

PLAN 2

PLANNING APPLICATION PLN-20-0286

FAIRFIELD, 13790 MIDLAND HIGHWAY, EPPING FOREST

ATTACHMENTS

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representations

PLANNING APPLICATION Proposal

Description of proposal:

Pop-up take-away coffee outlet

5am-3pm

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: Corner of Barton Road & Midlands
Highway Epping Forest

CT no:

Estimated cost of project \$35k. (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:

(attach additional sheets if necessary)

Is any signage required? yes on top of shipping container
(if yes, provide details)

OWNER
TAITS RIVERLEA HOLDINGS PTY LTD
ROBERT JOHN GLOVER

FOLIO REFERENCE
173568-1

GRANTEE
PART OF 1015 ACRES, LOT 616 979 ACRES,
LOT 615 969 ACRES AND 1260 ACRES GTD
TO DAVID GIBSON AND THE WHOLE OF 257
ACRES GTD TO JOHN GIBSON

PLAN OF TITLE
LAND DISTRICT OF SOMERSET
PARISH OF EPPING

LOCATION:
CONVERTED BY PLAN No: D 52307

COMPILED BY:
COHEN & ASSOCIATES PTY LTD,
LAUNCESTON

NOT TO SCALE

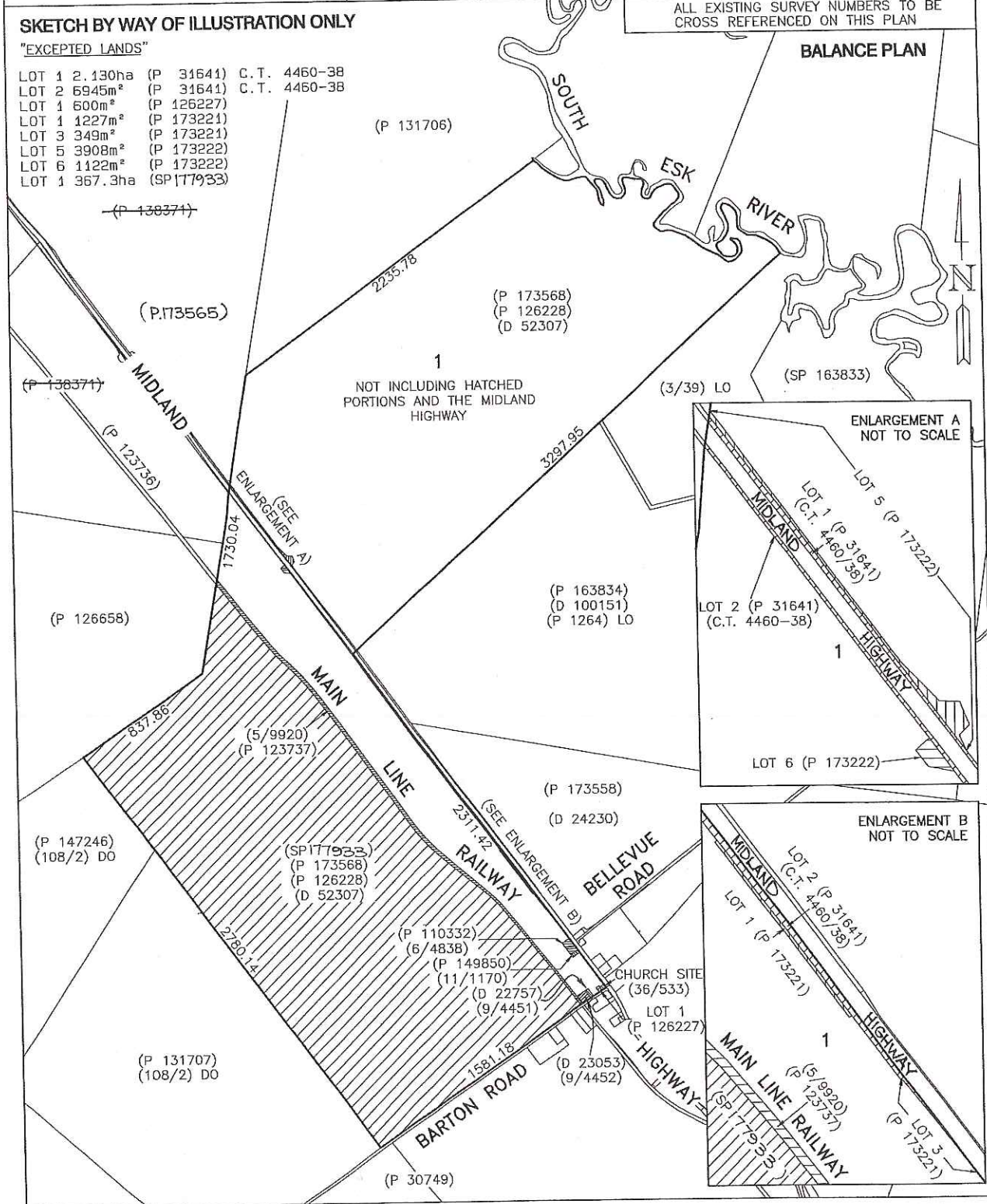
REGISTERED NUMBER
P177934

APPROVED **28 OCT 2019**

Deanna
Recorder of Titles

SKETCH BY WAY OF ILLUSTRATION ONLY
"EXCEPTED LANDS"

- LOT 1 2,130ha (P 31641) C.T. 4460-38
- LOT 2 6945m² (P 31641) C.T. 4460-38
- LOT 1 600m² (P 126227)
- LOT 1 1227m² (P 173221)
- LOT 3 349m² (P 173221)
- LOT 5 3908m² (P 173222)
- LOT 6 1122m² (P 173222)
- LOT 1 367.3ha (SP177933)





