PLAN 1

PLANNING APPLICATION P17-312

171-183 HIGH STREET, CAMPBELL TOWN

ATTACHMENTS

A Application & plans

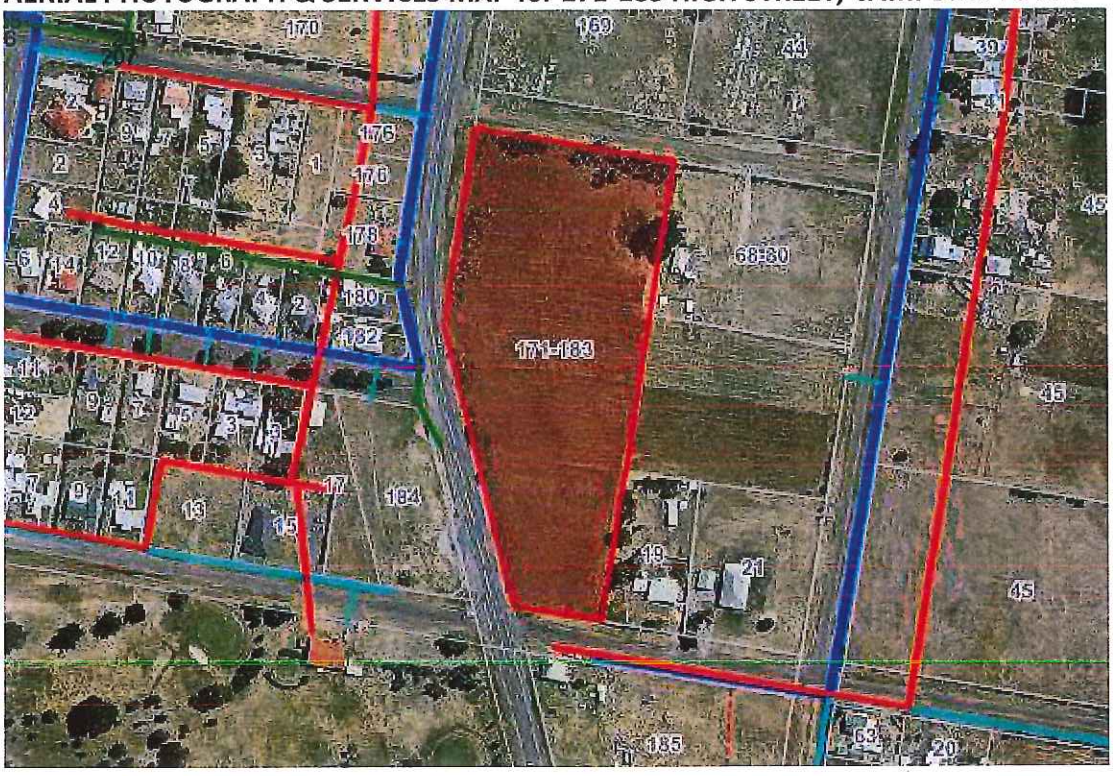
B Responses from referral agencies

C Representations & applicant's response

ATTACHMENT A

P17-312

AERIAL PHOTOGRAPH & SERVICES MAP for 171-183 HIGH STREET, CAMPBELL TOWN



ZONING MAP - PARTICULAR PURPOSES

EXHIBITED

Department of State Growth

STATE ROADS

Enquiries Lucy Thorne
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Our Ref 052821/118 Your Ref

Tasmanian Government

Emma Riley & Associates
183 Macquarie Street
Hobart 7000

By email:
To: Clare@erassociates.com.au
Cc: council@nmc.tas.gov.au

Dear Sir/Madam

Landowner Consent
171-183 High Street, Campbell Town – Service Station Development Application

I, Andrew Hargrave, Manager Asset Management, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my permission to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter **is for the making of the application** only and is with reference to the following documents:

	title	number	date
1	Planning submission report (ERA)		28/11/17
2	Storm water concept design (SEAM)		May 2016

The proposed development is adjacent to the High Street, Campbell Town and involves Department of State Growth administered Crown land in that it involves the construction of infrastructure in the road reserve and will drain stormwater into the highway drainage system.

The Department reserves the right to make a representation to the Northern Midlands Council in relation to any aspect of the proposed development relating to its road network and/or property.

In giving consent to lodge the subject development application, the Department notes that the proposed access and any concentrated drainage of stormwater to the State road network will require the following consent/s:

- The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

  For further information please visit http://www.transport.tas.gov.au/road/permits or contact permits@stategrowth.tas.gov.au.

- The consent of the Minister under Section 17B of the *Roads and Jetties Act 1935* to concentrate and discharge drainage to the State road reserve.

  Advice:
  - The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.
  - If any enlargement of the existing road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.
  - The proponent is responsible for the ongoing maintenance of their own infrastructure.

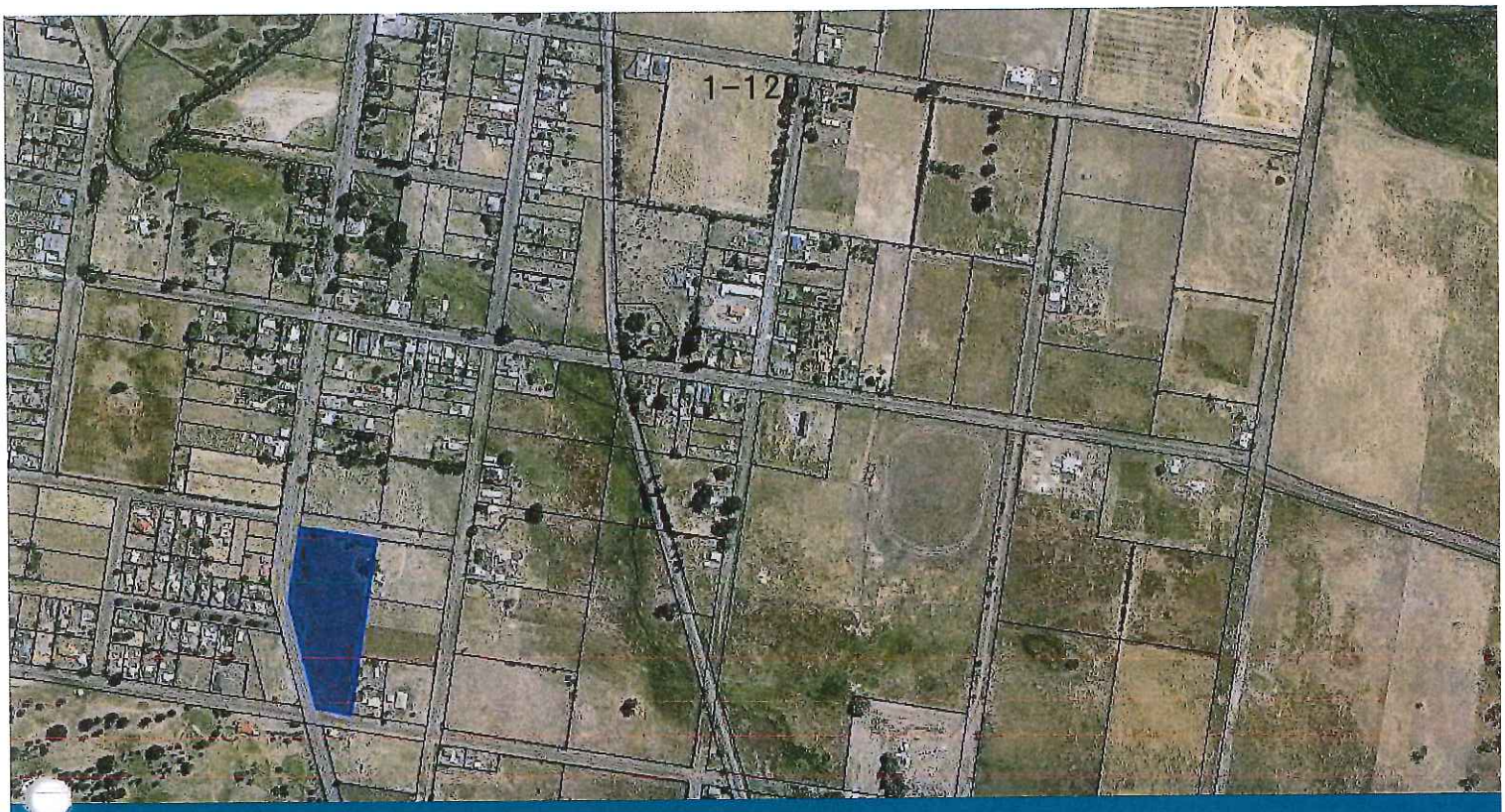
  For further information please contact Barry Walker at Barry.Walker@stategrowth.tas.gov.au.

Please contact the officer indicated at the top of this letter if you have any further queries.

Yours sincerely

Andrew Hargrave
Manager Asset Management

19 December 2017



171-183 High Street, Campbell Town

Submission to Northern Midlands Council in support of a planning application for Vehicle Fuel Sales and Service and Food Services at
171-183 High Street, Campbell Town

28 November 2017

emma riley
+ associates *land use planning*

EXHIBITED

Contents

Appendices

1. Introduction

1.1 Purpose of the Report

Emma Riley & Associates have been engaged by United Petroleum to provide a supporting planning submission for the use and development of a Service Station, Food Service and associated Signage at 171-183 High Street, Campbell Town.

This planning report assesses the development against the *Northern Midlands Interim Planning Scheme 2015*.

Enquiries relating to this planning report should be directed to:

Clare Hester
Senior Planner & Associate
Emma Riley & Associates
Email: clare@erassociates.com.au
Mobile: 0429 359 636

1.2 The Proposal

The proposal is for a service station (for both light vehicle and trucks) including a restaurant, amenities and retail area together with the required vehicle parking (including truck, motor bike and car) on a 1.925ha site on the northern end of Campbell Town of 171-183 High Street. The site is currently vacant of any buildings and generally contains managed grassland only.

The use and development proposed which is identified to operate 24 hours/day, 7 days/week will cover approximately 1.5ha of the site area and includes the following:

- 4 pump island stations for light vehicles;
- 3 pump island stations for trucks;
- 8 truck parking spaces;
- 6 long vehicle parking spaces;
- 4 motor bike parking spaces;
- 34 light vehicle parking spaces inclusive of 2 accessible spaces;
- Retail area ancillary to the vehicle fuel sales;
- Restaurant inclusive of outdoor dining area;
- Amenities inclusive of showers, toilets and wifi/computer area;
- 3m tall acoustic fence on the eastern boundary and internal southern boundary of the development area;
- 1.2m high frontage fence on High Street;
- Landscaping; and
- Signage.

Plans for the proposal are attached at ***Appendix A***.

1.3 Title Details

Title Reference	Owner
Certificate of Title Volume 135815 Folio 1	Gameswood Pty Ltd Mintiford Pty Ltd
High Street (Category 1 State Highway) (no certificate of title)	Department of State Growth

The Certificate of Titles can be found in ***Appendix B***.

2. Site and Surrounds

2.1 Context

The 1.925ha rectangular shaped lot is located at the southern end of Campbell Town, on the eastern side of the Midlands Highway (High Street), is vacant of any development, generally contains managed grassland and shares a boundary with two residential dwellings.

Campbell Town is centrally located between Launceston and Hobart and is a key 'stopover point' for travelers along the Midlands Highway. Campbell Town is also an important service centre for the surrounding rural communities.

2.2 Photographs

Figure 1: Aerial imagery of the site highlighted in blue. (Source: www.thelist.tas.gov.au 21 September 2017)

Photo 1: View from the corner of High Street and Torlesse Street towards the site

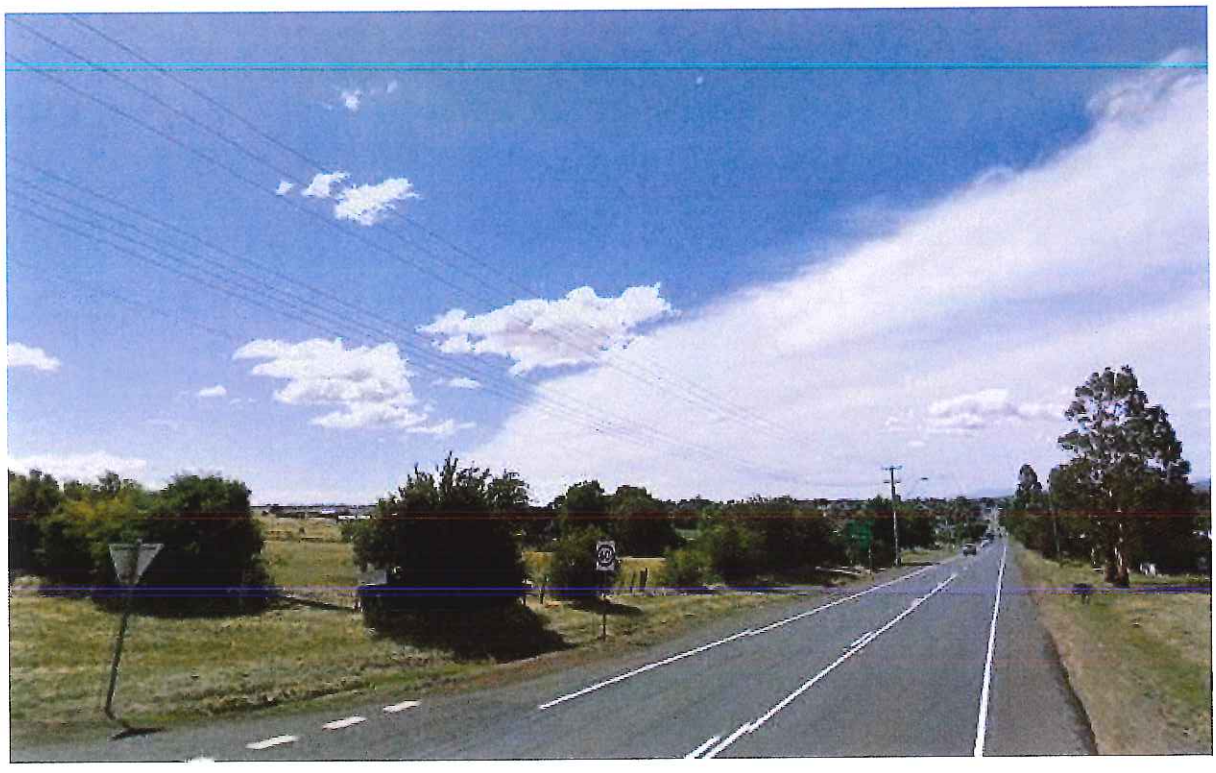


Photo 2: View from the corner of High Street and Mason Street towards the site.

3. Planning Assessment

3.1 Statutory Controls

The site is subject to the provisions of the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme).

Specifically, the site is subject to a Particular Purpose Zone – Service Station, contains the Urban Growth Boundary Overlay and is subject to the following Codes:

- Road and Railway Assets Code;
- Car Parking and Sustainable Transport Code;
- Environmental Impacts and Attenuation Code; and
- Signs Code.

3.2 Use Status

The proposed uses are Vehicle Fuel Sales and Service and Food services. Pursuant to Clause 33.2 Use Table, vehicle fuel sales is a permitted use in the Particular Purpose Zone. Food services is a discretionary use subject to the following qualification: *If associated with Vehicle fuel sales and service use on the same site*.

The food service component which meets the use qualification requires assessment against the zone purpose statements:

> *33.1.1.1 To provide for vehicle fuel sales and limited associated uses servicing the wider region, including heavy transport vehicles.*
>
> *33.1.1.2 To ensure off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any sensitive uses.*

The vehicle fuel sales, inclusive of the bowsers, parking and manoeuvring areas together with an ancillary retail area will remain the primary use on the site with the food services equating to approximately 100m^2 of the total developed site area of 1.5ha. The food service is considered to be a limited associated use in accordance with clause 33.1.1.1.

The offsite impacts are considered in detail under the use standards below. The offsite impacts are found to be acceptable with the truck movements rather than the food services being the source of potential impacts. The proposed discretionary use of food services is consistent with the purpose of the zone.

3.3 Use Standards

33.3.1 Amenity	
A1 *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: (a) 6.00am to 8.00pm*	All commercial vehicle movements will occur within the hours of 6am to 8pm. The operation of the use to service its customers are proposed for 24 hours per day/7 days per week. These hours do not meet the acceptable solution and therefore require assessment under the corresponding performance criteria (refer 3.3.1 below).

A2 *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 proposal meets the permitted requirements except at Forster Street where the intrusive criteria is exceeded twice during the night. The proposal therefore requires assessment under the corresponding performance criteria (refer 3.3.1 below).
A3 *External lighting for a use must:* *(a) not operate within the hours of 8.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.*	External lighting will occur beyond the permitted hours due to the 24 operation of the service station. The proposal must therefore be assessed against the corresponding performance criteria (refer 3.3.1 below).
A4 *Overlooking of private open space on adjoining properties does not occur.*	The adjoining land which contains a dwelling and therefore private open space is land at 52 -66 Forster Street and 19 Torlesse Street. The proposal includes a 3m high boundary acoustic fence on the boundary with the Forster residence which will prevent any opportunity for overlooking with the development not extending to the boundary of the Torlesse Street property. Further the 3m tall acoustic fencing will also occur on the southern end of the development area internal to the site. The proposal complies with A4.
33.3.2 Pollutants	
A1.1 *The following pollutants caused by the use must be contained within the site:* *(a) Fuels* *(b) Oils* *(c) Mud or silt* *(d) Chemicals* *or* *A1.2* *Any pollutants must be treated in accordance with a trade waste agreement and directed to sewer.*	United Petroleum will enter into a trade waste agreement with TasWater; accordingly, all pollutants will be treated and directed to sewer. The proposal complies with A1.2.

33.3.1 Use Standard (Discretions)

Clause 33.3.1 P1

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:

(a) the timing, duration or extent of vehicle movements;

(b) the number and frequency of vehicle movements;

(c) the potential for light spill from vehicle headlights;

(d) the size of vehicles involved;

(e) manoeuvring required by heavy vehicles, including the amount of reversing and associated warning noise;

(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

(g) potential conflicts with other traffic.

All commercial vehicle movements, such as the refuelling of fuel storage tanks and the delivery of goods will be undertaken between the hours of 6.00am and 8.00pm. In terms of the timing, duration and extent of vehicle movements, any loss of amenity would occur through noise or light pollution from headlights of the vehicles using the service station. In terms of headlights the fences and landscaping identified on the rear and frontage boundary to High Street will prevent any light pollution from occurring. In terms of noise, it has been found that the proposal will not cause an environmental nuisance and is acceptable in terms of the noise standards identified under clause 33.3.1 P1 below. The layout of the proposed service station is such that the heavy vehicles can manoeuvre on and around the site in a forward direction. Similarly, the layout of the proposed service station, which has been prepared with direct input from a traffic engineer, is such that there will not be potential conflicts with other traffic. The proposal is consistent with the requirements of P1.

Clause 33.3.1 P2

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 acoustic assessment prepared for the proposed 24 hours operation found that the intrusive criteria is exceeded twice only and during the night for Forster Street. The assessment provided the following in relation to the performance criteria:

- *The exceedance is by 1 to 3 dB. 3 dB is a just perceptible change.*
- *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.*

Based on these points the noise emissions from the development are deemed unlikely to cause environmental nuisance at Forster Street. Coupled with noise levels being acceptable at all other locations at all times, the development is deemed to comply with the NMC Planning Scheme performance criteria P2.

Clause 33.3.1 P3

External lighting for a use must not cause an unreasonable loss of potential or actual amenity to adjoining properties, having regard to:

(a) the level of illumination and duration of lighting; and

(b) the distance to habitable rooms of an adjacent dwelling.

Exterior lighting and security lighting will be designed, baffled and located in accordance with *Australian Standard AS4282-1997 Control of the obtrusive effects of outdoor lighting* such that no direct light is emitted outside the boundaries of the subject land. It is recommended that a condition is placed on the permit.

3.4 Development Standards

33.4.1 Building height	
A1 *Building height must be not more than 8.5m.*	The buildings including the truck fuelling canopy has a maximum height of 6.2m. The proposed pylon sign is assessed against the Signs Code below. The proposal complies with A1.
33.4.2 Setback	
A1 *Buildings must have a setback from a frontage of not less than 10m.*	All buildings are setback from the frontage of a minimum of 15m. The pylon sign is assessed against the Signs Code below. The proposal complies with A1.
A2 *Buildings must have a setback from a side and rear boundary of not less than 10m.*	The nearest side or rear boundary setback is over 40m. The proposal complies with A1.
33.4.3 Fencing	
A1 *Fences are located and designed to prevent:*	As identified above the proposed fences include: • a fence in front of the car parking and motorbike parking area to a minimum height

(a) the headlights of vehicles using the site being directed into windows of adjacent dwellings; and *(b) overlooking of private open spaces of adjacent residential properties.*	of 1.2m to prevent vehicle headlights causing light intrusion to residences on the western side of High Street, whilst still allowing for adequate sight lines and passive surveillance; and • a 3m tall acoustic fence on the eastern boundary, and the south boundary of the development area internal to the site. These fences will prevent headlights of vehicles using the site being directed into windows of adjacent dwellings and overlooking of private open spaces. The proposal complies with A1.
A2 *Frontage fences with a height greater than 1.2 m are setback from the boundary and integrated with landscaping for the site.*	The proposal includes a 1.2m high fence (which meets the exemption of clause 6.4 of the Scheme) and includes landscaping between the fence and the road. The proposal complies with A2.
33.4.4 Landscaping	
A1 *Along a frontage, landscaping must:* *(a) be provided for a minimum of 30% of the frontage at a minimum width of 3m.*	The landscape plan includes landscaping the length of the Mason Street at minimum width of 3m with the High Street frontage including over 70m of landscaping (and therefore greater than 30%) with the width varying between 1.5m – 7.4m. As not all of the landscaping is 3m in width the proposal requires assessment against the corresponding performance criteria. Refer 3.4.1 below.
A2 *Along a boundary with a residential zone landscaping must:* *(a) be provided for a depth of no less than 2m; and* *(b) provide mature species to a height of at least 4m within 50% of the landscaping area.*	The landscape plan includes landscaping the length of the boundary of the site shared with the General Residential Zone. The landscaping is identified as having a minimum depth of 2m and containing mature species to a height of at least 4m within 50% of the landscaping area. The proposal complies with A2.
33.4.5 Stormwater	
A1 *All stormwater runoff must be captured within the boundaries of the site and directed into a public stormwater system.*	All stormwater will be captured within the boundaries of the site and directed to the public stormwater system. The proposal complies with A1.

3.4.1 Development Standards (discretions)

Clause 33.4.4 P1

Landscaping along a frontage must enhance the appearance of the site, having regard to:

(a) the width of the setback;

(b) the width of the frontage;

(c) the topography of the site;

(d) the existing vegetation on the site;

(e) the type and growth of the proposed vegetation; and

(f) the location of parking and access areas.

The landscaping proposed on the frontage boundary varies in width from 1.5m, up to 7.4m. The landscaping for the site also includes landscaped swales on the northern, eastern and southern boundaries of the development area, with an additional 2m wide landscaped area that includes mature trees the continuous length for the entire eastern boundary. The landscaping on the frontage boundary is required as proposed to provide for the required parking and manoeuvring areas for the operations of the site whilst minimising the footprint of the development and allowing for safe ingress and egress to the site. Given the extensive landscaped area the proposal is considered to meet P1.

3.5 Road and Railway Assets Code

The site is located on High Street which forms part of the Midlands Highway, a Category 1 – Trunk Road; Midland Highway is estimated to carry approximately 5,120 vehicles per day (two-way) at the southern end of Campbell Town, near the subject site.

Appendix B contains a Traffic Impact Assessment for the proposal, which provides the following description of site access and car parking:

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

- Southern exit only located opposite the New Street junction (no right turns out)
- Southern entry only located opposite New Street junction
- Northern access located adjacent to Mason Street (all movements allowed)

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

The proposed development provides 34 light vehicle parking spaces (including 2 accessible parking spaces), fuel pump bays for both light vehicles and trucks, 6 long vehicle parking, 8 truck parking spaces 4 motorbike parking spaces.

E4.6.1 Use and road or rail infrastructure

A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.	High Street within the area of the site has a speed limit of 60km/h (the speed limit reduces from 80km/h to 60km/h at Torlesse Street the southern boundary of the site. The TIA has projected vehicle movements to be generated by the site over a 24-hour period to be 1,076. As such, the proposal must be assessed against the corresponding performance criteria.
E4.7.2 Management of Road Accesses and Junctions	
A1 *For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.*	The proposal provides one access for entry only and another access for exit only, with a third access to the north of the site that provides both entry and exit. The proposal must therefore be assessed against the corresponding performance criteria.
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings	
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.*	The available sight distances comply with the requirements of Table E4.7.4 and therefore with A1.

3.5.1 Road and Railway Assets Code (Discretions)

Clause E4.6.1 P2

For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The TIA considered the accesses proposed and concluded that they were at an acceptable level of safety for all road users, including pedestrians and cyclists subject to the following:

- Basic Left Turn (BAL) treatment into both accesses;
- Basic Right Turn (BAR) treatment into the northern access; and
- Short Channelised Right Turn (CHR[S]) treatment into the southern access.

The proposal is therefore consistent with the requirements of P2 subject to the above treatments.

Clause E4.7.2 P1

For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The TIA considered the accesses proposed and concluded that they were at an acceptable level of safety for all road users, including pedestrians and cyclists subject to the following:

- Basic Left Turn (BAL) treatment into both accesses;
- Basic Right Turn (BAR) treatment into the northern access; and
- Short Channelised Right Turn (CHR[S]) treatment into the southern access.

The proposal is therefore consistent with the requirements of P1 subject to the above treatments.

3.6 Car Parking and Sustainable Transport Code

E6.6.1 Car Parking Numbers	
A1 *The number of car parking spaces must not be less than the requirements of:* *a) Table E6.1; or* *b) N/A*	Table E6.1 requires the following for food services: 1 space per 15m^2 net floor area (car parking) 1 space per 75m^2 net floor area (bicycle parking) There is no requirement provided for Vehicle fuel sales and service. The application includes 34 car parking spaces, 8 truck parking spaces, 6 long vehicle parking spaces and 4 motorbike parking spaces. The net floor area of the restaurant is 110m^2, requiring 8 parking spaces. The proposal complies with A1.
E6.6.2 Bicycle Parking Numbers	
A1.1 *Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or* *A1.2* *The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.*	No designated bicycle parking spaces have been provided on the site due to the primary use of the site being the refueling of motorised vehicles. The proposal must there be assessed against the corresponding performance criteria.
E6.6.3 Taxi Drop-off and Pickup	
A1	It is recommended that a condition is placed on the permit that requires:

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).	Parking for one dedicated taxi drop-off and pickup space, identified by signage or ground markings. Subject to this condition the proposal complies with A1.
E6.6.4 Motorbike Parking Provisions	
A1 *One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.*	Proposal includes four spaces dedicated for motorbikes – the Code requires 1. The proposal complies with A1.
E6.7.1 Construction of Car Parking Spaces and Access Strips	
A1 *All car parking, access strips manoeuvring and circulation spaces must be:* *a) formed to an adequate level and drained; and* *b) except for a single dwelling, provided with an impervious all-weather seal; and* *c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.*	The proposal includes all car parking, access strips and maneuvering areas to be an impervious all-weather seal, marked in accordance with AS2890-2004 and drained to Council's Stormwater infrastructure. The proposal complies with A1.
E6.7.2 Design and Layout of Car Parking	
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and *A1.2 N/A*	The proposal includes parking in front of the building line. The proposal must therefore be assessed against the corresponding performance criteria.
A2.1 Car parking and manoeuvring space must: *a) have a gradient of 10% or less; and* *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and* *c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and* *A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards*	The proposal meets all the requirements a) – c) and therefore complies with A2.1. it is recommended a condition is placed on the permit to ensure compliance with AS2.2.

AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.	
E6.7.2 Car parking Access, Safety and Security	
A1 *Car parking areas with greater than 20 parking spaces must be:* *a) secured and lit so that unauthorized persons cannot enter or;* *b) visible from buildings on or adjacent to the site during the times when parking occurs.*	All of the spaces are visible from the main building on the site, which will be operations 24 hours per day/ 7 days per week. The proposal complies with A1.
E6.7.4 Parking for Persons with a Disability	
A1 *All spaces designated for use by persons with a disability must be located closest to the main entry point to the building*	The two accessible spaces provided are located nearest to the main entry point of the building. The proposal complies with A1.
A2 *One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.*	The proposal includes 2 accessible parking spaces of the 34 spaces that have been provided. The proposal complies with A2.
E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup	
A1 *For retail, commercial, industrial, service industry or warehouse or storage uses:* *a) at least one loading bay must be provided in accordance with Table E6.4; and* *b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.*	The proposal includes a loading bay at the rear of the main building which comply with AS2890.3-2002 however does not comply with Table E6.4. The proposal must therefore be assessed against the corresponding performance criteria.
E6.8.5 Pedestrian Walkways	
A1 *Pedestrian access must be provided for in accordance with Table E6.5.*	A pedestrian walkway has been provided between the car parking areas located on the frontage and the main building as well as the truck parking and the main building. Similarly, a pedestrian access has been provided between the main building and the car

	parking spaces located on the western side of the main building. The proposal complies with A1.

3.6.1 Car Parking and Sustainable Transport Code (Discretions)

Clause E6.6.2 P1

P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:

a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and

b) location of the site and the distance a cyclist would need to travel to reach the site; and

c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.

The bicycle parking and/or storage spaces are considered not necessary given that it is improbable that the site would be frequented by people in bikes given: the primary use of the site is for the refueling of motorised vehicles; the site is located at the southern end of town within proximity of the area of the Midlands Highway involving faster speeds; and there is no cycle or bike paths near to the area. The proposal satisfies P1.

Clause E6.7.2 P1

P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

a) the layout of the site and the location of existing buildings; and

b) views into the site from the road and adjoining public spaces; and

c) the ability to access the site and the rear of buildings; and

d) the layout of car parking in the vicinity; and

e) the level of landscaping proposed for the car parking.

The proposal includes a row of car parking and motorbike parking between the light vehicle fuel pumps canopy and High Street. This parking area will be separated from High Street by a front fence (1.2m in height) and landscaping. Further, approximately 25% of the site will remain as managed grassland, with substantial landscaping on both street frontages, the rear boundary and the internal southern boundary. This together with the layout of the site being necessary to accommodate heavy vehicles ensure that the proposal will not be detrimental to the streetscape or the amenity of the surrounding area and is consistent with the requirements of P1.

Clause E6.7.6 P1

P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.

The main delivery will be of fuel where a designated loading bay is not necessary or practical. The loading bay at the rear of the site is considered to be sufficient for the projected deliveries required for the convenience items and the café.

3.7 Signs Code

The development and associated signage proposed is within the D33 Particular Purpose Zone – Service Station; pursuant to clause E15.3.1 the proposed signage is defined as Service Station Signage.

E15.5.3 Design and siting of signage	
A *There is no acceptable solution for Service Station Signage.*	The signage proposed must therefore be assessed against P1.

3.7.1 Signs Code (Discretions)

Clause E15.5.3 P1 Service Station Signage

Service Station Signage can be located in the D33 Particular Purpose Zone – Service Station, provided it can be shown that:

a) the sign does not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and

b) it does not conflict with the Zone Purpose as outlined in Part D of this planning scheme.

c) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and

d) not result in loss of amenity to neighbouring properties; and

e) not involve the unnecessary repetition of messages or information on the same street frontage; and

f) not contribute to or exacerbate visual clutter; and

g) not cause a safety hazard or obstruct movement of anyone inside or outside the associated building; and

h) not distract motorists as a result of size, illumination or movement.

The signs proposed are directly associated with the services station. The site area of nearly 2ha in size, with the signs beings predominantly plain coloured (i.e. not patterns or murals) with simple writing, identifying the use of the site and the price of fuel will ensure that the signage does not dominate the streetscape. The signage will be orientated to High Street and does not include any flashing or moving parts and this therefore considered to satisfy P1.

4. Conclusions

The proposal is for a Vehicle Fuel Sales and Service and Food services. The proposal has been assessed against the requirements of the *Northern Midlands Interim Planning Scheme 2013* and triggers the following discretions:

1. Food services is a discretionary use pursuant to Table 33.2;
2. Clause 33.3.1 A1 – hours of operation;
3. Clause 33.3.1 A2 noise;
4. Clause 33.3.1 A3 hours of use for external lighting;
5. Clause 33.4.1 A1 landscaping
6. Clause E4.6.1 A2 vehicle movement numbers;
7. Clause E4.6.2 A1 number of accesses;
8. E6.6.2 A1.1 number of bicycle parking spaces;
9. E6.7.2 A1.1 parking in front of the building line;
10. E6.7.6 A1 dimensions of loading bays; and
11. E15.5.3 A1 – signage.

The discretions have been assessed against the corresponding performance criteria and found to be acceptable. The food service are directly associated and minimal when compared with the service station. Importantly, the hours of operation have been found to not have unreasonably impact on residential amenity in terms of noise or light,

The substantial areas of landscaping proposed will substantially soften the development and have been incorporated into the design of the development including safe vehicular access, safe vehicular manoeuvring and water sensitive urban design principles. The vehicle movements and the associated access, parking and manoeuvring areas comply with the requirements of the AS2890; and the signage is the minimum necessary to inform whilst not being an unnecessary repetition of messages or contain flashing and moving parts.

The proposal, subject to conditions, is considered to meet the requirements of *the Northern Midlands Interim Planning Scheme 2015* and is recommended for approval.

Appendix A

Title Documentation

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

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

SEARCH DATE : 23-Nov-2017
SEARCH TIME : 08.38 AM

DESCRIPTION OF LAND

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

SCHEDULE 1

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

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

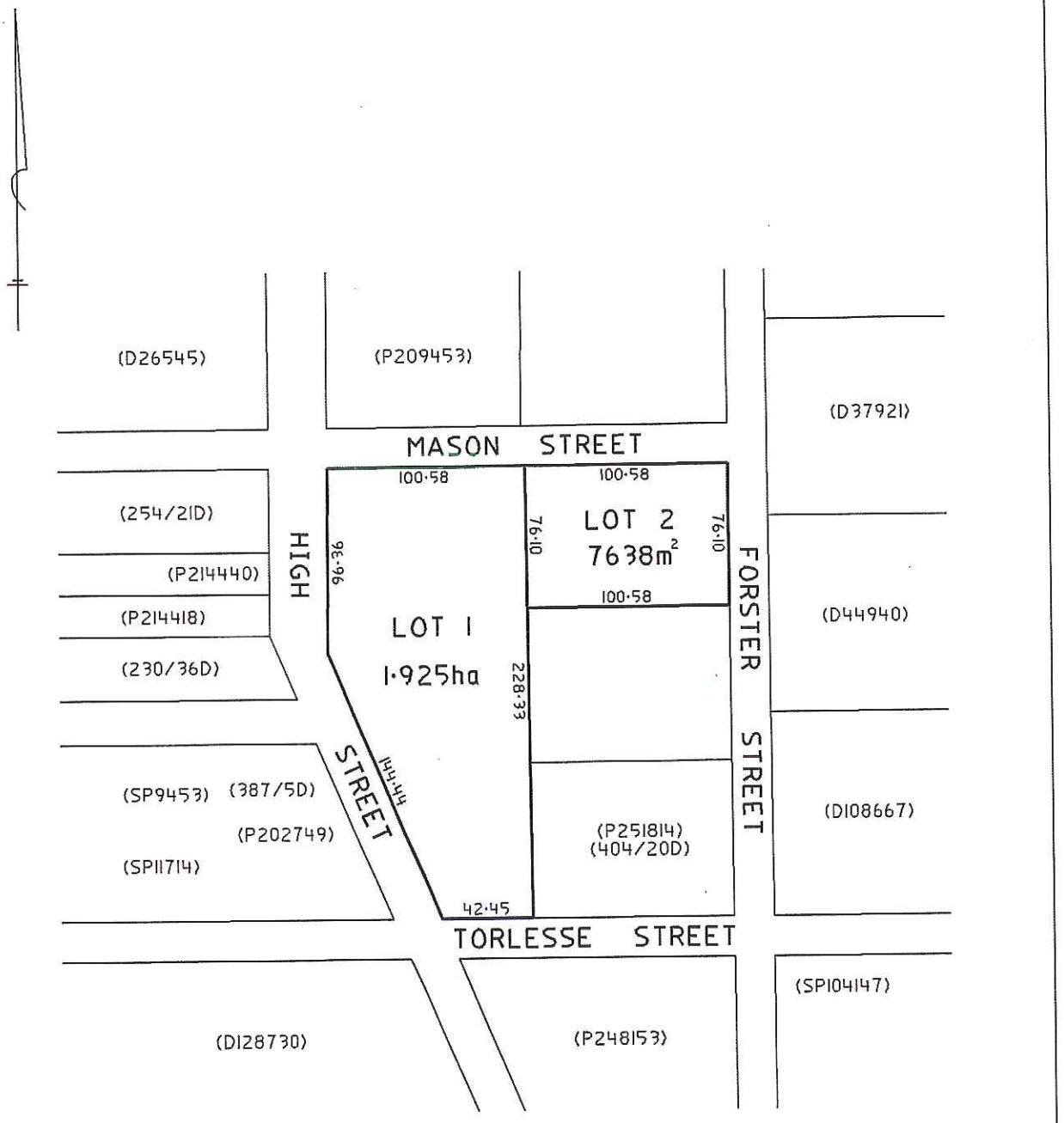
RECORDER OF TITLES 141

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

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

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



DJB

EXHIBITED

Appendix B
Application Forms

APPLICATION FOR CROWN LANDOWNER CONSENT

Where proposed developments involve the use of Crown land, Section 52(1B) of the *Land Use Planning and Approvals Act 1993* requires applications for planning permits to council to be accompanied by the consent of the Minister responsible for the administration of the Crown land.

If a development requires the use of Crown land managed by the Minister for Infrastructure, this application form must be completed and submitted to the Department of State Growth a minimum of twenty eight (28) days prior to making application to Council in order to allow sufficient time for the application to be assessed.

Please complete all sections

APPLICANT DETAILS

APPLICANT:	Emma Riley & Associates
POSTAL ADDRESS:	183 Macquarie Street, Hobart
CONTACT PHONE NUMBERS:	0429 359 636
EMAIL ADDRESS: (if issued, the consent letter will be sent to this address)	Clare@erassociates.com.au

PROPOSED DEVELOPMENT DETAILS

DESCRIPTION OF CROWN LAND OR STATE ROAD AFFECTED:	High Street (Midland Highway) adjacent to 171-183 High Street Campbell Town
DESCRIPTION OF DEVELOPMENT SITE: (including address)	171-183 High Street Campbell Town (C.T. 135815/1)
MUNICIPALITY:	Northern Midlands Council
DESCRIPTION OF PROPOSED DEVELOPMENT:	Service station and associated restaurant. Application has previously been approved, with restricted operating hours. This application is for the operating hours of 24 hours/day, 7 days/week. **Supporting documents required** (see checklist on page 2)

If you have had any previous contact/discussion with anyone at this Department about this development, please indicate with whom: State Growth has previously approved these works under a separate 43A process (combine development application/scheme amendment).

Supporting Documents – Checklist for Applicant:	
☐	Completed Council Development Application
☐	All plans, reports and supporting documentation forming the planning application to Council
☐	Certificate of title details

Please sign and date below:

ClareHester
Applicant's Name

Applicant's Signature

30 November 2017
Date

Submit your application:

By mail: Property Assets
Department of State Growth
GPO Box 536
HOBART TAS 7001

By e-mail: property.assets@stategrowth.tas.gov.au

Personal Information Protection Statement
You are providing personal information to the Department of State Growth, which will manage that information in accordance with the *Personal Information Protection Act 2004*. The personal information collected here will be used by the Department for the purpose of dealing with your application for a permit and related activities, pursuant to the *Land Use Planning and Approvals Act 1993* and associated legislation. Failure to provide this information may result in your application not being processed or records not being properly maintained. The Department may also use the information for related purposes, or disclose it to third parties in circumstances allowed for by law. You have the right to access your personal information by request to the Department and you may be charged a fee for this service.

1–145

PLANNING APPLICATION

Proposal

Description of proposal: ...Vehicle Fuel Sales and service and Food Services.....

.....

.....

.....

.....

.....

(attach additional sheets if necessary)

Site address: 171-183 High Street, Campbell Town.....

.....

CT no: 13815/1.....

Estimated cost of project $2,500,000 *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? *No*

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

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

See attached planning submission.....

.....

.....

.....

.....

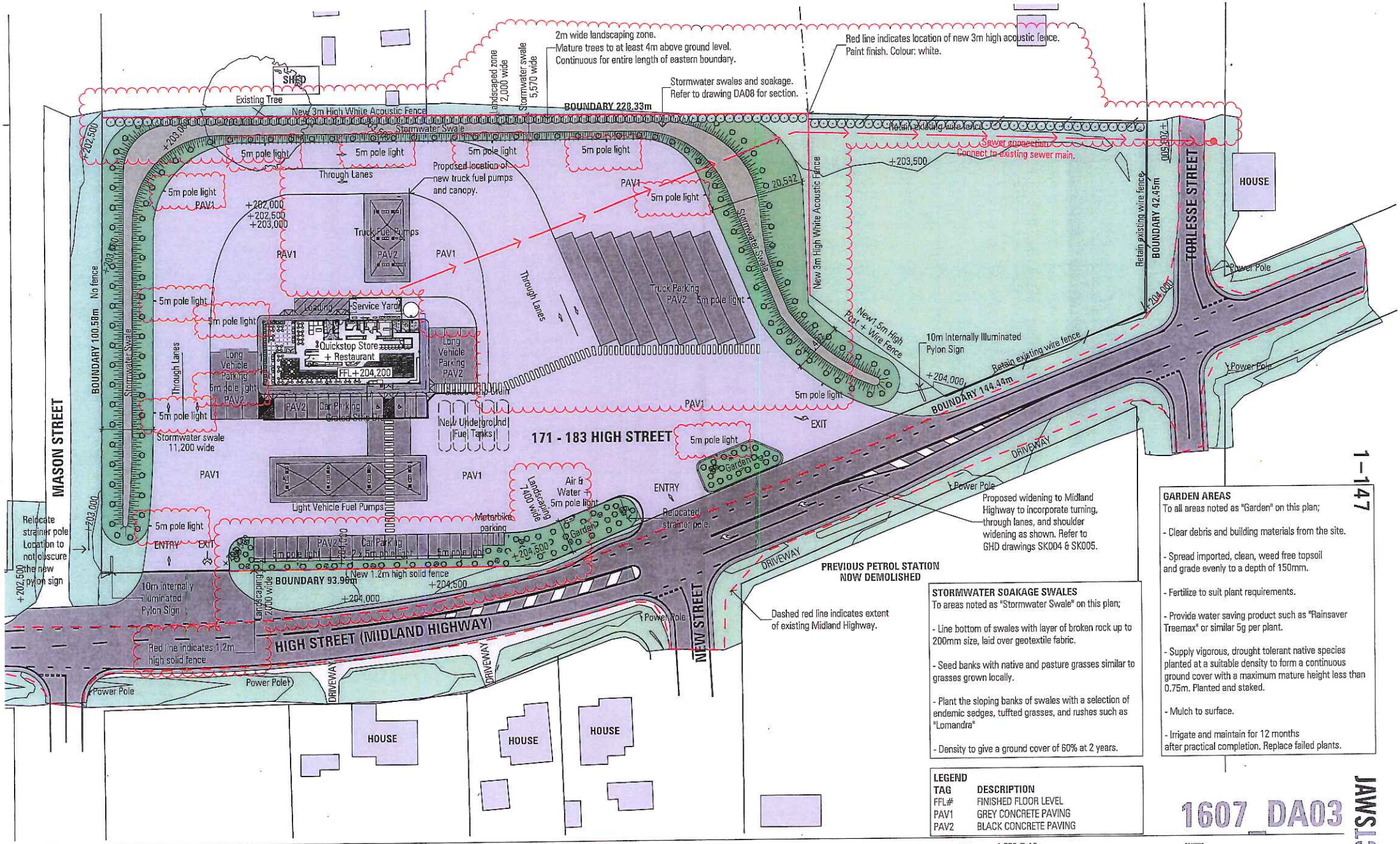
(attach additional sheets if necessary)

Is any signage required? Yes - see attached planning submission

.....*(if yes, provide details)*

Appendix C

Plans



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

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

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

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

LEGEND

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

1–147

REVISIONS:
Rev A (12/10/16): Sinclair pole relocated, clear of pylon sign
Rev B (27/11/17): - Truck fuel pump canopy relocates.
- Truck fuel pumps relocated to rear of site.
- 3m high acoustic fence to rear of site.
- 1.2m high fence to west boundary.
- 2m wide landscaping to east boundary.
- 2 truck parks moved + 3 truck parks deleted.
- 5m light poles added to perimeter of paved area

PLANNING AMENDMENT ISSUE

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

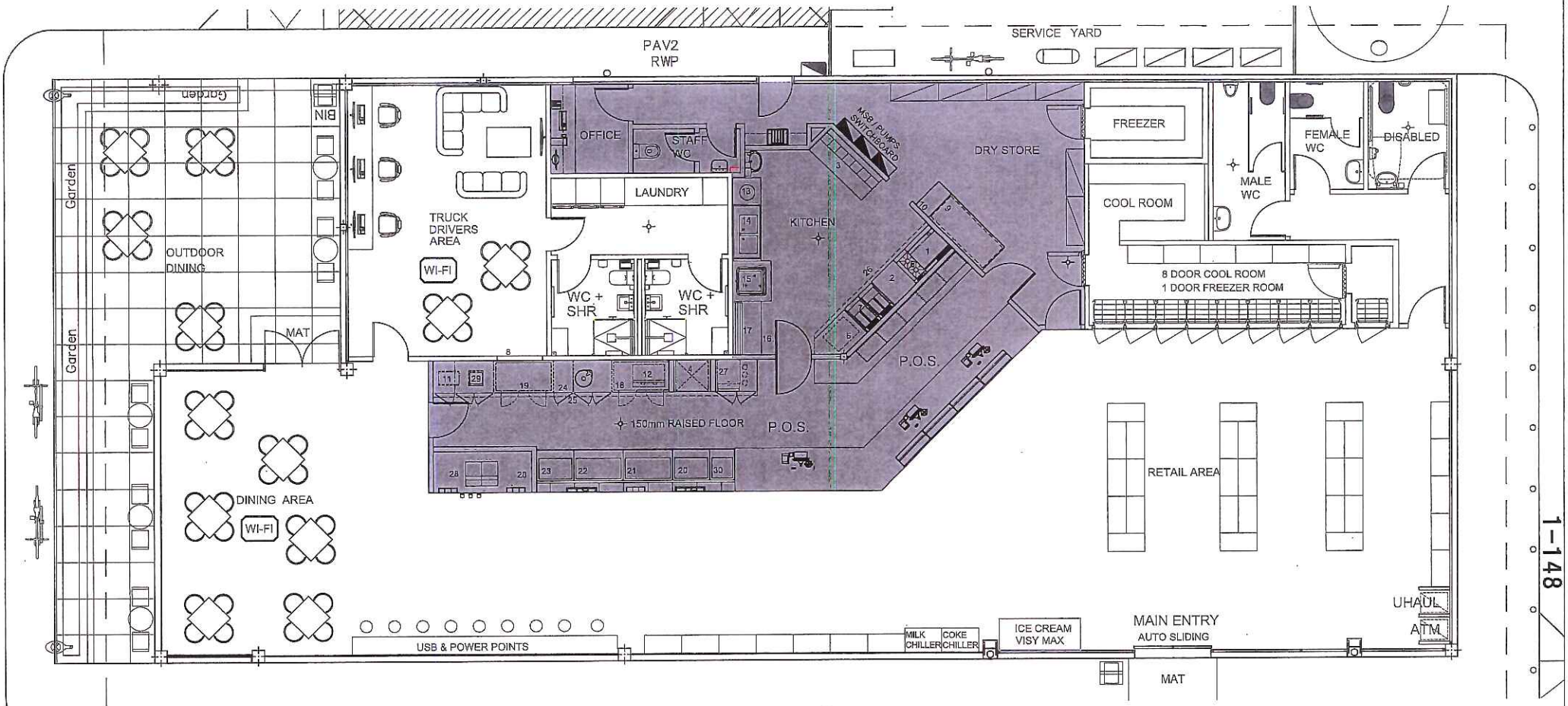
SCALE	1:750 @ A3		
DATE	NOV 2017	PLOT DATE	27/11/2017
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell Town-Rev B Nov2017.pln		

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

1607_DA03

EXHIBITED

ARCHITECTS JAWS



KITCHEN EQUIPMENT SCHEDULE:

1. HOT PLATE
2. STAINLESS STEEL BENCH /STAINLESS STEEL SHELF UNDER
3. REFRIGERATOR x 3 DOORS/ CONDIMENT TOP
4. COMBI OVEN
5. BURNERS x 2
6. CHIP DUMP S/S BENCH UNDER
7. DEEP FRYERS x 2
8. PASS THRU WINDOW
9. UNDER BENCH REFRIGERATOR x 3 DOORS
10. STAINLESS STEEL BENCH/STAINLESS STEEL SHELF UNDER
11. SANDWICH PRESS
12. CONTACT GRILL x 2
13. RUBBISH CHUTE
14. WASH SINK x 2
15. DISHWASHER PASSTHROUGH

KITCHEN EQUIPMENT SCHEDULE:

16. STAINLESS STEEL BENCH/STAINLESS STEEL SHELF UNDER
17. DRYING RACKS ABOVE ALL
18. FRIDGE UNDER x 2 DOORS
19. FREEZER UNDER x 1 DOOR
20. COSSIGA HOT DISPLAY 900 L
21. COSSIGA HOT DISPLAY 1200 L
22. COSSIGA COLD DISPLAY 1200 L
23. COSSIGA AMBIENT DISPLAY 900 L
24. STAINLESS STEEL BENCH
25. MENU BOARDS
26. CANOPY EXHAUST
27. POST MIX ENDURO 150
28. COFFEE MACHINE- MELITTA CAFINA XT6
29. MICROWAVE
30. IMPULSE DRINK FRIDGE

REV.	BY	AMENDMENT	DATE
A	MK	ISSUED FOR APPROVAL	06/07/2017
B	AA	INTERNAL STORE AMENDMENTS	18/09/2017

NAME: MK | DATE: July 2017
SCALE @A3: 1:100 | SHEET: 1 OF 5

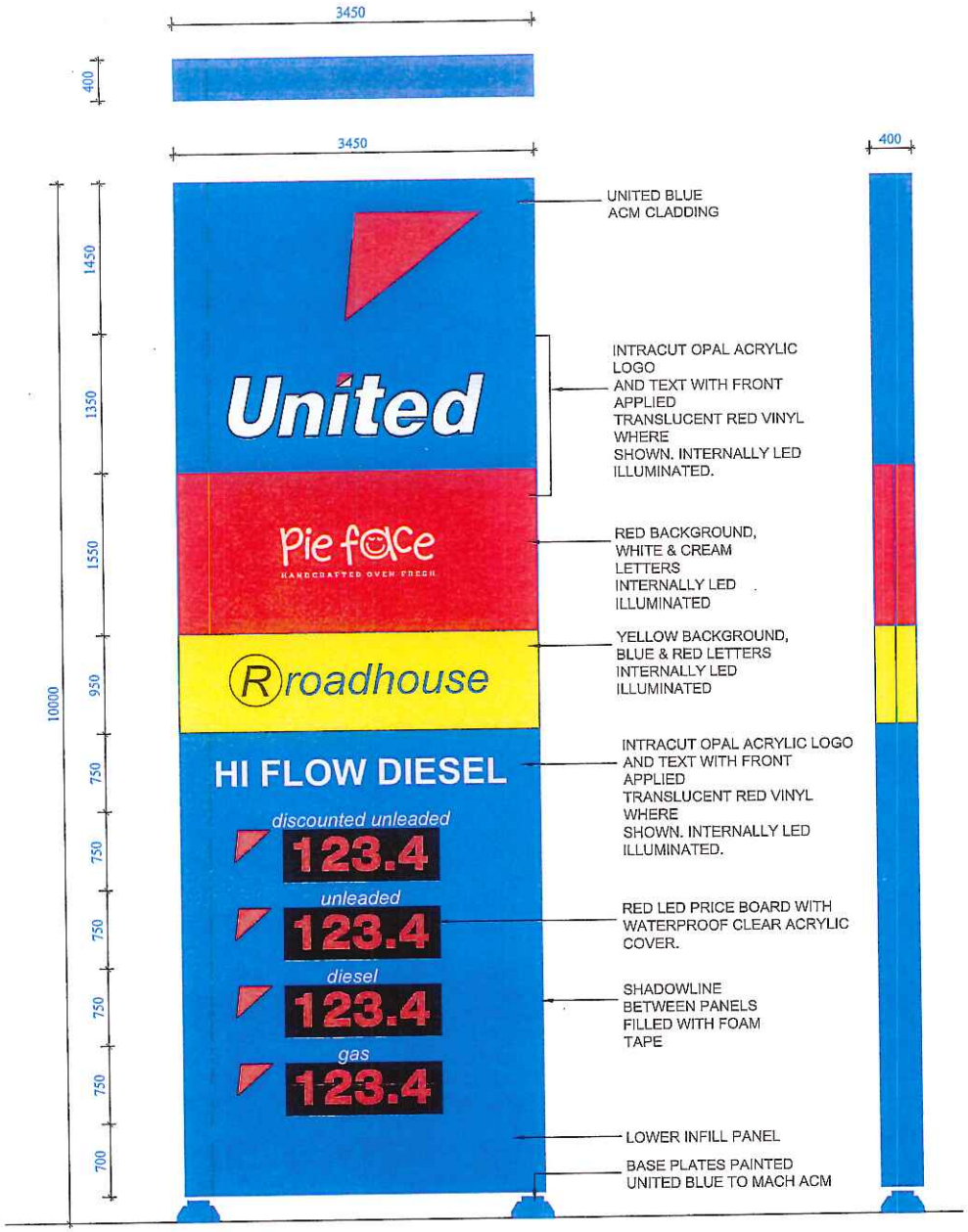
ADDRESS:
171-183 HIGH STREET,
CAMPBELL TOWN, TAS

SITE I.D. No: DG01
DRAWING No: Floor Plan_Pie face.dwg
TITLE: INTERNAL LAYOUT

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA 3067.
PO BOX 1028, COLLINGWOOD VIC 3066
TELEPHONE 03 9413 1400 FACSIMILE 03 9413 1401

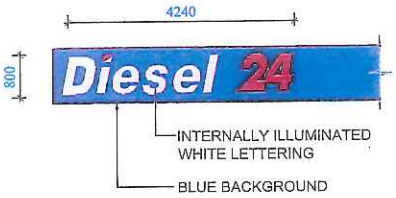
DRAWING PATH:
h:\04_jasmin\campbell town\internal\pie face\floor plan_pie face.dwg

REV: B

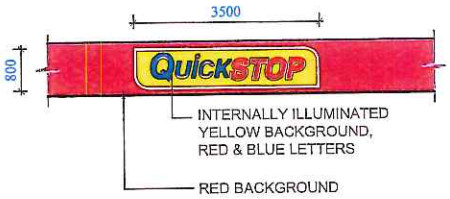


PRIME SIGNAGE 1: ILLUMINATE ID SIGN
10.0M H X 3.4M W

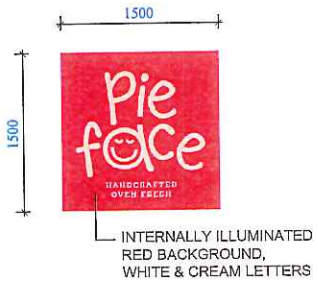
CANOPY SIGNAGE 1:
ILLUMINATED FASCIA SIGN

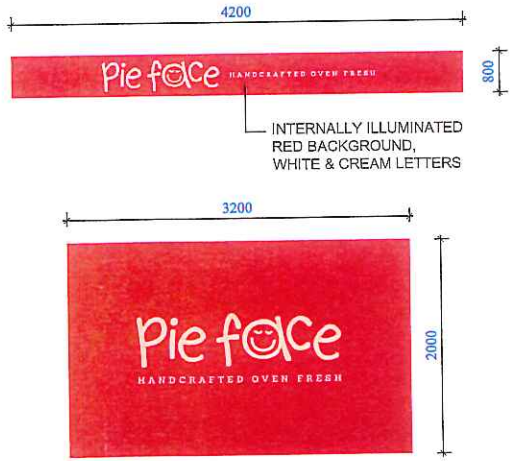


DIESEL CANOPY SIGNAGE 2:
ILLUMINATED FASCIA SIGN



CONVENIENCE STORE SIGNAGE 2:
FASCIA SIGN





CONVENIENCE STORE SIGNAGE 3:
PIE FACE STORE SIGNS

EXHIBITED

1-149

REV.	BY	AMENDMENT	DATE
A	A.A	FIRST ISSUE	18/09/17

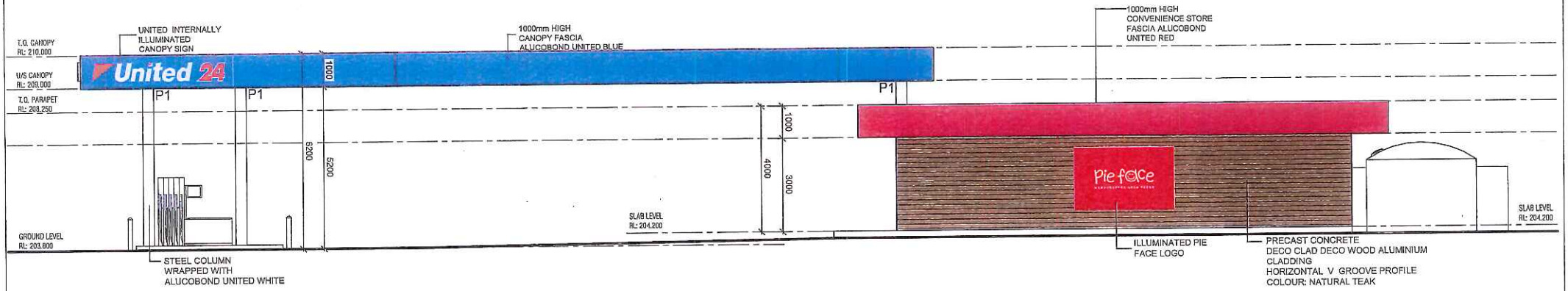
DRAWING PRODUCED ON CAD SYSTEM.
NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING.
DO NOT SCALE OR AMEND BY HAND.
VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR QUOTE.
UPON RECEIPT OF UPDATED PLANS DISCARD PREVIOUS VERSIONS.

