Appendices

A Development Application form & Owner's consent

NORTHERN
MIDLANDS
COUNCIL

13 Smith Street / PO Box 156
Longford Tas 7301

PLANNING APPLICATION

Senior Planner: Paul Godier
Planner: Melissa Cunningham
Planner: Erin Boer

Planning Administration Officer: Jan Cunningham

Phone: 6397 7301
E-mail: planning@nmc.tas.gov.au

1-634

PLANNING APPLICATION

Proposal

Description of proposal: RETAIL FUEL DEPOT

(attach additional sheets if necessary)

Site address: 184 HIGH STREET, CAMPBELL TOWN

CT no: VOL 202749 FOLIO 1

Estimated cost of project $ 500,000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

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

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

If variation to Planning Scheme provisions requested, justification to be provided:

YES, SEE APPLICATION REPORT

(attach additional sheets if necessary)

Is any signage required? YES, SEE APPLICATION REPORT

(if yes, provide details)

1-635

PLANNING APPLICATION

Applicant / owner details

Applicant: ENTURA obo CALTAS PTY LTD

Signature of Applicant: .....

Applicant's Details:

Postal address: 89 CAMBRIDGE PARK DRIVE, CAMBRIDGE 7170

Phone: ..... Mobile: 0439 323 309

E-mail: DANIEL.MARR@ENTURA.COM.AU

Name of Owner/s of subject site: LLOYDS D'ARCY WATER PTY LTD

(as per certificate of title)

(If the subject site is Crown land, owned by the Council or administered by the Council or the Crown, the application must be signed by **either** the responsible Minister of the Crown (or the Minister's delegate) **or** by the General Manager of the Council, **and** must be accompanied by written permission of that Minister or general manger to the making of the application.)

Owner's postal address: SEE OWNERS CONSENT

Owner's email address: .....

As the owner of the land, I consent to the application being submitted,

Signed: .....

OR

As the applicant, I declare that I have notified the owner of the application

Signed: .....

Right of Way:

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Name of Owner/s of ROW: .....

ROW Owner's Postal Address: .....

As the applicant, I have notified the owner of the ROW of the application

Signed: .....

(attach extra page if required)

Office use only:

Paid $..... Date: ..... Receipt No: ..... (Code 01)

Ref: **P1** / ..... Discretionary / Permitted / No Permit Required

Attachments:

☑ **Site plan** *(A4 or A3) showing:*
- new buildings, works and alterations
- north point, relative site and floor levels
- lot boundaries, contours, road frontages, rights of way, easements and any services over the land
- location of any existing buildings or structures on the land or adjoining lots
- existing natural features such as trees, watercourses etc
- items to be demolished, areas to be cut and filled
- vehicle access points to roads and provisions for car parking & manoeuvring
- provision of open space, including gradients, dimensions, access and adjoining open spaces
- provisions for drainage
- a completed environmental supplement for commercial or industrial developments

☑ **Adequate information to fully explain proposal, its intent, compatibility with environs & justification for any variation of Scheme provisions**

☑ **Locality plan showing:**
- nearby streets
- nearby buildings & features

☑ **Landscape plans & elevations** *(A4 or A3) showing:*
- existing vegetation
- proposed plantings
- trees to be removed or land clearing and measures to prevent site soil erosion / pollution

☑ **Proposal plans/drawings** *(A4 or A3) showing:*
- floor plan (inc area in m^2)
- building elevations (inc heights of building)
- external materials and proposed colour scheme
- type and colour and construction materials on all external surfaces
- details of external lighting including the location, direction and strengths of external lights and proposed baffle devices
- details of signage required

☑ **Consent of the property owner;**

☑ **Copy of title plan & easements** (available from Service Tas)

☑ **Other reports** (eg engineering)

☐ **Fees** (PLEASE ADVISE)
Application fees are based on estimates provided by the applicant when the planning application is made – an adjustment may be levied when a project cost is provided at building application stage.

Applications may be emailed to Planning@nmc.tas.gov.au, and application fees may be paid over the phone to Council's receptionist.

PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2000*. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.

LloydsNorth Water

1-637

LLOYDS NORTH WATER PTY LTD
ABN: 64 140 703 948

HEAD OFFICE
2-4 Durkins Road
PO Box 684
QUOIBA TAS 7310

Tel 61 3 6423 4488
Fax 61 3 6424 2442

1st November 2016

The General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

Dear Sir/Madam

Lloyds North Water Pty Ltd, a subsidiary of the Bonney Group, is the registered property owner of the land described in Volume 202749 Folio 1, known as 184 High Street Campbell Town, Tasmania. I, Philip Molineux am authorised for the purposes of providing owner's consent under the *Land Use Planning and Approvals Act 1993*.

I give consent for Hydro Electric Corporation (T/A Entura) to lodge an application for a combined Planning Scheme Amendment and Development Application for a Retail Fuel Depot on 184 High Street, Campbell Town, on behalf of Caltas Pty Ltd, also a subsidiary of the Bonney Group.

Signed _____
PHILIP MOLINEUX (authorised representative)

Date 01/11/2016

B Proposal Plans

1-639

caltas

PROPOSED DIESEL STOP PROJECT

CAMPBELL TOWN SOUTH - TAS

HIGH STREET

DA ISSUE

caltas

DIESEL STOP

DRAWING LIST

1-640

GENERAL		
NUMBER	REV	TITLE
A000	C	DIESEL STOP DRAWING LIST

SITE		
NUMBER	REV	TITLE
A099	A	EXISTING SITE PLAN
A100	E	PROPOSED SITE PLAN
A102	B	DIMENSIONED SITE PLAN
A107	B	TRUCK TURN PATHS

CANOPY		
NUMBER	REV	TITLE
A320	A	CANOPY FLOOR PLAN DIESEL ONLY OPTION
A321	A	CANOPY ELEVATIONS DIESEL ONLY OPTION
A322	A	CANOPY SECTIONS

ARCHITECTURAL		
NUMBER	REV	TITLE
A898	A	CONTROL ROOM FLOOR PLAN
A899	A	CONTROL ROOM WALL SECT. & DTLS
A900	A	CONTROL ROOM ELEVATIONS

CIVIL		
NUMBER	REV	TITLE
B106	A	EROSION AND SEDIMENT PLAN
B107	A	EROSION AND SEDIMENTATION DETAILS
B108	B	STORMWATER CONCEPT

SIGNAGE		
NUMBER	REV	TITLE
S100	B	SIGNAGE SITE PLAN
S110	A	SIGNAGE DETAILS

FUEL SYSTEM		
NUMBER	REV	TITLE
F150	B	FUEL SYSTEM LAYOUT

Job No.160124

Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 435
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
TEL : (02) 9490 9600 FAX : (02) 9438 1224

DA ISSUE

caltas

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE
B	DM	24.10.16	REVISED DA ISSUE
C	DM	27.10.16	REVISED DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
DRAWING LIST

DRAWN	DATE	APPROVED	DATE
TB	21.09.16		
SCALE	SIZE	DRAWING No.	REV.
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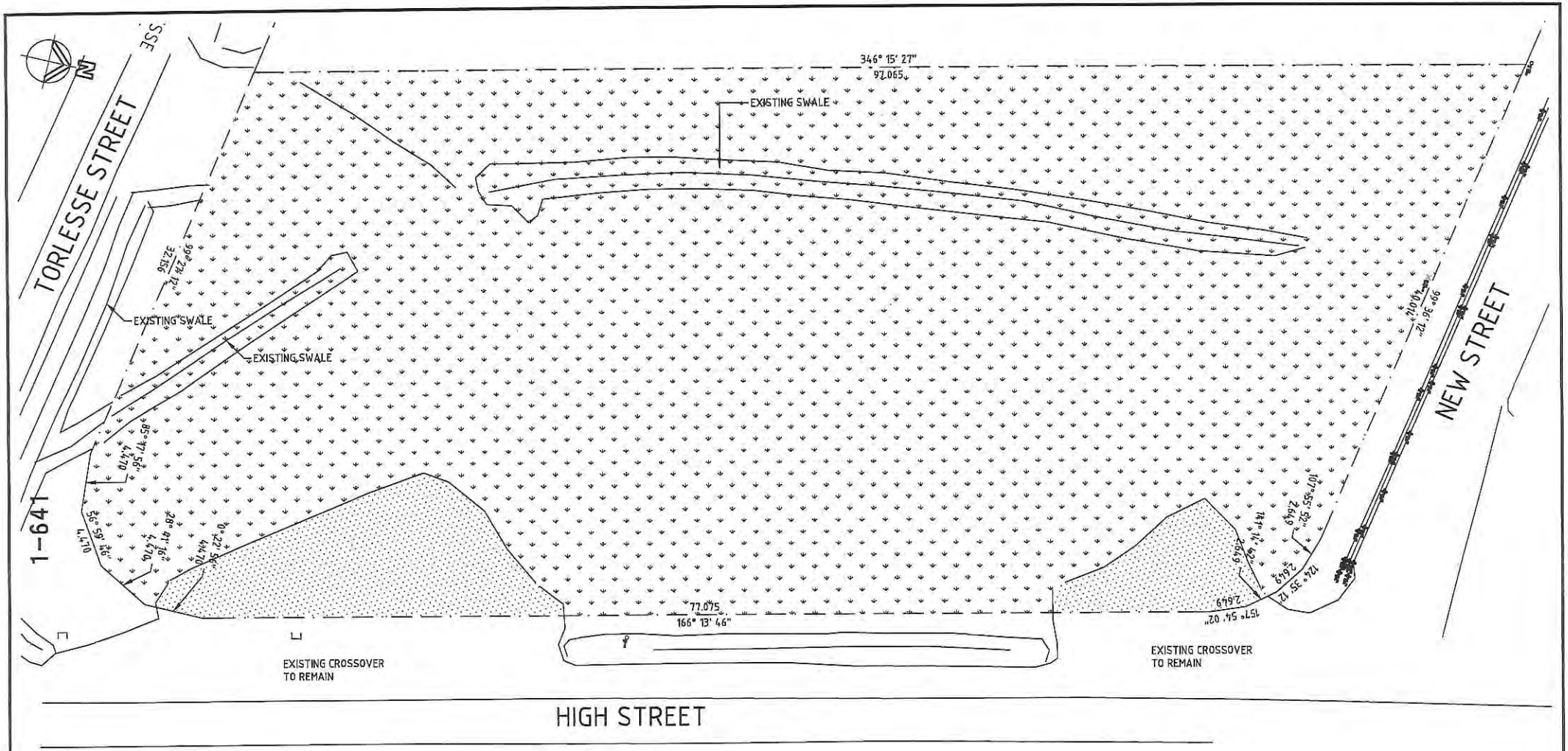

LEGEND

- BITUMEN AREA
- GRASSED AREA

NOTES

1. BASED ON SITE SURVEY, SITE LEVELS AND DETAILS COMPLETED BY 6ty PTY. LTD., DATED 04.10.16 (REF: 16.270 V01).

0 3m 6 9 12 15

DA ISSUE

Job No. 160124

Richmond+Ross PTY LIMITED
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ABN 34 001 485 436
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
EXISTING SITE PLAN

DRAWN	DATE	APPROVED	DATE
TB	21.09.16		
SCALE	SIZE	DRAWING No.	REV.
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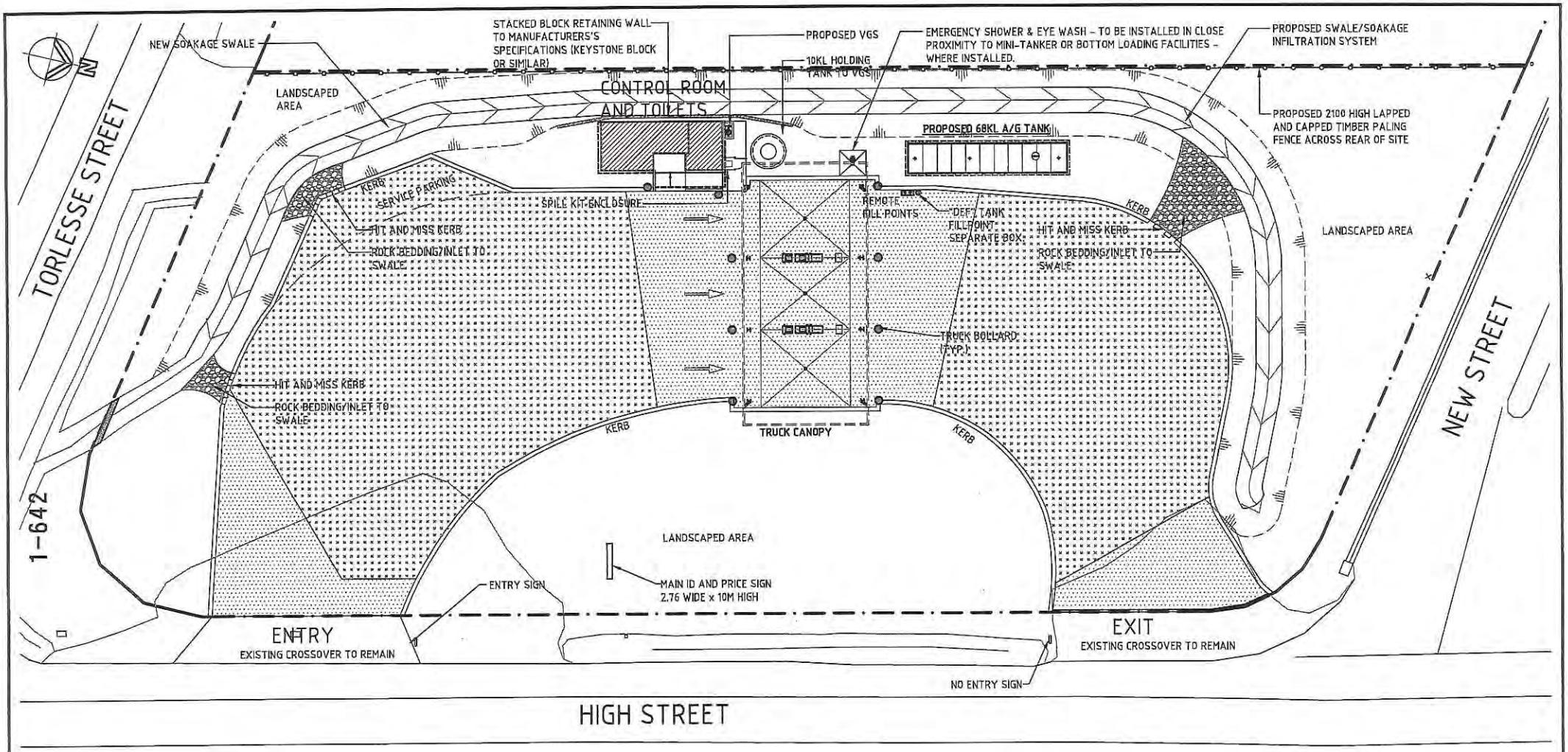

LEGEND

GRAVEL

CONCRETE

0 3m 6 9 12 15

DA ISSUE

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REV.	BY	DATE	DESCRIPTION OF CHANGE
C	DM	17.10.16	DA ISSUE
D	DM	24.10.16	REVISED DA ISSUE
E	DM	27.10.16	DA ISSUE - REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
PROPOSED SITE PLAN

DRAWN	DATE	APPROVED	DATE
B	31.03.16		
SCALE	SIZE	DRAWING No.	REV.
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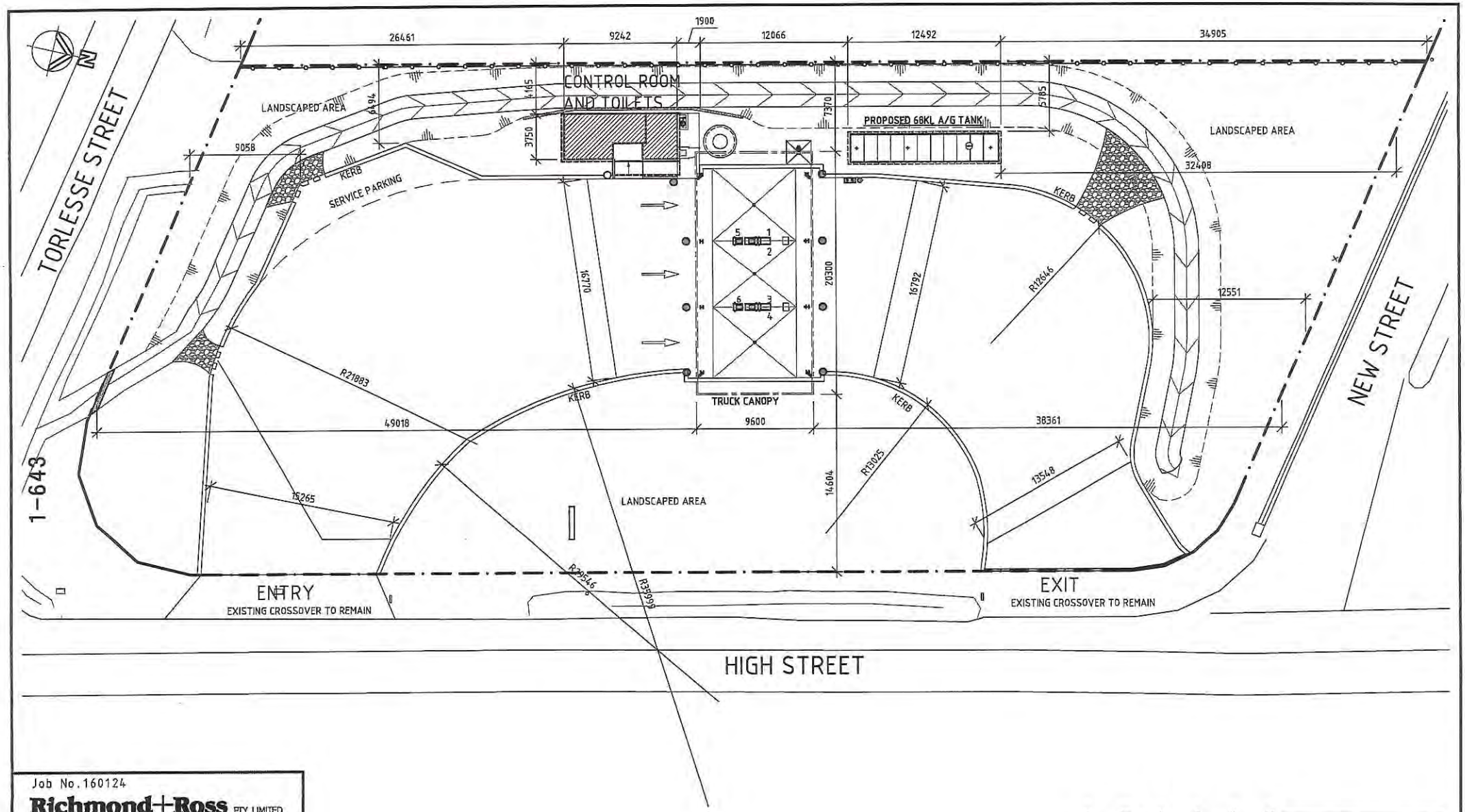

Job No.160124

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ABN 34 001 485 435
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
TEL : (02) 9490 9600 FAX: (02) 9438 1224

0 3m 6 9 12 15

DA ISSUE

caltas

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE
B	DM	27.10.16	DA ISSUE - REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
DIMENSIONED SITE PLAN