Project: EPPING FOREST COFFEE SHOP

At: 13790 MIDLAND HIGHWAY, EPPING FOREST

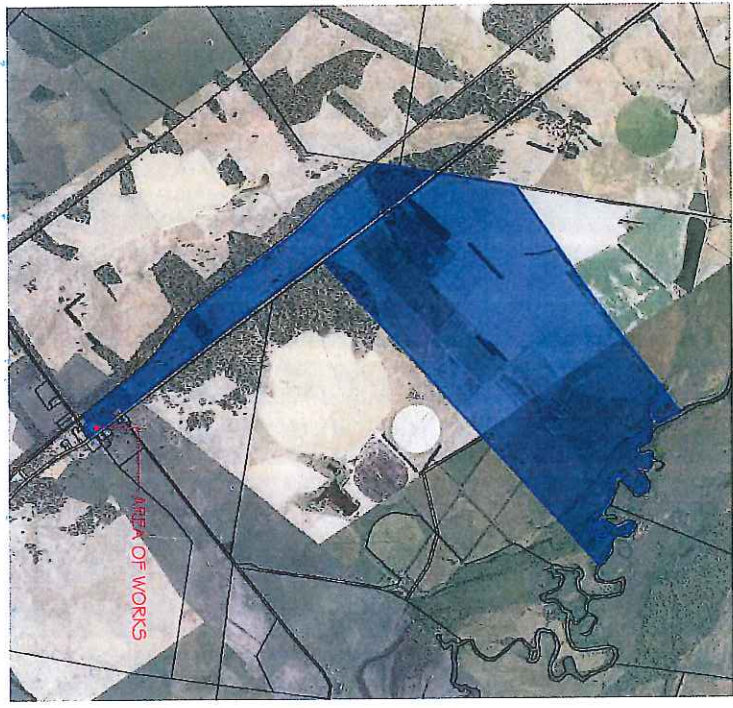
For: L. PERCIVAL

Project: 21.001

Drawings:

- A500 COVER SHEET
- A501 SITE PLAN
- A502 PLANS AND ELEVATIONS

1-430



PLANNING DOCUMENT

Issue date: 29-01-21

Project Address:
 13790 MIDLAND HWY
 EPPING FOREST VIC 3103
 TOWN OF EPPING
 VIC 3103
 27 State Street
 EPPING VIC 3103
 P 039 854 7362

City Pty Ltd
 ABN 27 014 002 300
 27 State Street
 EPPING VIC 3103
 P 039 854 7362



PROJECT DETAILS

TITLE REFERENCE: 177934/1
 DESIGN WIND SPEED: N/A
 SOIL CLASSIFICATION: N/A
 CLIMATE ZONE: 7
 BAL RATING: N/A
 ALPINE AREA: N/A
 CORROSION ENVIRONMENT: N/A
 SITE HAZARDS: N/A



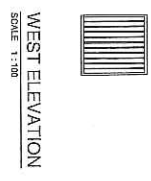
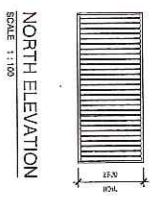
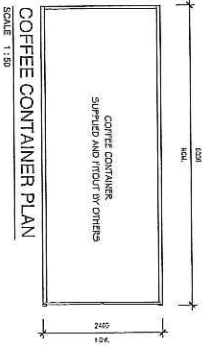
Project Address
 13790 MIDLAND HWY
 EPPING FOREST
 NSW 2137
 Project No. 21.001
 Date: 11/01/2021
 Scale: 1:500
 Project No. 21.001
 Date: 11/01/2021

PRELIMINARY - Not for Construction
 13790 MIDLAND HWY
 EPPING FOREST
 NSW 2137
 PROJECT NO. 21.001
 SCALE: 1:500



13790 MIDLAND HIGHWAY,
 EPPING FOREST
 L. PERCIVAL

PROJECT NO. 21.001
 DRAWN BY: AS01
 DATE: 11/01/2021



Project Address
PO Box 62
Yarraville VIC 3084
E: info@p3.com.au
P: (03) 9322 2000

Project Name
13780 Midland Highway,
Epping Forest
L Percival

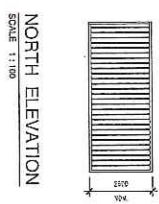
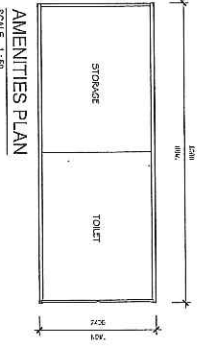
Project No
21.001

Project Status
PRELIMINARY

Project Date
13/03/2023

Project Drawn By
A

Project Checked By
B



PRELIMINARY - Not for Construction

Scale: 1:100

13780 Midland Highway,
Epping Forest
L Percival

Project No: 21.001

Project Status: PRELIMINARY

Project Date: 13/03/2023

Project Drawn By: A

Project Checked By: B



13780 MIDLAND HIGHWAY,
EPPING FOREST
L PERCIVAL

PROJECT: EPPING FOREST COFFEE SHOP

DATE: 13/03/2023

PROJECT NO: 21.001

PROJECT STATUS: PRELIMINARY

PROJECT DATE: 13/03/2023

PROJECT DRAWN BY: A

PROJECT CHECKED BY: B

PROJECT: 21.001

DATE: 13/03/2023

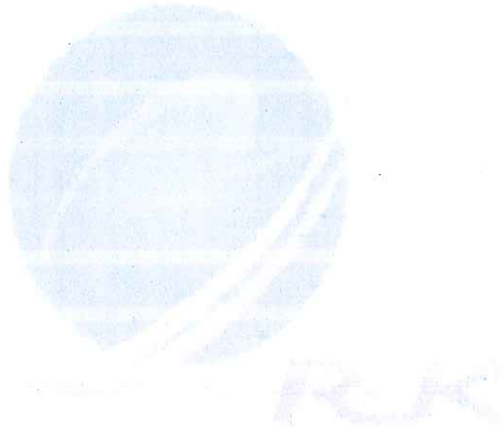
PROJECT NO: 21.001

PROJECT STATUS: PRELIMINARY

PROJECT DATE: 13/03/2023

PROJECT DRAWN BY: A

PROJECT CHECKED BY: B



TRAFFIC IMPACT ASSESSMENT REPORT

Report prepared for:

13790 Midland Highway
Epping Forest TAS 7211

Title Ref: 177934/1

CONTACT

RJK CONSULTING ENGINEERS

Phone:
0400 642 462

Address:
Po Box 128
Prospect TAS 7250

Email:
mail@rjkconsultants.com.au

DI

Document Contact

RJK Consulting Engineers

ABN: 71 162 701 528

Risden Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Telephone: 0400 642 462

Document Information

Client: D & L Routley
 Project Reference: 20/21 TAS 081
 Date: 5 November 2020
 Version Number: V1
 Effective Date: 5 November 2020
 Date Approved: 5 November 2020

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:

© RJK Consulting Engineers. Copyright in the whole and every part of this document belongs to RJK Consulting Engineers and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with RJK Consulting Engineers.

