commercial vehicles who wish to take advantage of this 24 hour service. Other such services are located either in built up areas or in remote areas within Launceston. This location takes advantage of the highway location and its apparent isolation from close (adjacent) sensitive uses.
A2	*Hazardous uses must demonstrate bushfire protection measures, addressing the characteristics, nature and scale of the hazardous use and the bushfire-prone vegetation, which are incorporated into a bushfire hazard management plan, certified by an accredited person or the TFS, that any risks associated with the use are tolerable, taking into consideration:* *(a) exposure to dangerous substances; and* *(b) ignition potential from the site; and* *(c) flammable material contributing to the intensification of a fire.*	P2	*No performance criteria*
	The applicant provided a bushfire hazard management plan, certified by an accredited person requiring 2 x 10,000 non-combustible water tanks for fire fighting only, a minimum 3m wide sealed perimeter access, cleared areas surrounding the site of 100m to the north, 50m to the south, 50m to the east and 100m to the west. The plan also that there is a tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire.		No performance criteria.

E4 ROAD AND RAILWAY ASSETS CODE

E4.6.1 Use and road or rail infrastructure

Objective *To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.*	
Acceptable Solutions	***Performance Criteria***
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject	*P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject*

to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	*to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.*
Not applicable – not a sensitive use.	Not applicable.
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	*P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*
Not applicable – speed limit greater than 60km/h.	Not applicable – speed limit greater than 60km/h.

A3 *For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.*	*P3* *For limited access roads and roads with a speed limit of more than 60km/h:* *a)* *access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and* *b)* *any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and* *c)* *an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.*
Does not comply.	Comment: a) Access is via an existing access. b) The use seeks to utilise the location attributes of the site's location adjacent to the highway. c) The TIA has found that sight distances comply with the safe intersection sight distance requirements.

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) *ensure the safe and efficient operation of roads and railways; and*

b) *allow for future road and rail widening, realignment and upgrading; and*

c) *avoid undesirable interaction between roads and railways and other use or development.*

Acceptable Solutions	*Performance Criteria*
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: *a) new road works, buildings, additions and extensions, earthworks and landscaping works; and* *b) building envelopes on new lots; and* *c) outdoor sitting, entertainment and children's play areas*	*P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:* *a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and* *b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and* *c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and* *d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.*
Does not comply. Fuel canopy will be 8m from the highway boundary with the proposed slip road.	Comment: The TIA has found that the proposal maintains the safety and efficiency of the road.

E4.7.2 Management of Road Accesses and Junctions

Objective *To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses*

and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	***Performance Criteria***
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	*P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*
Not applicable – speed limit greater than 60km/h.	Not applicable – speed limit greater than 60km/h.
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	*P2 For limited access roads and roads with a speed limit of more than 60km/h:* *a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and* *b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and* *c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.*
Complies – uses an existing access.	Not applicable.

E4.7.3 Management of Rail Level Crossings

Objective *To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access*

across the railway.	
Acceptable Solutions	***Performance Criteria***
A1 Where land has access across a railway: *a) development does not include a level crossing; or* *b) development does not result in a moterial change onto an existing level crossing.*	*P1 Where land has access across a railway:* *a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and* *b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or* *c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and* *d) an alternative access or junction is not practicable.*
Not applicable.	Not applicable.

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective *To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.*	
Acceptable Solutions	***Performance Criteria***
A1 Sight distances at *a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and* *b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or* *c) If the access is a temporary access, the written consent of the relevant authority has been obtained.*	*P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.*
Complies. The TIA finds that the sight distance at the access exceeds the safe intersection sight distance.	Not applicable.