NAME: A.A	DATE: September 2017	DWG No: DG05	DRAWING No: CAMPBELL TOWN SIGNAGE.dwg
SCALE @A3: 1:100	SHEET: 5 OF 5	TITLE: SIGNAGE	
ADDRESS: 171-183 HIGH STREET CAMPBELL TOWN, TAS			

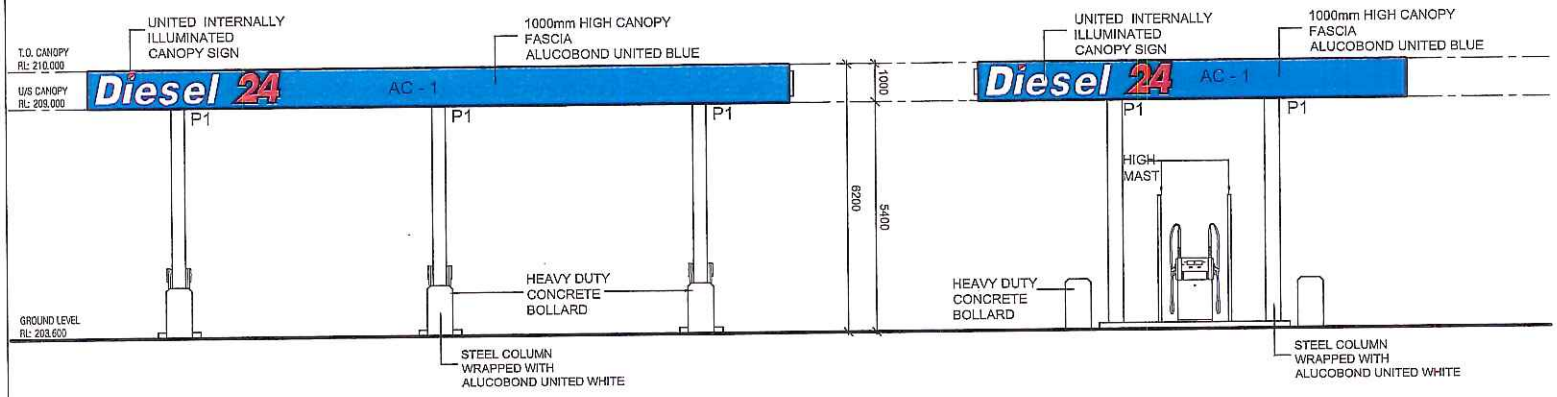
United
UNITED PETROLEUM PTY. LTD.
260 HODDLE STREET, ABBOTSFORD, VICTORIA 3067.
PO BOX 1028, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: h:\04_tasmania\campbell town\internal\campbell town signage.dwg

REV: A

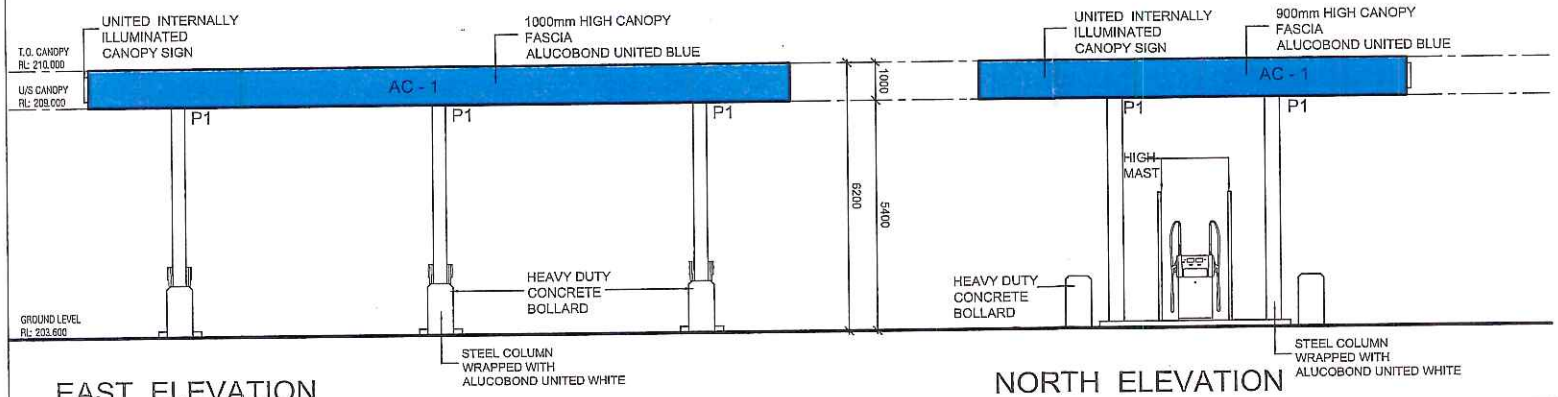


SOUTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

NOTE:-
900mm HIGH CANOPY FASCIA CAN BE INCREASED TO 1000mm (FOR STRUCTURAL OR ROOF PROFILE REQUIREMENTS)

1 - 150

EXHIBITED

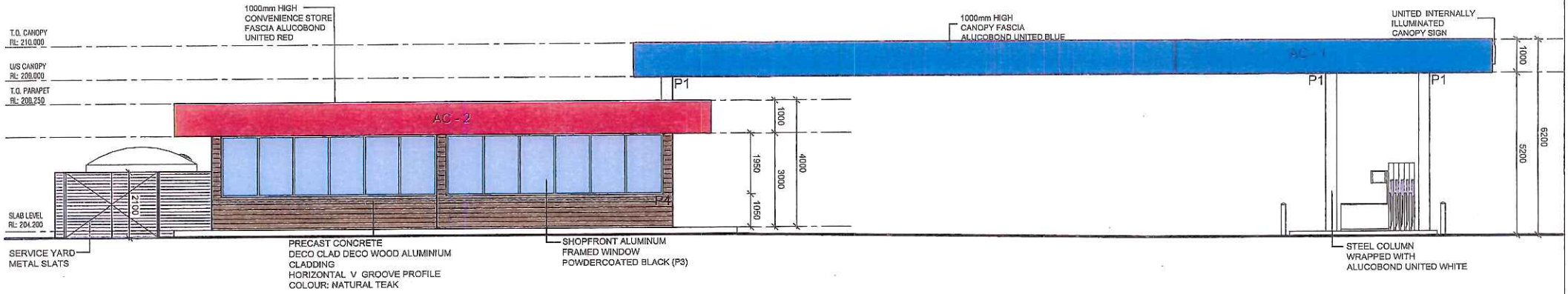
REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

NAME: AA	DATE: July 2017	SITE I.D. No: DG04	DRAWING No: Floor Plan_Pie face.dwg
SCALE @A3: 1:100	SHEET: 4 OF 5		
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS		TITLE: SOUTH & DIESEL CANOPY ELEVATIONS	

United
UNITED PETROLEUM PTY. LTD.
209 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1026, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: h:\04_tasmania\campbell town\internal\pie face\floor plan_pie face.dwg

REV: A



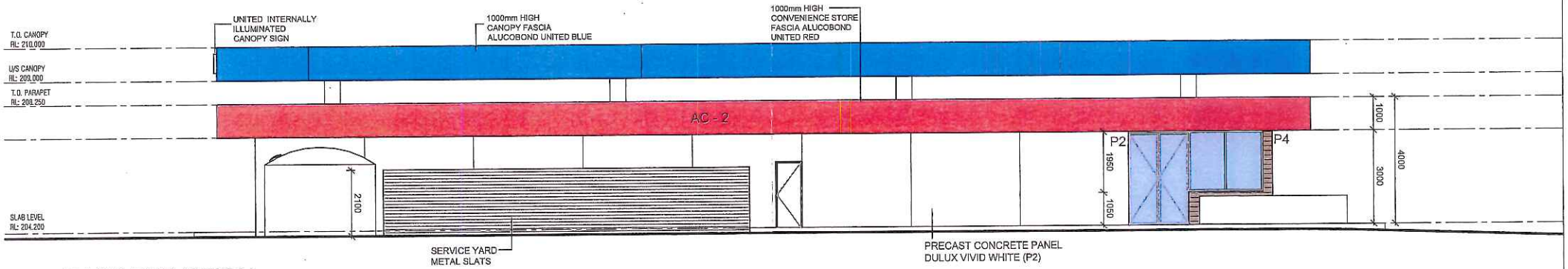
NORTH ELEVATION

NOTE:-
900mm HIGH CANOPY FASCIA
CAN BE INCREASED TO 1000mm
(FOR STRUCTURAL OR ROOF PROFILE
REQUIREMENTS)

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

1 - 151



EAST ELEVATION

EXHIBITED

REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

NAME: MK	DATE: July 2017	SITE I.D. No: DG03	DRAWING No: Floor Plan_Pie face.dwg
SCALE @A3: 1:100	SHEET: 3 OF 5	TITLE: NORTH & EAST ELEVATION	
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS			

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1028, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: h:\04_tasmania\campbell town\internal\pie face\floor plan_pie face.dwg

REV: A

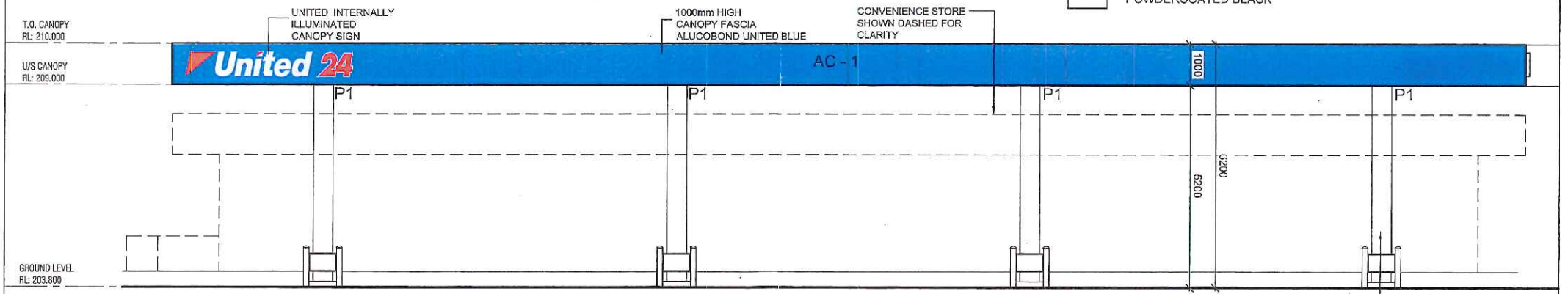
WEST ELEVATION (SHOPFRONT)

NOTE:-
900mm HIGH CANOPY FASCIA
CAN BE INCREASED TO 1000mm
(FOR STRUCTURAL OR ROOF PROFILE REQUIREMENTS)

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

1-152



WEST ELEVATION (CANOPY)

REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

DRAWING PRODUCED ON CAD SYSTEM.
NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING.
DO NOT SCALE OR AMEND BY HAND.
VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR ORDER.
UPON RECEIPT OF UPDATED PLANS DISCARD PREVIOUS VERSIONS.

NAME: MK	DATE: July 2017	SITE I.D. No: DG02	DRAWING No: Floor Plan_Pie face.dwg
SCALE @A3: 1:100	SHEET: 2 OF 5		

ADDRESS:
171-183 HIGH STREET,
CAMPBELL TOWN, TAS

TITLE:
WEST ELEVATION

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1020, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH:
tc104_tasmania\campbell town\external\pie face\floorplan_pie face.dwg

REV: A

Appendix D

Traffic Impact Assessment

United Petroleum

171-183 High Street, Campbell Town

Traffic Impact Assessment

November 2017

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

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

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

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

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

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

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Figure index

Appendices

1. Introduction

1.1 Background

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

1.2 Project Scope

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

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

1.3 Subject Site

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

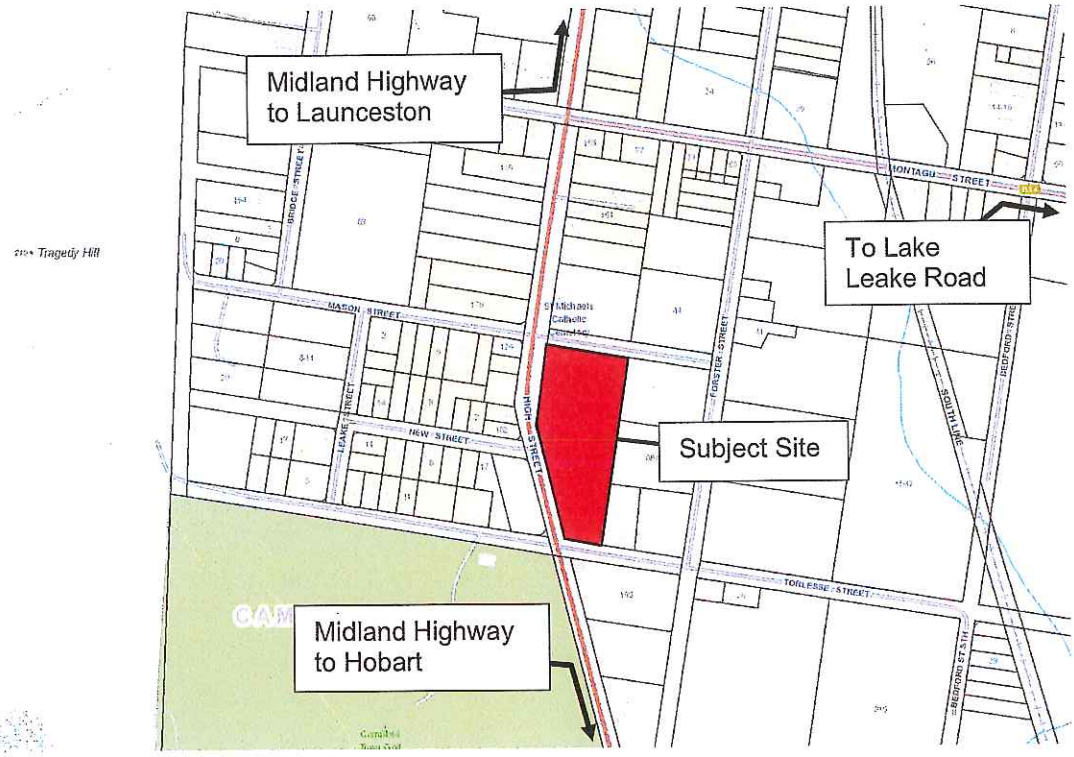


Figure 1 Subject Site

Base image source: LISTMap, DPIPWE

1.4 Referenced Materials

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

- *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme)
- Crash data, Department of State Growth, January 2011 to December 2015
- Midland Highway traffic count data, Department of State Growth, 1982-2015
- *Guide to Traffic Generating Developments Version 2.2,* Roads and Maritime Services (RMS), October 2002 (the RMS Guide)
- Concept Site + Traffic Plan, Jaws Architects, November 2017
- *Guide to Road Design – Part 4: Intersections and Crossings - General,* Austroads 2017
- *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections,* Austroads 2017
- Australian/New Zealand Standard AS/NZS 2890.1:2004, *Parking facilities – Part 1: Off-street car parking* (AS2890.1)
- Australian Standard AS 2890.2:2002, *Parking facilities – Part 2: Off-street commercial vehicle facilities*

1.5 Planning Scheme

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

2. Existing Conditions

2.1 Transport Network

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

2.1.1 High Street (Midland Highway)

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

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

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

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

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

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

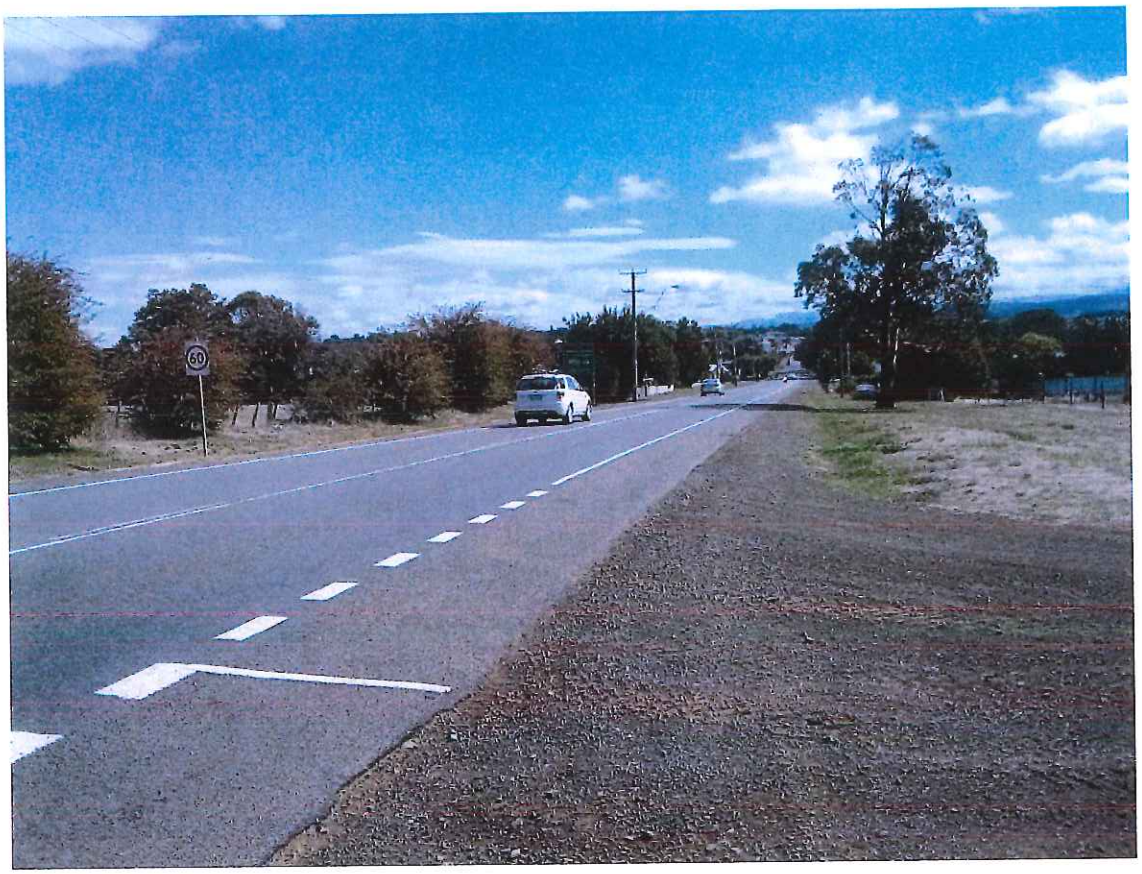


Figure 2 Midland Highway

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

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

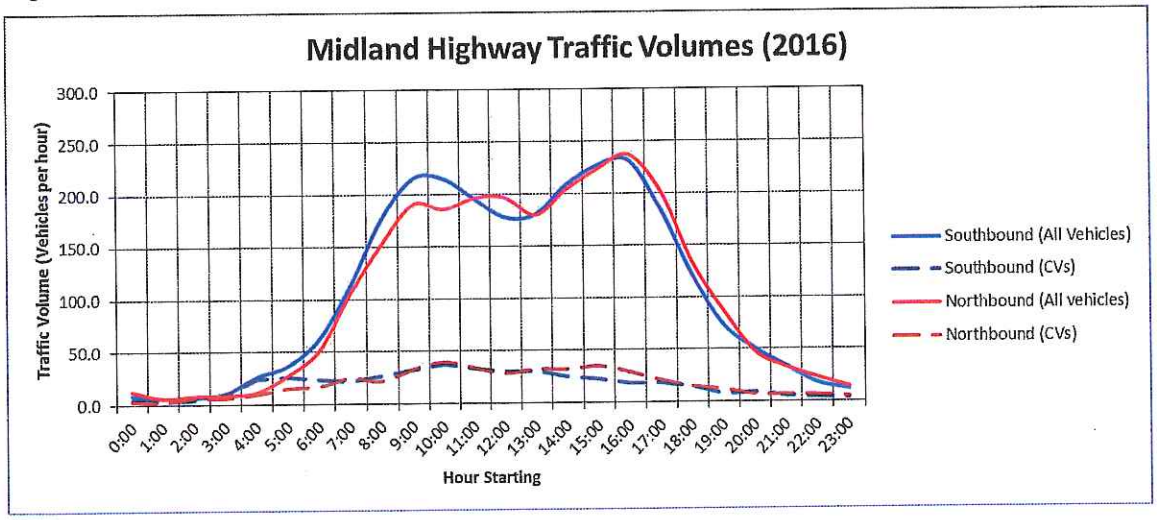


Figure 3 Daily Traffic Profile

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

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

2.1.2 Mason Street

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

Figure 4 Mason Street

2.2 Road Safety Performance

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

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

3. Proposed Development

3.1 Proposed Service Station

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

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

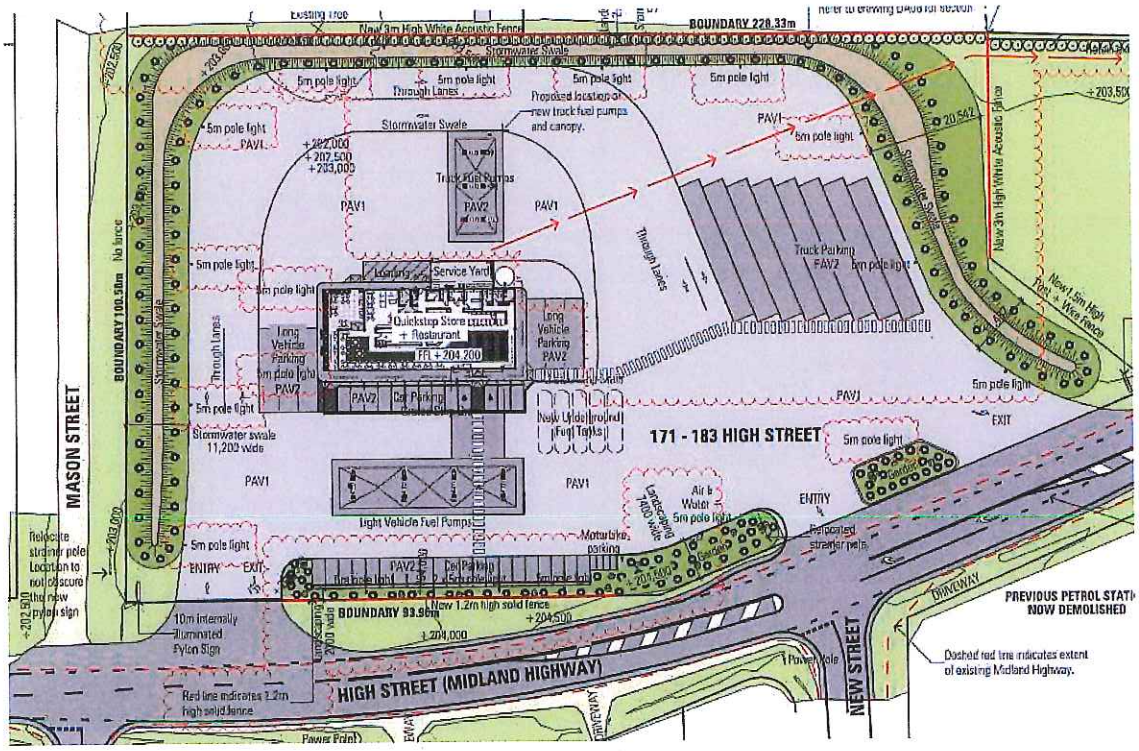


Figure 5 Proposed Development Site Plan

Image source: JAWS Architects, Drawing No. 1607_DA03, Concept Site + Traffic Plan, Rev B, 22 November 2017

3.2 Site Access and Car Parking

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

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

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

The proposed development provides 34 light vehicle parking spaces (including 2 accessible parking spaces) in addition to fuel pump bays. 14 long vehicle and truck parking spaces are also provided along with 4 motorbike parking spaces.

3.3 Traffic Generation and Distribution

3.3.1 Reference Rates

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

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

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

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

Therefore, given a total site area of approximately 12,800 m^2, and a convenience store floor area of 385 m^2, the above rates suggest a traffic generation of up to some 630 vehicle movements per hour during the evening peak (315 individual vehicles). Assuming 24-hour operation, the average daily traffic generation using these rates might be around 6-8,000 vehicle movements per day (3-4,000 individual vehicles).

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

3.3.2 First Principles Assessment

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

- Campbell Town catchment

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

- Midland Highway pass-by traffic

  At the southern end of Campbell Town, Midland Highway carries approximately 5,120 vehicle movements per day. If it is assumed that up to 10% of all Midland Highway traffic (including 15% of all heavy vehicles as advised by United Petroleum) accesses the proposed service station, there would be an additional 1,024 vehicle movements per day (512 individual vehicles) accessing the site with 264 of those movements being by heavy vehicles (132 individual vehicles).

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

[2] Australian Bureau of Statistics census data, 2011

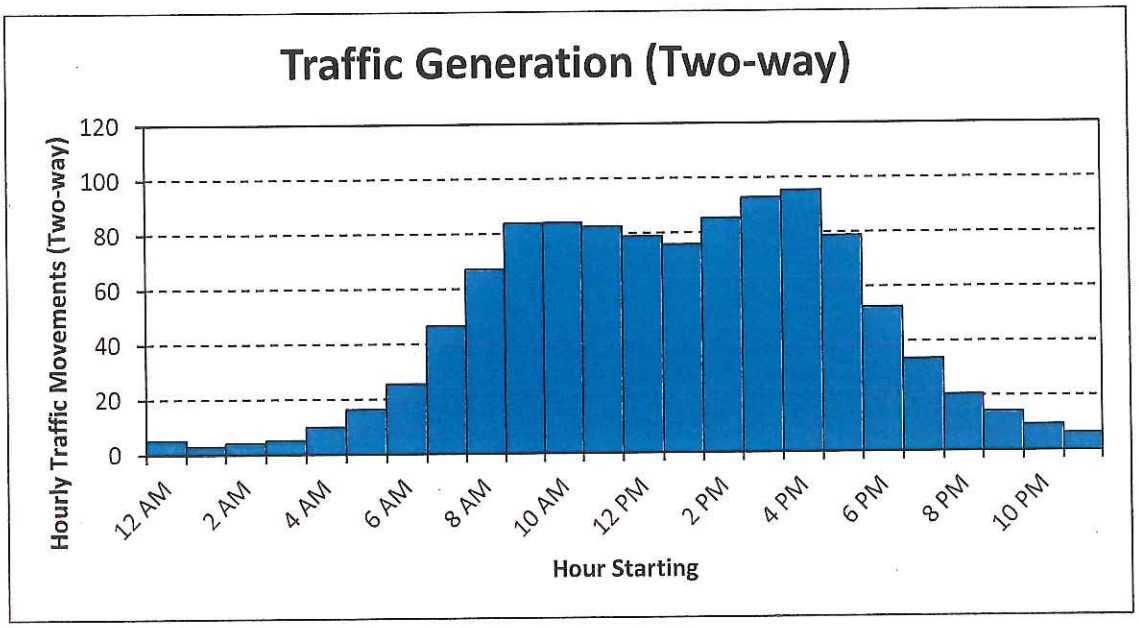


Figure 6 Adopted Traffic Generation

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

3.3.3 Peak Traffic Generation

Based on the adopted traffic generation in Section 3.3.2, the proposed development is likely to generate up to 84 vehicle movements (two-way) in the morning peak period (10:00 am to 11:00 am) and up to 95 movements in the afternoon peak period (4:00 pm to 5:00 pm). A diagram of the expected peak hour traffic movements is provided in Figure 7.