This document is produced by RJK Consulting Engineers solely for the benefit and use by the client in accordance with the terms of the engagement. RJK Consulting Engineers does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

TABLE OF CONTENTS

CONTACT

i

Table of Contents

iii

1. Introduction	1
1.1 Overview	1
1.2 Scope of Works	1
1.3 Report Objectives	1
1.4 Reference Documents & Data Sources	2
2. Site Description	3
2.1 Site Location & Description	3
3. Proposed Development & Planning Scheme	4
3.1 Development Details	4
3.2 Council Planning Scheme	4
4. Existing Conditions	5
4.1 General Transport Network	5
4.3 Traffic Activity & Generation	10
4.4 Crash History	10
4.5 Road Safety Review	11
5. Traffic Impacts	12
5.1 General	12
5.2 Trip Generation & Distribution	12
5.3 Trip Generation	12
5.4 Surrounding Road Impacts	12
6. Impact on Road Network	13
6.1 Impact on Liveability, Safety & Amenity of the Local Area	13
6.2 Parking Assessment	13
6.3 Sight Distances	13
6.4 Pedestrian and Bicycle Movements	13
6.5 Road Safety & Traffic Service	13
6.6 Intersection Sight Distance	13
6.7 Delivery Vehicles	14
6.8 Public Transport	14
6.9 Summary of Assessment against Planning Scheme	14
7. Parking Assessment	15
7.1 System Design	15
7.1.1 Bicycle Parking	15
7.1.2 Parking for People with Disabilities	15
7.1.3 Access	15

7.1.4	Internal Design	15
7.2	Development Parking Requirements	15
8.	Planning Scheme Response	16
E4	Road and Railway Assets Code	16
E4.6.1	Use and road or rail infrastructure	16
E4.7.1	Development on and adjacent to Existing and Future Arterial Roads and Railways	16
E4.7.2	Management of Road Accesses and Junctions	17
E4.7.3	Management of Rail Level Crossings	17
E4.7.4	Sight Distance at Accesses, Junctions and Level Crossings	17
E6	Car Parking and Sustainable Transport Code	18
E6.6.1	Car Parking Numbers	18
E6.6.2	Bicycle Parking Numbers	19
E6.6.3	Taxi Drop-off and Pick up	19
E6.6.4	Motorbike Parking Provision	19
E6.7.1	Construction of Car Parking Spaces and Access Strips	20
E6.7.2	Design and Layout of Car Parking	20
E6.7.3	Car Parking Access, Safety and Security	21
E6.7.4	Parking for Persons with a Disability	21
E6.7.6	Loading and Unloading of Vehicles, Drop-off and Pickup	22
E6.8.2	Bicycle Parking Access, Safety and Security	22
E6.8.5	Pedestrian Walkways	23
9.	Other Impacts	24
9.1	Environmental	24
9.2	Street Lighting and Furniture	24
9.3	Internal Layout	24
9.4	Footpaths and Access Ramps	24
10.	Summary	25
11.	Regulatory Feedback	26
11.1	Council Feedback	26
11.2	DSG Feedback	26
12.	Conclusion	27

Table of Figures & Tables

Figure 1 – Subject site	3
Figure 2 – Site layout	4
Figure 3 – Local Road Network	5
Figure 4 – Looking South along Midland Hwy w/- Barton Rd on right	6
Figure 5 – Looking North along Midland Hwy w/- Barton Rd on left	6
Figure 6 – Looking towards Barton Road from Midland Hwy	7
Figure 7 – Access Location	7
Figure 8 – Looking left from proposed entry location	8
Figure 9 – Looking right from proposed entry location	8
Figure 10 – Looking left from proposed exit location	9
Figure 11 - Looking right from proposed exit location	9
Figure 12 - Crash Locations	11
Table 1 - Crash History	10
Table 2 - Unique trip generation - Coffee shop	12

1. Introduction

1.1 Overview

RJK Consulting Engineers has been commissioned by D & L Routley to undertake a Traffic Impact Assessment (TIA) relating to proposed development of a coffee van/container, parklands and parking provision at 13790 Midland Highway, Epping Forest. Specifically, this TIA addresses the access and parking provisions of the proposed development in addressing Code E4 & E6.

The proposed development is located within the Northern Midlands Council Local Government Area (LGA) and is subject to their relevant planning controls. This TIA will form part of the Development Application and be submitted for proposal to Northern Midlands Council. It has been prepared in accordance with the Department of State Growth (DSG) guidelines.

1.2 Scope of Works

This assessment will consider the impact of the proposed development on Barton Road as this is the primary access, along with local intersections. It will also demonstrate:

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

1.3 Report Objectives

The objective of this report is to evaluate the impact of traffic generated by the project. It will also aid in the planning and design of sustainable development proposals by taking into consideration:

- Safety and capacity;
- Equity and social justice;
- Efficiency and the environment and;

RJK's objectives for this study include:

- Review and collate background documents in relation to the development;
- Assessing access performance in accordance with Code E4;
- Assessing parking in accordance with Code E6;
- Identify any mitigating measures required as a result of the proposal.

1.4 Reference Documents & Data Sources

RJK Consulting Engineers have been provided by NMC and the client relevant information on the development. These detail an outline of the work and that the development generally proposes no significant change to the existing traffic arrangements.

The following documents have been referenced as part of this study:

- www.THELIST.tas.gov.au;
- DSG "Traffic Impact Assessment (TIA) Guidelines";
- DSG Tasmanian State Road Hierarchy;
- Northern Midlands Council Interim Planning Scheme (2013);
- Transport and Main Roads Road Planning and Design Manual – Edition 2; Vol 3;
- Various Austroads publications.

2. Site Description

This chapter reviews the existing road network and transport conditions surrounding the proposed development site.

2.1 Site Location & Description

The site is located on Lot 177934/1 and is zoned as Rural Resource. The site is currently vacant land as shown in **Figure 1**.

