

PLAN 4

PLANNING APPLICATION P16-271

184 HIGH STREET, CAMPBELL TOWN

ATTACHMENTS

- A Application & plans
- B Responses from referral agencies
 - TasWater
 - Department of State Growth

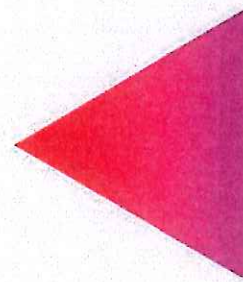
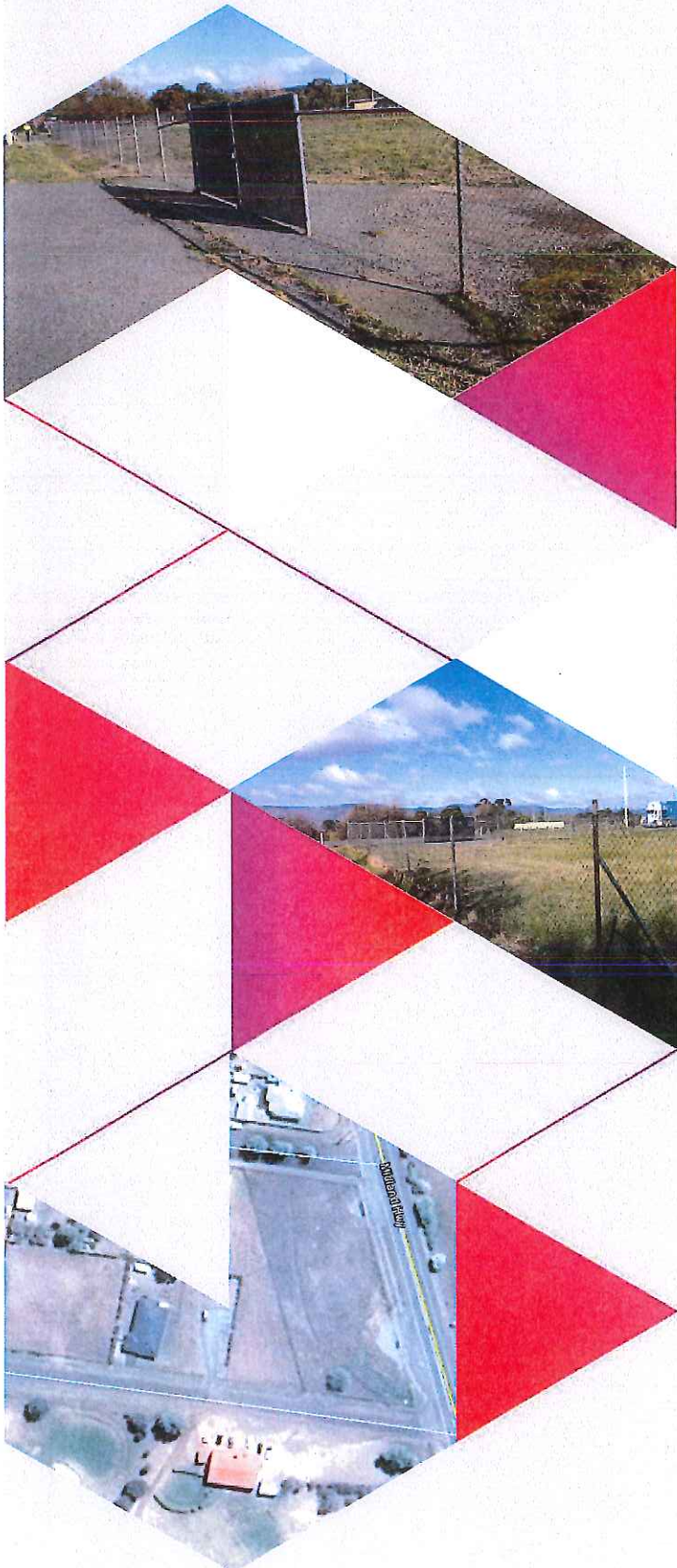
**RETAIL FUEL DEPOT -
184 HIGH STREET,
CAMPBELL TOWN
Planning Application**

ENTURA-D9CE5

3 August 2017

Prepared by Hydro-Electric Corporation
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1. Introduction

Caltas Pty Ltd, a subsidiary of the Bonney Group Pty Ltd, provides an extensive network of fuel facilities in all major regions and many remote areas of Tasmania. Caltas is seeking planning approval to develop the site at 184 High Street, Campbell Town, as a 24 hour unmanned retail fuel depot, primarily for the distribution of diesel fuel.

Caltas is part of the Bonney Group, is one of the largest privately owned companies in Tasmania. Through a subsidiary company (Lloyds North Water Pty Ltd), the Bonney Group owns the property at 184 High Street.

Entura has prepared this report on behalf of Caltas to support a combined application for a planning scheme amendment and development permit in accordance with Section 33 and Section 43A of the former provisions of the *Land Use Planning and Approvals Act 1993* (LUPA Act), which are enabled through the operation of the Savings and Transitional Provisions within Section 3 of Schedule 6.

This report has been updated to take into account the recent decision of the Tasmanian Planning Commission on 16 June 2017 with regard to the Northern Midlands Interim Planning Scheme - Draft Amendment 01/2016.

This report has been structured to identify and address all of the relevant planning policies and development standards set out in the Northern Midlands Planning Scheme as well as the objectives of LUPA Act.

The applicant for this project is Entura on behalf of Caltas Pty Ltd. The required application form and owner's consent for this application are provided in Appendix A and the proposal plans are included in Appendix B.

The nominated contact person for this application is:

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2. Site and location

2.1 The site

The site subject to this proposal is at 184 High Street, Campbell Town within the Northern Midlands Municipality. The site is located to the south of the Elizabeth River, which divides Campbell Town, and is bounded by New Street to the north, Torlesse Street to the south and High Street (Midlands Highway) to the east (Figure 2.1 & Figure 2.2).



Figure 2.1: Location plan (Google Earth¹)

The site is a parallelogram approximately 97m long by 46m wide and comprises approximately 4047m². The property is described under Lot 1 on Plan 202749 (Appendix C). The site is generally flat and contains no significant vegetation. It is bounded by open wire fencing. A small open swale has been constructed on the property diverting stormwater to Torlesse Street. The site has two formed accesses directly from the Midlands Highway, consistent with the past usage of a Service Station (Figure 2.3 & Figure 2.4). Stormwater and sewer are available to the site (Figure 2.5).

The site does not contain any heritage places, nor are any surrounding properties listed as heritage places. The site is not within the Campbell Town Heritage Precinct.

¹ Google earth V 7.0.2.8415. (February 19, 2016). Campbell Town, Tasmania.
41° 56' 03.46"S, 147° 29' 56.38"E, Eye alt 3.96 km. CNES / Airbus 2017. DigitalGlobe 2017. Google 2017.
<http://www.earth.google.com> [July 27, 2017].



Figure 2.2: Site plan (Google Earth²)



Figure 2.3: View of the site along High Street from the north

² Google earth V 7.0.2.8415. (October 28, 2015). Campbell Town, Tasmania.
41° 56' 27.92"S, 147° 29' 28.75"E, Eye alt 591 m. CNES / Airbus 2017. Google 2017.
<http://www.earth.google.com> [July 27, 2017].

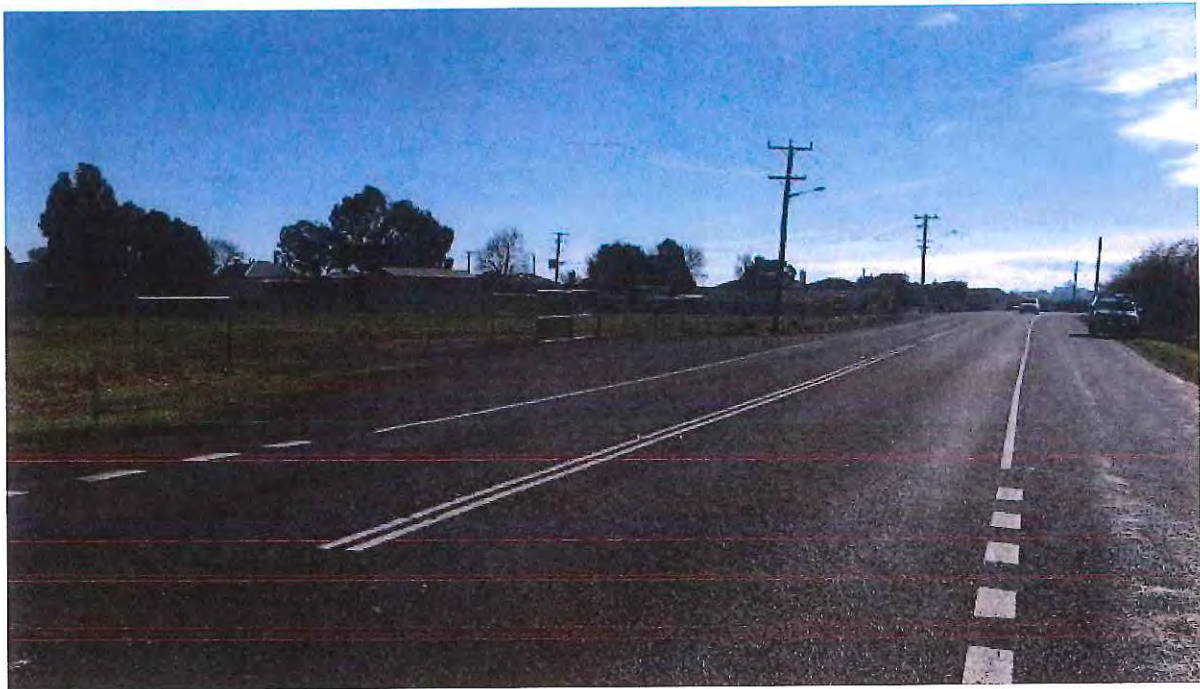


Figure 2.4: View of the site along High Street from the south



Figure 2.5: Proposal site showing infrastructure³

³ Department of Primary Industries, Parks, Water and Environment. *The LIST*. www.thelist.tas.gov.au. Retrieved 27 July 2017

2.2 Site history

The site was previously used as a Service Station which ceased operations in approximately 2008. The site has now been cleared of structures, the fuel tanks removed and decontamination works undertaken. Photographic evidence suggests that the site was not cleared until approximately 2012.

As part of the R2 Series of Amendments to the Northern Midlands Planning Scheme 1995 in 2009, the site was backzoned from Commercial to Residential Serviced (Ref: R2-51/09). Council instigated the amendment as the commercial use had ceased. No representations were received on this matter and approval for this amendment was issued on 18 August 2010.

The Commission's assessment states:

The property is the former Ampol Service Station fronting the Midland Highway at the southern approaches to Campbell Town. Currently the site is vacant. The site has been cleared of the former service station structures and decontaminated. Residential zoning is consistent with the surrounding use and zoning. Removing the Commercial zoning will assist in consolidating commercial uses in the town centre.⁴

After the submission of a final groundwater monitoring report, in December 2015 the Environmental Protection Authority (EPA) considered that the site was no longer a contaminated site and revoked the Site Management Notice (Ref: 8775/1). This notice of revocation is included in Appendix D.

2.3 Surrounding land uses

Directly to the west to the rear of the site is an irregular shaped residential lot which contains a shed. Further to west are a dwelling at 3 New Street and a dwelling at 15 Torlesse Street, both approximately 45m from the rear boundary. A commercial bus service also operates from 3 New Street. To the north across the other side of New Street is a dwelling, while to the south, across Torlesse Street, the Clubhouse and carpark for the Campbell Town Golf Club is located. Across High Street is pasture (which is currently subject to an application for Planning Permit).