By 2026, traffic activity would be around 106-112 vehicle movements per hour during the morning and afternoon peak periods, representing an increase by around 15% compared to 2016 estimates.

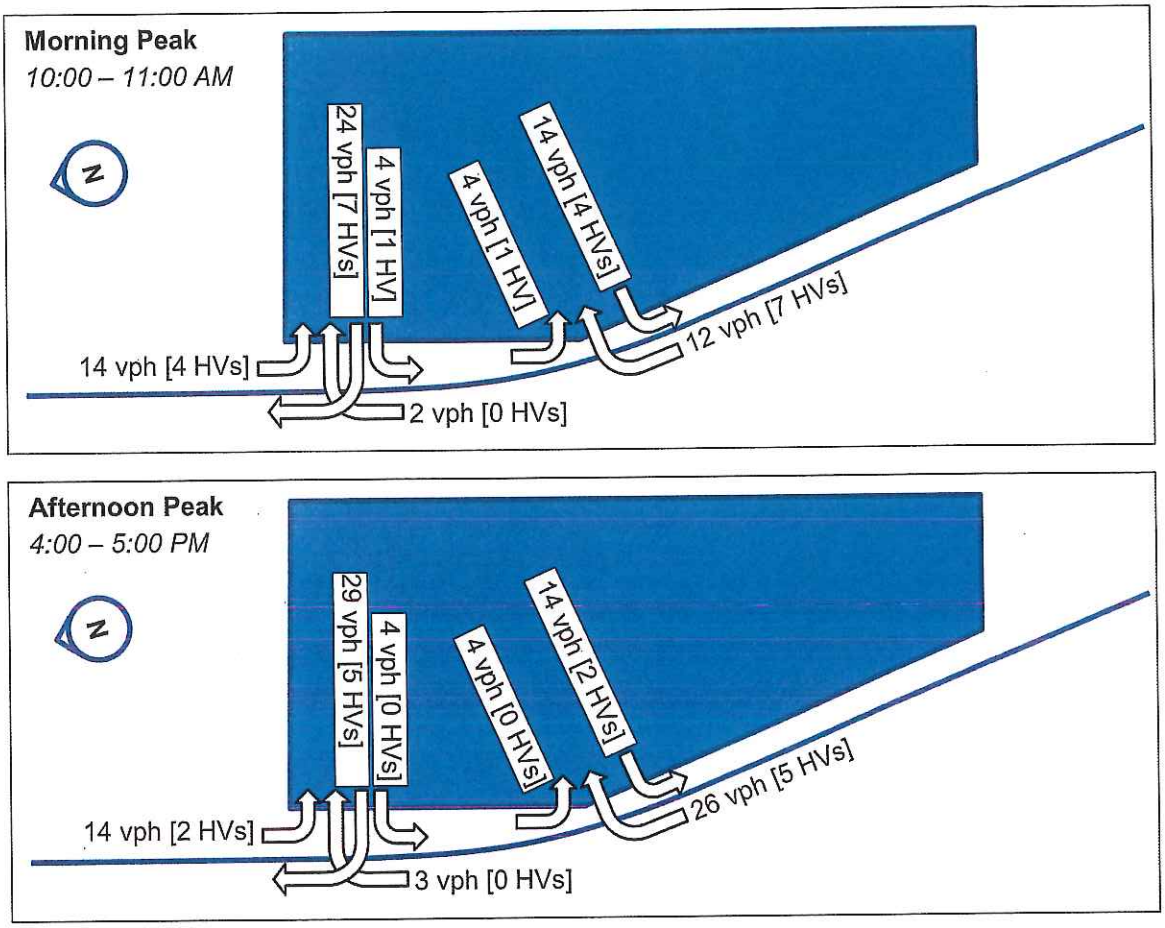


Figure 7 Peak Traffic Generation

3.3.4 Planning Scheme Assessment

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

> *"For roads with a speed limit of 60 km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists."*

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

4. Traffic Impacts

4.1 Site Access

4.1.1 Vehicle Access Arrangements

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

Clause E4.7.2-A1 of the Planning Scheme states that: *"For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit."* The proposed development provides a total of two accesses, each providing both entry and exit, and therefore relies on performance criteria as follows:

> *"For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists."*

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

Access Design

Clause E6.7.2-A2.1 of the Planning Scheme states that: *"Car parking and manoeuvring space must: a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3."*

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

Design Vehicle Assessment

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

Turn Treatments

The Austroads publication, *Guide to Road Design – Part 4: Intersections and Crossings - General,* 2017, provides warrants for turn treatments at unsignalised intersections and junctions. An assessment of each access is provided in Table 1 and Figure 8.

Table 1 Turn Treatments (2026 Volumes)

Access	Turn	Turning Volume (Q_R or Q_L)	Major Road Volume (Q_M)	Appropriate Treatment
South access	Left in	5 vph	225 vph	BAL
	Right in	30 vph	449 vph	CHR(S)
North access	Left in	16 vph	227 vph	BAL
	Right in	3 vph	464 vph	BAR

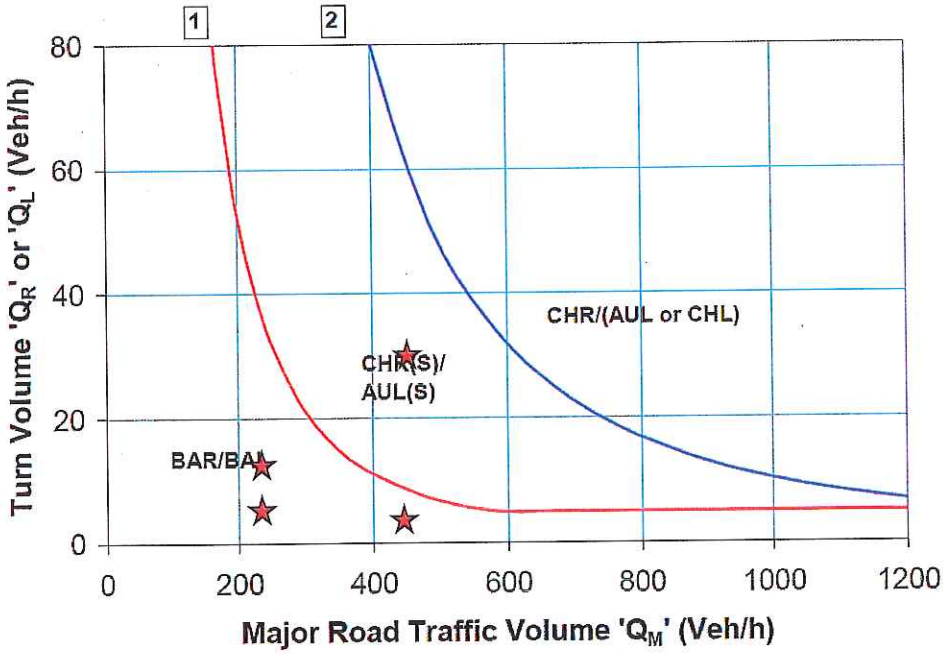


Figure 8 Warrants for Turn Treatments (2026 Volumes)

Base image source: Austroads (2017)

Based on the assessment in Table 1, both High Street accesses should be provided with Rural Basic Left-turn (BAL) treatments comprising shoulder widening in accordance with Department of State Growth Standard Drawing SD-84.016 and Section 8.2.1 of Austroads (2017). Similarly, the northern High Street access should be provided with a Rural Basic Right-turn (BAR) treatment comprising shoulder widening in accordance with Department of State Growth Standard Drawing SD-84.013 and Section A.16.5 of Austroads (2017).

Given the higher right turn in volumes at the southern access, due to the direction of pass-by traffic on Midland Highway, it is recommended that a short Channelised Right-turn (CHR[S]) treatment be provided in accordance with Department of State Growth Standard Drawing SD-84.014 and Section A.16.5 of Austroads (2017). The total length of the turn lane, including diverge/deceleration distance and storage, should be a minimum of 51 metres for the 26 metre B-Double design vehicle.

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

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

Sight Distance Assessment

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

Table 2 Safe Intersection Sight Distance (SISD)

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

Source: Northern Midlands Interim Planning Scheme 2013

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

- Northbound 165 metres
- Southbound 105 metres

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

Table 3 Sight Distance Assessment

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

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

Summary

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

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

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

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

4.1.2 Pedestrian Access

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

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

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

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

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

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

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

4.2 Surrounding Road Network Impacts

4.2.1 Midland Highway (Category 1 Road) Impacts

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

> *"The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:*
>
> *(a) new road works, buildings, additions and extensions, earthworks and landscaping works; and*
>
> *(b) building envelopes on new lots; and*
>
> *(c) outdoor sitting, entertainment and children's play areas."*

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

> *"Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a Category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:*
>
> *(a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and*
>
> *(b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and*
>
> *(c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and*
>
> *(d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority."*

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

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

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

4.2.2 Traffic Efficiency

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

The impacts of turning traffic will also be minimal. The low turning volumes of up to 30 vehicle movements per hour will result in negligible delays to through traffic. The proposed right turn lane for northbound traffic will further reduce any potential impacts on traffic travelling on Midland Highway by allowing turning vehicles to prop without obstructing through traffic.

4.2.3 Road Safety

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

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

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

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

4.3 Parking Assessment

4.3.1 Car Parking Assessment

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

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

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

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

Given a total gross floor area of 385 m^2, and based on the above rates, a total of 39 parking spaces would be warranted. The proposed development provides 34 car parking spaces, 4 motorcycle spaces and 14 parking spaces for longer vehicles (trucks and buses). This level of parking is considered acceptable for the use and is unlikely to spill over into surrounding areas including on-street on High Street.

4.3.2 Special Parking Requirements

Accessible Car Parking

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

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

Bicycle Parking

Clause E6.6.2-A1.1 of the Planning Scheme states that: *"Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1."* The use class of the proposed development is "vehicle fuel sales and servicing" for which Table E6.1 requires 1 bicycle parking space be provided. It is recommended that one bicycle parking hoop be provided near the building entrance.

Taxi Parking

Clause E6.6.3-A1 of the Planning Scheme states that: *"One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone)."* The proposed development requires 0 parking spaces calculated using Table E6.1 and therefore dedicated taxi parking is not required.

Motorbike Parking

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

4.3.3 Car Park Layout and Manoeuvring

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

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

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

For motorcycle parking, the requirements are as follows:

- Motorcycle space width 1.2 metres
- Motorcycle space length 2.5 metres

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

4.4 Heavy Vehicle Access

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

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

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

5. Conclusions

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

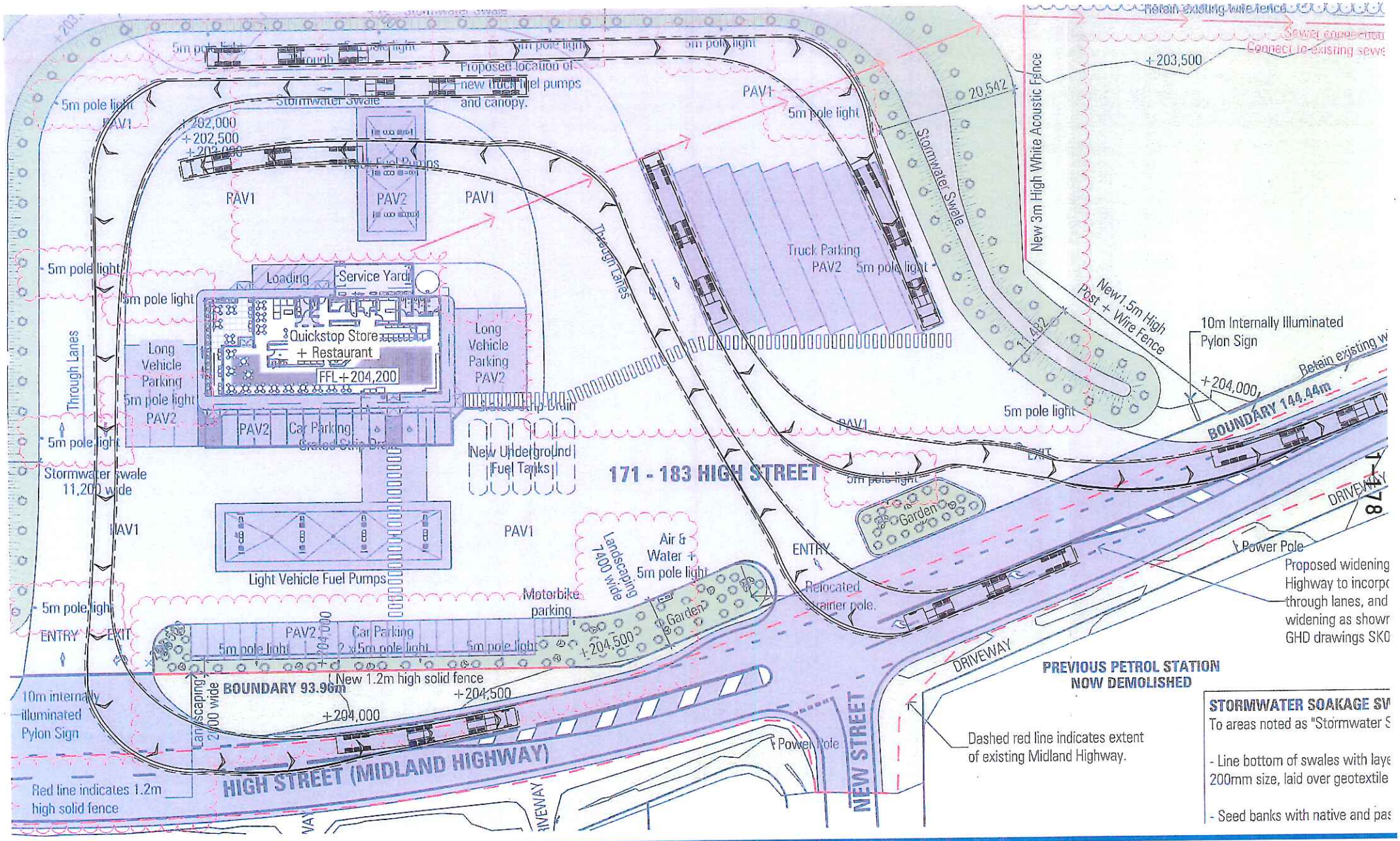
- The proposed development is expected to attract up to 1,076 vehicle movements per day (538 individual vehicles) with around 95% of these movements being pass-by traffic from Midland Highway rather than new trips;
  - Around 52 new trips will be generated which represents an increase by approximately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

  The provision of the above treatments may require relocation of existing power poles.
- There is sufficient sight distance at each of the access points in accordance with Planning Scheme requirements;
- The proposed development is considered to provide sufficient parking to cater for the use and parking is unlikely to spill over into surrounding areas;
- The proposed car park dimensions should be adjusted to comply with the minimum requirements of AS2890.1;
- The accesses and circulation route throughout the site have been designed to accommodate the 26-metre B-Double design vehicle.

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

Appendices

Appendix A – Swept Path Assessments



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

Job Number 32-17909
Revision B
Date NOV 2017

Figure A1

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

Plot Date: 24 November 2017 - 11:59 AM Plotted by: Mark Petrunna
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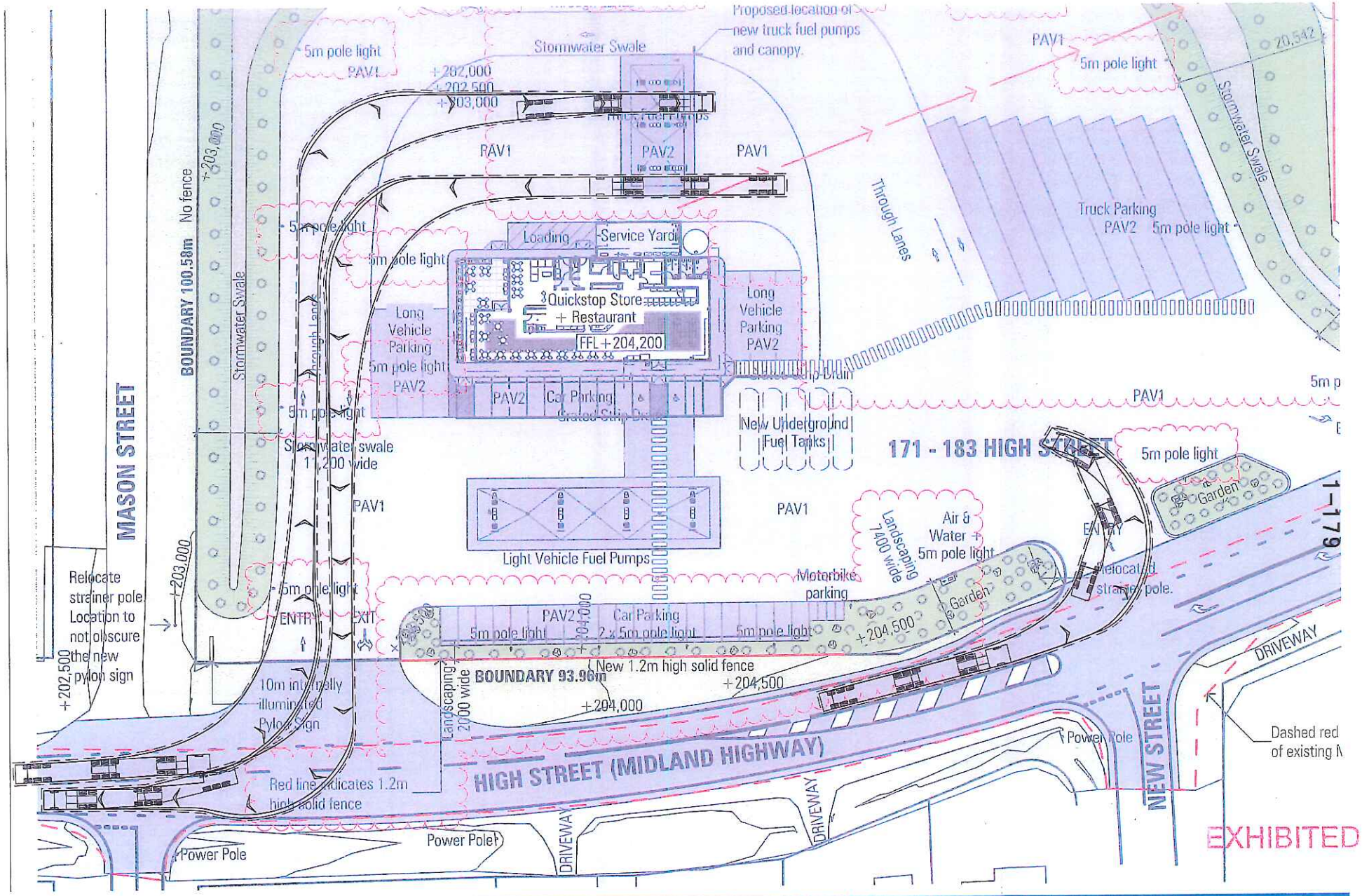

UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT
SWEPT PATH ASSESSMENT
26-METRE B-DOUBLE

Job Number 32-17909
Revision B
Date NOV 2017

Figure A2

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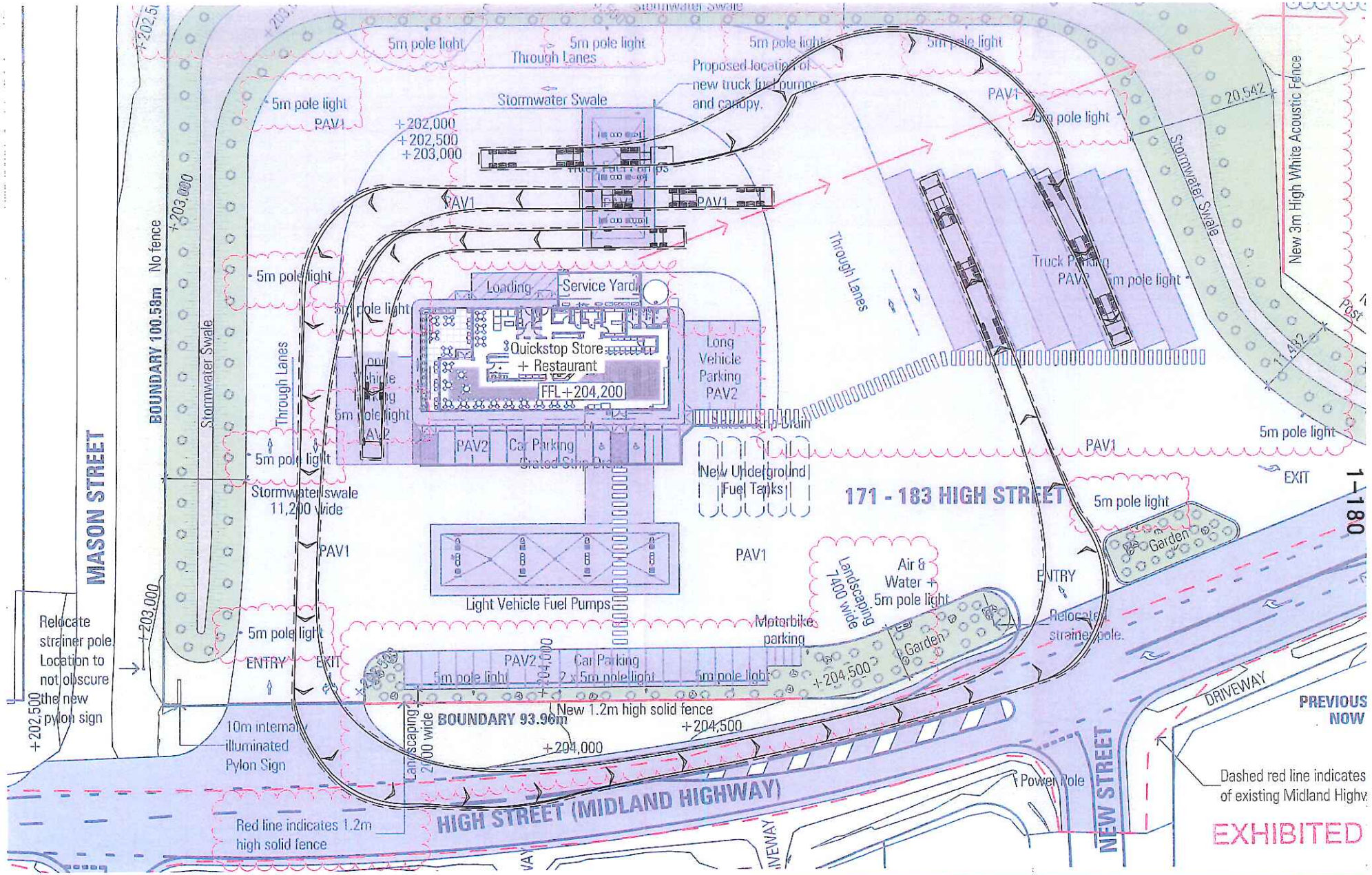

UNITED PETROLEUM
171-183 HIGH STREET, CAMPBELL TOWN
TRAFFIC IMPACT ASSESSMENT
SWEPT PATH ASSESSMENT
26-METRE B-DOUBLE

Job Number 32-17909
Revision B
Date NOV 2017
Figure A3

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

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
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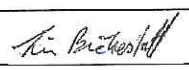
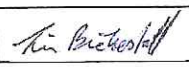
0	M. Petrusma	T. Bickerstaff	On file	T. Bickerstaff	On file	31.5.16
1	A. Andrews	M. Petrusma	On file	T. Bickerstaff	On file	24.10.17
2	M. Petrusma	T. Bickerstaff		T. Bickerstaff		24.11.17

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Appendix E

Acoustic Assessment

United Petroleum

Campbell Town Service Station

Acoustic Assessment

Report No. 5610

28 November 2017

NVC

NOISE VIBRATION CONSULTING

EXECUTIVE SUMMARY

United Petroleum are proposing to develop a 24 hour service station at 171 - 183 High Street, Campbell Town. A development application and the application for a planning scheme change have been approved by Council. United Petroleum 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 September / October 2016, and this report presents the results of this work.

Background noise levels were measured during the evening and night time at the nearest residence at 19 Torlesse Street. This data was combined with clause 33.3.1 of the Northern Midlands Council Interim Planning Scheme, to define day and night time noise criteria at the nearest sensitive receivers.

The proposed development is predicted to meet the acceptable solution criteria except at night at Forster street where the intrusive criteria is exceed on several occasions. The performance criteria P2 was then referenced to assess if these excursions would unreasonably impact the amenity of the resident there. Accounting for the time of occurrence, the number of events and their level, it has been determined the noise will not unreasonably impact the resident and hence the development meets the planning scheme criteria.

UNITED PETROLEUM – CAMPBELL TOWN SERVICE STATION

ACOUSTIC ASSESSMENT

Prepared For:

Emma Riley & Associates
160 New Town Road
New Town, TAS 7250

Clare Hester

Prepared By:

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DOCUMENT CONTROL

Doc No.	Date	Author	Reviewed	
5610	2-11-2017	B.Butler		Revised Traffic estimates, New scheme requirements.
5610_01	28-11-2017	B.Butler		Updated Site Plan with new fuel location

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1. INTRODUCTION

United Petroleum are proposing to develop a 24 hour service station / fuel stop at 171 - 183 High Street, Campbell Town. United Petroleum have commissioned an acoustic assessment to evaluate the predicted noise generated as a result of the proposed development. The assessment focuses on the noise generated as a result of commercial vehicle movements on site and the resultant noise predicted at the nearby residences. Recommendations were then made to ensure the proposal satisfies the relevant Performance Criteria under the Northern Midlands Council Interim Planning Scheme, 2013. This assessment was conducted by NVC in September / October 2016, and this report presents the results of this work.

Measurements were made of the background noise levels at the nearest residence, which is used to define criteria for noise limits to prevent loss of residential amenity and / or sleep disturbance. The expected noise generated from commercial vehicle traffic on site is then compared against this criteria.

2. SITE DESCRIPTION

2.1 COMMUNITY

The proposed site, highlighted in Figure 1, is located at 171 – 183 High Street (Midlands Highway), near 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 mostly open paddock interspersed with houses and some foliage.

Figure 1: Proposed Site and Surrounds

Source: LISTmap

The nearest residence is located at 19 Torlesse Street, marked on Figure 1 as the measurement location. The façade of this residence is approximately 65m from High Street, screened by a 1.5m high timber fence and light foliage surrounding the residence. The property directly to the north of

this residence (east of the proposed site) at 68-80 Forster Street is a residential block and currently vacant, while 52-66 Forster Street is a residential block with some minor buildings on it.

Three more residences are located on High Street directly opposite the proposed site, with additional residences behind them, further from the highway.

2.2 PROPOSED SITE

The proposed site is shown in Figure 2, below. It is comprised of a store / restaurant, separate light vehicle and commercial vehicle fuel pumps, and several vehicle parking areas. Entrances and exits are located at the northern and southern ends on the western site boundary, with both entrances being usable by all vehicles. Dedicated commercial vehicle parking and fuel pumps are located on the eastern side of the site. Commercial vehicle lanes allow heavy vehicles to pass at the rear of the site, and as such no reversing is necessary to navigate the site. An acoustic fence is shown on the eastern and southern boundaries. The fence is 3m high.