DRAWN	DATE	APPROVED	DATE
DM	13.10.16		

SCALE	SIZE	DRAWING No.	REV.
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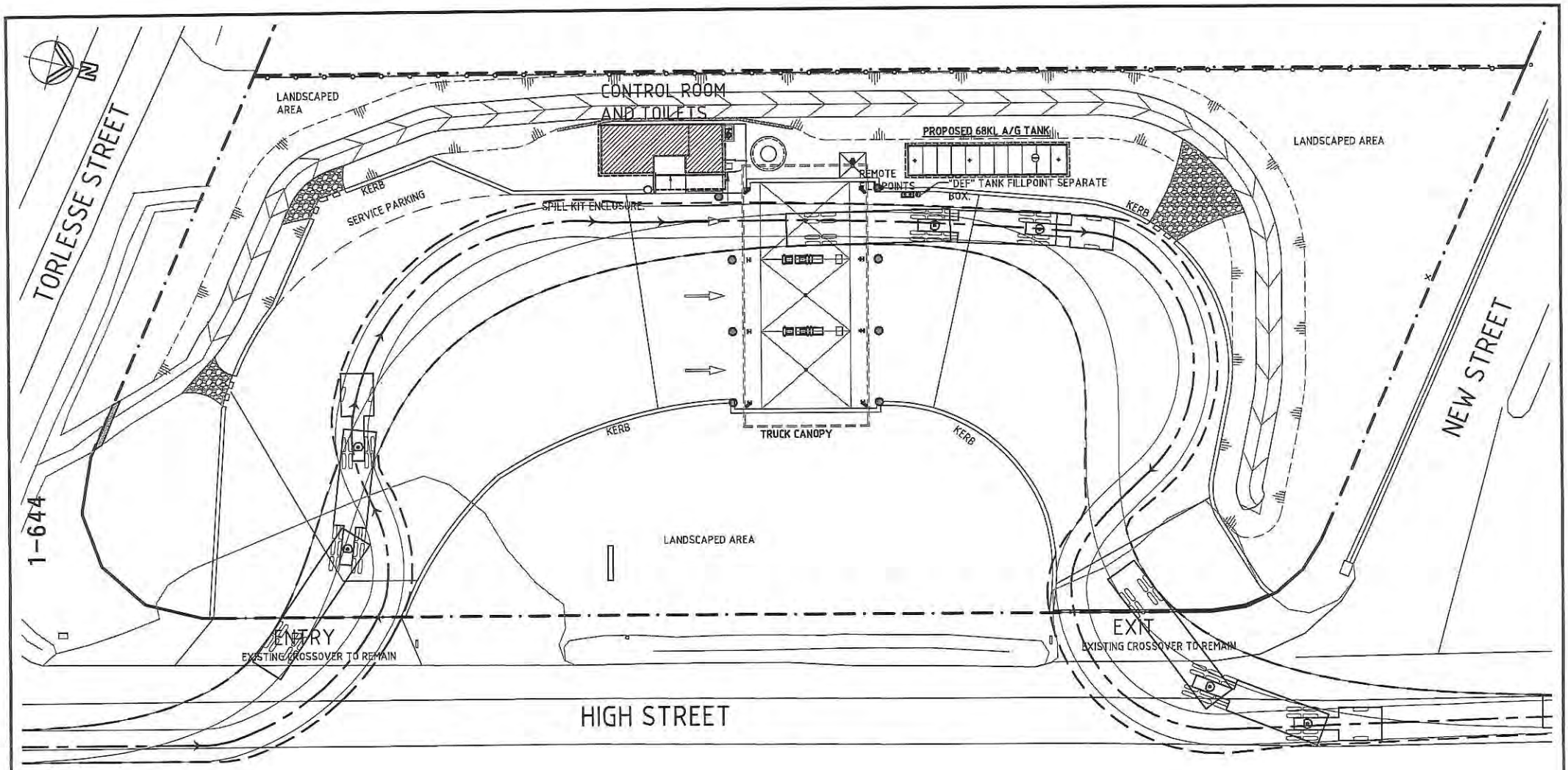

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE
B	DM	27.10.16	DA ISSUE – REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
TRUCK TURN PATHS
25M 'B' DOUBLE

DRAWN	DATE	APPROVED	DATE
DM	17.10.16		
SCALE	SIZE	DRAWING No.	REV.
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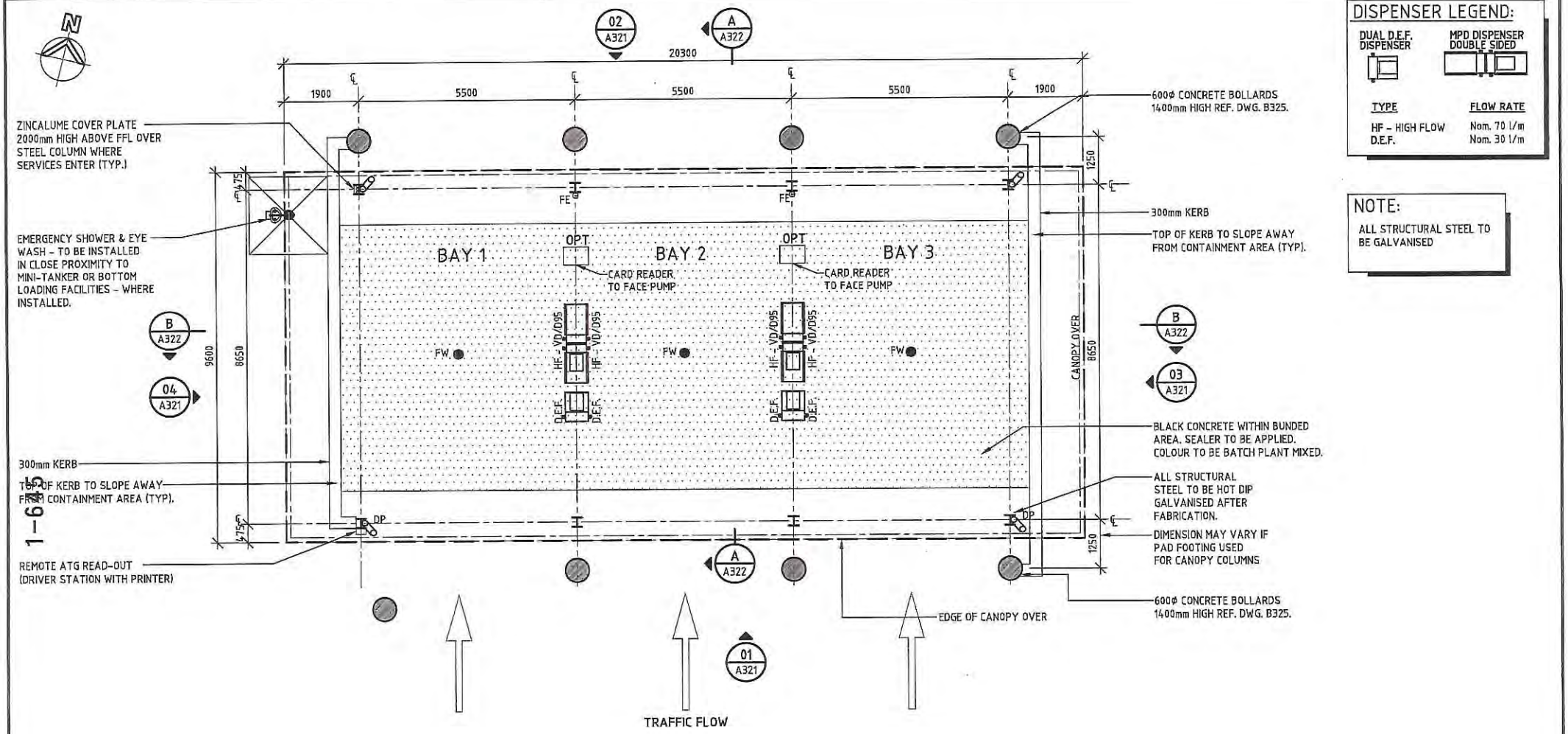

DISPENSER LEGEND:

DUAL D.E.F. DISPENSER	MPD DISPENSER DOUBLE SIDED

TYPE	FLOW RATE
HF - HIGH FLOW D.E.F.	Nom. 70 l/m Nom. 30 l/m

NOTE:

ALL STRUCTURAL STEEL TO BE GALVANISED

1-6-15

Job No.160124

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38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
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DA ISSUE

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CANOPY FLOOR PLAN

DRAWN	DATE	APPROVED	DATE
TB	31.03.16		

SCALE	SIZE	DRAWING No.	REV.
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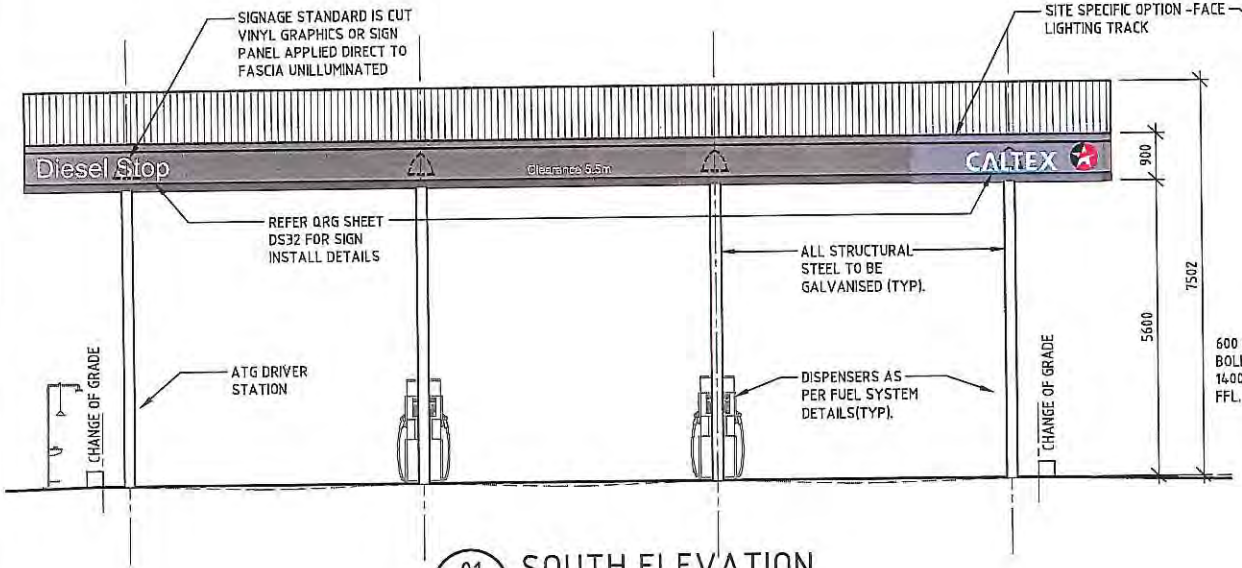
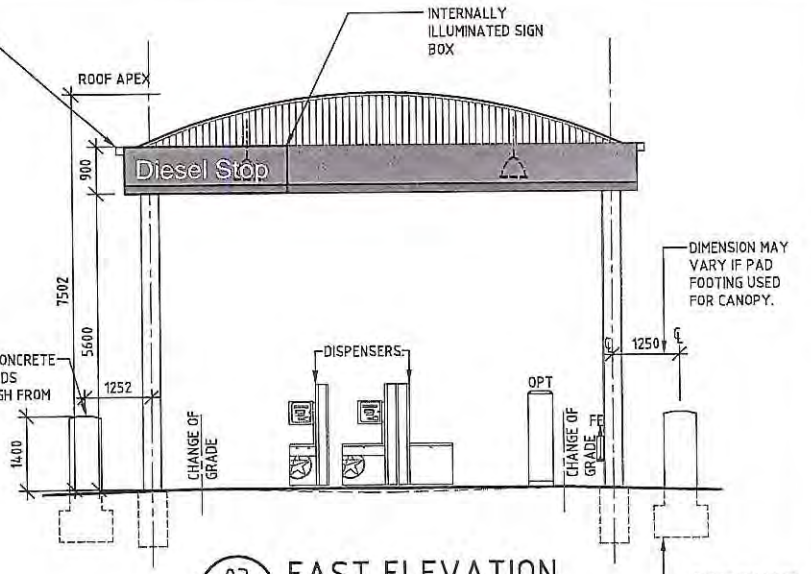
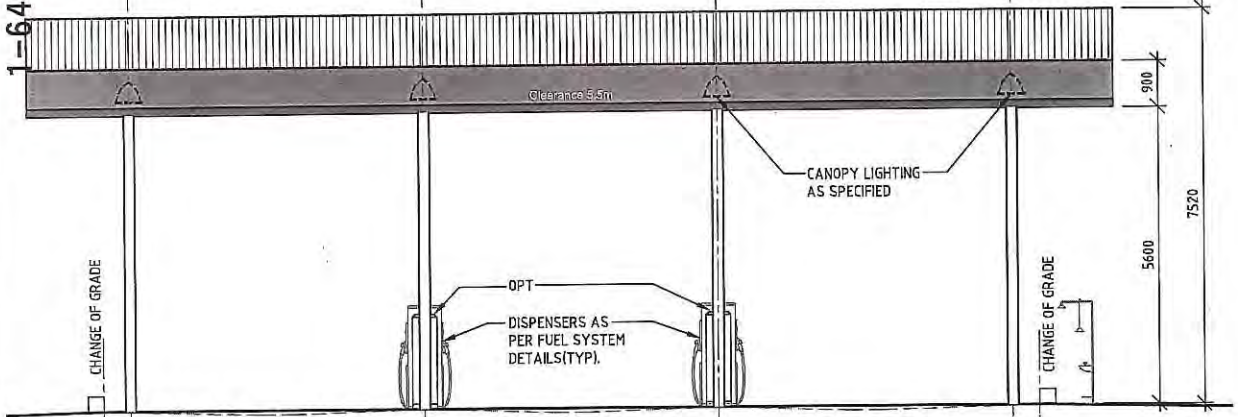


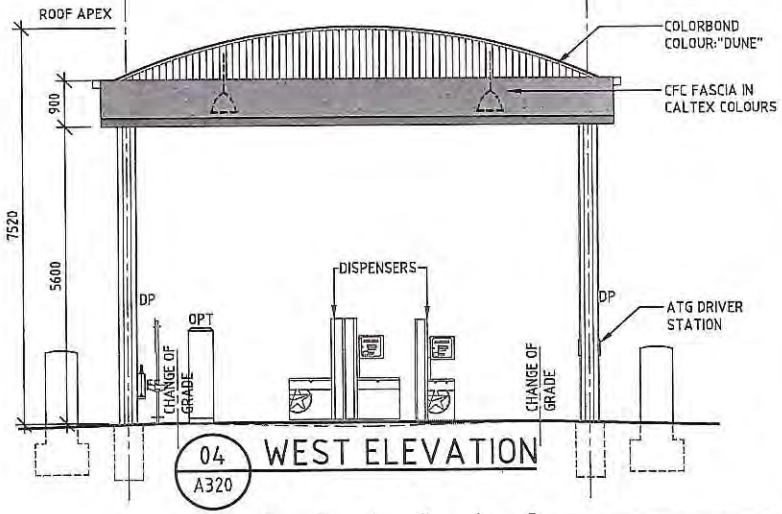
01 A320 SOUTH ELEVATION
BOLLARDS OMITTED FOR CLARITY



03 A320 EAST ELEVATION



02 A320 NORTH ELEVATION
BOLLARDS OMITTED FOR CLARITY



04 A320 WEST ELEVATION

0 1m 2 3 4 5

DA ISSUE

1-646

Job No. 160124

Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 436
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
TEL : (02) 9490 9600 FAX : (02) 9438 1224

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CANOPY ELEVATIONS

DRAWN	DATE	APPROVED	DATE
TB	26.09.16		
SCALE	SIZE	DRAWING No.	REV.
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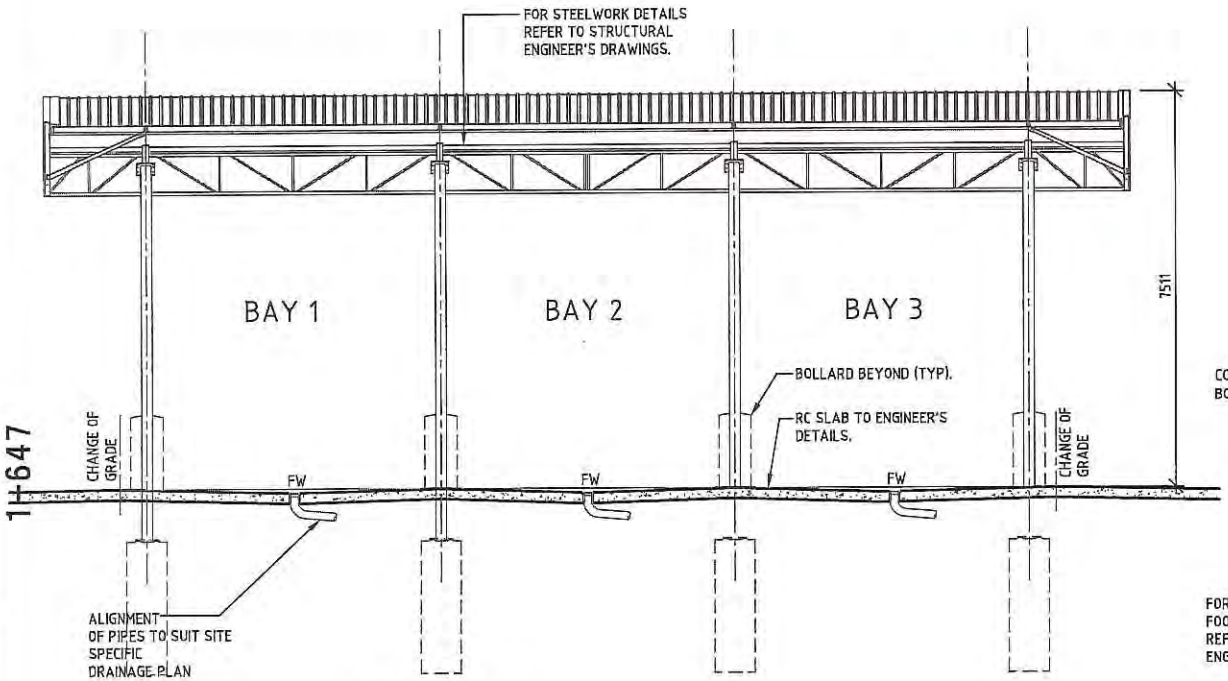
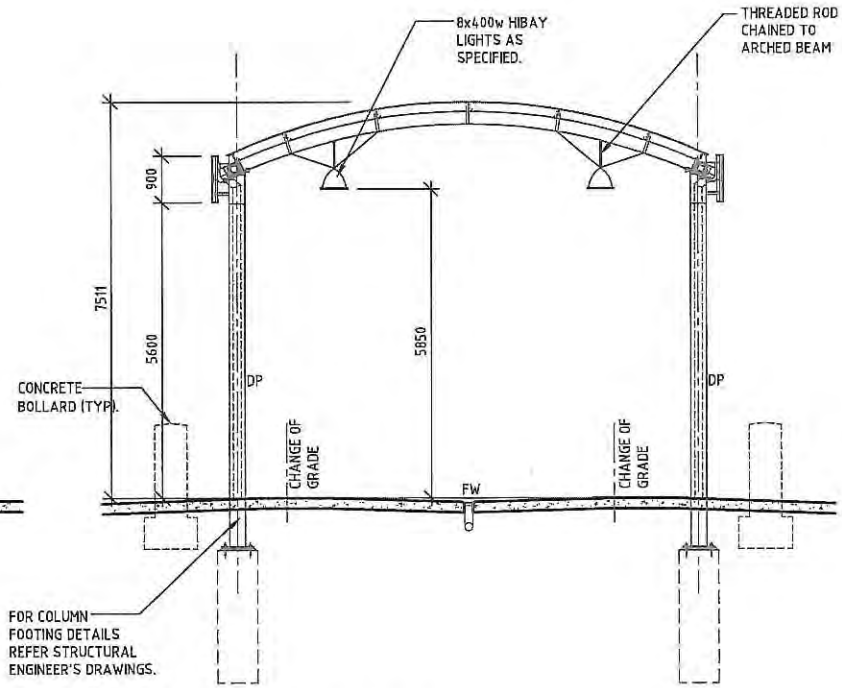


B / A320 SECTION



A / A320 SECTION

Job No.160124

Richmond+Ross PTY LIMITED
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38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
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DA ISSUE