E6 CARPARKING AND SUSTAINABLE TRANSPORT CODE

E6.6.1 Car Parking Numbers

Objective *To ensure that an appropriate level of car parking is provided to service use.*	
Acceptable Solutions	***Performance Criteria***
A1 The number of car parking spaces must not be less than the requirements of Table E6.1	*P1 The number of car parking spaces provided must have regard to:* *a) the provisions of any relevant location specific car parking plan; and* *b) the availability of public car parking spaces within reasonable walking distance; and* *c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and* *d) the availability and frequency of public transport within reasonable walking distance of the site; and* *e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and* *f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and* *g) an empirical assessment of the car parking demand; and* *h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and* *i) the recommendations of a traffic impact assessment prepared for the proposal; and*

	j) any heritage values of the site; and *k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:* *i) the size of the dwelling and the number of bedrooms; and* *ii) the pattern of parking in the locality; and* *iii) any existing structure on the land.*
Comment: The requirement is 4 spaces per service bay. The proposal contains no service bays, and is card operated with no on-site staff. It does not proposed any car parking spaces but proposes 2 truck parking spaces. It is considered that the proposal complies.	NA

E6.6.2 Bicycle Parking Numbers

Objective *To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.*	
Acceptable Solutions	***Performance Criteria***
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or *A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.*	*P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:* *a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and* *b) location of the site and the distance a cyclist would need to travel to reach the site; and* *c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.*
Comment: 1 space per 5 employees is required. The fuel station is card operated with no on-site staff. It does not propose or	Comment: Complies. The proposal is for a carpark. It does not propose or require bicycle

require bicycle parking.	parking.

E6.6.3 Taxi Drop-off and Pickup

Objective *To ensure that taxis can adequately access developments.*	
Acceptable Solutions	***Performance Criteria***
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	*P1 No performance criteria.*
No requirement for car parking spaces, therefore no taxi spaces required.	NA

E6.6.4 Motorbike Parking Provisions

Objective *To ensure that motorbikes are adequately provided for in parking considerations.*	
Acceptable Solutions	***Performance Criteria***
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	*P1 No performance criteria.*
No requirement for car parking spaces, therefore no motorcycle spaces required.	NA

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective *To ensure that car parking spaces and access strips are constructed to an appropriate standard.*	
Acceptable Solutions	***Performance Criteria***

A1 All car parking, access strips manoeuvring and circulation spaces must be: *a) formed to an adequate level and drained; and* *b) except for a single dwelling, provided with an impervious all weather seal; and* *c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.*	*P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.*
The main truck movement area will be 40mm hotmix with the filling area to be 150mm thick concrete and the remaining balance will be 10mm-7mm 2 coat seal. **Condition required.**	NA

E6.7.2 Design and Layout of Car Parking

Objective *To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.*	
Acceptable Solutions	***Performance Criteria***
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and *A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.*	*P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:* *a) the layout of the site and the location of existing buildings; and* *b) views into the site from the road and adjoining public spaces; and* *c) the ability to access the site and the rear of buildings; and* *d) the layout of car parking in the vicinity;*

	and *e) the level of landscaping proposed for the car parking.*
Complies.	NA
A2.1 Car parking and manoeuvring space must: *a) have a gradient of 10% or less; and* *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and* *c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and* *A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.*	*P2 Car parking and manoeuvring space must:* *a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and* *b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.*
Complies.	NA

E6.7.3 Car Parking Access, Safety and Security

Objective *To ensure adequate access, safety and security for car parking and for deliveries.*	
Acceptable Solutions	***Performance Criteria***
A1 Car parking areas with greater than 20 parking spaces must be: *a) secured and lit so that unauthorised persons cannot enter or;* *b) visible from buildings on or adjacent to the site during the times when parking occurs.*	*P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:* *a) levels of activity within the vicinity; and* *b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.*
NA.	NA

E7 SCENIC MANAGEMENT CODE

E7.1 Purpose of the Code

E7.1.1 The purpose of this provision is to:

a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and

b) ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape.

E7.2 Application of this Code

E7.2.1 This code applies to use or development of land within the scenic management – tourist road corridor and local scenic management areas.

E7.3 Definitions of Terms

scenic management – tourist road corridor	*means the area of land within 100 metres measured from each frontage to the scenic management tourist road corridor indicated on the planning scheme maps, except as follows:* *a) in urban areas within the general residential, low density residential, village, local business, general business, light industrial, general industrial, community purposes zones; and* *b) 200m from each frontage for Midland Highway, Illawarra Road, Lake Leake Road and Esk Main Road.*
local scenic management area	*means those areas listed in Table 7.1 – local scenic management areas and indicated on the planning scheme maps.*

E7.4 Use or Development Exempt from this Code

E7.4.1 The following use or development is exempt from this code:

a) Use without development, not including plantation forestry; and

b) Subdivision for a boundary adjustment.

