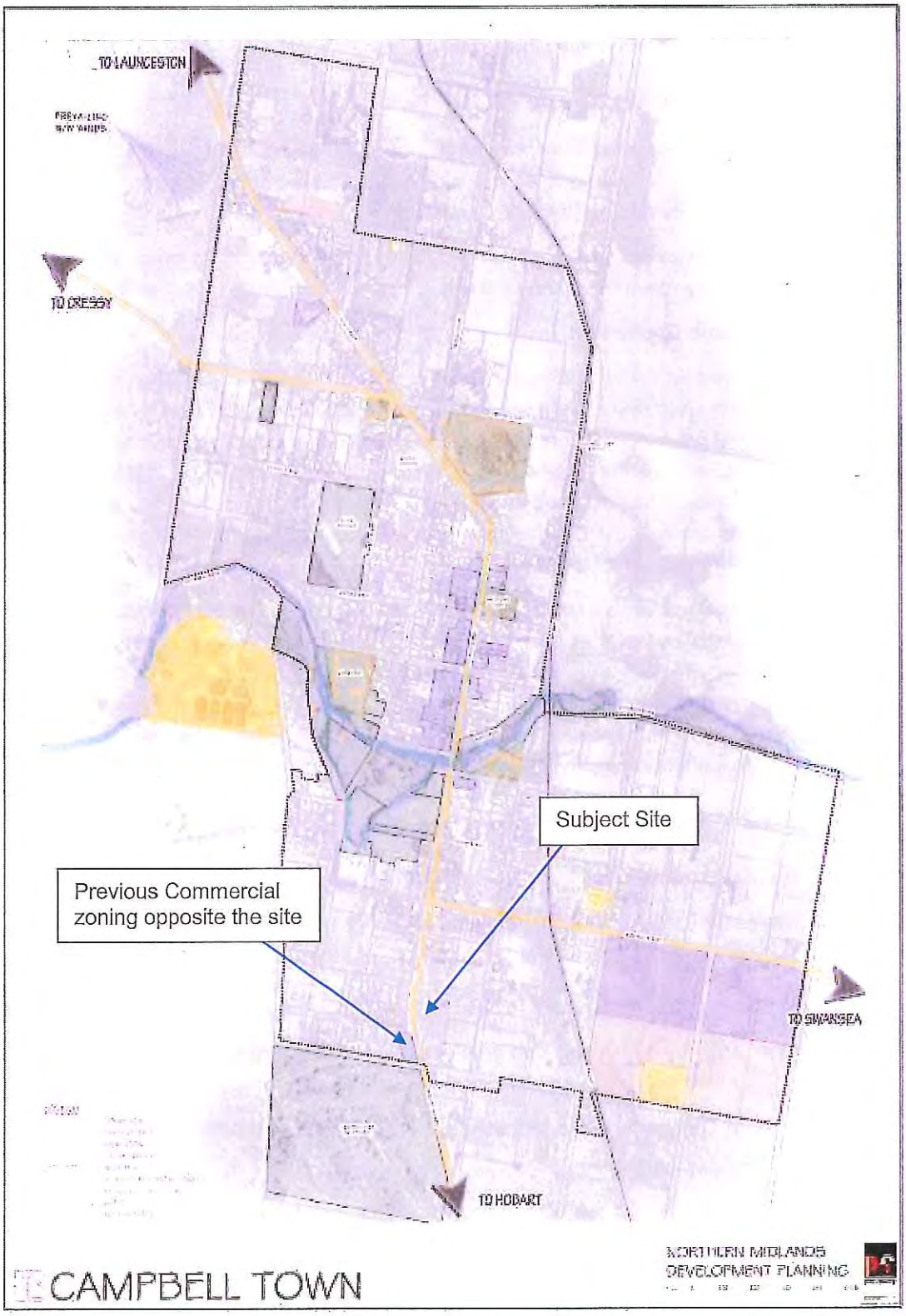
Figure 6 Commercial Zoning Opposite the Subject Site



(Source: Pitt and Sherry, Campbell Town Development Plan 2012)

6.3 Northern Midland Interim Planning Scheme 2013 - Planning Scheme Objective

The relevant parts of the Objectives will be discussed.

6.3.1 District Centre - 3.2.8

Campbell Town's highway position and centrality to the Midlands district, and its existing concentration of business, community, health and education services provide a basis for Campbell Town to consolidate its role as the principal service centre in the central Midlands.

The challenge will be to stabilize and increase Campbell Town's population, and reinforce the town as the focus for service delivery.

Comment: Consistent

By increasing the level of commercial activity in a convenient location for motorists (with a focus on commercial (truck) vehicles) adjacent to a site historically used for commercial uses, the proposal will continue to enable Campbell Town to capitalise on its positioning on the Midlands Highway and will reinforce it as a true 'stop off' point and district service centre. Additionally, the town currently has only one service station. Adding a commercial use in such a location away from the central business 'district' has already been undertaken with another commercial use also located South of the River

The proposed use differs markedly from that other use though as it will require specific characteristics (such as a large lot size and other features assisting in traffic flow) that the cafe didn't require. Therefore its location further away from the town centre is warranted and the proposed offering will consolidate Campbell Towns role as the principal service centre in the central Midlands. The proposed service station will appeal to truck drivers in particular as it provides after hours service not currently available.

6.3.2 Commercial Strategy - 3.4

District Centre - 3.4.2

Campbell Towns role as the recognised district service centre of the Northern Midlands is discussed and Councils Strategic plan is referenced.

Strategic Plan 2007 - 2017 - District Centre Strategy

- Reinforce business and government recognition of Campbell Town as the logical regional focus for service provision to the Midlands region.
- Prepare a land use structure plan to guide future development of the town.
- Ensure there is timely provision for expansion of commercial and community services as needed.
- Seek State Government partnerships for improved service and infrastructure delivery.

Comment: Consistent

The proposal will reinforce Campbell Town as the regional focus for service provision to the Midlands Region which will not impact on residential amenity is beneficial. The proposal is for the expansion of a specific commercial service (directed at commercial transport) in a location adjacent a site historically used for commercial uses and which responds to Campbell Towns location on the State's major north south arterial.

Campbell Town is a logical location for such a specific service given that the town has become a key stop off for freight and passenger vehicles when travelling across the State. The site is suited to the use given its size and location on High Street. The service being offered is specifically focused on truck and commercial transport and will ensure that there is timely provision of a commercial service which is needed to serve the substantial (freight) traffic volume being experienced.

Strategic Plan 4.12 - Local Commerce Strategy

- Resolve existing industrial/ residential land use conflicts where they arise.
- Improve heavy vehicle access to Longford's industrial area
- Address local service needs and appropriate commercial opportunities while protecting heritage and amenity values

Comment: Consistent

An additional service station in Campbell Town will supplement local service needs whilst allowing an appropriate commercial opportunity on the fringe of the town. The proposed site specific amendment to allow the use on the site will not jeopardise the amenity values of the nearby sensitive uses given the setbacks of the site from the nearest existing dwelling.

With the amount of traffic/ freight experienced in Campbell Town providing an additional service station may also decrease traffic flows and queuing experienced during peak demand times therefore removing the potential for traffic conflict, improving the visitor and local experience of the centre.

Strategic Land Supply - 3.7.4

Strategic Plan 2007-- 2017 - 4.7 - Land Use Planning Strategy

- Prepare and implement planning scheme provisions to protect the availability of key sites and facilitate appropriate development.
- Prepare structure plans for the identified key sites and growth centres.

Comment: Consistent

The proposed site specific amendment will not impact upon a *key site* as identified in the Campbell Town Development Plan. The Plan proposed 12 sites for future residential development but prioritised those north of the Elizabeth River. The report states that:

"the obvious priority areas are the sites north of the Elizabeth River... they are relatively simple to develop, can be staged around ownership or are in single ownership and are closest to the High Street commercial area".

Having regard to the current oversupply of residentially zoned land in the town, the site is not considered a key site for future residential development because:

- Of its location south of the river and that
- The key sites are nominated as those north of the river in the Campbell Town Development Plan

The scheme amendment has demonstrated compliance with the relevant development standards of the Interim Scheme so is appropriate for the site whilst the use has also achieved this.

6.4 Land Use Planning and Approvals Act 1993

6.4.1 Section 32 of LUPAA

32(1)(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;

Comment: Consistent

The land to the east is zoned General Residential, to the west is High Street (Utilities zoning), to the south is a lot with split zoning (General Residential and Rural Resource) and to the north is zoned community purpose (St Michaels Catholic Cemetery).

The General Residential land directly to the east of the site can be described as follows:

- CT 135815/2 – 52-66 Forster Street: approximately 7,500m^2 and is mostly vacant apart from a series of sheds not used for a residential purpose;
- CT 145381/5 – 68-80 Forster Street: approximately 8,000m^2 and vacant;
- CT 145381/5 – 19 Torlesse Street: approximately 3,000m^2 and contains a single dwelling; and
- CT 142223/2 – 21 Torlesse Street: approximately 4,700m^2 and contains a single dwelling.

South of the site the nearest existing residence (19 Torlesse Street) is 87 metres from the proposed truck parking area.

Adjacent the site's east boundary the 'thru lanes' will be a distance of approximately 5.4 meters from the boundary at 52-66 Forster Street which contains a number of outbuildings but no residence. The adjacent site at 66- 80 Forster Street (CT 145381/5) is undeveloped. Therefore, land use conflict occurring between the proposed service station and the existing uses in the General Residential zone directly east of the proposed facility is highly unlikely.

The General Residential zoned land to the west is separated from the proposed development by the Midlands Highway. The closest point of the development (car parking at the frontage) proposed service station will be no closer than 32 meters from the boundary of the residential properties. Therefore, land use conflict is considered unlikely.

To the north of the site the Community Purpose zone contains the St Michaels Cemetery. Land use conflict here is highly unlikely.

South of the site adjacent Torlesse Street is a lot with a split zoning between the General Residential and Rural Resource zone which contains a dwelling. This lot is essentially the interface between the residential and rural resource zoning. Given the significant distance between the dwelling and the proposed use (120 Metres) land use conflict is again unlikely.

In summary land use conflict between the proposed use and the adjacent uses is therefore unlikely given that the surrounding lots to the east are generally vacant and the nearest existing

sensitive use east of High Street will be setback a significant distance. Likewise, the setback provided by the width of High Street will also negate the likelihood of land use conflict occurring between those existing sensitive uses and the service station.

The proposal has also demonstrated compliance with the use standards of the Interim Scheme which specifically deal with the impact of discretionary uses on the amenity of nearby sensitive uses.

It is anticipated that those permissible uses in the General Residential zone could occur on adjacent sites without interference with or constraint from the proposed use.

32(1)(ea) must not conflict with the requirements of section 300; and

Comment: Consistent

Section 30(0) requires that an amendment must be consistent with the regional land use strategy applying to the area. Section 6.1 of the report has demonstrated that this is the case.

32(1)(f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

Comment: Consistent

The proposal will not impact upon any known environmental values. The proposal will benefit the region economically by providing additional services to the town which may also attract other investors and will also provide employment. The proposal will not jeopardise the residential amenity of the adjacent sites given its location relative to residential areas , a situation not uncommon elsewhere.

6.4.2 RMPS Objectives (Part 1 of Schedule 1)

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;

The proposed site specific amendment is to be on a site that is located within an urban area and is largely cleared of vegetation and will therefore not have a negative impact on the environment.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water;

The proposed amendment represents an orderly and sustainable use of the land in a locality with an excess supply of residentially zoned land. The site adjacent was previously used for the purpose.

(c) to encourage public involvement in resource management and planning;

The proposal will be subject to public exhibition as required by the Act.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);

The proposal will provide an opportunity for commercial and therefore economic development and is not considered to be in conflict with the above objectives. The proposal has been found to be consistent with all relevant standards of the Interim Scheme.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

The proposal represents a process of shared responsibility between State government, local government, the land development industry and the community. All relevant bodies will be consulted as part of the planning approval process.

6.4.3 Planning Process Objectives (Part 2 of Schedule 1)

(a) to require sound strategic planning and co-ordinated action by State and local government;

The proposal is consistent with the current strategic directions within the municipality as demonstrated in those documents referred to previously in the report. The Campbell Town Development Plan concluded that the town has an excess supply of residential land whilst Councils Strategic Plan, for example, specifically encourages the timely provision for expansion of commercial and community services as needed.

This report demonstrates that the proposal is consistent with the requirements for a rezoning under Section 32 of LUPAA. It has been prepared in accordance with State Policies and seeks to further the objectives contained in Schedule 1 of LUPAA. In addition, this report demonstrates that the proposal is technically sound and consistent with the applicable provisions of the Interim Planning Scheme.

(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;

The proposal will not impact significantly on the environment. The proposal has considered the effect on the environment by promoting development within an existing urban area and on serviced land thereby avoiding development pressures in less appropriate areas. Stormwater will be managed so as to mitigate the potential for direct impact on the environment.

(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;

The proposal furthers the State and municipal objectives of sustainable economic development of land in a manner which does not compromise environmental, social, conservation and resource management values.

(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;

This objective is not affected by this proposal.

(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;

The proposed site specific amendment will not impact the residential amenity of nearby residents. This has been addressed in the assessment of the use standards of the Interim Scheme.

(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;

No items of cultural heritage significance included on the Tasmanian Heritage Register or the Interim Planning Scheme have been identified on or in the vicinity of the site.

(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

The capacity of Council and TasWater's infrastructure systems to provide for the development on the site has been considered and other than for stormwater reticulation, is considered adequate. Stormwater will be managed on site as discussed.

(i) to provide a planning framework which fully considers land capability.

The site is currently zoned for residential purposes so consideration of this objective is not applicable.

7. Planning Assessment - Development Application

The following provides an assessment of the proposed service station against the provisions of the Northern Midlands Interim Planning Scheme 2013 which would apply to the site if the proposed amendment is approved.

7.1 General Residential Zone

7.1.1 Use Standards

Clause 10.3.1. - Amenity

Objective
To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.

Acceptable Solutions	Performance Criteria
A1	**P1**
If for permitted or no permit required uses.	The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.

Comment: Complies with P1

The use is discretionary in the amended use table

It will not cause an environmental nuisance through smoke, odour, dust and illumination as any such emissions will be contained within the boundary of the property. In regard to noise, the nearest sensitive use is some distance away (adjacent High Street) and similar uses have been located In this area in the past so the use is not uncommon.

A2	**P2**
Commercial vehicles for discretionary uses must only operate between 7.00 am and 7.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday and Sunday.	Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.

Comment: Complies with P2

Although the proposed use will be 24 hours, it is expected that commercial vehicle movements would not impact upon the amenity of the occupants of adjoining and nearby dwellings given the significant distance between the use and the nearest dwellings.

A3	**P3**
If for permitted or no permit required uses.	All direct light will be contained within the boundaries of the site.

Comment: Complies with P3

All direct light will be contained within the boundaries of the site. It is expected Council will condition the permit to require this.

Clause 10.3.2 - Residential Character - Discretionary Uses

Objective
To ensure that discretionary uses support: (a) the visual character of the area; (b) the local area objectives, if any.

Acceptable Solutions	Performance Criteria
A1 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	**P1** No performance criteria.

Comment: Complies

The proposed development makes adequate provision for commercial vehicles to park within the property boundaries.

A2 Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public land.	**P2** No performance criteria.

Comment: Complies

The proposed development makes adequate provision for goods and materials to be stored out of view of the identified places.

A3 Waste material storage for discretionary uses must: (a) not be visible from the road to which the lot has frontage; and (b) use self-contained receptacles designed to ensure waste does not escape to the environment.	**P3** No performance criteria.

Comment: Complies

Waste materials will not be visible from outside the site. It is expected Council will condition the permit to ensure this.

Clause 10.4.13.2 - Site Coverage

Objective

(a) To ensure that the site coverage of residential development respects the existing neighbourhood character or desired future character statements, if any; and

(b) To reduce the impact of increased stormwater run-off on the drainage system; and

(c) To reduce the impact of increased stormwater run-off on the drainage system

Acceptable Solutions	Performance Criteria
A1.1 Site coverage (other than for dwellings) must not exceed 50% of the total site; and **A1.2** Development (other than for dwellings) must have a minimum of 25% of the site free from buildings, paving or other impervious surfaces.	**P1** The proportion of the site covered by buildings or development (other than for dwellings) must have regard to: (a) the existing site coverage and any constraints imposed by existing development or the features of the site; and (b) the site coverage of adjacent properties; and (c) the effect of the visual bulk of the building and whether it respects the neighbourhood character; and (d) the capacity of the site to absorb run-off; and (e) landscaping.

Comment: Complies with P1

The site coverage is below 50%. In excess of 25% of the site is free from impervious surfaces.

Clause 10.4.13.3 - Building Height

Objective
To ensure that the height of development (other than dwellings) respects the existing neighbourhood character or desired future character statements, if any.

Acceptable Solutions	Performance Criteria
A1 Building height (other than for dwellings) must not exceed 8m	**P1** Building height (other than for dwellings) must be appropriate to the site and the streetscape having regard to the: (a) effect of the slope of the site on the height of the building; and (b) relationship between the proposed building height and the height of existing adjacent buildings; and (c) visual impact of the building when viewed from the road and from adjoining properties; and (d) degree of overshadowing and overlooking of adjoining properties

Comment: Complies

The maximum height of the canopies to be developed is approximately 6 meters.

Clause 10.4.13.4 - Frontage Setbacks

Objective
To ensure that the setbacks of buildings (other than dwellings) from the frontage respects the existing neighbourhood character or desired future character statements (if any) and makes efficient use of the site.

Acceptable Solutions	Performance Criteria
A1.1 The primary frontage setback (other than for dwellings) must be: (a) a minimum of 5m; or (b) for infill lots, within the range of the frontage setbacks of buildings on adjoining lots, indicated by the hatched section	**P1** Frontage setbacks (other than for dwellings) must be appropriate to the location and the amenity of residents having regard to: (a) the prevailing setbacks of existing buildings on nearby lots; and (b) the visual impact of the building (c) retention of vegetation within the front setback; and (d) the efficient use of the site.

Comment: Complies

Frontage setback greater than 5 meters

In Figure 10.4.13.4 below; and

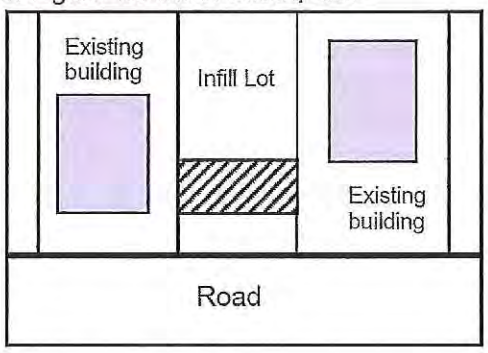


Figure 10.4.13.4 – Primary Frontage Setback for Infill Lots

A1.2

Other frontage setbacks (other than for dwellings) must be a minimum of 3 m.

Comment: Complies

The proposed frontage setback is greater than 3m.

Clause 10.4.13.5 - Rear and Side Setbacks

Objective
Too ensure that the height and setback of buildings (other than dwellings) from a boundary respects the existing neighbourhood character and limits unreasonable adverse impacts on the amenity and solar access of adjoining dwellings.

Acceptable Solutions	Performance Criteria
A1 Buildings (other than dwellings) must be set back from the rear boundary not less than: (a) 4m if the lot has an area less than 1000m^2; or (b) 5m if the lot has an area equal to or greater than 1000m^2.	**P1** Building setback to the rear boundary (other than for dwellings) must be appropriate to the location, having regard to the: (a) ability to provide adequate private open space; and (b) character of the area and location of dwellings on lots in the surrounding area; and (c) impact on the amenity solar access and privacy of habitable room windows and private open space of existing dwellings; and (d) size and proportions of the lot.

Comment: Complies

The proposed setback from the rear boundary is well in excess of 4 meters.

A2	P2
Buildings (other than dwellings) must be set back from the side boundaries not less than: (a) for lots less than 1000 m^2: 1 m, plus 0.3 m for every metre of height over 3.6 m up to 6.9 m, plus 1 m for every metre of height over 6.9m; or (b) for lots equal to or greater than 1000 m^2: 2 m, plus 0.3 m for every metre of height over 3.6 m up to 6.9 m, plus 1 m for every metre of height over 6.9 m.	No performance criteria.

Comment: Complies

The proposed setback from side boundaries exceeds the requirements.

Clause 10.4.13.6 - Location of Car Parking

Objective
(a) To provide convenient parking for resident and visitor vehicles; and (b) To avoid parking and traffic difficulties in the development and the neighbourhood; and (c) To protect residents from vehicular noise within developments.

Acceptable Solutions	Performance Criteria
A1 Shared driveways or car parks of residential buildings (other than dwellings) must be located at least 1.5 m from the windows of habitable rooms.	**P1** Shared driveways or car parking spaces (other than for dwellings) must be designed to protect the amenity of the adjoining habitable rooms having regard to the: (a) width of the driveway; and (b) location of the existing dwellings; and (c) number of car spaces served by the driveway; and (d) need for physical screening and/or landscaping.

Not applicable

A2	**P2**
A garage or carport (other than for dwellings) must be located at least 5.5 m from a frontage.	Car parking facilities (other than for dwellings) must be: (a) reasonably close and convenient to the use it serves; and (b) located to minimise visual impact to the streetscape.
Not applicable	
A3	**P3**
The total width of the door or doors on a garage facing a road frontage (other than for dwellings) must: (a) be not more than 6 m; or (b) the garage must be located within the rear half of the lot when measured from the front boundary.	The width of garage doors facing a road (other than for dwellings) should not be a visually dominant element in the streetscape and must be designed having regard to the: (a) existing streetscape and the design and locations of garages in the area; and (b) location of existing buildings on the site.
Not applicable	

Clause 10.4.13.7 - Overlooking

Objective
To minimise: (a) overlooking into private open space and habitable room windows to provide a reasonable degree of privacy to the residents of the adjoining and the subject sites; and (b) any adverse impact on the amenity of the adjoining and the subject site.

Acceptable Solutions	Performance Criteria
A1.1	**P1**
A habitable room window, balcony, terrace, deck or patio (other than for dwellings) with a direct view into a habitable room window or private open space of dwellings within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio must be: (a) offset a minimum of 1.5m from the edge of one window to the edge of the other; or (b) have sill heights of at least 1.7m above floor level; or	Buildings (other than dwellings) must be designed to minimise the potential for loss of amenity caused by overlooking of adjacent dwellings having regard to the: (a) setback of the existing and proposed building; and

(c) have fixed, obscure glazing in any part of the window below 1.7m above floor level; or

(d) have permanently fixed external screens to at least 1.8m above floor level; and

(e) obscure glazing and screens must be no more than 25% transparent.

Views must be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7m above floor level, indicated in Figure 10.4.13.7; or

(b) location of windows and private open spaces areas within the development and the adjoining sites; and

(c) level and effectiveness of physical screening by fences or vegetation; and

(d) topography of the site; and

(e) characteristics and design of houses in the immediate area.

A1.2

New habitable room windows, balconies, terraces, decks or patio's (other than for dwellings) that face a property boundary must have a visual barrier at least 1.8 metres high and the floor level of the habitable room,

balconies, terraces, decks or patio's is less than 0.6m above the ground level at the boundary.

Not applicable

A2

Screens used to obscure a view (other than from dwellings) must be:

(a) perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels; and

(b) permanent, fixed and durable.

Not applicable

P2

No performance criteria.