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CANOPY SECTIONS

DRAWN	DATE	APPROVED	DATE
TB	26.09.16		
SCALE	SIZE	DRAWING No.	REV.
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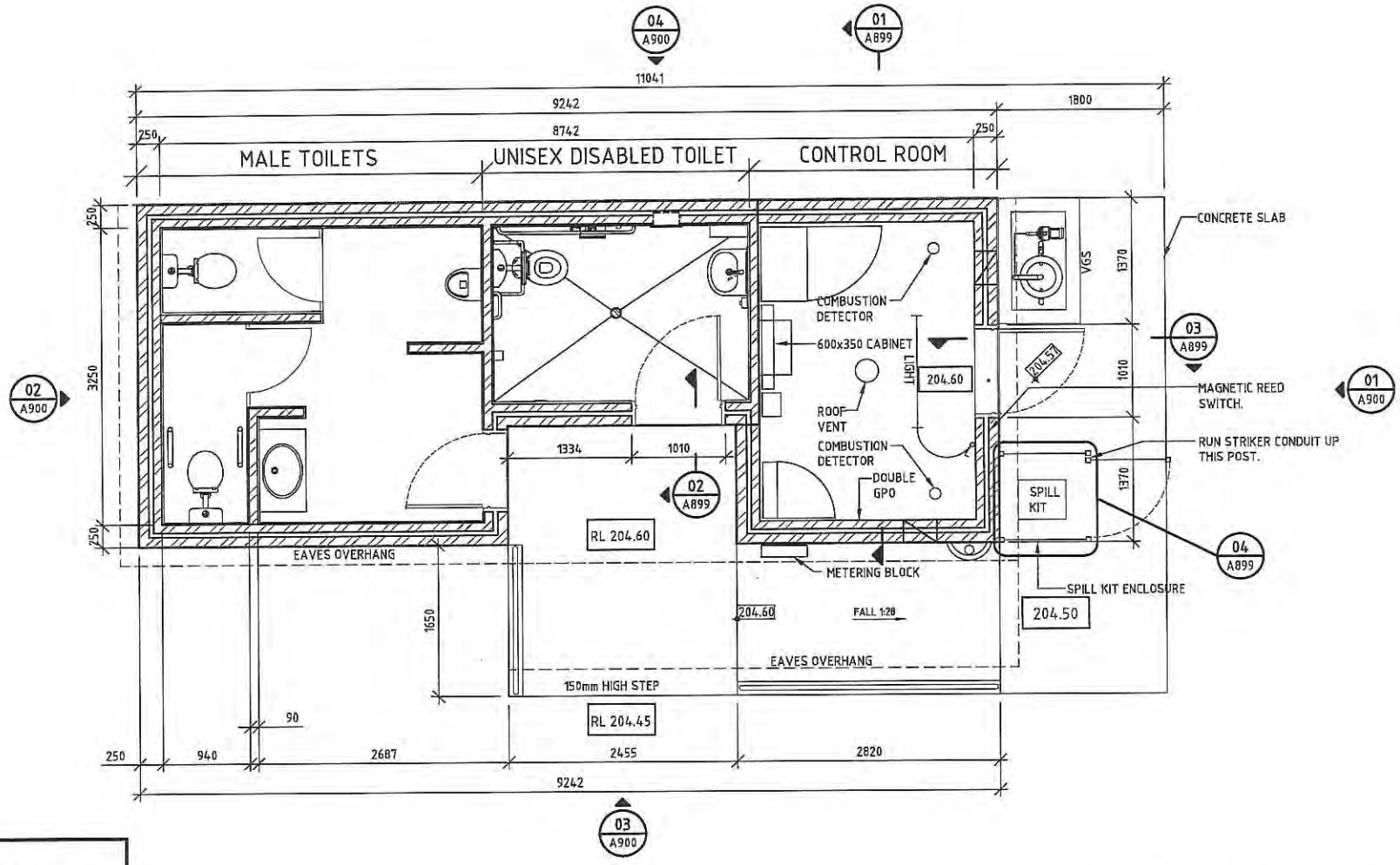

1-648

Job No. 160124

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DA ISSUE

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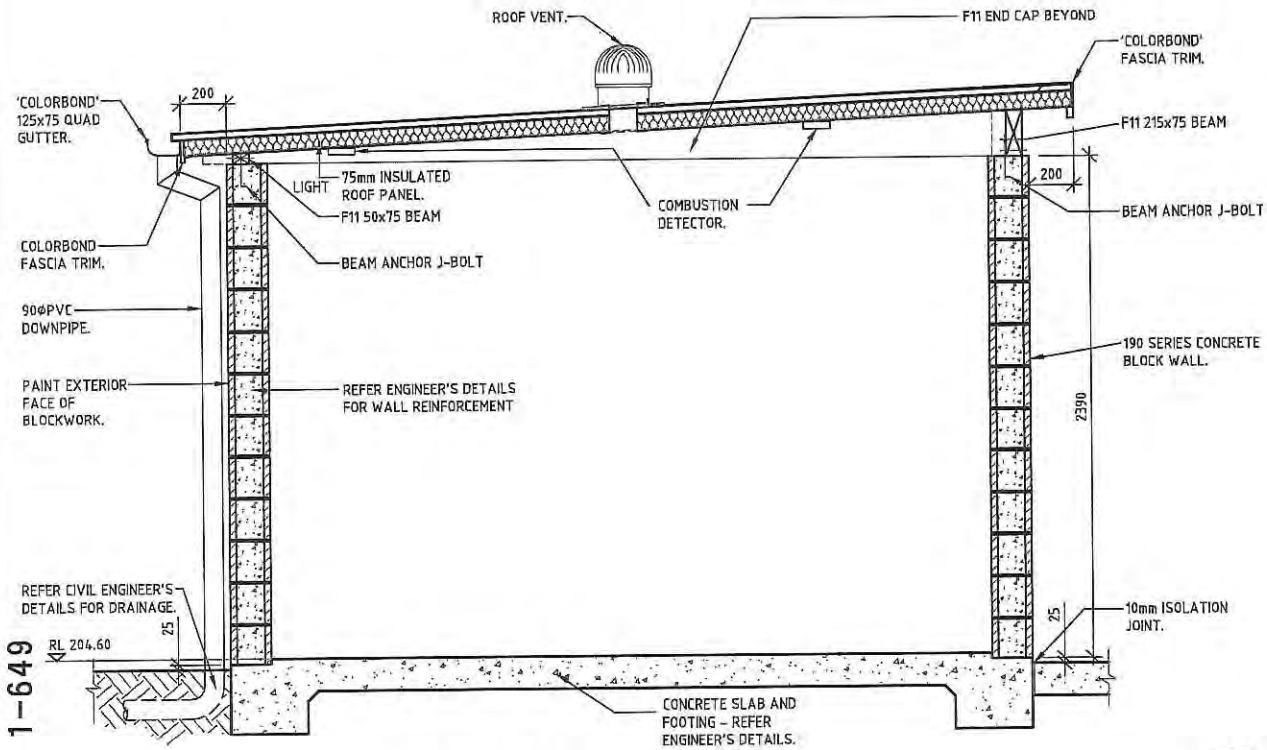
REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

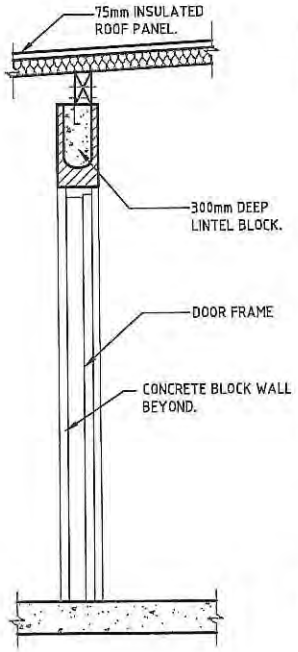
PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CONTROL ROOM FLOOR PLAN

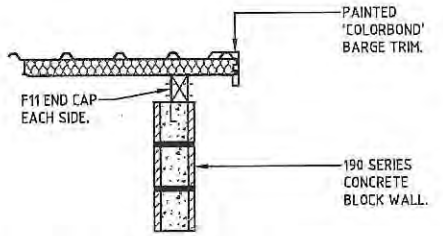
DRAWN	DATE	APPROVED	DATE
TB	26.09.16		
SCALE	SIZE	DRAWING No.	REV.
1:50	A3	160124-A898	A



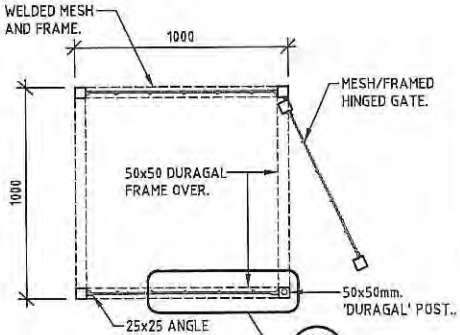
01 / A898 SECTION



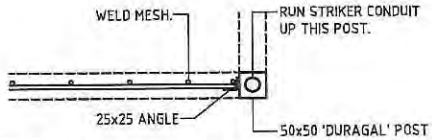
02 / A898 WALL SECTION



03 / A898 SECTION



04 / A898 PLAN



05 / - DETAIL AT POST
SCALE 1:10

SPILL KIT CAGE: GALVANIZED

FRAME: 50x50mm 'DURAGAL' POSTS.
MESH: 358 WELDED MESH
GATE: WELDED MESH ON 25x25mm. ANGLE FRAMING.
LOCK: ELECTRIC STRIKER AND LEVER.
ROOF: WELDED MESH ON 25x25mm. ANGLE FRAMING.

1-649

Job No. 160124

Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 438
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
TEL : (02) 9490 9600 FAX : (02) 9438 1224

0 0.25 0.5 0.75 1m 1.25

DA ISSUE

caltas

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CONTROL ROOM
WALL SECTIONS AND DETAILS

DRAWN	DATE	APPROVED	DATE
TB	26.09.16		
SCALE	SIZE	DRAWING No.	REV.
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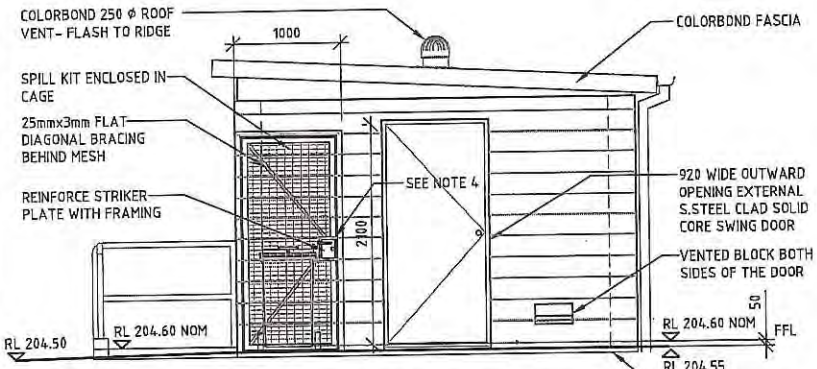
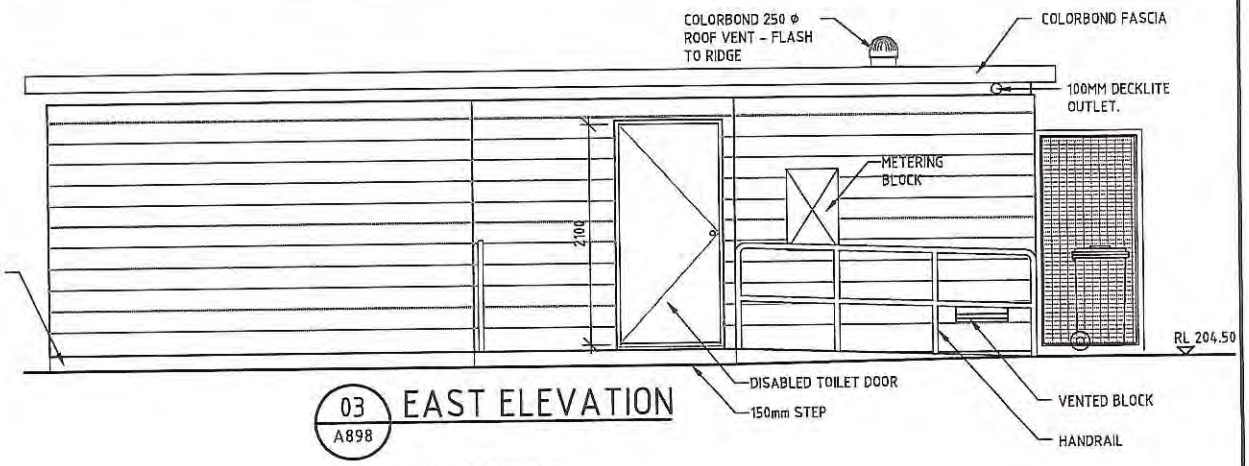
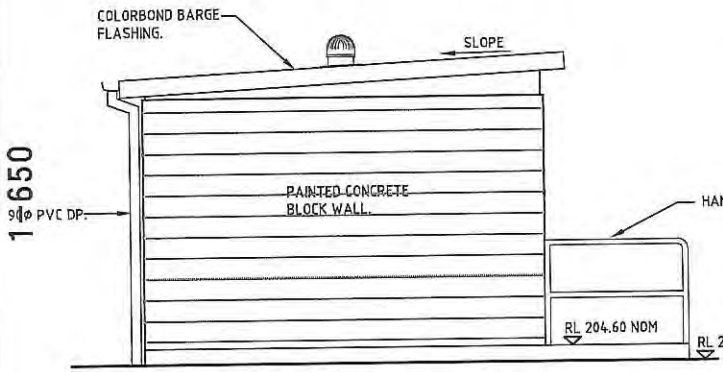


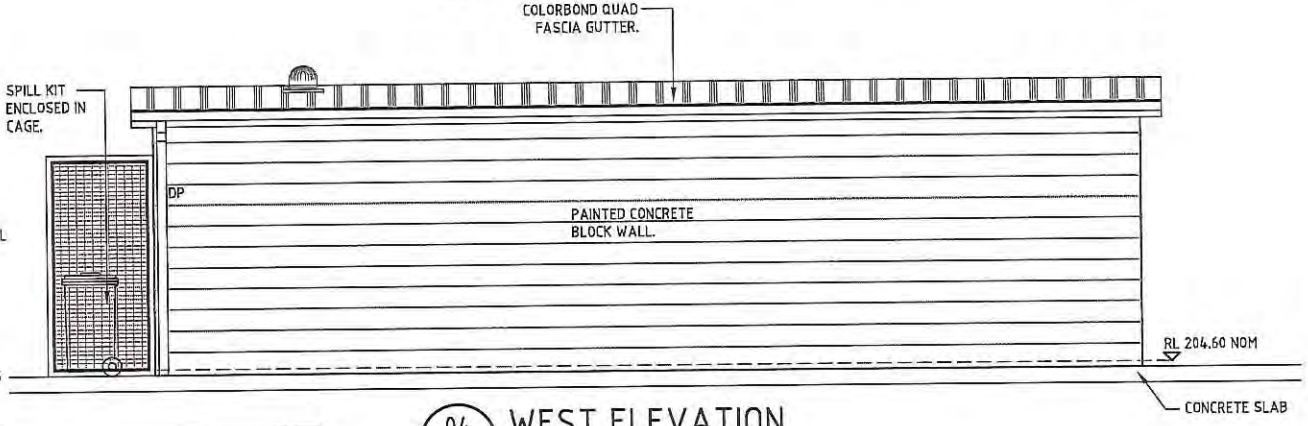
01 A898 NORTH ELEVATION



03 A898 EAST ELEVATION



02 A898 SOUTH ELEVATION



04 A898 WEST ELEVATION

NOTES:

1. LOCATION OF EYE WASH/SHOWER, SPILL KIT AND METERING BLOCK DETERMINED BY SITE ORIENTATION.
2. REFER ELECTRICAL ENGINEER'S DETAILS FOR EXACT EQUIPMENT SIZES AND LOCATIONS.
3. ES2000/FS2000 ELECTRIC STRIKE SHALL RELEASE THE SPILL KIT ACCESS DOOR IN THE EVENT OF ACTIVATION OF THE "SHUT DOWN" OR ACTIVATION OF EITHER BREAK GLASS UNITS ON THE FIRE CABINETS.
4. KEY OPERATED LOCK PLUS ES2000/FS2000 12 VDC ELECTRIC STRIKE TO BE INSTALLED BY BUILDER.

0 1m 2 3 4 5

DA ISSUE

Job No. 160124

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TEL : (02) 9490 9600 FAX : (02) 9438 1224

caltas

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
CONTROL ROOM ELEVATIONS

DRAWN	DATE	APPROVED	DATE
TB	26.09.16		
SCALE	SIZE	DRAWING No.	REV.
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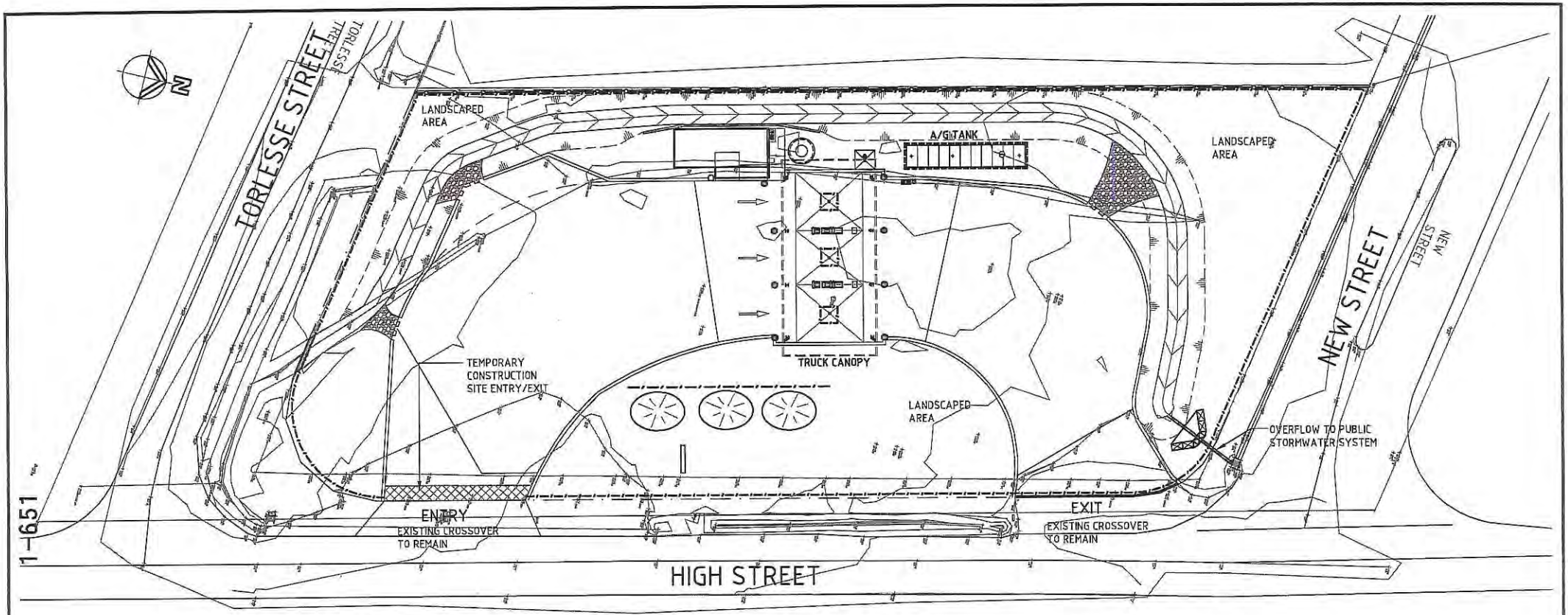

LEGEND:

- SEDIMENT FENCE
- SEDIMENT TRAP
- G GRAVEL BAG
- SWALE
- HAY BAIL FENCE/WALL, 2 BAILS WIDE, TYP.
- STOCK PILE LOCATION
- STRAW BAIL SEDIMENT BASIN

NOTES:

1. BUILDER SHALL PROVIDE SEDIMENT FENCING MATERIAL DURING CONSTRUCTION TO THE LOW SIDE BOUNDARIES. TIE SEDIMENT FENCING MATERIAL CYCLONE WIRE SECURITY FENCE. SEDIMENT CONTROL FABRIC SHALL BE AN APPROVED MATERIAL (EG. HUMES PROPEX SILT STOP) STANDING 300 ABOVE GROUND AND EXTENDING 150 BELOW GROUND.
2. EXISTING DRAINS LOCATED WITHIN THE SITE SHALL ALSO BE ISOLATED BY SEDIMENT FENCING MATERIAL.
3. NO PARKING OR STOCKPILING OF MATERIALS IS PERMITTED ON THE LOWER SIDE OF THE SEDIMENT FENCE.
4. GRASS VERGES SHALL BE MAINTAINED AS MUCH AS PRACTICAL TO PROVIDE A BUFFER ZONE TO THE CONSTRUCTION SITE.
5. ROOF DRAINAGE IS TO BE CONNECTED TO THE STORMWATER SYSTEM AS SOON AS PRACTICAL.
6. EROSION AND SEDIMENT CONTROL MEASURES TO BE INSTALLED BEFORE COMMENCEMENT OF WORKS. DISTURBED SURFACES ARE TO BE TREATED AS DETAILED WITH LINING INSTALLED AS SPECIFIED IN DETAILS.
7. ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE MAINTAINED BY THE BUILDER EVERYDAY THERE IS ACTIVITY ON THE SITE AND AFTER ALL STORM EVENTS.
8. CONTAMINATED SOILS ARE TO BE KEPT WET AT ALL TIMES, PLACED IN SEALED CONTAINMENT AND COVERED. WHEN REMOVING CONTAMINATED SOIL IT IS TO BE TRANSFERRED TO A DECC APPROVED DISPOSAL FACILITY.
9. WATER DEEMED CONTAMINATED IS TO BE PUMPED FROM BASIN AND TRANSPORTED TO BE DISPOSED AT A DECC APPROVED DISPOSAL FACILTIY.
10. TRUCKS USED TO TRANSPORT CONTAMINATED MATERIAL ARE TO BE DECONTAMINATED PRIOR TO LEAVING THE WORK SITE AND AFTER DISPOSING THE CONTAMINATED MATERIAL AT THE DISPOSAL FACILITY

0 4m 8 12 16 20

DA ISSUE

Job No. 160124

Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 436
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
TEL: (02) 9490 9600 FAX: (02) 9438 1224

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS
CONTROL PLAN

TITLE
EROSION AND SEDIMENT PLAN

DRAWN	DATE	APPROVED	DATE
DM	10.10.16		
SCALE	SIZE	DRAWING No.	REV.
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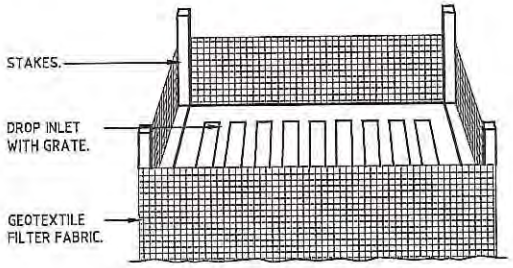

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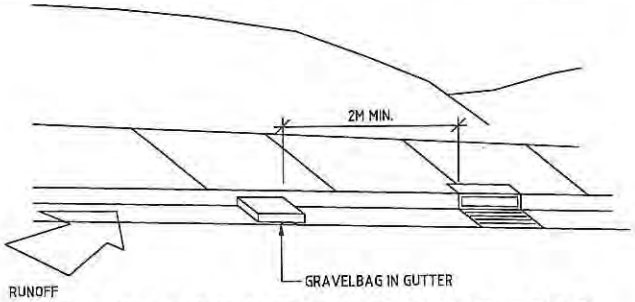

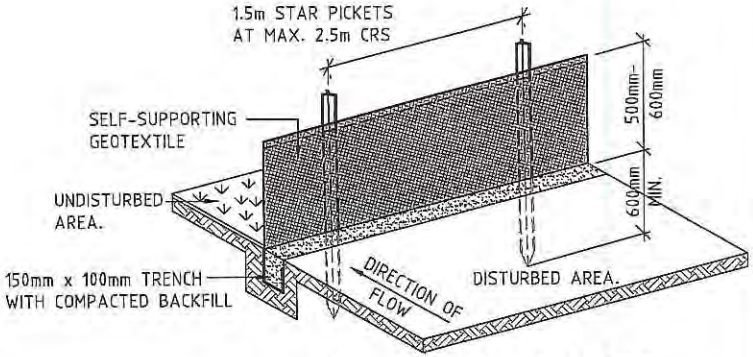

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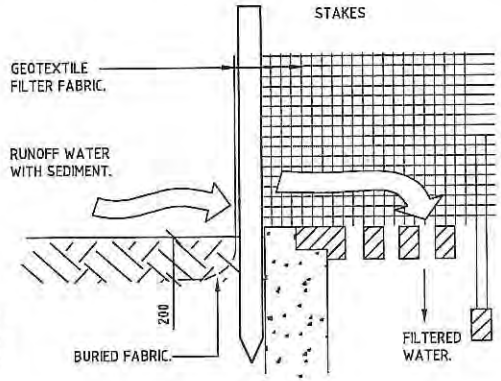
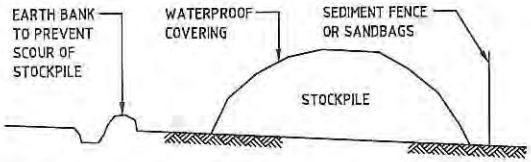


SEDIMENT TRAP TO STORMWATER SUMP



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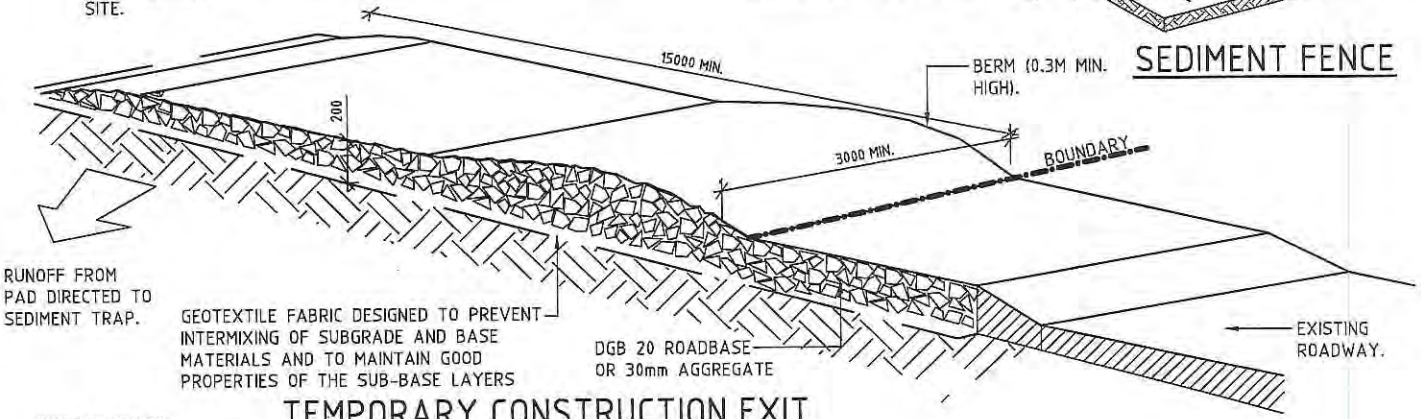

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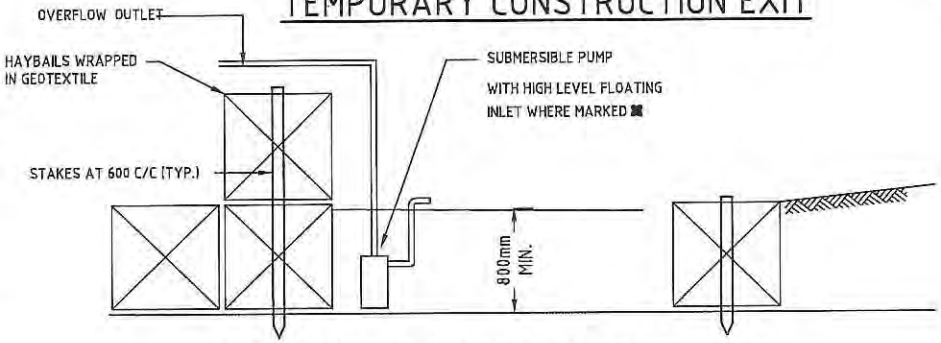

HAYBAIL SILT RETENTION DAM DETAIL

1-652

Job No.160124

Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 436
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065
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DA ISSUE

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REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
EROSION AND SEDIMENTATION DETAILS

DRAWN	DATE	APPROVED	DATE
DM	17.10.16		
SCALE	SIZE	DRAWING No.	REV.
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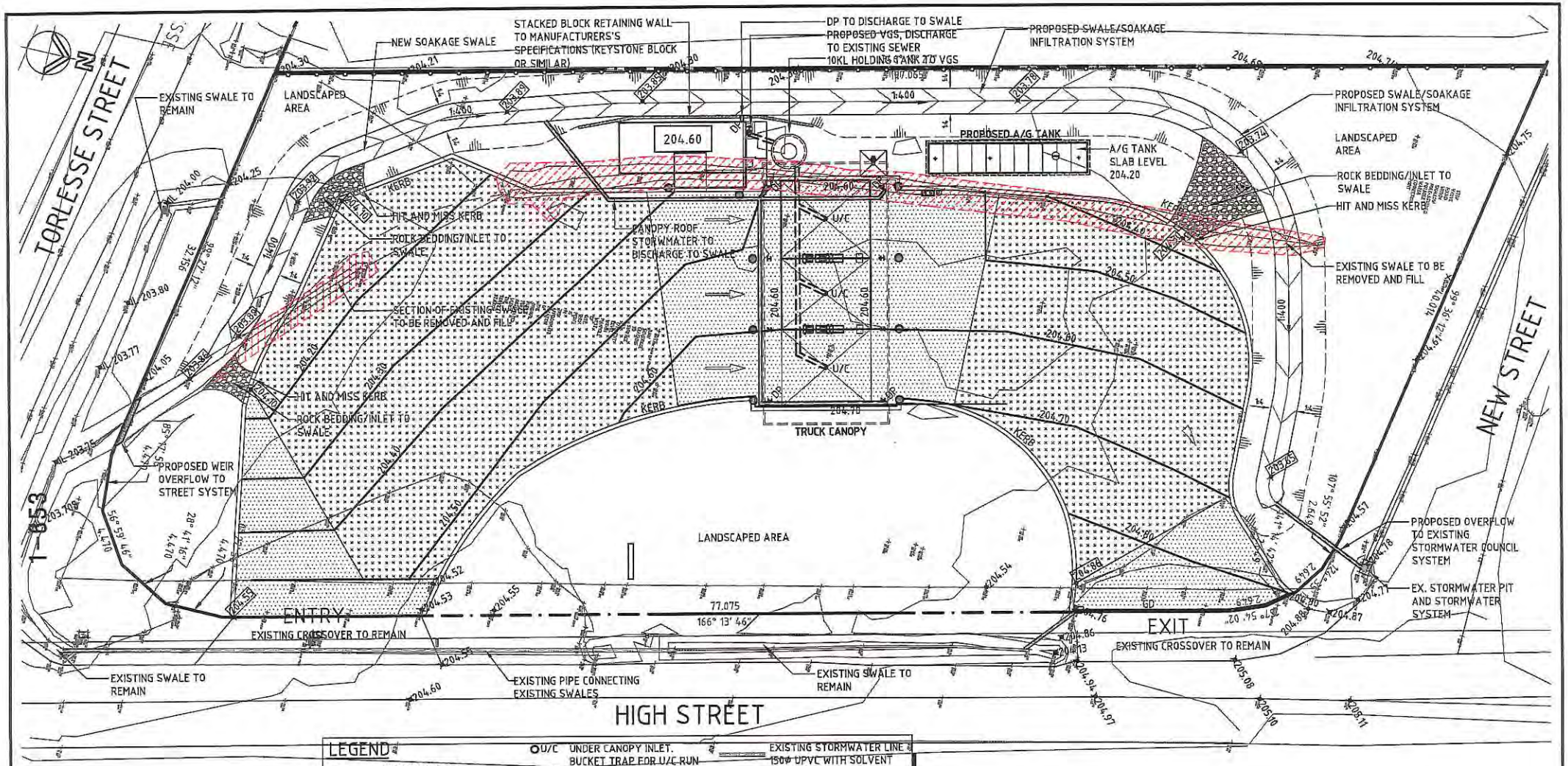

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A	DM	17.10.16	DA ISSUE
B	DM	27.10.16	DA ISSUE – REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
STORMWATER CONCEPT PLAN

DRAWN	DATE	APPROVED	DATE
DM	10.10.16		
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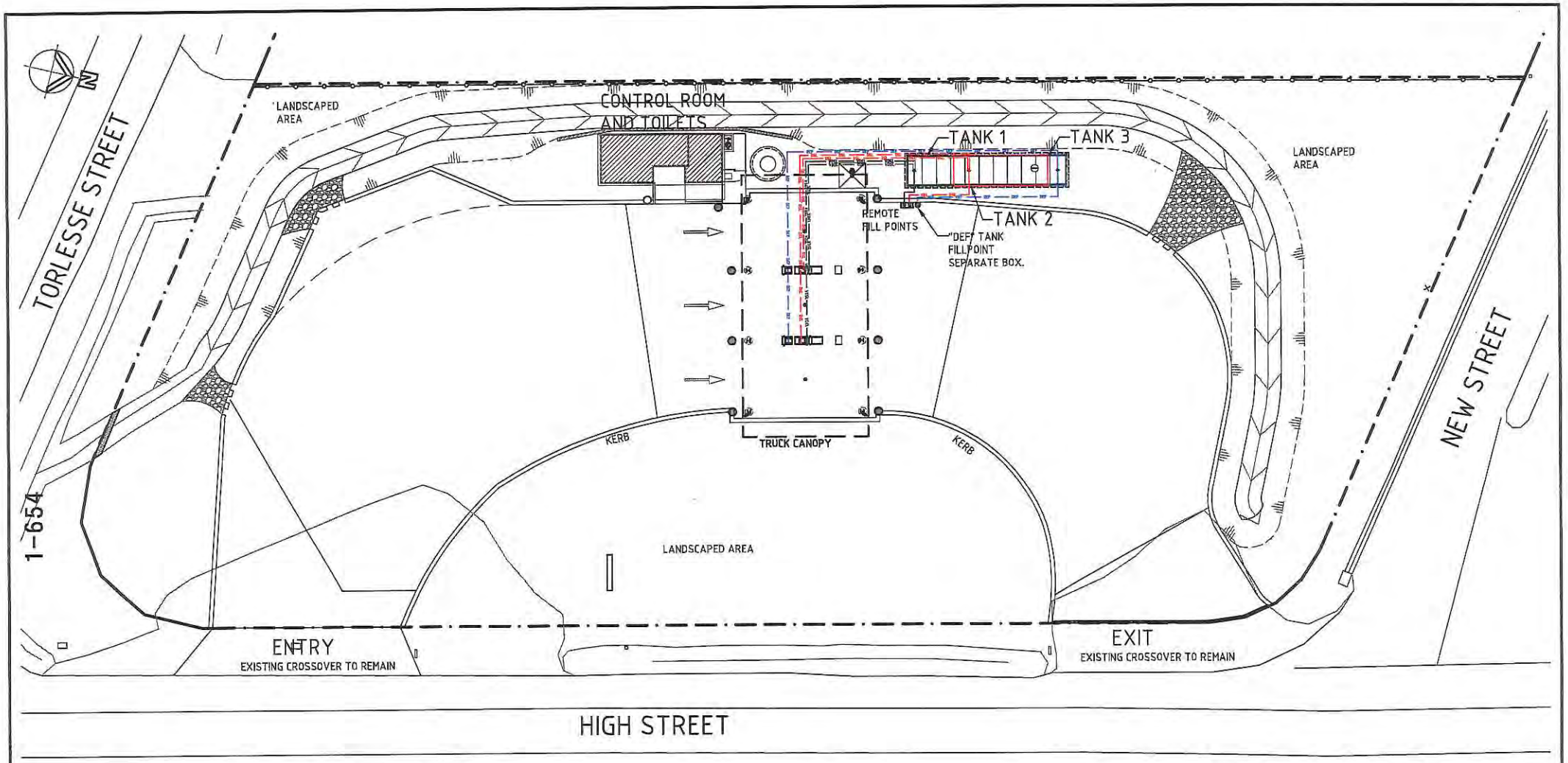

LEGEND

D.E.F(ADBLUE)	
DIESEL	
VORTEX DIESEL	

TANK SCHEDULE

TANK NO.	TYPE	PRODUCT	CLASS	CAPACITY	STP	SYPHON	SYPHON STATE
1	A/G	VORTEX		20 kl			
2	A/G	DIESEL		40 kl			
3	A/G	ADBLUE		8 kl			

0 3m 6 9 12 15

DA ISSUE

Job No.160124
Richmond+Ross PTY LIMITED
CONSULTING ENGINEERS AND PROJECT LEADERS
ABN 34 001 485 438
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A	DM	17.10.16	DA ISSUE
B	DM	27.10.16	DA ISSUE - REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
FUEL SYSYEM LAYOUT

DRAWN	DATE	APPROVED	DATE
DM	17.10.16		
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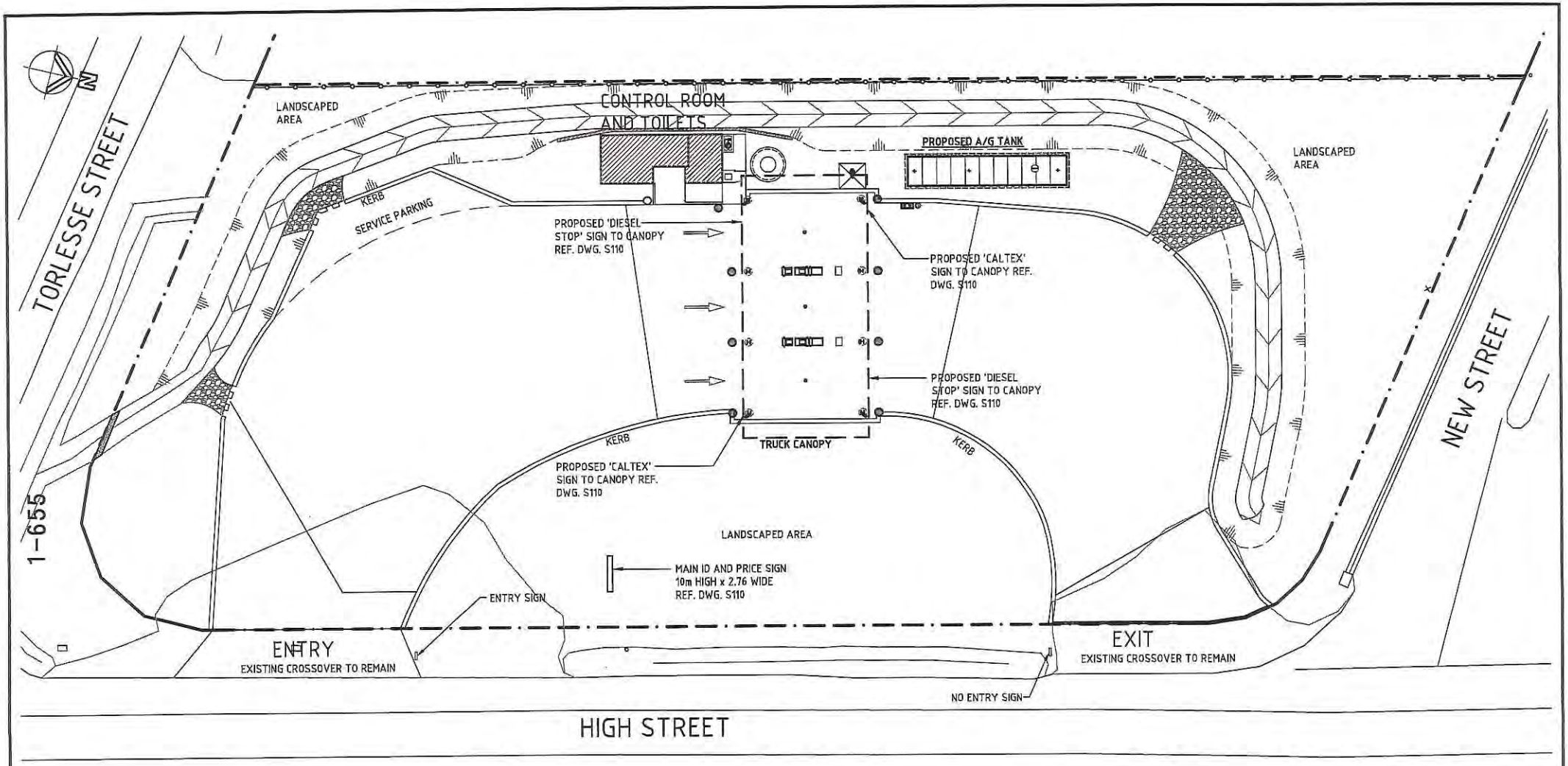