2.3.1 Planning Permit Application – 171-183 High Street

An application for a large 24-hour service station and restaurant has recently been approved by the Tasmanian Planning Commission (16 June 2017) for the property directly across High Street from the subject site. As part of the decision into that matter, amendments to the Northern Midlands Interim Planning Scheme 2013 (NMIPS) were introduced which this application has now been altered to take into account.

The access arrangements for this development had the potential to conflict with access for this proposal, and it was on this basis that submissions were made and considered by the TPC (refer Section 3.5.1).

⁴ Northern Midlands Planning Scheme 1995 Amendment R2 1-58/09 [2010] TASPComm 38 (18 August 2010), p. 40

3. Proposal

3.1 Proposed use

Caltas is seeking planning approval to develop a 24 hour unmanned retail fuel depot, on the subject site, which will be capable of accommodating 25m long B-Double trucks. The site is intended to extend the current carded network of fuels station across Tasmania and will not provide any onsite services other than fuel and toilets, accessed via the card system. A convenience store will not operate on the site although some vending machines may be added under the covered area at the front of the control building dependent upon demand. The fuel depot will be unmanned except for when routine inspections, refueling and maintenance are carried out.

The site is subject to the provisions of the Northern Midlands Interim Planning Scheme (NMIPS).

3.2 Proposed development

The proposed development consists of a large canopy covering three truck refuelling bays with an adjacent building housing the control room and toilets. A site plan is shown in Figure 3.1 while the proposal plans are included in Appendix B.

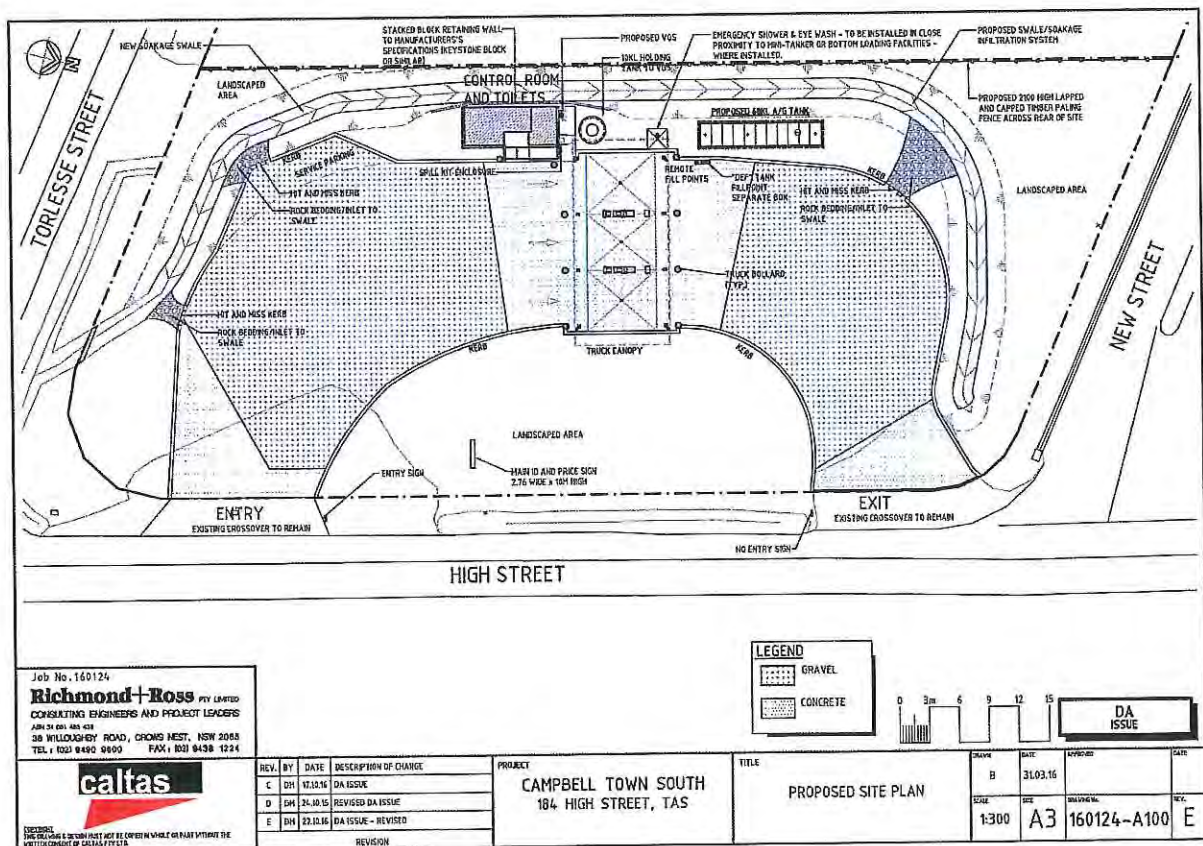


Figure 3.1: Proposed detailed site plan

Each refuelling bay is 8.65m*5.5m and will be covered by a canopy which measures 20.3m*9.6m. The canopy will have a curved roof extending to 7.6m high with a clearance of 5.6m. The canopy will be centrally located on the site and setback 14.6m from the main frontage. Each bay will be graded to a central waste point which will be directed to a Vertical Gravity Separator with a 10kl holding tank prior to discharge to sewer.

The adjacent control building has external dimensions 9.25m*3.75m*3m high and houses male toilets, a unisex disabled toilet and shower and the control room. The control building will be located to the rear of the site and setback 4.1m from the rear boundary. A 68kl above ground diesel fuel tank, approximately 12.2m*2.5m*2.9m high, will also be located near the control building and setback 5.7m from the rear boundary. The fuel tank is a contained unit and self-bunded.

The site will be accessed via a one-way semi-circular driveway extending from the two existing access points. The driveway width varies from 13.5m to 25m where the service parking is located. Parking for service vehicles is provided on the southern side of the driveway. Runoff from the driveway, along with runoff from the roofs of the structures, will be channelled into a newly-constructed stormwater swale which will extend around the rear of the site. Overflow from the swale will be discharged to Council's roadside stormwater channel. The remainder of the site will be landscaped with low maintenance vegetation.

The fencing currently around the site will be removed. As per the recommendation of the Noise Impact assessment, a new solid timber fence of a minimum of 2.1m high is proposed to be constructed on the rear (western) boundary as well as on the northern boundary, extending from the western corner approximately 28 m⁵. The rest of the site boundaries will remain unfenced.

Signage will consist of:

- A large main identification sign approximately 10m high and 3m wide located central to the site and 2.5m from the main frontage. This sign will carry the corporate logo and be internally illuminated
- Corporate signage up to 0.5m high along the fascia of the canopy
- Small signs for entry and exit.

3.3 Value of works

The estimated cost of the development is approximately \$500,000.

3.4 Noise Assessment

A Noise Impact Assessment (NIA) of the proposed development has been undertaken by NVC and is provided in Appendix F. The noise assessment considered the potential impact of the development with regard to the relevant Use Standard (s33.3.1 – Amenity) under the recently approved Particular Purpose Zone – Service Station within the NMIPS.

⁵ The length of the fence was calculated from where the boundary intersects a line extending, from a point midway along the block setback 15 m from the frontage (closest point of refuelling bay to road), to the front corner of the dwelling to the north.

The NIA undertook background noise measurements at a nearby residence immediately west of the site on Torlesse Street and the residence across New Street to the north (Figure 3.2). Ambient and background noise levels at sample locations A and B are presented in Table 3.1. It is noted that the background at Location A is higher than Location B due to a local heat pump while the difference in ambient noise levels is about 5dB and highly influenced by the existing traffic.

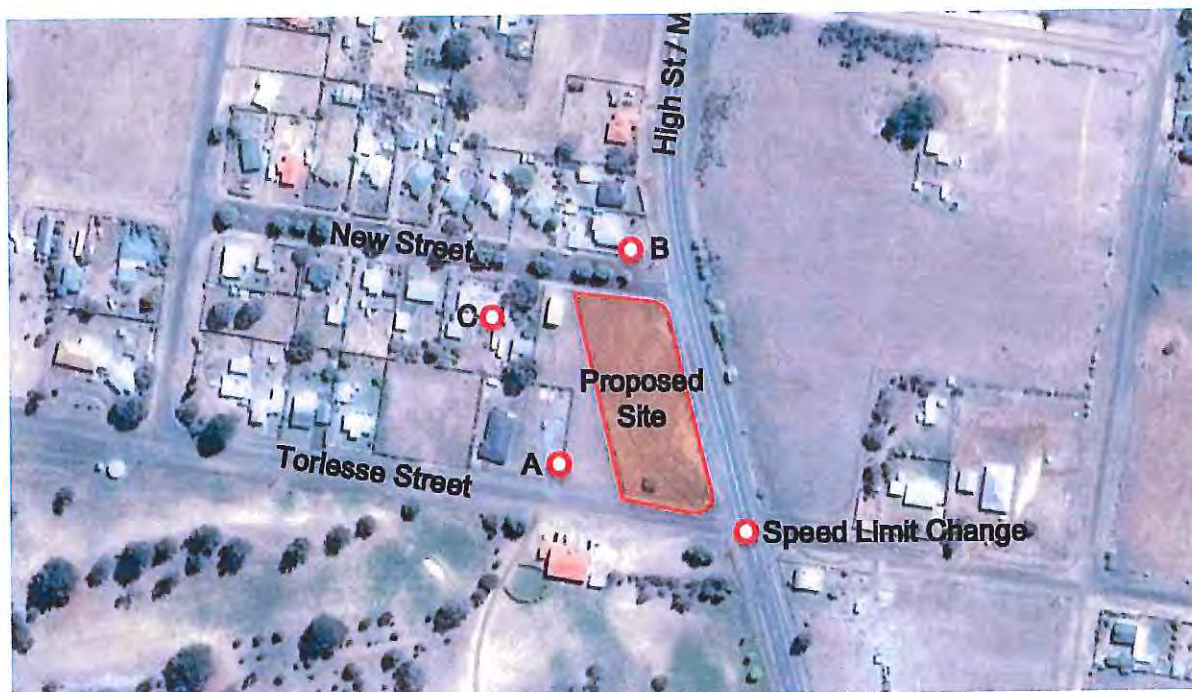


Figure 3.2: Proposal site showing noise sampling locations⁶

Table 3.1: Background noise levels

Period	Location A (dBA)		Location B (dBA)	
	Background (L90)	Ambient (Leq)	Background (L90)	Ambient (Leq)
Day (0700 – 1800 hours)	45	56	47	63
Evening (1800 – 2200 hours)	38	53	38	58
Night (2200 – 0700 hours)	31	48	27	53

The predicted usage of the site is approximately 20-25 trucks per day with an average refuelling time of five minutes. The refuelling time is low as there is not the convenience store element to the development which would increase time spent on site.

⁶ Noise Vibration Consulting 2017. *Caltas Pty Ltd, Campbell Town Service Station, Acoustic Assessment*

The noise calculations have used a more conservative refuelling time of seven and a half minutes and have also considered a potential doubling of demand up to 48 trucks per day. A comparison of the predicted and measured noise levels at Locations A and B is shown in Figure 3.3. The comparison also considers the criteria under the Acceptable Solution A2 of clause 33.3.1 of the NIMPS. The predicted noise levels consider a base case (no fence) as well as a mitigation option of a solid timber fence 2.1m high.

It is important to note that the predicted usage patterns are modelled off the actual measured ambient noise patterns which are considered the best representation of likely usage.