The proposed development site is on the western side of the Midland Highway and northern side of Barton Road. The total site is approx. 3.57 ha and has direct access to Barton Road. There are 2 entry points to the property, one located on the Midland Highway and one on Barton Road near the boundary with the Fire Station.

The access for this development will be located on the Barton Road boundary accessing Barton Road only.

Figure 1 – Subject site



3. Proposed Development & Planning Scheme

3.1 Development Details

The development as proposed provides for a coffee van/container in a parkland setting with truck and car parking. The operating hours will be 7 days a week 5am to 3pm.

The proposal will utilise the entire boundary on Barton Road for the driveway access. As there is no current driveway access for the development the new access will need to meet the Austroads Standards in terms of construction. These proposed accesses will also need to be constructed in accordance with IPWEA LGAT municipal standard drawings in terms of dimensions, etc. and will need to be a level sealed junction of suitable material in keeping with the rural road profile. These standard drawings can be found on the LGAT website as reference.

The interface at the roadside edge appears ideal for the proposed development and alignments can easily be matched in.

It is noted that Barton Road can easily accommodate additional vehicle movements arising from this development, based on likely low vehicle numbers existing and generated additional (with satisfactory manoeuvre of existing arrangements during site visits).

Figure 2 - Proposed Layout



3.2 Council Planning Scheme

The proposed development involves land currently zoned Local Business in accordance with the Northern Midlands Council Interim Planning Scheme 2013. Refer to Section 8 for response to Codes 4 and 6.

4. Existing Conditions

4.1 General Transport Network

The local transport system consists of Barton Road and Midland Highway. Barton Road connects with Midland Hwy at a give way T intersection approx. 57.7 metres to the west of the development.

Barton Road

Barton Road is rural in nature, single lane each way and has swale drains on both sides of the road. The road surface is in good condition, with an asphalt sealed width of approximately 5.1 metres at the proposed access to site. The road is built to an urban standard in keeping with Table 1 - TSD R06 V1. The road alignment is undulating, with the proposed driveway located within a stretch of road that is relatively flat.

Barton Road is speed limited 60km/hr in the vicinity of the site. It is a local connector road that serves as access to rural properties, residences and fire station. It connects with Midland Highway to the east and intersects with Valleyfield Road approx. 8 kilometres to the south-west and then Macquarie Road some distance further to the south-west.

Barton Road carries approx. 125 vehicles per day in the vicinity of the site. Barton Road is the only vehicle access to the development.

Midland Highway

Connecting Launceston and Hobart Midland Highway is the main transport and freight link between the two cities. The Midland Highway in the vicinity of Barton Road is single lane each way and has swale drains on the western side. It has a speed limit of 80km/hr in the vicinity of the junction with Barton Road. The road surface is in good condition, with an asphalt sealed width of approximately 11 metres in the vicinity of the junction.

Opposite the junction with Barton Road sits a prominent and busy service station on the eastern side of the Highway. Midland Highway in the vicinity of the Barton Road junction carries between 5600 and 8300 vehicles per day, based on the DSG traffic data from May 2017.

Figure 3 - Local Road Network



Figure 4 - Looking south along Midland Hwy w/- Barton Rd junction on the right



Figure 5 - Looking north along the Midland Hwy w/- Barton Road junction on the left



Figure 6 - Looking towards Barton Road from Midland Hwy



Figure 7 – Proposed site access location



Figure 8 – Looking left from the proposed entry point on Barton Rd



Figure 9 – Looking right from proposed entry point on Barton Rd



Figure 10 – Looking left from proposed exit point on Barton Rd



Figure 11 – Looking right from proposed exit point on Barton Rd



4.3 Traffic Activity & Generation

Northern Midlands Council have provided traffic count data and speed statistics for Barton Road taken in 2017, 1 km east of Valley field Road. This identified traffic volumes as 865 vehicles per week.

The development proposes to generate a relatively small amount of additional traffic beyond current levels. It is proposed that the development site will be accessed on the southern end of the property fronting Barton Road.

Based on traffic count and speed data and the small volume of additional traffic generated by the new development, along with an inspection of the road and surrounding areas, it is identified that the general operations of the street, as currently operating, will not have any noticeable level of service loss.

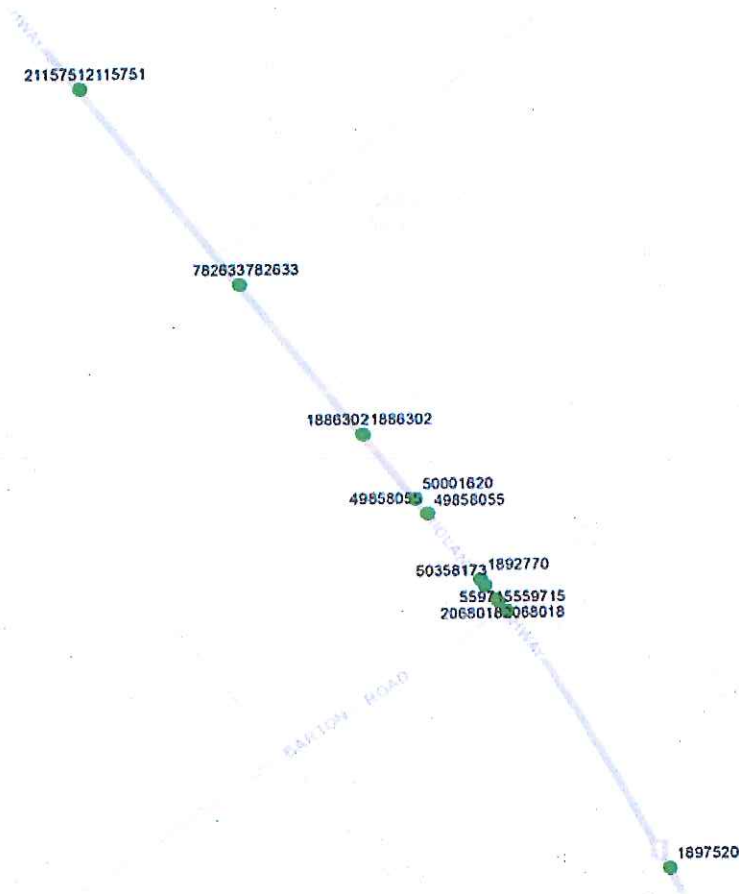
4.4 Crash History

DSG advised no crashes reported in Barton Road in the vicinity of the subject site in the last 5 years, however there were crashes reported in the vicinity of the junction with Midland Highway. These isolated incidents imply that the current traffic volumes and general arrangements for the surrounding area and the site, are currently operating satisfactory. (See Figure 12 for Crash details & Figure 13 for Crash Locations)