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DA ISSUE

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A	DM	17.10.16	DA ISSUE
B	DM	27.10.16	DA ISSUE - REVISED

REVISION

PROJECT
CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE
PROPOSED SIGNAGE SITE PLAN

DRAWN	DATE	APPROVED	DATE
DM	17.10.16		
SCALE	SIZE	DRAWING No.	REV.
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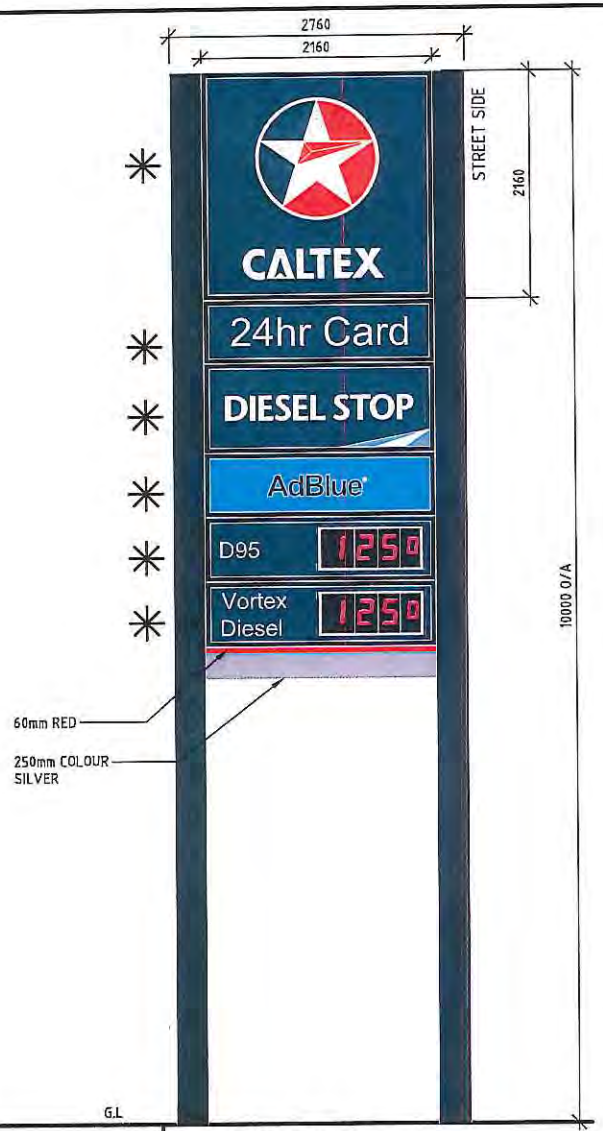

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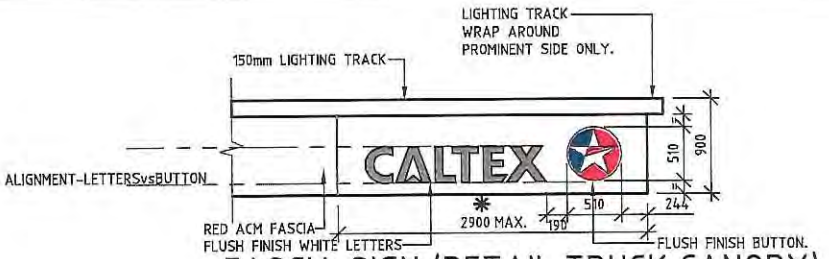

FASCIA SIGN (RETAIL TRUCK CANOPY)

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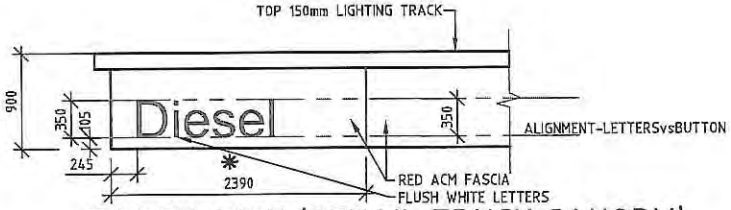

FASCIA SIGN (RETAIL TRUCK CANOPY)

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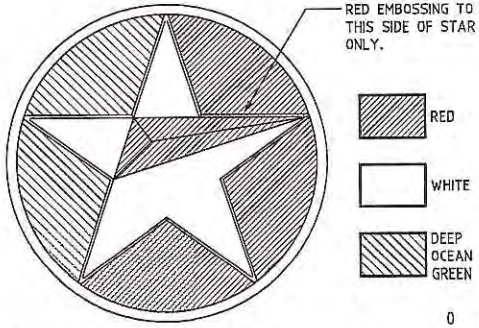
✳ INTERNALLY ILLUMINATED ACRYLIC SIGN BOX



BUTTON COLOR DETAILS

0 0.5m 1 1.5 2 2.5

DA ISSUE

Job No.160124

Richmond+Ross PTY LIMITED

CONSULTING ENGINEERS AND PROJECT LEADERS

ABN 34 001 485 436

38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065

TEL : (02) 9490 9600 FAX : (02) 9438 1224

I.D. SIGN

DOUBLE SIDED

1 OFF

caltas

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	DM	17.10.16	DA ISSUE

REVISION

PROJECT

CAMPBELL TOWN SOUTH
184 HIGH STREET, TAS

TITLE

SIGNAGE DETAILS
RETAIL & RETAIL TRUCK CANOPY

DRAWN	DATE	APPROVED	DATE
DM	17.10.16		
SCALE	SIZE	DRAWING No.	REV.
1:50	A3	160124-S110	A

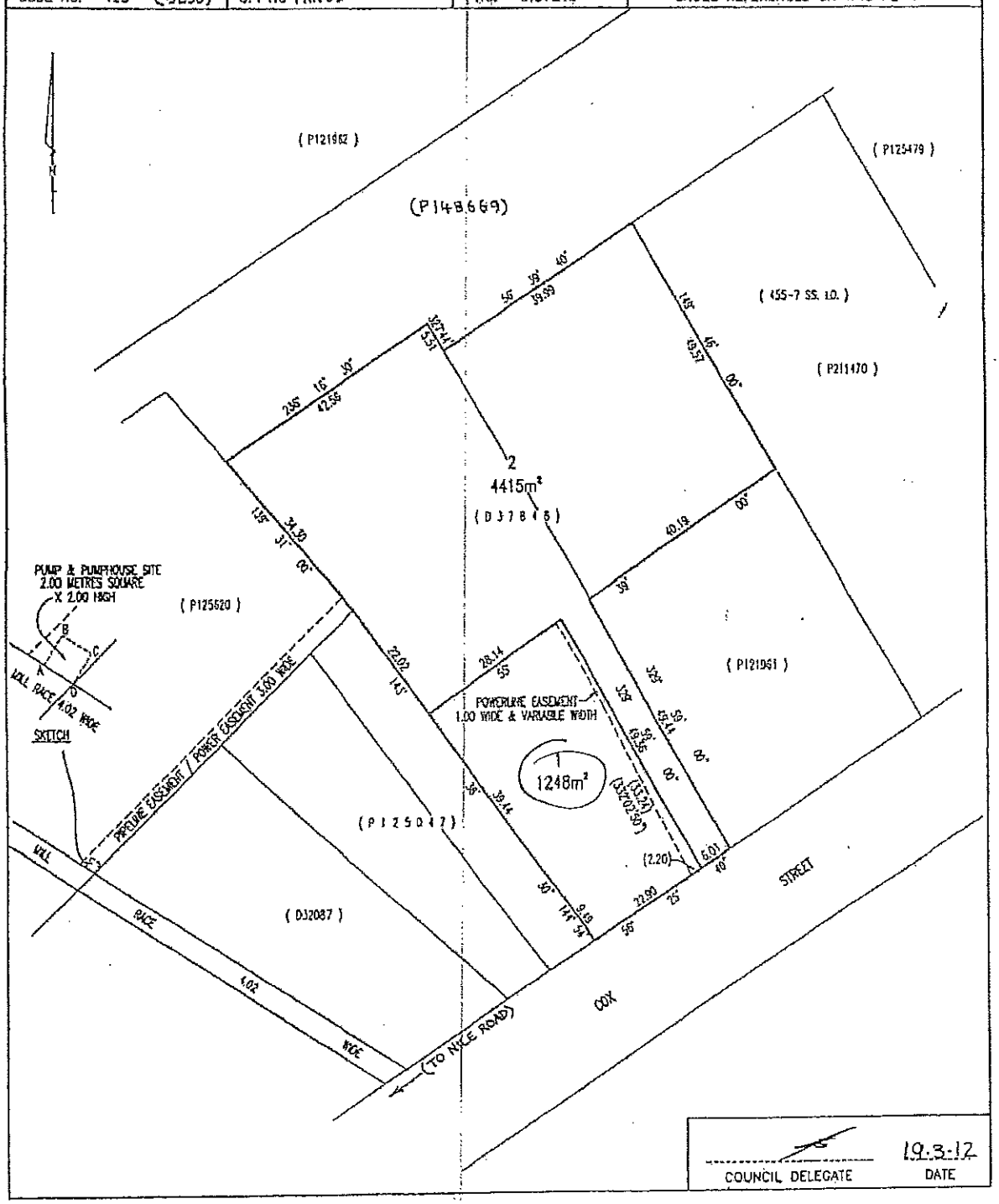
Annexure 2

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER ANTHONY MAXWELL PERRY ANTHONY MAXWELL PERRY & DONNA LORRAINE ADAMS FOLIO REFERENCE F/R 37846-1 F/R 37846-2 GRANTEE PART OF 2000 ACRES LOCATED TO SAMUEL BRYAN	PLAN OF SURVEY BY SURVEYOR PAUL HODGETTS of MICHELL HODGETTS & ASSOC. P/L Po.Box 712 DEVONPORT, 7310 LOCATION TOWN OF NILE SCALE 1:600 LENGTHS IN METRES	REGISTERED NUMBER SP163572 ~~APPROVED~~ EFFECTIVE FROM 22 MAY 2012 Alice Kaura Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5238)	LAST PAR86 UPI No PAR85	LAST PLAN No. D.37846
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



19.3.12
COUNCIL DELEGATE DATE

C Certificate of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
202749	1
EDITION	DATE OF ISSUE
2	25-May-2016

SEARCH DATE : 30-May-2016
SEARCH TIME : 12.37 PM

DESCRIPTION OF LAND

Town of CAMPBELL TOWN
Lot 1 on Plan 202749
Derivation : Part of Lots 2 & 4 (Section A.P.) Gtd. to W. Phillips.
Prior CT 2116/98

SCHEDULE 1

E31660 TRANSFER to LLOYDS NORTH WATER PTY LTD Registered 25-May-2016 at noon

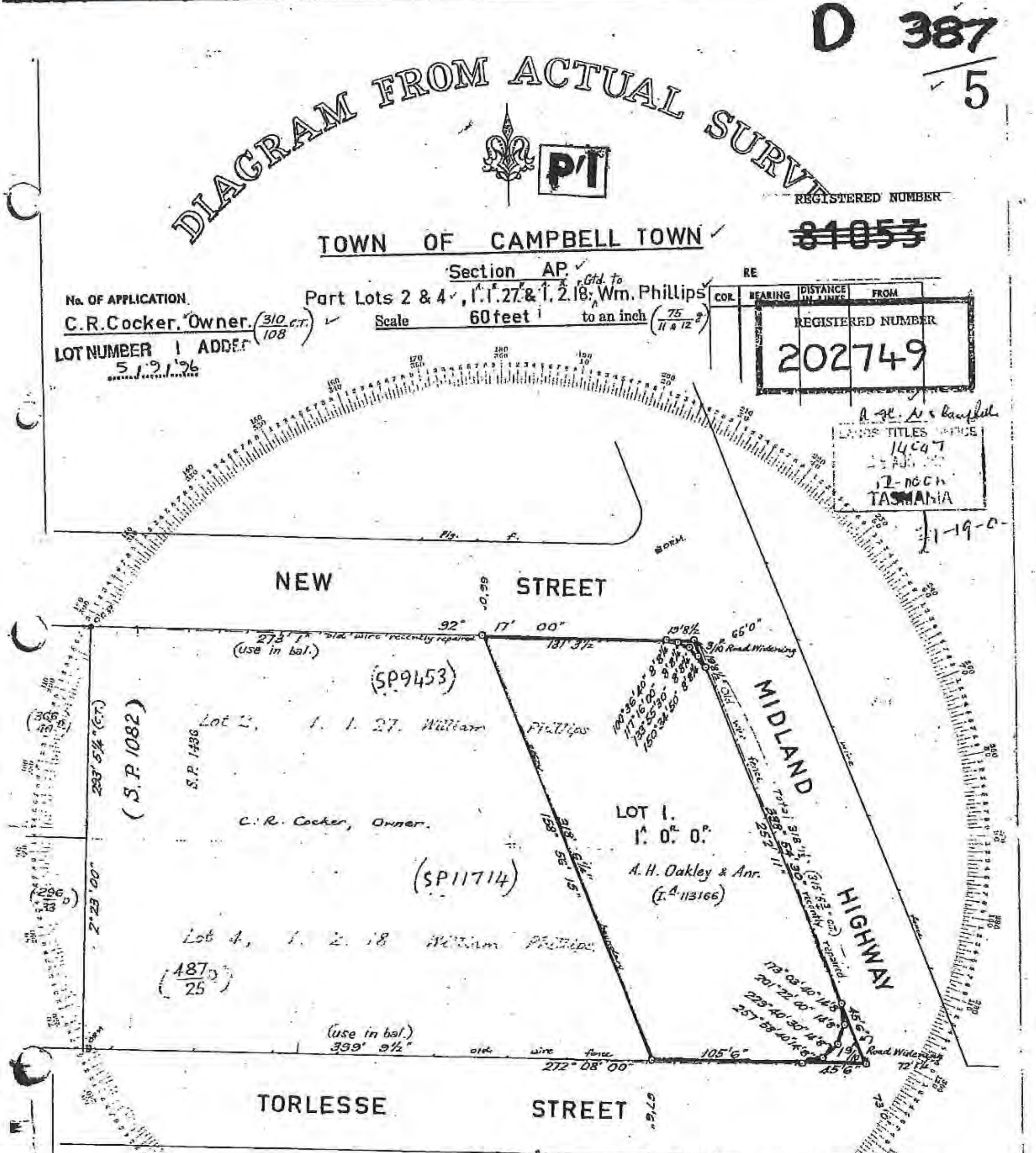
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
A113166 FENCING CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

D 387 / 5



The Common Seal of the Warden, Councillors & Electors of the Municipality of Campbell Town has been hereunto affixed in the presence of us this 16th day of June, One Thousand Nine Hundred & Fifty-Nine in pursuance of authorisation given at a Meeting of the said Council held on the 16th day of June, 1959.

J. C. O'Brien Warden.

[signature] Councillor.

K. L. Worley Council Clerk.

To be filled in by Surveyor.	*Date of Instructions*
	Survey commenced } 25. 5. 59
	Survey finished
	Error of close 1 in 61,000
Office examination.	*Plotted by* ek
	Examined as to boundaries RL 3.9.59
	Mathematically checked ek
	Entered on Card by LRM

I, John Walter Cohen *of* Launceston

Registered Surveyor, of Tasmania, do hereby certify that this plan has been made from surveys executed by me or under my own personal supervision, inspection, and field check, and that both plan and survey are correct, and have been made in accordance with the Land Surveyors' By-Law No. 2, dated 3rd July, 1946.

Dated this Twenty-seventh *day of* May *, 1959*

JOHN W. COHEN

J W Cohen
Authorised Surveyor.

D Revocation of Site Management Notice No. 8775/1

1-662

ENVIRONMENT PROTECTION AUTHORITY

SITE MANAGEMENT NOTICE REVOCATION CERTIFICATE

Issued under the *Environmental Management and Pollution Control Act 1994*, Section 74K(1).

Site Management Notice Number: **8775/1**

Date of Issue: **18 April 2013**

Issued to: **Caltex Australia Petroleum Pty Ltd**

I, Wes Ford, Director, Environment Protection Authority, hereby revoke the above Site Management Notice in accordance with Section 74K(1) of the *Environmental Management and Pollution Control Act 1994.*

This revocation certificate should not be taken as evidence that the Site Management Notice to which it relates either has or has not been complied with.

..... [Signature]

Wes Ford .....[Name]

Director, Environment Protection Authority:

Date of Revocation: 14 December 2015

E Traffic Impact Assessment

MIDSON
traffic
pty ltd

Entura

Campbell Town Truck Refuelling
Traffic Impact Assessment

September 2016

MIDSON traffic pty ltd

Contents

Figure Index

MIDSON traffic pty ltd

1. Introduction

1.1 Background

Midson Traffic were engaged by Entura to prepare a traffic impact assessment for the development of a 24 hour unmanned truck fuelling station at 184 High Street Campbell Town.

1.2 Traffic Impact Assessment (TIA)

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

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

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

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

1.3 Statement of Qualification and Experience

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

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

- 20 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006

- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Chartered Professional Engineer (CPEng), Fellow (FIEAust), Engineering Executive (EngExec)

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 184 High Street, Campbell Town, located on the corner of High Street and Torlesse Street. The site was previously used a service station until approximately 6 years ago when it was closed. The site was remediated and rezoned as residential. The site is currently vacant land.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site and Surrounding Road Network

Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2009
- DSG, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002. (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)

MIDSON traffic pty ltd

- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)
- Australian Standards, AS2890.2, *Parking Facilities, Off Street Commercial Vehicle Facilities*, 2002 (AS2890.2)

MIDSON traffic pty ltd

2. Existing Conditions

2.1 Transport Network

High Street carries approximately 5,938[1] vehicles per day in the vicinity of the proposed development. High Street has approximately 14.4% heavy vehicles (equating to approximately 855 trucks per day).

The posted speed limit is 60km/h near the subject site. The posted speed limit just south of the site is 110km/h.

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for the period between January 2011 and June 2016 near the subject site. The findings of the crash data is summarised as follows:

- There were a total of 34 crashes reported during this period
- The majority (21) of crashes were property damage only. There were five crashes involving first aid, five involving minor injury and three involving serious injury.
- Only one crash occurred in close proximity to the site, occurring on the curve just north of the site. This crash occurred in June 2016 and involved a head on collision.
- Five crashes occurred at intersections between minor roads and High Street.
- Seven crashes involved parking. There were seven 'off carriageway' crashes. Five crashes involved rear end collisions. Three crashes involved head on collisions.

This area has a relatively high number of crashes, due to the large number of conflicting vehicular movements through the township of Campbell Town. There are a high number of intersections and accesses through this area, as well as a high volume of manoeuvres from parking on the side of High Street. The majority of crashes are low severity.

[1] Department of State Growth 2011 traffic data

MIDSON traffic pty ltd

3. Proposed Development

3.1 Development Proposal

The proposed development is a 24 hour truck fuelling station. The proposed development is for trucks only and will not be used by passenger vehicles.