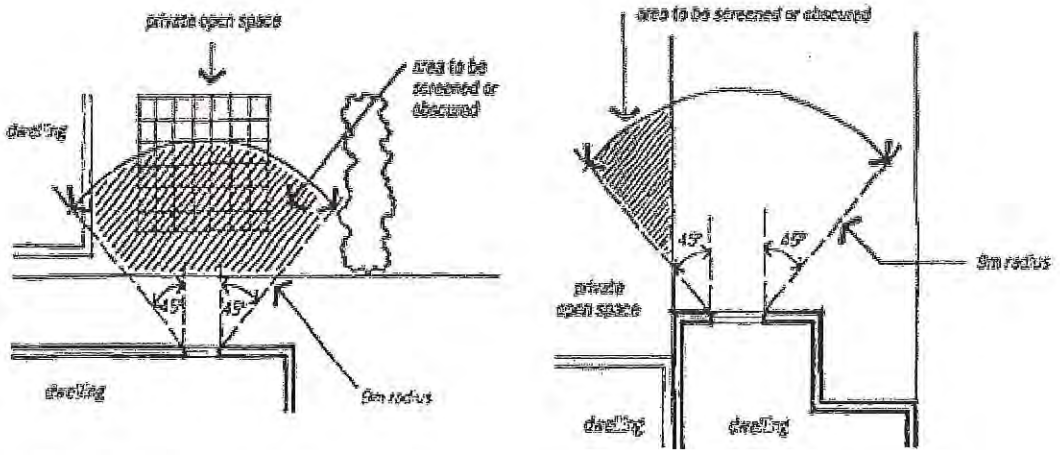


Figure 10.4.13.7

Clause 10.4.13.8 - Landscaping

Objective
(a) To provide appropriate landscaping that respects the landscape character of the neighbourhood; and (b) To encourage the retention of mature vegetation on the site.

Acceptable Solutions	Performance Criteria
A1 Landscaping (other than for dwellings) must be provided to the frontage and within the development including: (a) the retention or planting of vegetation; and (b) the protection of any predominant landscape features of the neighbourhood; and (c) pathways, lawn area or landscape beds.	**P1** Landscaping (other than for dwellings) must: (a) provide a safe, attractive and functional environment for residents; and (b) respond to the landscape character of the neighbourhood; and (c) have regard to any mature vegetation.

Comment: Complies

Landscaping (plantings) is proposed between the light vehicle car parking towards the front of the site and the frontage as well as further south towards the southern entrance. There is also a grassed area in between the car parking and the frontage. An existing tree will be retained at the rear of the site.

Clause 10.4.13.9 - Common Property

Objective
To ensure that communal open space, car parking, access areas and site facilities are easily identified.

Acceptable Solutions	Performance Criteria
A1 Development (other than for dwellings) must clearly delineate public, communal and private areas such as: (a) driveways; and (b) landscaped areas; and (c) site services, bin areas and any waste collection points..	**P1** No performance criteria.

Comment: Complies

All driveways will be clearly identified. Communal areas are not relevant to the development.

Clause 10.4.4.14 - Non Residential Development

Objective
To ensure that all non-residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.

Acceptable Solutions	Performance Criteria
A1 If for permitted or no permit required uses.	**P1** Development must be designed to protect the amenity of surrounding residential uses and must have regard to: (a) the setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and private open space of adjoining dwellings; and (b) the setback of the building to a road frontage and if the distance is appropriate to the location and the character of the area, the efficient use of the site, the safe and efficient use of the road and the amenity of residents; and: (c) the height of development having regard to: (i) the effect of the slope of the site on the height of the building; and (ii) the relationship between the proposed building height and the height of existing adjacent and buildings; and (iii) the visual impact of the building when viewed from the road and from adjoining properties; and (iv) the degree of overshadowing and overlooking of adjoining properties; and (d) the level and effectiveness of physical screening by fences or vegetation; and (e) the location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and (f) the location and impacts of illumination of the site; and (g) passive surveillance of the site; and (h) landscaping to integrate development with the streetscape.

Complies with P1

The proposed building is setback significantly from the rear boundary. Sheds only are located on the adjoining property which contains no sensitive use resulting in no impacts on residential amenity. The nearest sensitive use is across High Street so is setback a significant distance. The TIA found that the proposed accesses, car parking and circulation space complies with all relevant Australian standards so the setback of the building from the frontage is considered orderly and appropriate responding to the shape of the lot. The height of the development is not inappropriate for the site and complies with the relevant development standards. It is considered appropriate given the substantial setback of the building from all boundaries and that fences exist on the rear boundary.

7.2 Codes

The application is required to be assessed against the following codes:

- Road and Railway Assets Code (E4); and
- Car Parking and Sustainable Transport Code (E6).

7.2.1 E4 - Road and Railway Assets Code

Use Standards

Clause 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	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%.	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 demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected
Not applicable Not a sensitive use	
A2	P2
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	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.

Complies with P2

The proposed use will generate up to 1,436 vehicle movements per day (with only a relatively small number being 'new' trips).

The proposed accesses have been designed to maintain an acceptable level of safety. The accesses will be wider than is required by the development standards and have been designed to accommodate the 26-meter B-Double design vehicle. Swept path assessments demonstrate safety is ensured. Sight distances have also been shown to be in compliance with the Interim Scheme development standards (refer TIA). Additionally, to maintain safety, right-out movements at the southern access will be banned and the exit lane will be aligned to allow the left-out movement only.

A3	P3
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%.	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.

Not applicable

Speed limit less than 60km/h.

Development Standards

Clause 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 60k/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.

Complies with P1

The development is adjacent a category 1 road. The speed limit within 50 meters of the site is greater than 60km/h. The road works are to be located within 50 meters of the high speed zone. Assessment against the performance criteria is therefore required and is provided below.

Performance Criteria

The TIA found that the proposed development is considered to maintain an acceptable level of safety for road users. The proposed setback from the building to the category 1 road is approximately 49 meters so is only 1 meter less than what is required by A1(a).

The proposed turn treatments have been recommended to mitigate any potential traffic efficiency or safety issues associated with turning into the site.

The proposal is not likely to generate significant new trips, rather it will attract primarily pass-by traffic already travelling on the Midland Highway. Therefore, there will be no significant transport-related environmental impacts of the proposal.

All on-site works will be located further than 50 metres from the higher speed zone such that criteria (c) and (d) do not apply. Therefore, the proposed development is considered to comply with the performance criteria outlined in Clause E4.7.1-P1.

Clause 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.

Comment: Complies with P1

The proposal includes two accesses; both providing entry and exit.

The proposed accesses have been designed to be wider than that required by the Interim Scheme standards (> 5.5 meters) and provide large turning areas so that vehicles do not need to reverse onto the street. The accesses have also been designed to accommodate the 26 meter B-Double design vehicle. The adequate site distances and appropriate access for pedestrians and cyclists results in the proposed accesses maintaining an acceptable level of safety for all road users.

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.

Comment: Not applicable

Speed limit is 60km/h at the frontage

Clause 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 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.

Comment: Complies

The required site distances are achieved.

Northbound requires > 165 meters, southbound requires >105 meters. Both the southern and the northern access comply which is demonstrated in the TIA and compliance with (a) is therefore achieved.

7.2.2 Parking and Sustainable Transport Code

E6.6 Use Standards

Clause E6.6.1 Car parking Numbers

Objective
To ensure that an appropriate level of car parking is provided to service the use

Acceptable Solutions	Performance Criteria
A1 The number of car parking spaces must: (a) The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	P1 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: Complies

The proposed development includes 34 car parking spaces. The *vehicle fuel sales and servicing* use requires 4 car parking spaces per vehicle space. One service yard is proposed. Therefore the 34 spaces proposed allows compliance.

Clause 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	P1.
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: Complies

The *vehicle fuel sales and servicing use* requires 1 bicycle space. 2 bicycle parking spaces will be provided. It is anticipated Council will condition the permit to require this be undertaken.

Clause E6.6.3 Taxi Drop-off and Pickup

Objective
To ensure that taxis can adequately access developments

Acceptable Solutions	Performance Criteria
A1	P1
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).	No performance criteria.

Comment: Complies

The proposed use class does not require that a taxi space be provided.

Clause E6.6.4 Motorcycle 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

Comment: Complies

The proposed use does not require that a motorbike parking space be provided. Nevertheless, the proposed development provides four motorcycle spaces.

E6.7 Development Standards

Clause E6.7.1 Construction of 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.

Comment: Complies

Car parking, manoeuvring and circulation spaces will comply with (a) and (b).

Clause E6.7.2 Design and Layout of Car Parking

Objective

To ensure that 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	P1 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 with P1

The development will provide for more than 4 spaces which will be mostly in front of the building line.

The location of the proposed car parking will not be detrimental to the streetscape given that the shape of the site is irregular and is currently undeveloped. To make efficient use of the irregular shaped site the proposed location of the car parking is considered appropriate. The nearest car parking to the frontage will be separated from the road by landscape plantings and a grassed area.

A1.2

Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.

Not applicable

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

Comment: Complies with A2.1

The proposed development is on a relatively level grade and provides a large turning area such that vehicles do not need to reverse onto the street, thereby satisfying "a" and "b" above. Table E6.2 of the Planning Scheme requires a minimum width of 5.5 metres for an access serving over 20 parking spaces. Each of the proposed access points are significantly wider than 5.5 metres and therefore comply with the acceptable solution.

Clause 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.

Comment: Complies

The proposed carparking will be visible from buildings on the site.

Clause E6.7.4 Parking for Persons with a Disability

Objective
To ensure adequate parking for persons with a disability

Acceptable Solutions	Performance Criteria
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building	P1 No performance criteria.

Comment: Complies with A1

Given a total parking supply of 34 spaces, 2 accessible parking spaces are required. These are designed in accordance with AS2890.6 and located adjacent to the building entrance. The proposed development therefore complies with both acceptable solutions E6.7.4-A1 and A2 of the Planning Scheme.

A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.	P2 No performance criteria.

Comment: Complies

See above

Clause E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective
To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.

Comment: Complies with A1

The loading bay is located to the rear of the building and will be constructed in accordance with the relevant standard.

Clause E6.8.2 Bicycle parking Access, Safety and Security

Objective
To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solutions	Performance Criteria
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets *Australian Standard AS 2890.3 1993*; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance *with Australian Standard AS/NZS 1158 2005 Lighting Category C2* during the times they will be used; and	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.
A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock	

Comment: Complies

Provision of a bicycle hoop is recommended in the TIA and 2 bicycle parking spaces are provided.

A2 Bicycle parking spaces must have: a) minimum dimensions of: i) 1.7m in length; and ii) 1.2m in height; and iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.

Comment: Complies

The bicycle spaces will comply with the requirements.

Clause E6.8.5 Pedestrian Walkways

Objective

To ensure pedestrian safety is considered in development

Acceptable Solutions	Performance Criteria
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.

Comment: Complies with P1

Given the road environment near the site, it is not considered practical to provide a footpath as outlined in Table E6.5 and therefore the proposal relies on the performance criteria.

It is not considered appropriate to provide a footpath to High Street given it is a Category 1 Road with high traffic volumes. There is no existing footpath network in the vicinity of the site. Pedestrian movement within the carpark is anticipated to be undertaken in a safe manner given that service stations typically are a low speed environment. Note that a footpath is provided around the building frontage and connects the disabled parking spaces to the building entrance.

There is also a specified pedestrian access from the carparks at the front of the site and the entrance to the building aiding in safety as well as from the longer vehicle parking and fuel pumps on the south of the site and the entrance.

7.2.3 Signs Code

An amendment to the ordinance of the signs code of the Interim Scheme is required to enable consideration of the two 'Other' signs in the General Residential Zone. This was discussed in Section 4.1 of the report.

The relevant signs will be assessed.

E15.5 - Standards for Use or Development

Clause E15.5.3 – Design and siting of signage

Awning Fascia Sign

Objective
To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located

Acceptable Solutions	Performance Criteria
A5 An awning fascia sign must be located in the following zones: • Community Purpose; or • General Business (no permit required); or • General Industrial; or • Light Industrial; or • Local Business (no permit required); or • Village	P5 An Awning Fascia Sign will be discretionary if on (CT 135815/6)"

Comment: Complies with P5

The awning fascia sign is on CT 13815/6

A6 An awning fascia sign must not: a) Project more than 40mm from the facsia line of the awning; and b) Consist of projecting lettering that projects more than 40mm from the fascia line of the awning; and c) Project beyond a point within 450mm of the vertical projections of the kerb alignment along any street; and d) Be less than 2.4m above the pavement level of the street.	P5 No performance criteria

Comment: Complies

The proposed signs comply with (a) – (d).

Other Sign

Objective
To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located

Acceptable Solutions	Performance Criteria
A34	P34
No acceptable solution	Other signs are allowed in any zone apart from being discretionary in the General Residential Zone if on 171-183 High Street Only provided it can be shown that: a) No other form of permitted signage will meet the needs of the proprietor; and b) The sign does not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and c) It does not conflict with the Zone Purpose as outlined in Part D of this planning scheme; d) Be sympathetic to the architectural character and detailing of the building; and e) Be of appropriate dimensions so as not to dominate the streetscape or premises on which it located; and f) Not involve the unnecessary repetition of messages or information on the same street frontage; and g) Not contribute to or exacerbate visual clutter; and h) Not cause a safety hazard or obstruct movement of anyone inside or outside the associated building; and i) Not distract motorists as a result of size, illumination or movement.

Comment: Complies with P5

a) The proposed 'other' signs are necessary for the use and are typical of signage included as part of this type of development. The signs offer visual cues and alert drivers to the development site well in advance.

b) The proposed 'other' signs will be located adjacent the interface of the urban boundaries of Campbell Town and the Rural Resource and Recreation zoned land to the south. The immediate streetscape is characterised by scattered residential buildings on the opposite side of High Street and mostly vacant residential land adjoining to the east. The streetscape lacks continuity representing the transition from the town to the rural landscape. Facilities such as that proposed are not unexpected within the rural landscape and whilst prominent, the signs will not dominate.

c) The site specific amendment allows a use which is not residential. Nonetheless the signs will not conflict with the remaining purpose statements as they are part of a use that will service the local community, not impact upon a 'key site' identified for future residential development and will not impact upon residential amenity as was demonstrated through compliance with the relevant use standards;

d) The proposed signs are an integral part of the proposed use;

e) The proposed signs are of a size typical of such a use and so are considered appropriate. Additionally, the distance the signs are apart also lessen the impact the signs will have on the streetscape;

f) There are only two of the proposed sign types and they are separated by a significant distance, being located at either end of the site.

g) See (f)

h) Complies, the signs will not cause a safety hazard or obstruct movement.

i) The signs are of a size and bulk typical for a service station and motorists are acutely aware of their presence on busy roads. The signs are fixed.

Pole Signs

Objective
To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located

Acceptable Solutions	Performance Criteria
A35 No acceptable solution	P35 A pole sign located in the: • General Residential zone (if on CT 135815/6); • 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 outlines in Part D of this planning scheme.

Comment: Complies with P5

a) The proposed pole signs are necessary for the use. This type of sign is fundamental for a service station to offer visual cues as to the particular facilities offered at the facility.
b) This type of sign is especially suited to the site as they allow the messages to be visible at eye level whilst driving.
c) The proposed pole signs are designed specifically to provide visual cues once the vehicle is in the site. To that extent they will not be readily apparent from the street thus not affectting the streetscape.
d) The site specific amendment allows a use which is not residential. Nonetheless the signs will not conflict with the remaining purpose statements as they are part of a use that will service the local community, not impact upon a 'key site' identified for future residential development and will not impact upon residential amenity as was demonstrated through compliance with the relevant use standards.

A36

a) A pole sign must:
be in proportion to the viewable portion of the open space and building to which it is associated; and
a) Have a maximum height of 5m.
b) Have a minimum clearance of 2.7m above the ground; and
c) Have a maximum area of $6m^2$ with respect to each face; and
d) Have a maximum face dimensions of 2.5 horizontally and 3 vertically; and
e) Not have any part projecting beyond the boundaries of the site;
f) 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 to not 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.

Comment: Complies with P36.

The signs will have a minimum clearance of 600mm above the ground. Performance criteria assessment is required.

The proposed pole signs are typical of such a use and will complement the architectural character and detailing of the building being of similar colours. The signs are small, will not be prominent to neighbouring properties and will not cause visual clutter. The nature of the use requires that signage be repetitious.

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 to not 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; and
g) Not distract motorists as a result of size illumination or movement.

Complies with P37

There are 16 pole signs proposed which are necessary and typical of the proposed use type.

Given their function the signs are mainly visible within the site and will not cause visual clutter. Information is by virtue of the use repetitious, but does not impact beyond the boundaries of the site.

9. Conclusion

The application is made in accordance with Section 33(1) and 43(A) of the *Land Use Planning and Approvals Act 1993* ('LUPAA'). It is being lodged with the Planning Authority (Northern Midlands Council) for processing and assessment in accordance with Part 3, Divisions 2 and 2A,.

The site specific amendment application seeks to insert the 'vehicle fuel sales and service' use as a discretionary use in the General Residential Zone as it applies to the site with the qualification:" *if on 171-183 High Street only*". This will enable the site to be developed for a service station.

A site specific amendment necessitates the introduction of three sign types to be allowable in the General Residential Zone. It is proposed to make the 'Awning Fascia', 'Other' and 'Pole'signs discretionary in the zone. This has been reflected in changes proposed to the ordinance of the Interim Scheme.

The amendment has been assessed as consistent with the relevant strategic planning principles including Sections 30O, 32(1), 43C of LUPAA, the objectives of LUPAA, State Policies, The Northern Tasmanian Land Use Planning Framework, *Northern Midlands Interim Planning Scheme 2013* and *the Campbell Town Development Plan.*

Appendices

Appendix A - Title

RESULT OF SEARCH

RECORDER OF TITLES 1-241

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
135815	1
EDITION	DATE OF ISSUE
6	22-Mar-2016

SEARCH DATE : 26-Apr-2016
SEARCH TIME : 10.31 AM

DESCRIPTION OF LAND

Town of CAMPBELL TOWN
Lot 1 on Plan 135815
Derivation : Whole of Lots 1, 2, 3 Sec. J.I. Gtd to J Bird
Prior CT 37921/100

SCHEDULE 1

M564537 TRANSFER to GAMESWOOD PTY LTD and MINTFORD PTY LTD as tenants in common in equal shares Registered 22-Mar-2016 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

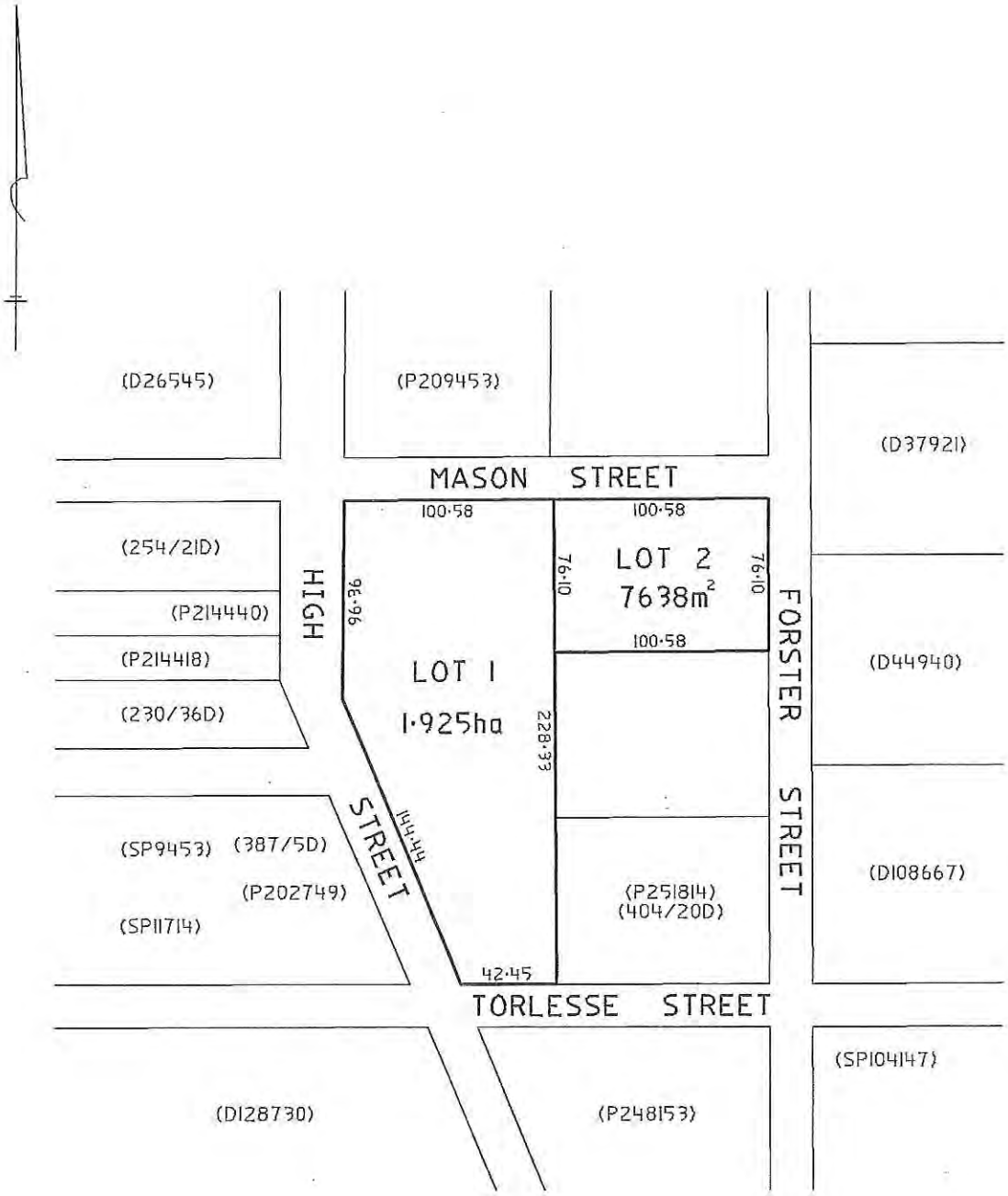
RECORDER OF TITLES 1-242

Issued Pursuant to the Land Titles Act 1980

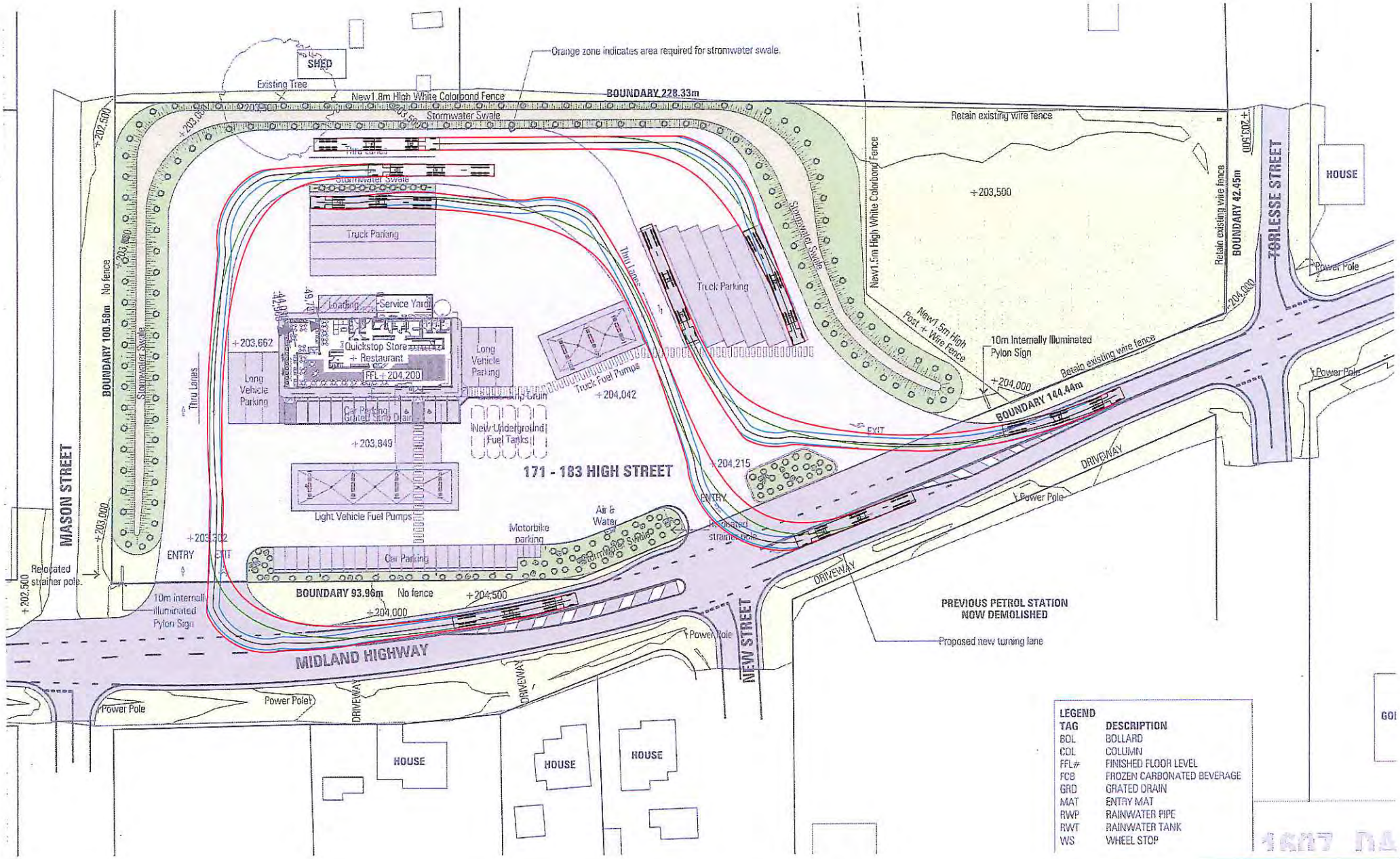
Tasmanian Government

OWNER FOLIO REFERENCE F/R 37921 - 100 GRANTEE	PLAN OF TITLE LOCATION TOWN OF CAMPBELL TOWN (SEC J) FIRST SURVEY PLAN No. A3/5 L0 COMPILED BY LDRB SCALE 1: 200 LENGTHS IN METRES	Registered Number P.135815 APPROVED 29 JUNE 2001 Alice Kawa Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 123 (5435-21)	LAST UPI No 4301269, 4301270	LAST PLAN No. D37921	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Appendix A – Swept Path Assessments