Table 1 - Crash history details

Crash No.	Crash Date	Severity	Description	Location	Light Cond.	Surface	Units	Unit Types
1219888	18-Dec-2015	Property Damage Only	Property Damage Only	Intersection of Barton Rd and Midland Hwy. Epping Forest	Daylight	Sealed	2	2 x Light vehicles
1886302	31-Jul-2016	Minor	Minor	Midland Highway, Epping Forest	Dawn / Dusk	Sealed	2	2 x Light vehicles
1892770	17-Aug-2016	Minor	Minor	Midland Highway, Epping Forest	Daylight	Sealed	1	1 x Heavy vehicle
1897520	29-Aug-2016	Serious	Serious	Midland Highway, Epping Forest	Daylight	Sealed	1	1 x Light vehicle
1999069	20-Jan-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	3	3 x Light vehicles
2068018	11-Jul-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	2 x Light vehicles
2115751	10-Nov-2017	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	2 x Light vehicles
49858055	04-Feb-2019	Property Damage Only	Property Damage Only	Midland Highway, Epping Forest	Daylight	Sealed	2	1 x Light vehicle 1 x Heavy vehicle
50001620	01-Mar-2019	Minor	Minor	Midland Highway, Epping Forest	Daylight	Unsealed		1 x Light vehicle
50232802	02-Sep-2019	First Aid	First Aid	Intersection of Barton Rd and Midland Hwy, Epping Forest	Daylight	Sealed	2	2 x Light vehicles 1 x heavy vehicle
50358173	28-Nov-2019	Minor	Minor	Midland Highway, Epping Forest	Daylight	Sealed		1 x Light vehicle 1 x heavy vehicle

Figure 13 - Crash Locations



4.5 Road Safety Review

Based on sight observations and the information regarding crash history, the road network in this area appears to function satisfactorily, and provides appropriate width and manoeuvrability based on the TSD-R09-V1, road hierarchy and the limited traffic numbers.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

5. Traffic Impacts

5.1 General

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network.

5.2 Trip Generation & Distribution

In order to analyse the impact of the development on the existing transport infrastructure, it is necessary to assess the number of trips likely to be generated to and from the site and where they are likely to travel. In relation to the drive-thru coffee outlet, cases studies undertaken by Bitzios Consulting of 10 drive-thru coffee outlets in New South Wales (various locations including rural for the RTA) revealed an average peak queue of 6 vehicles which occurs in the morning peak hour. At all other times, queues of no more than 3 vehicles were recorded. The development plans show that 6 vehicles can comfortably queue within the drive through lane without impacting on the circulation of the overall site.

5.3 Trip Generation

As the proposed development does not include a large-scale McDonalds or similar, rather a small take away style tenancy, it is not expected that the tenancy will generate this level of traffic.

Therefore, for the purposes of this assessment, it will be assumed that during peak periods, based on the Bitzios study, trip generation is considered on the maximum level. This being 130 movements anticipated during the peak hour. Due to the nature of the business however, the coffee shop will peak in the AM, with half the morning peak volumes expected in the afternoon peak. Movements will be equally split between inbound and outbound.

The anticipated traffic volumes are outlined in the Table below.

Table 2 - Unique Trips Traffic Generation - Coffee Shop

Direction	Weekday Am Peak	Weekday PM Peak
Inbound	65	33
Outbound	65	33
Total	130	66

Traffic generated from the site is likely to provide a minor increase in vehicle movements along Barton Road, Midland Hwy and the wider network.

The existing Barton Road can easily accommodate this small increase in traffic, based on site inspections and authors understanding and local knowledge of the area and site.

Due to the development not being seen as a major contributor resulting in a dramatic increase in traffic volumes being generated, further off-site impacts are not considered.

5.4 Surrounding Road Impacts

The assessment of the impact of the proposed development on the road network has been undertaken. Due to the limited additional traffic being generated from the development, volumes are not considered material and would have limited impact on the wider road network. As such an assessment of additional road network parameters beyond the site are outside the formal responsibility of this report.

6. Impact on Road Network

6.1 Impact on Liveability, Safety & Amenity of the Local Area

The additional traffic introduced by the proposal (130 vph) is minimal and can be easily absorbed by the road at peak times with gaps in the traffic flow. The proposal has negligible impact on the operation of Barton Road or the Midland Highway.

Impact on road users is minimal including public transport, pedestrians, cyclists and motorists. Traffic generated by the proposal will not impact above ground services nor will increase environmental impacts such as noise, visual and pedestrian amenity. Barton Road has street lighting and does not require additional roadside furniture such as directional signs and fencing.

6.2 Parking Assessment

Refer section 7.

6.3 Sight Distances

A sight specific assessment on the site was undertaken to review sight distance with consideration of the NMC Planning Scheme requirements and in accordance with Clause 3.4 of *Austrroads Guide to Road Design Part 3: Geometric Design*. Sight distance is measured along the carriageway from the approaching vehicle to the conflict point.

The posted speed limit on Barton Road is 60km/h in the vicinity. Sight distance requirements are summarised in Table E4.7.4 of the NMC Interim Planning Scheme and indicate a SISD of 105m for 60Km/Hr.

As noted from photos and measured on site for the proposed site access, SISD is achieved in looking right toward the west, whilst to the right looking towards the east, sight distance is limited due to the intersection with Midland Hwy and is deemed suitable.

Acceptable Solution A1 for E4.7.4 is considered to be met for the proposed access.

6.4 Pedestrian and Bicycle Movements

The proposed development is not likely to generate a pedestrian movements outside of the site, therefore no consideration has been given for the external pedestrian and bicycle movement areas.