E7.5 Use Standards

Not used in this Scheme.

E7.6 Development Standards

E7.6.1 Scenic Management – Tourist Road Corridor

Objective

(a) To enhance the visual amenity of the identified tourist road corridors through appropriate:

i) setbacks of development to the road to provide for views that are significant to the traveller experience and to mitigate the bulk of development; and

ii) location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and

iii) design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and

iv) retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and

v) retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of cultural landscape interest such as hedgerows and significant, exotic feature trees; and

(b) To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).

Acceptable Solutions	***Performance Criteria***
A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.	*P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:* *a) the impact on skylines, ridgelines and prominent locations; and* *b) the proximity to the road and the impact on views from the road; and* *c) the need for the development to be prominent to the road; and* *d) the specific requirements of a resource development use; and* *e) the retention or establishment of vegetation to provide screening in*

	combination with other requirements for hazard management; and *f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and* *g) whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the Forest Practices Code; and* *h) the design and/or treatment of development including:* *i) the bulk and form of buildings including materials and finishes;* *ii) earthworks for cut or fill;* *iii) complementing the physical (built or natural) characteristics of the site.*
Does not comply.	**Comment:** *a) the impact on skylines, ridgelines and prominent locations.* The highest structure proposed is the fuel canopy at 6.45m (RL211.45m). This will be set below the hill to the rear which goes to a height of RL250m. *b) the proximity to the road and the impact on views from the road.* The site is in close proximity to the road – the canopy will be approximately 8m from the future slip road to the new highway. Given the existing industrial/commercial development in the vicinity at Digga Excavations and Island Block and Paving, the impact on the views from the road will not be great. *c) the need for the development to be prominent to the road.* The proposed fuel station has a need to be prominent to the road.

	d) *the specific requirements of a resource development use.* Not applicable. e) *the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management.* It is proposed to establish a 1.6 – 2.4m high vegetated mound between the site and the highway. f) *whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route.* Existing vegetation in the highway reservation will be removed for the new highway. g) *whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the Forest Practices Code.* Not applicable. h) *the design and/or treatment of development including:* i) *the bulk and form of buildings including materials and finishes.* The proposed buildings are largely square/rectangular in form with metal finishes. ii) *earthworks for cut ar fill.* There is to be little cut or fill. iii) *complementing the physical (built or natural) characteristics of the site.* The proposed development is in keeping with the built characteristics of the site.

E9 WATER QUALITY CODE

Application of this Code

This code applies to use or development of land within 50 metres of a wetland or watercourse.

Comment: The applicant notes that while the site is within 50m of a dam, the site in is in a different catchment to the dam. The change in catchment is the access roar to the quarry – on the highest point in the immediate area. As a result, any run off from the facility will be greater than 50m from a wetland or watercourse.

E15 SIGNS CODE

Pole Sign	
Acceptable Solutions	**Performance Criteria**
A35 No acceptable solution	*P35 A pole sign located in the:* • *General Business Zone; or* • *General Industrial Zone; or* • *Local Business Zone; or* • *Light Industrial Zone; or* • *Rural Resource Zone; or* • *Village Zone* *must demonstrate that:* *a) the sign is integral to the particular use of the site; and* *b) no other form of permitted signage will meet the needs of the proprietor; and* *c) the sign does not unreasonably dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and* *d) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.*
Not acceptable solution.	**Comment:** a) Complies. The sign is to advertise the Shell fuel station, and the price of the fuel. It is therefore integral to the use of the site for fuel sales. b) The only allowable forms of signage in the Rural Resource zone are Community Information signs and A-frame signs. Neither of these meets the proprietor's needs advertise the fuel station, and the price of the fuel. c) The landscape of this site and the adjoining Island Block and Paving is characterised by industrial buildings and storage yards set among native vegetation and against the backdrop of a hill. As such it is considered that the sign will not unreasonably