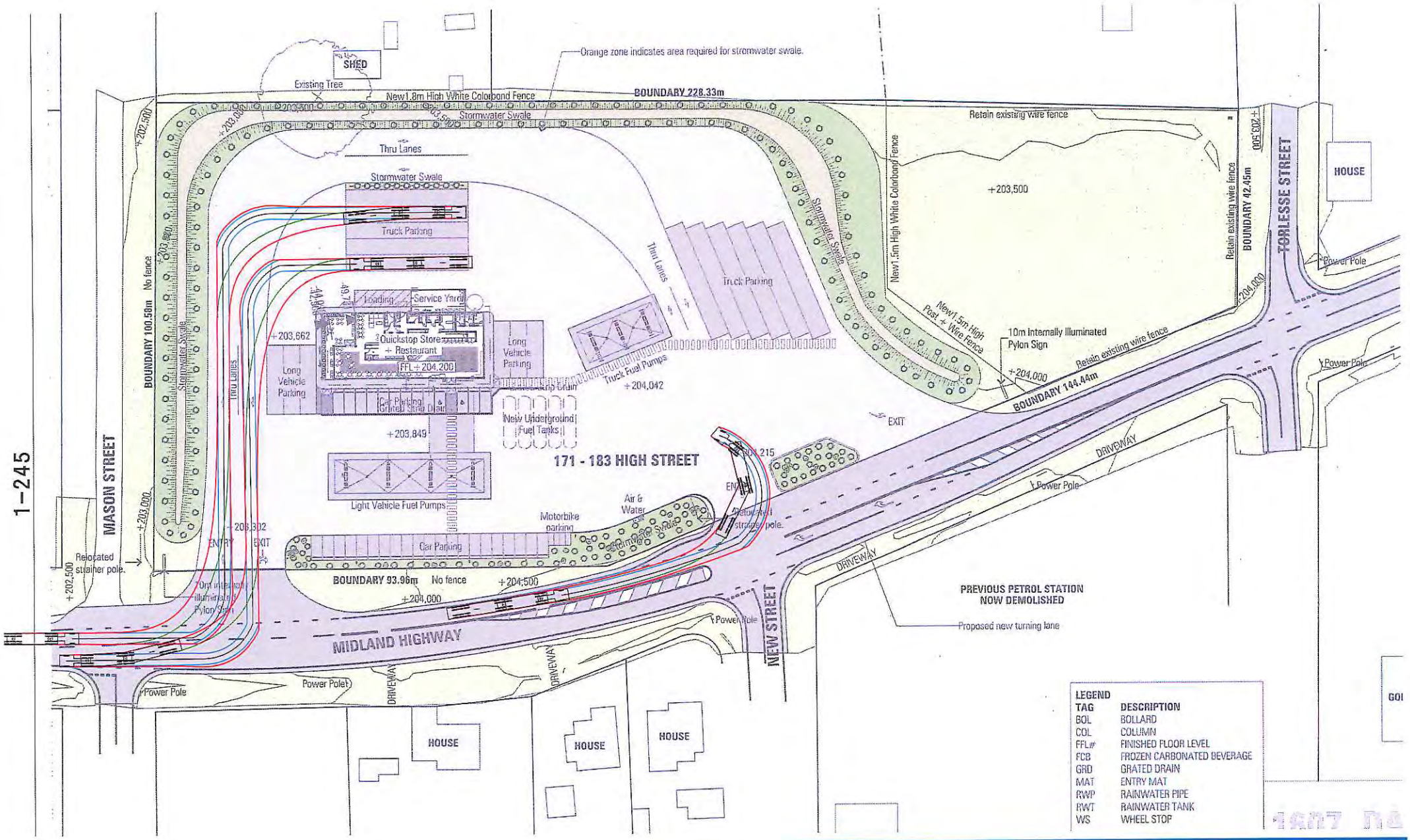
1-244

UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT
SWEPT PATH ASSESSMENT
26-METRE B-DOUBLE

Job Number 32-17909
Revision A
Date MAY 2016
Figure A1

23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5555 E lstmail@ghd.com W www.ghd.com

Plot Date: 31 May 2016 - 9:50 AM Plotted by: Mark Petrusma Cad File No: G:\32\17909\CADD\Drawings\32-17909-FIG5.dwg



UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT

SWEPT PATH ASSESSMENT 26-METRE B-DOUBLE

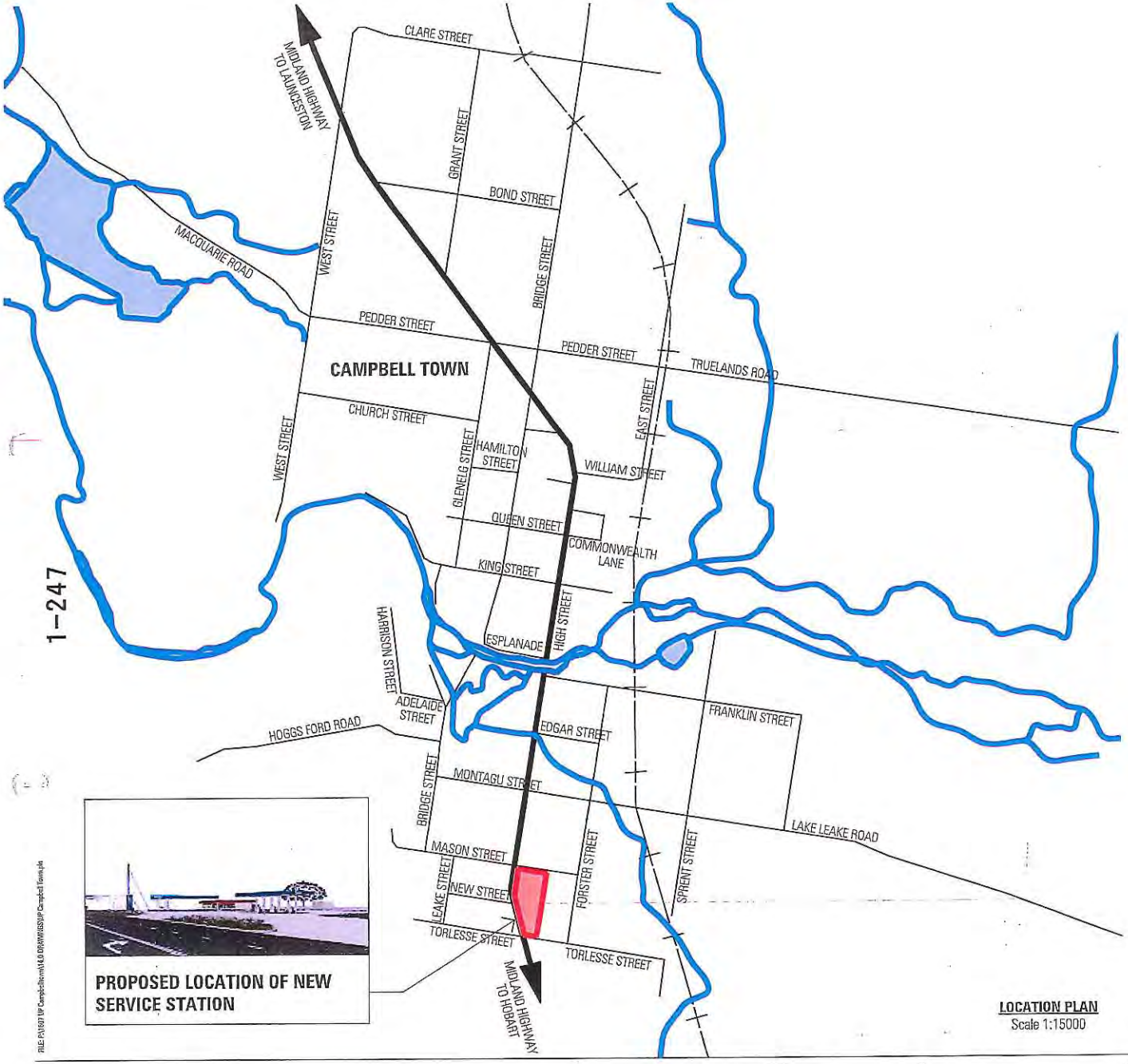
Job Number 32-17909
Revision A
Date MAY 2016

Figure A2

23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5555 E lstmail@ghd.com W www.ghd.com

Plot Date: 31 May 2016 - 9:58 AM Plotted by: Mark Petrusma Cad File No: G:\32\17909\CADD\Drawings\32-17909-FIG5.dwg

Appendix B - Development Plans



PROPOSED LOCATION OF NEW SERVICE STATION

LOCATION PLAN
Scale 1:15000

PROJECT DETAILS

DESIGNERS NAME	JAWSARCHITECTS
ACCREDITATION NUMBER	CC989E
OWNER / CLIENT	United Petroleum Pty. Ltd.
PROJECT ADDRESS	171 - 183 High Street, Campbell Town, TAS
LAND TITLE REF. NO. (CERTIFICATE FOLIO AND VOLUME)	135815/1
TOTAL FLOOR AREA	Site Area 19,280.64m2 Building Floor Area 432.75m2
DESIGN WIND SPEED	TBC
SOIL CLASSIFICATION	TBC
BUSHFIRE-FIRE PRONE AREA BAL RATING (BUSHFIRE ATTACK LEVEL)	N/A
ALPINE AREA	N/A
CORROSION ENVIRONMENT	N/A
OTHER KNOWN SITE HAZARDS (FLOODING, LANDSLIP, DISPERSIVE SOILS, SALINE SOILS, SAND DUNES, MINE SUBSIDENCE, LANDFILL ETC.)	NONE KNOWN
CLIMATE ZONE	7

DRAWING No.	DESCRIPTION
1607_DA01	COVER PAGE + DRAWING SCHEDULE
1607_DA02	EXISTING SITE PLAN
1607_DA03	CONCEPT SITE + TRAFFIC PLAN
1607_DA04	SITE PLAN 1:200
1607_DA05	FLOOR PLAN
1607_DA06	CONCEPT SITE SERVICES PLAN
1607_DA07	ROOF PLAN
1607_DA08	SECTIONS 01
1607_DA09	ELEVATIONS 01
1607_DA10	ELEVATIONS 02
1607_DA11	ELEVATIONS 03
1607_DA12	ELEVATIONS 04
1607_DA13	3D VIEWS 01
1607_DA14	3D VIEWS 02
1607_DA15	SIGNAGE DETAILS 01

FILE: P:\1607 UP Campbell Town\14.0 DRAWINGS\UP Campbell Town.pln

PLANNING PERMIT ISSUE

REVISIONS:
REV# DATE (Description)

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLEN WADE PTY LTD
ABN 82 009 659 473
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4360
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

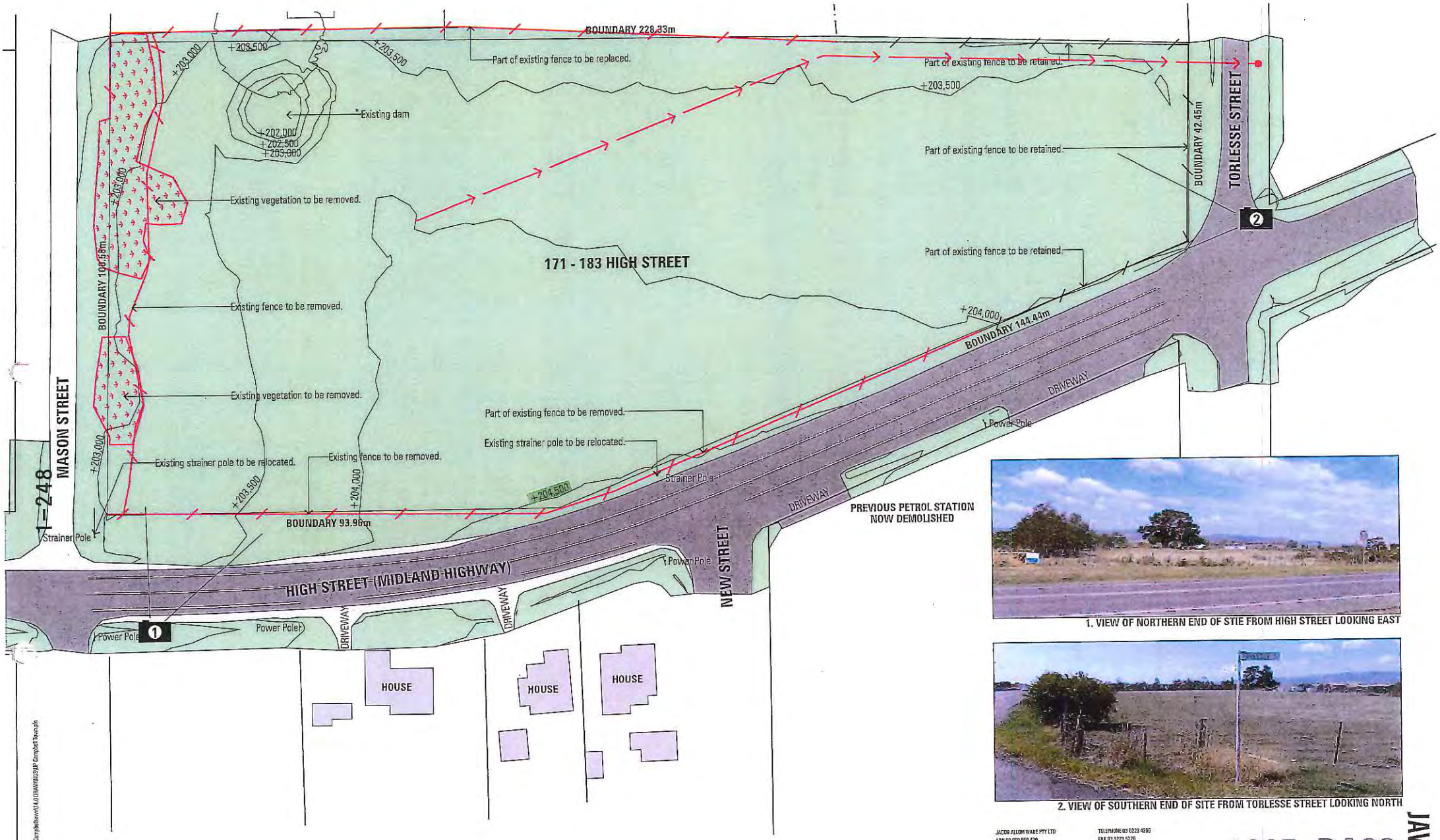
1607_DA01

SCALE	1:15000, 1:1, 1:500 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING
COVER PAGE + DRAWING SCHEDULE
DRAWING NO 1607_DA01 REV
OF 15 DRAWINGS

P1

JAWS ARCHITECTS



1. VIEW OF NORTHERN END OF STIE FROM HIGH STREET LOOKING EAST

2. VIEW OF SOUTHERN END OF SITE FROM TORLESSE STREET LOOKING NORTH

JACOB ALLOM WADE PTY LTD
ABN 82 009 559 476
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

1607_DA02

ARCHITECTS JAWS

PLANNING PERMIT ISSUE

PROJECT

UNITED PETROLEUM CAMPBELL TOWN

171 - 183 High Street, Campbell Town, TAS

SCALE	1:750, 1:2.50 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING

EXISTING SITE PLAN

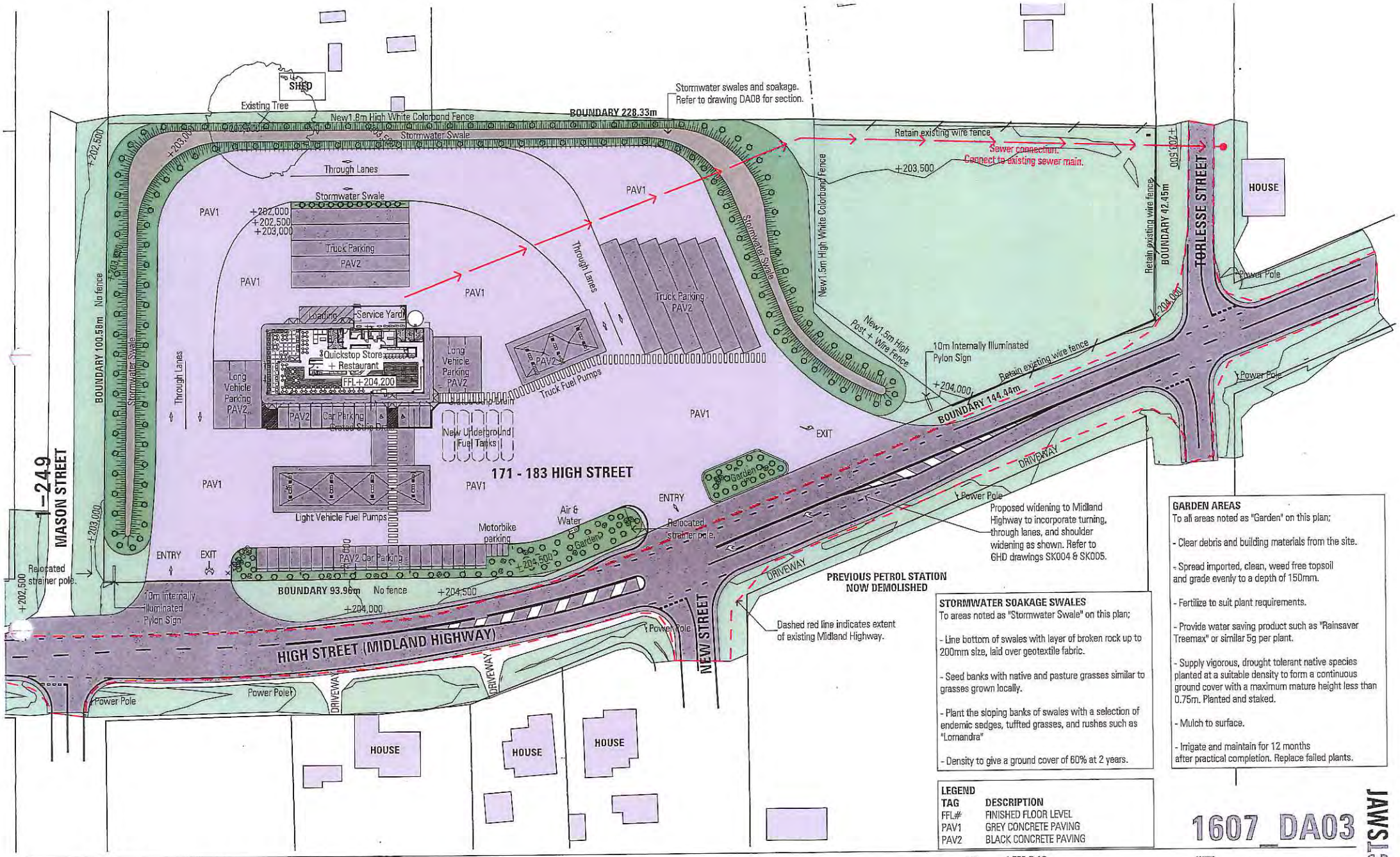
DRAWING NO 1607_DA02 REV

OF 15 DRAWINGS

P2

REVISIONS:
REV# DATE:
[Description]

FILE: P:\1607 UP Campbell Town\14.0 DRAWINGS\UP Campbell Town.pln



GARDEN AREAS
To all areas noted as "Garden" on this plan;

- Clear debris and building materials from the site.
- Spread imported, clean, weed free topsoil and grade evenly to a depth of 150mm.
- Fertilize to suit plant requirements.
- Provide water saving product such as "Rainsaver Treemax" or similar 5g per plant.
- Supply vigorous, drought tolerant native species planted at a suitable density to form a continuous ground cover with a maximum mature height less than 0.75m. Planted and staked.
- Mulch to surface.
- Irrigate and maintain for 12 months after practical completion. Replace failed plants.

STORMWATER SOAKAGE SWALES
To areas noted as "Stormwater Swale" on this plan;

- Line bottom of swales with layer of broken rock up to 200mm size, laid over geotextile fabric.
- Seed banks with native and pasture grasses similar to grasses grown locally.
- Plant the sloping banks of swales with a selection of endemic sedges, tuffted grasses, and rushes such as "Lomandra"
- Density to give a ground cover of 60% at 2 years.