6.5 Road Safety & Traffic Service

Due to the sight distance deemed to be met with regards to the Planning Scheme, road safety appears not to be compromised by the establishment of the entrance and exit points.

Traffic service is believed to be adequate with the existing infrastructure based on the low traffic volumes. There is sufficient spare capacity in the surrounding road network to absorb the small predicted increase in peak hour traffic generated from the proposed development.

6.6 Intersection Sight Distance

Sight measurements were taken to evaluate the proposed Safe Intersection Sight Distance. These indicated:

Driveway	SISD Right	SISD Left
Entry (western side of boundary)	In excess of 105m	59.7m (limited by intersection)
Exit (eastern side of boundary)	In excess of 105m	94m (limited by intersection)

Under the Planning Scheme 105m is required each way however noting the intersection interface with the midland highway this is deemed satisfactory.

6.7 Delivery Vehicles

Refer section 7.

6.8 Public Transport

Not required to be addressed.

6.9 Summary of Assessment against Planning Scheme

The Northern Midlands Council Interim Scheme 2013, Codes E4 and E6 is covered in Section 8.

7. Parking Assessment

7.1 System Design

The Northern Midlands Council Parking Code incorporates different parking rates for specific land use components. As the development relates to an improvement in facilities, the assessment needs to have regard that a certain number of car spaces be provided for each development type based on a set of criteria, e.g. number of bedrooms per unit in a residential area.

Particular provisions are also included for car parking in areas and for those uses that require pick-up, set-down, loading areas, lighting, landscaping and provision for manoeuvring of vehicles on the site. Each use may therefore have a certain number of car parking spaces as well as access requirements for the use.

The proposal has allowance for 30 car park spaces and 4 truck parking spaces within the development.

7.1.1 Bicycle Parking

Nil required due to type of operation.

7.1.2 Parking for People with Disabilities

Performance Solution P1, of Schedule E6.7.4 of the Planning Scheme requires that the relevant provisions of the Building Code of Australia are satisfied.

7.1.3 Access

Access to the site from Barton Road is proposed via a dedicated driveway for entry and exit. Safe Intersection Sight Distance (SISD) has been accessed as suitable.

7.1.4 Internal Design

The internal design complies with the requirements of AS2890.1 and incorporates the following key components:

- Parking spaces are generally 2.5 metres in width with a minimum aisle width of 5.5 metres;
- Circulation within the site and access to parking spaces can be readily accommodated.

In summary, the internal design is considered satisfactory and will provide a level of amenity.

7.2 Development Parking Requirements

The Northern Midlands Council Interim Scheme 2013, Code E6 requires 1 space per 30m² of net floor area parking for development. The net floor area being 300m² (ALLOWANCE FOR SEATING AREA OUTSIDE). Therefore 10 parking spaces required for the coffee outlet. As such the net parking spaces are 30.

Based on the above assessment, the proposed development meets the requirements of the Performance Criteria, P1, of E6.6.1 of the Planning Scheme.

Based on the above, the response to the code is covered in Section 8.

8. Planning Scheme Response

The Northern Midlands Council Interim Scheme 2013, Codes E4 and E6 requires addressing for the development. Based on the above the following response is offered to Codes E4 & E6.1:-

E4 Road and Railway Assets Code

E4.6.1 Use and road or rail infrastructure

Objective

To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solutions	Performance Criteria	Response
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected. A2	Access point is 59.7m therefore complies A1.
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	Not Applicable

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

Objective:

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

- ensure the safe and efficient operation of roads and railways; and
- allow for future road and rail widening, realignment and upgrading; and
- avoid undesirable interaction between roads and railways and other use or development.

Acceptable Solutions	Performance Criteria	Response
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and children's play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise,	Complies with A1 & A2 as development is in excess of 80m from the railway crossing and in excess of 50m of Category 1 road.

	<p>air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>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.</p>	
--	---	--

E4.7.2 Management of Road Accesses and Junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solutions	Performance Criteria	Response
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.	Complies A1.

E 4.7.3 Management of Rail Level Crossings

Not applicable

E 4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective:

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable Solutions	Performance Criteria	Response
A1 Sight distances at <ul style="list-style-type: none"> a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained. 	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.	Complies A1.

E6 Car Parking and Sustainable Transport Code

E6.6.1 Car Parking Numbers

Objective:

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

Acceptable Solutions	Performance Criteria	Response
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone). 	<p>P1 The number of car parking spaces V provided must have regard to:</p> <ul style="list-style-type: none"> a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land. 	<p>Complies as provision for 10 car park spaces and 4 truck parking spaces</p>

E6.6.2 Bicycle Parking Numbers

Objective

To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria	Response
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>	N/A due to nature

E6.6.3 Taxi Drop-off and Pick up

Objective

To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.6.4 Motorbike Parking Provision

Objective

To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria	Response
<p>A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</p>	<p>P1 No performance criteria.</p>	Not applicable.

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective

To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <ul style="list-style-type: none"> 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. 	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions..</p>	Complies A1.

E6.7.2 Design and Layout of Car Parking

Objective

To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Acceptable Solutions	Performance Criteria	Response
<p>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</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p> <p>P1</p>	<p>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:</p> <ul style="list-style-type: none"> a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking. 	Complies A1.
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> 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 	<p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic. 	Complies A2.

A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.		
---	--	--

E6.7.3 Car Parking Access, Safety and Security

Objective

To ensure adequate access, safety and security for car parking and for deliveries.

Acceptable Solutions	Performance Criteria	Response
A1 Car parking areas with greater than 20 parking spaces must be: <ul style="list-style-type: none"> a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs. 	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: <ul style="list-style-type: none"> a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site. 	Not Applicable.

E6.7.4 Parking for Persons with a Disability

Objective

To ensure adequate parking for persons with a disability.

Acceptable Solutions	Performance Criteria	Response
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 The location and design of parking spaces considers the needs of disabled persons, having regard to: <ul style="list-style-type: none"> (a) the topography of the site; (b) the location and type of relevant facilities on the site or in the vicinity; (c) the suitability of access pathways from parking spaces, and (d) applicable Australian Standards. 	Allowance for disabled spot. Complies A1
A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	P2. No performance criteria.	