	dominate the streetscape, and reflects the prevailing character of the area. d) The purpose of the Rural Resource zone is: *26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.* *26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.* *26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.* *26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.* As such, the pole sign is not considered to conflict with the purpose of the zone.
A36 A pole sign must: *a) be in proportion to the viewable portion of the open space and building to which it is associated; and* *b) have a maximum height of 5m.* *c) have a minimum clearance of 2.7m above the ground; and* *d) have a maximum area of 6m^2 with respect to each face; and* *e) have maximum face dimensions of 2.5m horizontally and 3 vertically; and* *f) not have any part projecting beyond the boundaries of the site;* *g) not be rotating or moving.*	*P36 If greater than 5m in height or a face greater than 3m in height, it must be demonstrated that the sign will:* *a) be sympathetic to the architectural character and detailing of the building; and* *b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and* *c) not result in loss of amenity to neighbouring properties; and* *d) not involve the unnecessary repetition of messages or information on the same street frontage; and* *e) not contribute to or exacerbate visual clutter; and* *f) not distract motorists as a result of size illumination or movement; and* *g) under no circumstances exceed 7m in height.*
Pole sign height is 6.0m. Needs to address	**Comment:**

the performance criteria.	a) Complies. The proposed pole sign is sympathetic to the architectural character and detailing of the building propose fuel canopy, storage shed and trans tanks. b) Complies. Given the width of the adjacent highway, and the size of the property, it is considered that the dimensions of the sign will not dominate the streetscape or premises on which it is located. c) Complies. The scheme defines 'amenity' as meaning, 'in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable'. The site contains the Digga Excavation depot, which produces a commercial/industrial character. The adjoining property containing Island Block and Paving is similarly characterised. The adjoining dwelling on Haggerston is distant from the proposed sign and its entrance is sufficiently distance that it is considered that the proposed sign will not result in loss of amenity to that property. The properties in Devon Hills contain vegetative screening along the Highway boundary, such that it is considered that the sign will not result in a loss of amenity to those properties. d) Complies. One sign advertising Shell and the fuel prices is proposed. The sign will not involve the unnecessary repetition of messages or information. e) Complies. Similarly, the one sign will not contribute to or exacerbate visual clutter. f) Complies. It is not expected that the sign will distract motorists as a result of size illumination or movement. g) Complies. The sign is proposed to be 6m in height.
A37 A pole sign must be limited to one per site.	*P37 For more than one sign per site it must be demonstrated that:* *a) more than one sign is justified by the size of the site or its location on a corner; and* *b) they will be sympathetic to the architectural character and detailing of the building; and* *c) they will be of appropriate*

	dimensions so as not to dominate the streetscape or premises on which it is located; and *d) they will not result in loss of amenity to neighbouring properties; and* *e) they will not involve the unnecessary repetition of messages or information on the same street frontage; and* *f) they will not contribute to or exacerbate visual clutter; and* *g) not distract motorists as a result of size illumination or movement.*
Complies.	NA

SPECIFIC AREA PLANS	
TRANSLINK SPECIFIC AREA PLAN	N/a
HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Subdivision	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993.*

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
Strategic Plan 2007-2017 *4.3 – Development Control*

PLAN 2

P15-331 – DRAFT AMENDMENT 07/15

2 HUDSON FYSH DRIVE, WESTERN JUNCTION

ATTACHMENTS

A Application & plans, correspondence with applicant

B Responses from referral agencies

C Planning Scheme Assessment

A.

Our ref: P15-331

NORTHERN MIDLANDS COUNCIL

24 November 2015

Heathydan Pty Ltd
PO Box 71
BERRIMAH NT 0828

via email: heathlang@hotmail.com

Dear Mr Lang

Application P15-331 - Additional Information Required
Amendment 07/15 Carpark (vary landscaping provisions) at 2 Hudson Fysh Drive, Western Junction

Thank you for your application. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Stormwater calculations for the site in its undeveloped and developed state for a storm event of 1% Annual Exceedance Probability.
- Amended landscape plan denoting the dimensions and areas of the landscaped areas.
- Amended landscape plan denoting security fencing on the Hudson Fysh Drive frontage with dark coloured posts and dark coloured chainmesh.
- Plan showing the elevation of the security fencing.
- Amended Traffic Impact Assessment addressing pedestrian access to airport in greater detail.
- Approval from Council and State Growth for construction of the footpath, or the footpath removed from the plans.

In accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority.