Figure 2 outlines the site plan for the proposed development, including an acoustic fence (shown in red) on the eastern and southern site boundaries. The acoustic fence is 3m high and should have a surface density of around 20kg/m^2 or higher.

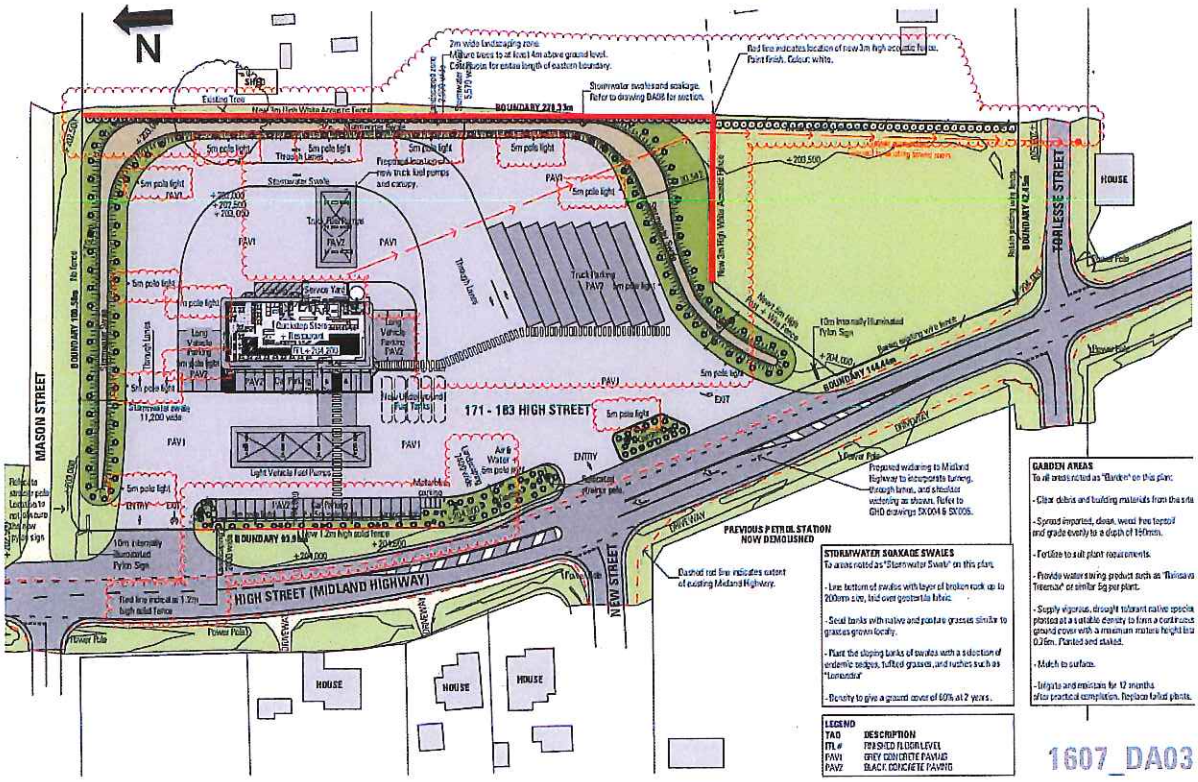

Figure 2: Proposed Development Site Plan

United Petroleum advise that they intend to capture 15% of truck movements on the highway. 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.

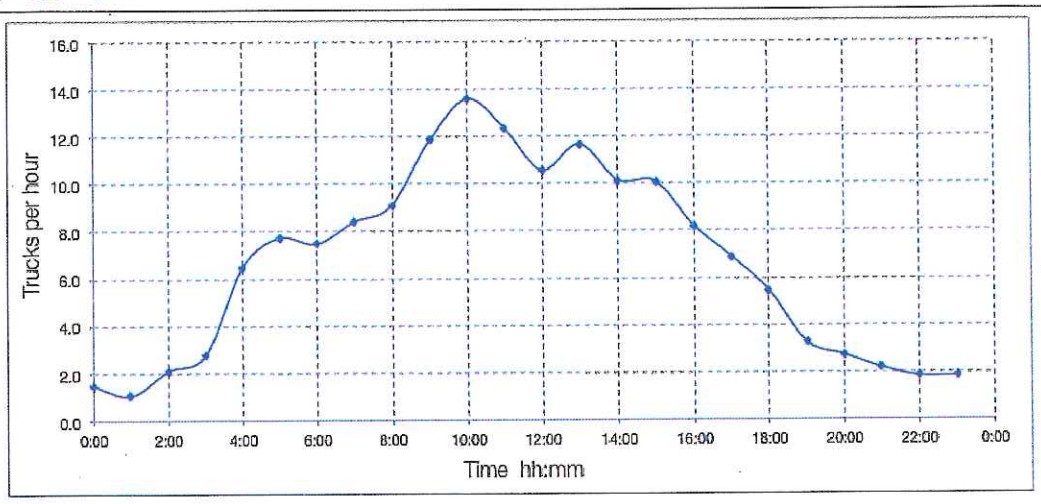

Figure 3: Truck Movements Through the Site – Year 2020

3. MEASUREMENTS

For the noise measurements Svan 945 and 977 Type 1 sound level meters were used, calibrated before and after with an electronic calibrator. Background noise measurements were made over an 18 hour period in overcast and still conditions, and included logging of overall noise levels and full statistical data over 10 minute intervals. Figure 4 shows overall noise levels from approximately 1800 hours on the 28th of September, 2016 to approximately 0900 hours the following morning. The monitor was attended for four periods of nominally 30 minutes each during the day, evening, night and morning.

From the measurements the following is observed:

- Due to the close proximity of the resident to the highway, traffic noise is very clear and completely dominant when occurring.
- There is a large variation between the L90 (background level) and the L10. This indicates a strong variation in noise level due to traffic being the dominant ambient noise, which aligns with perception of the noise.
- Traffic noise is regular throughout the night, with the exception of very few periods evidenced by the low points in the L10 / Leq. During attended periods it was noted that traffic was continuously audible.
- The background level (L90) rises significantly at approximately 0500 hours, indicating traffic becomes very consistent.

Table 1: Summary of Background Noise Levels

	Sound Pressure Level, **dBA**		
	L10	L90	Leq
Day (0700 – 1800 hours)	58	45	55
Evening (1800 – 2200 hours)	52	34	49
Night (2200 – 0700 hours)	49	32	48
Quietest Period (2200 – 0400 hours)	45	28	45
Morning Period (0500 – 0700 hours)	60	43	58

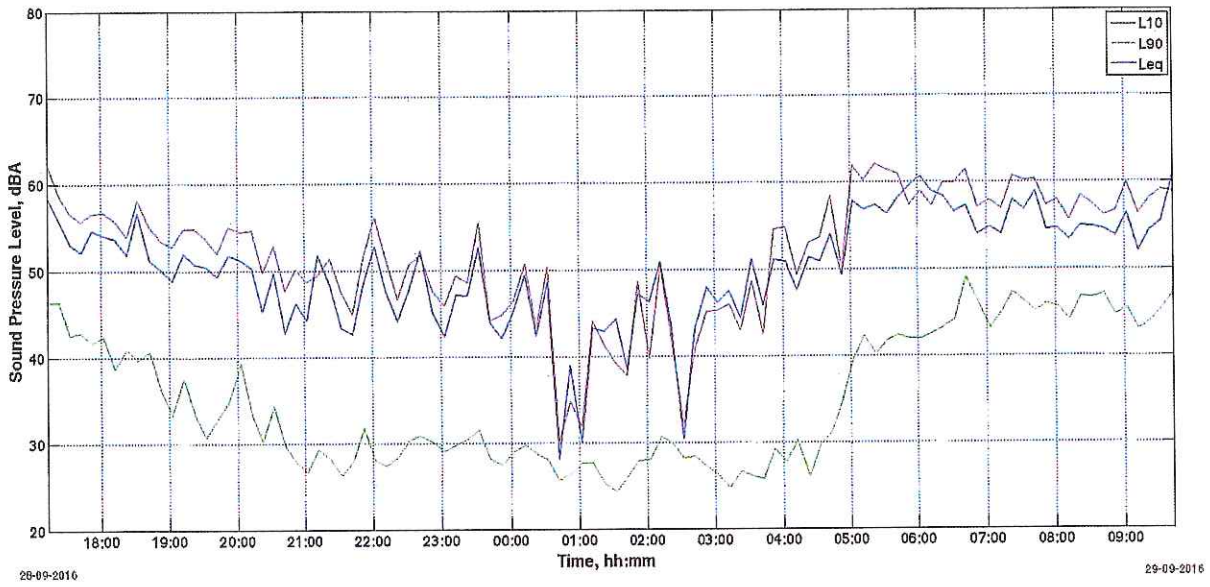

Figure 4: Background Noise Levels at Nearest Residence

Measurements of noise emissions from several 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 near the fuel bowser.
- Continuous truck noise emissions are primarily from two sources; the engine itself and the exhaust system. The emissions from these two sources are approximately equal. Refrigeration condenser units (if fitted) are a secondary potential noise source.
- Brake air release noise is predominantly high frequency (1 kHz to 8 kHz) and as such may be effectively attenuated by barriers and vegetation.
- Engine and exhaust noise is predominantly low frequency (63 Hz to 500 Hz) and thus is more difficult to attenuate.
- Idling noise level was noted to vary significantly with the size of the vehicle and the type of exhaust system fitted.
- Noise levels due to acceleration 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.

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 of the Northern Midlands Council (NMC) Interim Planning Scheme 2013 describes the Use Standards for the development, and in particular section 33.3.1 states the objective of the standard is *"that uses do not cause an unreasonable loss of amenity to nearby sensitive uses"*. The acceptable 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

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 dominant noise source is trucks re fuelling and parking. It is these noises that are predicted / assessed.
- 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 1.5m above ground level. The barrier will have reduced effectiveness for sources higher above the ground, particularly for low frequency noise.
- The truck fuel pumps and truck parking areas were used as the source locations. The resulting noise level at each receiver was calculated for each of these locations, and the worst case scenario used for the resulting predictions. Placing the source at the truck fuel pumps generated the highest predicted noise levels at both High Street and Torlesse Street, and the truck parking area was the worst case at Forster Street.
- Based on noise measurements at similar service stations, residence time for a single truck at the service station of 7 ½ minutes is used.

The predicted noise levels are then shown in Figure 5 to Figure 7.

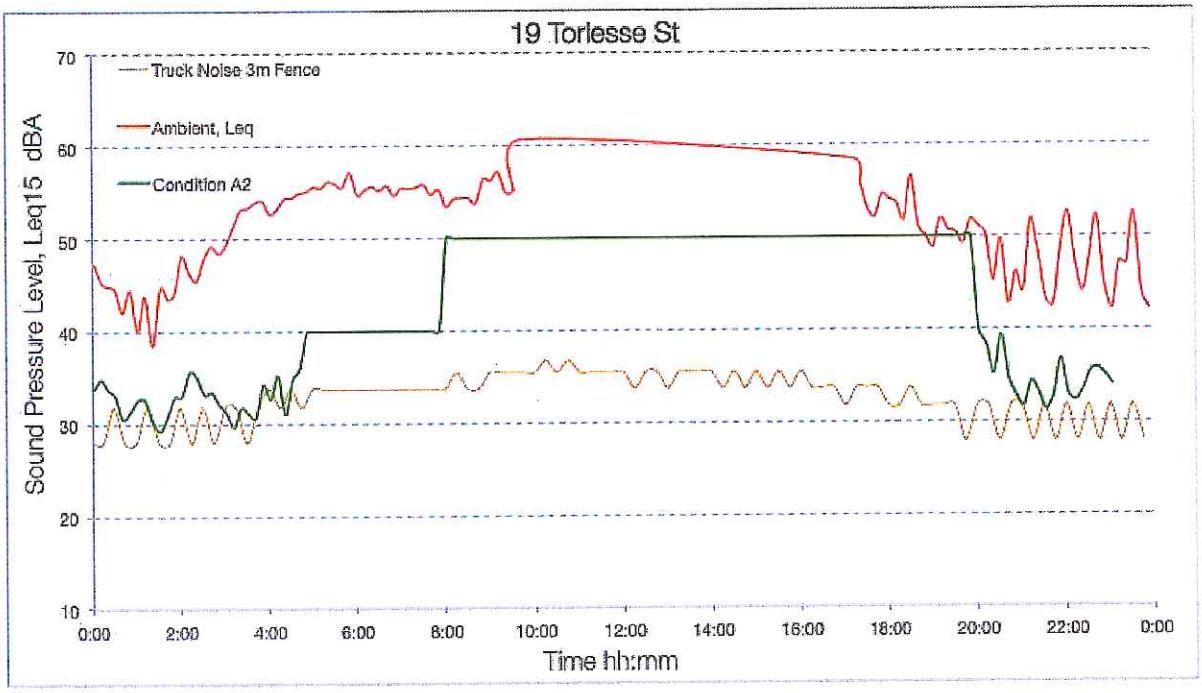

Figure 5: Noise Level Trends - 19 Torlesse St

The following comments are noted regarding the predictions:

- The proposed barrier affords good attenuation of truck engine noise.
- The barrier effectively attenuates fuel pumping noise as well as general noise from patrons on the site.
- 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 vehicle speed in the service station area will be much lower than the current limit of 60 km/h, resulting in an increase in accelerating and braking noise. For heavy vehicles in particular this may be significant, as both engine brakes and accelerating in such vehicles are strong noise sources.

- The most significant accelerating noise is likely to be generated on the highway as vehicles leave the site, rather than on the site itself. Residences further from the site may therefore also be affected by increased noise levels due to the development.

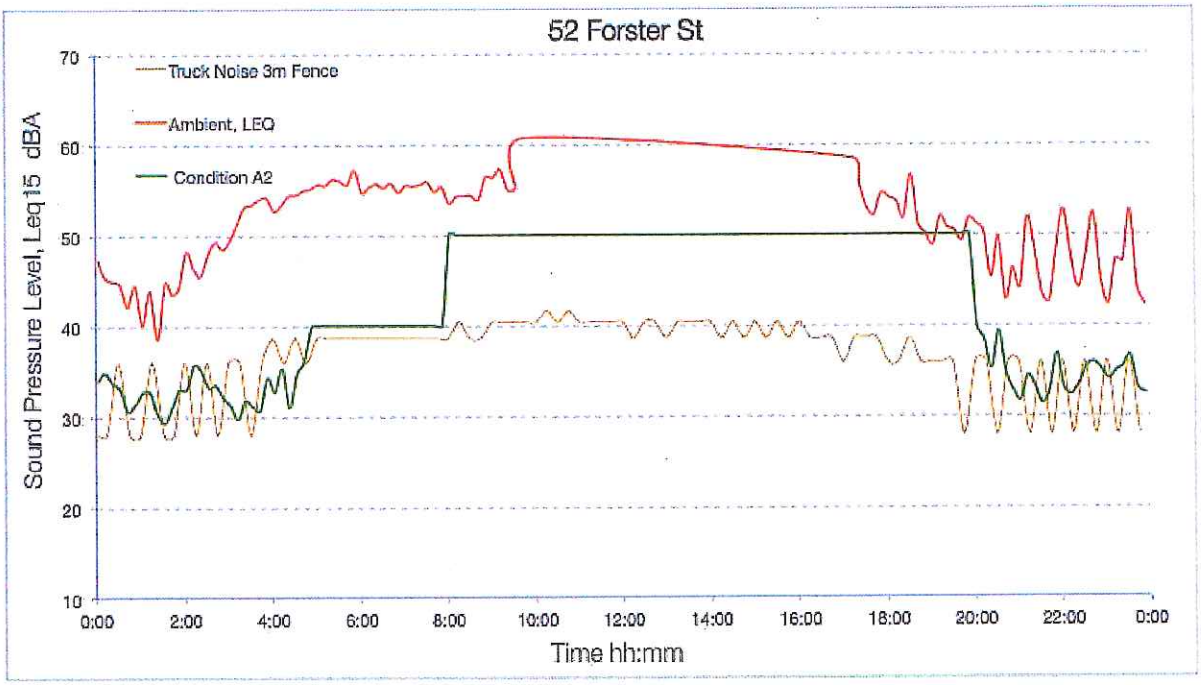

Figure 6: Noise Level trends - 52 Forster St

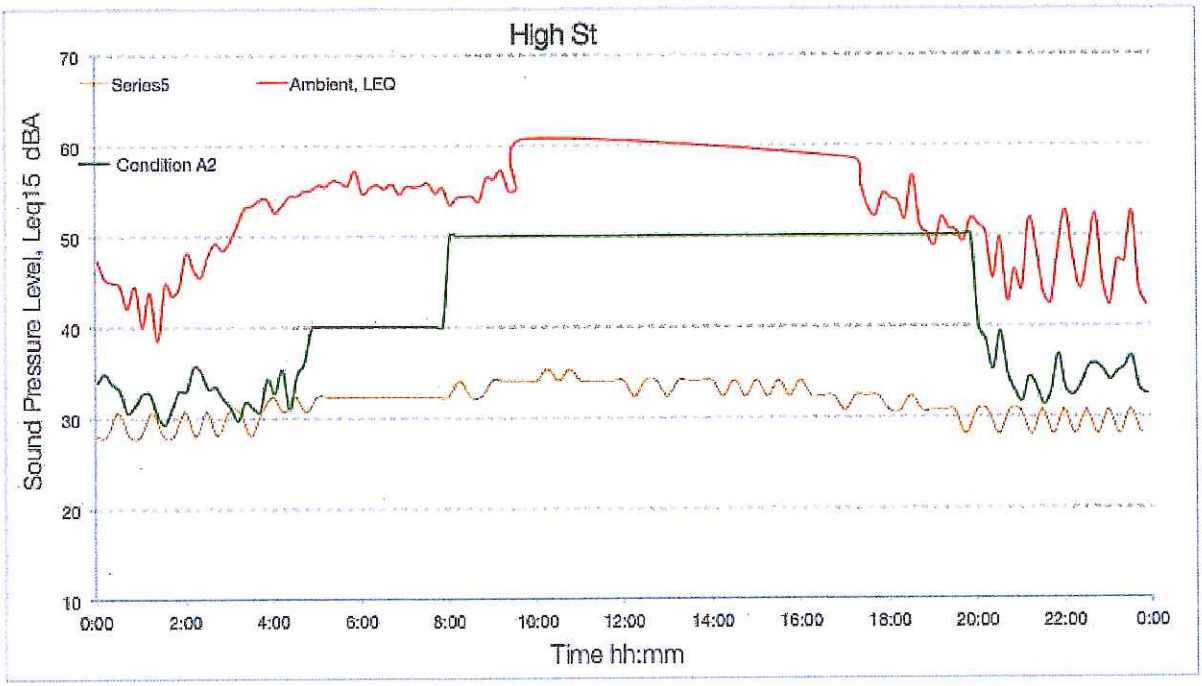

Figure 7: Noise Level Trends - High Street

6. ASSESSMENT

The assessment compares the predicted noise levels at the nearby residences with the relevant criteria from the NMC Interim Planning Scheme. Observing Figure 5 to Figure 7, noise emissions from the service station are acceptable at all times, except at Forster Street at night.

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 by 1 to 3 dB. 3 dB is a just perceptible change.
- 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 5 occasions during the 6 hour period.
- The noise is at least 10 dB lower than the current ambient noise.

Based on these points the noise emissions from the development are deemed as unlikely to cause environmental nuisance at Forster Street. ***Coupled with noise levels being acceptable at all other locations at all times, the development is deemed to comply with the NMC Planning Scheme performance criteria P2.***

7. RECOMMENDATIONS

To limit the impact of noise generated on site on nearby residences, the following noise mitigation strategies are proposed:

- This barrier requires significant mass to effectively attenuate low frequency noise. Suggest compressed cement sheet at least 9mm thick. Colorbond or any other product may be used on top of the cement sheet if desired. Wind loads on such a barrier will be significant, and as such it is recommended advice be sought from a structural engineer on its construction.
- Refuelling of the station storage tanks should take place during the day.
- Any mechanical plant equipment such as packaged AC should be either at ground level or, if roof mounted, in an acoustic enclosure. Such equipment should be reviewed to ensure any associated noise does not cause loss of amenity.

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.
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.
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 variation 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. As the variation between the L10 and L90 decreases, the background becomes a more dominant.
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.

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Document Status

Author:	Clare Hester
Reviewer:	Emma Riley
Version:	Final for Submission

171-183 High Street, Campbell Town
C.T. 135815/1

Bushfire Hazard Report V2
Vehicle Fuel Sales & Service and Food Services

22 March 2018

emma riley
+ associates *land use planning*

Contents

Appendices

1. Introduction

1.1 Purpose of the Report

Emma Riley & Associates (ERA) have been engaged by United Petroleum to undertake a Bushfire Assessment for the use and development of a Service Station, Food Service and associated Signage at 171-183 High Street, Campbell Town.

The report provides an assessment of the bushfire risk against the provisions of E1.0 Bushfire-Prone Areas Code of the *Northern Midlands Interim Planning Scheme 2013* (the code).

Enquiries relating to this planning report should be directed to:

Clare Hester
Senior Planner & Associate
Emma Riley & Associates
clare@erassociates.com.au
(03) 6105 0443

1.2 Proposal

The proposal is for a service station (for both light vehicle and trucks) which includes a restaurant, amenities and retail area together with vehicle parking and manoeuvring areas (including truck, motor bike and car) on a 1.925ha site at the southern end of Campbell Town. The site is currently vacant of any buildings and generally contains grassland only.

The use and development proposed which is identified to operate 24 hours/day, 7 days/week will cover approximately 1.5ha of the site area and include the following:

- 4 pump island stations for light vehicles;
- 3 pump island stations for trucks;
- 8 truck parking spaces;
- 6 long vehicle parking spaces;
- 4 motor bike parking spaces;
- 34 light vehicle parking spaces inclusive of 2 accessible spaces;
- Retail area ancillary to the vehicle fuel sales;
- Restaurant inclusive of outdoor dining area;
- Amenities inclusive of showers, toilets and wifi/computer area;
- 3m tall acoustic fence on the eastern boundary and internal southern boundary of the development area;
- 1.2m high frontage fence on High Street;
- Landscaping; and
- Signage.

The proposal also includes the storage of 275,000 litres of fuel (5 underground storage tanks x 55,000 litres) located on the south western corner of the building. This quantity exceeds the Manifest Quantity for the storage of flammable liquids pursuant to Schedule 11 – Placard and Manifest Quantities.

Plans for the proposal are attached at Appendix A.

1.3 Site Description and Context

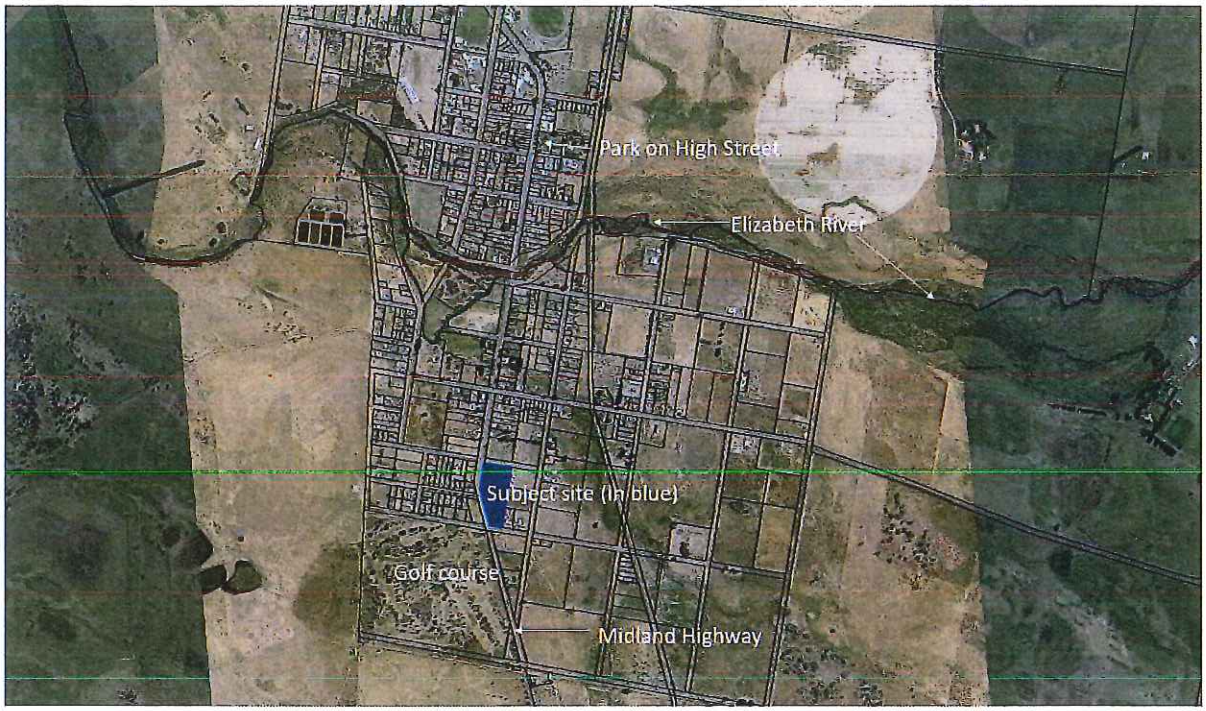


Figure 1: The subject property highlighted in blue. The site is located on the southern side of Campbell Town.

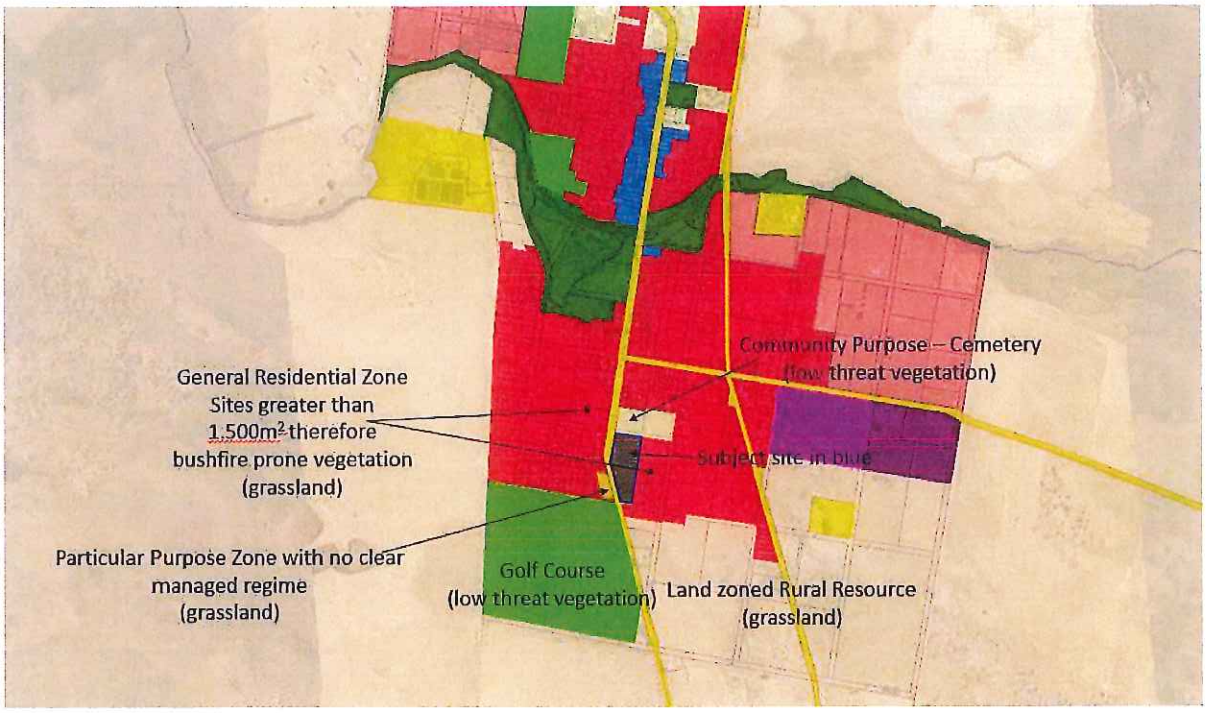


Figure 2: Site Context (Source: http://maps.thelist.tas.gov.au/listmap/app/list/map 26 February 2018)

The site is located on the southern entrance to Campbell Town along the Midlands Highway approximately 1km from the commercial area of the township. The site is generally flat and is currently covered in grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*.