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

Objective

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

Acceptable Solutions	Performance Criteria	Response
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>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.</p>	<p>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</p>	Not applicable

E6.8.2 Bicycle Parking Access, Safety and Security

Objective

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

Acceptable Solutions	Performance Criteria	Response
<p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <p>a) be accessible from a road, footpath or cycle track; and</p> <p>b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</p> <p>c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and</p> <p>d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</p> <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	<p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>	A1.1 Complies.
<p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <p>i) 1.7m in length; and</p> <p>ii) 1.2m in height; and</p>	<p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p>	Not required

iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.		
--	--	--

E6.8.5 Pedestrian Walkways

Objective

To ensure pedestrian safety is considered in development.

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

9. Other Impacts

9.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact;
- Community Severance and Pedestrian Amenity;
- Hazardous Loads;
- Air Pollution, Dust and Dirt and Ecological Impacts;
- Heritage and Conservation Values.

9.2 Street Lighting and Furniture

Street lighting is not present in the existing condition. It is not proposed to add any new street lighting.

9.3 Internal Layout

Consideration in the civil design needs to be given to cross falls entering into driveways and will be formalised in the final Civil design.

9.4 Footpaths and Access Ramps

None required.

10. Summary

This Traffic Impact Assessment (TIA) has been prepared by Ridsen Knightley of RJK Consulting Engineers on behalf of D & L Routley for 13790 Midland Highway, Epping Forest, within Northern Midlands Council, Tasmania. The intention of the Traffic Impact Assessment is to support a Development Application and provide improved facilities for users of the development.

The report is summarised as follows:

- The assessment has reviewed the adjacent accesses directly affected, the immediate road network serving the area, road conditions and crash history. No significant traffic safety issues were apparent;
- Within the site there is adequate parking;
- The relative increase in traffic associated with the proposal will be minimal and is acceptable noting adequate SISD is achieved and does not compromise safety;
- The proposed development network is generally in accordance with Northern Midlands Council Interim Planning Scheme;
- The increased traffic experienced by Barton Road is assessed as within the acceptable range in terms of impact on local amenity. The local road network is assessed as being able to cope with the increased traffic activity;
- The access and internal design aspects of the proposal be designed to satisfy the requirements of AS 2890.

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily. This report demonstrates that the proposed development can be satisfactorily accommodated within the existing road network and the future road hierarchy adopted for the area.

11. Regulatory Feedback

11.1 Council Feedback

Council advised traffic data via email on 14 October 2020.

11.2 DSG Feedback

DSG provided crash statistics, with 11 reported crashes in the last 5 years in the vicinity of the site.

12. Conclusion

This TIA has investigated the potential impacts for the creation of the office development.

Key conclusions are:

- The access point is located as per the attached plan. The access is constructed to Council rural standards as per the Tasmanian Standard drawing series;
- Traffic services is deemed adequate for by the road and access arrangements as proposed and will be satisfactory in servicing the development;
- Sound SISD is available generally based on the site assessment;
- Available street parking satisfies the performance solution;
- No other planning scheme requirements are outstanding.

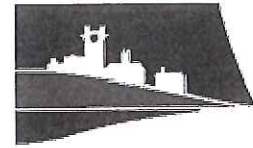
I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.



Ridsen Knightley

BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X

Our ref: 303600.02; PLN-20-0286
Enquiries: Erin Miles



**NORTHERN
MIDLANDS
COUNCIL**

18.12.2020

L Percival
P.O. Box 1018
LAUNCESTON 7250
via email:

Dear Ms Percival

Additional Information Required for Planning Application PLN-20-0286- Take away coffee shop, signage, church restoration, landscaping, carpark and access at Fairfield, 13790 Midland Highway, Epping Forest

I refer to the abovementioned application, which has been further reviewed by Council's Planners. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- Dimensioned site plan to scale, including setbacks to property boundary
- Landscape plan including any vegetation removal & species
- Details of church restoration works
- Container elevations including signage design and location on building
- Staff toilet elevations
- Proposed operating hours for coffee shop
- Plaque details and location – to be shown on site plan.

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to planning@nmc.tas.gov.au and referenced with the planning application number PLN-20-0286. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Erin Miles
Development Supervisor

From: "TasWater Development Mailbox" <Development@taswater.com.au>
Sent: Tue, 16 Feb 2021 10:21:15 +1100
To: "NMC Planning" <planning@nmc.tas.gov.au>
Subject: TasWater Advice RE: Planning Authority Notice, TWDA 2021/00160-NMC, for Council permit PLN20-0286

Dear Sir/Madam

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater has assessed the application for the above mentioned permit and has determined that the proposed development does not require a submission from TasWater.

If you have any queries, please contact me.

Regards

Phil Papps
Senior Assessment Officer



D
F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
E phil.papps@taswater.com.au
W <http://www.taswater.com.au/>

Have I been helpful? Please provide feedback by clicking [here](#).



**THANKS
IS ENOUGH**



Tasmanians are often keen to say thanks to our employees for a job well done. Instead of a gift, we'd prefer that you send us a simple card, a letter or an email. We'd appreciate it!

Disclaimer

This email, including any attachments, may be confidential and/or legally privileged. You must not use, access or disclose it other than for the purpose for which it was sent. If you receive this message or any attachments or information in it in error, please destroy and delete all copies and notify the sender immediately by return email or by contacting TasWater by telephone on 136992. You must not use, interfere

From: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Sent: Tuesday, 9 March 2021 3:38 PM
To: Erin Miles <erin.miles@nmc.tas.gov.au>
Subject: RE: Epping forest coffee shop

Erin,

DSG have indicated that the road layout is suitable for the right turn movement. They have experienced traffic staff so I would be prepared to accept their advice on this.

As discussed they have recommended widening the Barton Rd intersection and this would be the ideal outcome but I would agree with your comments that it is probably difficult to justify that for a container coffee shop.

With regards to the access I would suggest the following condition.