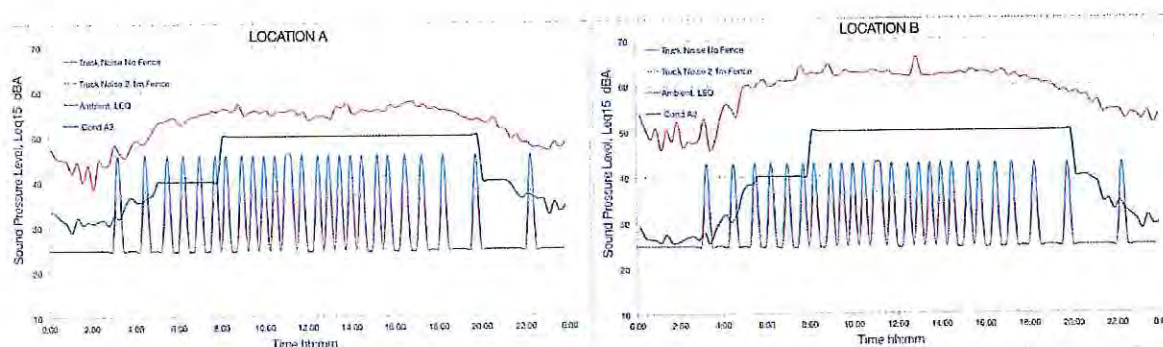


Figure 3.3: Predicted and measured noise levels⁷

It can be seen from the comparison that the acceptable solution criteria is well below the ambient noise level which each site currently experiences. The noise generated by the development will only exceed 40dB in a low number of events. However, with the mitigation of a 2.1m fence applied, the noise level is under the 40dB criteria. However, the intrusive noise level criteria (background +5dB) is exceeded in only 3 events at Locations A and B.

Further discussion on compliance with the planning scheme is in Section 6.

3.5 Stakeholder discussions

Initial discussions have been held with the Department of State Growth and the Northern Midlands Council.

3.5.1 Department of State Growth

Initial discussions with held with Owen Hutchinson, Property Officer, at the Department of State Growth (DSG). It was confirmed that the limited access provisions of the Midlands Highway do not apply within the town boundaries. Normal sight distance considerations and access construction standards will apply and will be required to be demonstrated in the application. As the Midlands Highway is a State Road, any Traffic Impact Assessment will be referred to State Growth for comment. DSG advised, in response to the referral by NMC in November 2016 that they were happy with the TIA.

⁷ Noise Vibration Consulting 2017. *Caltas Pty Ltd, Campbell Town Service Station, Acoustic Assessment*

Further discussion regarding proposed access arrangements, suiting both this development and the development on the other side of High Street, have been held with Scott Ingles and Gary Hills from DSG and a concept design provided (Appendix G). Further correspondence to the TPC in May 2017 identified that DSG supported the concept plan in principal, but that details designs would be required as part of any conditioned permit.

3.5.2 Northern Midlands Council

Discussions were held with Paul Godier, Senior Planner, from Northern Midlands Council in late 2016. It was confirmed that Council had initiated the backzoning in 2009 as the owners at the time intended to clear the site and convert it to a different use which did not eventuate. Since then, the site has sat vacant. At this initial stage, Council was not opposed to the considering the re-establishment of a retail fuel depot use on the site. However, it was preferred that a site-specific amendment be sought, rather than a general rezoning, as a general commercial zone opens up the potential for a number of other commercial uses.

Since then, the TPC have issued an approved amendment to the NMIPS and a permit for the development across the road. In their determination it was preferred that a Particular Purpose Zone – Service Station be applied to the site. Specifically the TPC considered:

- *that the purpose statements for the General Residential zone must continue to carry weight, when assessing a site specific departure from the normal range of permitted or discretionary uses that are allowable in the zone;*
- *that the draft amendment, if approved, could enable a non-residential use at a 'level that distorts the primacy of residential uses with the zones' (10.1.1.3);*
- *that while the site may be in many respects suitable for the proposed uses and development, it is not appropriate to continue to apply the purposes and standards of the General Residential zone to the site;*
- *to attempt to insert a use and development proposal into the General Residential zone, by way of a site-specific amendment that contradicts the stated purposes for the zone, would create an undesirable precedent that could undermine the integrity and certainty of the General Residential zone at other locations; and*
- *A modification is required to the draft amendment to rezone the site to a Particular Purpose Zone, rather than a site specific qualification to the General Residential zone.⁸*

⁸ Northern Midlands Interim Planning Scheme 2013 amendment 01/16 (26 June 2017)

4. Northern Midlands Interim Planning Scheme

4.1 Use class

Within the NMIPS the use of land for **Service Station** is defined as:

means use of land to sell motor vehicle fuel from bowsers, and vehicle lubricants and if such use is made of the land, includes:

- (a) selling or installing of motor vehicle accessories or parts;*
- (b) selling of food, drinks and other convenience goods;*
- (c) hiring of trailers; and*
- (d) servicing or washing of motor vehicles.*

This use falls within the Use Class of **Vehicle Fuel Sales and Service**:

Use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles.

An example is a service station.

4.2 Zone

The site is zoned General Residential (Figure 4.1) which is described in Section 10 of the NMIPS.

Within this zone the Vehicle Fuel Sales and Service use is prohibited. The zone is intended to facilitate residential development and only allows for a limited range of commercial development. In order to be able to gain a planning permit for the use of the land for a retail fuel depot, either the property will need to be rezoned or a site specific amendment approved. A combined application for and amendment and development permit is applied for in this proposal.

4.3 Overlays

The property is within the defined Urban Growth Boundary (Figure 4.2). While this overlay does not have subsequent provisions it is a defined strategic area and mentioned within Section 3.7 in the NMIPS:

3.7.3 Urban Growth Boundaries

- 3.7.3.1 *Urban growth boundaries are shown for a number of towns and its purpose is to define areas within which residential and other forms of urban development is to be encouraged.*
- 3.7.3.2 *The urban growth boundary includes land which is currently serviced, can potentially be serviced or where no services will be provided in the foreseeable future.*
- 3.7.3.3 *Where development is proposed within areas without services, Council may require the preparation of more detailed plans, or a different siting of buildings or structures to ensure that future re-subdivision options are not prevented.*

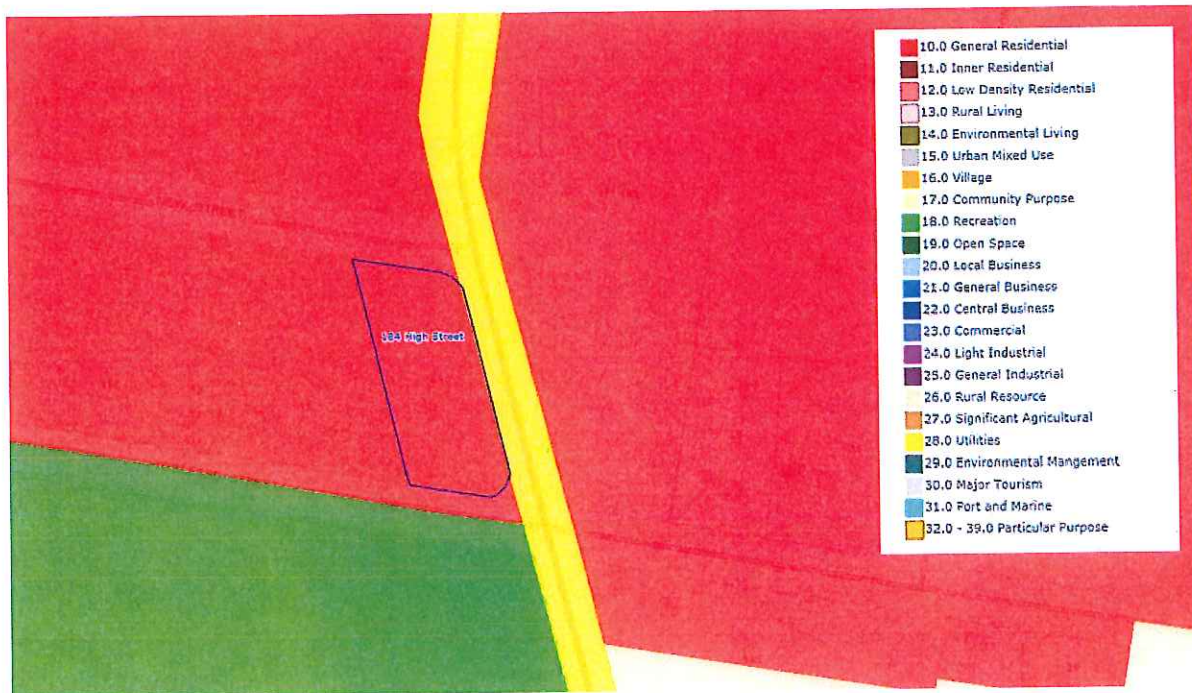


Figure 4.1: Proposal site showing zoning⁹

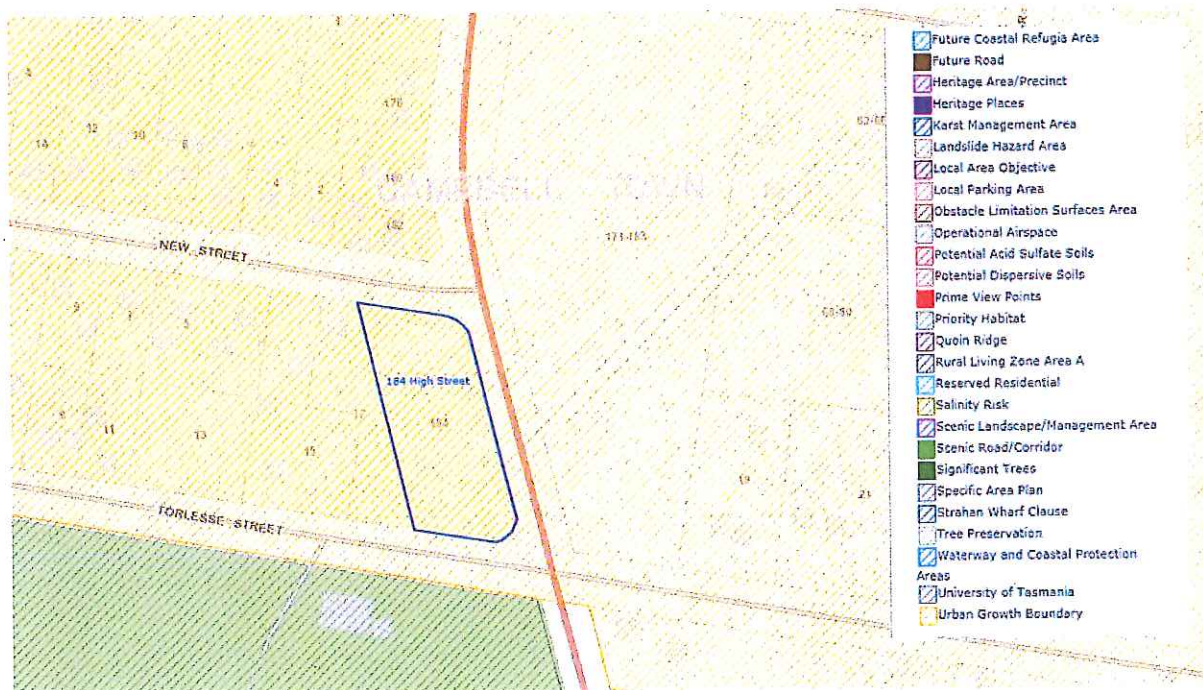


Figure 4.2: Proposal site showing overlay¹⁰

⁹ Department of Primary Industries, Parks, Water and Environment. *The LIST*. www.thelist.tas.gov.au. Retrieved 27 July 2017

¹⁰ Department of Primary Industries, Parks, Water and Environment. *The LIST*. www.thelist.tas.gov.au. Retrieved 27 July 2017

4.4 Codes

The NMIPS contains codes, for specific areas or planning issues, with additional provisions which must be complied with. Development on this site will be subject to:

4.4.1 E4 Road and Railway Assets Code

Under the code the site is accessed from a **Category 1 – Truck Road**. A Traffic Impact Assessment from Midson Traffic (Appendix E) has been undertaken to demonstrate the suitability of use of the existing access for the proposed development.