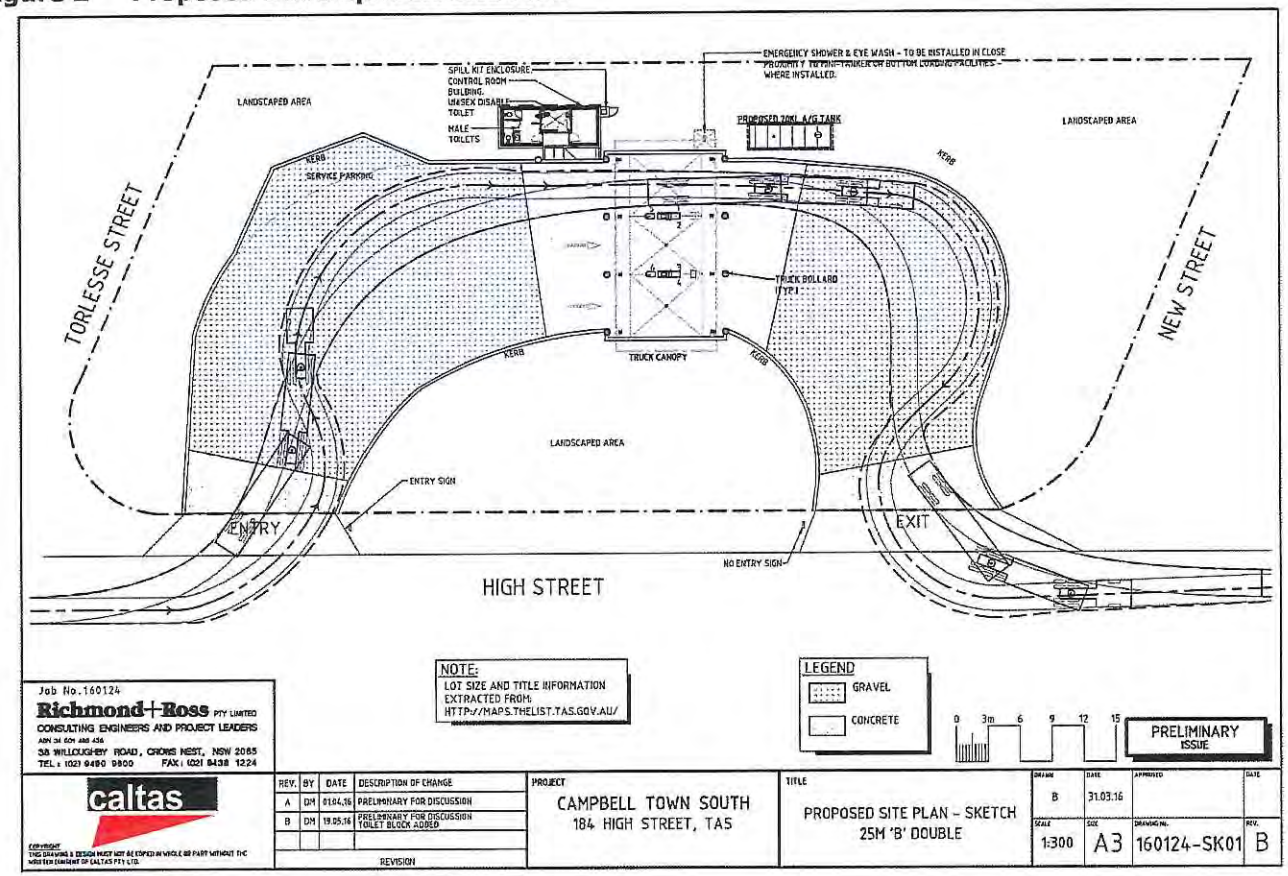
The site is unmanned with all sales self-serve using a credit card reader. Basic amenities are provided on-site, including toilets and emergency facilities. Space is available for service parking on the southern boundary of the site.

There are separate entry and exit accesses provided, providing one-way traffic flow through the site. Refuelling is available via three defined lanes with bowsers located between these lanes.

A plan of the proposed development is shown in Figure 2.

1-672

Figure 2 Proposed Development Site Plan



MIDSON traffic pty ltd

4. Traffic Impacts

4.1 Traffic Generation

The existing site is zoned residential and is currently vacant land. The site was previously used a service station until approximately 6 years ago when it was closed.

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

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

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

A(F) = gross area of convenience store.

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

Using this as a basis for estimating the traffic generation, we have a peak hour traffic generation of 176 vehicles per hour. If we account for the use of the site as for trucks only, then this rate can be reduced proportionately to the heavy vehicle proportion in the surrounding network. This equates to a peak hour traffic generation of 25 trucks per hour (applying the percentage of trucks as 14.4%).

The RMS Guide suggests that daily traffic generation associated with fuel sales may represent 17 times the evening peak generation. On a daily basis, the proposed development may generate approximately 425 trucks per day (spread across 24 hours). Note that these truck movements would already be on the road network and would represent 'pass by trips'. No additional trips would be added to the network, other than relatively local detour trips.

Note that the previous use of the site as a traditional service station would have resulted in a much higher traffic generation than the proposed truck refuelling station.

4.2 Trip Distribution

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

- Inward/ outward: 50% inward trips, 50% outward trips (all times)
- Directional Split: 60% northbound, 40% southbound (all times)

The directional split is due to the ease of access for northbound traffic.

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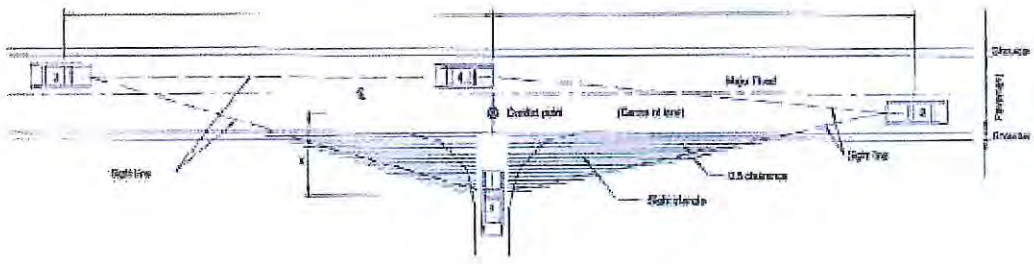
4.3 Access Impacts

The site has two existing accesses. The southern access is proposed to be entry only, while the northern access is proposed to be exit only.

Schedule E4.7.4 of the Planning Scheme outlines the sight distance requirements at accesses. This is reproduced in Figure 3.

Figure 3 Planning Scheme Sight Distance Requirements

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



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

> *SISD is the minimum distance which should be provided on the major road at any intersection.*
>
> *SISD:*

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

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

The available sight distance for the northern access is approximately 140 metres north of the access and 300 metres south of the access (as measured in accordance with Austroads and Planning Scheme requirements).

The available sight distance for the southern access is approximately 170m north of the access and 300m south of the access (as measured in accordance with Austroads and Planning Scheme requirements).

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

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

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

The Planning Scheme SISD values are based on the measured 85th percentile speed[2] values for the frontage road.

Based on a small sample of vehicle speeds obtained at the site's access, the 85th percentile speed is approximately 60-km/h (the posted speed limit for the frontage road). The Planning Scheme therefore requires SISD values of 105 metres. Available SISD exceeds this minimum value in both directions from the site, and therefore the Acceptable Solution of E4.7.4 of the Planning Scheme is met.

4.3.1 Junction Layout

Using the trip generation from Section 4.1 and the trip distribution from 4.2, the peak hour turning movements at the access are summarised in Table 2.

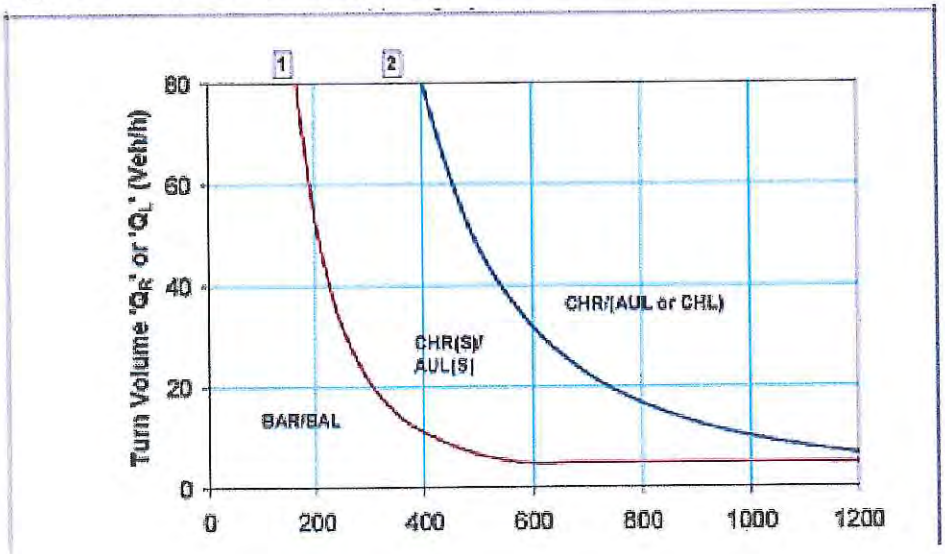
[2] The 85th percentile speed is the speed not exceeded by 85% of all vehicles.

Table 2 Access Turning Movements

	Inward		Outward		Highway	
Peak Period	Left In	Right In	Left Out	Right Out	Northbound Through	Southbound Through
AM Peak	15	10	15	10	240	240
PM Peak	15	10	15	10	240	240

The Austroads warrants for turn treatments are reproduced in Figure 4

Figure 4 Austroads Warrants for Turn Treatments



The turning movements summarised in Table 2 indicate that a basic right turn entry treatment and a basic left turn treatment are required. Therefore no further junction treatment other than what is already provided is warranted.

4.4 Traffic Efficiency

The proposed development generates a very low level overall traffic, which is spread over 24 hours per day (thus reducing peak traffic generation). These truck movements would already be on the road network and would represent 'pass by trips'. No additional truck trips would be added to the network, other than relatively local detour trips.

The proposed development will therefore not have any significant adverse impacts on traffic efficiency on the Highway.

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4.5 Road Safety Impacts

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

- The truck movements generated by the proposed development would already be on the road network and would represent 'pass by trips'. No additional trips would be added to the network, other than relatively local detour trips.
- Separate entry and exit accesses are provided. Sight distance is adequate at both accesses.
- Queuing is available for one truck behind trucks refuelling. Three separate queues are available. This will prevent truck queues extending onto High Street.
- The crash history of the surrounding road network near the subject site does not indicate that there are any specific road safety issues that are likely to be exacerbated by the proposed development.
- The previous use of the site was a traditional fuel station with convenience store. The traffic generation of this previous use would have been much higher than the truck refuelling station proposed in this report.

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5. Parking Assessment

5.1 Planning Scheme Requirements

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

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

The proposed development provides parking alongside the bowsers for trucks. Truck parking is also available along the southern boundary of the site. Whilst refuelling, there is sufficient space for one semi-trailer to queue behind trucks being serviced without extending onto High Street.

The parking provision is considered adequate to cater for the likely demands of the proposed development.

5.2 Car Parking Layout

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

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

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

The following points are relevant for the site:

- The maximum size vehicles using the facility are B-doubles. The majority of vehicles are likely to be semi-trailers.
- Swept paths of the design vehicle were tested through the site, to/ from High Street. Swept paths are shown in Figure 2.
- The frequency of access to the site will be up to 425 truck movements per day.
- Access into the site is via a major road. This access (which is in its exiting location for the current site) has been assessed to be appropriate in following sections of AS2890.2

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

(a) A service area unobstructed by other vehicles or on-site activities shall be provided.

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

In this case, the following points are relevant:

- No other activities are present on-site. No other vehicles or obstructions are therefore likely within the site.
- All manoeuvring within the site is provided through a large purpose built hard-stand area.
- Both entry and exit manoeuvres at the site are in a forward motion.
- All manoeuvring into and out of the site is provided through a large purpose built hard-stand area.
- Separate entry and exit accesses are provided.
- There is sufficient storage for trucks to queue behind refuelling trucks without extending onto High Street.

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6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed truck fuelling station at 184 High Street, Campbell Town.

The key findings of this report are as followings:

- The refuelling station will attract trucks already on the transport network.
- The existing junction configuration is considered acceptable for the forecast traffic generation of the proposed development.
- The layout of the site enables truck manoeuvring for vehicles to enter and exit in a forward motion.
- Separate entry and exit accesses are provided.
- There is sufficient available Safe Intersection Sight Distance past the site's access to comply with the Acceptable Solution, E4.7.4 of the Planning Scheme.

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

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Document Status

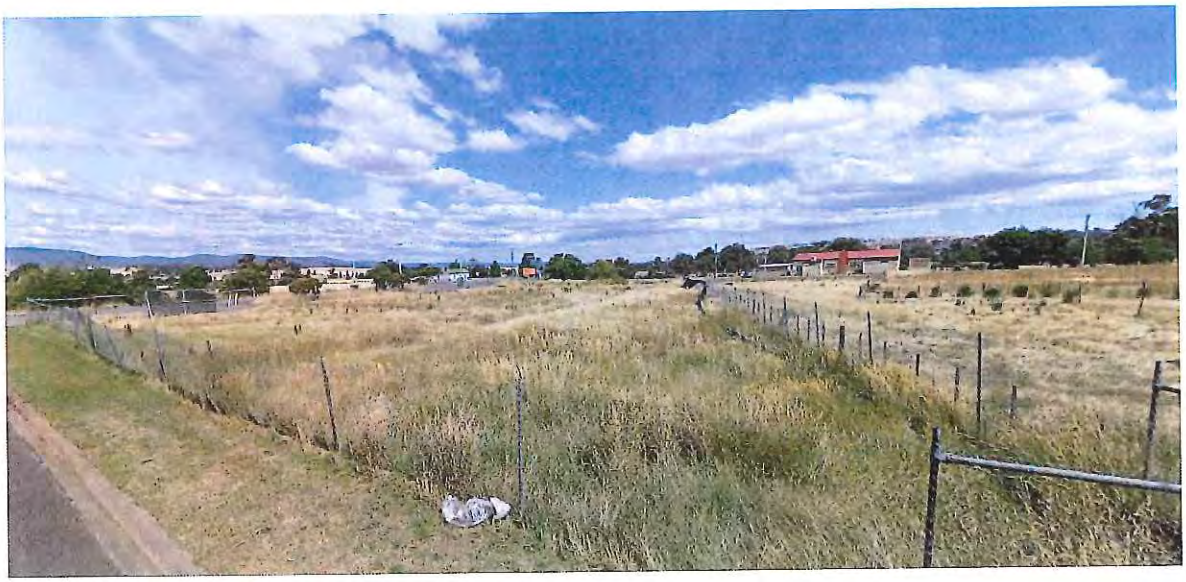
Revision	Author	Review	Date
0	Kathryn Easther	Keith Midson	11 September 2016

F Noise Impact Assessment

Caltas Pty Ltd

Campbell Town Service Station

Acoustic Assessment



Report No. 5521

21 July 2017

NVC

NOISE VIBRATION CONSULTING

EXECUTIVE SUMMARY

Caltas are proposing to develop a 24 hour, unattended fuel stop at 184 High Street, Campbell Town. They have commissioned an acoustic assessment to evaluate the predicted noise from the proposed development, to ensure compliance with the relevant Performance Criteria under the Northern Midlands Council Interim Planning Scheme, 2013. This assessment was conducted by NVC in June / July 2017, and this report presents the results of the work.

Background noise levels were measured over a one week period at the two nearest residences; 15 Torlesse Street and 182 High Street. This data was used to put in context the predicted noise levels.

Measurements of trucks using a service station were used to define the source noise levels, and traffic flow data for the Midlands Highway in conjunction with the anticipated usage of the station used to determine the timing of vehicle movements to the site. By combining these two data sets the noise levels at the nearest two residences to the station were predicted. In conducting the predictions a fence on the northern and western boundaries was assumed that functioned as an acoustic barrier.

The assessment criteria for the development were taken from clause 33.3.1 A2 of the Northern Midlands Council Interim Planning Scheme and indicated the development met the criteria except for up to 3 events in the night time. Performance criteria P2 was then considered to determine if the exceedance would unreasonably impact the amenity of the residents. With reference to the number of events, the time of occurrence, and the level, it was determined the noise would not unreasonably impact the residents, and the development therefore meets the noise criteria of the planning scheme.

Based on this assessment it is recommended a 2.1 m high fence be constructed along the entire western boundary of the site and on the northern boundary to a point 35m from the western corner. The fence should be constructed from a solid material and have no clear gaps.

CALTAS – CAMPBELL TOWN SERVICE STATION

ACOUSTIC ASSESSMENT

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1. INTRODUCTION

Caltas are proposing to convert an old service station site at 184 High Street, Campbell Town into a 24 hour, unmanned diesel truck stop. Entura, on behalf of Caltas, have commissioned an acoustic assessment to evaluate the predicted noise generated by the proposed use. The assessment focuses on the noise generated by commercial vehicle movements and the pumping equipment on site, and predicts the resulting noise levels at the nearby residences. Recommendations are then made to ensure the proposal satisfies the relevant Performance Criteria under the Northern Midlands Council Interim Planning Scheme, 2013. The assessment was conducted by NVC in June / July 2017, and this report presents the results of this work.

A Glossary is provided at the end of the report explaining some of the key acoustic terms.

2. SITE DESCRIPTION

2.1 COMMUNITY

The proposed site, highlighted in Figure 1, is located at 184 High Street (Midlands Highway), at the southern end of Campbell Town. The speed limit changes from 80 to 60 km/h for north-bound traffic and from 60 to 110 km/h for south-bound traffic adjacent to the intersection at the southern end of the site. The surrounding area is flat, consisting of residential dwellings to the west, with roads on the other three boundaries. Beyond the roads are more residences to the north, a golf course to the south, and currently open paddock with some residences to the east.

Figure 1: Proposed Site and Surrounds

The nearest residence is located at 15 Torlesse Street (location A on figure), the façade of which is approximately 90m from High Street. There are no solid fences on the eastern boundary of this block, the only screening being low level foliage. Additional residences are located further to the west. The residential block directly adjacent to the western boundary of the proposed site is currently unoccupied, the only development being a shed at the northern end of the block.

The nearest residence to the north (location B) is located at 182 High Street, the façade of which is approximately 20m from the highway. There is a standard height corrugated iron fence on the southern boundary of this property.

2.2 Proposed Development

An overview of the proposed site is shown in Figure 2 below. It is comprised primarily of a driveway for access to the fuel pumps, which reside under a tall canopy, along with a control room, toilet and above ground storage tank on the western side of the site. The entry and exit are located at the southern and northern ends of the eastern site boundary, respectively. The site has no other facilities, so there is no additional parking. Trucks using the site are limited to those with a Caltex card and so form a limited subset of the total truck movements on the highway.