*An access is to be constructed to the property from Barton in accordance with TSD-R03.
The access must be constructed from suitable road building gravel
A driveway crossover application form must be completed prior to the commencement of any works on site.*

Regards,

Jonathan Galbraith



Engineering Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania
7301
T: (03) 6397 7303 | M: 0400 935 642 | F: (03) 6397 7331
E: jonathan.galbraith@nmc.tas.gov.au | W:
www.northernmidlands.tas.gov.au

**employer
of choice**

Tasmania's Historic

Rosemary Jones

From: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Sent: Monday, 8 February 2021 12:13 PM
To: NMC Planning
Cc: Development; Skeggs, Georgina
Subject: RE: Referral to Department of State Growth of Planning Application PLN-20-0286 - Fairfield, 13790 Midland Highway, Epping Forest TAS 7211

Follow Up Flag: Follow up
Flag Status: Flagged

Our Reference: D21/25708

Dear Rosemary,
Thank you for your e-mail regarding the above matter.

The Midland Highway in this vicinity is a declared Limited Access road. In this regard, I forward the following requirements;

- In contrast to the comments on page 3 of the Traffic Impact Assessment (TIA), there is no legal access from the land in question to the Midland Highway. Therefore, the existing and illegal access onto the Midland Highway must be closed by removing the existing gate and replacement with permanent fencing so that all access be via Barton Road only.
- The Midland Highway must not be utilised for business related parking and no pedestrian access between the development and the Midland Highway.
- No advertisement of the business will be permitted within the Midland Highway reservation, either permanent or temporary.
- Although there are suitable passing facilities for right turning traffic at the Midland Highway / Barton Road junction, the TIA fails to address turning requirement at the junction. The TIA also fails to address the narrow width of the junction in relation to business related trucks turning in and out of the junction. The junction must be widened to suit the turning trucks to and from the proposed development.

It is noted that the TIA states on page 4 that the land in question is currently zoned Local Business whilst the *TheList* indicates Rural Resource under the *Northern Midlands Interim Planning Scheme 2013*. If the proposed use is discretionary and allowable by Council, the above requirements must be addressed by the developer. I also understand that Council will be addressing the suitability of the car park design for this development.

If you have any further queries regarding the above matter please let me know.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Network Management | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



Rosemary Jones

From: Rose Enniss <
Sent: Friday, 12 February 2021 9:00 AM
To: NMC Planning
Subject: Barton Rd development

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

This email is in regards to the new proposed development at Barton Rd Epping Forest. I would like to voice two of my main concerns.

Firstly, with the entrance and exit on Barton Rd I am very concerned about the increase in traffic. Barton Rd is already terribly difficult to pull into and out of, from the highway. It's notorious for near misses and accidents. Plus the large vehicles, mainly trucks that stop on the Barton Rd side of the highway, where the no standing signs are already displayed, make it impossible to safely exit Barton Rd. Not to mention the poor quality of the road, especially the southern side corner. It is in desperate need of repair. The potholes there are extremely dangerous and with increased traffic will only deteriorate more.

Secondly, the complete loss of our privacy. Our property is directly opposite the entry/exit of this development. Directly opposite our home. We already struggle with the highway and shop with their rear car park exit/entry looking straight into our kitchen/dining. The lights from vehicles at night terrible. Also, with the train line behind our property and your new water development plant on our southern boundary, the tiniest little bit of privacy we had left will now be completely gone. The driveway is directly opposite our home and looks straight into our lounge, sunroom and 2 bedrooms. Loosing the last of our privacy, having the issue of added noise and again the vehicle lights shining on our home is something we are quite honestly very upset, and concerned about, as I'm sure you can understand. This is something our family feels very strongly about, and are hoping we can come to some sort of agreement. The only plausible 'fix' to this, would be for a high fence to be placed on Barton Rd side of our property, by the developers, to hopefully combat some of the afore mentioned issues.

I am looking forward to your reply.
Kind regards
Rose Enniss

PLANNING REF: PLN-20-0286
THC WORKS REF: #6451
REGISTERED PLACE NO: #4995, #7983
FILE NO: 10-47-52THC, 10-54-72THC
APPLICANT: Lindell Percival
DATE OF THIS NOTICE: 2 February 2021

The Place. Fairfield, 13790 Midland Highway, Epping Forest.

St Andrews Church, 13790 Midland Highway, Epping Forest.

Proposed works. Takeaway coffee outlet, demountable shipping container.

We the owners of 12 Barton Road Epping Forest Tasmania 7211 strongly object to the proposed construction of a café as outlined in Planning Ref: PLN-20-0286 for the following reasons and concerns.

1. The proposed café is unnecessary as there is an existing business within a very short proximity to the proposed development to services and supplies the needs of the area with those that a café does. Food, drink, toilets etc.
2. Has the developer provided data that demonstrates a need for a second café to service a population (Epping Forest) of approx. 71 residents.
3. The close proximity of the café development to 12 Barton road is not acceptable to us because the area consists of residential occupancy and not commercial concerns. We recently purchased 12 Barton Road because it is in a residency, low density population area. In having a Café concern operating this is not in keeping with the established residency, nature and characteristics of the area.
4. The use of a shipping container is clearly not in keeping with the other buildings in the area of Epping Forest and would be a slight on the nature and character of the area.

Chris and Lynette Ellery

15/02/2021

Att Des Jennings

General Manager

Northern Midland Council.

We wish to make written representation in relation to PLN-20-2086.

As the owners and operators of Caltex Epping Forest and having a full understanding of the vehicle movements that we have on our site.

As can be appreciated Caltex Epping Forest is the largest truck stop on the Midlands Highway and because of its location many trucks and B doubles stop at the site for their breaks as it is approximately 2 hours from Burnie and 2 hours from Hobart.

The major concern we have is that we have an entrance and exit onto the Midlands Highway both on the north side of Barton road and the southern side of Barton Road.

As you would be aware Epping Forest is an 80KM speed limit but there are trucks entering and leaving from 4.00 am till 8.00pm during the week and 5.00 am till 8.00pm weekend days.

Barton road is a T intersection onto the Midlands Highway and any south bound traffic turning into Barton road usually have to stop on the road to wait for any north bound traffic to pass.

There is not enough room for south bound vehicles that are behind any vehicle turning into Barton road to slip past them.

We also note that toilet facilities are for staff only and in one of the containers and we have concerns that people will come across and use our toilet facilities.

As everyone can appreciate that Epping Forest has no sewage system and we use a septic system which costs a lot to maintain and this will only add to our costs in association with our system.

Regards Michael Geeves



Denise Walker