4.4.2 E6 Car Parking and Sustainable Transport Code

The development must provide adequate parking and vehicle facilities on site.

4.4.3 E15 Signs Code

Details of signage are submitted as part of the development application. Under the current code the proposed signage would all be classified as **Other Sign** for the following reasons:

- o The large identification sign exceeds the maximum height within the definition of a pole sign and does not readily fit any of the other defined sign types
- o The corporate logo and signage along the fascia of the canopy exceed the maximum height of an Awning Fascia Sign and there is no performance criterion to allow for a larger sign. It does not readily fit any of the other defined sign types
- o The small entry and exit signs do not meet the minimum clearance criteria of a Pole Sign and there is no performance criterion to allow for consideration of a smaller sign. It does not readily fit any of the other defined sign types.

Under the code, an Other Sign cannot be located within the General Residential zone. To enable consideration of these signs as part of the development, either the site needs to be rezoned or a site specific amendment to the signage code approved.

Despite the history of the site as a Service Station, as the development is not for a sensitive use (as defined in the NMIPS) the application of the Potentially Contaminated Land Code is not relevant. However it is noted that the previous Site Management Notice No.8775/1 has been revoked, a copy of which is included in Appendix D.

4.5 Proposed draft amendment

It is proposed to seek a site specific amendment to rezone the property to Particular Purpose Zone – Service Station. This approach is consistent with the recent approval by the Tasmanian Planning Commission of the United Petroleum facility on the other side of High Street. A map showing the proposed zone is shown in Figure 4.3.

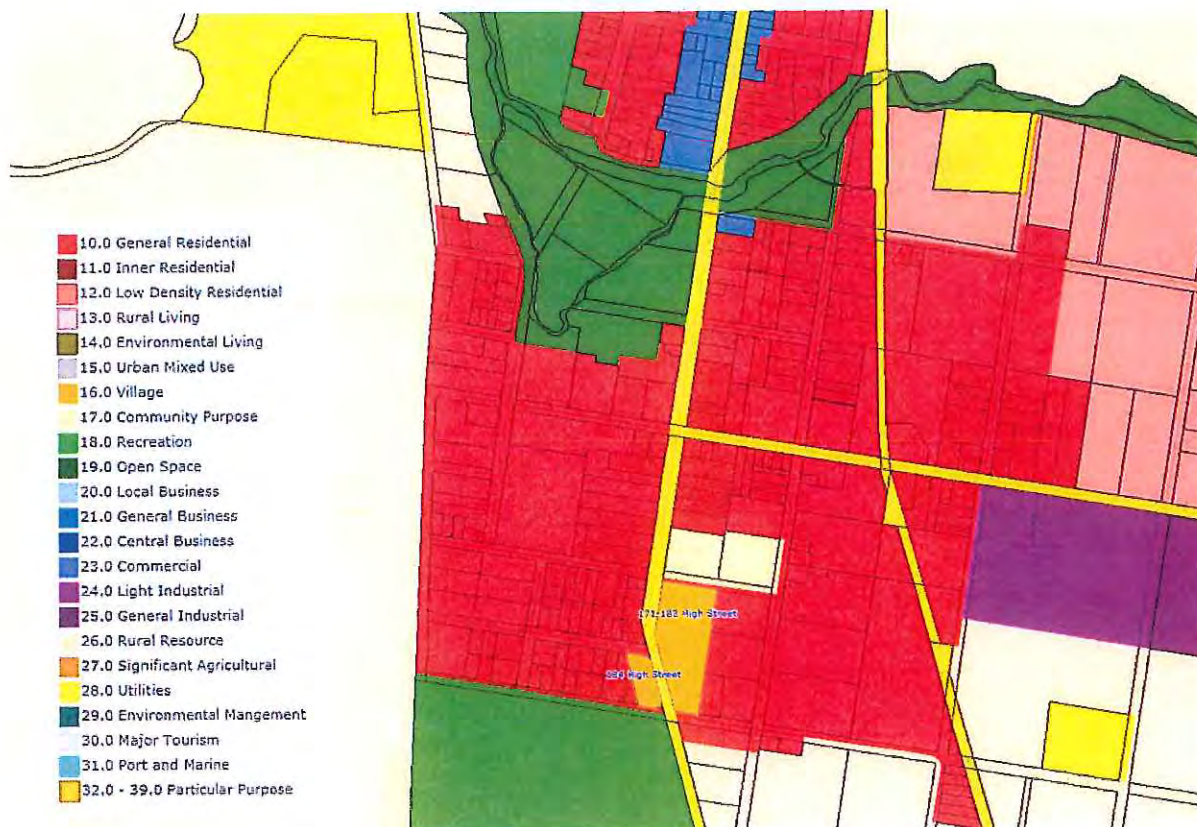


Figure 4.3: Proposed zoning¹¹

¹¹ Department of Primary Industries, Parks, Water and Environment. *The LIST*. www.thelist.tas.gov.au. Retrieved 27 July 2017

5. Key Issues

5.1 Regional Land Use Strategy

5.1.1 Regional Land Use Strategy of Northern Tasmania

The Regional Land Use Strategy¹² (RLUS) is a statutory regional plan which is provided for within LUPA Act. The RLUS is a broad policy document that will facilitate change, growth, and development within Northern Tasmania over the next 20 years and provides land use policies and strategies through:

- A defined regional vision and overarching strategic regional planning goals and directions
- Key regional land use categories, including urban growth boundary areas
- A comprehensive set of regional planning policies addressing the underlying social, economic, and environmental issues in Northern Tasmania.

The RLUS provides a Regional Settlement Network and Regional Activity Centres Network which have relevant policy outcomes for this proposal.

5.1.2 Regional Settlement Network

The purpose of the Regional Settlement Network (RSN) is to define the purpose of settlements to establish strong linkages between regional development and the development of land-use policy and zoning provisions within individual planning schemes. The Regional Settlement Hierarchy links the settlement type and its function to help align the development of land-use policy, zoning and conditions to achieve the broader strategic objectives.

Settlement typologies are:

- Regional City
- Satellite Settlements
- District Centres
- Rural Towns
- Rural Villages
- Rural Localities

The RLUS identifies the settlement type for Campbell Town as a **District Centre** (Figure 5.1) which provide the function of

Significant regional settlement areas where residents of and visitors to the region can access a wide range of services, education and employment opportunities, although employment is strongly related to surrounding productive resources. Important centres to surrounding sub-region.

¹² Johnstone, McGee & Gandy Pty. Ltd. 2016, *Regional Land Use Strategy of Northern Tasmania – Version 5.0*.



Figure 5.1: Regional Settlement Network¹³

¹³ Johnstone, McGee & Gandy Pty. Ltd., 2016. *Regional Land Use Strategy of Northern Tasmania – Version 5.0*

Relevant RSN regional policies and actions are discussed in Table 5.1 below.

Table 5.1: Relevant RSN policies and actions

Policy	Action	Comment
Regional Settlement Networks		
<p><i>RSN-P1 Urban settlements are contained within the identified Urban Growth Boundary Areas, which is a tool to manage rather than accommodate growth. No new discrete settlements are allowed and opportunity for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists, namely water supply and sewerage.</i></p>	<p><i>RSN-A1 Ensure there is an adequate supply of residential land that is well located and serviced and can meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with principles outlined in the RLUS, land capability, infrastructure capacity and demand.</i></p> <p><i>RSN -A2 Ensure that the zoning of land provides the flexibility to appropriately reflect the nature of the settlement or precincts within a settlement and the ability to restructure underutilised land.</i></p>	<p>Sufficient residential land is available within Campbell town to meet foreseeable demand. The proposal facilitates the redevelopment of under-utilised land along the main road through Campbell Town. Development of the site for a fuel depot without extending the commercial district provides flexibility to cater for transport orientated development, reflecting the nature of the township.</p>
Integrated Land Use and Transport		
<p><i>RSN-P8 Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.</i></p> <p><i>RSN-P9 Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.</i></p> <p><i>RSN-P10 Plan new public transport routes, facilities and high-frequency services to ensure safe and convenient passenger accessibility, and support the interrelationship between land use and transport.</i></p>	<p><i>RSN-A13 Prioritise amendments to planning schemes to support new urban growth areas and re-development sites with access to existing or planned transport infrastructure namely to support delivery of transit oriented development outcomes in activity centres and identified transit nodes (i.e. bus interchanges) on priority transit corridors.</i></p>	<p>The site is located on the key transport corridor between the south and north of the state. The site is located within the existing urban Growth Boundary and supports the delivery of transport orientated development outcomes by providing essential services to the freight network.</p>

Policy	Action	Comment
<p>RSN-P11 Undertake land use and transport planning concurrently and sequence development with timely infrastructure provision.</p> <p>RSN-P12 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.</p>	<p>RSN-A14 The strategy will be further informed by the 2012 Northern Integrated Transport Plan. Future iterations of the strategy are to ensure planning schemes provide appropriate zoning patterns and supporting land use activities with regard to:</p> <p>identification of transport demands and infrastructure required;</p> <p>protection of key transport corridors from incompatible land uses, and</p> <p>creation of sustainable land use patterns that maximise efficient use of all future transportation modes i.e. road/rail, freight routes (including land and sea ports), and public transport, pedestrian and cyclists networks.</p>	<p>The Northern Integrated Transport Plan¹⁴ provides a coordinated and strategic framework to address high priority regional transport issues in the region over the next 20 years. The plan does not specifically address Campbell Town other than identifying that local development plan issues (ie: Campbell Town Development Plan) will be addressed at the local level.</p> <p>The intended use is compatible with the key transport corridor and provides sustainable infrastructure.</p>

5.1.3 Regional Activity Centres Network

The purpose of the Regional Activity Centres Network (RACN) is to support the region’s activity centres as places of mixed land uses and activities to support their settlement population. The RACN supports the key function of Launceston City as the principal regional activity centre, and its surrounding greater urban area.

The Regional Activity Centres Hierarchy is proposed to support land uses and activities appropriate for differing centre typologies, related to the size of the urban settlement they serve.

The typologies (and nominated areas) within this hierarchy are:

- **Principal Activity Centre** - Launceston – includes CBD and inner areas
- **Major Activity Centres** - Mowbray and Kings Meadows
- **Suburban Activity Centres** – Prospect, Lilydale, Legana Shopping Centre, Prospect Vale Marketplace, Riverside
- **District Service Centres** - George Town, Longford, Scottsdale, St Helens, Westbury, Deloraine
- **Neighbourhood or Town Centres** (within Launceston City) - Wellington Street, Newnham, Norwood, Youngtown, St Leonards

¹⁴ Department of Infrastructure, Energy & Resources. 2013. *Northern Integrated Transport Plan*

- **Neighbourhood or Town Centres** (outside Launceston City) - Beaconsfield, Exeter, Bridport, St Marys, Campbell Town, Perth, Evandale
- **Local or Minor Centres**
- **Specialist Centres**

The RLUS identifies Campbell Town as a **Rural Town Centre** (Figure 5.2) which is described within the Regional Activity Centres Hierarchy as shown in Table 5.2 . However, it should be noted that the RSN links District Centres to Regional Service Centres.