LEGEND

TAG	DESCRIPTION
FFL#	FINISHED FLOOR LEVEL
PAV1	GREY CONCRETE PAVING
PAV2	BLACK CONCRETE PAVING

PLANNING PERMIT ISSUE

REVISIONS:
REV# DATE:
(Description)

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

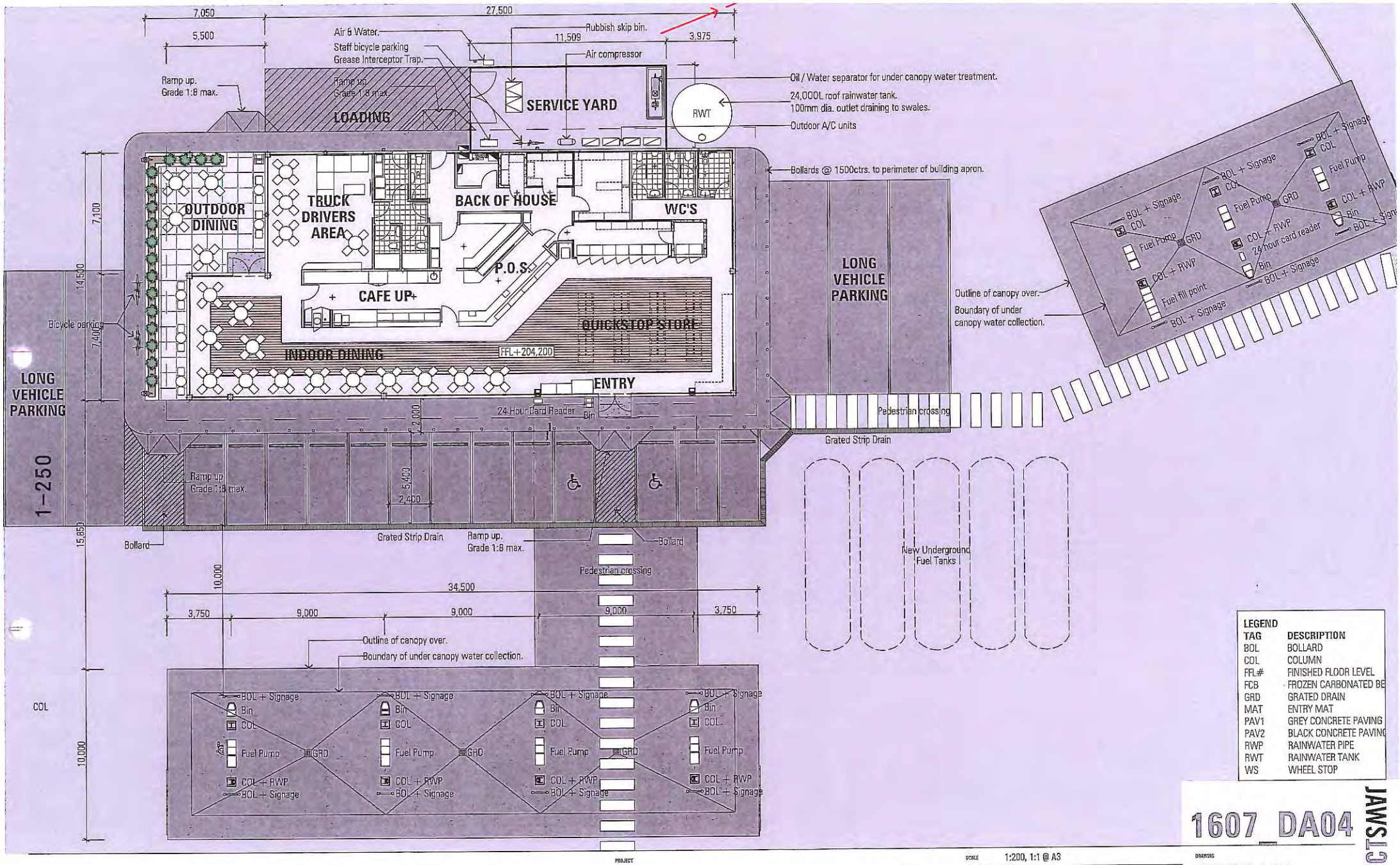
SCALE	1:750 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING
CONCEPT SITE + TRAFFIC PLAN
DRAWING NO 1607_DA03 REV
OF 15 DRAWINGS

1607_DA03

ARCHITECTSJAWS

P3



LEGEND	
TAG	DESCRIPTION
BOL	BOLLARD
COL	COLUMN
FFL#	FINISHED FLOOR LEVEL
FCB	FROZEN CARBONATED BE
GRD	GRATED DRAIN
MAT	ENTRY MAT
PAV1	GREY CONCRETE PAVING
PAV2	BLACK CONCRETE PAVIN
RWP	RAINWATER PIPE
RWT	RAINWATER TANK
WS	WHEEL STOP

PLANNING PERMIT ISSUE

REVISIONS:
REV# DATE:
(Description)

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

SCALE	1:200, 1:1 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

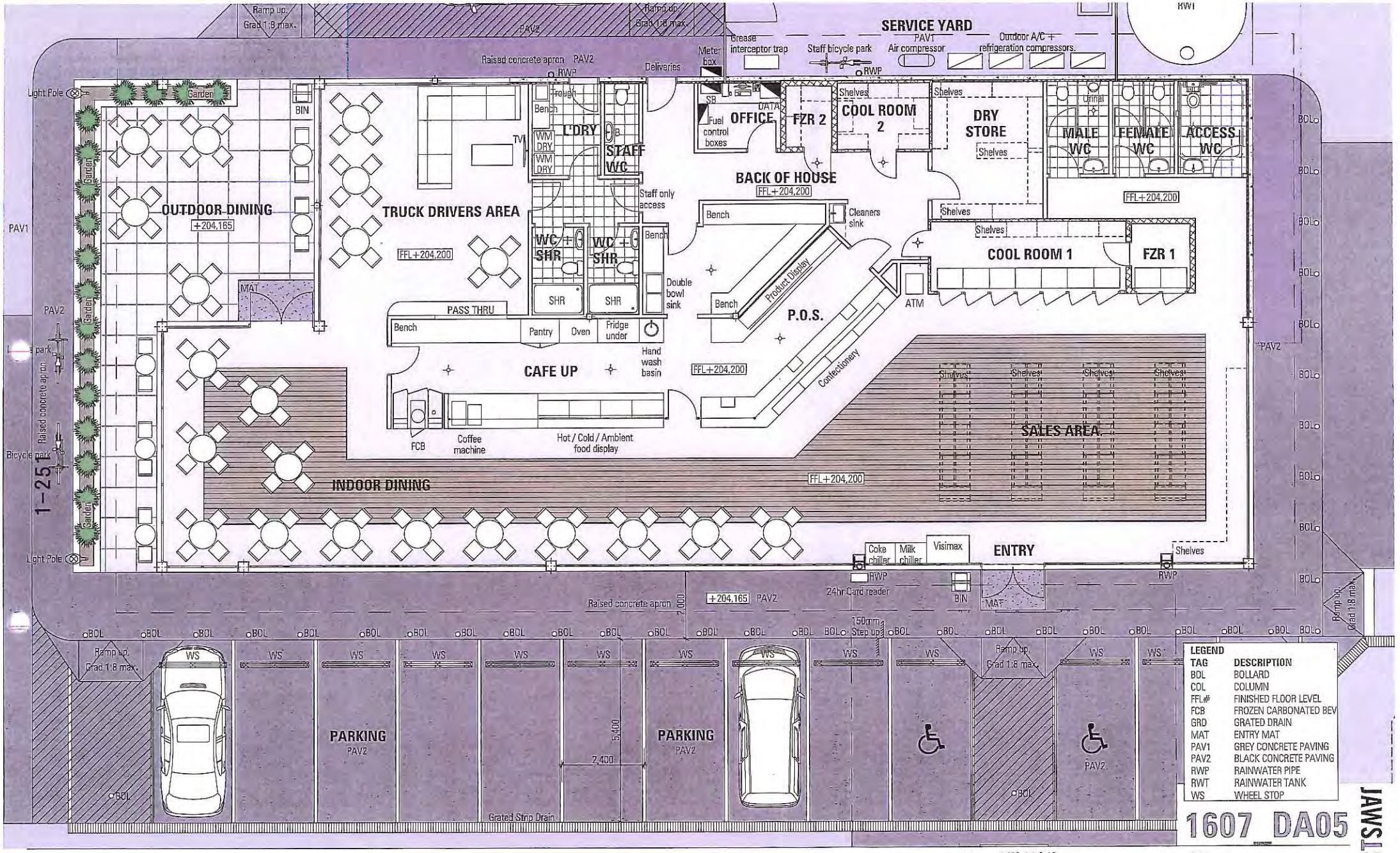
DRAWING
SITE PLAN 1:200

DRAWING NO 1607_DA04 REV
OF 15 DRAWINGS

1607_DA04

ARCHITECTS JAWS

P4



LEGEND	
TAG	DESCRIPTION
BOL	BOLLARD
COL	COLUMN
FFL#	FINISHED FLOOR LEVEL
FCB	FROZEN CARBONATED BEV
GRD	GRATED DRAIN
MAT	ENTRY MAT
PAV1	GREY CONCRETE PAVING
PAV2	BLACK CONCRETE PAVING
RWP	RAINWATER PIPE
RWT	RAINWATER TANK
WS	WHEEL STOP

PLANNING PERMIT ISSUE

REVISIONS:
REV# DATE: (Description)

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

SCALE	1:100, 1:1 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

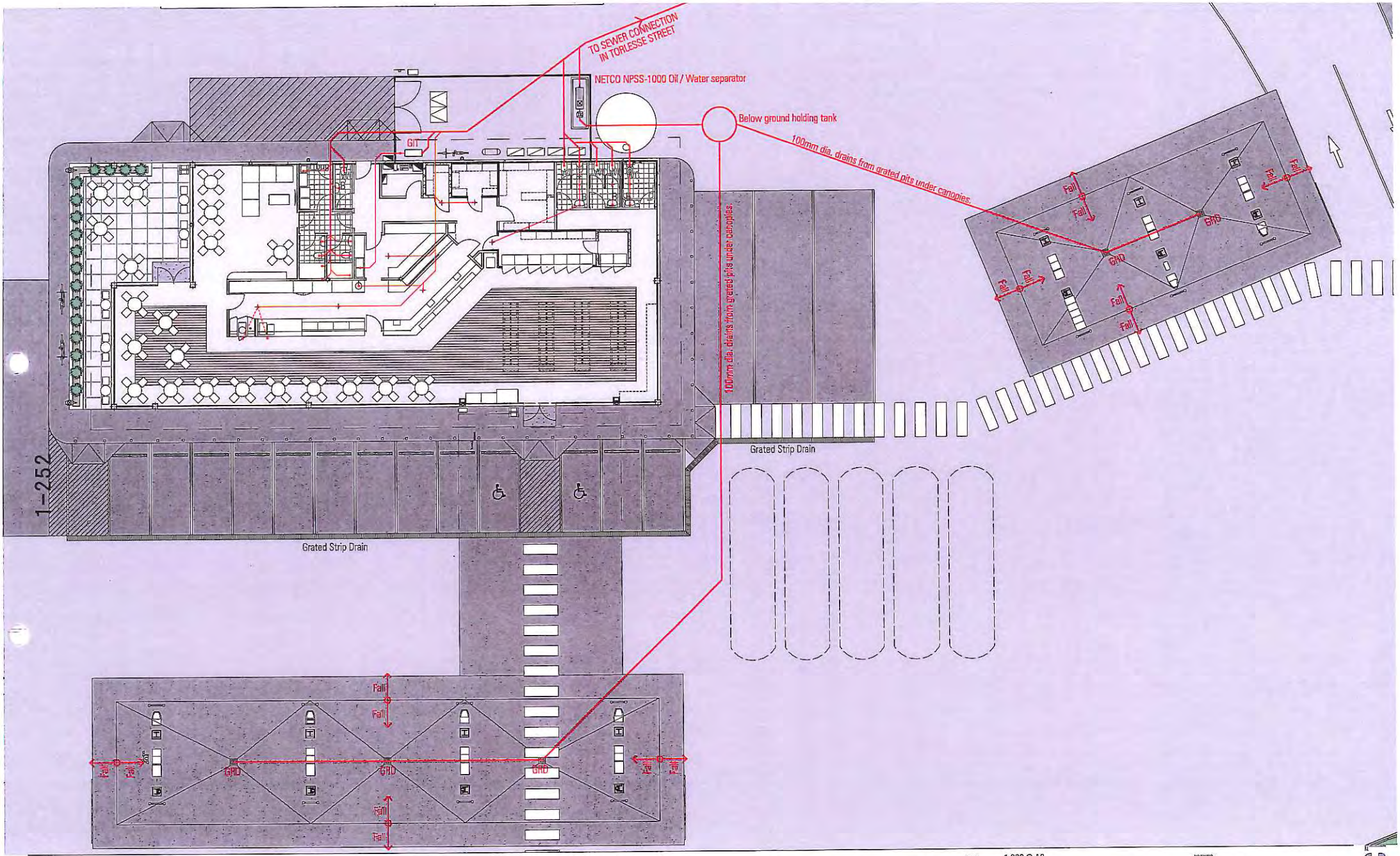
DRAWING
FLOOR PLAN

DRAWING NO 1607_DA05 REV
DF 15 DRAWINGS

1607_DA05

ARCHITECTS JAWS

PS



PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

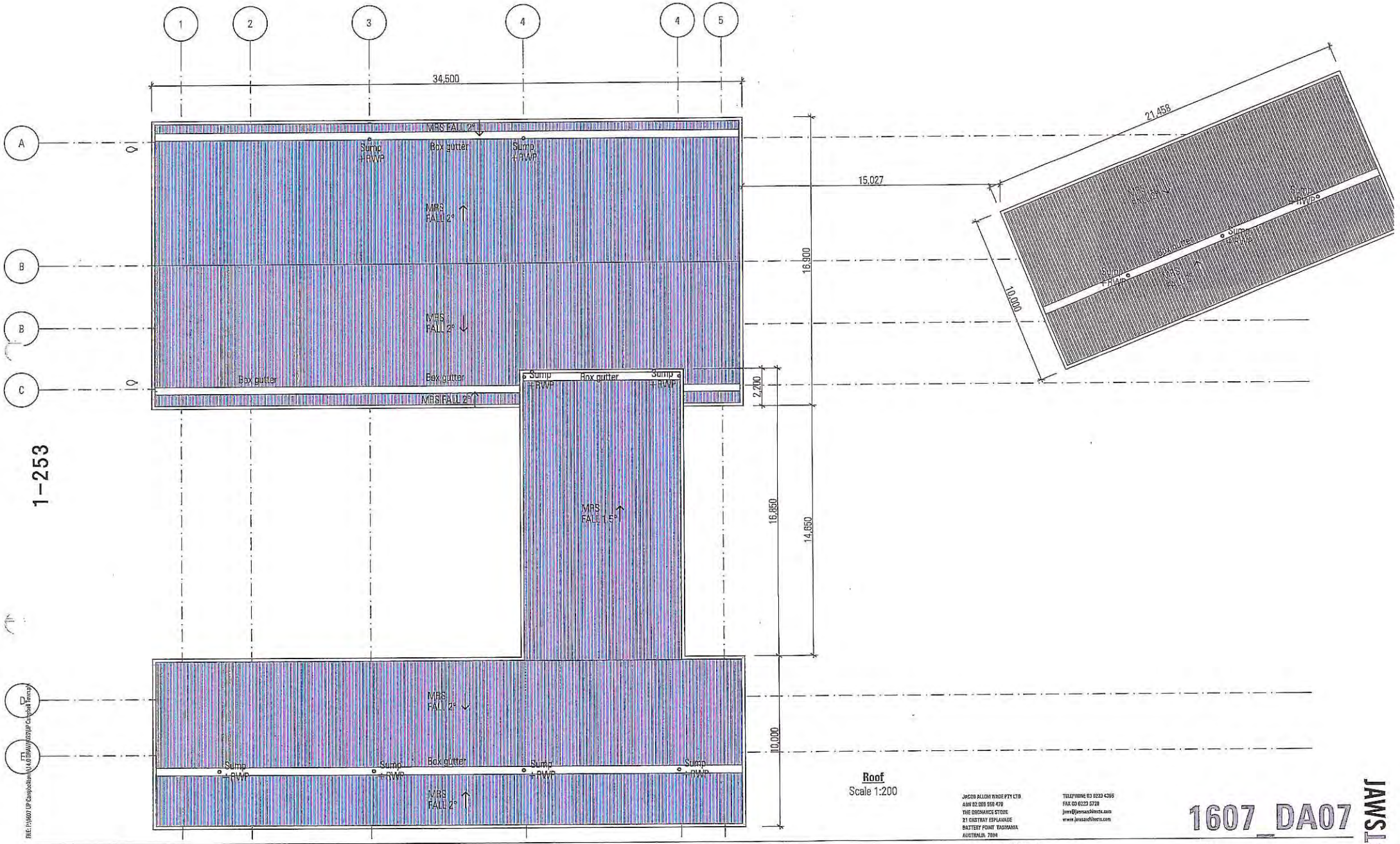
SCALE	1:200 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING
CONCEPT SITE SERVICES PLAN
DRAWING NO 1607_DA06 REV
OF 15 DRAWINGS

REVISIONS:
REV# DATE:
(Description)

ARCHITECT

DG



Roof
Scale 1:200

1-253

JACOB ALLEN WADE PTY LTD
ABN 82 009 559 478
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4399
FAX 03 6223 5728
jaws@jawsarchitects.com
www.jawsarchitects.com

1607_DA07

ARCHITECT JAWS

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

SCALE	1:200 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

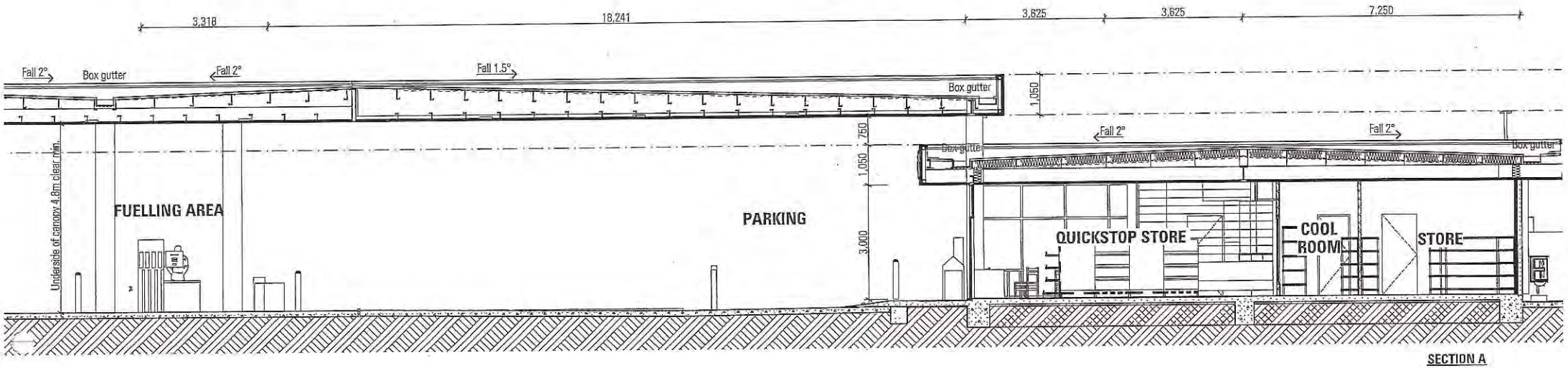
DRAWING
ROOF PLAN

DRAWING NO 1607_DA07 REV
OF 15 DRAWINGS

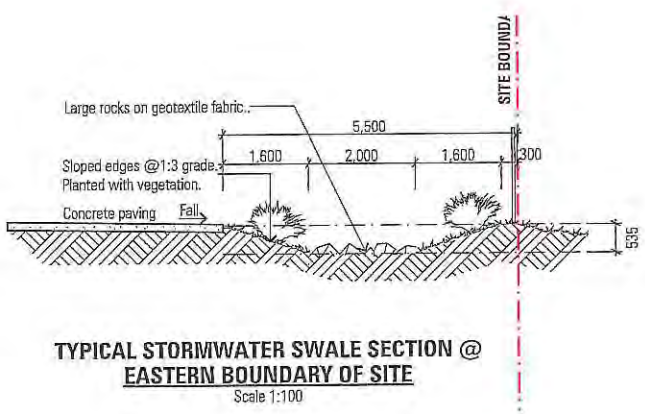
P7

REVISIONS:
REV# DATE:
(Description)

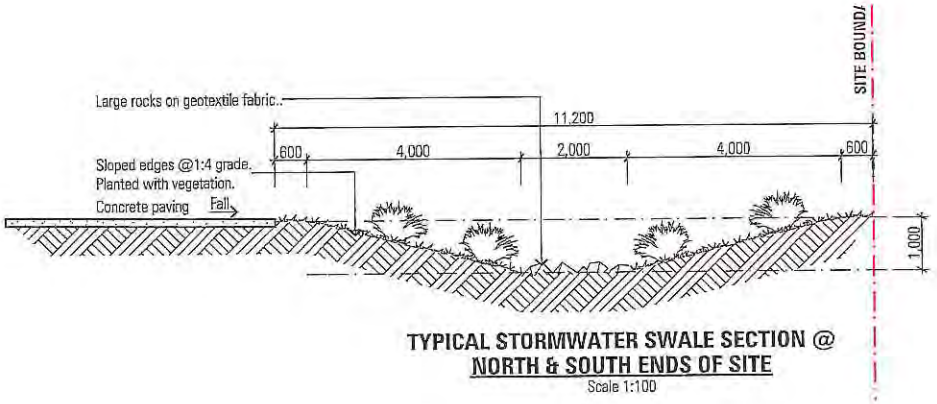
FILE: I:\1607 UP Campbelltown\14.0 DRAWINGS\UP Campbell Town.pln



SECTION A
Scale 1:100



TYPICAL STORMWATER SWALE SECTION @ EASTERN BOUNDARY OF SITE
Scale 1:100



TYPICAL STORMWATER SWALE SECTION @ NORTH & SOUTH ENDS OF SITE
Scale 1:100

1–254

FILE: P:\1607 UP Campbelltown\A1 & 9PRAWINGS\UP Campbell Town.pln

REVISIONS:
REV# DATE:
(description)

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLOM WADE PTY LTD
ABN 92 009 855 476
THE ORDNANCE STORE
21 EASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 6388
FAX 03 6223 6720
jawa@jacoballomwade.com
www.jacoballomwade.com

SCALE	1:100 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

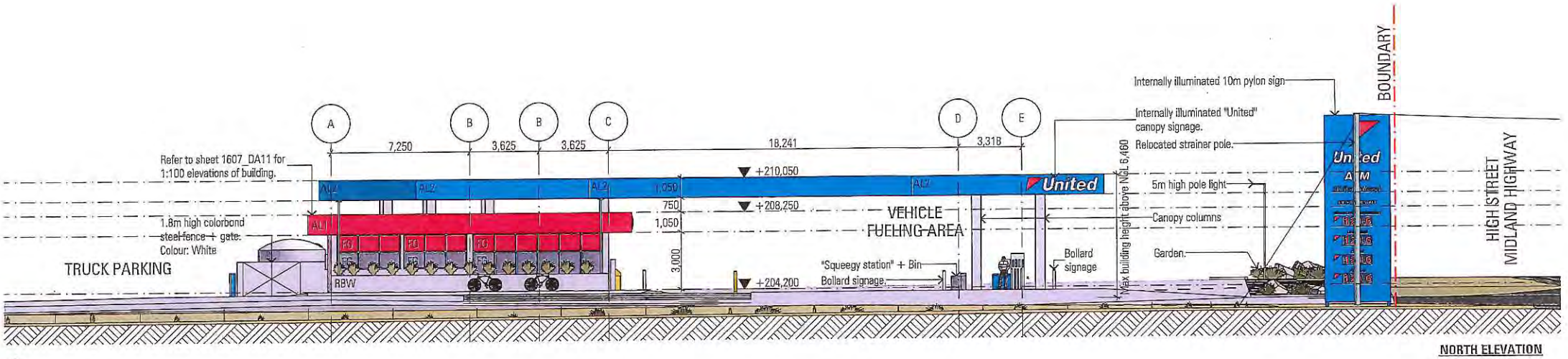
DRAWING
SECTIONS 01

DRAWING NO 1607_DA08 REV
OF 15 DRAWINGS

1607_DA08

P8

JAWS ARCHITECTS

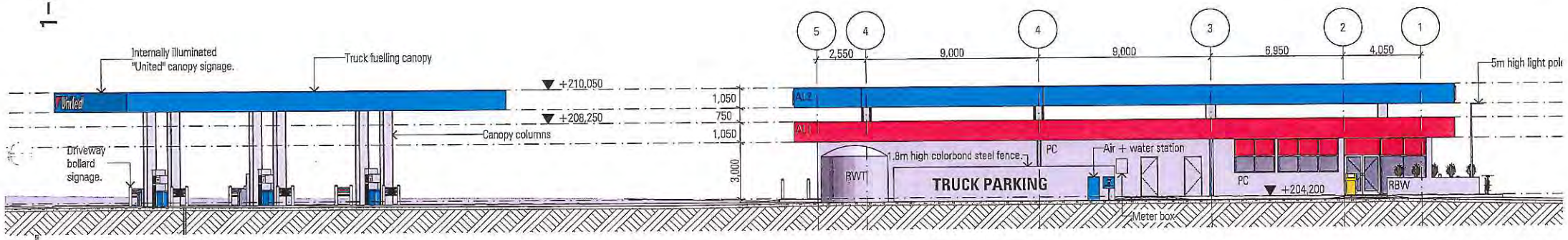


NORTH ELEVATION
Scale 1:200

LEGEND

AL1	Alucobond Fascia Cladding - Colour: UP Red
AL2	Alucobond Fascia Cladding - Colour: UP Blue
FG	Fixed Glazing
RBW	Rendered Blockwork
PC	Precast Concrete - Colour: White

1-255



EAST ELEVATION
Scale 1:200

RLE: P:\1607 UP Campbell Town\14.0 DRAWINGS\P Campbell Town.pln

REVISIONS:
REV# DATE:
[description]

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLOM WADE PTY LTD
ABN 92 008 559 470
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4500
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