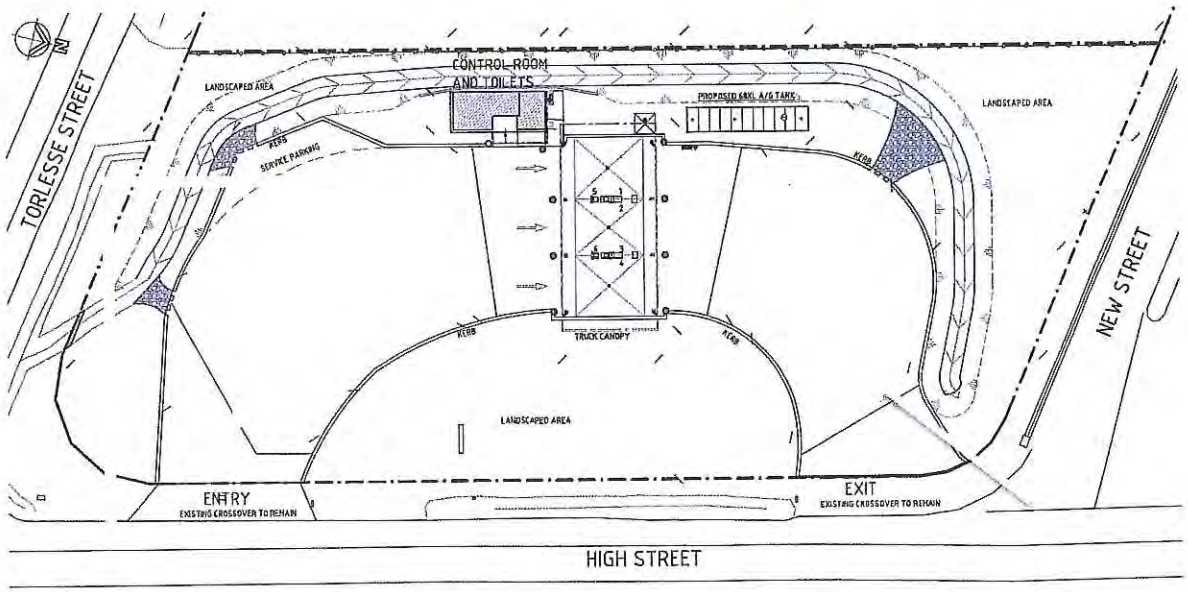


Figure 2: Proposed Development Site Plan

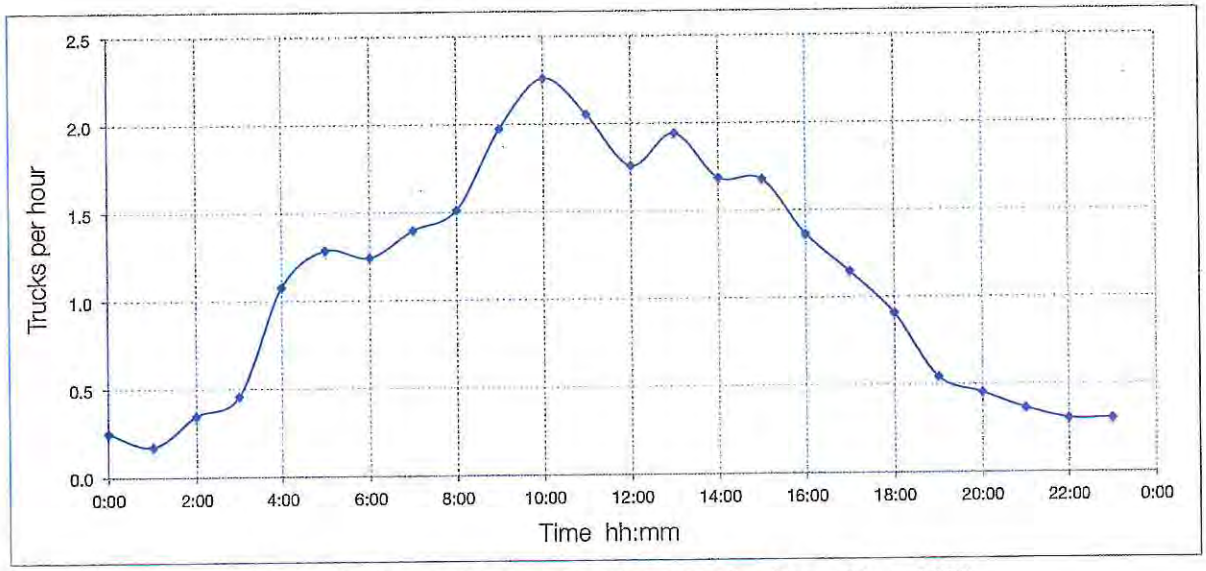


Figure 3: Truck Movements Through the Site – Year 2020

Trucks will arrive on site, park at the bowser, fill their fuel tanks, then pay via card at an automated facility before leaving the site. The driver may or may not use the toilet facility on site or make a purchase from the vending machine. The site does not cater for on site parking / resting.

Measurements by NVC at a service station where full catering and parking facilities were available indicated a typical cycle time for trucks of 7½ minutes. Caltas estimate a fill time of 5 minutes for a truck implying a cycle time less than 7½ minutes. The conservative option of the longer time has been used in this assessment.

Caltas advise up to 25 vehicles per day are expected at the service station. Applying the daily distribution measured in 2011 by DIER, and factoring 1.5% growth p.a. gives truck movements for the development in 2020 as shown in Figure 3.

3. MEASUREMENTS

Measurements of the existing ambient noise conditions were made at locations A and B over a period of nominally 7 days, from the 12th to the 19th June 2017. Svan Type 1 sound level meters were used, calibrated before and after with an electronic calibrator. Logging included overall noise levels, spectral and full statistical data over 10 minute intervals. Figure 4 shows the overall noise level trend for both locations over the measurement period, while the resulting statistical data is shown in Table 1.

From the measurements the following is observed:

- The ambient noise level at location B is generally around 5 dB louder than at location A, due to proximity to the highway.
- Traffic is by far the dominant noise source at both residences, and is generally consistent throughout the day, and fairly consistent during the evening and night.
- At Location A, a nearby noise source is observed to be cycling, assumed to be a heat pump. This causes the background at A to be higher than at B.

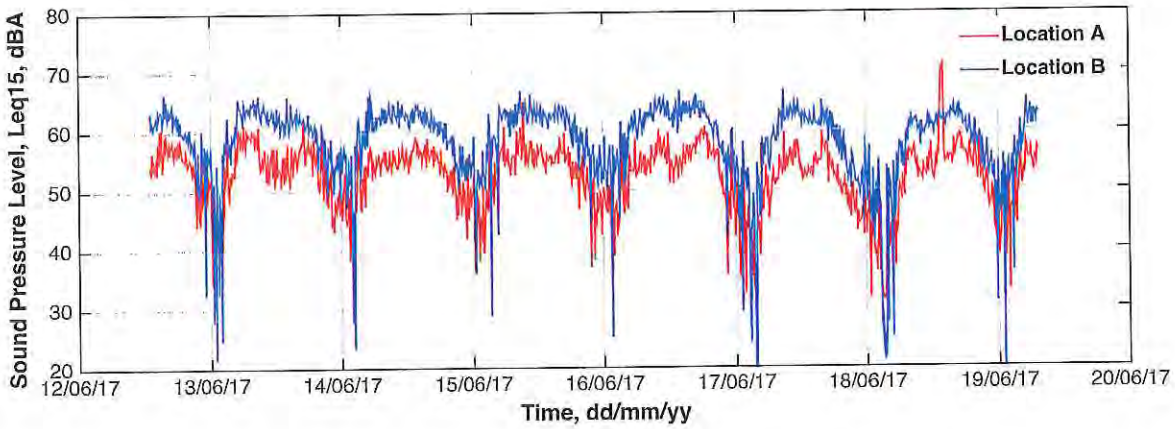


Figure 4: Background Noise Levels at Nearest Residence

Table 1: Summary of Background Noise Levels

	Sound Pressure Level, **dBA**					
	Location A			Location B		
	L10	L90	Leq	L10	L90	Leq
Day (0700 – 1800 hours)	59	45	56	66	47	63
Evening (1800 – 2200 hours)	56	38	53	61	38	58
Night (2200 – 0700 hours)	49	31	48	51	27	53

Measurements of noise emissions from different truck movements were made at the Epping Forest truck stop. Idling, brake air release, and moving / accelerating noise were each measured to quantify variation in noise emissions. From the measurements the following points are noted:

- Brake air release is the loudest noise associated with truck movements.
- Continuous truck noise emissions are primarily from two sources; the engine itself and the exhaust system. Refrigeration condenser units (if fitted) are a secondary potential noise source.
- Truck noise levels varied significantly due to the size of the truck, exhaust system, load and driver. In particular, heavily loaded trucks tended to be significantly louder when accelerating.
- The most significant acceleration noise generally occurred once trucks had left the site and were on the highway.
- Brake air release noise is predominantly high frequency (1 kHz to 8 kHz) and as such may be effectively attenuated by barriers and vegetation.

Table 2 summarises the truck sound pressure levels at 10m. Measurements of several large truck movements were averaged to produce these results.

Table 2: Truck Nominal Sound Pressure Levels at 10m

	Sound Pressure Level, **dBA**	
	Lmax	Leq
Brake Air Release	82	-
Idle	65	65
Moving	68	64

4. CRITERIA

Section 33.3.1 of the Northern Midlands Council (NMC) Interim Planning Scheme describes the Use Standards for the development stating the objective of the standard is *"to ensure that non-residential uses do not cause an unreasonable loss of amenity to nearby sensitive uses."*. The acceptable noise criteria that meets this objective is stated at A2 as:

" *Beyond the zone boundary, noise levels caused by the use must not exceed:*

(a) 50dB(A) between 8.00am and 8.00pm; and

(b) 40dB(A) at other times; and

(c) 5dB(A) above background for intrusive noise "

The associated Performance criteria (P2), is:

" *Noise must not cause unreasonable loss of potential or actual amenity to adjoining properties, having regard to:*

(a) background noise levels;

(b) the duration and tonal characteristics of the noise; and

(c) time of day. "

The noise levels are measured as an Leq over 10 to 15 minutes.

Should it be required, several documents are considered relevant to help in determining unreasonable noise, and are summarised in Table 3 viz:

- The Tasmanian Environmental Protection Policy (Noise) 2009 defines criteria for sleep disturbance outside a bedroom window as a maximum noise level not exceeding 60dBA, and a night time equivalent level (over an 8 hour period) not exceeding 45dBA.

- The Tasmanian Environmental Protection Policy (Noise) 2009 defines moderate annoyance during the day and evening as a level of 50 dBA, and serious annoyance as a level of 55 dBA, both measured as an Leq16hr.
- The Environmental Management and Pollution Control (Noise) Regulations 2016 state, at paragraph 7, the allowable noise at a residential façade for a heat pump operated on an adjacent premises as 40 dBA at night.
- The Department for Infrastructure Energy and Resources Traffic Noise Management guidelines states where treatments to a sensitive use building are proposed, an internal noise criterion of Leq 8hr at 30 dBA will be targeted. Their daytime design target is 63 dBA as an L10 18hr.

Table 3: Criteria from Various References.

Source			Sound Pressure Level, dBA	
			EVENING (1800 – 2200)	NIGHT (2200 – 0700)
TAS EPP	*Sleep Disturbance*	Leq 8hr	-	45
		Lmax	-	60
	Moderate Annoyance	Leq 16hr	50	-
	Serious Annoyance	Leq 16hr	55	-
DIER	Traffic Noise Guidelines	Leq 8hr	60^	42*
EMPCA	Noise Regs Heat Pump	Leq	45	40

* Assumes an indoor / outdoor difference of 12 dB
^ Uses 3 dB as a difference between an 18 hr Leq and L10

5. PREDICTIONS

The following assumptions were made for the calculation of the predicted noise levels:

- The only noise from the facility is the truck noise.
- The engine is the primary truck noise source when idling. It is the opinion of NVC that this is the case for the vast majority of commercial vehicles, the exception being trucks with no or minimal muffling devices in the exhaust system.
- The source is at a height of approximately 1.5m above ground level. Any screening or fencing will have reduced effectiveness for sources higher above the ground.
- The more conservative estimate for the residence time of a single truck at the service station of 7½ minutes is used.
- When a truck is not on site the service station noise emissions are assumed equal to the background.
- The fence on the west boundary extends the full length of the boundary, and on the northern boundary extends 35 m from the western end.
- The measurement period for the Leq is 15 minutes[1]. Observing Figure 3, it is predicted less than 1 truck will enter the service station within any 15 minutes. The station noise will then be characterised by discrete events throughout the 24 hours. Using the distribution from Figure 3, truck arrival times have been predicted resulting in the noise trends of Figure 5 and Figure 6.

Figure 5 and Figure 6 summarise the Leq15min predicted for the development. In these Figures predictions are shown for two different fence heights on the western and northern boundary, and are compared against the existing ambient noise (Leq) and the criteria from condition A2 of the planning scheme (Cond A2).

Table 4 presents the predicted maximum noise level.

[1] Tas. Noise Measurements Procedures Manual, 13.2, time between 10 to 20 minutes.

Table 4: Predicted Lmax Sound Pressure Levels at Nearest Residences

	Sound Pressure Level, Lmax, **dBA**					
	Location A		Location B		Location C	
Barrier	2.1m	3m	None	2.1m	None	2.1m
Brake Air Release	58	52	64	56	57	51

The following comments are noted regarding the predictions:

- The predicted equivalent continuous noise levels (Leq) are significantly lower than the current ambient noise levels at all assessment locations, due to the consistency of traffic on the Midland Highway.
- Given the noise is a discrete event, and is engine noise, it is unlikely to be noticed at location B in particular where vehicle pass by noise is already the main noise.
- The air release from commercial vehicle brakes is the loudest single noise source associated with vehicle movements. This noise is effectively attenuated by the barrier, as it is predominantly high frequency and the location of the source is low.
- The proposed barriers afford good attenuation of truck engine noise.
- There is already significant acceleration / braking noise generated in the vicinity of the site, due to the change in speed limit on the highway near the intersection with Torlesse Street. The introduction of the service station may increase this effect, as trucks accelerate away from the site.
- The most significant accelerating noise will be generated on the highway as vehicles leave the site, rather than on the site itself.
- Doubling the vehicle flow using the service station does not change the Leq15min as the maximum number of trucks using the station in a given 15 minute period still does not exceed 1. It does, however, make the discreet events closer together and therefore introduces one more 'event' into the 0000 to 0400 time period.

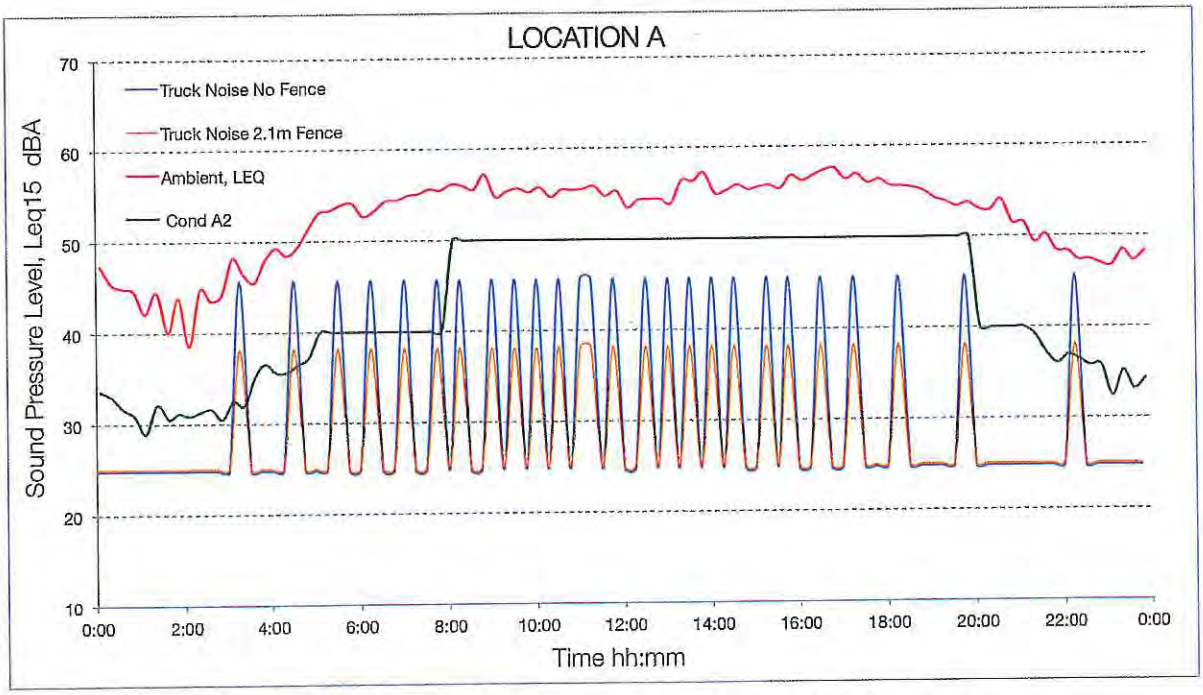


Figure 5: Location A – Predicted and Measured Noise Levels

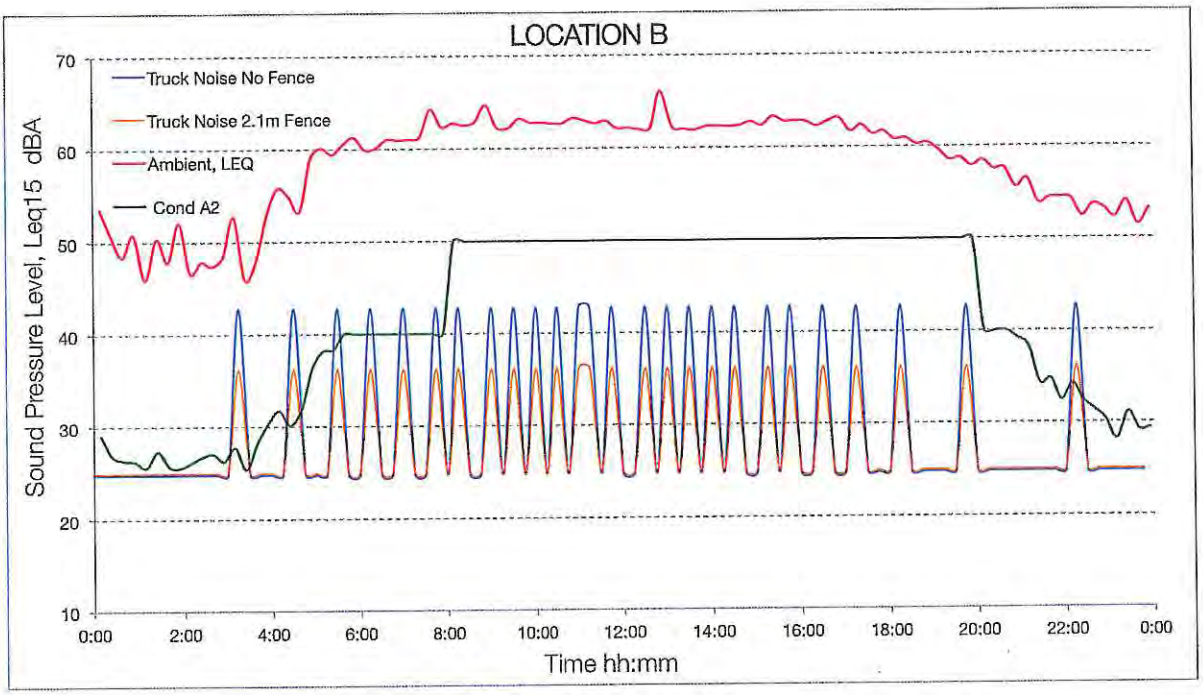


Figure 6: Location B – Predicted and Measured Noise Levels

6. ASSESSMENT

The assessment compares the predicted noise levels at the nearby residences with the criteria from the NMC Interim Planning Scheme clause 33.3.1 A2. Figure 5 and Figure 6 show this comparison from which it is clear that:

- With a 2.1 m fence on the northern and western boundaries, noise levels meet condition A2 with the exclusion of three events, all occurring between 2200 and 0400 hours.

Condition A2 is therefore not met at night, so condition P2 is applied requiring the noise not cause unreasonable loss of amenity having regard to the background noise level, the duration and character of the noise, and the time of day. The following is noted in assessing if the noise is unreasonable:

- 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.
- The levels are below the acceptable noise level for a heat pump.
- The noise does not have a tonal character.
- The noise occurs on only 3 occasions during the 6 hour period.
- The noise is at least 10 dB lower than the current ambient noise.