Table 5.2: Extract of Regional Activity Centres Hierarchy

Regional Activity Centres	
Neighbourhood or Town Centres	
<i>Role</i>	<i>To serve daily needs of surrounding community and provide a focus for day-to-day life within a community.</i>
<i>Employment</i>	<i>Includes a mix of small-scale retail, community, and health services. Limited office based employment.</i>
Land Uses	
<i>Commercial and Retail</i>	<i>An independent supermarket or DDS as anchor tenant, surrounded by a small range of specialty shops providing for daily and weekly shopping needs for time poor customers. In rural context often tourism related businesses.</i>
<i>Government and Community</i>	<i>Local community services, including Child Health Centre.</i>
<i>Residential</i>	<i>Some adjoining in centre/town residential may be offering mixture of housing types and densities than outer laying residential areas.</i>
<i>Arts, Cultural and Entertainment</i>	<i>May have some dining, café's, take-way and restaurants in the evening or local bar – support local or tourist trade, but residential amenity should be preserved.</i>
<i>Access</i>	<i>When in urban context, ideally near public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.</i>
<i>Public Open Space</i>	<i>Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs.</i>
<i>Indicative Catchment</i>	<i>Serves rural areas not served by regional level activity centres.</i>



Figure 5.2: Regional Activity Centres Network¹⁵

¹⁵ Johnstone, McGee & Gandy Pty. Ltd., 2016. *Regional Land Use Strategy of Northern Tasmania – Version 5.0*

Relevant RACN policies and actions are discussed in Table 5.3 below.

Table 5.3: Relevant RACN policies and actions

Policy	Action	Comment
<p>RAC-P1 Maintain and consolidate the Regional Activity Centres Network to ensure future urban development consolidates and reinforces the spatial hierarchy of existing centres through reuse and redeveloping existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.</p>	<p>RAC-A1 Integrate the Regional Activity Centres Network into government policy and strategies (i.e. strategic plans, corporate plans, planning schemes and capital works programs).</p> <p>RAC-A2 Ensure that zoning and land use provisions under Planning Schemes minimise the potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforces the spatial hierarchy, role and function of centres.</p>	<p>The proposal supports the functions of the township and develops under-utilised land for an appropriate function.</p>
<p>RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the hierarchy of activity centres.</p>	<p>RAC-A13 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors.</p> <p>RAC-A14 Planning scheme controls on uses, height and residential density should reflect the Regional Activity Centres Network.</p>	<p>The proposed land use reflects historical usage and is appropriate given the function of the town as part of the regional freight network.</p>

5.1.4 Regional Economic Development

The RLUS recognises the State primary freight corridors of the Bass and Midland Highways and the key freight link between Northern Tasmania and the rest of the mainland, particularly Melbourne. In particular, the Midland Highway is a key link between northern and southern Tasmania, and carried up to 2.4 million tonnes in 2009.

Supporting this freight network in an efficient way is a key outcome of the RLUS. The proposed development will assist by providing a 24-hour refuelling stop for trucks. This will lessen pressure on the potential conflict between passenger vehicle and truck refuelling on the same site.

5.2 Residential supply and demand

Crucial to the consideration of allowing an amendment, which results in the increase or decrease of residential land, is the consideration of the adequacy of residential land supply in relation to demand.

The population in Campbell town has been fairly stable over the last 15 years as shown in Table 5.4.

Table 5.4: Relevant Campbell Town census data (Australian Bureau of Statistics, 2013)

Census year	Population	Total Dwellings
2001	756	381
2006	772	397
2011	781	409

The Campbell Town Development Plan (Pitt & Sherry, 2012) was undertaken to provide a broad framework to guide Council in considering subdivision and rezoning proposals for Campbell Town and to inform the development of a new planning scheme – the NMIPS. It is noted that the Plan identifies the subject site as commercial, reflective of its past use (Figure 5.3), rather than residential which means it is not included in the residential land supply.

The Development Plan identified that the takeup of available land, based on the approvals for new dwellings, is between two and three parcels a year. Review of available Census data suggests an average of 2.8 new dwellings per year over the last 10 years which is consistent with that figure.

However, on the supply side there is approximately 57.63ha of available land across twelve key sites. Each of these sites was examined and constraints upon development noted resulting in a reduced available supply of 12.6ha.

In determining potential lot yield, the Development Plan notes that current density is low (citing 'typical' figures of 6.5 dwellings per hectare and 2 dwellings per hectare) but then calculates potential lot yield by dividing the total available area (12.6ha) by the minimum lot size in the General Residential zone (450m²) resulting in a figure of 280 lots.

However, when considering lot yield in a 'normal' residential area, an approach of 10 dwellings per hectare is a commonly used figure which results in an average lot size of 750m² with a 25% allowance for public open space and roads. Applying this figure to this scenario, the area of available land results in a potential yield of 126 lots, or 45 years supply at a take up rate of 2.8 lots per year (Table 5.5).

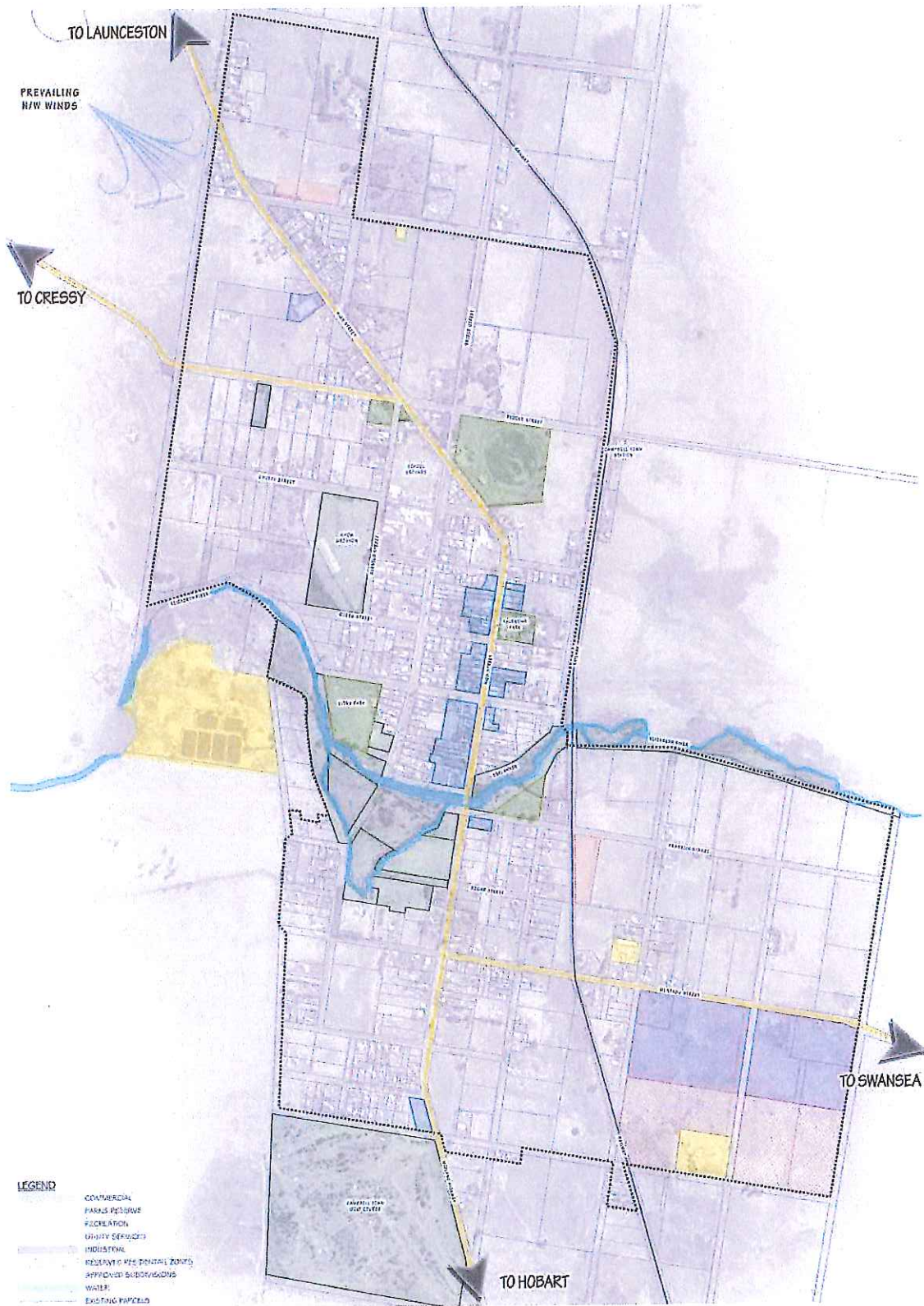


Figure 5.3: Extract from Campbell Town Development Plan showing site as commercial¹⁶

¹⁶ Pitt & Sherry 2012. *Campbell Town Development Plan*

This calculation is conservative and should be considered the **minimum** lot yield. The actual lot yield may be higher for the following reasons:

- The assumed density calculates each lot as containing a single dwelling. Multiple dwellings would result in a higher density
- Small lots subdivisions are likely to attract a cash-in-lieu contribution for public open space rather than land provision.

Table 5.5: Residential supply scenarios (assumed demand of 2.8 lots per year)

Source	Area (Gross)	Area of land (Net)	Density	Yield	Supply
Campbell Town Development Plan	57.6 ha	12.6 ha	1 lot per 450m ²	280	100 years
Revised (this report)	57.6 ha	12.6 ha	1 Lot per 1000m ²	126	45 years

The Development Plan nominated six of the twelve sites as priority sites and considered development scenarios for each to determine a realistic lot yield of 74 lots. While this was a significantly lower figure than the derived potential yield figure, it still provides over 26 years of supply.

In conclusion, with an assumed planning horizon of 15-20 years, Campbell Town is adequately supplied with available and developable residential land. Maintaining the subject site as residential is unnecessary in terms of a residential land bank.

5.3 Traffic and access

As High Street is considered a Category 1 road within the Tasmanian State Road hierarchy, its function as an interconnector for heavy freight and high-volume vehicle movements should not be compromised.

A Traffic Impact Assessment (TIA) was undertaken by Midson Traffic and is included in Appendix E. Relevant considerations from the TIA are:

- High Street carries approximately 5,938 vehicles per day of which 855 are classified as heavy vehicles
- The site only caters for truck refuelling and provides no retail sales nor on-site servicing
- The traditional service station, that once operated on the site, would have had a much higher traffic generation than the proposal
- The available sight distance for the northern access (exit from the site) is approximately 140 metres north of the access and 300 metres south of the access
- The available sight distance for the southern access (entrance to the site) is approximately 170m north of the access and 300m south of the access

- Based on the turning movements, basic right turn entry and basic left turn treatments are only required with no further junction treatment warranted
- The proposed development generates a very low level overall traffic, which is spread over 24-hours per day
- The parking provision within the site is considered sufficient to cater for the likely demands of the proposal
- The layout of the site caters for large B-double trucks and enables truck manoeuvring for vehicles to enter and exit in a forward motion, with sufficient room for queueing within the site.

The TIA concluded that the proposed development will not have any significant adverse impacts on traffic efficiency on High Street and that no significant road safety impacts are foreseen.

5.4 Carparking

Carparking provision for development is traditionally required to ensure sufficient space exists onsite for customers and employees so as to not cause impacts through excessive parking on the street.

In this particular case, carparking is required under the NMIPS calculated on the basis of four spaces per service bay and one bicycle space per five employees. The proposal does not include any servicing of vehicles, and consequently does not have servicing bays, nor are there any employees on site.