SCALE	1:200, 1:100 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

1607_DA09

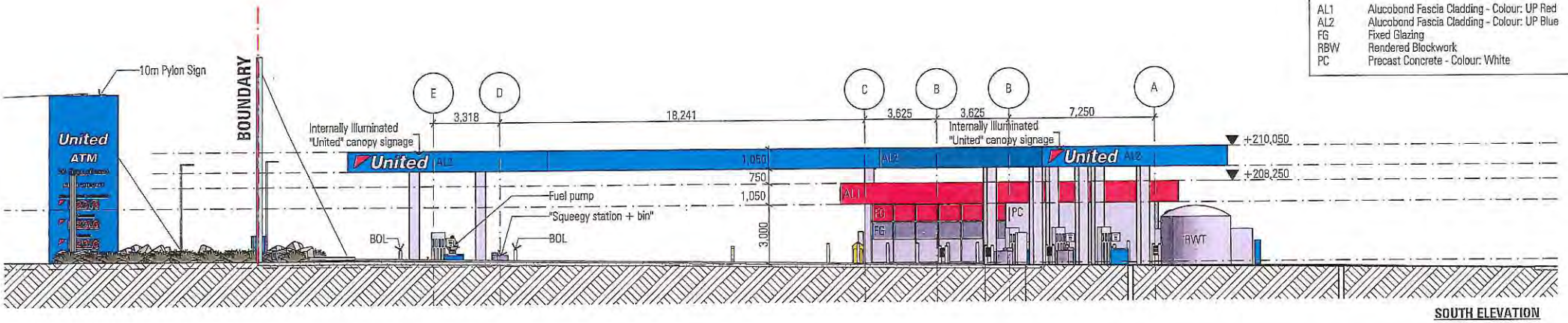
DRAWING
ELEVATIONS 01

DRAWING NO 1607_DA09 REV P9
OF 15 DRAWINGS

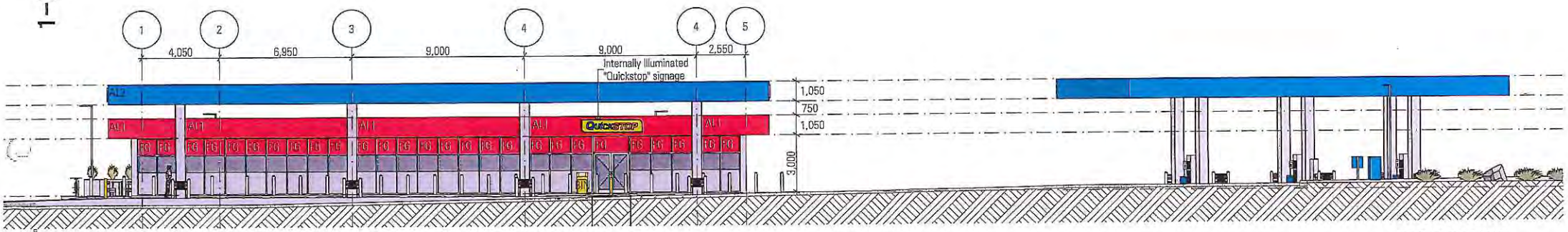
ARCHITECTS JAWS

LEGEND

AL1	Alucobond Fascia Cladding - Colour: UP Red
AL2	Alucobond Fascia Cladding - Colour: UP Blue
FG	Fixed Glazing
RBW	Rendered Blockwork
PC	Precast Concrete - Colour: White



SOUTH ELEVATION
Scale 1:200



WEST ELEVATION 02
Scale 1:200

1-256

FILE: P:\1607 UP Campbell Town\14.0 DRAWINGS\DP Campbell Town

REVISIONS:
REV# DATE:
(Description)

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 470
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4305
FAX 03 6223 5720
jaws@jawsarchitects.com
www.jawsarchitects.com

1607_DA010

SCALE	1:200, 1:100 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING
ELEVATIONS 02

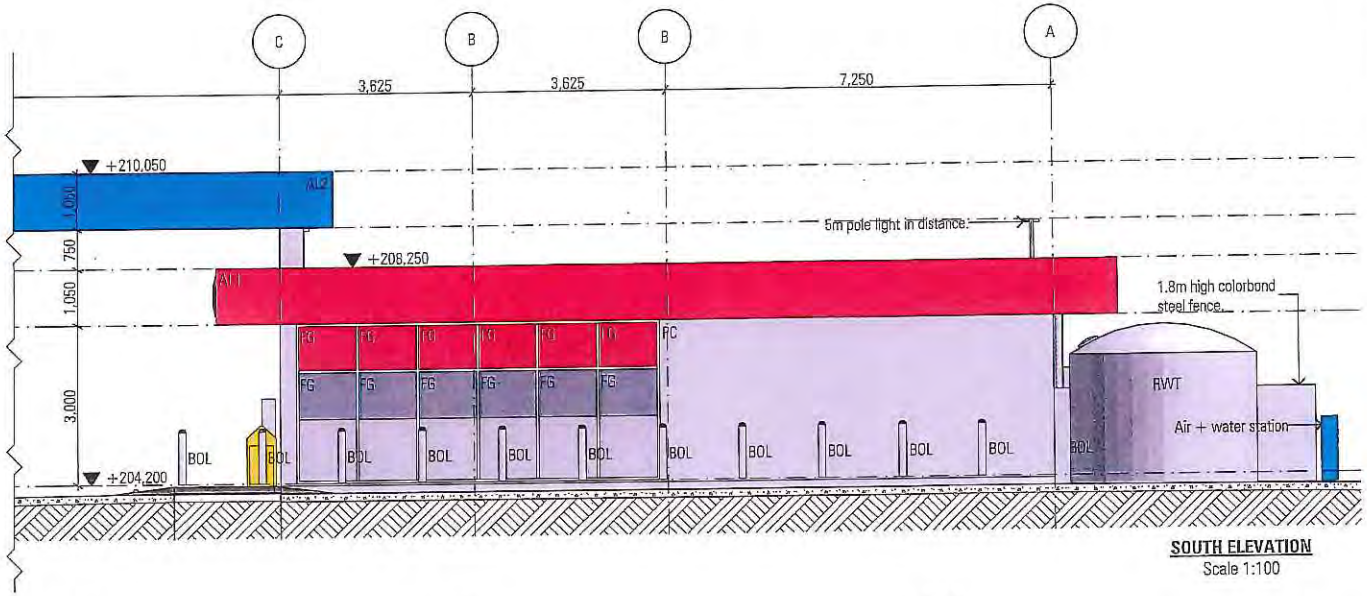
DRAWING NO 1607_DA010 REV
OF 15 DRAWINGS

PID

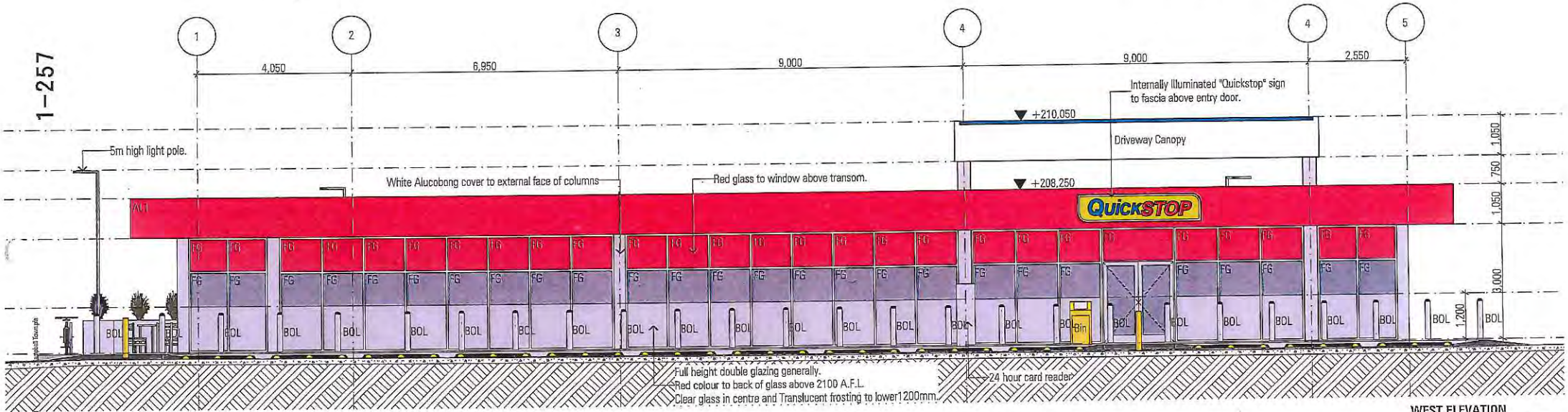
JAWS ARCHITECTS

LEGEND

AL1	Alucobond Fascia Cladding - Colour: UP Red
AL2	Alucobond Fascia Cladding - Colour: UP Blue
FG	Fixed Glazing
RBW	Rendered Blockwork
PC	Precast Concrete - Colour: White



SOUTH ELEVATION
Scale 1:100



WEST ELEVATION
Scale 1:100

1-257

FILE: P:\1607 UP Campbell Town\

REVISIONS:
REV# DATE:
(Description)

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLEN WADE PTY LTD
ABN 82 080 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5725
jawa@jawaarchitects.com
www.jawaarchitects.com

SCALE	1:100, 1:200 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

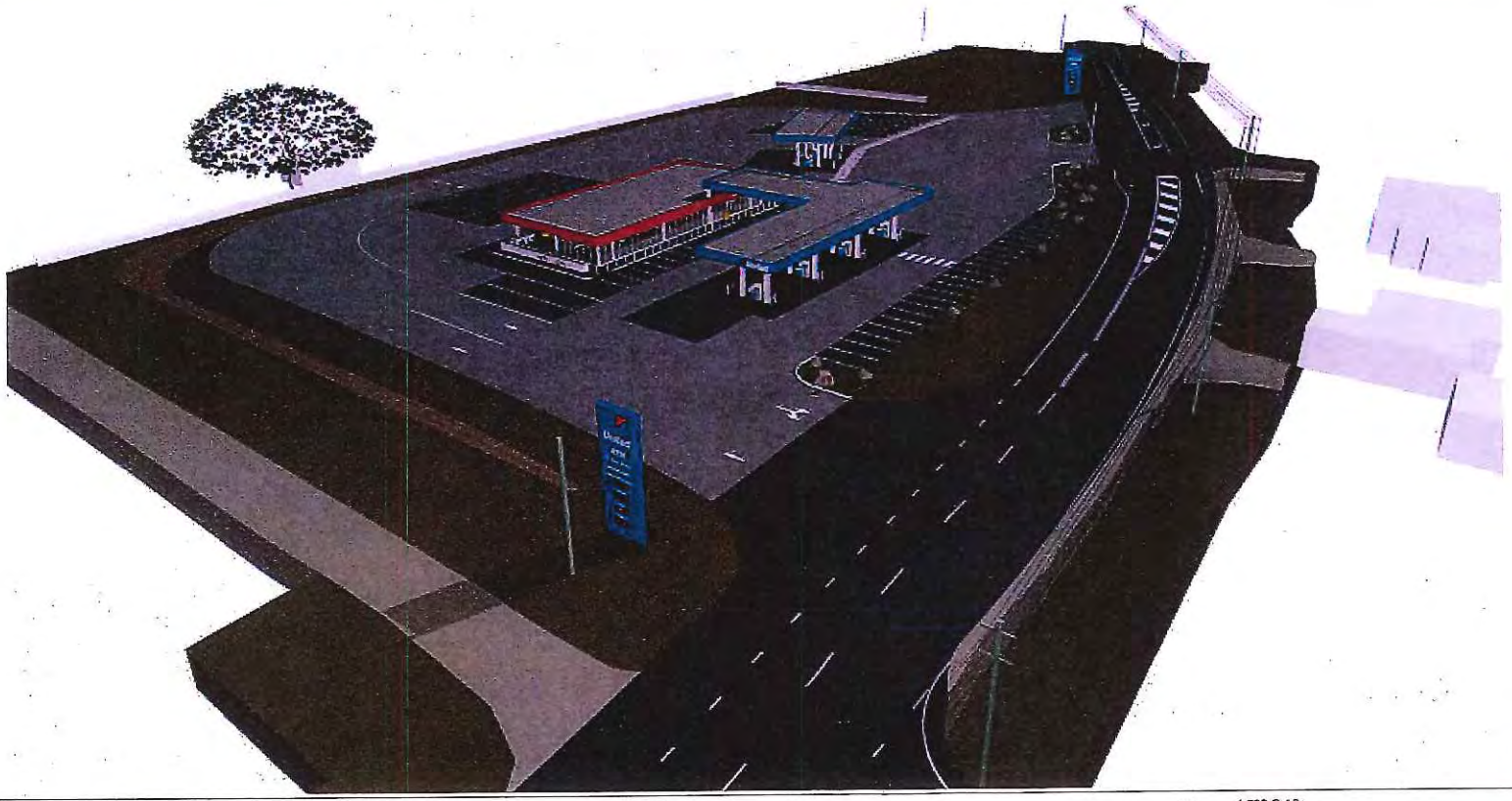
1607_DA12

DRAWING
ELEVATIONS 04

DRAWING NO 1607_DA12 REV
OF 15 DRAWINGS

P12

JAWS ARCHITECTS



1-258

FILE: P:\1607 UP Campbelltown\14.0 DRAWINGS\UP Campbell Town.pln

REVISIONS:
REV# DATE:
(Description)

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

SCALE	1:500 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

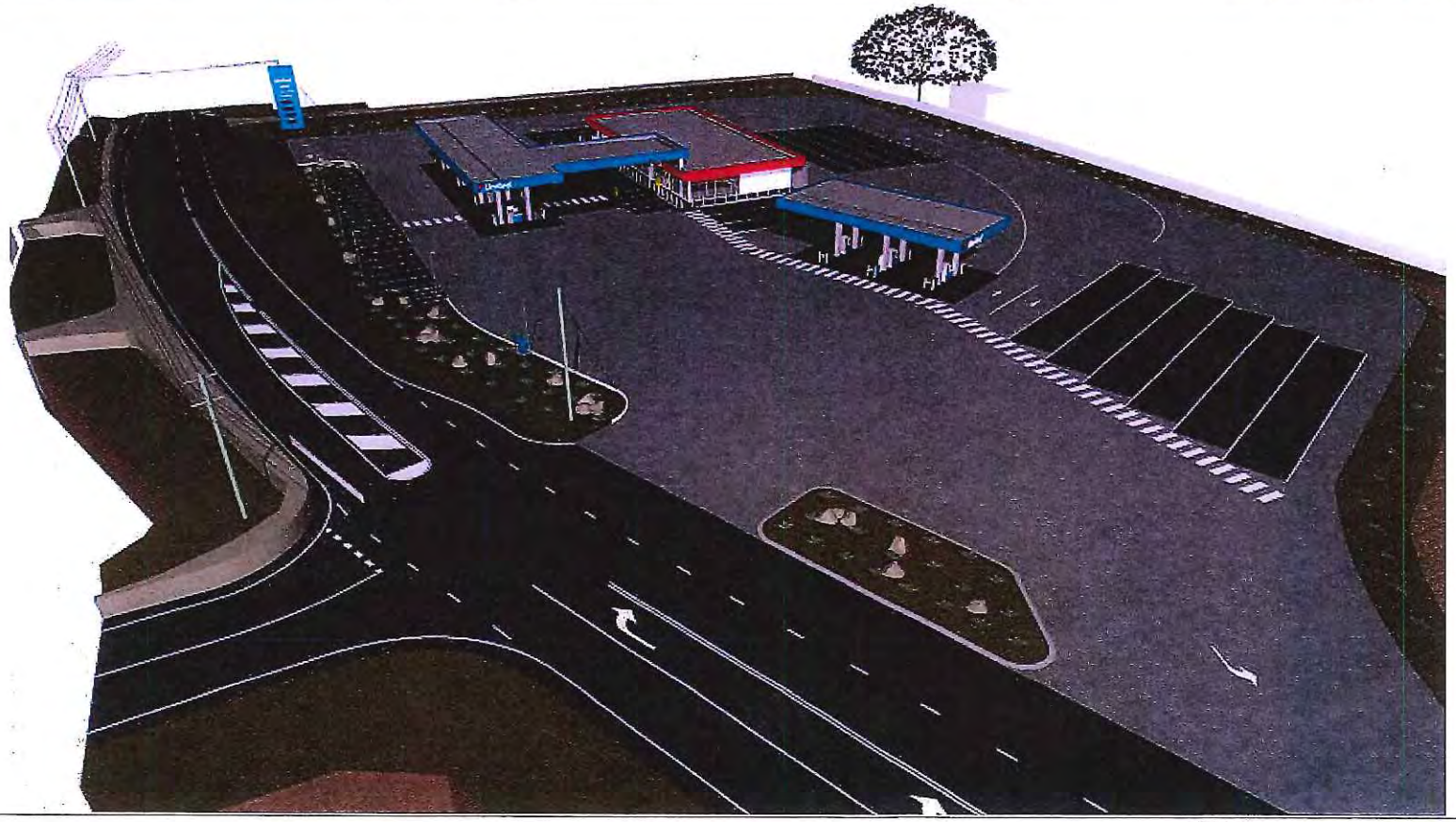
DRAWING
3D VIEWS 01

DRAWING NO 1607_DA13 REV
OF 15 DRAWINGS

1607_DA13

P13

ARCHITECTS JAWS



1–259

TITLE: P:\1607 UP Campbelltown\14.0 DRAWINGS\UP Campbell Town.pln

PLANNING PERMIT ISSUE

PROJECT

UNITED PETROLEUM CAMPBELL TOWN

171 - 183 High Street, Campbell Town, TAS

SCALE	1:500 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

DRAWING

3D VIEWS 02

DRAWING NO 1607_DA14 REV

OF 15 DRAWINGS

1607_DA14

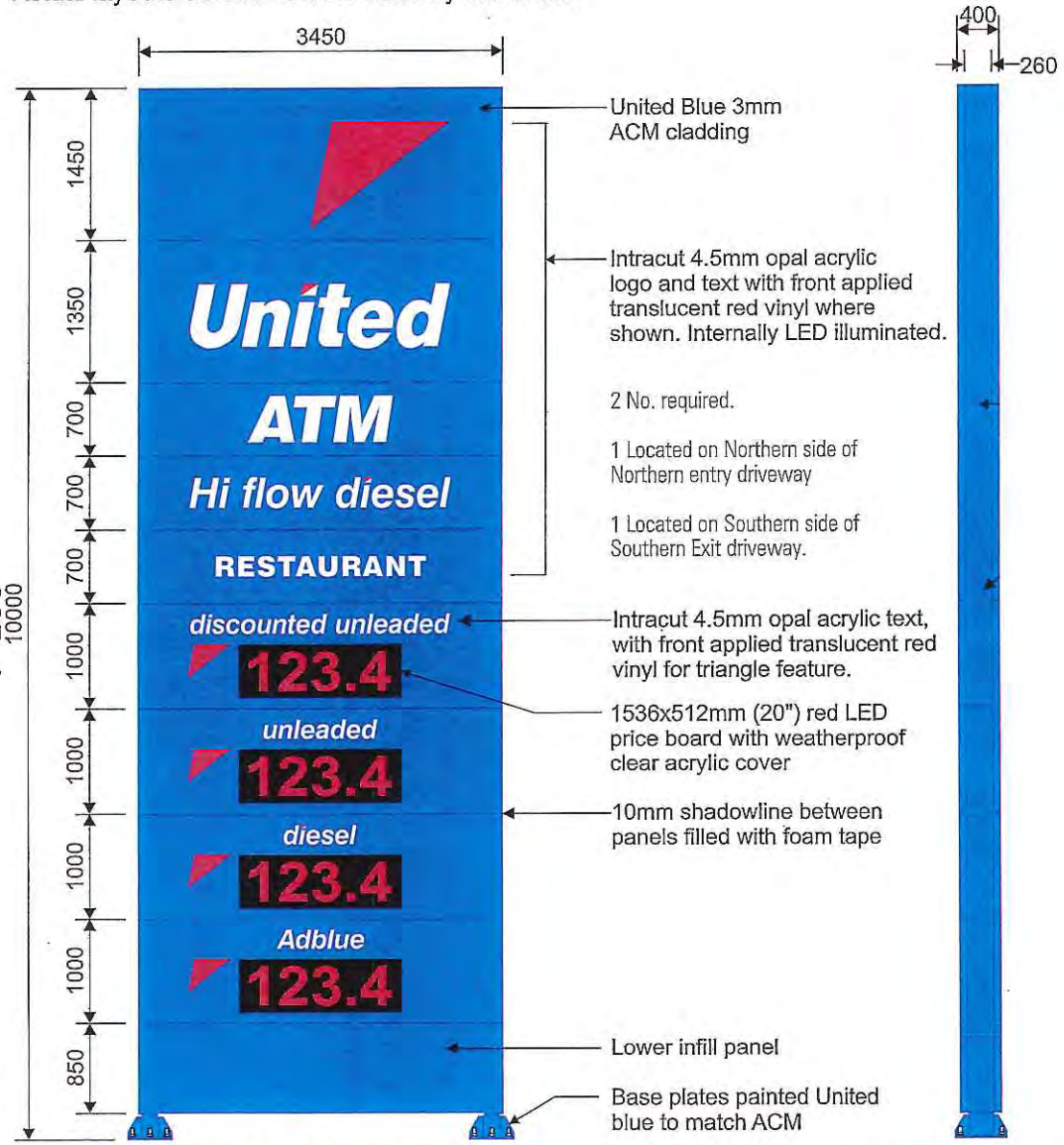
JAWS ARCHITECTS

REVISIONS:
REV# DATE:
(Description)

P14

10m Pylon Sign

Panel layouts as shown are indicative only.
Actual layouts determined on a site by site basis.



FRONT / REAR VIEW

SIDE VIEW

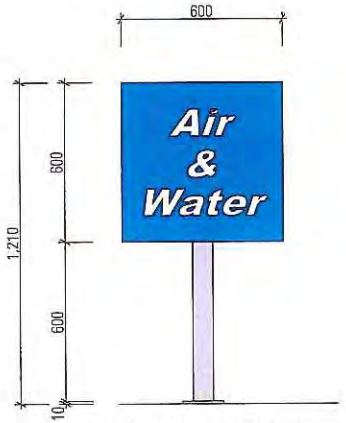
10m PYLON SIGN
Scale 1:50

1 No. required.
Located above main entry.

QUICKSTOP SIGNAGE
Scale 1:50

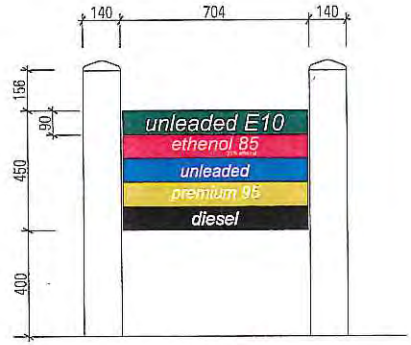
3No. required. Located on North and South ends or driveway canopies.

CANOPY SIGNAGE
Scale 1:50



AIR & WATER SIGNAGE (1)
Scale 1:20

2 No. required. Located on North and East sides of proposed building.



DRIVEWAY SIGNAGE
Scale 1:20

14 No. required. Located at ends of fuel pump areas

FILE: P:\1607 UP Campbell Town\A1 D DRAWINGS\UP Campbell Town.pln

REVISIONS:
REV# DATE
Description

PLANNING PERMIT ISSUE

PROJECT
UNITED PETROLEUM CAMPBELL TOWN
171 - 183 High Street, Campbell Town, TAS

JACOB ALLOM WADE PTY LTD
ABN 92 008 059 478
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA, 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5728
jaws@jawsarchitects.com
www.jawsarchitects.com

SCALE	1:50, 1:20, 1:1 @ A3		
DATE	MAY 2016	PLOT DATE	31/05/2016
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town.pln		

1607_DA15

DRAWING
SIGNAGE DETAILS 01

DRAWING NO 1607_DA15 REV
OF 15 DRAWINGS

015

JAWS ARCHITECTS

Appendix C - Traffic Impact Assessment

United Petroleum

171-183 High Street, Campbell Town

Traffic Impact Assessment

May 2016

This report has been prepared by GHD for United Petroleum and *may only be used and relied on by United Petroleum for the purpose agreed between GHD and the United Petroleum as set out in this report.*

GHD otherwise disclaims responsibility to any person other than United Petroleum arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by United Petroleum and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Table of contents

Table index

Figure index

Appendices

1. Introduction

1.1 Background

GHD was engaged by United Petroleum to prepare a Traffic Impact Assessment report for a proposed service station at 171-183 High Street (Midland Highway), Campbell Town.