The site is bounded by three roads – to the west is High Street, which forms part of the Midland Highway and is the frontage that access to the site will be from; the road is a sealed highway approximately 8m in width. To the north is Mason Street (a road reserve 20m in width), a well formed unsealed road 6m wide with a 7m wide shoulder on either side clear of standing vegetation. To the south is Torlesse Street (20m wide road reserve) a sealed road, 7m wide with a 6m shoulder on either side clear of standing vegetation.

Land to the north, on the corner of High Street and Mason street is zoned Community Purpose and is used as a cemetery, with the grass maintained in a minimal fuel condition. Further to the north is land zoned General Residential and developed with single dwellings with managed gardens. Accordingly, land to the north is Low Threat Vegetation pursuant to *2.2.3.2 (f) of AS3959-2009*.

Land to the east is zoned General Residential; the lots are approximately 8,000m^2 with one title (135815/2) containing a single dwelling and the other title being vacant. These sites that front onto Forster Street contain grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation* and are downslope 0 – 5 degrees from the development site.

The development area of the site is approximately 1.5ha of the 2ha site; the southern portion of the site will not form part of the development and currently contains grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*. Notwithstanding, the ongoing management of the site will include maintenance of this area in a minimal fuel condition; this area is located on the corner of Torlesse Street and High Street and is 80m in length.

To the west and north west on the opposite side of High Street is undeveloped land zoned General Residential containing grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*.

To the south west and on the opposite side of High Street is land zoned Particular Purpose – Service Station. The site has recently, in 2017, had approval for a 24-hour service station. Notwithstanding its appearance as managed grassland in a minimal fuel condition, the site is not yet developed, and its management regime not clear, the site is therefore considered to be grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*. Further to the west is undeveloped land zoned General Residential (maximum width of 30m) containing grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*, before reaching the developed area of general residential zoned land containing single dwellings and managed gardens – low threat vegetation as defined under *AS3959-2009 Clause 2.2.3.2*. Further to the southwest is the Campbell Town Golf Course as defined under AS3959-2009 Table 2.3 Classification of Vegetation low threat vegetation as defined under *AS3959-2009 Clause 2.2.3.2*.

1.4 Fire History

Figure 3 below identifies the fire history of the site and surrounding area. The nearest fire occurred in 2015 - 2016 and is over 2.5km in distance north west of the site.

Figure 3: Fire history. (Source: http://maps.thelist.tas.gov.au/listmap/app/list/map 26 February 2018)

1.5 Site photographs

Photo 1: View west across High Street from approximate location of service station

Photo 2: View south east towards the dwelling at 52 – 56 Forster Street Campbell Town

Photo 3: View south across site to Torlesse Street

Photo 4: Cemetery located on northern side of site opposite side of Mason Street

Photo 5: View looking east from Forster Street at unmanaged grassland

Photo 6: View looking north across site from Mason Street

Photo 7: View towards future service station located on 184 High Street from the corner of Mason and High Streets

Photo 8: View south west towards Golf Course from the corner of Mason and High Streets

Photo 9: View east along Mason Street with residential property at 185 High Street shown

2. Bushfire Context

2.1 Bush Fire Hazard

A bushfire prone area is defined as *land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.*

Bushfire-prone vegetation: *means contiguous vegetation including grasses and shrubs but not including maintained lawns, parks and gardens, nature strips, plant nurseries, golf courses, vineyards, orchards or vegetation on land that is used for horticultural purposes.*

Given above, the following bushfire hazard for the site is identified as:

- North – Land to the north, includes a 20m wide road reserve (Mason Street); a cemetery zoned Community Purpose (80m in width) then land zoned General Residential and developed with single dwellings with managed gardens (100m+). Accordingly, land to the north is Low Threat Vegetation pursuant to 2.2.3.2 (f) of AS3959-2009.
- Land to the east is zoned General Residential; the lots are approximately 8,000m^2 in size and 100m in length, with one title (135815/2) containing a single dwelling and the other title being vacant. These sites contain grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation,* and are downslope 0 – 5 degrees from the development site. It is noted that the lots front onto Forster Street, which has a 20m wide road reserve.
- South – The development area of the site is approximately 1.5ha of the 2ha site; the southern portion of the site will not form part of the development and currently contains grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*. Notwithstanding, the ongoing management of the site will include maintenance of this area in a minimal fuel condition; this area is located on the corner of Torlesse Street and High Street and is 80m in length. Torlesse Street has a 20m Road Reserve. The slope of the land is 0 degrees.
- To the west and north west is undeveloped land zoned General Residential containing grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*, in addition to the Midlands Highway that has a road reserve of 30m. The slope of the land is 0 degrees.
- To the south west and on the opposite site of Midland Highway (road reserve of 20m in this location) is land zoned Particular Purpose – Service Station; the site is grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation* (width of 40m). Further to the west is undeveloped land zoned General Residential (maximum width of 30m) containing grassland as defined under *AS3959-2009 Table 2.3 Classification of Vegetation*, before reaching the developed area of general residential zoned land containing single dwellings and managed gardens – low threat vegetation as defined under *AS3959-2009 Clause 2.2.3.2*. Further to the southwest is the Campbell Town Golf Course as defined under AS3959-2009 Table 2.3 Classification of Vegetation low threat vegetation as defined under *AS3959-2009 Clause 2.2.3.2*. The slope of the land is 0 degrees.

2.2 Bush Fire Attack Level – FDI 50

	North	East	South	South West	North West
Vegetation Classification in accordance with AS3959 2.2.3.2	A. LTV	A. Grassland	A. Grassland	A. Grassland & LTV	A. LTV & Grassland
Distance (shown in metres) to classified vegetation in accordance with AS3959 2.2.3.2 from Building Area (BA) in Lot 1 **LTV = Low threat vegetation** **G = Grassland** **F = Forest**	0m – 100m+ (LTV)	0m – 100m (G) 100m – 120m (LTV)	0m – 80m (G) 80m – 100m (LTV)	0m – 20m (LTV) 20m – 90m+ (G) 90m – 100m+ (LTV)	0m - 30m (LTV) 30m – 100m+ (G)

Effective Slope	**Upslope**				
Slope under the classified vegetation	Upslope/0°	Upslope/0°	Upslope/0° ✓	Upslope/0° ✓	Upslope/0° ✓
	Downslope				
	>0 to 5° ✓	>0 to 5° ✓	>0 to 5°	>0 to 5°	>0 to 5°
	>5 to 10°	>5 to 10°	>5 to 10°	>5 to 10°	>5 to 10°
	>10 to 15°	>10 to 15°	>10 to 15°	>10 to 15°	>10 to 15°
	>15 to 20°	>15 to 20°	>15 to 20°	>15 to 20°	>15 to 20°

BAL value for each side of the site (predominant veg)	North BAL Low	East BAL FZ	South BAL FZ	South-West BAL 12.5	West BAL 12.5
Minimum separation distance required to classified veg to achieve BAL-12.5	N/A	16m	14m	N/A	N/A

2.3 Access

Access to the site will be from the Midland Highway (known as High Street in this location) which has a road reserve of 20m – 30m and a minimum sealed width of 10m; noting that there are no specific access requirements if the access is less than 30m in length.

2.4 Water

The site is within 30m of two fire hydrants as shown in Figure 4 below. Both fire hydrants are a maximum distance of 110m from the furthest part of the truck pump station canopy. It is noted that the canopy is an open structure which, with the ability for the hose to be laid across the garden beds that will use low flammability species and the two fire hydrants being of equal distance to the further part of the canopy, results in the access to water meeting the requirements of the Bushfire Prone Areas Code.

Figure 4: Location of fire hydrants in yellow with site shown with blue dot (Source: http://maps.thelist.tas.gov.au/listmap/app/list/map 25 February 2018)

2.5 Other Restrictions

There are no other known restrictions on the site or the area that would impact on the bushfire assessment.

3. Requirements for Building in Bushfire-Prone Areas Assessment

The purpose of the Bushfire-Prone Areas Code (the code) is identified under clause E1.1.1 as follows:

> *The purpose of this Code is to ensure that use and development is appropriately designed, located, serviced and constructed to reduce the risk to human life and property and the cost to the community, caused by bushfire.*

In accordance with clause E1.2.1 the code applies to a hazardous use:

> *(b) a use, on land that is located within, or partially within, a bushfire-prone area, that is vulnerable use or hazardous use...*

3.1 Use Standards

3.1.1 Hazardous uses

There is no acceptable solution under clause E1.5.2 Hazardous uses, accordingly P1 must be satisfied.

P1

A hazardous use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to:

(a) the location, characteristics, nature and scale of the use;

(b) whether there is an overriding benefit to the community;

(c) whether there is no suitable alternative lower-risk site;

(d) the emergency management strategy and bushfire hazard management plan as specified in A2 and A3 of this Standards; and

(e) other advice, if any, from the TFS.

The site is located on the Midlands Highway – a key freight transport route for Tasmania. The proposed service station is to accommodate for the refuelling of heavy vehicles (as well as light vehicles) in a location where there is a recognised gap in the availability of refuelling options for heavy vehicles. The operation of the freight route between the north and south of Tasmania is a critical part of the successful function of the State from a business, visitor and resident perspective.

The size of the site required for the service station, results in the need to be located on the outskirts of populated areas where the lot sizes are larger or on rural land separate to townships. The site chosen has an adequately sized lot without being located separate to the town where the bushfire hazard is greater. Accordingly, the site is considered as the most suitable in terms of risk, bearing in mind the available sites within this area of the Midland Highway.

The proposal which complies with A2 and A3 of this standard is consistent with the requirements of P1.

A2

An emergency management strategy, endorsed by the TFS or accredited person, that provides for mitigation measures to achieve and maintain a level of tolerable risk that is specifically developed to address the characteristics, nature and scale of the use having regard to:

(a) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; and

(b) available fire protection measures to:

(i) prevent the hazardous use from contributing to the spread or intensification of bushfire;

(ii) limit the potential for bushfire to be ignited on the site;

(iii) prevent exposure of people and the environment to the hazardous chemicals, explosives or emissions as a consequence of bushfire; and

(iv) reduce risk to emergency service personnel.

The preparation of an emergency management strategy is key to the mitigation of bushfire risk for the site and to achieve a tolerable risk for the site.

Nature of Bushfire Hazard

As identified within section 2 of the report the bushfire risk will be from the east, south and west prior to any hazard management provisions. The hazard management provisions that will form part of the hazard management plan include the following:

- Land to the north is identified as low threat vegetation (refer section 2 above) and therefore not considered a bushfire hazard. Notwithstanding, the vegetation used for the swale will be prescribed as to use low-flammability vegetation only.
- Land to the east will be setback approximately 45m from the underground fuel tanks. This area is predominantly sealed but does include a vegetated swale between the sealed area for heavy vehicles and the eastern boundary. The nearest building is the canopy for the truck fuel pumps which is 15m from the eastern boundary with the shop and food services component being approximately 35m from this boundary. Again, the vegetated swale will be prescribed to use low-flammability vegetation only.
- Land to the south includes a stretch of land approximately 80m in length on the subject site that will not form part of the development of the service station. The hazard management plan prescribes this land to be continually managed in a minimal fuel condition.
- Land to the west is zoned General Residential, partially developed with single dwellings and managed gardens with 3 titles (76398/4, 76398/5 and 76398/3) vacant but less than 1,500m^2 and therefore pursuant to BHAN_01 are not considered to be a bushfire hazard. There are larger parcels of land to the north west of the site and southwest of the site, which are a bushfire hazard due to not being managed in a minimal fuel condition and being larger than 1,500m^2 in size. The site zoned Particular Purpose Zone is 20m to the south west with land 40m to the northwest being zoned Zoned General Residential.

Given the larger context of the site:

- being within Midland Irrigation Scheme to the west and south, and the Lower South Esk to the north;
- the area being flat or with a minimal slope;

- the incremental development of intensive farming enterprises such as cherry orchards and vineyards; and
- the site being adjacent to residential development to the north and west.

The potential bushfire scenario is likely to be impacted by ember attack only. Importantly it is unlikely that direct flame impingement will occur given the storing of the fuel underground and the central location of the storage of the tanks.

Mitigating the Risks

The risk cannot be completely avoided given the proximity to grassland and the fundamental requirement of a service station selling fuel. The following is a breakdown of the risk:

Nature of Risk

The risk is associated with the service station; specifically, the underground storage tanks, as there will be no other flammable substances on the site. The nature of underground storage tanks is that the risk is isolated, however this isolation is removed when the fuel is being pumped above ground to the vehicles. The risk that requires management therefore is the timing of the pumping of the fuel; that is the identification of the trigger point, when the pumping of fuel ceases and the service station closed.

Occupancy Characteristics

The proposal will include a maximum of 5 staff and 20 – 30 people on the site at one time with this varying depending on the time of day or night; with majority of the time the being 4 – 6 people and 2 – 3 staff. The people visiting the site will vary in age, health and country of origin, however all will have capacity to drive or be with a person that has capacity to drive and are therefore able to leave the site immediately.

Notwithstanding the 24-hour nature of the operation, there will not be anyone sleeping at the site and majority of visitors to the site will be for 5 – 10 minutes to allow for refuelling, buying an item from the shop, using the amenities then leaving the site. The proposal includes provision for a dine-in and internet access area, however this is envisioned to be used for a maximum of 2 – 3 hours as a road user rest stop and not for extensive periods of time.

Offsite Occupancy Characteristics

The service station is located within, but on the southern end of Campbell Town. The site is not within proximity to schools, the town centre or neighbourhood centres.

Building and Site Vulnerability

The main building has a relatively small floor area of 430m^2 which is surrounded by an expanse of sealed surface (approximately two thirds of the site being sealed), with the southern portion of the site managed in a minimum fuel condition and the vegetated swale containing low-flammable plants only. This building and the two canopies associated with the pump station will be constructed to a BAL 12.5 to limit contributing to the spread of fire through ember attack; with radiant heat and direct flame contact considered unlikely (refer Nature of Bushfire Prone Vegetation above).

In addition to the site being predominantly sealed, the site has excellent access given the design of the site for heavy vehicles and having frontage to the Midlands Highway. Furthermore, the site is within 30m of two fire hydrants, located within the Midland Highway road reserve with the furthest part of the building being within 120m of the fire hydrants..

Likelihood and Consequence of Underground Fuel Tanks Being Impacted by Fire

As described above the tanks will be entirely underground and be stored in accordance with *AS1940-2004 The storage and handling of flammable and combustible liquids*, thereby isolating the hazardous substance from the risk. The risk therefore being the operation of the pumps.

Emergency Management Structure and Capability

It is highlighted that given the site is within the township of Campbell Town, the emergency management in terms of bushfire must be undertaken in a manner that is consistent with the management of the entire town, that is should the town be put on notice, evacuated or otherwise then the management of the site needs to be undertaken accordingly.

That said, the Emergency Management Structure will be reliant on the training of staff regarding the emergency management procedures in the event of a bushfire and importantly understanding the alert levels for a bushfire risk and the trigger for the closure of the service station. The training will include:

- Monitoring the FDI[1] for the day. If the FDI is severe or greater (50+) then all staff are to be on high alert and monitor the bushfire threats in the area through the Tas Fire Service website (www.fire.tas.gov.au);
- If there is a bushfire in the area the bushfire is to be continually monitored until the bushfire is no longer a risk; and
- Understanding the trigger (through consultation with the fire agency) and the procedure for closing the service station until the risk has gone.

This required training of staff is to be part of the induction with all duty managers to be given a greater level of training involving the monitoring, alert levels and the necessary contact people.

Primary and Contingency Bushfire Safety Options

The site is located on the edge, but within an established township. The monitoring of the fire in addition to the duty managers role will be undertaken therefore on a whole of township basis in accordance with the direction of the Tasmanian Fire Service. For example, should the town require evacuation then the service station will implement its emergency closure process. Similarly, if evacuation of the township is not considered safe then the emergency closure process will be implemented for the site and the town's onsite refuge utilised by the staff.

Evaluation of Risk

Whilst a service station is a hazardous use the materials are isolated from the bushfire hazard due to the tanks being stored underground, the risk however is the use of the pump stations that bring the hazardous substance above ground.

The risk is manageable due to the following key factors:

- The site is not isolated and importantly is part of an established township ensuring that any risk of fire and associated alert levels will be continually monitored by the Tasmanian Fire Service.

[1] Fire Danger Index

- The minimal vegetation on the large site, with an expansive area that will be sealed;
- The frontage being to the Midlands Highway with access to two water hydrants within 30m of the site;
- The nature of the occupants of the site allowing for a quick evacuation;
- The ease of shutting the site down to ensure the pumping of fuel ceases thereby mitigating the risk of the flammable substance being pumped above ground and
- The preparation of a Bushfire Emergency Management in accordance with Bushfire Emergency Planning Guideline. The Bushfire Emergency Management Plan is a written set of instructions that details what occupants and visitors to a site should do in preparation, response and following a bushfire emergency.

Accordingly, the proposed hazardous use on the subject site has a tolerable level of risk.

A3

A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.

Appendix B shows bushfire management plan certified by the TFS. A3 is satisfied.

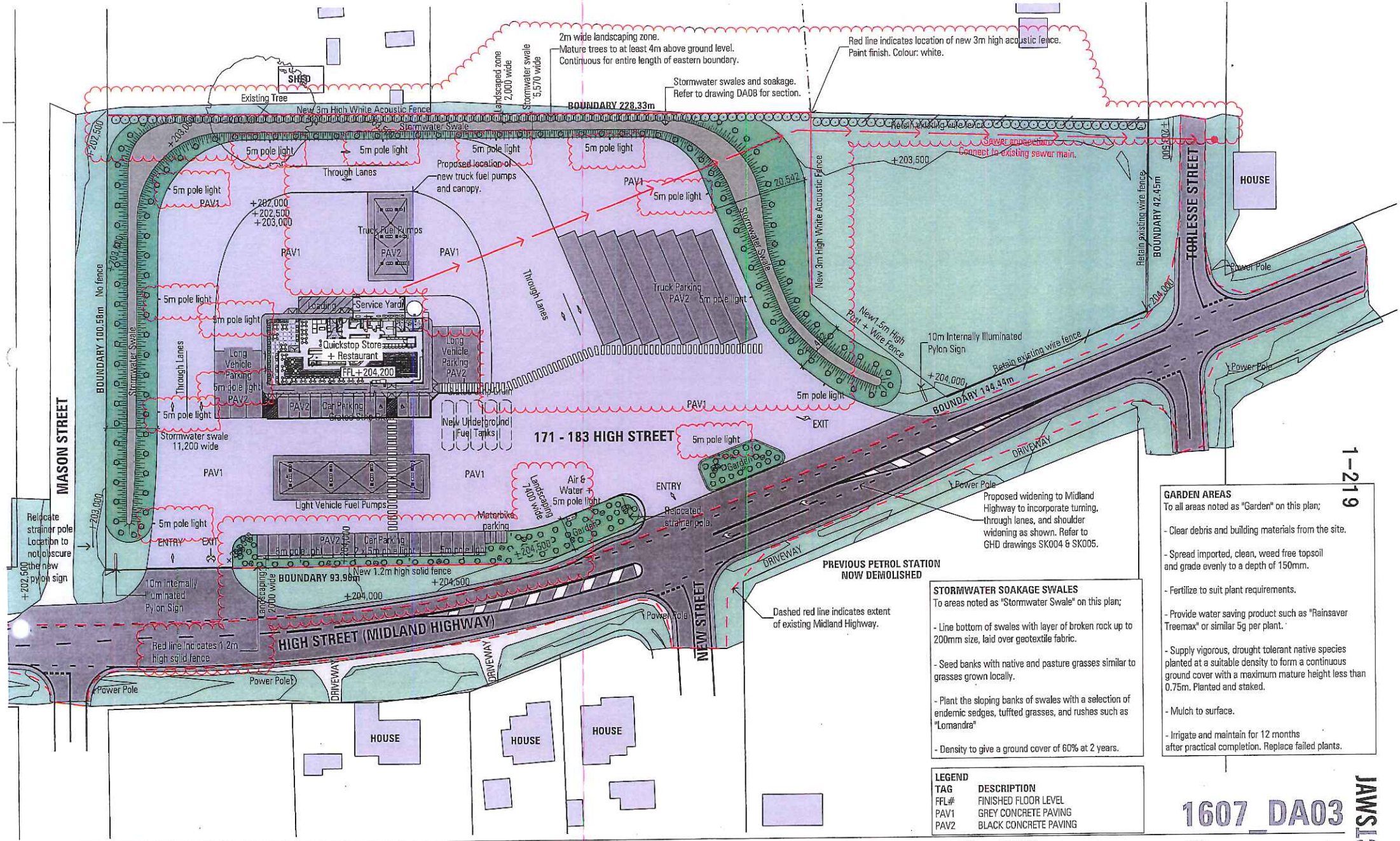
4. Conclusion and Recommendations

The proposal involves the construction of a service station on a site on the southern edge of Campbell Town. The site includes the storage of 275,000L of fuel in five underground storage tanks. The key risk has been found to not be the storage of the hazardous substance but the pumping of the fuel above ground. This risk has been found to be to tolerable, given:

- The site is not isolated and importantly is part of an established township ensuring that any risk of fire and associated alert levels are continually monitored by the Tasmanian Fire Service and other relevant authorities;
- The minimal vegetation on the large site, with an expansive area that will be sealed;
- The frontage being to the Midland Highway with access to two water hydrants within 30m of the site;
- The nature of the occupants of the site allowing for a quick evacuation;
- The ease of shutting the site down to ensure the pumping of fuel ceases thereby mitigating the risk of the flammable substance being pumped above ground; and
- The preparation of a Bushfire Emergency Management in accordance with bushfire Emergency Planning Guidelines. The Bushfire Emergency Plan is a written set of instructions that details what occupants and visitors to a site should do in preparation, response and following a bushfire emergency.

Appendix A

Plans



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

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

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

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

LEGEND

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

1–219

REVISIONS:
Rev A (12/10/16): Strainer pole relocated, clear of pylon sign

Rev B (22/11/17):
- Truck fuel pump canopy relocated.
- 3m high acoustic fence to rear of site.
- 1.2m high fence to west boundary.
- 2m wide landscaping to east boundary.
- 2 truck parks moved + 3 truck parks added.
- 5m light poles added to perimeter of paved area

PLANNING AMENDMENT ISSUE

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

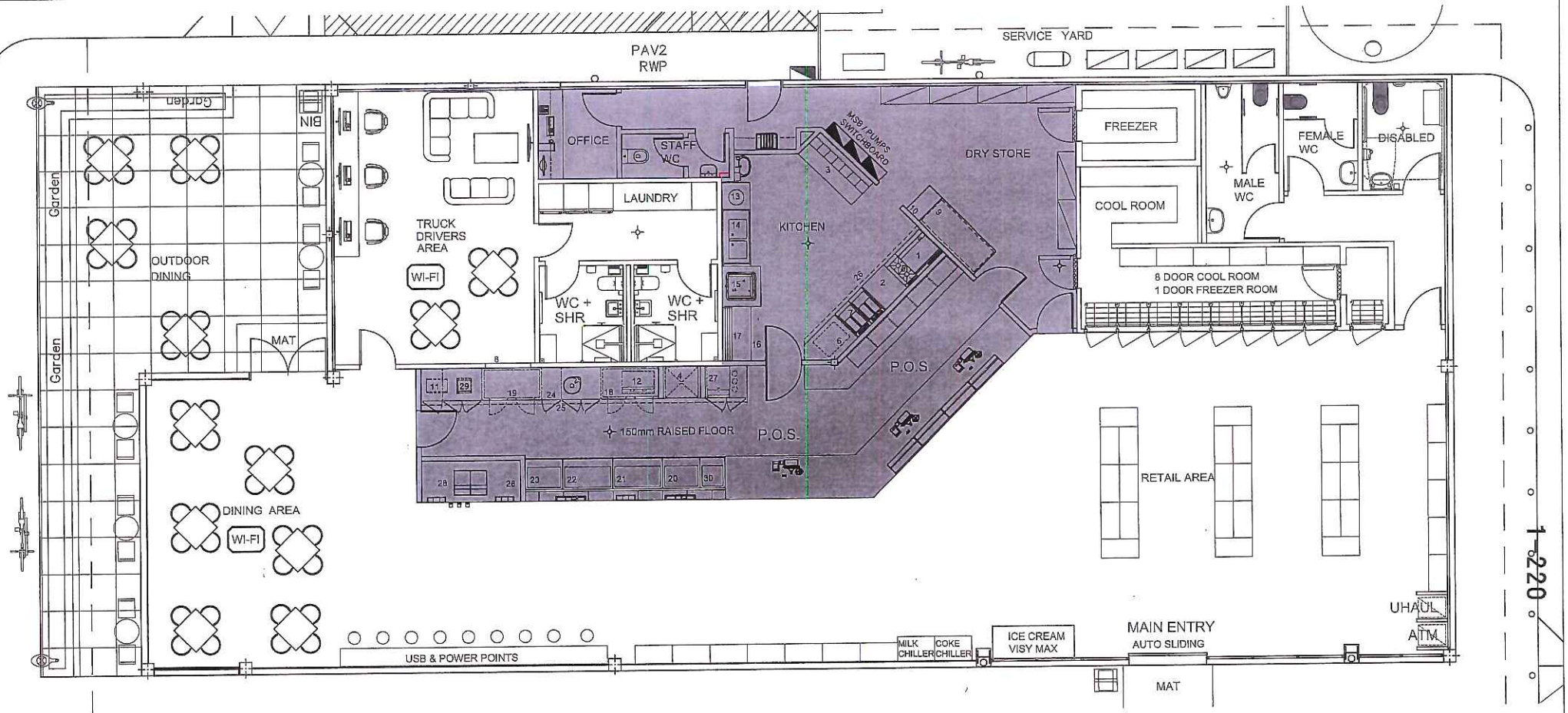
SCALE	1:750 @ A3		
DATE	NOV 2017	PLOT DATE	27/11/2017
DRAWN	LW	ACCREDITED DESIGNER	DAVID BUTTON
CHECKED	DB	ACCREDITATION NUMBER	CC989E
CAD REF	UP Campbell-Town-Rev B Nov2017.pln		

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

EXHIBITED

1607_DA03

ARCHITECTSMJAWS



KITCHEN EQUIPMENT SCHEDULE:

1. HOT PLATE
2. STAINLESS STEEL BENCH /STAINLESS STEEL SHELF UNDER
3. REFRIGERATOR x 3 DOORS/ CONDIMENT TOP
4. COMBI OVEN
5. BURNERS x 2
6. CHIP DUMP S/S BENCH UNDER
7. DEEP FRYERS x 2
8. PASS THRU WINDOW
9. UNDER BENCH REFRIGERATOR x 3 DOORS
10. STAINLESS STEEL BENCH/STAINLESS STEEL SHELF UNDER
11. SANDWICH PRESS
12. CONTACT GRILL x 2
13. RUBBISH CHUTE
14. WASH SINK x 2
15. DISHWASHER PASSTHROUGH

KITCHEN EQUIPMENT SCHEDULE:

16. STAINLESS STEEL BENCH/STAINLESS STEEL SHELF UNDER
17. DRYING RACKS ABOVE ALL
18. FRIDGE UNDER x 2 DOORS
19. FREEZER UNDER x 1 DOOR
20. COSSIGA HOT DISPLAY 900 L
21. COSSIGA HOT DISPLAY 1200 L
22. COSSIGA COLD DISPLAY 1200 L
23. COSSIGA AMBIENT DISPLAY 900 L
24. STAINLESS STEEL BENCH
25. MENU BOARDS
26. CANOPY EXHAUST
27. POST MIX ENDURO 150
28. COFFEE MACHINE- MELITTA CAFINA XT6
29. MICROWAVE
30. IMPULSE DRINK FRIDGE