Considering these points, the noise from the service station is determined to not cause unreasonable loss of amenity for residents of adjacent dwellings. ***The development is therefore deemed to comply with the NMC Planning Scheme performance criteria P2.***

7. RECOMMENDATIONS

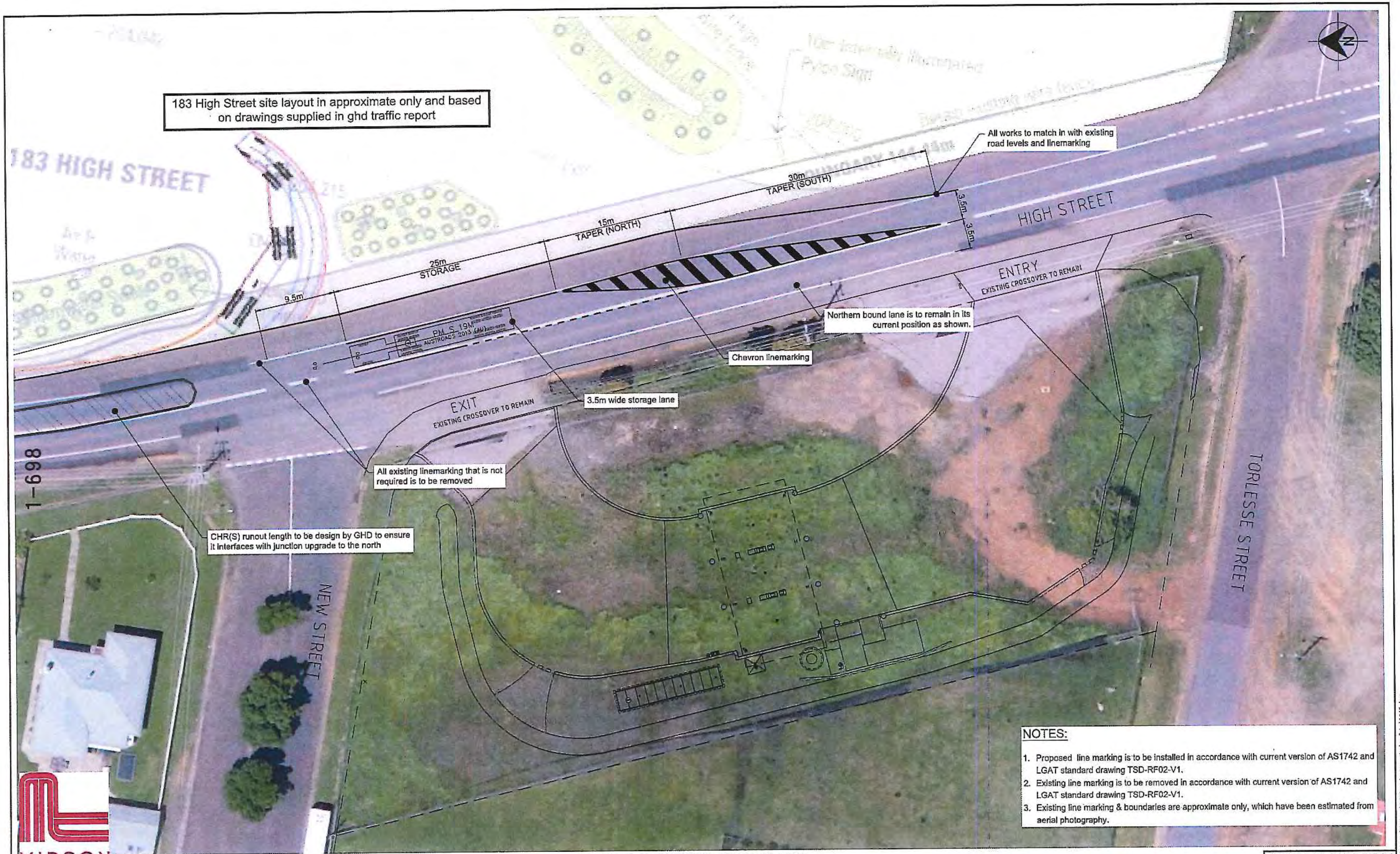
For the service station to satisfy the noise criteria of the Northern Midland Council Planning Scheme clause 33.3.1, a 2.1 m high fence should be constructed along the entire western boundary of the site and on the northern boundary to a point 35m from the western corner.

The fence should be constructed from a solid material, with no gaps. Examples of acceptable constructions would include 19mm hardwood ship-lapped construction, 25mm construction ply, or colourbond with a villaboard backing.

ACOUSTIC GLOSSARY

Ambient Noise	All noise associated with a measurement, and typically ignoring the particular noise under investigation. Typically measured as Leq and will usually comprise noise from many sources.
Background Noise	Background noise describes the underlying level of noise present in the ambient noise. It may be described as the average of the minimum noise levels measured, and is typically measured by the statistical L90 level.
Decibel [dB]	The scale used for describing sound. It is a logarithmic scale that uses a reference sound pressure of 20 μPa, or reference sound power of 10^{-12} Watts.
dBA	A-weighted decibel. The human ear does not perform linearly and is better at hearing high frequency rather than low frequency sounds, i.e. low frequency sound at the same dB level as a high frequency sound will be perceived as quieter. To replicate the human ear response a frequency weighting, denoted as an A weighting, is applied to the sound. A sound measured in this way is then an A weighted sound pressure level with units dBA. Practically all noise is measured using the A weighting.
Leq	Energy averaged sound pressure level over a period of time, usually 10 to 15 minutes. Units of decibels, typically A weighted, hence dBA.
Lmax	The instantaneous maximum level using the time response set for the meter (typically Fast response)
L10, L90...	Ln is the sound pressure level that is exceeded for n% of the time. Hence the L10 describes the noisier events during the interval, and L90 the quieter events. The L90 is often used to describe the background level. A significant difference between the L10 and L90 would indicate an environment where there is a strong variation in noise levels, and the background is not the dominant source.
Frequency	Frequency is synonymous with pitch and has the units of Hertz (Hz) or cycles per second. A bass drum produces a low frequency sound, and a small bell a high frequency sound. The frequency range for human hearing is approximately 30Hz to 16kHz.
Tonal	Containing a prominent frequency.
Inversion	A condition typically occurring on clear, still nights which is characterised by the air near the ground being colder than air at higher altitudes. The increasing speed of sound with altitude bends the sound back towards the ground causing a focussing of the sound in a small area. The inversion effect can cause increases in noise levels of 5 to 10 dB with greater increases in exceptional circumstances.

G Access Concept Plan



NOTES:

1. Proposed line marking is to be installed in accordance with current version of AS1742 and LGAT standard drawing TSD-RF02-V1.
2. Existing line marking is to be removed in accordance with current version of AS1742 and LGAT standard drawing TSD-RF02-V1.
3. Existing line marking & boundaries are approximate only, which have been estimated from aerial photography.

MIDSON traffic pty ltd

CONCEPT JUNCTION ARRANGEMENT

SCALE 1:200 (A1)

SUBJECT TO FINAL VERIFICATION AND APPROVAL

PRELIMINARY
NOT FOR CONSTRUCTION

Rev No	Date	Revision Note	Dm	Ver.	App.
A	08/12/16	FOR INFORMATION	TN		

AD Design & Consulting
AD Design & Consulting Pty Ltd. ABN 55 169 199 683
E: admin@addconsulting.com.au
PO Box 4788, Hobart, Tas 7000
PO Box 32, New Farm, Qld 4005

Client: CALTAS PTY LTD

Project: CALTAS TRUCK REFUELLING STATION, 171-183 HIGH STREET, CAMBELL TOWN

	Signed	Date
Drawn RR		06/12/16
Designed	Signed	Date
Checked	Signed	Date
Approved	Signed	Date

Drawing Title: CALTAS TRUCK REFUELLING STATION CONCEPT JUNCTION ARRANGEMENT

Project No.: 1645

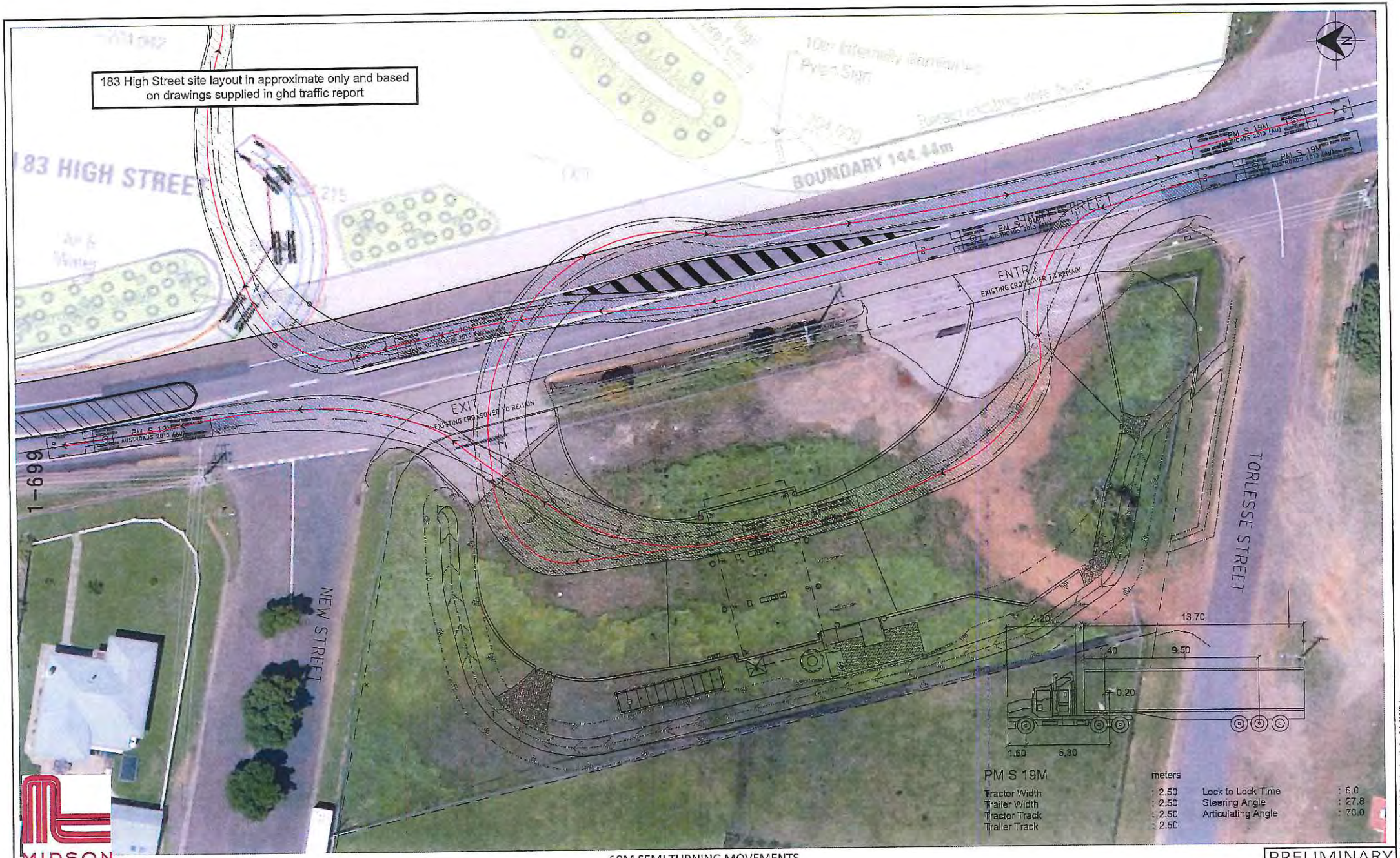
Scale: AS SHOWN

Sheet Size: A1

Drawing No.: 1645-01

Rev: A

PLOTTED:12/8/2016 2:51:28 PM users\owner\desktop\1645 - caltas junction\cad\drg\1645.dwg



MIDSON traffic pty ltd

19M SEMI TURNING MOVEMENTS
SCALE 1:200 (A1)

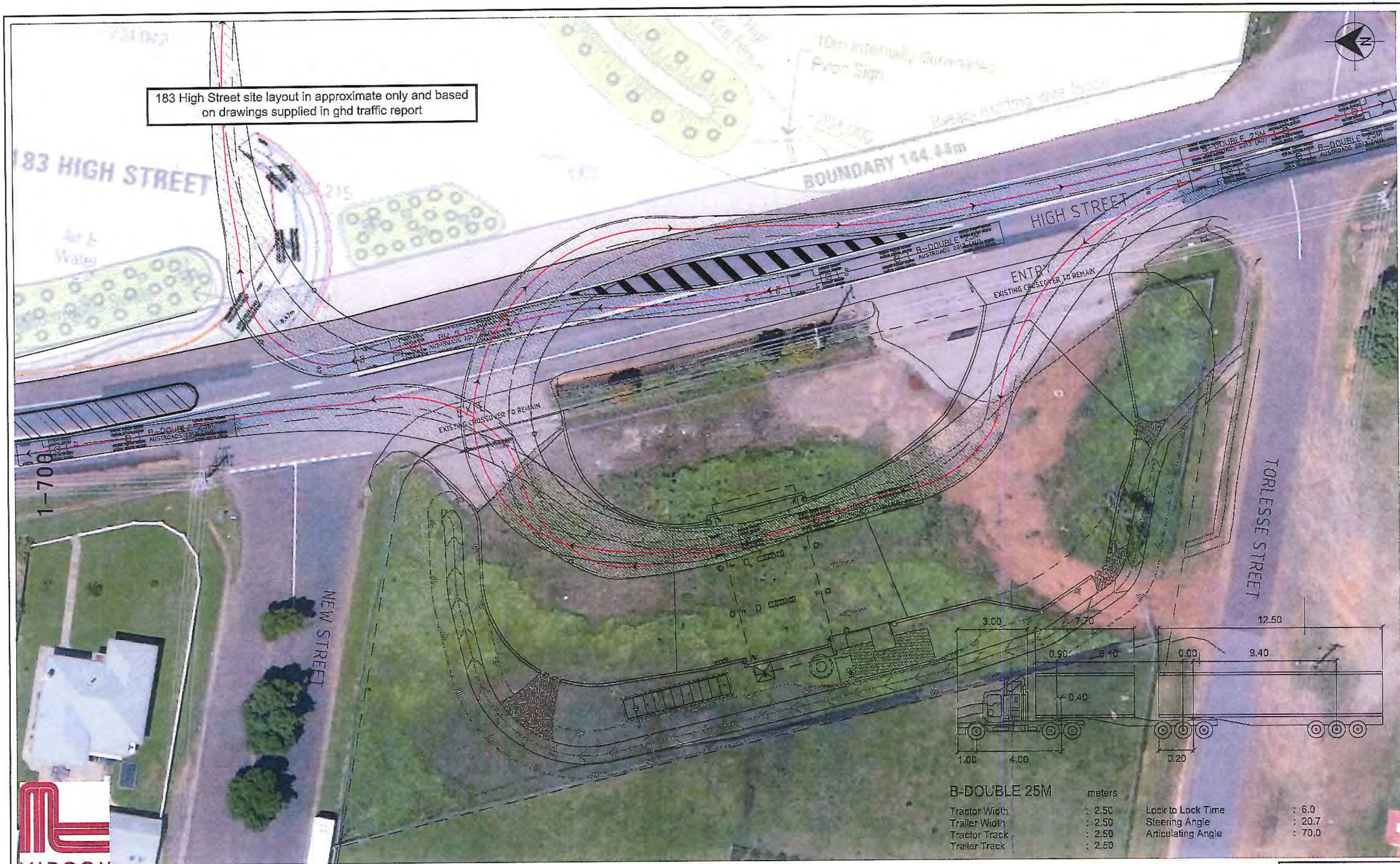
SUBJECT TO FINAL VERIFICATION AND APPROVAL

PRELIMINARY
NOT FOR CONSTRUCTION

Rev No	Date	Revision Note	Drn	Ver.	App.
A	08/12/16	FOR INFORMATION	TN		

AD Design & Consulting
AD Design & Consulting Pty Ltd. ABN 55 169 859 683
E: admin@addconsulting.com.au
PO Box 4788, Hobart, Tas 7000
PO Box 32, New Farm, Qld 4005

Client	CALTAS PTY LTD
Project	CALTAS TRUCK REFUELLING STATION 171-183 HIGH STREET, CAMBELL TOWN
Drawn	RR
Designed	
Checked	
Approved	
Signed	
Date	08/12/16
Drawing Title	CALTAS TRUCK REFUELLING STATION TURNING MOVEMENTS
Project No.	1645
Scale	AS SHOWN
Sheet Size	A1
Drawing No.	1645-02
Rev	A



MIDSON traffic pty ltd

B-DOUBLE TURNING MOVEMENTS

SCALE 1:200 (A1)

SUBJECT TO FINAL VERIFICATION AND APPROVAL

PRELIMINARY
NOT FOR CONSTRUCTION

Rev No	Date	Revision Note	Drn	Ver.	App.
A	08/12/16	FOR INFORMATION	TN		

AD Design & Consulting
AD Design & Consulting Pty Ltd. ABN 55 168 899 683
E: admin@adconsulting.com.au
PO Box 1788, Hobart, Tas 7000
PO Box 32, New Farm, Qld 4005

Client	CALTAS PTY LTD
Project	CALTAS TRUCK REFUELLING STATION 171-183 HIGH STREET, CAMBELL TOWN
Drawn	RR
Date	06/12/16
Drawing Title	CALTAS TRUCK REFUELLING STATION TURNING MOVEMENTS
Project No.	1645
Scale	AS SHOWN
Sheet Size	A1
Drawing No.	1645-03
Rev	A

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ATTACHMENT 6

Submission to Planning Authority Notice

Council Planning Permit No.	P16-271		Council notice date	22/11/2016
TasWater details				
TasWater Reference No.	TWDA 2016/01762-NMC		Date of response	29/11/2016
TasWater Contact	Amanda Craig	Phone No.	03) 6345 6318	
Response issued to				
Council name	NORTHERN MIDLANDS COUNCIL			
Contact details	Planning@nmc.tas.gov.au			
Development details				
Address	184 HIGH ST, CAMPBELL TOWN		Property ID (PID)	6202287
Description of development	Planning Scheme Amendment & retail fuel depot			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Entura Hydro Tasmania	Planning Application	--	31/10/2016

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater makes the following submission(s):

1. TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection / sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction / use of the development, a boundary backflow prevention device and water meter must be installed, to the satisfaction of TasWater.

TRADE WASTE

1. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
2. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
3. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

TasWater

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of $201.93 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee, until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

TRADE WASTE

Prior to any Building and/or Plumbing work being undertaken, the application will need to be made for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to the Permit Authority (Council).

Documentation must include a floor and site plan with:

- Location of all pre-treatment devices i.e. Oil Water Separator,
- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design,
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

If the nature of the business changes or the business is sold, TasWater is to be informed in order that the pre-treatment may be reassessed.

Trade Waste application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial.

For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

TasWater have a small number of townships that are on Boil Water and Do Not Consume Alerts. Please visit http://www.taswater.com.au/News/Outages---Alerts for a current list of these areas.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason
Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Erin Boer

Subject: FW: Referral to Department of State Growth of Planning Application P16-271 - 184 High Street, CAMPBELL TOWN

From: Hills, Garry (StateGrowth) [mailto:Garry.Hills@stategrowth.tas.gov.au]
Sent: Wednesday, 30 November 2016 9:51 AM
To: NMC Planning <planning@nmc.tas.gov.au>
Cc: Ingles, Scott (StateGrowth) <Scott.Ingles@stategrowth.tas.gov.au>; McIntyre, Denise (StateGrowth) <Denise.McIntyre@stategrowth.tas.gov.au>; Hubble, Peter (StateGrowth) <Peter.Hubble@stategrowth.tas.gov.au>
Subject: RE: Referral to Department of State Growth of Planning Application P16-271 - 184 High Street, CAMPBELL TOWN

Our Ref: D16/235876

Rosemary,

Thank you for your referral of the above mentioned Development Application.

I can advise that State Growth do not object to the proposal, however it is noted that this development needs to be considered in conjunction with the proposal for a Service Station development on the opposite side of the road at 171-183 High Street in terms of providing suitable access provisions to both sites.

In terms of State Growth requirements, please arrange for the below to be incorporated into condition form as necessary for inclusion on the permit;

- The applicant must provide suitably detailed engineering drawings of all works that affect the State Road reserve to the Department for review and acceptance prior to commencing any works. This is inclusive of endorsement by a suitably qualified engineer.
- The drawings must provide details on, but not limited to, the following points to the satisfaction of the Department;
    - Any stormwater drainage from the development site that is concentrated and/or directed to the State Road reserve with any works required to ensure there are no adverse impacts on existing State Road infrastructure.
    - Extent of asphalt pavement surfacing on the Midland Highway carriageway required to cover heavy vehicle turning movements to and from each access point.
    - Design of the median turning lane, inclusive of any pavement widening works required, as per the recommendations of the Traffic Submission prepared by Keith Midson and dated 3 November 2016. The treatment must accommodate a 26m B-double vehicle undertaking a right turn into 171-183 High Street from the south with traffic islands positioned to allow this movement. Similarly any traffic island should assist in discouraging right turns from this exit.
    - All traffic signs and pavement markings required in association with the median treatment.
    - Temporary 'Changed Traffic Conditions Ahead' signage shall be provided on the each approach to the median treatment for a minimum of 2 months after opening the south leg.
- The applicant shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal. Application requirements and forms can be found at www.transport.tas.gov.au/road/permits, applications must be submitted at least twenty eight (28) days prior to any scheduled works in accordance with the provisions of the *Roads and Jetties Act 1935*. No works shall be commenced within the State Road reservation until a permit has been issued.

Please contact me if you have any queries.

Thanks,

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Tuesday, 22 November 2016 3:47 PM
To: Development (StateGrowth) <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application P16-271 - 184 High Street, CAMPBELL TOWN

Good Afternoon,

Please find attached referral and associated documents for **Planning Application P16-271 - 184 High Street, CAMPBELL TOWN.**

Kind Regards,

Rosemary Jones

NORTHERN MIDLANDS COUNCIL

Administration Officer – Development Services | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

Tasmania's Historic Heart