1.2 Project Scope

The project scope was to prepare a Traffic Impact Assessment report, in compliance with Northern Midlands Council and Department of State Growth requirements, to support a Development Application for the site. The specific tasks included:

- Attend an initial consultation meeting with the Department of State Growth to ensure that all traffic and access issues are assessed and mitigated to their satisfaction;
- Collect and review available traffic volume and crash data sourced from Northern Midlands Council and the Department of State Growth;
- Undertake a site visit to gain an understanding of the existing traffic conditions around the site including observational assessment of driver behaviour;
- Review the requirements of the Northern Midlands Planning Scheme 2013 as they relate to the proposed development;
- Estimate the traffic generating potential of the proposed development, as well as the composition of this traffic and its distribution through the road network;
- Assess vehicular access to the site with regard to access design and manoeuvring as well as sight distance requirements;
- Assess car parking provision with regard to Planning Scheme requirements and other supplementary data sources as required;
- Assess the proposed car park layout against the requirements of the Planning Scheme and the relevant Australian Standards;
- Assess heavy vehicle access to the site including swept path analysis for the largest vehicle anticipated to access the site using AutoTURN software; and
- Prepare a Traffic Impact Assessment report outlining the findings of the above investigations and providing recommendations to overcome any issues that may arise.

1.3 Subject Site

The subject site is located at 171-183 High Street, towards the southern end of Campbell Town. The property is zoned General Residential and is currently vacant with little vegetation and no existing formal street access. The subject site and immediate surrounds is presented in Figure 1.

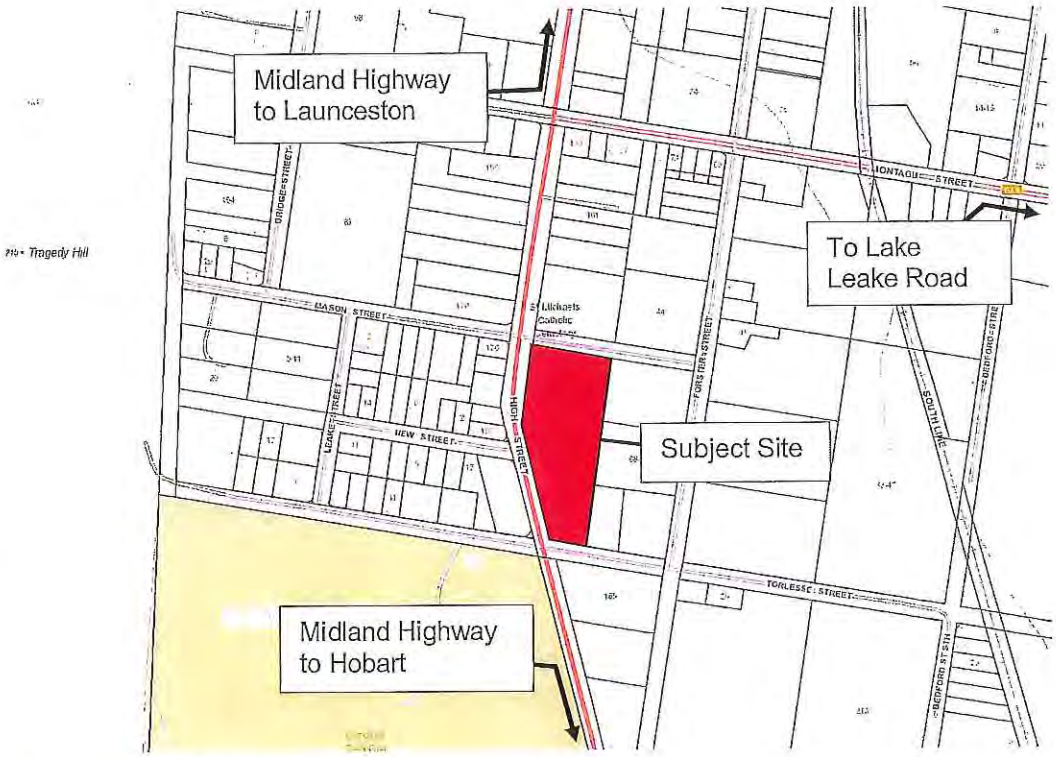


Figure 1 Subject Site

Base image source: LISTMap, DPIPWE

1.4 Referenced Materials

The following documents and information sources have been referred to in this report:

- *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme)
- Crash data, Department of State Growth, January 2011 to December 2015
- Midland Highway traffic count data, Department of State Growth, 1982-2015
- *Guide to Traffic Generating Developments Version 2.2,* Roads and Maritime Services (RMS), October 2002 (the RMS Guide)
- Concept Site + Traffic Plan, Jaws Architects, May 2016
- *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections,* Austroads 2010
- Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities – Part 1: Off-street car parking* (AS2890.1)
- Australian Standard AS 2890.2:2002, *Parking facilities – Part 2: Off-street commercial vehicle facilities*

1.5 Planning Scheme

The project is to be assessed under the *Northern Midlands Interim Planning Scheme 2013* which will be referred to as the Planning Scheme in this report.

2. Existing Conditions

2.1 Transport Network

For the purpose of this assessment, the transport network consists of High Street (Midland Highway) and Mason Street. These roads are examined in detail in the following sections:

2.1.1 High Street (Midland Highway)

High Street is located on the Midland Highway corridor. It is classified as a *'Category 1 – Trunk Road'* in the Tasmanian State Road Hierarchy. The function of Category 1 roads is as follows:

> *"Truck Roads are the State's major highways and are crucial to the effective functioning of Tasmanian industry, commerce and the community. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.*
>
> *Truck Roads facilitate:*
>
> - *Inter-regional freight movement;*
> - *Inter-regional passenger vehicle movement; and*
> - *Business interaction*
>
> *The Trunk Roads connect the largest population centres, major sea and air ports, and key industrial locations."*

Midland Highway is also part of the National Land Transport Network, connecting Hobart to Launceston, Burnie and Bell Bay. As such, the primary function of Midland Highway is to carry freight and passenger vehicles between the major population centres. Notwithstanding this, the section of Midland Highway through Campbell Town (called High Street) also provides a property access function for residences and local businesses.

Near the subject site, High Street is a two-lane, two-way road with sealed shoulders, edge lines and centre line marking (barrier lines for the majority of the site frontage). Lane widths are approximately 3.4 metres and the total pavement width is nominally 10.0 metres. Several minor side roads connect to High Street at give-way controlled junctions in the vicinity of the site.

The speed limit travelling northbound on High Street (Midland Highway) reduces from 110 km/h to 80 km/h at Simpson Street, approximately 560 metres south of the subject site, and then from 80 km/h to 60 km/h at Torlesse Street, immediately adjacent to the southern site boundary. It is likely that northbound vehicles would be travelling at between 60 and 80 km/h near the subject site as they decelerate to enter Campbell Town. Southbound vehicles, having left the Campbell Town centre would be travelling at around 60 km/h and preparing to accelerate to highway speeds.

The view along High Street, looking north from the Mason Street junction, is presented in Figure 2

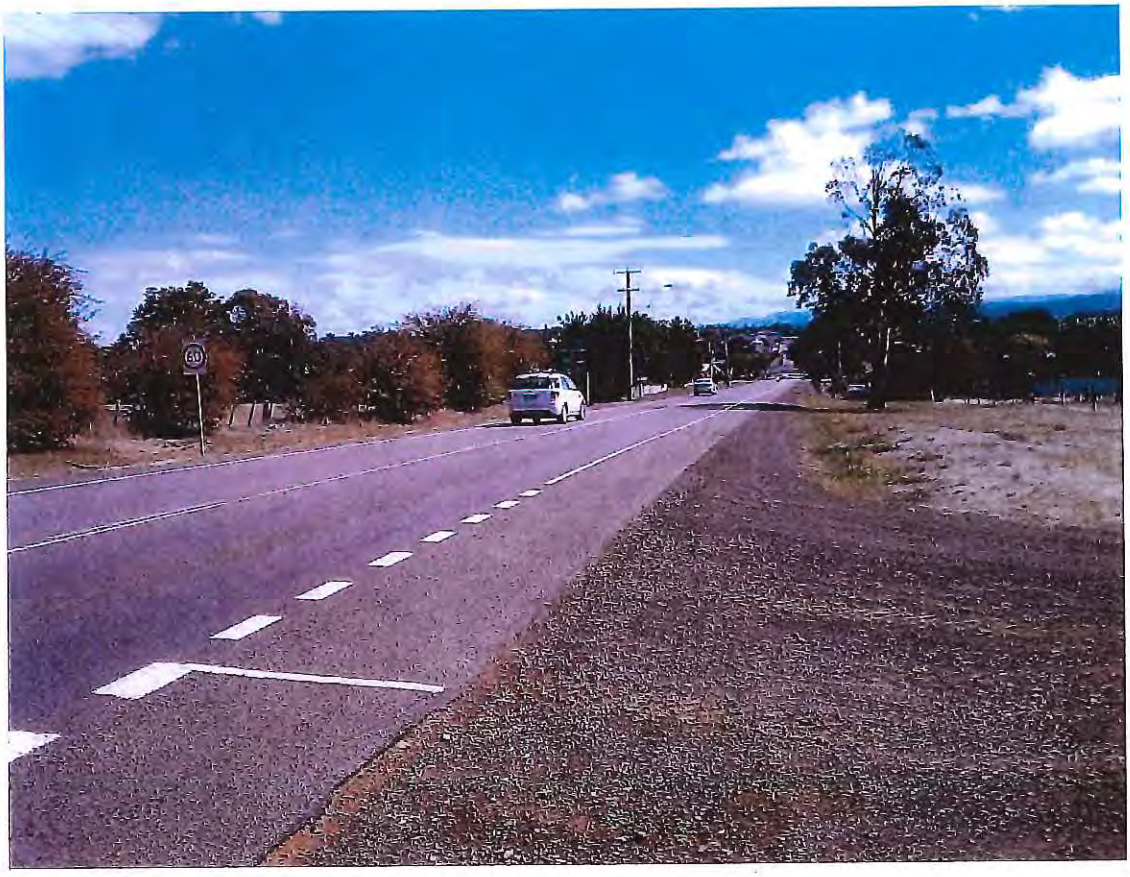


Figure 2 Midland Highway

Midland Highway is estimated to carry approximately 5,120 vehicles per day (two-way) at the southern end of Campbell Town, near the subject site[1]. Historic traffic data suggests that traffic growth has been consistent over the last 25-30 years at approximately 1.5% p.a. (relative to 2011 traffic volumes).

Commercial vehicles (Austroads Class 3 and above) make up approximately 17.2% of the traffic stream. The average daily traffic profile (including weekdays and weekends) is presented in Figure 3.

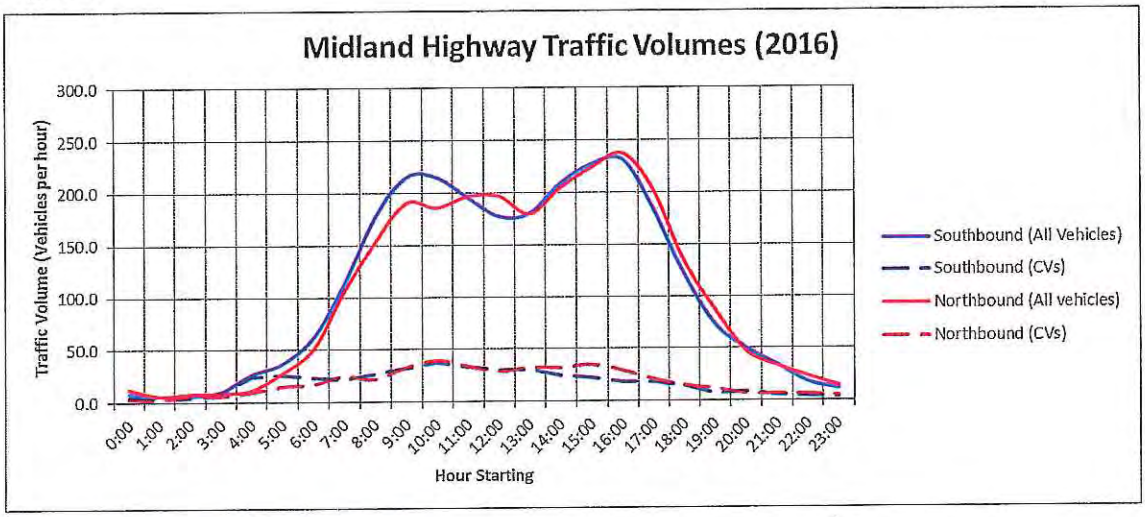


Figure 3 Daily Traffic Profile

Data source: Department of State Growth, 2011 (with traffic growth rate of 1.5% p.a. applied)

[1] Department of State Growth traffic data (2011) factored up by a linear traffic growth rate of 1.5% p.a.

2.1.2 Mason Street

Mason Street is a minor, unsealed access road connecting to Midland Highway along the northern boundary of the site. It has a formed width of approximately 4.7 metres, widening to around 17.5 metres at the edge of the seal on High Street. Mason Street, looking towards the High Street junction, is presented in Figure 4.

Figure 4 Mason Street

2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5-year time period (1 January 2011 to 31 December 2015) for Midland Highway within 1 km of the subject site. During this period there were a total of 10 recorded crashes, all located more than 350 metres north of the site, with 3 of those resulting in injury. Six crashes occurred in 2011, with only 4 crashes in the four years since. The crash history does not indicate any particular existing road safety deficiency near the site.

It is noted that no crashes occurred on Mason Street within the assessed period and the closest crash on Midland Highway south of the proposed development was a 'run off road' crash a distance of approximately 2 km away.

3. Proposed Development

3.1 Proposed Service Station

The proposed development is for a new United Petroleum service station and truck stop with café and outdoor dining area. The use class will be *vehicle fuel sales and service*. While the development will include a convenience store and café, these are not the primary uses of the site and there are considered ancillary.

A site plan of the proposed development is provided in Figure 5.

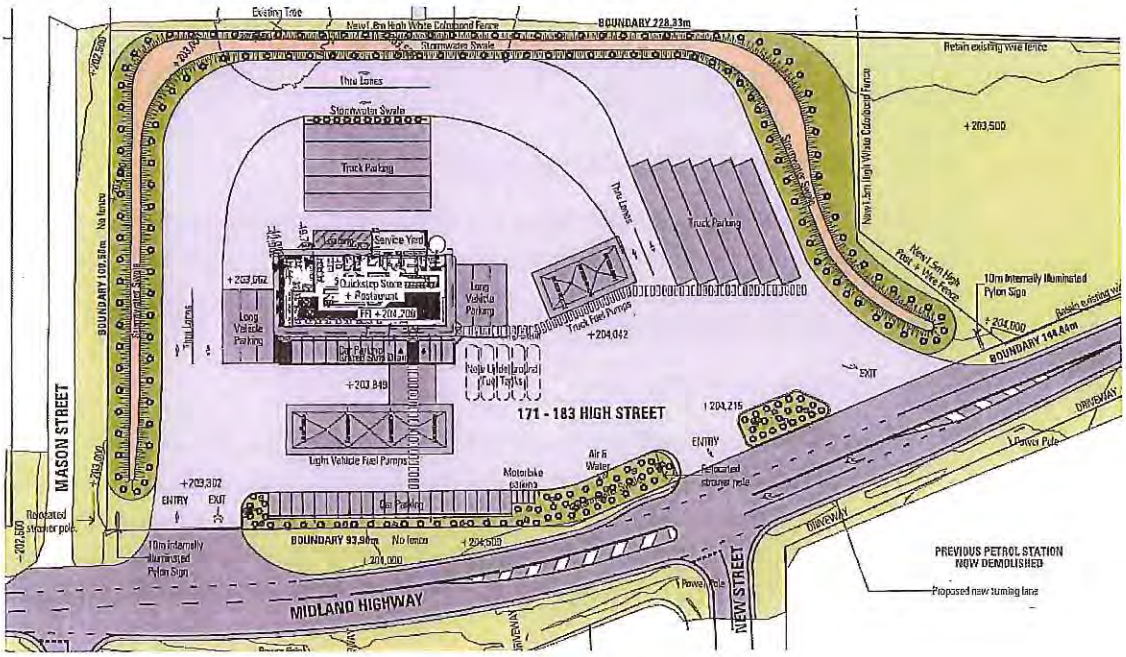


Figure 5 Proposed Development Site Plan

Image source: JAWS Architects, Drawing No. 1607_DA02, Concept Site + Traffic Plan, 30 May 2016

3.2 Site Access and Car Parking

The proposed development will include two new accesses on High Street (Midland Highway) as follows:

- Southern access located opposite the New Street junction
  - No right turns out
- Northern access located adjacent to Mason Street
  - All movements allowed

The site has been designed to accommodate movements by the 26-metre B-Double design vehicle with truck parking provided at the rear of the site. A loading dock and service yard is located behind the building.

The proposed development provides 34 light vehicle parking spaces (including 2 accessible parking spaces) in addition to fuel pump bays. 17 long vehicle and truck parking spaces are also provided along with 4 motorbike parking spaces.

3.3 Traffic Generation and Distribution

3.3.1 Reference Rates

The RMS publication, *Guide to Traffic Generating Developments,* 2002, provides indicative, survey-based traffic generation rates for service stations as follows:

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

where *A(S) = area of site (m^2)*

A(F) = gross floor area of convenience store (m^2)

Therefore, given a total site area of approximately 12,800 m^2, and a convenience store floor area of 385 m^2, the above rates suggest a traffic generation of up to some 630 vehicle movements per hour during the evening peak (315 individual vehicles). Assuming opening

hours between 6:00 am and 10:00 pm, the average daily traffic generation using these rates might be around 6-8,000 vehicle movements per day (3-4,000 individual vehicles).

This level of traffic is unrealistically high given existing traffic volumes on Midland Highway are around 5,120 vehicles per day.

3.3.2 First Principles Assessment

It is clear that the specific characteristics of the proposed development are not accurately represented by the rates outlined above given the small Campbell Town catchment area and reliance on pass-by traffic from the Midland Highway. Therefore, a first principles assessment of traffic generation has been undertaken as follows:

- Campbell Town catchment

  Campbell Town has approximately 430 occupied dwellings with an average car ownership of around 1.7 vehicles per dwelling[2]. If it is assumed that each vehicle requires fuel once every two weeks, and assuming a 50/50 split between the proposed service station and the existing Caltex at the northern end of Campbell Town, there would be an average of 52 vehicle movements per day (26 individual vehicles) by locals.

- Midland Highway pass-by traffic

  At the southern end of Campbell Town, Midland Highway carries approximately 5,120 vehicle movements per day. If it is assumed that up to 10% of all Midland Highway traffic (including 20% of all commercial vehicles) accesses the proposed service station, there would be an additional 1,024 vehicle movements per day (512 individual vehicles) accessing the site with 352 of those movements being by heavy vehicles (176 individual vehicles).

On the above basis, a more realistic traffic generation of up to 1,076 vehicle movements spread throughout the day has been adopted. Given the reliance of the proposed development on Midland Highway pass-by traffic, the breakdown in traffic across the peak periods and the remainder of the day would likely follow the same profile as the Midland Highway (depending on opening hours). The adopted traffic generation across the day is shown in Figure 6.

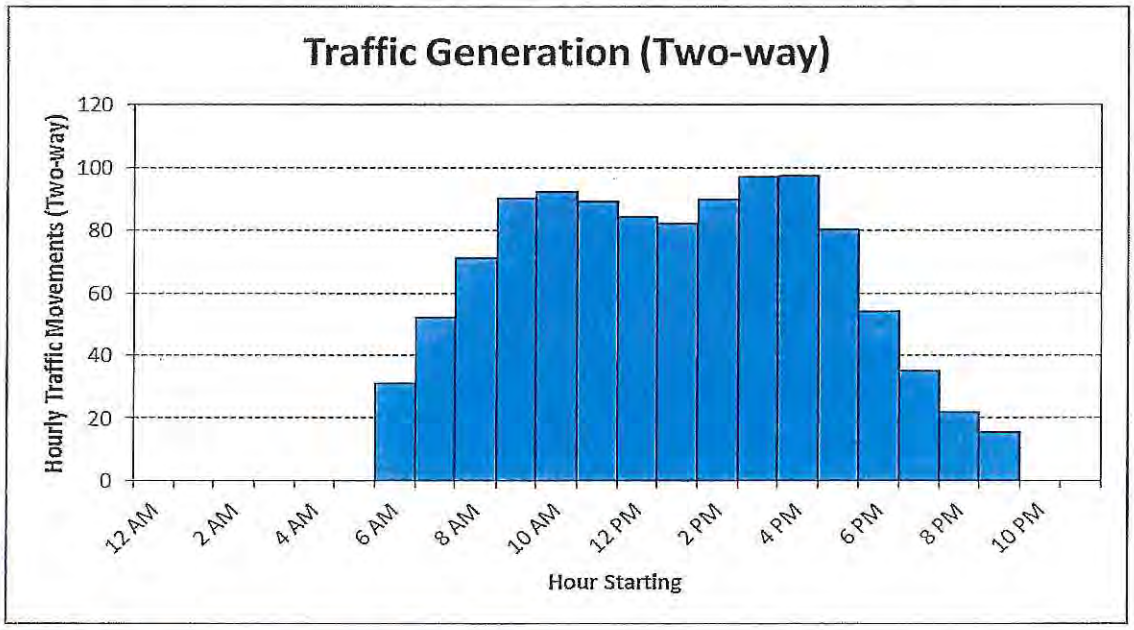


Figure 6 Adopted Traffic Generation

[2] Australian Bureau of Statistics census data, 2011

The traffic generation of the proposed service station would likely increase over time at a rate of approximately 1.5% p.a. consistent with background traffic growth on the Midland Highway. Therefore, by 2026, the traffic generation might be up to 1,250 vehicle movements per day.

3.3.3 Peak Traffic Generation

Based on the adopted traffic generation in Section 3.3.2, the proposed development is likely to generate up to 92 vehicle movements (two-way) in the morning peak period (10:00 am to 11:00 am) and up to 97 movements in the afternoon peak period (4:00 pm to 5:00 pm). A diagram of the expected peak hour traffic movements is provided in Figure 7.