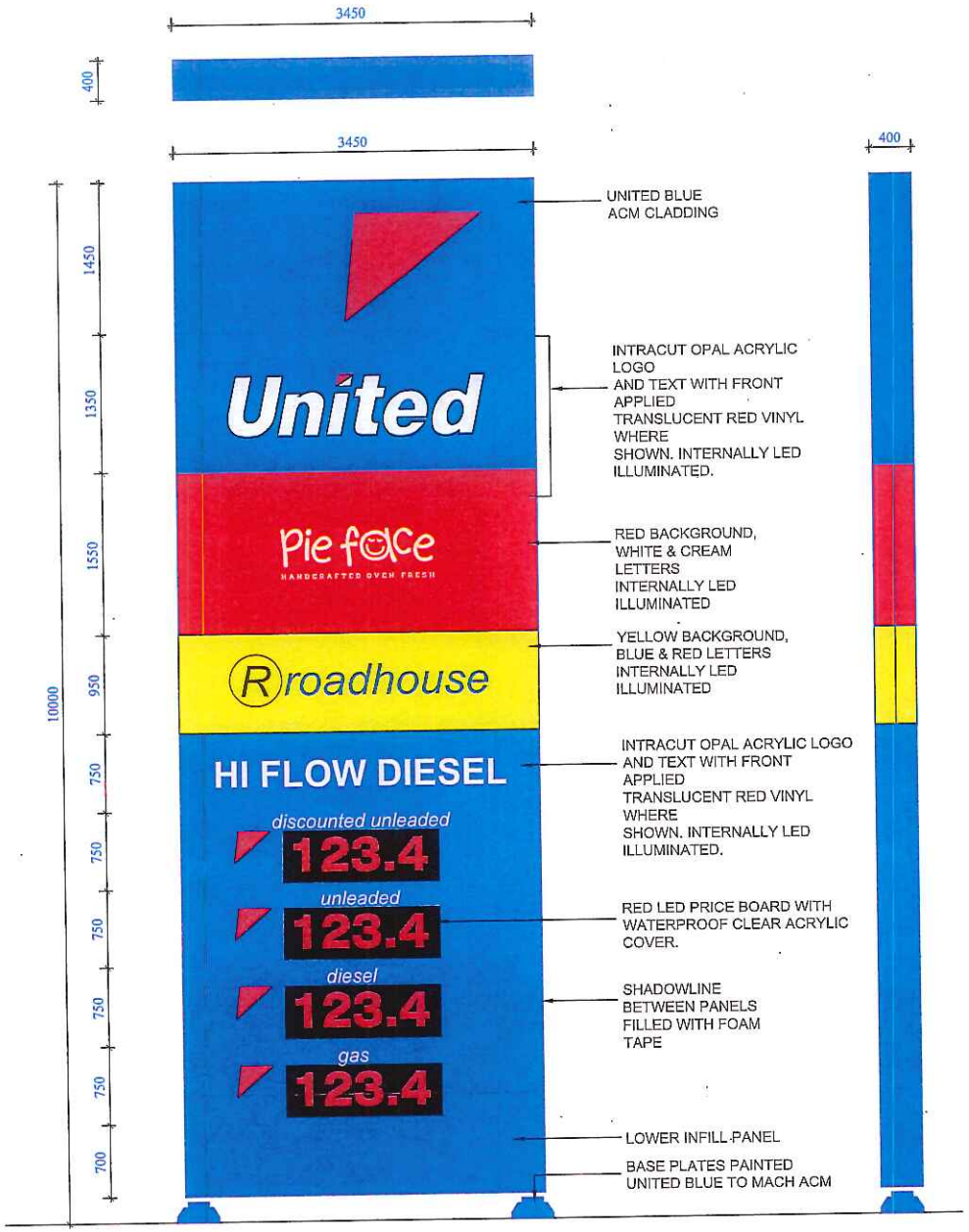
REV.	BY	AMENDMENT	DATE
A	MK	ISSUED FOR APPROVAL	06/07/2017
B	AA	INTERNAL STORE AMENDMENTS	18/09/2017

NAME: MK	DATE: July 2017		
SCALE @A3: 1:100	SHEET: 1 OF 5		
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS			
SITE I.D. No: DG01	DRAWING No: Floor Plan_Pie face.dwg		
TITLE: INTERNAL LAYOUT			

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1025, COLLINGWOOD MC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: h:\04_tasmania\campbell town\internal\pie face\floor plan_pie face.dwg

REV: B



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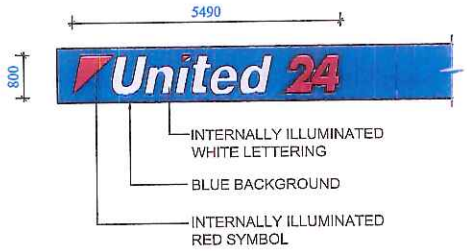
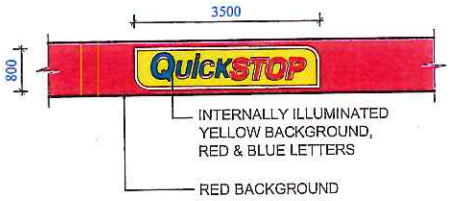
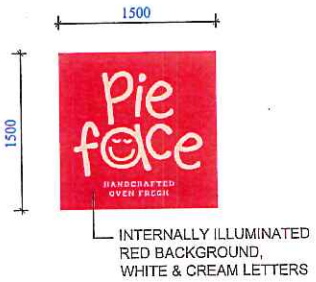


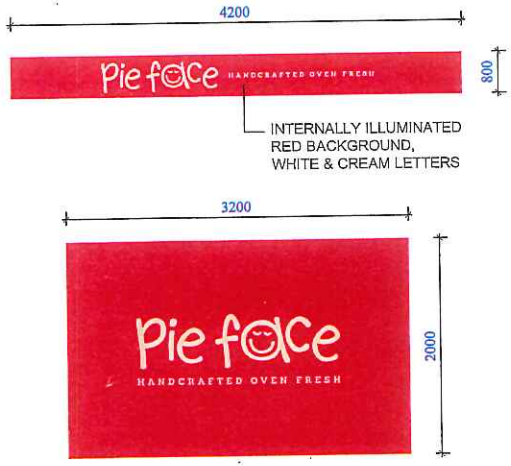
CANOPY SIGNAGE 1:
ILLUMINATED FASCIA SIGN

DIESEL CANOPY SIGNAGE 2:
ILLUMINATED FASCIA SIGN



CONVENIENCE STORE SIGNAGE 2:
FASCIA SIGN





CONVENIENCE STORE SIGNAGE 3:
PIE FACE STORE SIGNS

1-221

EXHIBITED

REV.	BY	AMENDMENT	DATE
A	AA	FIRST ISSUE	18/09/17

DRAWING PRODUCED ON CAD SYSTEM. NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING. DO NOT SCALE OR AMEND BY HAND. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR QUOTE. UPON RECEIPT OF UPDATED PLANS DISCARD PREMIOUS VERSIONS.

NAME: A.A	DATE: September 2017	DWG No: DG05	DRAWING No: CAMPBELL TOWN SIGNAGE.dwg
SCALE @A3: 1:100	SHEET: 5 OF 5	TITLE: SIGNAGE	

ADDRESS:
171-183 HIGH STREET
CAMPBELL TOWN, TAS

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1026, COLLINGWOOD MC 3066
TELEPHONE: 03 9413 1400 FACSIMILE 03 9413 1401

DRAWING PATH:
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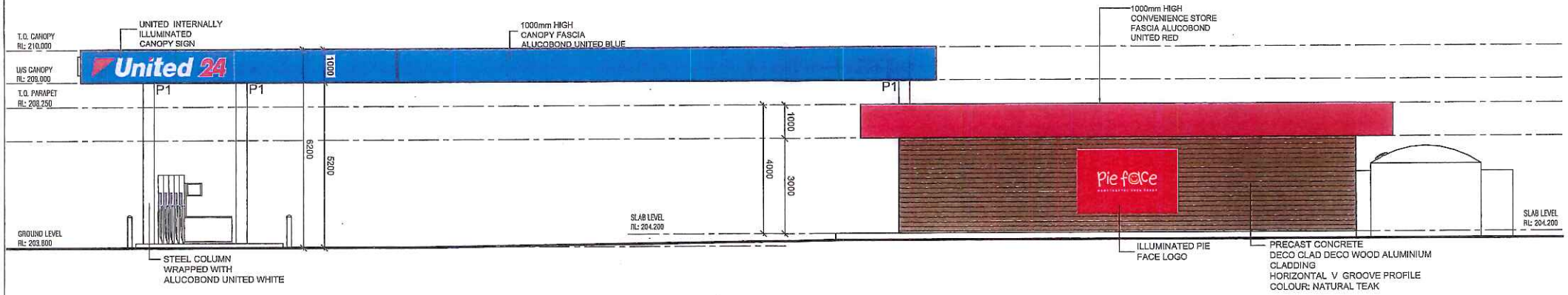
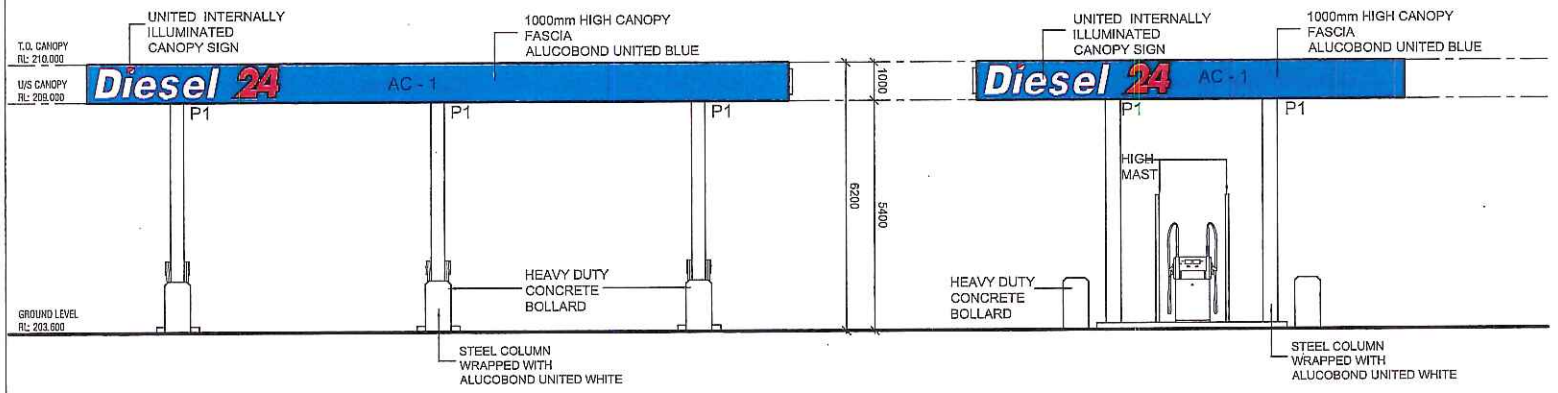
REV: A

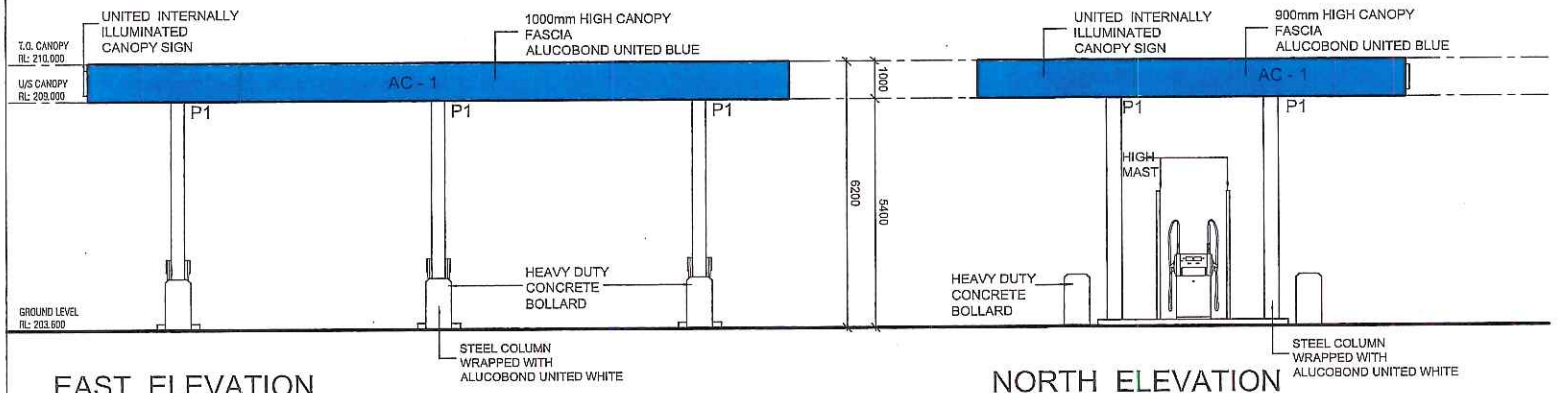


SOUTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION



EAST ELEVATION

NORTH ELEVATION

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

NOTE:-
900mm HIGH CANOPY FASCIA CAN BE INCREASED TO 1000mm (FOR STRUCTURAL OR ROOF PROFILE REQUIREMENTS)

1-222

EXHIBITED

REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

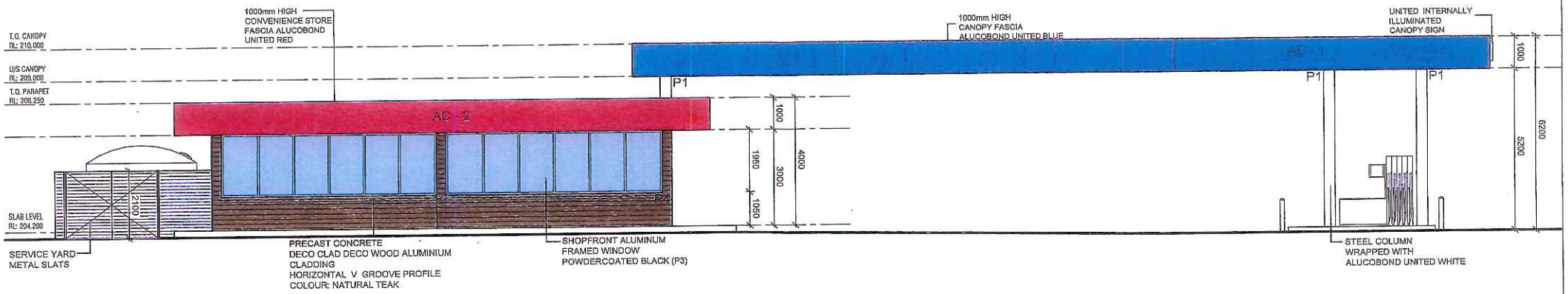
NAME: AA	DATE: July 2017
SCALE @A3: 1:100	SHEET: 4 OF 5
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS	

SITE I.D. No: DG04	DRAWING No: Floor Plan_Pie face.dwg
TITLE: SOUTH & DIESEL CANOPY ELEVATIONS	

United
UNITED PETROLEUM PTY. LTD.
209 HOOLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1028, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: [illegible]

REV: A



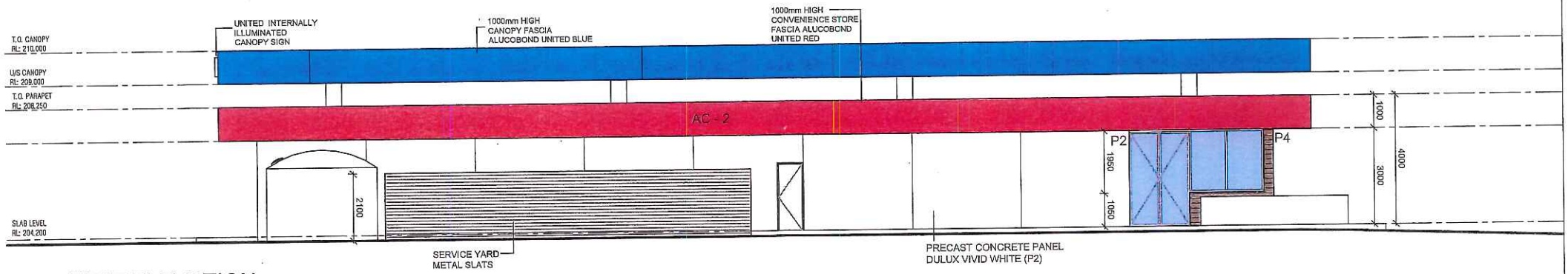
NORTH ELEVATION

NOTE:-
900mm HIGH CANOPY FASCIA
CAN BE INCREASED TO 1000mm
(FOR STRUCTURAL OR ROOF PROFILE
REQUIREMENTS)

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

1-223



EAST ELEVATION

EXHIBITED

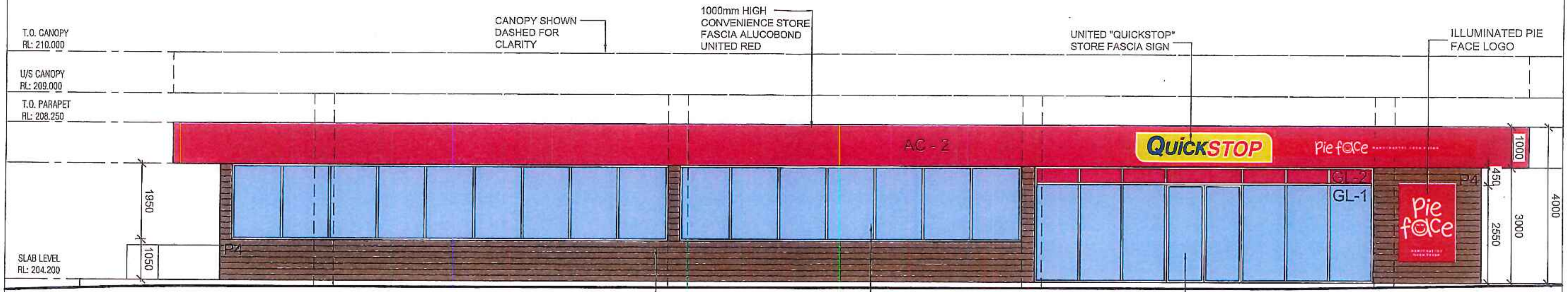
REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

NAME: MK	DATE: July 2017	SITE I.D. No: DG03	DRAWING No: Floor Plan_Pie face.dwg
SCALE @A3: 1:100	SHEET: 3 OF 5	TITLE: NORTH & EAST ELEVATION	
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS			

United
UNITED PETROLEUM PTY. LTD.
205 HODDLE STREET, ABBOTSFORD, VICTORIA 3067.
PO BOX 1639, COLLINGWOOD VIC 3063
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1401

DRAWING PATH: N:\04_tasmania\campbell town\marketing face\floor plan_pie face.dwg

REV: A



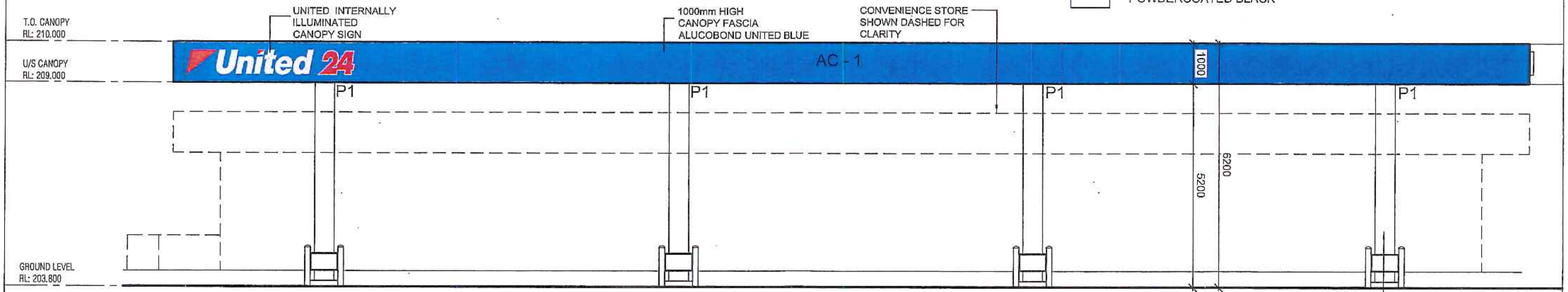
WEST ELEVATION (SHOPFRONT)

NOTE:-
900mm HIGH CANOPY FASCIA CAN BE INCREASED TO 1000mm (FOR STRUCTURAL OR ROOF PROFILE REQUIREMENTS)

COLOUR LEGEND

- AC - 1 CANOPY FASCIA UNITED BLUE
- AC - 2 STORE FASCIA UNITED RED
- P1 - STEEL COLUMN AC -UNITED WHITE
- P2 - EXTERNAL WALLS DULUX - VIVID WHITE
- P3 - DOORS & WINDOWS POWDERCOATED BLACK
- P4 - PRECAST CONCRETE DECO CLAD DECO WOOD ALUMINIUM CLADDING HORIZONTAL V GROOVE PROFILE COLOUR: NATURAL TEAK
- GL-1 CLEAR GLAZING TO CODE, BCA & RELEVANT STANDARDS
- GL-2 OPAQUE RED GLAZING TO CODE, BCA & RELEVANT STANDARDS

1-224



WEST ELEVATION (CANOPY)

EXHIBITED

REV.	BY	AMENDMENT	DATE
A	AA	EXTERNAL ELEVATION AMENDMENTS	18/09/2017

DRAWING PRODUCED ON CAD SYSTEM. NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING. DO NOT SCALE OR AMEND BY HAND. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR QUOTE. UPON RECEIPT OF UPDATED PLANS DISCARD PREVIOUS VERSIONS.

NAME: MK | DATE: July 2017
SCALE @A3: 1:100 | SHEET: 2 OF 5
ADDRESS: 171-183 HIGH STREET, CAMPBELL TOWN, TAS

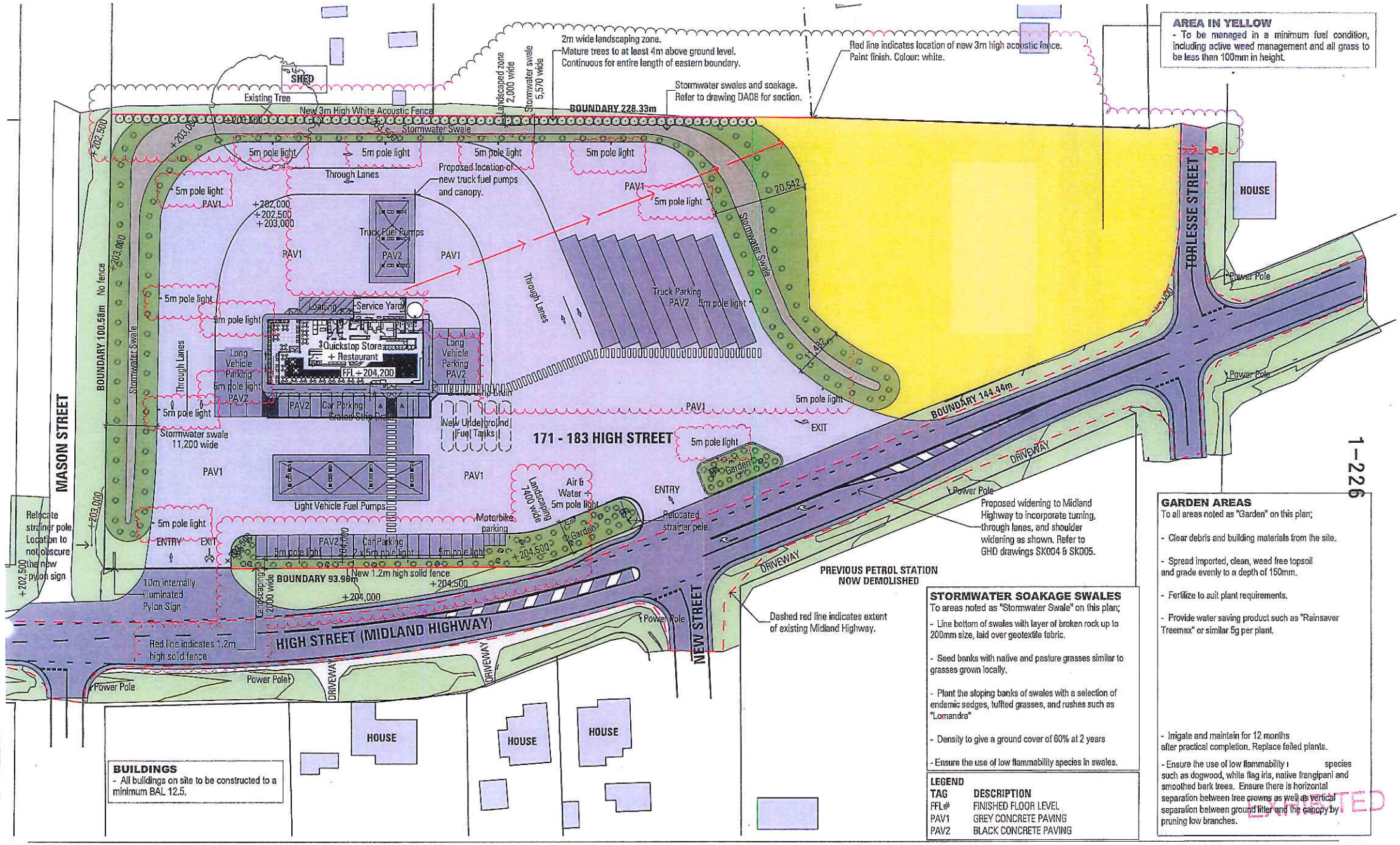
SITE I.D. No: DG02
DRAWING No: Floor Plan_Pie face.dwg
TITLE: WEST ELEVATION

United
UNITED PETROLEUM PTY. LTD.
200 HODDLE STREET, ABBOTSFORD, VICTORIA, 3067.
PO BOX 1028, COLLINGWOOD VIC 3066
TELEPHONE: 03 9413 1400 FACSIMILE: 03 9413 1491

DRAWING PATH:
REV: A

Appendix B

Bushfire Hazard Management Plan



PLANNING

Mark Chladil, Fire Management Planning Officer on behalf of the Chief Officer Tasmania Fire Service March 22 2108

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

SCALE 1:750 @ A3
DATE MARCH 2018
BUSHFIRE PRACTITIONER CLARE HESTER

DRAWING
BUSHFIRE HAZARD MANAGEMENT PLAN
DRAWING NO 1718-013 BFP-P REV A
BAL 12.5

Appendix C

Planning Certificate

CODE E1 – BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies[2]

Land that is the Use or Development Site that is relied upon for bushfire hazard management or protection.

Name of planning scheme or instrument:	**Northern Midlands Interim Planning Scheme 2013**
Street address:	171-183 High Street Campebell Town
Certificate of Title / PID:	**135815/1**

Land that is not the Use or Development Site that is relied upon for bushfire hazard management or protection.

Street address:	**N/A**
Certificate of Title / PID:	**N/A**

2. Proposed Use or Development

Description of Use or Development:

Hazardous Use (service station) located at 171-183 High Street and the southern edge and within the town boundaries of Campbell Town. Proposal is to store 275,000L of fuel underground in five storage tanks.

Code Clauses[3]:

- ❑ **E1.4 Exempt Development**
- ✓ **E1.5.2 Hazardous Use**
- ❑ **E1.5.1 Vulnerable Use**
- **E1.6.1 Subdivision**

[1] This document is the approved form of certification for this purpose, and must not be altered from its original form.

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

[3] Indicate by placing X in the corresponding ❑ for the relevant clauses of E1.0 Bushfire-prone Areas Code.

3. Documents relied upon[4]

Documents, Plans and/or Specifications

Title:	Concept plan and traffic plan		
Author:	JAWS Architects		
Date:	27 November 2017	**Version:**	Rev B

Bushfire Hazard Report

Title:	Bushfire Assessment Report 2		
Author:	Emma Riley and Associates (Clare Hester)		
Date:	22 March 2018	**Version:**	V2

Bushfire Hazard Management Plan

Title:	Bushfire Hazard Management Plan		
Author:	Emma Riley & Associates through instruction from Clare Hester		
Date:	5 March 2018	**Version:**	V1

Other Documents

Title:	N/A		
Author:			
Date:		**Version:**	

[4] List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire. Each document must be identified by reference to title, author, date and version.