An occasional visit will be required for cleaning or maintenance purposes and a space is provided for this purpose. Additional spaces are not required through either the provisions of the scheme or functions of the activity on the site.

As there are no employees, nor retail functions, motorbike facilities and taxi spaces are also not required.

5.5 Residential amenity

Local amenity issues will generally be identified through the public consultation process. It is noted that there appears to be a small bus depot operating out of the adjacent dwelling on New Street demonstrating that the area is not solely quarantined for residential activities.

As the site is adjacent to High Street, with existing high vehicle movements, including a significant number of trucks, it is expected that the proposal will not significantly impact on the existing residential amenity. The noise assessment has identified that the existing residential amenity is significantly compromised due to the traffic.

Replacement of the fencing at the rear of the site with a solid 2.1m wooden fence will assist by providing visual separation of the use and acoustic attenuation. Light spill beyond the confines of the site can be minimised through design.

6. Planning Assessment

6.1 Draft amendment

6.1.1 Objectives of the Northern Midlands Interim Planning Scheme

The relevant objectives of the NMIPS in relation to Campbell Town are detailed in Table 6.1 along with a consideration of their application to the development.

Table 6.1: Relevant objectives of Northern Midlands Interim Planning Scheme

Objectives	Comment
2.2 Regional Land Use Strategy	
<p>2.2.2.2 Commercial Land</p> <ul style="list-style-type: none"> Provide commercial areas which best serve the needs of each town, the area generally and the commercial sector; and Provide commercial areas such that location and size have regard to the existing retail structure, the hierarchy of centres, the relationship between consumer demand and provision of services, and the density and distribution of population around the commercial centre. 	<p>The proposal is broadly consistent with this objective in that it is applying a commercial type of zoning but would become a service centre only, not containing any major retail component and therefore should not conflict with the existing commercial centre.</p>
3.2 Strategic Planning Directions	
<p>3.2.8 District Centre</p> <p><i>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.</i></p> <p><i>The challenge will be to stabilize and increase Campbell Town's population, and reinforce the town as the focus for service delivery. This will require policy support from state and local government when positioning future community facilities for the midlands area, which will then influence commercial investment decisions.</i></p> <p><i>This may require further partnerships with state agencies to integrate improved delivery of services to the Midlands through Campbell Town, and ensure capacity to meet the needs of the town and its role in the district.</i></p>	<p>As the principal service centre in the central Midlands, Campbell Town requires more than one service station, particularly catering for truck and freight vehicles. Consolidation of uses within the town, as opposed to service locations out of town, will assist in the stabilisation of Campbell Town as the District Centre.</p>

Objectives	Comment
3.4 Commercial Strategy	
<p>3.4.2 District Centre</p> <p><i>Campbell Town’s highway position, centrality to the Midlands district, and existing concentration of business, community, health and education services provides a still fragile critical mass for Campbell Town to consolidate a role as the Midlands district centre. Policy support from state and local government through decisions on location of further government and community facilities to service the midlands area will be decisive, and will influence commercial decisions.</i></p> <ul style="list-style-type: none"> ● <i>Strategic Plan 4.11 District Centre Objective</i> <ul style="list-style-type: none"> ○ <i>Enable Campbell Town to better fulfil its role as the recognised district service centre of the Northern Midlands</i> ● <i>Strategic Plan 4.12 Local Commerce Objective</i> <ul style="list-style-type: none"> ○ <i>Ensure timely planning provision to meet the commercial and service needs of each community</i> 	<p>Establishment of a carded retail fuel depot, primarily catering for trucks, will enable this activity to occur without significant impact on either the passenger vehicle facility, or the associated services, that the commercial centre to the north has to offer. The historical site use as a service station reinforces the suitability of the location and minimises adjacent impacts.</p>
3.7 Land Supply Strategy	
<p>3.7.4 Strategic Land Supply</p> <p><i>Protecting and facilitating the development of strategic areas to ensure their investment readiness is the most pivotal and demanding task flowing from the Strategic Plan.</i></p> <ul style="list-style-type: none"> ● <i>Strategic Plan 4.7 Land Use Planning Objective</i> <ul style="list-style-type: none"> ○ <i>Planned, staged and orderly development consistent with Council’s Strategic Plan goals</i> 	<p>Land supply for residential purposes is well catered for within the town. Commercial sites are limited north of Elizabeth River, particularly with sufficient space to establish the proposed use. Allowing this amendment will not impact on long term residential land supply in Campbell Town.</p>

6.1.2 Section 32 of Land Use and Approvals Act 1993

The proposal is considered against the relevant provision of Section 32 of LUPA Act in Table 6.2.

Table 6.2: Relevant provisions of Section 32 LUPA Act

Section 32 LUPA Act provisions	Comment
<p><i>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.</i></p>	<p>The proposed amendment seeks to rezone the site to Particular Purposes zone – Service Station, in which a Service Station is a permitted use, where it would otherwise be prohibited. The amendment will allow the zoning of the property to match the historic and future use while still avoiding the potential for future inappropriate commercial activities.</p> <p>The amendment application is combined with an application under section 43A of LUPA Act for a retail fuel depot.</p> <p>The subject site will generally avoid the potential for land use conflicts in the area due to:</p> <ul style="list-style-type: none"> • The subject site has three road frontages, one being a Category 1 road which already services significant traffic and separates the development from the existing residences to the east • Land to the south of the site consists of a golf course and clubhouse (zoned Recreation), which will not be negatively impacted by the proposed development • The closest residential use to the west currently operates a bus depot from the site, which is compatible with the development • Landscaping and fencing will assist in reducing potential amenity loss for future residential uses to the west and north • The site is located on the outer edge of the General Residential zoned land and the Urban Growth Boundary is located on the southern boundary of the subject site.
<p><i>Must not conflict with the requirements of section 300.</i></p>	<p>Section 300 requires the amendment to be consistent with the Regional Land Use Strategy, and not to be inconsistent with mandatory provisions of the planning scheme.</p> <p>As discussed in Section 5.1, the proposal is consistent with the RLUS. The amendment does not seek to alter mandatory provisions.</p>

Section 32 LUPA Act provisions	Comment
<p><i>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.</i></p>	<p>The proposal has considered the impact of the development upon the region, and considers:</p> <ul style="list-style-type: none"> • To provide a second option for fuel services to cater for a steadily growing tourist and commercial market. The site has frontage to a Category 1 road which forms the primary route between the cities of Hobart and Launceston. Outside of Campbell Town, the next closest Service Station is at Epping Forest which is approximately 25km from the subject site • To provide a fuel outlet that caters for larger freight vehicles in the central-northern Midlands region • To reduce traffic congestion of refuelling vehicles in the commercial district of the town • The development will be required to adhere to best practice guidelines in terms of fuel storage to assist in mitigating any potential negative environmental impacts. The development will assist economic growth in the region through the provision of services and employment opportunities, primarily during construction.

6.1.3 Objectives of Resource Management Planning System

The proposal has been assessed against the Objectives of the Resource Management System of Tasmania (RMPS) in Table 6.3.

Table 6.3: Relevant objectives of RMPS

Objectives	Comment
Part 1	
<i>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i>	The proposal is located within the urban township of Campbell Town. This site has a history of commercial use, has been cleared and contains not significant environmental values.
<i>(b) to provide for the fair, orderly and sustainable use and development of air, land and water</i>	The proposal is considered to be fair, orderly and sustainable. The history of the site as a service station shows that this use is consistent with the development of the area.
<i>(c) to encourage public involvement in resource management and planning</i>	Public involvement is addressed by the public exhibition, representations and a public hearing process as outlined in LUPA Act.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b), and (c)</i>	The amendment provides commercial activities which will contribute to economic development.
<i>(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</i>	The assessment and approval process has involved the public as well as local and State Government. Consultation has occurred with the Department of State Growth and the Northern Midlands Council.
Part 2	
<i>(a) to require sound strategic planning and co-ordinated action by state and local Government</i>	The proposal is consistent with State Policies and local strategies. The proposal seeks to further the objectives of the RMPS and meets the requirement of Section 32 of LUPA Act. As amended, the proposal is consistent with the provisions of the NMIPS and provides a needed and useful commercial function to Campbell Town.
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The amendment and the permit are being processed through the Planning Scheme mechanism.

Objectives	Comment
<i>(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</i>	The proposal will not decrease the adequacy of available residential options. The proposal provides for a commercial use within the Urban Growth Boundary, therefore reducing pressure to locate this use in other areas.
<i>(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</i>	The proposal is consistent with relevant policies.
<i>(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</i>	This Objective is not relevant to the proposal.
<i>(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania</i>	The proposal will not unreasonably impact upon residential amenity of neighbouring residential land. The relevant provisions of the NMIPS are shown to have been met.
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	This Objective is not relevant to the proposal as it is not a heritage site, or within a heritage precinct.
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community</i>	The development can be accommodated within the existing infrastructure systems.
<i>(i) to provide a planning framework which fully considers land capability</i>	This Objective is not relevant to the proposal.

6.2 Development application

6.2.1 Provisions of the NMIPS

The development has been assessed against the relevant provisions of the NMIPS, as if the amendment was approved, as detailed in Table 6.4. In the Particular Purpose zone – Service station, the use of land for Vehicle Fuel Sales and Service is Permitted.

Table 6.4: Relevant provisions of NMIPS

Provision		
Acceptable Solutions	Performance Criteria	Comments
33 Particular Purpose Zone – Service Station		
33.1.1 Zone Purpose Statements		
<ul style="list-style-type: none"> To provide for vehicle fuel sales and limited associated uses servicing the wider region, including heavy transport vehicles. To ensure off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any sensitive uses. 		<p>The proposal is consistent with the Objectives.</p> <ul style="list-style-type: none"> The proposal is located on the highway and services the wider region, specifically targeting heavy vehicles The proposal maintains a reasonable level of residential amenity for adjoining dwellings.
Clause 33.3 Use Standards		
33.3.1 Amenity		
<p>A1</p> <p>Hours of operation of a use, commercial vehicle movements, and unloading and loading of commercial vehicles for a use must be within the hours of:</p> <p>(a) 6.00am to 8.00pm</p>	<p>P1</p> <p>Hours of operation of a use, commercial vehicle movements, and unloading and loading of commercial vehicles for a use must not cause an unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements;</p> <p>(b) the number and frequency of vehicle movements;</p> <p>(c) the potential for light spill from vehicle headlights;</p> <p>(d) the size of vehicles involved;</p> <p>(e) manoeuvring required by</p>	<p>The proposal complies with P1.</p> <ul style="list-style-type: none"> The proposed use if to operate 24-hours a day As the site will be unmanned only trucks will be stopping to refuel The traffic captured will be already travelling the road and will not result in additional traffic generation. It is estimated that the site is likely to only generate 25 truck stops per day Fencing will be installed on the northern boundary to prevent direct headlight spill into adjacent residences

Provision		
Acceptable Solutions	Performance Criteria	Comments
	<p><i>heavy vehicles, including the amount of reversing and associated warning noise;</i></p> <p><i>(f) the potential for loss of residential amenity due to noise, and any noise mitigation measures between the vehicle movement areas and the adjoining residential areas; and</i></p> <p><i>(g) potential conflicts with other traffic.</i></p>	<ul style="list-style-type: none"> • Circulation through the site is in a forward direction only • Noise mitigation in terms of solid timber fencing will adequately reduce noise impacts. No significant amenity impacts will occur on adjacent land. • With low usage there will be little conflict with other traffic.
<p>A2</p> <p><i>Beyond the zone boundary, noise levels caused by the use must not exceed:</i></p> <p><i>(a) 50dB(A) between 8.00am and 8.00pm; and</i></p> <p><i>(b) 40dB(A) at other times; and</i></p> <p><i>(c) 5dB(A) above background for intrusive noise</i></p>	<p>P2</p> <p><i>Noise must not cause unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</i></p> <p><i>(a) background noise levels;</i></p> <p><i>(b) the duration and tonal characteristics of the noise; and</i></p> <p><i>(c) time of day.</i></p>	<p>The proposal complies with P2.</p> <ul style="list-style-type: none"> • The noise levels generated by this development do not exceed 50dBA between 8:00am and 8:00pm • The noise levels generated by this development do not exceed 40dBA at other time • For intrusive noise generated from the development, with the mitigation of the proposed fencing, there are 3 noise events at both measured locations. However, it is considered that these exceedances are not unreasonable, having regard to P2, in that: <ul style="list-style-type: none"> ◦ The exceedance is at a time when residents may reasonably be expected to be inside and most likely sleeping. ◦ The noise will not be audible inside the dwelling. ◦ The levels are below sleep disturbance criteria defined in the Tasmanian EPP (noise). ◦ The levels are below the night time criteria set by DIER for traffic noise.