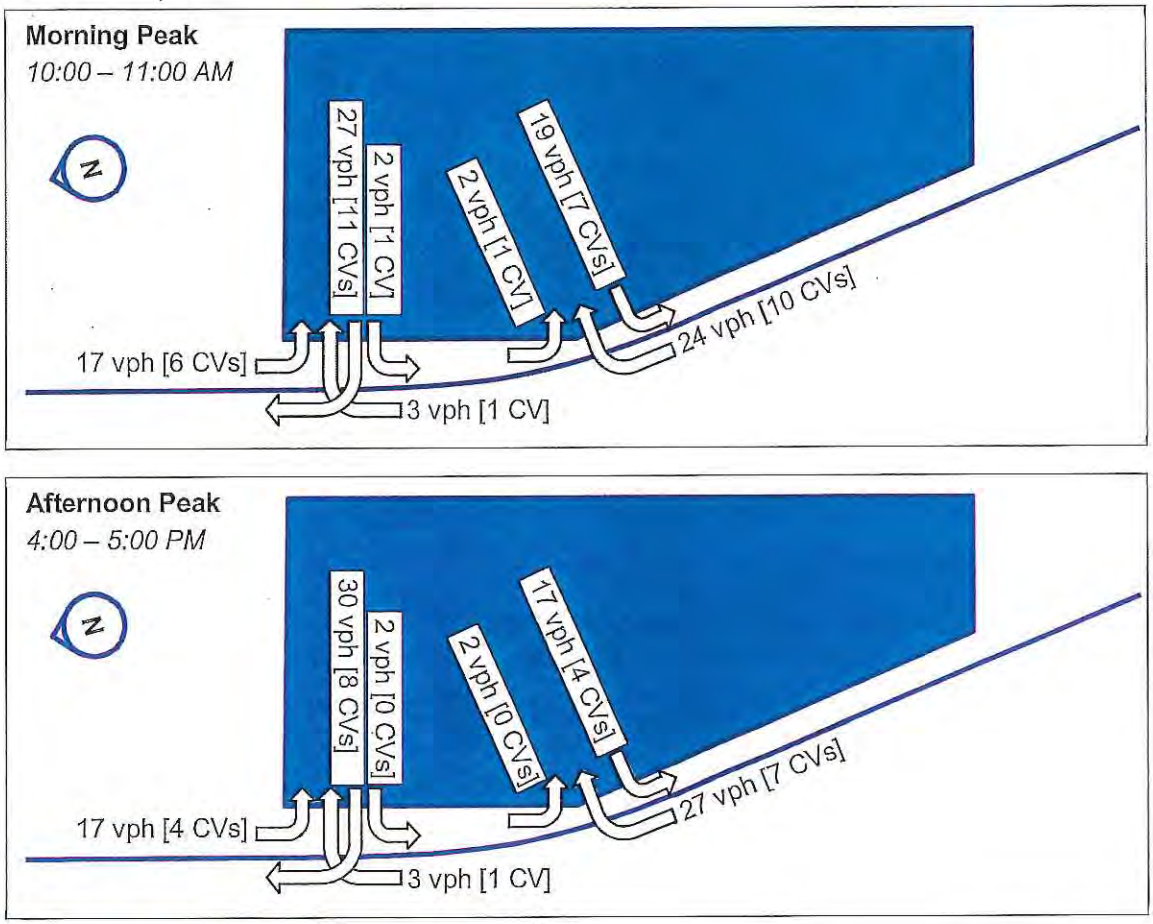


Figure 7 Peak Traffic Generation

By 2026, traffic activity would be around 106-112 vehicle movements per hour during the morning and afternoon peak periods.

3.3.4 Planning Scheme Assessment

Clause E4.6.1-A2 of the Planning Scheme states that: *"For roads with a speed limit of 60 km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day."* Since the proposed development is expected to generate up to some 1,076 vehicle movements per day, despite only a fraction of these being new trips, the proposal relies on performance criteria which are as follows:

> *"For roads with a speed limit of 60 km/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."*

The above performance criteria are addressed in the following sections of this report.

4. Traffic Impacts

4.1 Site Access

4.1.1 Vehicle Access Arrangements

The proposed development relies heavily on pass-by traffic from the Midland Highway. Therefore, the majority of movement through the site will be in either the northbound or southbound direction, resulting in primarily left-in/right-out movements at the northern end of the site and right-in/left-out movements at the southern end of the site. Note that to improve safety, right-out movements at the southern access will be banned and the exit lane will be aligned to allow the left-out movement only.

Clause E4.7.2-A1 of the Planning Scheme states that: *"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."* The proposed development provides a total of two accesses, each providing both entry and exit, and therefore relies on performance criteria as follows:

> *"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."*

The performance criteria E4.7.2-P1 are considered to be met based on the assessment and recommendations contained in the following sections.

Access Design

Clause E6.7.2-A2.1 of the Planning Scheme states that: *"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."*

The proposed development is on a relatively level grade and provides a large turning area such that vehicles do not need to reverse onto the street, thereby satisfying "a" and "b" above. Table E6.2 of the Planning Scheme requires a minimum width of 5.5 metres for an access serving over 20 parking spaces. The proposed development accesses are significantly wider than 5.5 metres and therefore comply with the acceptable solution.

Design Vehicle Assessment

The accesses have been designed to accommodate the 26-metre B-Double design vehicle. Swept path assessments have been prepared for all movements and are attached in Appendix A to this report.

Turn Treatments

The Austroads publication, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections,* 2010, provides warrants for turn treatments at unsignalised intersections and junctions. An assessment of each access is provided in Table 1 and Figure 8.

Table 1 Turn Treatments (2026 Volumes)

Access	Turn	Turning Volume (Q_R or Q_L)	Major Road Volume (Q_M)	Appropriate Treatment
South access	Left in	2 vph	225 vph	BAL
	Right in	31 vph	449 vph	CHR(S)
North access	Left in	20 vph	227 vph	BAL
	Right in	3 vph	464 vph	BAR

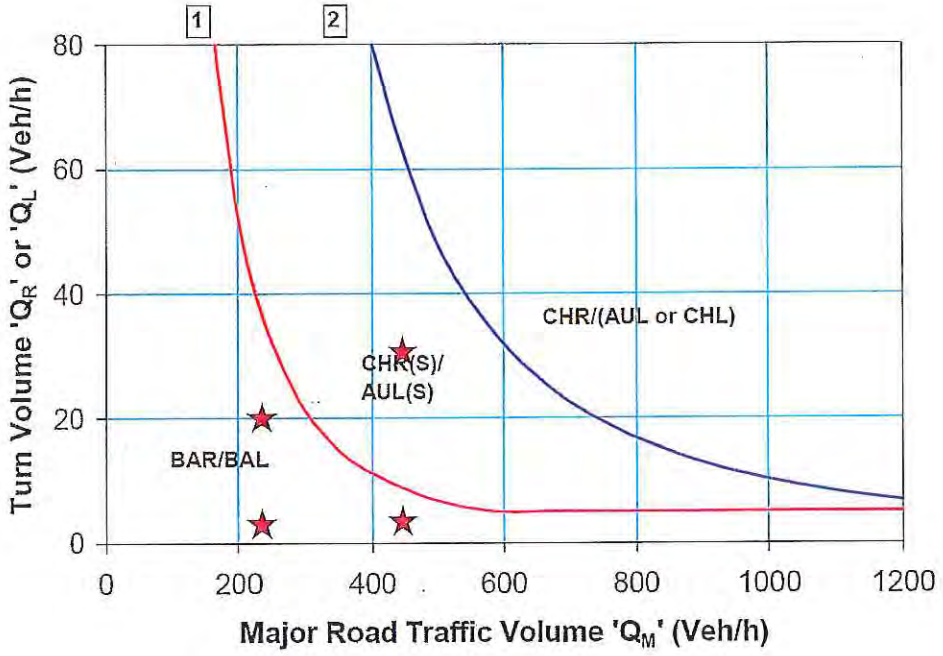


Figure 8 Warrants for Turn Treatments (2026 Volumes)

Base image source: Austroads (2010)

Based on the assessment in Table 1, both High Street accesses should be provided with Rural Basic Left-turn (BAL) treatments comprising shoulder widening in accordance with Department of State Growth Standard Drawing SD-84.016 and Section 8.2.1 of Austroads (2010). Similarly, the northern High Street access should be provided with a Rural Basic Right-turn (BAR) treatment comprising shoulder widening in accordance with Department of State Growth Standard Drawing SD-84.013 and Section 7.5.1 of Austroads (2010).

Given the higher right turning volumes at the southern access, due to the direction of pass-by traffic on Midland Highway, it is recommended that a short Channelised Right-turn (CHR[S]) treatment be provided in accordance with Department of State Growth Standard Drawing SD-84.014 and Section 7.5.2 of Austroads (2010). The total length of the turn lane, including diverge/deceleration distance and storage, should be a minimum of 51 metres for the 26 metre B-Double design vehicle.

Note that New Street connects to Midland Highway at a give-way T-junction which is located directly opposite the proposed access. New Street is a minor road providing direct access to

around 15 residences and is estimated to attract around 100 trips per day. The New Street junction will be incorporated into the access design for the site.

Sight Distance Assessment

Clause E4.7.4-A1 of the Planning Scheme states that: *"Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4."* An extract from Table E4.7.4 of the Planning Scheme is provided in Table 2 below.

Table 2 Safe Intersection Sight Distance (SISD)

Vehicle Speed (km/h)	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
60	105	115
70	130	140
80	165	175

Source: Northern Midlands Interim Planning Scheme 2013

The speed limit on High Street past the subject site is 60 km/h, however as identified in Section 2.1.1 of this report, it is likely that northbound speeds would be between 60 km/h and 80 km/h as vehicles slow to enter Campbell Town. Therefore, the minimum sight distance requirements are considered to be as follows:

- Northbound 165 metres
- Southbound 105 metres

High Street is relatively level along the site frontage, with a clear line of sight in each direction. An assessment of the available sight distance is provided in Table 3.

Table 3 Sight Distance Assessment

Location	Direction	SISD Required	Available	Complies
Southern Access	Northbound	165 m	> 200 m	✓
	Southbound	105 m	~ 150 m	✓
Northern Access	Northbound	165 m	> 200 m	✓
	Southbound	105 m	> 200 m	✓

The available sight distance complies with the requirements of the Table E4.7.4 and therefore the proposed development complies with the acceptable solution A1 of Clause E4.7.4 of the Planning Scheme.

Summary

The proposed development is considered to maintain an acceptable level of safety for all road users based on the following:

- The access dimensions comply with the requirements of the Planning Scheme and have been demonstrated to accommodate the B-Double design vehicle;

- It is recommended that the accesses be designed with Basic Turn Treatments, with a Short Channlised Right Turn treatment at the southern access, to comply with Department of State Growth Standard Drawings and the Austroads design guidelines;
- There is sufficient sight distance at the accesses in compliance with Planning Scheme requirements.

Therefore, the proposed development is considered to comply with the performance criteria outlined in Clause E4.7.2-P1 of the Planning Scheme.

4.1.2 Pedestrian Access

Clause E6.8.5-A1 of the Planning Scheme states that: *"Pedestrian access must be provided for in accordance with Table E6.5."* From Section 4.3.1, the proposed development requires greater than 10 parking spaces. Therefore, from Table E6.5 of the Planning Scheme, the acceptable solution requires a 1-metre wide footpath, separated from the driveway and parking aisles except at crossing points, to be provided.

It is not considered practical to provide a footpath to High Street in accordance with Table E6.5 since the site is located a significant distance from any pedestrian generators and there is no existing footpath network in the vicinity of the site. Furthermore, High Street (or Midland Highway) is a Category 1 state road, carrying heavy traffic volumes with a high proportion of heavy vehicle traffic, and is not considered a desirable environment for pedestrian traffic.

The proposal relies on performance criteria which are as follows: *"Safe pedestrian access must be provided within the car park and between the entrances to buildings and the road."*

Pedestrian movement through a service station car park is typically in all directions, therefore the provision of a formal crossing point between the car park and the building is likely to be ignored. The car park and fuel pump bays are a low speed environment and drivers are generally alert to the presence of pedestrians. Service stations do not typically provide formal pedestrian crossings between the car park, fuel pumps and the building entrance.

On the above basis, it is not recommended that formal pedestrian crossings (e.g. zebra crossings) be provided within the fuel pump apron. It may, however, be appropriate to provide a pedestrian crossing between the truck parking areas and the building.

It is noted that a footpath is provided around the building frontage and connects the disabled parking spaces to the building entrance.

Subject to the above, and acknowledging that pedestrian access to High Street should not be required, the proposed development is considered to provide safe pedestrian access within the site to comply with the performance criteria outlined in Clause E6.8.5-P1.

4.2 Surrounding Road Network Impacts

4.2.1 Midland Highway (Category 1 Road) Impacts

Midland Highway is a Category 1 state road; therefore, Clause E4.7.1 of the Planning Scheme applies. The acceptable solution A1 states that:

> *"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."*

The Campbell Town 60 km/h speed limit zone begins at Torlesse Street, located adjacent to the southern property boundary at 171-183 High Street. While the extent of all works on the site that are associated with this proposed development are located further than 100 metres from the higher speed zone (80-110 km/h), the proposed right turn lane and road widening *("road works")* are located within 50 metres of the higher speed zone. Therefore, the proposed development relies on performance criteria which are as follows:

> *"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."*

The proposed turn treatments have been recommended to mitigate any potential traffic efficiency or safety issues associated with turning into the site. They are warranted using the Austroads guidelines as demonstrated in Figure 8. It is therefore considered that the works will maintain or improve the safety and efficiency of the highway.

As discussed in Section 3.3.2 of this report, the proposal is not likely to generate significant new trips, rather it will attract primarily pass-by traffic already travelling on the Midland Highway. Therefore, there will be no significant transport-related environmental impacts of the proposal.

All on-site works will be located further than 50 metres from the higher speed zone such that criteria (c) and (d) do not apply. Therefore, the proposed development is considered to comply with the performance criteria outlined in Clause E4.7.1-P1.

4.2.2 Traffic Efficiency

The proposed development is anticipated to generate up to 52 new trips onto the road network each day, given that the majority of traffic accessing the site will be pass-by traffic on the highway. The additional traffic is unlikely to impact significantly on the operation of the Midland Highway, representing an increase by approximately 1% compared to current conditions.

The impacts of turning traffic will also be minimal. The low turning volumes of up to 31 vehicle movements per hour will result in negligible delays to through traffic. The proposed right turn lane for northbound traffic will further reduce any potential impacts on traffic travelling on Midland Highway by allowing turning vehicles to prop without obstructing through traffic.

4.2.3 Road Safety

Given existing peak traffic volumes on the Midland Highway, the proposed development will not cause significant congestion due to turning vehicles. The recommended turn treatments identified in Section 4.1.1 of this report, including the channelised right turn lane, will ensure that access to and from the site is designed in accordance with Department of State Growth requirements. The New Street junction will be incorporated into the access design.

There is ample sight distance at each of the access points in compliance with Planning Scheme requirements. The existing crash history does not suggest that there are any existing road

safety deficiencies in the vicinity of the site. Notably, there were no crashes recorded in the last 5 years within 2 km of the proposed development site.

On the above basis, the proposed development will not cause significant detrimental road safety impacts on Midland Highway or other roads near the site.

4.3 Parking Assessment

4.3.1 Car Parking Assessment

Clause E6.6.1-A1 of the Planning Scheme states that: *"The number of car parking spaces must not be less than the requirements of Table E6.1."* The use class of the proposed development is "vehicle fuel sales and servicing" for which Table E6.1 requires 4 car parking spaces per service bay.

Given that vehicle servicing will not be happening at the site and there are zero service bays, the proposed car parking supply of 34 parking spaces complies with the acceptable solution Clause E6.6.1-A1 of the Planning Scheme.

The RMS Guide recommends the following car parking for service stations:

- Where a convenience store is provided, additional parking at the rate of 5 spaces per 100m^2 gross floor area
- Where a restaurant is provided, additional parking at the rate of 15 spaces per 100 m^2 gross floor area.

Given a total gross floor area of 385 m^2, and based on the above rates, a total of 39 parking spaces would be warranted. The proposed development provides 34 car parking spaces, 4 motorcycle spaces and 17 parking spaces for longer vehicles (trucks and buses). This level of parking is considered acceptable for the use and is unlikely to spill over into surrounding areas including on-street on High Street.

4.3.2 Special Parking Requirements

Accessible Car Parking

Clause E6.7.4-A1 and A2 of the Planning Scheme state that: *"All spaces designated for use by persons with a disability must be located closest to the main entry point to the building" and "one of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZS 2890.6 2009."*

Given a total parking supply of 34 spaces, 2 accessible parking spaces are required. These are designed in accordance with AS2890.6 and located adjacent to the building entrance. The proposed development therefore complies with both acceptable solutions E6.7.4-A1 and A2 of the Planning Scheme.

Bicycle Parking

Clause E6.6.2-A1.1 of the Planning Scheme states that: *"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."* The use class of the proposed development is "vehicle fuel sales and servicing" for which Table E6.1 requires 1 bicycle parking space be provided. It is recommended that one bicycle parking hoop be provided near the building entrance.

Taxi Parking

Clause E6.6.3-A1 of the Planning Scheme states that: *"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)."* The proposed development requires 0 parking spaces calculated using Table E6.1 and therefore dedicated taxi parking is not required.

Motorbike Parking

Clause E6.6.4-A1 of the Planning Scheme states that: *"One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof."* The proposed development requires 0 parking spaces calculated using Table E6.1 and therefore motorbike parking is not required. Notwithstanding, the proposed development provides four motorcycle spaces.

4.3.3 Car Park Layout and Manoeuvring

Clause E6.7.2-A2.2 of the Planning Scheme states that: *"The layout of car spaces and access ways must be designed in accordance with Australian Standards AS2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking."*

From AS2890.1, the proposed development is a *User Class 3* facility. The requirements for 90-degree angle parking are as follows:

- Parking space width 2.6 metres
- Parking space length 5.4 metres
- Parking aisle width 5.8 metres

The proposed car park dimensions should be adjusted to comply with the above requirements.

4.4 Heavy Vehicle Access

The proposed development will attract a large number of trips by heavy vehicles including:

- Truck refuelling
- Truck parking at the rear
- Tanker deliveries
- Servicing (including waste collection)

The accesses have been designed to accommodate the 26-metre B-Double design vehicle. Swept paths for truck access, internal movements and parking manoeuvres for heavy vehicles have been demonstrated in Appendix A to this report.

5. Conclusions

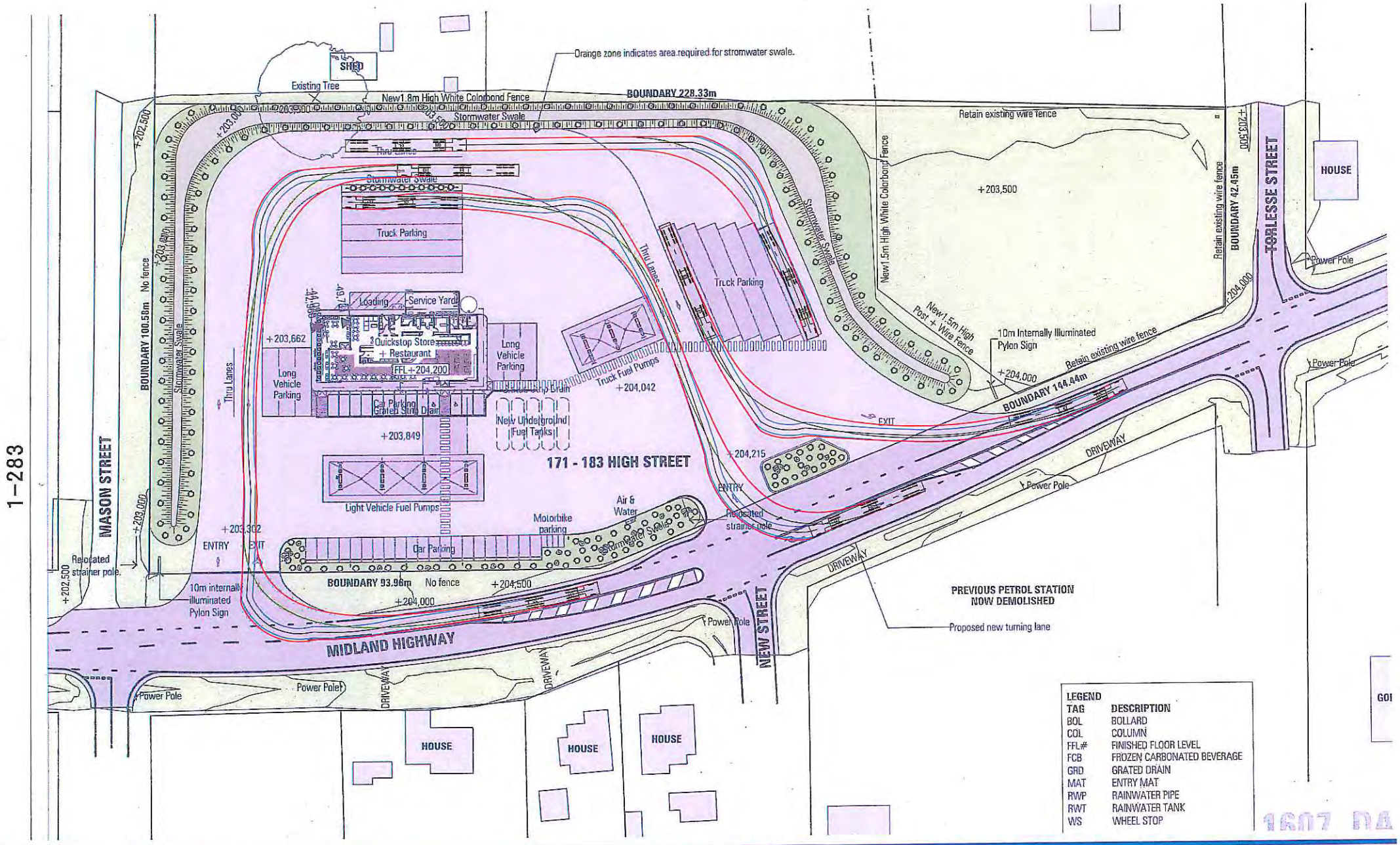
This Traffic Impact Assessment has investigated the potential traffic and road safety impacts of a proposed service station at 171-183 High Street, Campbell Town. The key findings of the report are as follows:

- The proposed development is expected to attract up to 1,076 vehicle movements per day (538 individual vehicles) with around 95% of these movements being pass-by traffic from Midland Highway rather than new trips;
  - Around 52 new trips will be generated which represents an increase by approximately 1% compared to the existing traffic volumes on Midland Highway;
- There will be two new accesses on High Street. It is recommended that High Street be widened in the vicinity of the site and the following treatments provided:
  - Basic Left Turn (BAL) treatment into both accesses;
  - Basic Right Turn (BAR) treatment into the northern access; and
  - Short Channelised Right Turn (CHR[S]) treatment into the southern access.

  The provision of the above treatments may require relocation of existing power poles.
- There is sufficient sight distance at each of the access points in accordance with Planning Scheme requirements;
- The proposed development is considered to provide sufficient parking to cater for the use and parking is unlikely to spill over into surrounding areas;
- The accesses and circulation route throughout the site have been designed to accommodate the 26-metre B-Double design vehicle.

Based on the findings of this report, and subject to the recommendations above, the proposed development is supported on traffic and road safety grounds.