If you have any queries, please contact me on 6397 7303, or e-mail Planning@nmc.tas.gov.au.

Yours sincerely

P Godier.

Paul Godier
SENIOR PLANNER

Copy: Fysh Unit Trust, phil@145financial.com.au

PLANNING APPLICATION
Proposal

Description of proposal: AS PER THE ATTACHMENT

(attach additional sheets if necessary)

Site address: 2 HUDSON FUSH DRIVE
WESTERN JUNCTION
TAS, 7212

ID no: SP146537 *and/or Council's property no:* .....

and/or

Area of land: ~11,750 m^2 *ha/m^2 and/or CT no:* 143771/1

Estimated cost of project $990,000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes / (No)

If yes – main building is used as .....

Is any signage required? YES AS PER THE ATTACHMENT

(if yes, provide details)

OWNER ROBERT MACKINNON HARRISON
GORDON JAMES HUMPHREYS
WALKEM MANAGEMENT PTY LTD
ANGELA SARAH BOWDEN
PHILIP MARK BOWDEN

FOLIO REFERENCE C.T. 143771/1

GRANTEE PART OF 582 A 3 R 0 P
GRANTED TO JOHN SINCLAIR

PLAN OF SURVEY

BY SURVEYOR B. R. WOOLCOTT

LOCATION

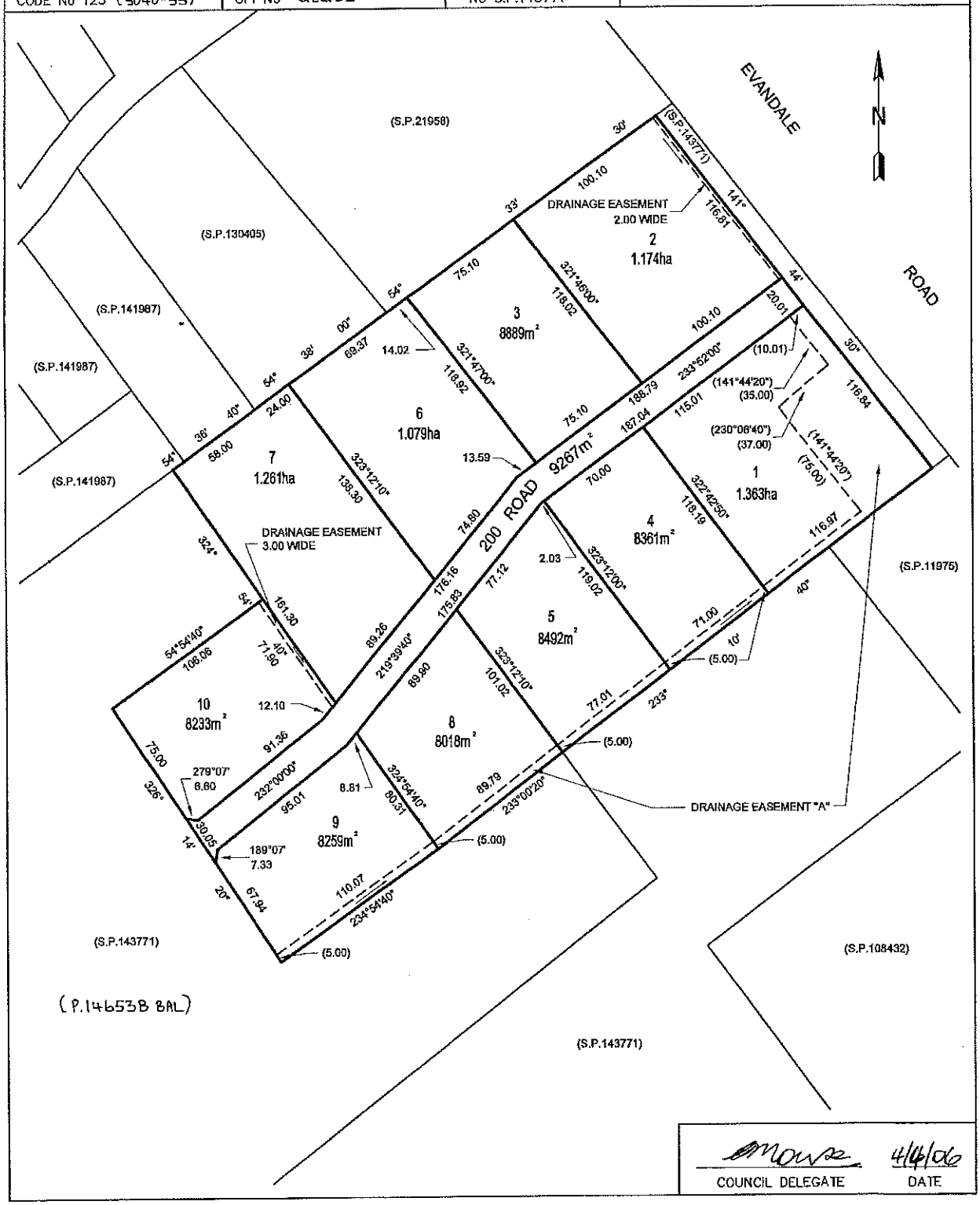
LAND DISTRICT OF CORNWALL
PARISH OF BREADALBANE