Provision		
Acceptable Solutions	Performance Criteria	Comments
		<ul style="list-style-type: none"> o The levels are below the acceptable noise level for a heat pump. o The noise does not have a tonal character. o The noise occurs on only 3 occasions during the 6 hour period. o The noise is at least 10 dB lower than the current ambient noise.
<p>A3</p> <p><i>External lighting for a use must:</i></p> <p><i>(a) not operate within the hours of 8.00pm to 6.00am, excluding any security lighting; and</i></p> <p><i>(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.</i></p>	<p>P3</p> <p><i>External lighting for a use must not cause an unreasonable loss of potential or actual amenity to adjoining properties, having regard to:</i></p> <p><i>(a) the level of illumination and duration of lighting; and</i></p> <p><i>(b) the distance to habitable rooms of an adjacent dwelling.</i></p>	<p>The proposal complies with P3.</p> <ul style="list-style-type: none"> • The site will operate 24-hours a day • Direct Light spill can be contained on the proposal site through design.
<p>A4</p> <p><i>Overlooking of private open space on adjoining properties does not occur.</i></p>	<p>P4</p> <p><i>The use should not cause an unreasonable loss of privacy to the potential or actual private open space of adjoining lots, having regard to:</i></p> <p><i>(a) the existing level of privacy;</i></p> <p><i>(b) the eye level of the drivers of vehicles visiting the site; and</i></p> <p><i>(c) the distance of vehicle manoeuvring areas from the side and rear boundaries.</i></p>	<p>The proposal complies with A4.</p> <p>With the current open fencing of the site there will not be any increased level of overlooking of private open space on adjoining properties. With the introduction of a 2.1m high fence, potential for overlooking will be reduced.</p>

Provision		
Acceptable Solutions	Performance Criteria	Comments
33.3.2 Pollutants		
<p>A1.1 The following pollutants caused by the use must be contained within the site:</p> <p>(a) Fuels (b) Oils (c) Mud or silt (d) Chemicals</p> <p>or</p> <p>A1.2 Any pollutants must be treated in accordance with a trade waste agreement and directed to sewer.</p>	<p>P1 No performance criteria</p>	<p>The proposal complies with A1</p> <p>The development incorporates a modern, self-bunded, above-ground fuel tank, which allow for constant visual monitoring. The risk of leaking and causing soil contamination is very low.</p> <p>The refuelling bays are covered, graded and drained to a vertical gravity separator which will be discharged to sewer. A tradewaste agreement will be required.</p>
33.4.1 Building Height		
<p>A1 Building height must be not more than 8.5m.</p>	<p>P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</p> <p>(a) the bulk and form of the building; (b) separation from existing uses on adjoining properties; (c) any buffers created by natural or other features; and (d) the degree of overshadowing and overlooking of adjoining residential properties.</p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> The maximum height of the canopy is 7.6m.
33.4.2 Setback		
<p>A1 Buildings must have a setback from a frontage of not less than 10m.</p>	<p>P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, and landscaping, and minimises adverse impact on adjoining residential properties having regard to:</p> <p>(a) the topography of the site;</p>	<p>The proposal complies with A1</p> <ul style="list-style-type: none"> The canopy is setback 14.6m from the main frontage setback. The closest setback from any other frontage is approximately 27m.

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	<p>(b) the setback of buildings on adjacent properties;</p> <p>(c) the safety of road users;</p> <p>(d) the amenity of residents; and</p> <p>(e) landscaping to integrate development with the streetscape.</p>	
<p>A2</p> <p><i>Buildings must have a setback from a side and rear boundary of not less than 10m.</i></p>	<p>P2</p> <p><i>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties, having regard to:</i></p> <p>(a) <i>overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i></p> <p>(b) <i>overlooking and reduction of privacy;</i></p> <p>(c) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property;</i></p> <p>(d) <i>the level and effectiveness of physical screening by fences or vegetation;</i></p> <p>(e) <i>the location and impacts of traffic circulation and the need to locate parking away from residential boundaries; and</i></p> <p>(f) <i>the location and impacts of illumination of the site.</i></p>	<p>The proposal complies with P2.</p> <ul style="list-style-type: none"> • The rear setback to the control building is 4.15m and the site area is 4047m². • The nearest dwelling is recently constructed in Torlesse St and is located approximately 46m to the west of the proposed control building. • No addition loss of residential impact will result from the reduction of the rear setback.
33.4.3 Fencing		
<p>A1</p> <p><i>Fences are located and designed to prevent:</i></p> <p>(a) <i>the headlights of vehicles using the site being directed into windows of adjacent dwellings; and</i></p> <p>(b) <i>overlooking of private open spaces of adjacent</i></p>	<p>P1</p> <p><i>Fences are located and designed to protect residential amenity on adjacent sites having regard to:</i></p> <p>(a) <i>attenuation of noise;</i></p> <p>(b) <i>potential for light spill;</i></p> <p>(c) <i>prevention of overlooking;</i></p> <p>(d) <i>fence height, design, location and extent;</i></p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> • A 2.1m fence will be constructed along the entire eastern boundary and on the northern boundary for approximately 28m from the western corner • The fence will be of sufficient height and extent to block truck headlights from the

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residential properties.	<p>(e) the proposed materials and construction;</p> <p>(f) the potential for loss of sunlight to residential buildings or private open space;</p> <p>(g) the potential for visual impact due to appearance of bulk; and</p> <p>(h) streetscape appearance.</p>	<p>windows of the adjoining dwellings</p> <ul style="list-style-type: none"> The construction of the fence will reduce the overlooking of private open spaces of adjacent properties.
<p>A2</p> <p>Frontage fences with a height greater than 1.2m are setback from the boundary and integrated with landscaping for the site.</p>	<p>P2</p> <p>Fences at the frontage of a site do not detract from the streetscape or the character of the local area, having regard to the height, apparent scale, proportions, materials, design and colour of the fence.</p>	<p>The proposal complies with P2.</p> <ul style="list-style-type: none"> The only fencing along a frontage is to the north and will only occupy the rear 2/3rds of the frontage. The fencing will reduce impacts on amenity of the adjoining residential area. The road to the north (New St) has a row of mature trees planted down the centre of the street which breaks up sightlines across the street as well as long views down the street No established character of fencing exists in the area with a mixture of open frontages, hedging, wire and colourbond fencing in nearby streets.
33.4.4 Landscaping		
<p>A1</p> <p>Along a frontage, landscaping must:</p> <p>(a) be provided for a minimum of 30% of the frontage at a minimum width of 3m.</p>	<p>P1</p> <p>Landscaping along a frontage must enhance the appearance of the site, having regard to:</p> <p>(a) the width of the setback;</p> <p>(b) the width of the frontage;</p> <p>(c) the topography of the site;</p> <p>(d) the existing vegetation on the site;</p> <p>(e) the type and growth of the proposed vegetation; and</p> <p>(f) the location of parking and</p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> Landscaping will be provided along the frontages. The southern frontage (Torlesse St) will be landscaped approximately 2/3rds of its length to a depth >5 m The eastern frontage (High St) will be landscaped for >50% of its length to a depth >10 m The northern frontage (New

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	<i>access areas.</i>	St) will be landscaped for almost its entire length to a depth >5 m.
<p>A2</p> <p><i>Along a boundary with a residential zone landscaping must:</i></p> <p>(a) <i>be provided for a depth of no less than 2m; and</i></p> <p>(b) <i>provide mature species to a height of at least 4m within 50% of the landscaping area.</i></p>	<p>P2</p> <p><i>Landscaping along a boundary with a residential zone must not detract from the amenity of adjacent residential properties, and appearance of the site, having regard to:</i></p> <p>(a) <i>the topography of the site;</i></p> <p>(b) <i>the existing vegetation on the site;</i></p> <p>(c) <i>the type and growth of the proposed vegetation; and</i></p> <p>(d) <i>any proposed screening.</i></p>	<p>The proposal complies with P2.</p> <ul style="list-style-type: none"> Landscaping will be provided around the site and along the frontages. Mature planting is not provided There are no landscape elements on site to warrant protection. Adjacent residential land has no landscaping elements on site The landscaping for the site will comprise ground covers and some larger elements. It will be designed in conjunction with the stormwater swale drain along the rear of the site. It will not detract from the amenity of the neighbouring properties The fencing is considered significant enough to prevent unreasonable impact on the residential land.
33.4.5 Stormwater		
<p>A1</p> <p><i>All stormwater runoff must be captured within the boundaries of the site and directed into a public stormwater system.</i></p>	<p>P1</p> <p><i>All stormwater runoff is to be collected and discharged in a manner that will not cause adverse impacts, having regard to:</i></p> <p>(a) <i>the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site;</i></p> <p>(c) <i>the location of building areas within the site;</i></p> <p>(d) <i>the topography of the site;</i></p> <p>(e) <i>the characteristics of the site, including rainfall;</i></p> <p>(f) <i>the development on the site</i></p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> The existing informal swale across the site will be reconstructed along the rear of the driveway and control building. Water run-off from the driveway (excepting the refuelling bays) will be directed to this swale. The swale will have a small weir on the southern end, with any overflow directed to the existing swale drain of the side of the road. The swale will be graded to direct flow to the north with the northern end connected to

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	<p><i>and adjoining land;</i></p> <p><i>(g) the potential for contamination;</i></p> <p><i>(h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision</i></p>	<p>the existing stormwater pit in the kerb on the corner of New St.</p>
E4 Road and Railway Assets Code		
E4.6 Use Standards		
E4.6.1 Use and road or rail infrastructure		
<p>A1</p> <p><i>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%.</i></p>	<p>P1</p> <p><i>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.</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> The proposal is not for a sensitive use.
<p>A2</p> <p><i>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</i></p>	<p>P2</p> <p><i>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.</i></p>	<p>The proposal complies with P2.</p> <ul style="list-style-type: none"> A Traffic Impact Assessment (TIA) has been undertaken. While it is estimated that the proposal is likely to only cater for 25 vehicles per day, the TIA has based its assessment on approximately 425 truck movements per day, spread across the 24-hours. The location of the accesses and their design does not warrant additional treatment. <p>No significant road safety impacts will occur</p>

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<p>A3</p> <p><i>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%.</i></p>	<p>P3</p> <p><i>For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p>a) <i>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</i></p> <p>b) <i>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</i></p> <p>c) <i>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.</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> The posted speed limit on High Street is 60km/h.