Appendices



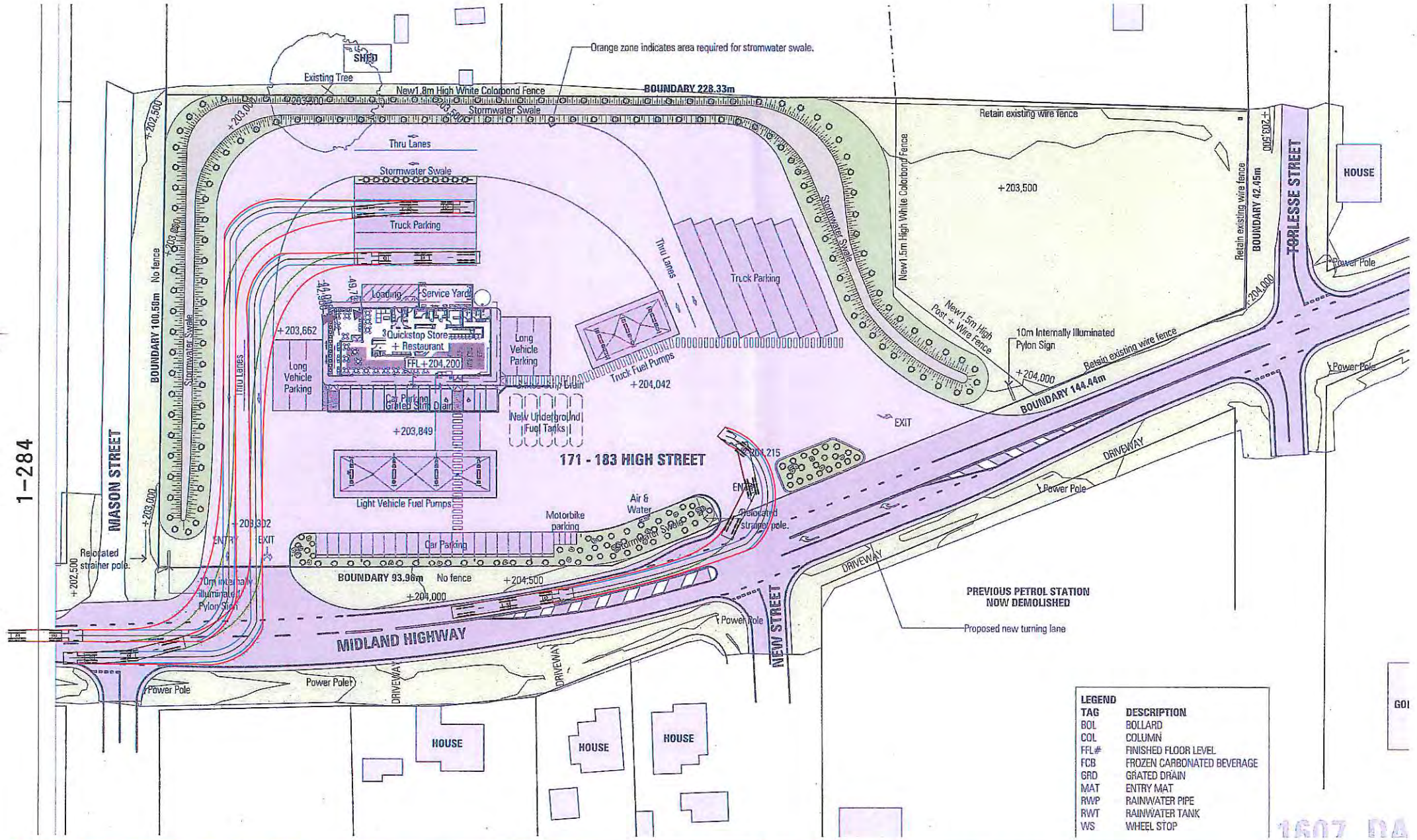
LEGEND	
TAG	DESCRIPTION
BOL	BOLLARD
COL	COLUMN
FFL#	FINISHED FLOOR LEVEL
FCB	FROZEN CARBONATED BEVERAGE
GRD	GRATED DRAIN
MAT	ENTRY MAT
RWP	RAINWATER PIPE
RWT	RAINWATER TANK
WS	WHEEL STOP

1607 DA

UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT
SWEPT PATH ASSESSMENT
26-METRE B-DOUBLE

Job Number | 32-17909
Revision | A
Date | MAY 2016
Figure A1

23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5555 E lstmail@ghd.com W www.ghd.com



UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT
SWEPT PATH ASSESSMENT
26-METRE B-DOUBLE

Job Number 32-17909
Revision A
Date MAY 2016
Figure A2

23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5555 E lstmail@ghd.com W www.ghd.com

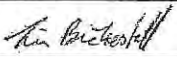
Plot Date: 31 May 2016 - 8:50 AM Plotted by: Mark Petrusma Cad File No: G:\32\17909\CAD\DA\Drawings\32-17909-PIC05.dwg

GHD

23 Paterson Street Launceston
Tasmania 7250
T: (03) 6332 5500 F: (03) 6332 5555 E: lstmail@ghd.com

G:\32\17909\WP\22420.docx

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	T. Bickerstaff		T. Bickerstaff		31.5.16

Appendix D - Onsite Wastewater Assessment

Storm water Concept Design
United Petroleum Campbell Town

May 2016

Email: admin@seam.com.au
Web: www.seam.com.au

Table of Contents

Email: admin@seam.com.au
Web: www.seam.com.au

Document History and Status

Issue	Rev.	Issued To	Qty	Date	Prepared	Reviewed
1	1	David Button	1	20/05/16	TS	JMW
2	2	David Button	1 ecopy	26/5/16	JMW	JMW

Printed:	26th May 2016
Last Saved:	26th May 2016
File Name:	Storm Water Concept Design
Project Manager:	Jamie Wood
Name of Organisation:	Unite Petroleum
Name of Project:	Storm Water Concept Design
Job Number:	16026

Sustainable Environmental Assessment and Management (SEAM) [1]

"*The Old Parsonage*", 160 New Town Road, NEW TOWN 7008
55 Best St, DEVONPORT 7310
PO Box 2064, Lower Sandy Bay 7005
Ph: (03) 62281600 Fax (03) 6228 1700
www.seam.com.au, admin@seam.com.au
ABN 79 682 304 517

[1]SEAM is an environmental management consultancy with complementary environmental health services which commenced operation in 2002. SEAM provides a state wide service specialising in on site wastewater management, solid waste management, and sustainability assessments and environmental and public health contracting. SEAM is a business founded on the premises of sustainability. In Tasmania, the principles of sustainable management (development) are enshrined in a suite of legislation known as the Resource Management and Planning System.

1. Introduction

This report will cover the initial concept plan for disposing of the stormwater that will be collected from the proposed new United Petroleum Service Station at 171 – 183 High Street, Campbell Town (Figure 1).

The site is located to the eastern side of the Midland Highway, on the southern fringe of Campbell Town.

The proposed service station will provide the following services:

- Car parking
- Petrol Pump Facilities
- Truck refuelling pumps
- Truck parking areas
- Truck access through lanes
- Long vehicle parking
- Air and water
- Outdoor dining area

This report will determine the location and sizing requirement to suitably dispose of the stormwater that enters the impervious areas of the site.

Figure 1 – Site Location

Email: admin@seam.com.au
Web: www.seam.com.au

1.2 Scope of report

The scope of this report is to design a basic/concept plan for stormwater collection and disposal from the proposed United Petroleum Service Station at 171-183 High Street, Campbell Town. The report will cover:

- Collection – Calculating the impervious areas (m^2) of the site, and identifying the rainfall events (1:20, 1:50 and 1:100year) to allow for the sizing of the detention pond.
- Treatment – removal of gross solids, oils and grease
- Discharge - sizing and location of stormwater disposal areas. The aim of the stormwater design is to ensure that it prevents any increases of erosion and retains the stormwater on site unless in high intensity rain events

The report does not detail the location of underground stormwater pipework, its primary objective is to illustrate that there is adequate space within the lot to treat and inhibit any stormwater runoff that increases due to the construction of the service station.

Email: admin@seam.com.au
Web: www.seam.com.au

1.3 Site Information

The site currently consists of a vacant paddock. Predominantly covered with grassland. There are some areas of scrub, and a large tree located towards the northern end of the eastern boundary.

When the proposed service station is constructed, the site will consist of several types of surface areas:

- Bitumen/Concrete – This bitumen area is predominantly for vehicle access (driveways etc)
- Buildings (roofs) – Roof space (90% run off collected on SW system)
- Vegetated areas (existing grassed areas that will remain, predominantly towards the southern half of the property.

A rough breakdown of the sizing of these areas (once constructed) is attached in Table 1 (below).

Type of surface	Area (m^2)	% Area	Runoff coefficient (% impermeable)
	2		
	2		
	2		
Total	**19,650m²**	**100%**	

Table 1 – Types of surfaces throughout the site

The site has a moderate slope towards the south east and is mostly open and sunny. The predominant vegetation is grassland, with some scattered shrubs along the northern boundary and a large tree towards the north eastern corner of the site.

Detailed designs will be required in regard to the location and sizing of the stormwater infrastructure throughout the site. The following calculations will give the required sizing for the proposed swale drains that will be located to the south of the service station.

Email: admin@seam.com.au
Web: www.seam.com.au

2. Rainfall events

The average highest monthly rainfall for Campbell Town is 51.5mm in August and the driest is 34.5mm in February. However, to design the size of the swale drains, the significant rainfall events (such as 1:20, 1:50 and 1:100 events) will be calculated and the most suitable figures used. This will allow for the disposal areas to be of adequate size to allow for large downpours.

Below, Table 2 illustrates the volumes over 72 hours for the 1:20, 1:50 and 1:100 rainfall events as well as the amount of runoff that will occur from each of the surfaces outlined in Table 1.

Rainfall Event	Peak Rainfall amount (in 72 hours)	Runoff from Paved area (L) 95% runoff	Runoff from Roofed area (L) 90% runoff	Runoff from vegetated area (L) 5% runoff
1:20	93.6mm	856,121	108,585	40,870
1:50	111.6mm	1,020,760	129,467	48,730
1:100	129.6mm	1,185,399	150,348	56,590

Table 2: estimated volume of run-off from each area

As can be seen from Table 2, the runoff numbers are large. However the figure to focus on will be the average liters of runoff per day (24 hours). This figure will be the basis of sizing the disposal area.

The aim will be to install a "buffer" that will take out the peak rainfall events and allow the stormwater to be slowly released into some existing stormwater infrastructure (street verges) as well as some proposed areas to be utilised in times of high rainfall (swale drains).

For the remainder of the report, the 1 in 20 year rain event will be used to size the system. This will occur the most frequently and will allow the design to be sized adequatly for such an event. In the times where there are higher intensity rainfall events, the swale drain will still take out the majority of the rainfall event, with the overflow flowing to the street verges.

If the 1:20 year data is extrapolated to reflect the rainfall over the three day (72hours) the amount of rainfal in 24 hours is 31mm. This figure will be used to design the disposal area(s).

Email: admin@seam.com.au
Web: www.seam.com.au

The area that will remain as vegetation (predominantly grassland) will be exluded from the overall total area, as the runoff from these areas will not increase.

Area			
TOTAL	**10917m2**		**319,507L**

Table 3: estimated volume of run-off in a 24 hour period from hard surface areas

2.3 Stormwater Collection (Buffering to absorb peak rainfall events)

The primary aim it to install an area to allow the peak rainfall events to be captured and slowed. To prevent the need for a detention pond (that requires fencing, maintenance etc) it is proposed to install a long length of swale drain that is capable of holding and slowing the stormwater velocity. It is proposed to install a length of swale drain 280m long 2m wide and 1m deep. This sizing will allow for the buffering needed to eliminate the peak rainfall events.

2.4 Stormwater Disposal

The swale drain will absorb large amounts of water throughout it length. Assuming the swale drain will absorb 20mm/day for each meter of length (based on Category 4 soils – Clay Loam). The stormwater off the paved areas can be collected by a series of collection grates and pipes to the swale drain. The remaining stormwater will then trickle out onto the street verges. Detailed design of collection and a more accurate determination of the absorption capacity of the swale drain is anticipated to be determined in the detailed design phase.

Email: admin@seam.com.au
Web: www.seam.com.au

2.5 Collection Points

The runoff collected from the hardstand areas (carparks, access roads, truck parking etc) is highly likely to contain sediments, grease/oils, particulate matter and litter. For this reason it is proposed to install triple interceptor traps on the drains that collect stormwater runoff from the paved areas. This will remove the majority if the pollutants. The remainder should be captured within the swale drain before exiting to the street verge.

It is recommended that the run off from the roofed areas will gravity feed into a large rainwater tank (to provide further buffering) and the overflow will be directed into the swale drain for disposal via a 100mm stormwater pipe.

3. Conclusion

The proposed United petroleum site has ample room available for processing the stormwater onsite, to remove many of the pollutants before it enters the street verges. The proposed swale drain will also slow down the velocity of the stormwater to ensure erosion is no higher that before the construction of the service station. It will also absorb large amounts of stormwater before existing the site.

The following items are outside the scope of this report and will need to be designed in detail before construction:

- Sizing of pipe diameters
- Location of the stormwater drains and pipes
- Ensuring that there is adequate fall to a drainage area
- The exact location of all stormwater services such as triple interceptor traps

The site plan attached in Figure 3 illustrates the proposed location of the swale drain. The swale drain consists of a drain that is lined with geotextile fabric and large rocks, the edges/banks of the swale drain are to be no more than a slope of 1 in 4 and are to be planted out with vegetation. A typical image is provided in Figure 4. The sizing of the swale drain is recommended to be 2m wide and 1m deep, with a total length of approximately 300m. This will ensure that there is adequate capacity to successfully slow down and dispose of the stormwater from a 1:20 rain event. As mentioned, this is only a concept plan, detailed design will be required to ensure

Email: admin@seam.com.au
Web: www.seam.com.au

adequate slope to allow the swale drain to "drain" will be required before the construction phase of the project.

Figure 2 – Rainfall intensity chart

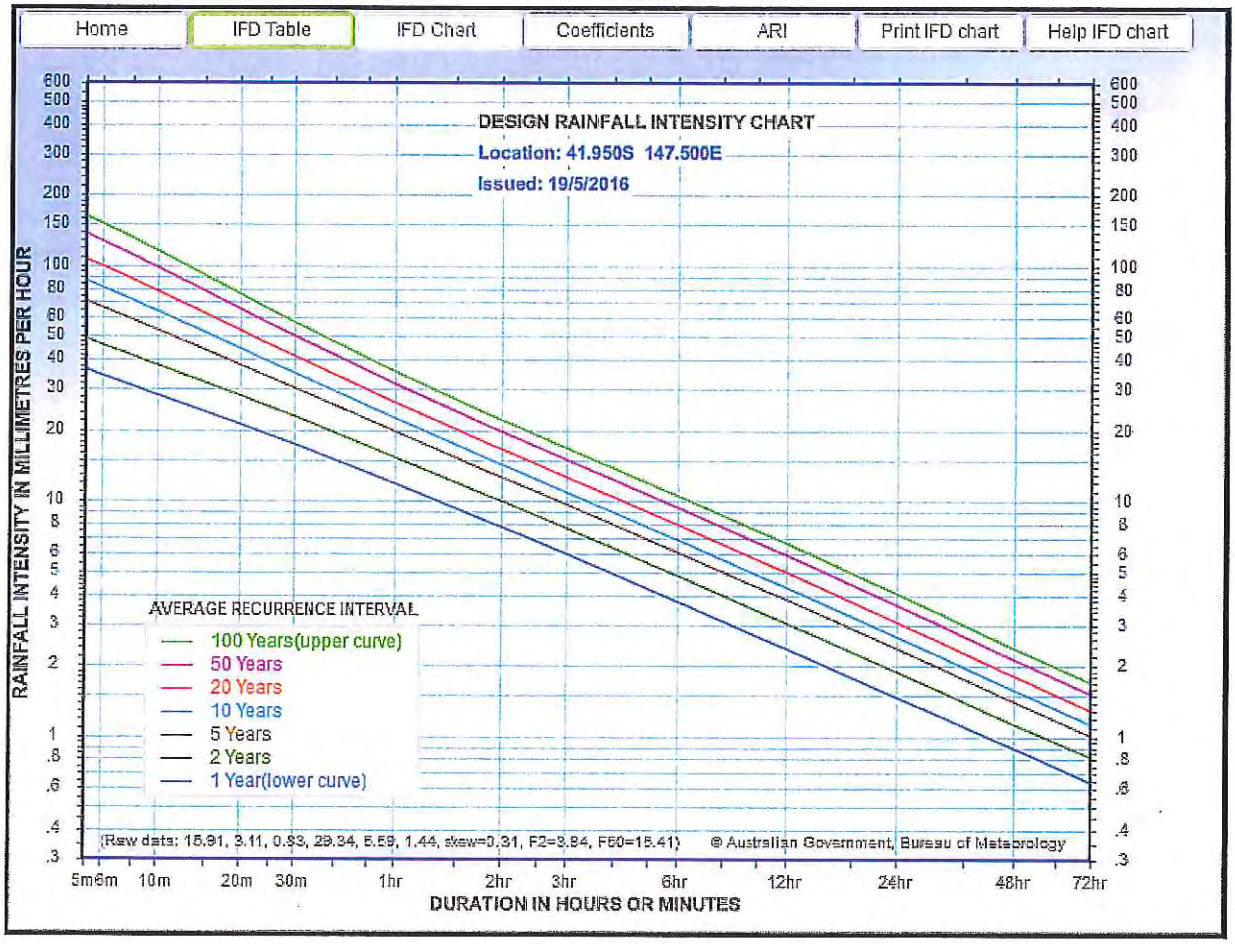
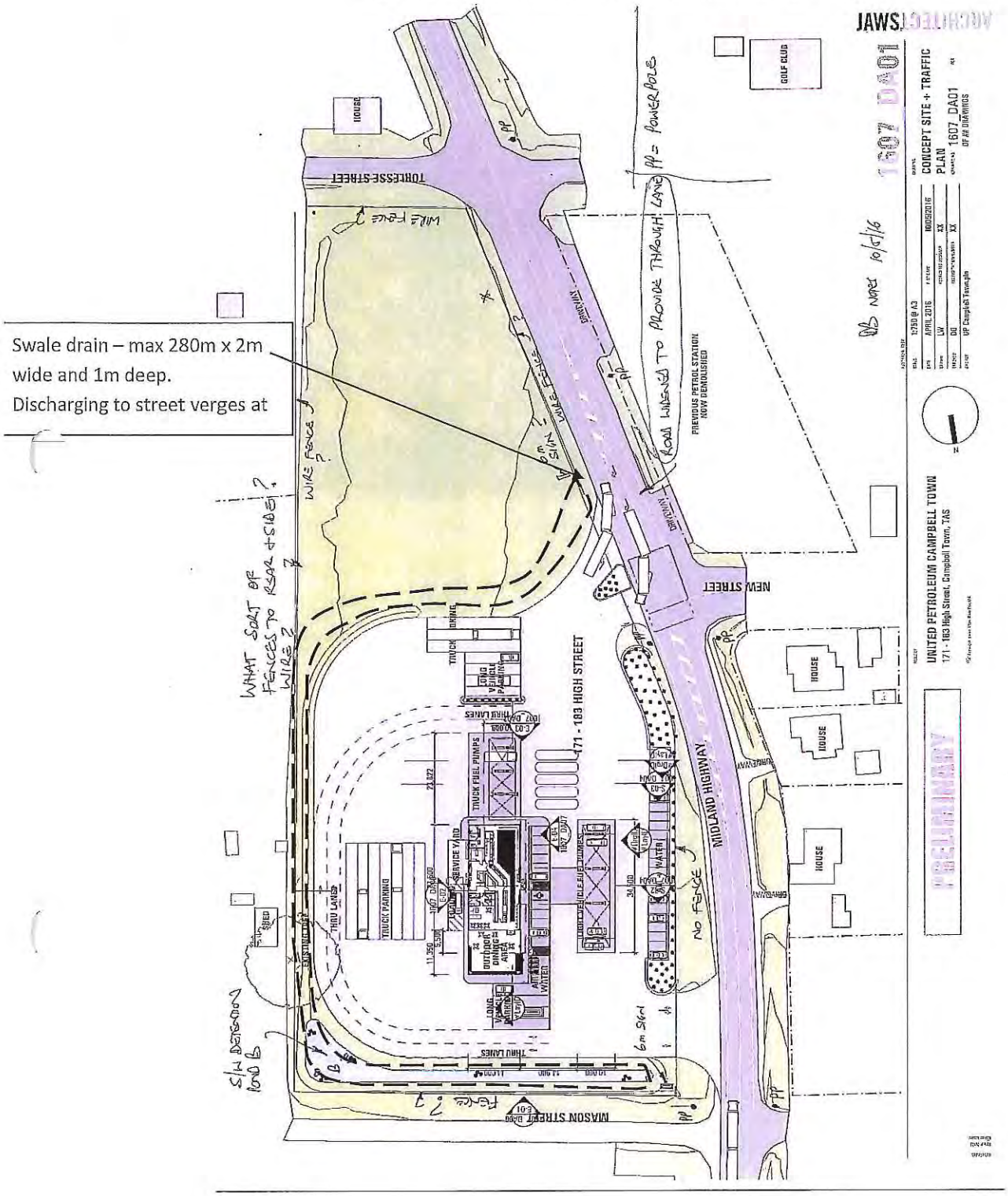


Figure 3 - Stormwater Swale Drain Concept Plan

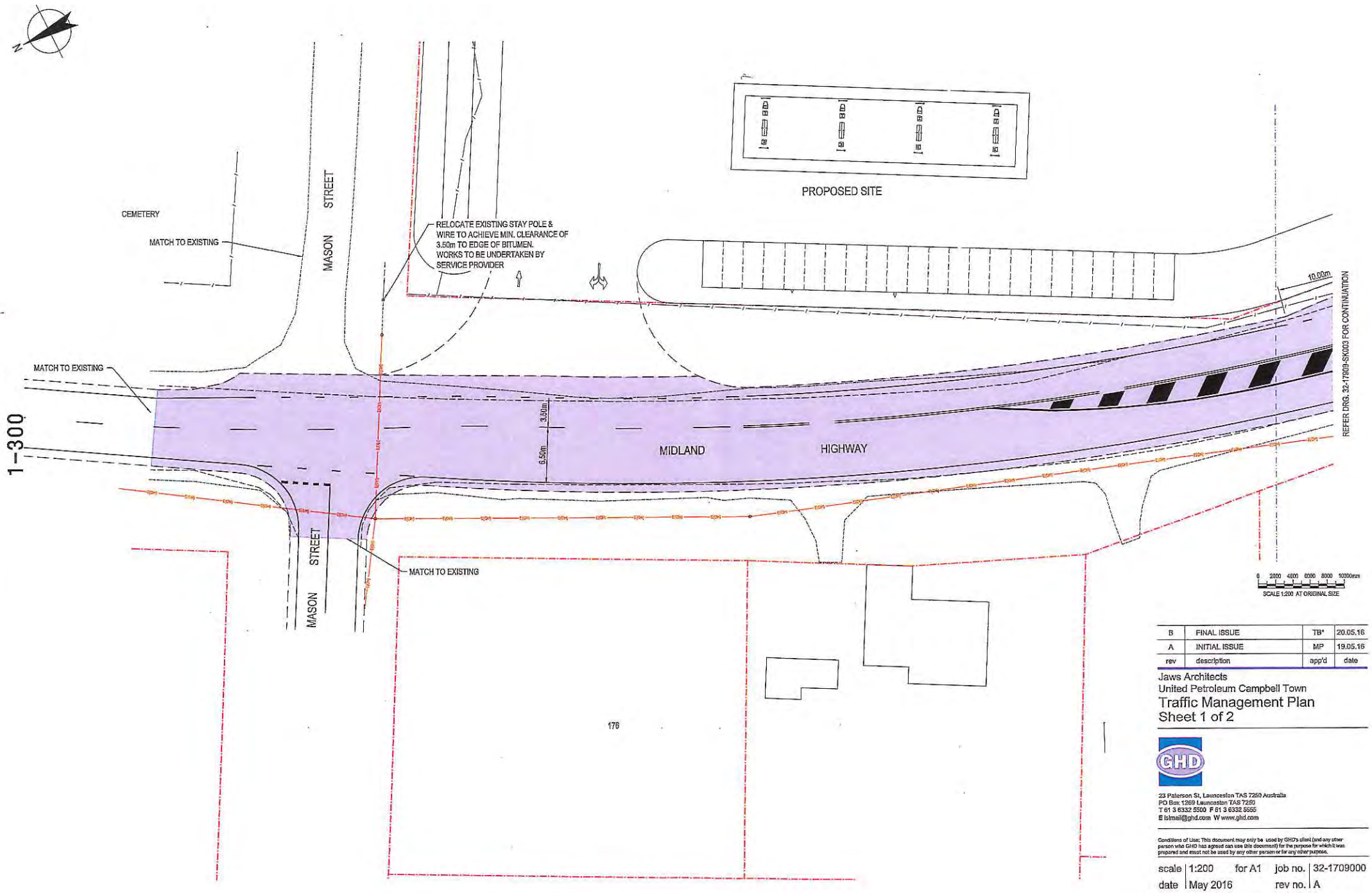


Email: admin@seam.com.au
Web: www.seam.com.au

Figure 4 Typical Vegetated Rock drain (referred to swale drain)

Email: admin@seam.com.au
Web: www.seam.com.au

Appendix E - Traffic Management Plan



rev	description	app'd	date
B	FINAL ISSUE	TB*	20.05.16
A	INITIAL ISSUE	MP	19.05.16

Jaws Architects
United Petroleum Campbell Town
Traffic Management Plan
Sheet 1 of 2

23 Paterson St, Launceston TAS 7250 Australia
PO Box 1269 Launceston TAS 7250
T 61 3 6332 5500 F 61 3 6332 5555
E lstmail@ghd.com W www.ghd.com

scale | 1:200 for A1 job no. | 32-17090000
date | May 2016 rev no. | A

approved (PD) T. BICKERSTAFF SK004