SCALE 1: 2000. LENGTHS IN METRES

REGISTERED NUMBER
SP146537

APPROVED
EFFECTIVE FROM 23 MAY 2006
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No 123 (5040-55)	LAST UPI No GEQ03	LAST PLAN No S.P.143771	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



COUNCIL DELEGATE

4/4/06
DATE

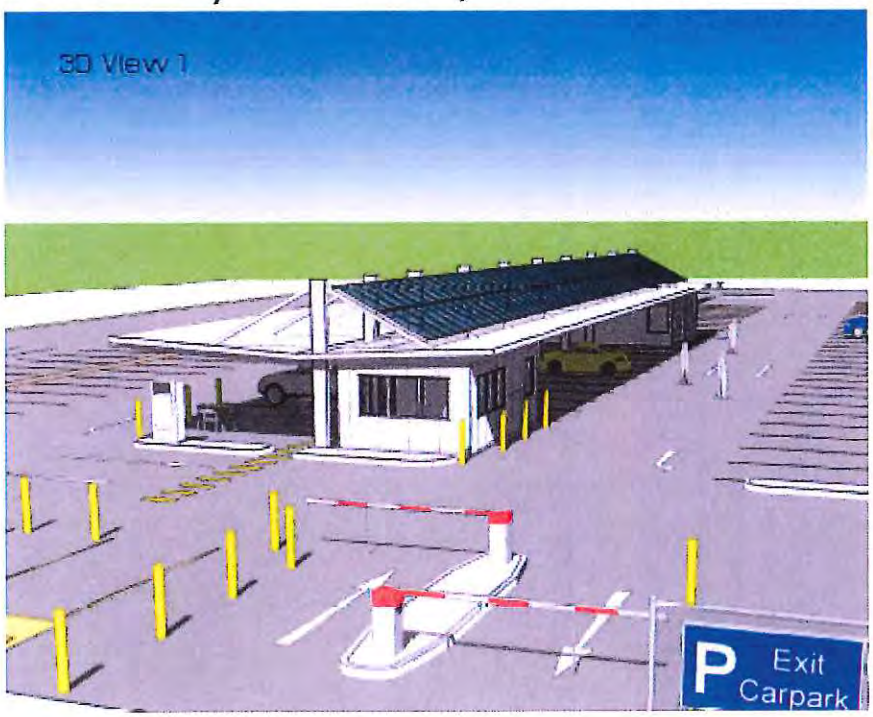
Attachment to the Planning Application and Planning Amendment

to the

Northern Midlands Council

for the

Proposed Carpark Development
2 Hudson Fysh Drive, Western Junction



October 2015

1 CONTENTS

2 EXECUTIVE SUMMARY

Heathydan Pty Ltd submits this planning application and planning scheme amendment to the Northern Midlands Council (NMC) for a carpark development at 2 Hudson Fysh Drive, Western Junction, TAS, 7212.

The proposed development is for a long term airport carpark (1 day or more) and involves the following:

1. Bitumised single storey flood light car park completed with ticket machines and access control,
2. Full security fenced site with Closed Circuit television (CCTV) monitoring,
3. An office complete with ablutions and kitchenette,
4. Client waiting area and
5. Indoor car detailing and washing facility.