4. Nature of Certificate[5]

❑	E1.4 – Use or development exempt from this code		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.4 (a)	Insufficient increase in risk	

❑	E1.5.1 – Vulnerable Uses		
	E1.5.1.1 Standards for vulnerable use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.5.1.1 P1.	Risk is mitigated	
❑	E1.5.1.1 A2	BHMP	
❑	E1.5.1.1 A3	Emergency Plan	

❑	E1.5.2 – Hazardous Uses		
	E1.5.2.1 Standards for hazardous use		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
✓	E1.5.2.1 P1.	Risk is mitigated	Bushfire Assessment Report
✓	E1.5.2.1 A2	BHMP	Bushfire Assessment Report
✓	E1.5.2.1 A3	Emergency Plan	Bushfire Assessment Report

❑	E1.6.1 – Development standards for subdivision		
	E1.6.1.1 Subdivision: Provision of hazard management areas		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
	E1.6.1.1 A1 (b).		
	E1.6.1.1 A1. (a)	Insufficient increase in risk	

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

	E1.6.1.1 A1. (b)	Provides BAL 19 for all lots	
	E1.6.1.1 A1. (c)	Consent for Part 5 Agreement	

	E1.6.1.2 Subdivision: Public and fire fighting access		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
	E1.6.1.2 P1.	Access is sufficient to mitigate risk	
	E1.6.1.2 A1. (a)	Insufficient increase in risk	
	E1.6.1.2 A1. (b)	Access complies with Tables E1, E2 & E3	

	E1.6.1.3 Subdivision: Provision of water supply for fire fighting purposes		
	Assessment Criteria	**Compliance Requirement**	**Reference to Applicable Document(s)**
❑	E1.6.1.3 A1. (a)	Insufficient increase in risk	
❑	E1.6.1.3 A1. (b)	Reticulated water supply complies with Table E4	
❑	E1.6.1.3 A1. (c)	Water supply consistent with the objective	
	E1.6.1.3 A2. (a)	Insufficient increase in risk	
	E1.6.1.3 A2. (b)	Static water supply complies with Table E5	
❑	E1.6.1.3 A2. (c)	Static water supply is consistent with the objective	

5. Bushfire Hazard Practitioner[6]

Name:	Clare Hester	**Phone No:**	0429 359 636
Address:	183 Macquarie Street	**Fax No:**	
		Email Address:	clare@erassociates.com.au
	Hobart 7000		
Accreditation No:	BFP – P	**Scope:**	Provisional

6. Certification[7]

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

The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4 (a) because there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measure in order to be consistent with the objectives for all the applicable standards identified in Section 4 of this Certificate.	☐

or

There is an insufficient increase in risk from bushfire to warrant the provision of specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.	☐

and/or

The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate.	✓

Signed: *certifier*

Date: 22 March 2018 **Certificate No:** ERA1718-013

Mark Chladil, Fire Management Planning Offic
On behalf of the Chief Officer
Tasmania Fire Service
March 22 2018

[6] A Bushfire Hazard Practitioner is a person accredited by the Chief Officer of the Tasmania Fire Service under Part IVA of *Fire Service Act 1979*. The list of practitioners and scope of work is found at www.fire.tas.gov.au.

[7] The relevant certification must be indicated by placing X in the corresponding ☐.

Emma Riley & Associates ABN 67 141 991 004

183 Macquarie Street, Hobart 7000
T: 0429 359 636 E: enquiries@erassociates.com.au

Document Status

Author:	Clare Hester
Reviewer:	Caroline Lindus
Version:	V3

Submission to Planning Authority Notice

Council Planning Permit No.	17-312	Council notice date	29/03/2018
TasWater details			
TasWater Reference No.	TWDA 2018/00477-NMC	Date of response	09/04/2018
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	171-183 HIGH ST, CAMPBELL TOWN	Property ID (PID)	2046993
Description of development	24 hour service station		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Jaws Architects	1607_DA03 Concept Site & Traffic Plan	B	27/11/2017
United Petrol	DG01 Internal Layout	B	n/k

Conditions

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.

   NOTE: TasWater deems that the boundary backflow hazard rating of the site is considered as being 'High'.

TRADE WASTE

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

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater,

as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:

a. $660.84 for development assessment.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater 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 Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the General Supplement form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

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

General

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

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

Rosemary Jones

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Friday, 20 April 2018 10:54 AM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application P17-312 - 171-183 High Street, CAMPBELL TOWN

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Sent to ECM

Our Ref: D18/69674

Rosemary, sorry for the delay in responding.

Please see the below requirements from the Departments perspective. Appreciated if these can be incorporated into Council's permit.

Engineering Plans

- 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.
    - Design of the right turn lane, inclusive of any pavement widening works required, as per the recommendations of the GHD Traffic Impact Assessment. The design must accommodate a 26m B-double vehicle for the necessary turns into and out of the access points.
    - All traffic signs and pavement markings required in association with the right turn treatment.
    - Temporary 'Changed Traffic Conditions Ahead' signage shall be provided on each approach to the site, for a minimum of 2 months after completion.
- Works in the State Road Reserve
    - The applicant shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, inclusive of all works necessary in relation to road widening, 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.

Let me know if any further information is required.

Cheers,

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
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: Thursday, 29 March 2018 11:01 AM
To: Development (StateGrowth) <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application P17-312 - 171-183 High Street, CAMPBELL TOWN

29-Mar-2018

Department of State Growth
via email to: Development@stategrowth.tas.gov.au

Referral to Department of State Growth of Planning Application P17-312 - 171-183 High Street, CAMPBELL TOWN

The following planning application has been received under the *Northern Midlands Interim Planning Scheme* 2013.

NMC ref no:	P17-312
Site:	171-183 High Street, CAMPBELL TOWN
Proposal:	24-hour service station (vehicle fuel sales & service); food services & signage (vary operating hours, noise levels, external lighting & landscaping; within 50m of & access to category 1 road)
Applicant:	Emma Riley and Associates
Use class:	Vehicle fuel sales and service, Food services
Zone:	Particular Purposes,
Development status:	Discretionary
Notes:	The subject site is in a 60kph zone. Changes to access proposed.

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone the Planning Section on 6397 7301 or e-mail Planning@nmc.tas.gov.au.

Attachments: Application & supporting documentation as pdf

Rosemary Jones

REFERRAL OF DEVELOPMENT APPLICATION P17-312 TO WORKS DEPARTMENT

Property/Subdivision No: 302301.235
Date: 29-Mar-2018
Applicant: Emma Riley and Associates
Proposal: 24-hour service station (vehicle fuel sales & service); food services & signage (vary operating hours, noise levels, external lighting & landscaping; within 50m of & access to category 1 road)
Location: 171-183 High Street, CAMPBELL TOWN

W&I referral P17-312, 171-183 High Street, CAMPBELL TOWN

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of Permitted applications and 21 days from receipt of Discretionary applications to stop the clock.

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	*No*
Is it connected to all Council services?	*N/A*
Are any changes / works required to the house lot?	*N/A*
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	*Yes*

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	*Yes*
Is the property connected to Council's stormwater services?	*Not yet*
If so, where is the current connection/s?	
Can all lots access stormwater services?	*Yes*
If so, are any works required?	*Yes, as per plan*
Stormwater works required:	
As per approved plans	
Is there kerb and gutter at the front of the property?	*No*
Are any kerb-and-gutter works required?	*No*

Road Access:

Does the property have access to a made road?	*Yes*
If so, is the existing access suitable?	*No*
Does the new lot/s have access to a made road?	*Yes* *No*
If so, are any works required?	*Yes, see below*
Is off-street parking available/provided?	*Yes*
Road / access works required:	
As per approved plan	
Is an application for vehicular crossing form required?	*Yes*
Is a footpath required?	*No*

Extra information required regarding driveway approach and departure angles	*No*
Are any road works required:	*No*
Are street trees required?	*No*
Additional Comments:	An Engineer's design **is** required.

Engineer's comment:

WORKS DEPARTMENT CONDITIONS

W.1 Stormwater

a) A connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works Department.

b) Stormwater detention is to be provided to limit the peak rate of piped stormwater discharge and overland flows from the property to the permissible site discharge (PSD). The PSD is the 1/5 ARI flow generated by the complete title developed to a level of 50% impervious or by the site at its current level of development, whichever is greater. If the Rational Method is used to calculate the PSD then a minimum time of concentration of 10 minutes must be used. The detention storage system is to be designed by a professional engineer with experience in hydraulic design, for storm events in the range of 1/5 ARI to 1/20 ARI and catering for overland bypass flow between the 1/20 ARI and 1/100 ARI storm events. If the overland flow path is to an adjoining property the system is to be designed to cater for the 1/5 ARI to 1/100 ARI storm events. The plans and calculations are to be submitted with the plumbing application to the Manager Engineering Services for approval. On completion an "As Constructed" plan complete with levels, is to be submitted with a certification that the storage has been constructed in accordance with the approved design.

W.2 Access (Rural)

a) Concrete driveways must be constructed in accordance with the approved plans.

b) Access works must not commence until an application for vehicular crossing has been approved by Council.

W.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works Department. Any construction, including maintenance periods, must also be completed to the approval of the Works Department.

W.5 Works in Council road reserve (Torlesse and Mason Streets)

a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.

b) Twenty-four (24) hours notice must be given to the Works Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Works in State road reserve (High St / Midlands Highway)

a) The developer must 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.

b) Application requirements and forms can be found at 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 Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.8 Pollutants

a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.

b) Prior to the commencement of the development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the naturestrip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

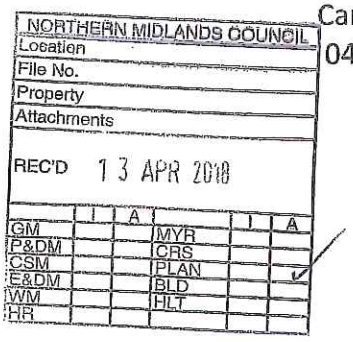
W.9 Naturestrips

Any new naturestrips, or areas of naturestrip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Jonathan Galbraith (Works Officer) 2/5/18
Discussed with Cam Oakley (Consultant) 30/4/18

ATTACHMENT C

James and Kellie Steele
52-66 Forster Street
Campbell Town TAS 7210
0477037730



General Manager
Northern Midlands Council
Smith Street
Longford TAS 7301

Dear Mr Manager

Representation regarding proposed development at 171-183 High Street, Campbell Town.

We own the property at 52-66 Forster Street, Campbell Town. We would like to make a representation objecting to this proposed development. Our particular concerns are outlined below.

Compliance with the Planning Commission Ruling.

This development is inconsistent with the Planning Commissions previous ruling on this site. We have just spent the last eighteen months in hearings with the commission regarding the use of this land for development as a 24-hour truck stop by United Petroleum.

This development is going to be placed, not in a commercial zoned area, but in an area that is residential. If you view the classifications for a General residential zone, specifically,

10.1.1.3 Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affects residential amenity through noise, activity outside of business hours, traffic generation and movement or other off site impacts.

10.1.1.4 To encourage residential development that respects the neighbourhood character and provides a high standard to residential amenity.

As acknowledged by the commission, this proposal has not arisen through a local residential strategy to further purposes of the General Residential Zone, rather it would appear to be antithetical to the residential strategy implicit in the purpose of the zone.

The commission stated that the development was not consistent with the purpose statements for the General residential zone and furthermore that an attempt to insert a use and development proposal into the general residential zone, by way of a site specific amendment that contradicts the stated purpose for the zone, would create an undesirable precedent that could undermine the integrity and certainty of the General residential zone at other locations.

The commissions ruling to change the zone on the particular property in question from Residential to Discretionary particular purposes came with restrictions, the objective being that it does not cause an unreasonable loss of amenity to nearby sensitive uses, the main one for us being the hours of operation. If you look at the appendix of the ruling,

33.3.1 A3 (a) not to operate within the hours of 8.00pm to 6.00am.

The commission did extent the hours until 6am until 9pm but did not excessively extend them. This was to protect us from night time noise exceedances, which their noise reports shows, that the night time noise exceeds levels for our property on Forster street. All residences should have the right to the reasonable expectation of the quiet enjoyment of their land and hours outside of these would be inconsistent with that expectation.

We would like to state that we are not against progress for the town. But this development is not progress. We already have a service station and to add a pie shop when we already have five shops that sell pies in the town already (all of whom hire local workers) is redundant and unnecessary. I don't see this development being helpful to the town, in that the location is too far from the commercial hub. The way the town is now situated is beneficial for all local businesses. People get to Campbell town and stop for some fuel, a toilet stop and a coffee. Where they stop now they see a leather store, a book shop, an antiques store etc and decide while they are out of the car to have a look. If you have traffic stopping to do all of these things at this development, especially the traffic coming from Hobart, they cannot see any of these things and may have no idea that the rest of the stores even exist as you cannot see any of that part of town from so far on the south side. If they have already just stopped to do all of these things up the street, then there may be no incentive to stop again and they will keep on their way with potential loss for many businesses in the town.

There is also the potential for local job losses because of this development. We have been told by one shopkeeper that if this goes ahead she will be reducing her shops hours and as a result will put off her workers as she will be able to do the reduced hours herself. We would also like to question how many local jobs United will provide after the construction is over, because from our observation of any United service station we have seen, they do not hire local workers, rather they bring their own oversees workers.

Another one of our concerns is the problem that is going to be caused to our property by the wind because of this development. There is proposed a three-metre-high acoustic fence which would be absolutely necessary for a noise barrier. But the prevailing winds hit from the direction that the fence would be on their property. As an avid gardener I know that a solid wall causes destruction from the wind hitting the wall and going up and over and then tumbling more forcefully. We have winds sometimes up to 100 km/h from that direction that will then cause chaos on our property. We feed ourselves from our property with the fruits and vegetables we grow and we don't think that it is fair to impede on our ability to do that by causing conditions that are highly unfavourable and potentially dangerous.

This proposed development has already caused a huge financial hardship on our family in regards to our property and our house being built. We are now in the position of having lost over $100,000 of our money on a property, that we cannot continue to build our house on because of the proposed development, and we will not be able to recoup money we have spent on building applications, service connections, commenced building work and trees, fencing etc, if we are able to sell it, and a sale feels highly unlikely as who would want to buy into this situation. So we are back at square one, paying rent to someone else because we can't build and no money to buy another because we have invested everything in this property, and as a hard working family this whole drawn out process has been emotionally and financially devastating.

We would also like to point out that the deception undertaken by the United Petroleum company in gaining the first ruling by the commission. When it was shown that this development was unfavourable to our property, to try to sway the decision of the commission, United Petroleum told the commission as can be seen on page 12 of the Commissions ruling "that Kellie and James Steele have withdrawn their representation and that the applicant has agreed to purchase their property." Well as can plainly be seen they had not purchased our property but had made us sign a confidentiality agreement so we were unable to tell the commission the truth.

There has been further deception by the company in regards to this application. In December we received a phone call from United Petroleum telling us about this application, although they stated that it was just a special permit to extend the opening hours, offering us a contact of sale on our property if we agreed not to put in an objection. We agreed to their offer, but told them we wanted it in writing and was told that their solicitors would send it to our solicitor. Then we have had three months of run arounds and lies. After many phone calls and messages all saying it was coming, we are now told that it will be done after the deadline for this objection. This feels very unethical, and we no longer have any faith in what this company says, it seems that they will say whatever they need to say to get what they want without any honour in their words. We don't believe this company demonstrates Tasmanian values.

We would welcome the opportunity to address the Council meeting when this development application is considered. Please contact us to confirm the date of this meeting.

Kind Regards
James and Kellie Steele

Rosemary Jones

From: steelo3@optusnet.com.au
Sent: Friday, 13 April 2018 7:14 PM
To: NMC Planning
Subject: 24 hour service station

ANDREW & MICHELLE STEELE

13/04/2018

TO WHOM IT MAY CONCERN

I AM WRITING ABOUT THE SERVICE STATION FOR 171-181 HIGH STREET CAMPBELL TOWN

WE BROUGHT THE LAND AT 68-80 FORSTER ST CAMPBELL TOWN

TO RETIRE THERE BECAUSE WE LIKE TASMANIA - BUT NOW YOU ARE THINKING ABOUT PUTTING A 24 - HOUR

SERVICE STATION

(1) WE ARE NOT HAPPY BECAUSE WE WERE GOING TO LIVE OFF THE LAND BUT NOW

WE ARE WORRIED ABOUT CONTAMINATION IN THE SOIL & WATER (SO CAN YOU ALL GUARANTEE OUR SAFTY WITH THAT)

(2) WE ARE ALL SO WORRIED ABOUT TWO MANY PEOPLE AROUND AT NIGHT WITH BREAK INS TO OUR HOUSE

(3) THE LIGHTS I NOW YOU SAID 3 METER HIGHT FENCES BUT THE LIGHTS ARE 5 METER HIGH THERE IS STILL THE LIGHTS ON 24/7 SO IT WILL BE HARD TO SLEEP

AT NIGHT AND WITH THE NOSIE WITH ALL THE TRUCKS AND THE PEOPLE GOING IN AND OUT OF THE PLACE

(4) AND WERE THE RUBBISH BIN,S ARE THE SMELL THAY ARE RIGHT AT THE BACK OFF THE HOUSES

(5) BY THE LOOK AT THE MAP YOU HAVE THE TRUCK PARKING AT THE BACK NOT GOOD BECAUSE OF THE NOISE WHEN THAY START THE TRACKS PLUS THE THROUGH LANES SO

ONCE AGANE THE NOISE AND THE SMELL FROM THE FUMES

(6) IN THE LONG RUN WE WILL NOT BE ABLE TO SELL BECAUSE OFF THE 24HR SERVICE STATION UNLESS YOU BUY FROM USE BECAUSE IT IS NO GOOD TO USE NOW

(7) SO WE WILL LOOK SAME WERE ELSE TO BUY NOW MAYBE NOT TASMANIA WE WOULD NOT OFF BROUGHT THE LAND IF THE SERVICE STATION WAS HERE AND TO

HAVE IT FORCED ON US IS UNJUST

ANDREW & MICHELLE STEELE

Dobson Mitchell Allport.

COMMERCIAL
LITIGATION
PROPERTY
LAWYERS

17 April 2018

General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

by email: planning@nmc.tas.gov.au

Dear Mr Jennings

Planning Permit Application No. P17-312
171-183 High Street Campbell Town - vehicle fuel sales and service, food services

We act for Caltas Pty Ltd in respect of planning permit application No. P17-312.

We are instructed to make a representation in respect of the above permit application on behalf of our client.

Our client objects to a permit being granted to this application on the following basis:

1. The application fails to consider the impact of the proposed access arrangements on our client's approved development at 184 High Street;
2. The traffic safety assessment undertaken accordingly fails to consider the safety implications of the proposal on the road network, having regard to our client's approved development;
3. The proposal therefore fails to meet:
    a. Clause E4.6.1 P2 of the *Northern Midlands Interim Planning Scheme 2013* (**the Scheme**), as it has not demonstrated that the access arrangements "maintain an acceptable level of safety for all road users";
    b. Clause E4.7.2 P1 of the Scheme, as it has not demonstrated that the access arrangements "maintain an acceptable level of safety for all road users";
    c. Clause 33.3.1 P1 of the Scheme, as it impacts on the amenity enjoyed by our client, namely safe and easy access to the surrounding road network.

Dobson Mitchell & Allport Pty Ltd
ABN 86 143 016 586

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Caltas Pty Ltd development at 184 High Street - Permit P16-271

Our client holds a valid planning permit for a proposed service station at 184 High Street (Permit No. P16-271) (**the Permit**). The Permit applies to land directly opposite the development site and is relevant to this permit application.

The Permit was issued by you on 14 February 2018 at the direction of the Tasmanian Planning Commission, following the rezoning of our client's land.

A copy of the Permit is **attached** for your ease of reference.

The Permit authorises our client to operate a service station described as a "24 hour card operated retail fuel depot". The development does not require any works on the State road. It only requires an upgrade to two existing crossovers to High Street.

It is of note that the Permit was issued after the United Petroleum site was rezoned. The United Petroleum site was rezoned only following an agreement between our client and United Petroleum as to the access arrangements for both sites.

Letters were sent to the Commission on behalf of United Petroleum confirming that it was willing to negotiate on access arrangements. It was only on the basis that an access design would be agreed that the Commission found the amendment to be general consistent with the RLUS.

In finding that United Petroleum's draft amendment was consistent with the regional and local land use strategies, the Commission said:

> *The parties have subsequently written to the Commission agreeing to collaborate and work with State Growth to finalise an acceptable access design. The Commission considers that suitable arrangements can be made to satisfy the access strategies in the RLUS and the interim planning scheme.*

Subsequently, our client made a s43A application to amend the zoning and approve the development of its site. This was approved without objection from any person, and the Permit was issued on that basis.

Council will be aware of this history, as both sites were rezoned by and had planning permits issued at the direction of the Tasmanian Planning Commission.

The current permit application by United Petroleum disavows that agreement.

The permit application does not pay any regard to our client's approved development. It is not shown on any plan and is not assessed in the Traffic Impact Assessment forming part of the application. Our client's site is shown as "Previous Petrol Station Now Demolished". This is patently incorrect, and does not reflect the true situation.

The application is accordingly made on an incorrect basis. It is trite planning law that the use and development authorised by the Permit is to be given the weight of a completed development and commenced use.

The Traffic Impact Assessment prepared with the application is based on incorrect assumptions and therefore flawed.

Further, the proposed access arrangements unreasonably constrain our clients use as approved by Council. Our client holds a valid Permit and therefore it is for United to demonstrate that it does not constrain that use.

Failure to comply with Road and Railway Assets Code – clauses E4.6.1 P2 and E4.7.2 P1

The proposal cannot demonstrate compliance with clauses E4.6.1 P2 and E4.7.2 P1 of the Scheme.

These performance criteria both require that the proposal meet the following:

> *For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

The objective of both clauses is "To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions". The objective is relevant to determining whether the performance criteria are met: clause 7.5.4 of the Scheme.

The assessment in the TIA ignores the Permit and our client's approved development. It has failed to assess the potential conflicts for road users entering and exiting both sites cumulatively.

The median treatments proposed will:

1. Prevent entry from south-bound vehicles;
2. Prevent exit by south-bound vehicles; and
3. Cause conflict with all north-bound trucks exiting our client's site.

There will therefore be truck drivers that will be south-bound wanting to enter and exit our client's site. Our client's site will operate on a card-pay system. It will attract truck drivers with membership of the Caltas network. Those trucks wanting to enter the site may choose to undertake a complicated and dangerous U-turns on High Street south of the proposed development to access our client's site, and likewise to the north on exiting.

United's proposed right hand turn lane also poses a safety risk for trucks exiting our client's site. The proposed right hand turn lane reduces the lane width by – scaling from the plans – 3.0 metres. B-double trucks need the additional width for turning north onto High Street from our client's site, which will not be available when vehicles are queuing. The proposed right-hand turn lane introduces conflict between vehicles using both sites.

There are obvious safety issues for all road users resulting from the proposed United access and road-works which have not been assessed.

If the proposed access arrangements were to be approved the accesses would not maintain an acceptable level of safety for all road users, namely those users entering and exiting our client's site. Council is therefore prevented from approving this proposed development.

Failure to comply with clause 33.3.1 P1

This application proposes 24 hour use and therefore does not meet clause 33.3.1 A1.

Accordingly the proposal must meet the performance criterion clause 33.3.1 P1.

P1 provides that:

> *"Hours of operation of the use, commercial vehicle movements and unloading and loading commercial vehicles for a use must not cause an unreasonable loss potential or actual amenity to adjoining properties, having regard to:*
>
> *(a) indent the timing, duration or extent of vehicle movements;*
>
> *(b) indent the number and frequency of vehicle movements;*
>
> ...
>
> *(g) potential conflicts with other traffic."*

Our client is an "adjoining" property within the relevant sense of the word. The Tribunal's recent decision in *C Boland v Clarence City Council* [2018] TASRMPAT 4, it adopted a broad reading of "adjoining", finding:

> *The Tribunal adopts the wider interpretation of "adjoining". It should be construed to mean "next to" without a requirement for physical connection between structures.*

In so finding, the Tribunal adopted the broader interpretive approach of the word "adjoining" in accordance with Justice Porter in *Break O'Day Council v Resource Management & Planning Appeal Tribunal* [2009] TASSC 59 and interstate jurisdictions.

The Tribunal found that a property is "adjoining" even if separated by a laneway of 6 metres. The same reasoning logically applies in this situation where the relevant properties are nearly separated by a road of some 10m in width.

Our client's property is "next to" the development site in the relevant sense.

"Amenity" is defined in clause 4.1.3 of the Scheme to mean "in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable." Amenity is not limited to residential amenity concerns, such as noise, odour and the like, but is a broad term. It extends to amenity enjoyed by our client as a commercial operator.

The amenity to be enjoyed by our client is the ease of access and egress to its site, including by its customers, suppliers and workers. The proposal will impact on our client's amenity by introducing potential conflicts with traffic using our client's site.

The loss of that amenity is unreasonable, as it will effectively remove the ability for south-bound trucks to enter the site (without making a dangerous manoeuvre) and will discourage north-bound vehicles from stopping due to the difficulties in access. These conflicts are exacerbated by the proposed hours of operation, and predicted number and frequency of users of the proposed United development.

The conflicts are such that the proposed use and development frustrates our client's ability to use and develop its site in accordance with the Permit.

For the above reasons, the proposal fails to meet clause 33.3.1 P1.

Having regard to the matters identified in P1 and specifically the potential conflicts with other

traffic on adjoining land arising from the timing, duration and extent of vehicle movements, or then number and frequency, will unreasonable impact the amenity enjoyed by our client in its approved development of the adjoining land.

Clause 33.3.1 P1 is therefore not met and a permit cannot be issued.

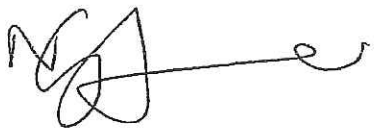
Conclusion

For the above reasons given the current access arrangements, our client submits that the application must be refused by the Council. It cannot demonstrate compliance with the clauses referred to in this representation.

We make clear that as our client's proposal has the benefit of a planning permit, it is a matter that the Council must have regard to in determining this application. The weight to be afforded to is as though the development were completed and use in operation.

We thank you for your opportunity to make this representation.

Yours faithfully



Dobson Mitchell Allport
Nicole Sommer
SENIOR ASSOCIATE
T. +61 3 6210 0054
nicole.sommer@doma.com.au

Rosemary Jones

From: Erin Boer
Sent: Tuesday, 8 May 2018 12:43 PM
To: NMC Planning
Subject: FW: 171-183 High Street Campbell Town

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Sent to ECM

From: Clare Hester <clare@eraplanning.com.au>
Sent: Tuesday, 8 May 2018 12:32 PM
To: Erin Boer <erin.boer@nmc.tas.gov.au>
Cc: Paul Godier <paul.godier@nmc.tas.gov.au>
Subject: FW: 171-183 High Street Campbell Town

Dear Erin,

Thankyou for the opportunity to provide a response to the concerns raised in the representations. It is noted that I have only addressed the concerns raised that are relevant to the planning assessment, accordingly comments around the purchase of land, the devaluing of the property prices and so forth have not been addressed.

Concern raised: Compliance with the General Residential zone provisions
Response: the site is subject to a Particular Purpose Zone – Service Station, accordingly the General Residential Zone provisions are not applicable.

Concern raised: All residences should have the right to a reasonable expectation of the quite enjoyment of their land and hours outside of these would be inconsistent with that expectation.
Response: The proposal meets the permitted requirements for noise identified under clause 33.3.1 A2, except at Forster Street where the criteria is exceeded on two occasions during the night. The acoustic assessment identified that the minor exceedance is such, that the noise will not be audible inside a dwelling and will occur at times when it is reasonably expected for residents to be inside and most likely sleeping; with the levels below sleep disturbance criteria defined in the Tasmanian EPP (noise). That is, the minor exceedance will not have not have an impact. It is further noted that noise levels meet the permitted requirements at all other locations, at all times.

Concern raised: The location is too far from the commercial hub.
Response: Vehicle Fuel sales, the primary use of the site is a permitted use in the Particular Purpose Zone.

Concern raised: Contamination in the soil and water.
Response: All fuel will be stored underground in accordance with current best practice, accordingly there will be no contamination.

Concern raised: Light intrusion
Response: The lighting will comply with AS4282-1997 such that no direct light is emitted outside the boundaries of the subject land. It is recommended that a condition be placed on the permit accordingly.

Concern raised: Odour of rubbish bins.
Response: The service yard is over 40m from the nearest residential boundary and the bins will be regularly emptied.

Concern Raised: Access arrangements
Response: My client, has no concerns with the preferred access arrangements identified in the Dobson Mitchell and Allport (DMA) submission. It is recommended that a condition be placed on the permit that the final access design is undertaken in accordance with the attached plan. Please note that I have requested from DMA confirmation that this condition satisfies their

clients concerns; accordingly they are waiting on instructions from their client. I will forward this confirmation as soon as I have received it.

Do not hesitate to give me a call if you require further response or clarification.

Regards,

Clare Hester
ASSOCIATE & SENIOR PLANNER

PLANNING

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