E4.7 Development Standards

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

<p>A1</p> <p><i>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:</i></p> <p>a) <i>new road works, buildings, additions and extensions, earthworks and landscaping works;</i></p>	<p>P1</p> <p><i>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:</i></p> <p>a) <i>maintain or improve the safety</i></p>	<p>The proposal complies with P1.</p> <ul style="list-style-type: none"> The wording of this criterion is unclear but the proposal will involve site works within 50m of the area of a Category 1 road subject to more than 60 km/h. The change of speed is on the other side of Torlesse Street to the south, approximately 35m to the closest corner of
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<p><i>and</i></p> <p>b) <i>building envelopes on new lots; and</i></p> <p>c) <i>outdoor sitting, entertainment and children's play areas</i></p>	<p><i>and efficiency of the road or railway or future road or railway, including line of sight from trains; and</i></p> <p>b) <i>mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</i></p> <p>c) <i>ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</i></p> <p>d) <i>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.</i></p>	<p>the site.</p> <ul style="list-style-type: none"> • The TIA has demonstrated that the road safety will be maintained. • As the proposed use is for a fuel depot, it will be unaffected by transport related impacts. • The new buildings will be located more than 50m from the change of speed limit.

E4.7.2 Management of Road Accesses and Junctions

<p>A1</p> <p><i>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.</i></p>	<p>P1</p> <p><i>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.</i></p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> • The proposal includes two accesses (already existing) which provide for separate entry and exit.
<p>A2</p> <p><i>For roads with a speed limit of more than 60km/h the development must not include a new access or junction</i></p>	<p>P2</p> <p><i>For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p>a) <i>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</i></p> <p>b) <i>any increase in use of an existing access or junction or development of a new access</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> • The posted speed limit on High Street is 60 km/h.

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	<p><i>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</i></p> <p><i>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.</i></p>	

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

<p>A1</p> <p><i>Sight distances at</i></p> <p><i>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i></p> <p><i>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</i></p> <p><i>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</i></p>	<p>P1</p> <p><i>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</i></p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> The TIA identifies that the 85th percentile of measured speed was 60 km/h, which is the posted speed limit. The required SISD is 105 m. The available sight distance for the northern access is approximately 140m north of the access and 300m south of the access. The available sight distance for the southern access is approximately 170m north of the access and 300m south of the access.
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Table E4.7.4 Safe Intersection Sight Distance (SISD)

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

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100		250	
110		290	

Notes:

(a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.

(b) For safe intersection sight distance (SISD):

- All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;
- These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
- A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
- A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
- A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

E6 Car Parking and Sustainable Transport Code

E6.6 Use Standards

E6.6.1 Car Parking Numbers

<p>A1</p> <p>The number of car parking spaces must not be less than the requirements of:</p> <ol style="list-style-type: none"> Table E6.1; or a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone). 	<p>P1</p> <p>The number of car parking spaces provided must have regard to:</p> <ol style="list-style-type: none"> the provisions of any relevant location specific car parking plan; and the availability of public car parking spaces within reasonable walking distance; and 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 the availability and frequency of public transport within reasonable walking distance of the site; and site constraints such as existing buildings, slope, drainage, vegetation and landscaping; 	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> Table E6.1 requires four carparking spaces per service bay. As the proposal does not have a service bay, no carparking spaces are required. However, the proposal provides a space for service or maintenance vehicles to park.
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	<p>and</p> <p>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</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and</p> <p>ii) the pattern of parking in the locality; and</p> <p>iii) any existing structure on the land.</p>	

E6.6.2 Bicycle Parking Numbers

<p>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</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of</p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> Table E6.1 requires one bicycle space per five employees. As the proposal does not have onsite employees, no bicycle spaces are required.
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<i>contained in Table E6.6: Precinct Parking Plans.</i>	<i>existing and planned parking facilities for bicycles in the vicinity.</i>	
E6.6.3 Taxi Drop-off and Pickup		
A1 <i>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).</i>	P1 <i>No performance criteria.</i>	The proposal complies with A1. <ul style="list-style-type: none"> As there are no spaces required onsite under Table E6.1, no taxi spaces are required.
E6.6.4 Motorbike Parking Provisions		
A1 <i>One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</i>	P1 <i>No performance criteria.</i>	The proposal complies with A1. <ul style="list-style-type: none"> As there are no spaces required onsite under Table E6.1, no motorbike spaces are required.
Clause E6.7 Development Standards		
E6.7.1 Construction of Car Parking Spaces and Access Strips		
A1 <i>All car parking, access strips manoeuvring and circulation spaces must be:</i> <ol style="list-style-type: none"> <i>formed to an adequate level and drained; and</i> <i>except for a single dwelling, provided with an impervious all weather seal; and</i> <i>except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</i> 	P1 <i>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.</i>	The proposal complies with A1. <ul style="list-style-type: none"> The provide space is flat, sealed and drained, conveniently located to the control building and will be clearly delineated on-site.
E6.7.2 Design and Layout of Car Parking		
A1.1 <i>Where providing for 4 or more spaces, parking areas (other than for parking</i>	P1 <i>The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or</i>	Not applicable. <ul style="list-style-type: none"> The proposal does not provide four or more parking spaces.

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<p>located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2</p> <p>Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>the amenity of the surrounding areas, having regard to:</p> <p>a) the layout of the site and the location of existing buildings; and</p> <p>b) views into the site from the road and adjoining public spaces; and</p> <p>c) the ability to access the site and the rear of buildings; and</p> <p>d) the layout of car parking in the vicinity; and</p> <p>e) the level of landscaping proposed for the car parking.</p>	
<p>A2.1</p> <p>Car parking and manoeuvring space must:</p> <p>a) have a gradient of 10% or less; and</p> <p>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</p> <p>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</p> <p>A2.2</p> <p>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.</p>	<p>P2</p> <p>Car parking and manoeuvring space must:</p> <p>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</p> <p>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.</p>	<p>The proposal complies with A2.</p> <ul style="list-style-type: none"> The provide space has a maximum gradient of 1:60 (<2%). The size of the parking space is 9m long * 3.6m wide (not including splays) and is arranged parallel to the driveway of >15m wide. The carpark complies with the Australian Standard AS2890.1.
<p>E6.7.3 Car Parking Access, Safety and Security</p>		
<p>A1</p> <p>Car parking areas with greater than 20 parking spaces must be:</p> <p>a) secured and lit so that</p>	<p>P1</p> <p>Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having</p>	<p>Not applicable.</p> <ul style="list-style-type: none"> The proposal does not have >20 parking spaces.

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<p><i>unauthorised persons cannot enter or;</i></p> <p><i>b) visible from buildings on or adjacent to the site during the times when parking occurs.</i></p>	<p><i>regard to the:</i></p> <p><i>a) levels of activity within the vicinity; and</i></p> <p><i>b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</i></p>	
E6.7.4 Parking for Persons with a Disability		
<p>A1</p> <p><i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i></p>	<p>P1</p> <p><i>No performance criteria.</i></p>	<p>The proposal complies with A1.</p> <ul style="list-style-type: none"> The only parking space provided is located conveniently to the control building.
<p>A2</p> <p><i>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.</i></p>	<p>P2</p> <p><i>No performance criteria.</i></p>	<p>The proposal complies with A2.</p> <ul style="list-style-type: none"> The only parking space provided is of sufficient size and width to comply with the Australian Standard 2890.6.
E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup		
<p>A1</p> <p><i>For retail, commercial, industrial, service industry or warehouse or storage uses:</i></p> <p><i>a) at least one loading bay must be provided in accordance with Table E6.4; and</i></p> <p><i>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.</i></p>	<p>P1</p> <p><i>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.</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> The proposal is not for a retail, commercial, industrial, service industry or for a warehouse or storage use.

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Clause E6.8 Provisions for Sustainable Transport		
E6.8.2 Bicycle Parking Access, Safety and Security		
<p>A1.1 <i>Bicycle parking spaces for customers and visitors must:</i></p> <p>a) <i>be accessible from a road, footpath or cycle track; and</i></p> <p>b) <i>include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</i></p> <p>c) <i>be located within 50m of and visible or signposted from the entrance to the activity they serve; and</i></p> <p>d) <i>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</i></p> <p>A1.2 <i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i></p>	<p>P1 <i>Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> Bicycle spaces are not required for the proposal.
<p>A2 <i>Bicycle parking spaces must have:</i></p> <p>a) <i>minimum dimensions of:</i></p> <p>i) <i>1.7m in length; and</i></p> <p>ii) <i>1.2m in height; and</i></p> <p>iii) <i>0.7m in width at the handlebars; and</i></p> <p>b) <i>unobstructed access</i></p>	<p>P2 <i>Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</i></p>	<p>Not applicable.</p> <ul style="list-style-type: none"> Bicycle spaces are not required for the proposal.

Provision		
Acceptable Solutions	Performance Criteria	Comments
<i>with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</i>		
E6.8.5 Pedestrian Walkways		
A1 <i>Pedestrian access must be provided for in accordance with Table E6.5.</i>	P1 <i>Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</i>	Not applicable. <ul style="list-style-type: none"> • Pedestrian access is not required as no parking spaces are required.
E15 Signs Code		
E15.5 Standards for Use or Development		
E15.5.3 Design and siting of signage		
A50 <i>No acceptable solution</i>	P50 <i>Service Station Signage can be located in the D33 Particular Purpose Zone – Service Station, provided it can be shown that:</i> <ul style="list-style-type: none"> a) <i>the sign does not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and</i> b) <i>it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.</i> c) <i>be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and</i> d) <i>not result in loss of amenity to neighbouring properties; and</i> e) <i>not involve the unnecessary repetition of messages or information on the same street frontage; and</i> f) <i>not contribute to or exacerbate visual clutter; and</i> g) <i>not cause a safety hazard or obstruct movement of anyone inside or outside the associated</i> 	The proposal complies with P50. <ul style="list-style-type: none"> • The proposed development incorporates signage which is normal for retail fuel depots and service stations and is used to alert drivers to the use in sufficient time to make a decision and slow to turn into the site. As an example, the application across the other side of High Street incorporated two large signs of similar dimensions, canopy signage and internal signage. • The use is non-residential and will not conflict with the purpose of the zone in that the use is compatible, serving users of the local area and will not significantly impact on neighbouring residential amenity. • The designs of the signs are appropriate to the use and the design of the building and site. • There are minimal signs (only one main sign) which will reduce visual clutter.

Provision		
Acceptable Solutions	Performance Criteria	Comments
	<p><i>building; and</i></p> <p><i>h) not distract motorists as a result of size, illumination or movement.</i></p>	<ul style="list-style-type: none"> The signs are a common occurrence along the roadways, particularly along the Midlands Highway and will not cause a safety hazard or a visual distraction.

7. Conclusion

Caltas Pty Ltd is proposing a 24-hour unmanned diesel fuel depot, predominantly to serve commercial vehicles, at 184 High Street Campbell Town extending its carded network throughout the state. The site is currently vacant but has operated as a Service Station in the past and has two existing accesses onto High Street.

The site will incorporate a control building, with toilets, and a large 3 bay canopy. The proposal is designed to accommodate B-double trucks. No convenience shop will be provided.

The signage for the site is common to fuel depots and service stations with a large blade sign at the front of the site, corporate branding on the canopy and directional signage.

The site was back-zoned from Commercial to General Residential several years ago but has remained vacant. This application proposes to rezone the site to Particular Purpose zone - Service Station. The amendment will only facilitate the use of Vehicle Fuel Sales and Service and the proposed signage and will not allow other commercial uses. Application for development permit is also made under the provisions of Section 43A of LUPA Act.

The key issues assessed in this application are:

- Compliance with the Regional Land Use Strategy
- Residential supply and demand
- Traffic and access
- Carparking
- Residential amenity (including noise impacts).

This application demonstrates that these issues are satisfactorily addressed along with the relevant provisions of the planning scheme and it is recommended that the application be approved.