The proposed development complies with the NMC Interim Planning Scheme 2013 except in regards to Landscape setback from Evandale Rd. A planning amendment is proposed to reduce the landscape setback requirements while still meeting the objectives of screening the development.

3 PROJECT PROPONENTS

The proponent of the Western Junction Airport Carpark development is Heathydan Pty Ltd (ABN: 35168315946).

The project development is being undertaken by Heathydan Pty Ltd. The Project Manager is responsible for all day-to-day activities of the project and should be the point of contact for the Council. Contact details are as follows:

Mr Heath Lang

Project Manager / Director

Heathydan Pty Ltd

PO BOX 71

BERRIMAH NT 0828

Ph: 0417095189

Email: heathlang@hotmail.com

4 SITE ANALYSIS

4.1 SITE SELECTION

2 Hudson Fysh Drive, Western Junction, TAS 7212 has been selected due to its excellent proximity to the Launceston Airport. The lot is cleared and levelled, and ready for construction.

4.2 LAND TENURE AND ZONING

Title, folio plan and Schedule of Easements are provided in Section 11.1. The specific lot involved is Lot 2 on Sealed Plan 146537 (Volume 146537, Folio 2) being approximately 11750m2.

The land is zoned general industrial and is within the Translink Specific Area 1.

The NMC Interim Planning Scheme 2013 General Industrial Zone - Use Table under clause 25.2, lists Vehicle Parking as a permitted use. Also for Translink Area 1, under clause F1.3.1 Vehicle Parking is listed as a permitted use.

4.3 EXISTING ENVIRONMENT

The carpark is proposed to be constructed on majority cleared land. There is some existing gorse vegetation along the north western boundary that will be removed. Also there are 3 existing trees along the north east boundary that will also be removed.

An existing site plan is provided in section 11.2. On the northwest side is Haywards Steel. To the southwest is a vacant lot. Across Hudson Fysh Drive to the south east is Thrifty Car Rentals. Across Evandale Rd to the north east is currently vacant Launceston Airport land.

A geotechnical investigation of the site was undertaken and the report is provided in Section 11.3.

5 CAR PARK PROPOSAL

5.1 INTRODUCTION

The proposed development is for a long term airport carpark (1 day or more) and involves the following:

6. Bitumised single storey flood light car park completed with ticket machines and access control,
7. Full security fenced site with Closed Circuit television (CCTV) monitoring,
8. An office complete with ablutions and kitchenette,
9. Client waiting area and
10. Indoor car detailing and washing facility.

Please refer to the drawings provided in Section 11.2 for further details.

5.1.1 Carpark

Carpark to have the following features:

1. About 343 standard car bays, 20 covered car bays, and 4 disabled bays.
2. Disabled spaces are located along the south east boundary close to the entrance and the pedestrian path. Disabled spaces will have a shared zone between each space, and line markings to Australian Standards.
3. Car parking is to be fully bitumised. Drainage is as shown on the Stormwater Management Plan in Section 11.2.
4. Kerb and channel will be located around the perimeter. Kerbing also to the end of each parking row.
5. 1m wide pedestrian paths throughout the carpark and along the south east boundary. There is also a path proposed from the facility across Evandale Road (a state road) to the Launceston Airport to enable clients to walk to the airport (subject to Department of State Growth Transport approval). Pedestrian path markings are to be painted directly onto the bitumen throughout the carpark. A concrete path is provided along the south east boundary.
6. Access to the carpark by vehicle is via a ticketed boom gate. Vehicle line markings will be provided painted directly onto the bitumen to guide traffic, as well as traffic control signs on posts at intersections.
7. Access to the carpark by foot will be via the pedestrian gate at the north east corner.
8. As the carpark is open 24 hours per day, floodlighting will be provided to all areas of the carpark.
9. Security fencing 1.8m high with 3 barbed runners at the top will be provided around the perimeter except for the entrance and pedestrian gate.
10. Solar photovoltaic panels are provided on the roof of the office, covered bays and detailing facility.

Please refer to the Proposed Carpark Plan provided in Section 11.2.

5.1.2 Security

Security will be a priority for this carpark and will be provided by: