

PLAN 1

PLANNING APPLICATION PLN-21-0152

80 MAIN ROAD, PERTH

ATTACHMENTS

- Application & plans
- Responses from referral agencies
- Representations, applicant's response, representors' responses.

1-191
PLANNING APPLICATION
Proposal

Description of proposal: CHANGE OF USE FROM SERVICE
INDUSTRY TO FOOD SERVICES, EXISTING
CARSTAKER DWELLING TO BE RETAINED
VARY PARKING REQUIREMENT

(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: 80 MAIN ST PERTH

CT no: 231111/1

Estimated cost of project \$120,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes - main building is used as

If variation to Planning Scheme provisions requested, justification to be provided:
CAR PARKING (SEE PLANNING REPORT)

(attach additional sheets if necessary)

Is any signage required? SIGNAGE NOT INCLUDED
(if yes, provide details)

ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 105
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE—REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.
3128 8

Cert. of Title Vol. 733 Fol. 91

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

[Signature]

Recorder of Titles.



DESCRIPTION OF LAND

TOWN OF PERTH
TWENTY FOUR PERCHES AND SEVEN TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

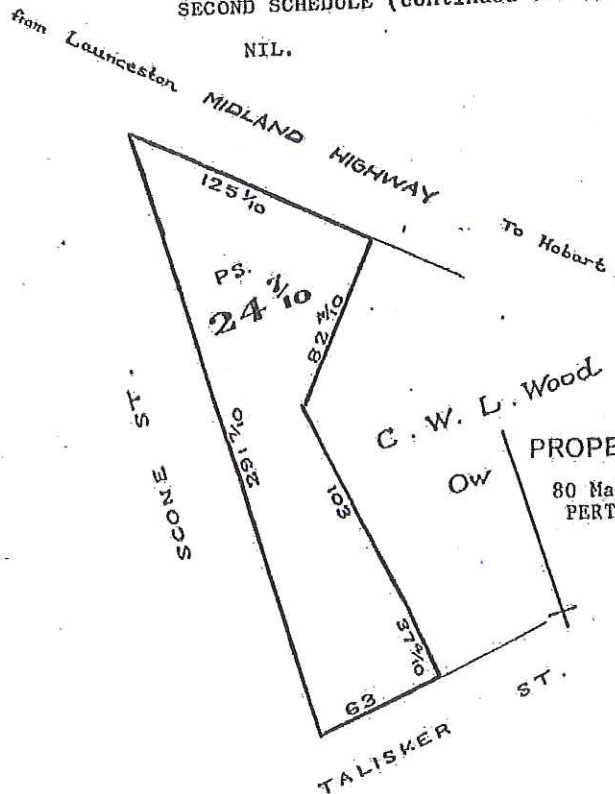
VINCENT FREDERICK McWILLIAMS of Perth, Garage Proprietor
and EVA JOYCE McWILLIAMS his wife

SECOND SCHEDULE (continued overleaf)

NIL.

THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.
Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER
231111



Part of 1rd. 25. 1/2 ps. Section N.n. Gtd. to D.A. Grose. Meas. are in
FIRST Edition. Registered 174/290
Derived from C.T. Vol. 733 Fol. 91 - Transfer A21153 R.J. Allen & am.

NORTHEN		12-1105 CCD	
File No.			
Property			
Attachments			
REC'D		7 JUN 2021	
GM		PLN	
P&DM		BLD	
Chw		MYR	
WM		EA	
HR			
HLT			

11 PAUL/ERIN,

WAS HOPING TO DISCUSS THE FOLLOWING HOWEVER WANT TO LEDGE THIS TODAY :-

- 1) ERIN - THIS IS THE APPLICATION YOU DISCUSSED WITH ROD WYKER SOME WEEKS AGO. ALL COMMUNICATION TO ROD PLEASE.
- 2) IN REGARD TO THE POSSIBLE CONTAMINATION INCLUDED ARE EXTRACTS FROM WORK CARRIED OUT BY B.P. IN REMEDIATING & SIGNING OFF OF THE SITE, THE FULL REPORT (NEARLY 400 PAGES) IS AVAILABLE IN ONE HARD COPY ONLY - SEEMS A BIT EXCESSIVE!!
- 3) SECTION 337 HIGHLIGHTS THE SOLAR PANELS n NEED FOR D.A. - WE ASSUME YOU HAVE SERVED NOTICE ON CURRENT OWNER TO RESIGN? ROD'S SOLICITOR IS TALKING TO THEIR SOLICITOR ON THIS MATTER. WE NEED TO KEEP THE TWO ISSUES SEPARATE.

ANY ISSUES PLEASE RING
Ian Abernethy 0417 233 732

(ROD HAS ASKED ME TO HELP
LEDGE THIS)



Tasmania's Finest Handcrafted Cheeses

**Report to Support
A Development Application**

80 Main St Perth

For

Mr Rodney Wyker

May 2021

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Purpose of this report

The purpose of this report is to support a Development Application to Change the use of a building within Perth Township.

Proposal

It is proposed to relocate a specialist, boutique cheese producer from Invermay to a site in Perth – 80 Main St. The proposal relates to a change of use from a motor vehicle repair centre to one which packages cheese.

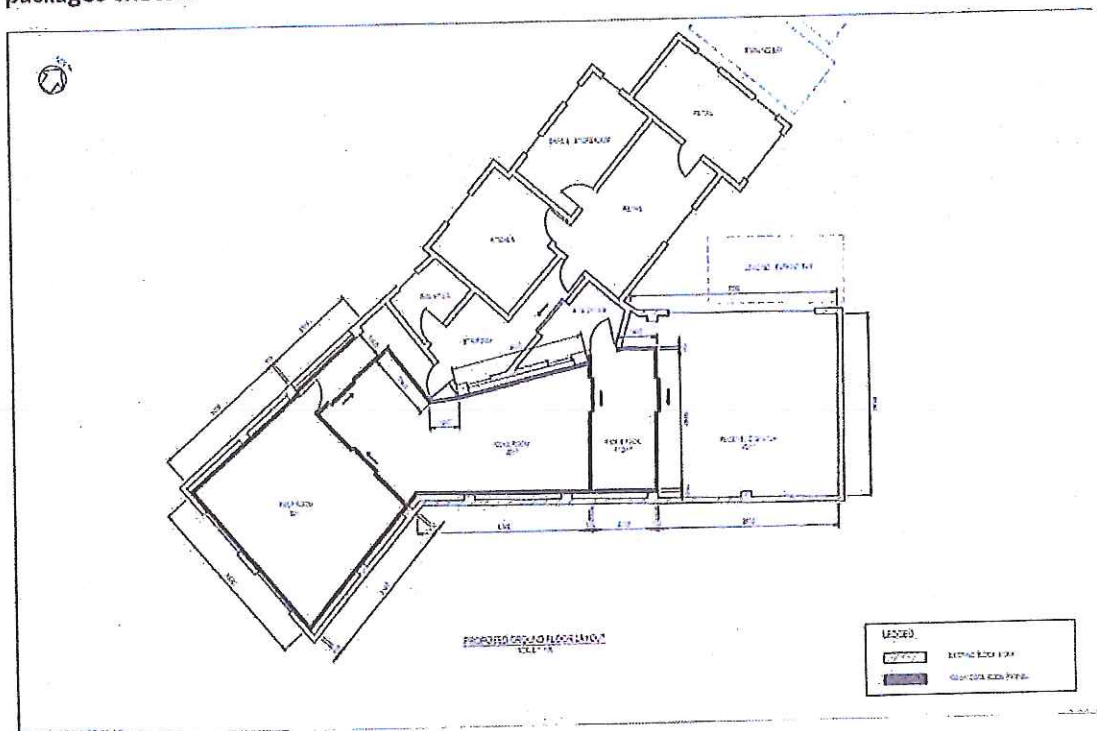


Figure 1 Proposed Floor Plan -source Pitt&Sherry

Operational Matters

The Southern Sky Cheese Company Pty Ltd was founded by Rod Wyker, a crafter of fine cheese and dairy products. In part born of his love and passion for specialty dairy products, and Tasmanian produce.

Rod is a recognised leader and educator in specialty cheese and foods in Australia with a career spanning over thirty years. He has designed and implemented strategies for the development, production, and packaging of many of Australia's leading specialty cheese brands.

Perth has been selected for the boutique use because Rod sees the opportunities for boutique development brought about by the by-pass and the gentrification of the township through new developments in the area.

Operationally the following matters are relevant:

Current Employees	2.5 EFT	Proposed Employees	3.5EFT (Retail increase)
Current Hours	7am – 4pm Mon to Sat. No Sunday or Public Holiday	Proposed Hours	7am – 4pm Mon to Sat. 9am – 3pm. Retail - Three days a week 9am -4pm to begin with. Cheese and Tasmanian products, dependant on economic climate. But application will be for 7 day retail trading.
Truck (small insulated van)	1-2 per week	Truck (small insulated van)	1-2 week. Similar to current where we have most activities of this kind planned to one day of the week so as not to disrupt prep staff.
Current Packing Volume	10 - 12 tonne per annum	Proposed Packing Volume	10 - 12 tonne per annum
<p>Operational Priorities:</p> <ul style="list-style-type: none"> • Establish Presence on new site • Soft opening of retail outlet – build up over first year. • Establish Small cheese processing machine – no more than 600kg per annum. Use as part of retail experience – year 2 onwards • Integrate business with Perth Community groups, support local events with retail stalls, etc, run cheese making workshops – year 2 onwards • By year 3 – Southern Sky Cheese established as a destination for locals and visitors alike and openly supporting local events and markets. • Having a dwelling on site will allow the business to employ a site manager to deal with any power surge of outages which may impact on the operation of the coolers required for the operation. 			

Site and Title

The site under consideration is outlined in red below (from the Knight Frank Property Brochure).



Figure 2 Site Location - source Knight Frank Real Estate

The title details are:

Property Address	80 MAIN RD PERTH TAS 7300
Property ID	6745097
Title Reference	231111/1



Figure 3 Location of Site - source theLIST

Use of site and surrounding land

The Property Report produced by Knight Frank notes of the property:

80 Main Road Perth, is situated at the corner of Main Road and Scone Street and is central to the commercial; retail and services precinct.

80 Main Road, currently operates as a mechanical work-shop (Harry's Gearboxes and Differentials), and is eminently enhanced by a superbly renovated and presented, two level dwelling.

The workshop provides approx 150 sqm of floor area, supported by office / reception. and two street accesses. The dwelling spreads over two levels, giving three bedrooms, two living areas, two kitchens and two bathrooms, with 21st Century inclusions. The whole property further benefits from a vast array of solar-panels and the commensurate reduction in power bills.

Adjacent to the subject site are two dwellings:



Figure 4 Site as viewed from Main Road

Over Main Road are commercial properties:



Figure 5 Businesses opposite the subject site

Across Scone St are dwellings:



Figure 6 Dwellings, Scone St

Some more photos of the subject site and surrounds:

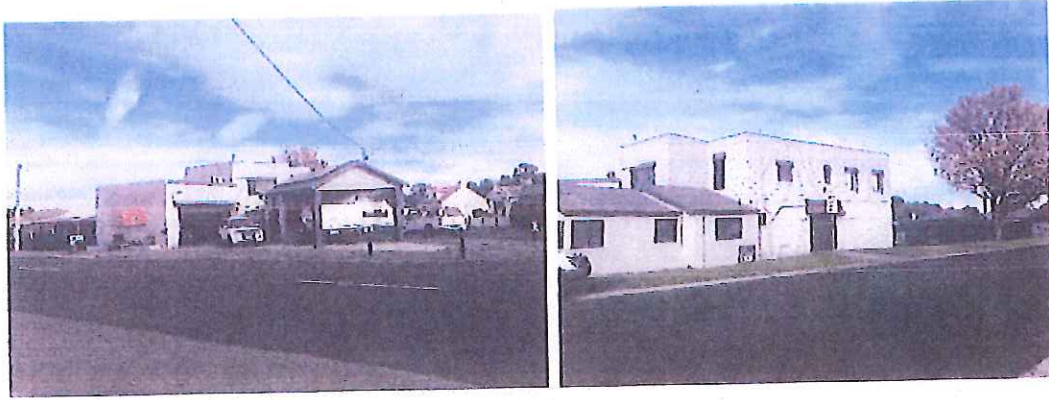


Figure 7 The site from Main St and Scone St



Figure 8 The neighbouring dwelling and the Post Office

Planning Scheme

The relevant Planning Scheme is the Northern Midlands Interim Planning Scheme 2013.

Definitions

Within the Planning Scheme are a series of definitions. Each use proposed must be considered and classed as one of the definitions. If there is no definition which fits the proposed use then the concept of "best fit" is enacted.

In this instance the definitions which need consideration are:

Resource processing - use of land for treating, processing or packing plant or animal resources. Examples include an abattoir, animal saleyard, cheese factory, fish processing, milk processing, winery and sawmilling.

Food services - use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

Resource processing can be applied where the primary product is processed on a site from first principles. What is being proposed is not the processing of cheese on this site – the cheese is made off-site to the unique Southern Sky recipes. The cheese will be delivered to the subject site in bulk slabs/rounds. It will be cut and packed on site for sale and distribution.

Therefore, the definition most appropriate in this case is Food Services – cheese is a food, it is being prepared for sale and consumption off-site.

There will be the opportunity for a small retail outlet on the subject site. Given the small footprint for the retail area this use can be classed as a use subservient to the main use and thus does not need to be considered as a use in its own right (Clause 8.2.2 of NMC Planning Scheme).

Zoning and Overlays

The site is zoned General Business (Blue) under the Planning Scheme. The land to the west of Scone St is zoned General Residential (Red) and Main Road zoned Utilities (Yellow):

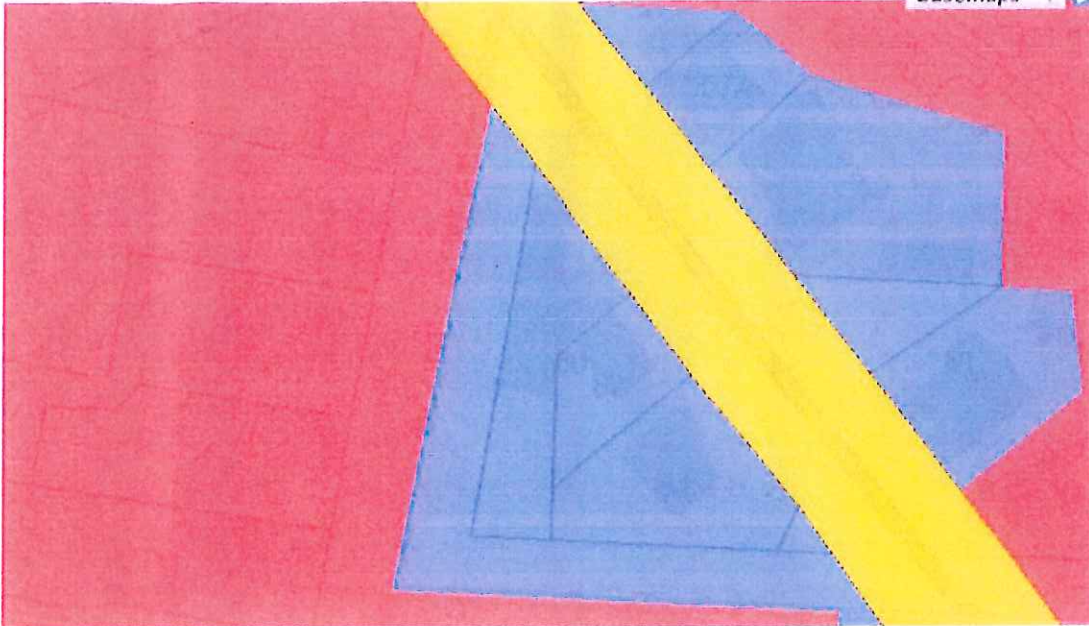


Figure 9 Zoning of site and surrounds - source theLIST

There are two Overlays impacting the site – Urban Growth Area and Heritage Precinct.

Zone Purpose

The purpose of the Zone is:

21.1.1.1 *To provide for business, community, food, professional and retail facilities serving a town or group of suburbs.*

21.1.1.2 *To create through good urban design:*

a) an attractive and safe environment; and

b) activity at pedestrian levels with active road frontages offering interest and engagement to shoppers and; and

c) appropriate provision for car parking, pedestrian access and traffic circulation.

The proposed use aligns well with the purpose of the zone.

The Local Area Objective relevant for Perth is:

To consolidate growth within the existing urban land use framework of the towns of Campbell Town, Longford and Perth.

To manage development in the General business zone so as to conserve and enhance the quality of the Heritage Precincts in the Campbell Town, Longford, and Perth town centres.

To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.

The proposal is making good use of an existing building. It is bringing a high value use to Perth which aligns well with the Local Area Objectives. The site is not within a Heritage Precinct.

Table of Uses within the Zone

Within the General Business zone Food Services is a Permitted Use. It will maintain that status provided it meets the Acceptable Solutions relevant to Use Standards.

Use Standards

Within the Zone are a series of Use Standards which need to be considered:

21.3.1 Amenity	
Objective To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles (except for visitor accommodation and recreation) must only operate between 6.00am and 10.00pm Monday to Sunday.	P1 Commercial vehicles (except for visitor accommodation and recreation) must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, odour, dust and illumination.
COMMENT – Complies with A1 – the operating hours are 7am until 4 pm for packing/cutting. Retail hours will be 9 am – 4 pm initially 3 days a week but with option to allow 7 day trading for retail.	
A2 Noise levels at the boundary of the site with any adjoining land must not exceed: a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.	P2 Noise must not cause unreasonable loss of amenity to nearby sensitive uses.
COMMENT – the cutting and packing of cheese is not a noise generating activity. To comply with Health Dept requirements the process happens in a room sealed from the outside area (to prevent contamination of product). Compliance can be claimed against A2.	

Development Standards

Within the Zone there a series of Development Standards which need to be considered.

There is no plan to alter or extend the external of the buildings

Codes

Within the Planning Scheme there a series of Codes which need to be considered. Only those deemed relevant will be addressed.

E6 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

- (a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and
- (b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and
- (d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and
- (e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and
- (f) provide for the implementation of parking precinct plans.

This code applies to all use and development of land.

In addition to the normal requirements of development applications and where car parking or sustainable transport facilities are required to be provided, a plan drawn to scale and dimensioned must be provided as part of the application showing:

- (a) all car spaces to be provided on the site (or being relied on as part of the development); and
- (b) access strips and manoeuvring and circulation spaces; and
- (c) all access strips onto the site from roads; and
- (d) details of the existing and proposed surface treatments for all car parking access strips and manoeuvring and circulation spaces; and
- (e) all facilities proposed for cycling or public transport users.

Whilst Council may require a TIA to support some applications – in this instance it is strongly argued that TIA in this instance is not required due to the small number of employees, deliveries and clients visiting the site compared to the current use. It is argued that if anything the numbers visiting the site will be reduced with the proposed use.

E6.6.1 Car Parking Numbers sets the number of spaces required by a use in order to comply with the Acceptable Solution:

Use	Car Parking Spaces	Bicycle Parking
Food services (restaurant, cafe, take-away)	1 space per 15m ² net floor area + 6 queuing spaces for drive through	1 space per 75m ² net floor area

With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces. There are currently three spaces on site and little room to expand on this.

Compliance therefore relies on Performance Criteria. Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area – there is no reason why this would not continue. That leaves the other 3 spaces for the 2.5EFT and any visitors. Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking spaces in preference to any parking on site. Car parking is not seen as a reason not to support this proposal.

No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside – the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building.

Heritage Precincts

The LIST map for the site and the Section 337 certificate form Council says the site is in a Heritage Precinct and thus the Heritage Code must be considered.

The definition of the Perth Precinct is as follows:

3 PERTH HERITAGE PRECINCT CHARACTER STATEMENT *The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.*

Application of the Code:

This code applies to use or development of land that is: a) within a Heritage Precinct; b) a local heritage place; c) a place of identified archaeological significance.

Exemption from the Code:

E13.3.1 The following use or development is exempt from this code:

a)

b)

c) Internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct

The only use standard relates to heritage listed buildings – this is not a heritage listed building.

No external alterations are proposed therefore Development Standards do not apply.

The Code needs no further consideration.

Urban Growth Area

Some comment on this is worthwhile:

There is no clear Code relative to Urban Growth Boundaries and what this really means. One therefore has to look through the Planning Schemes for clues.

3.2.5 Sub-regional centre

Perth will always be in a subordinate and supportive role to Launceston, but can be a convenient and effective sub-regional centre for residents, contributing to a lifestyle less dependent on commuting to Launceston for basic goods and routine services. Perth is the logical and most accessible location for the growth of services. It's position on the highway and centrality, the interactive character of the 3 towns (with Longford and Evandale), its less constrained geography, and the need over time to improve local commercial and community services to the population south of Launceston will in due course support sub-regional level commercial and community service developments at Perth. Consistent with regional strategy, NMC's Strategy and Scheme should respect the existing Perth settlement pattern and larger centres hierarchy.

Perth is the town with the most potential to consolidate residential growth and related commercial development due to its central location in the arc and its most strategic position on the major road system.

Support the development of new tourism product and services, infrastructure and commercial projects.

It can only be concluded that the proposal strongly supports and aligns with the statements above from the Planning Scheme.

Urban Growth Areas are more relevant to residential expansion as expressed by the quote from the Planning Scheme below:

Consolidate residential growth within the existing settlement pattern based on the urban growth boundaries of serviced centres and the directions established in Council's Development Plans [as reviewed and revised from time to time] for the major towns of Longford, Perth, Evandale and Campbell Town and Cressy.

State Policies

The following State Policies are currently in force:

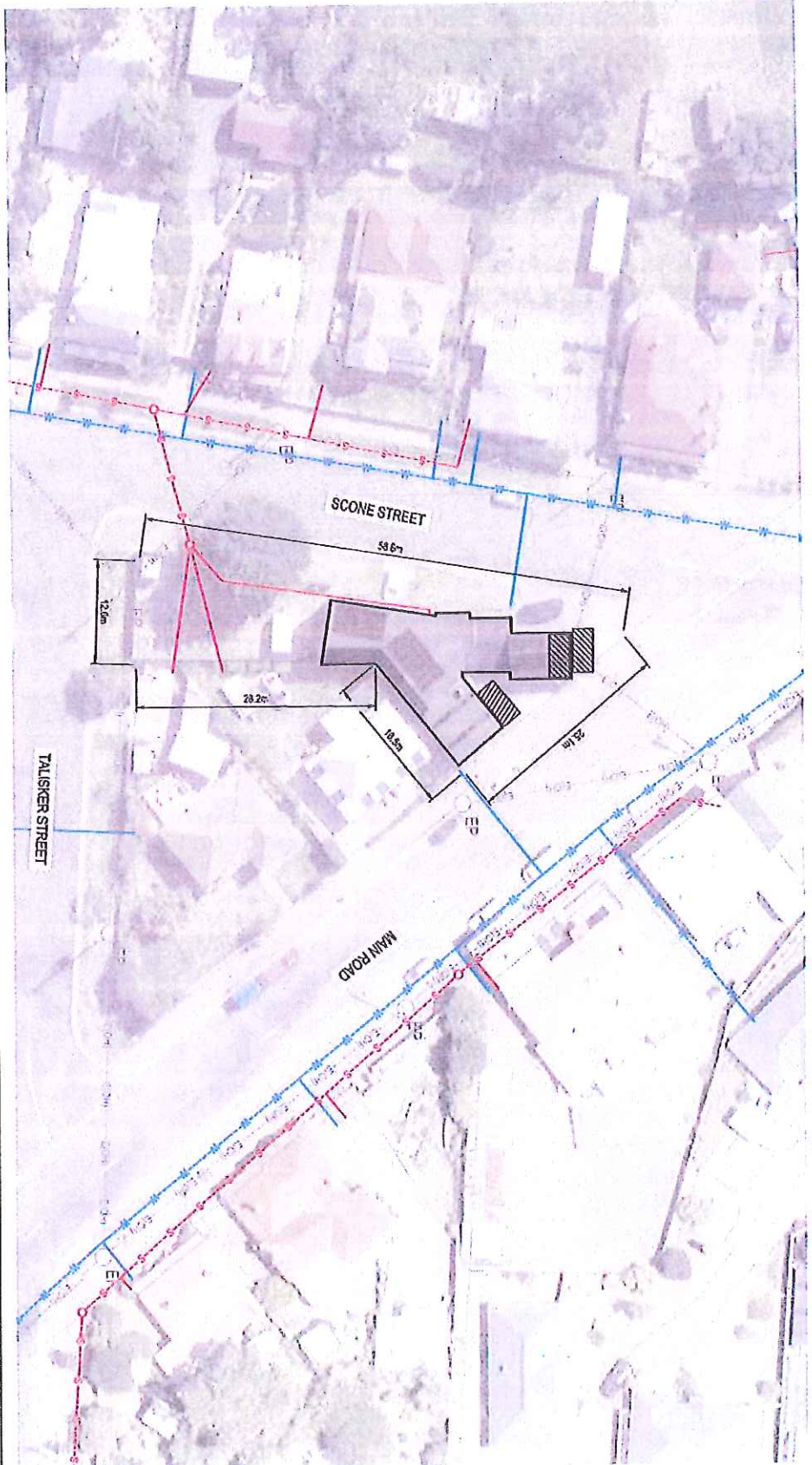
- Tasmanian State Coastal Policy 1986;
- State Policy on Water Quality and Management 1997;
- State Policy on the Protection of Agricultural Land 2009;
- National Environment Protection Council (Ambient Air Quality) Measure;
- National Environment Protection Council (Assessment of Site Contamination) Measure 1999;
- National Environment Protection Council (Movement of Controlled Wastes between States and Territories) Measure;
- National Environment Protection Council (National Pollutant Inventory) Measure; and

- National Environment Protection Council (Used Packaging Materials) Measure.

The proposed development is not known to conflict with or contravene any of the above State Policies.

Conclusion

This is a simple application to change the use of a building. The end product when fully developed will be a new retail venture for Perth. There are no valid planning reasons why this application should not be supported.



SITE PLAN
SCALE 1:500

LEGEND:

	EXISTING ELECTRICAL - OVERHEAD
	EXISTING WATER MAIN
	EXISTING SEWER MAIN
	EXISTING SEWER PROPERTY CONNECTION
	EXISTING PROPERTY BOUNDARIES
	EXISTING SEWER MANHOLE
	POLE - POWER
	EXISTING CAR PARKS

PROJECT DATA		DRAWING TITLE	
PROJECT NO.	PROJECT NAME	DRAWING NO.	DRAWING TITLE
01	SOUTHERN SKY CHEESE CO. 80 MAIN ROAD, PERTH FACTORY LAYOUT	100	SITE PLAN
DATE	PROJECT	DATE	PROJECT
15/01/2014	PRELIMINARY	15/01/2014	PRELIMINARY
DRAWING DATA		DRAWING DATA	
DATE	BY	DATE	BY
15/01/2014	AND IMA	15/01/2014	AND IMA
PROJECT DATA		PROJECT DATA	
PROJECT NO.	PROJECT NAME	PROJECT NO.	PROJECT NAME
01	SOUTHERN SKY CHEESE CO. 80 MAIN ROAD, PERTH FACTORY LAYOUT	01	SOUTHERN SKY CHEESE CO. 80 MAIN ROAD, PERTH FACTORY LAYOUT
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01	SOUTHERN SKY CHEESE CO. 80 MAIN ROAD, PERTH FACTORY LAYOUT	01	SOUTHERN SKY CHEESE CO. 80 MAIN ROAD, PERTH FACTORY LAYOUT

pitt&sherry

SOUTHERN SKY CHEESE CO.

80 MAIN ROAD, PERTH

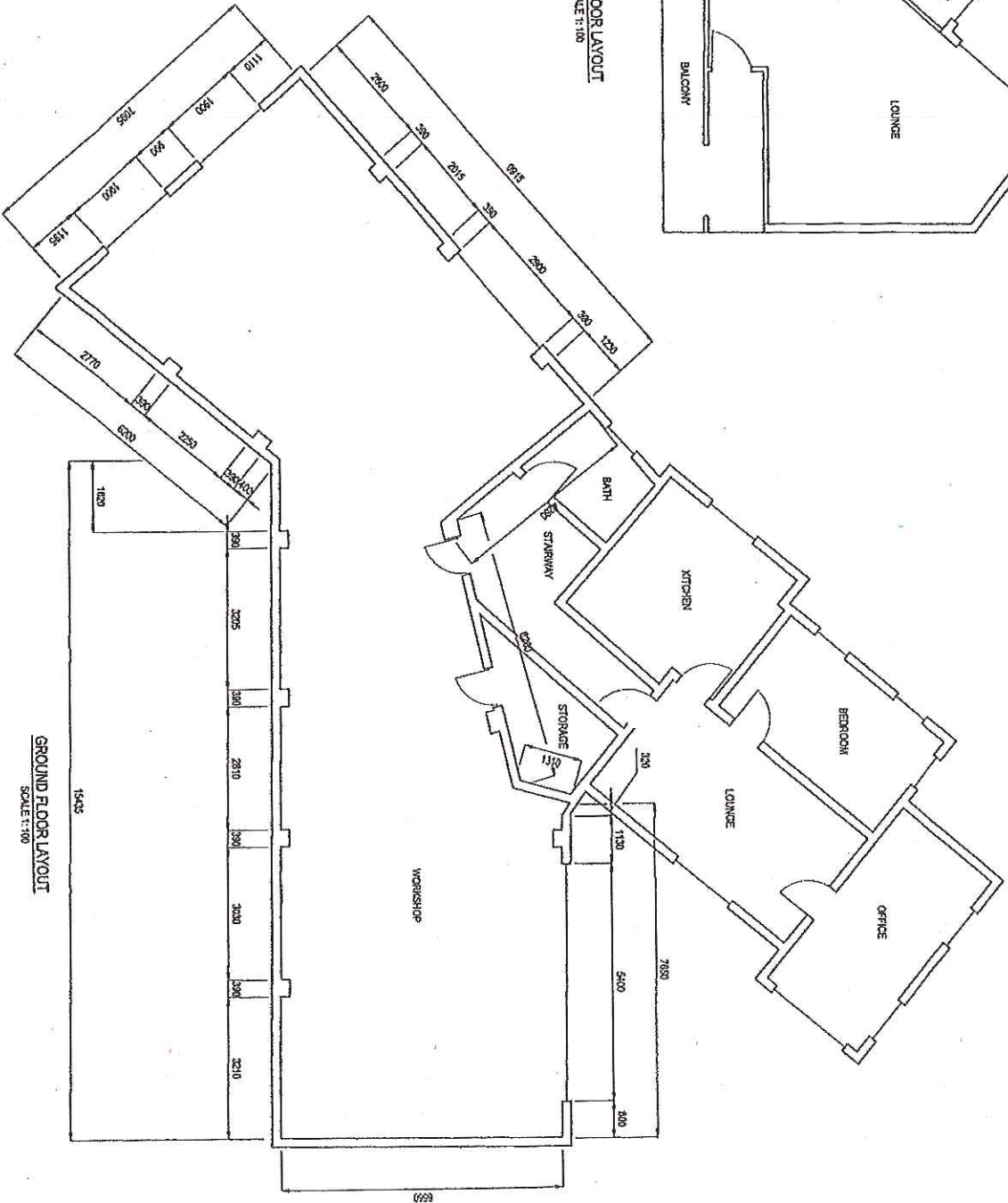
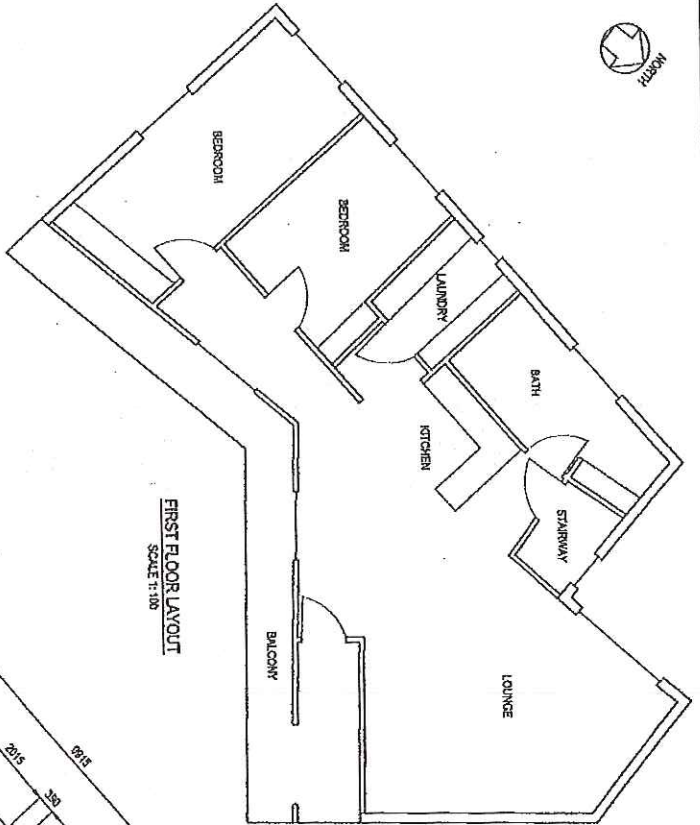
FACTORY LAYOUT

PRELIMINARY

SITE PLAN

AND IMA

AND IMA



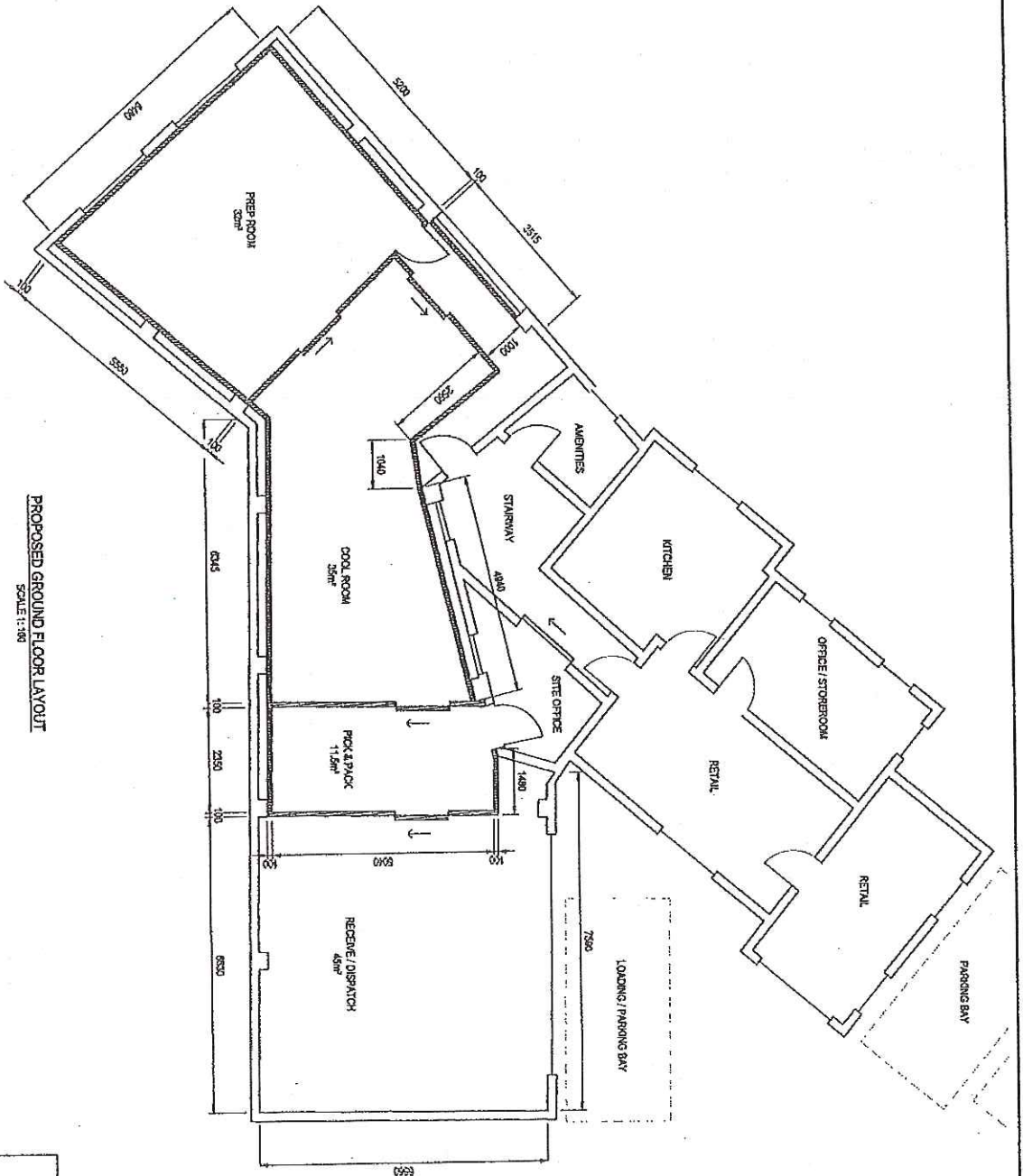
NOTE
1. NO CHANGES WILL BE MADE TO CURRENT RESIDENCE ON FIRST FLOOR

PROJECT DATA		DATE		SHEET NO.	
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99	REVISED			99	REVISED
100	REVISED			100	REVISED

pit&sherry

SOUTHERN SKY CHEESE CO.
80 MAIN ROAD, PERTH
FACTORY LAYOUT
PRELIMINARY

PRELIMINARY BUILDING LAYOUT
EXISTING GROUND FLOOR LAYOUT



PROPOSED GROUND FLOOR LAYOUT
SCALE 1:100

LEDGED

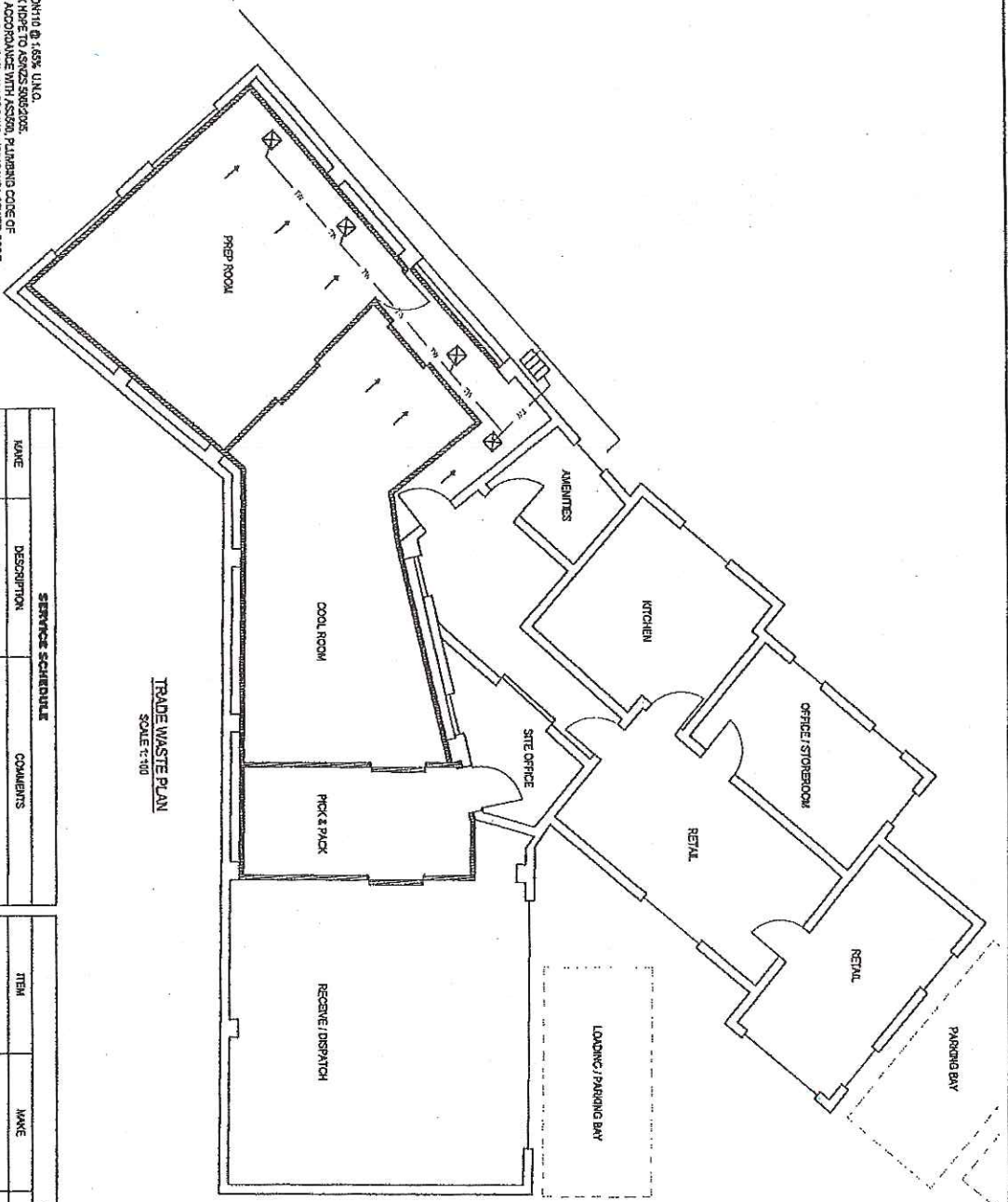
- LEDGED
- EXISTING BLOCKWORK
- 100mm COOL ROOM PANEL

PROJECT INFORMATION				
CLIENT	PROJECT	DATE	DRAWN BY	DESIGNED BY
SOUTHERN SKY CHEESE CO.	80 MAIN ROAD, PERTH			
PRELIMINARY				
REVISIONS				
NO.	DESCRIPTION	DATE	DRAWN BY	DESIGNED BY

SCALE	
1000	2000
0	3000
4000	
SCALE IN MILLIMETERS - 1:100	

SOUTHERN SKY CHEESE CO.
80 MAIN ROAD, PERTH
PRELIMINARY

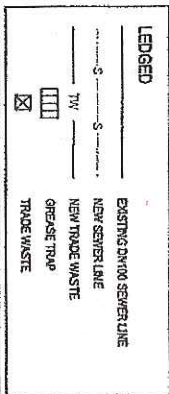
DATE	PROJECT	CLIENT
14/03/24	80 MAIN ROAD, PERTH	SOUTHERN SKY CHEESE CO.



- NOTES
1. ALL SLURP DRAINAGE LINES TO BE DN110 @ 2.65% F.U.N.O.
 2. TRADE WASTE PIPING TO BE BLACK HOPE TO ASHES SUBSTATION.
 3. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH AS1369, PLUMBING CODE OF AUSTRALIA (POA) AND ALL OTHER RELEVANT STANDARDS INCLUDING WQA, SEWER CODE.
 4. ALL EQUIPMENT TO HAVE WATER MARK CERTIFICATION IN ACCORDANCE WITH PCA.
 5. PENETRATION LOCATIONS TO BE COVERED BY CONTRACTOR.
 6. SEWER PIPING AND FITTINGS TO BE PVC-U IN ACCORDANCE WITH AS1369.
 7. SERVICES INDICATIVE ONLY, LOCATION TO BE COVERED ON SITE BY CONTRACTOR.

NAME	DESCRIPTION	COMMENTS
GREASE TRAP AND PH CONNECTION	NEUTRALISATION SYSTEM TO BE SIZED AND TO COMPLY WITH TNS WATER COMMERCIAL TRADE WASTE CUSTOMER RESISTANCE GUIDELINE (2016) AND THE TNS 2/15, VOLUME 3, PLUMBING CODE OF AUSTRALIA.	

ITEM	MAKE	PRODUCT/NUMBER	TYPE	DIAMETER
SLURP	BLUCHER	760.401.110S	SQUARE TOP INDUSTRIAL S.S. DRAIN	110
FILTER BASKET	BLUCHER	760.101.000.02S	STAINLESS STEEL	-
REMOVABLE WATER TRAP	BLUCHER	562.201.000S	STAINLESS STEEL	110
GRATE	BLUCHER	760.200.000.2S	STAINLESS STEEL	-



TRADE WASTE PLAN
SCALE 1:100

CUSTOMER: SOUTHERN SKY CHEESE CO. PROJECT: 80 MAIN ROAD, PERTH FACTORY LAYOUT PRELIMINARY		DRAWING TITLE: TRADE WASTE PLAN PROPOSED HYDRAULIC SERVICES LAYOUT AND / OR CA	
DATE: 14/03/2024 DRAWN BY: [Name] CHECKED BY: [Name]	SCALE: 1:100 SCALE IN MILLIMETERS - 1:100	SHEET: A3 TOTAL SHEETS: 1/00	APPROVED BY: [Signature] DATE: [Date]



BP Australia Limited
Melbourne Central
Level 27, 360 Elizabeth Street
Melbourne Vic. 3000

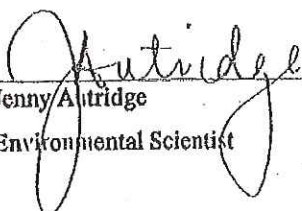
Environmental Remediation Report

Hutton's BP Perth Service Station
Cnr Main Road and Scone Street
Perth, Tasmania

February 2000

Written by:

Reviewed and Approved by:



Jenny Altridge
Environmental Scientist

For: 

Richard H. Scofield
Environmental Services Manager - OAZ



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EXECUTIVE SUMMARY

BP Environmental staff performed soil remediation works at Hutton's BP Perth Service Station facility located on the corner of Main Road and Scone Street, Perth, Tasmania. BP Australia Limited (BP) owned all underground storage tanks (USTs), fuel lines and pumps on-site. The site owner, Mr A.R. Hutton, plans to dispose of the facility. Prior to disposal, BP are required to remove the underground storage tanks (USTs), fuel lines, pumps and petroleum hydrocarbon impact to the subsurface associated with this infrastructure which exceeds proposed commercial/industrial use criteria.

BP Environmental staff performed the following activities:

- Supervised the excavation of petroleum hydrocarbon impacted soil exceeding the Australian Oil Industry Environmental Working Group (AOIEWG) guidelines for commercial/industrial use;
- Coordinated and supervised the removal of three (3) USTs and validated soil remaining in-situ to confirm removal of petroleum hydrocarbon impacted soil exceeding the AOIEWG guidelines for commercial/industrial use; and
- Drilled four (4) soil borings adjacent to the road at the perimeter of the excavation, to obtain soil samples for submission to laboratory and delineate the extent of petroleum hydrocarbon contamination around soil sample location V31/2.1.

Field activities associated with the above works were performed during 14 December 1999 to 28 January 2000.

The soil profile was found typically to consist of partially consolidated quartz sand and gravel with the presence of intermittent silty clay lenses to 10.5 m BGL (maximum depth of drilling). Groundwater was not encountered at the site.

Analytical testing of soil samples collected from the USTs and bowser excavations, and soil borings reported concentrations of total petroleum hydrocarbons (TPH), benzene, ethylbenzene, toluene and total xylenes (BTEX compounds) below the AOIEWG guidelines

Copy



BP OIL

BP Australia Limited
A.C.N. 004 085 618
Selfs Point Road New Town 7008
Postal Address:
G.P.O. Box 689G Hobart 7001

Switchboard: (03) 6278 1310
Central Fax (03) 6278 2205

Direct Line: 0418 399 136

Reference:

8 February, 2000

Chief Inspector of Explosives
Workplace Standards Authority
PO Box 56
ROSNY PARK
Tasmania 7018

re; Hutton's BP PERTH Service Station
~~cnr Midland Highway and Scone Street, Perth~~

Dear Sir/ Madam

I wish to inform you that the BP Australia owned Underground Fuel Storage Tank Facilities and associated pipe work and pumps at Hutton's BP Perth Service Station cnr Midland Highway and Scone Street Perth have been removed.

To the best of my knowledge the above mentioned works were carried out in accordance with our interpretation of both AS1940 and ADG Codes.

Should you require further information please contact the undersigned by telephone on 6278 1310.

Yours faithfully
Guy Kent

Project Engineer
BP Australia Limited

counter signed
Stephen Loosmore

Tasmanian Terminals and Engineering Manager
BP Australia Limited

~~Station, cnr Mann Road and Scone Street, Perth~~

+61 2 98416969

1st, 14th
TASMANIA

REAL PROPERTY ACT, 1862, as amended
NOTE--REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Registrar Book
Vol. Fol.
3128 8

Cert. of Title Vol. 733 Fol. 91

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

[Signature]
Acting Recorder of Titles.



NOTE--ENTRIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

DESCRIPTION OF LAND

TOWN OF PERTH
TWENTY FOUR PERCHES AND SEVEN TENTHS OF A PERCH on the Plan
hereon

FIRST SCHEDULE (continued overleaf)

VINCENT FREDERICK McWILLIAMS of Perth, Garage Proprietor
and EVA JOYCE McWILLIAMS his wife

[Signature]

SECOND SCHEDULE (continued overleaf)

NIL.

from Launceston

MIDLAND HIGHWAY
125 1/2

To Hobart

PS. 24 1/10
24 1/10

82 1/10

C. W. L. Wood

SCORE ST.

20 1/12

101

OW PROPERTY ADDRESS

80 Main Road
PERTH

63


37 1/2

ST.

TALISKER

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INSTRUMENT		REGISTERED PROPRIETOR	Registered	Signature of Recorder of Titles	Seal
TRANSFER	A614079	ROY THOMAS PARSONS (Service Station Proprietor) and SHEILA MADGE PARSONS (His wife).	14.8.1978 (noon)	<i>[Signature]</i>	
TRANSFER	A644852	STEVEN BARRY JOHNSON (Service Station Proprietor)	24.4.1979 (noon)	<i>[Signature]</i>	
TRANSFER	B7253	ALLEN REGINALD HUTTON (Service Station Proprietor)	14.10.1985 (12.2 pm)	<i>[Signature]</i>	

SECOND SCHEDULE (continued)

INSTRUMENT		PARTICULARS	Registered	Signature of Recorder of Titles	CANCELLATION
Name	Number				Number Signature of Recorder of Titles
MORTGAGE	A644853	to The Tasmanian Building Society	24.4.1979 (12.2 pm) Acting Recorder of Titles	<i>[Signature]</i>	DISCHARGED A946265 7.12.1984
MORTGAGE	A644854	to Roy Thomas Parsons and Sheila Madge Parsons	24.4.1979 (12.2 pm) Acting Recorder of Titles	<i>[Signature]</i>	DISCHARGED B7251 14.10.1985
MORTGAGE	A757202	to Australia and New Zealand Banking Group Limited	15.7.1981 (noon) Acting Recorder of Titles	<i>[Signature]</i>	DISCHARGED B7252 14.10.1985
MORTGAGE	B7254	to The Tasmanian Permanent Building Society	14.10.1985 (12.3 pm)	<i>[Signature]</i>	
MORTGAGE	B189289	to Australia and New Zealand Banking Group Limited	2.6.1988 (noon)	<i>[Signature]</i>	

TASMANIA

REAL PROPERTY ACT, 1862, as amended
NOTE—REGISTERED FOR OFFICE
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CERTIFICATE OF TITLE

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[Signature]
Recorder of Titles.



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hereon

FIRST SCHEDULE (continued overleaf)

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and EVA JOYCE McWILLIAMS his wife

[Signature]

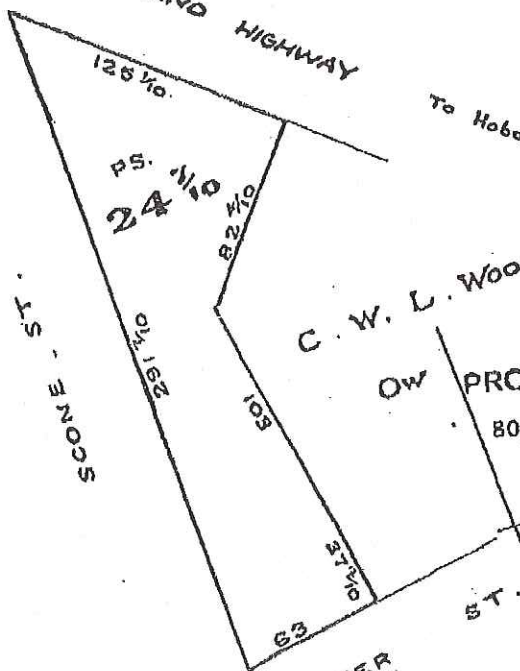
SECOND SCHEDULE (continued overleaf)

NIL.

from Launceston

MIDLAND HIGHWAY

To Hobart



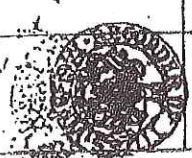
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80 Main Road
PERTH

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for ongoing commercial/industrial use and protection to maintenance workers with the exception of one soil sample (V31).

Soil sample V31/2.1 was collected from the west wall of the excavation at a depth of 2.1 m and exceeded the AOIEWG guidelines for the TPH fraction C₆-C₉. Additional soil was unable to be excavated from this location due to the risk of compromising the overhead canopy foundations. However, analytical results of soil samples obtained from soil borings installed to the north (BH3) and west (BH4) of soil sample V31/2.1 confirm that the impacted soil remaining in-situ is very localised and confined to the immediate area surrounding sample location V31/2.1 (approximately 5 cubic metres (m³)). The hydrocarbon impacted soil remaining in-situ will attenuate naturally with time by the process of biodegradation. Since impact is limited to this area, the site is considered suitable for continued commercial/industrial use.



1. INTRODUCTION

BP Environmental staff performed soil remediation works at Hutton's BP Perth Service Station facility located on the corner of Main Road and Scone Street, Perth, Tasmania. BP Australia Limited (BP) owned all underground storage tanks (USTs), fuel lines and pumps on-site. The site owner, Mr A.R. Hutton, plans to dispose of the facility. Prior to disposal, BP are required to remove the USTs, fuel lines and pumps and petroleum hydrocarbon impact associated with this infrastructure which exceeds commercial/industrial land use criteria.

2. PURPOSE AND SCOPE OF WORK

The purpose of the environmental remediation works was to determine if petroleum hydrocarbons have impacted the soil beneath the site due to possible leaks and spills from the USTs, bowsers and associated fuel transfer lines and past operating practices. BP Environmental staff performed the activities outlined below:

- Gathered background information pertaining to site history, on- and off-site sources of potential contamination and potential receptors were identified;
- Prepared a site map indicating locations of bowsers, underground storage tanks (USTs), and other pertinent features on-site;
- Coordinated and supervised the removal of three (3) USTs and directed limited excavation of impacted soil surrounding this area;
- Coordinated and supervised the removal of hydrocarbon impacted soil from those areas surrounding the USTs and bowsers;
- Drilled four (4) soil borings adjacent to the excavation to delineate the extent of petroleum hydrocarbon impact around soil sample location V31/2.1, and determine if impact was present beyond the confines of the excavation boundary at concentrations exceeding the proposed commercial/industrial land use criteria. Soil samples were submitted to the laboratory to evaluate the presence of selected analytes associated with petroleum hydrocarbon products;



- Disposed of soils excavated from the UST and bowser areas to the Remount Road Refuse site. Impacted soil was landfarmed for reuse as 'clean fill' within the landfill; and
- Validated soil remaining in-situ to confirm removal of hydrocarbon impacted soil exceeding the commercial/industrial land use criteria.

3. BACKGROUND INFORMATION

3.1 Facility Details

The service station facility is located on the corner of Main Road and Scone Street, Perth, Tasmania. All USTs, bowzers and associated pipework within the service station were removed on 14 December 1999.

A layout of the site prior to remediation works is illustrated in Figure 1.

3.2 Physiography

The facility is located in northern Tasmania, south of Launceston at Australian Map Grid (AMG) coordinates 514300 east and 5397200 north. The site is situated in a rural area and has a flat surface topography. The property is bounded by Main Road to the north and west, Scone Street to the south, and residential properties to the east. Residential properties are present opposite Scone Street, and commercial and residential properties are present opposite Main Road.

Surface drainage largely flows offsite to the stormwater drains located on Main Road and Scone Street. In grassed areas, surface drainage from the site is expected to penetrate into the underlying soils. The nearest surface water body to the facility is the South Esk River, located approximately 500 metres to the east.

3.3 Regional Geology And Hydrogeology

According to the Longford Basin Geology Map produced by W.L. Matthews (1974) of the Tasmania Department of Mines, the site is underlain by Tertiary age sedimentary deposits mapped as quartz sand and gravel - partly consolidated. Soils of this nature and description



were encountered on-site during the site remediation works. The town of Perth is located on an erosional surface at about 160 metres above sea level.

The Department of Mines records indicate that no groundwater wells exist within a 1 km radius of the property. Based on drilling work performed at the facility, the depth to groundwater is estimated to be greater than 10.5 metres below ground level (m BGL). According to the Tasmanian Geological Survey 'Groundwater Prospectivity of Tasmania' map, groundwater quality near the facility is estimated to range between 1000 - 2000 milligrams per litre (mg/l) total dissolved solids (TDS).

3.4 Site History

Based on historical information obtained from the current site owner, the site has been an operating service station for approximately fifty eight (58) years. The current site owner has operated the site as a BP service station for approximately 13 years. The previous site usage is unknown.

No previous environmental work has been performed on the site.

3.5 Potential Receptors

Potential receptors of hydrocarbon contamination in the area may include the South Esk River located approximately 500 m to the east of the site. Petroleum hydrocarbon impact to this receptor is considered unlikely.

3.6 Potential On-Site Sources

Hydrocarbon impact may have occurred as a result of leaks or spills from a number of potential sources identified at the site. These include:

- three USTs; two of the USTs were located to the north of the site store and one UST west of the site store; and
- two bowsers; both of the bowsers were located to the west of the site store.



The capacities and products formerly stored in each of the USTs at the site are summarised in Table 1.

3.7 Potential Off-Site Sources

Visual observations indicate that there is no potential for petroleum hydrocarbon impact from the neighbouring commercial and residential properties.

4. FIELD ACTIVITIES

The field activities included as part of the soil remediation works are detailed in the Scope of Work listed previously (Section 1.1). The following Sections describe the field activities conducted as part of the site remediation works. The field activities were performed during the period 14 December 1999 to 28 January 2000.

Field activities were conducted in two stages:

- Stage 1 - undertaken during the period 14 to 16 December 1999; involved the removal of the two (2) bowsers (leaded and unleaded), three (3) USTs, associated fuel lines and hydrocarbon impacted soils identified by BP personnel surrounding the tank pits on-site. These works were performed by DP and DM Williams Pty Ltd. Hydrocarbon impacted soil was excavated in the areas adjacent to the site workshop and west of the site store as indicated on Figure 2. Soil samples were obtained from both excavation areas by BP personnel; and
- Stage 2 - undertaken during the period of 27 to 28 January 2000; involved the drilling of four (4) soil borings adjacent to Main Road and Scone Street to delineate the extent of petroleum hydrocarbon impact around soil sample location V31/2.1, and to determine if impact was present beyond the confines of the excavation boundary at concentrations exceeding the commercial/industrial land use criteria. Drilling extended to a maximum depth of 10.5 metres. Soil samples were obtained at one metre intervals.



4.1 UST Validation Program

The super and unleaded USTs located to the north, and the super UST located to west of the site store were removed. Soil overlying the USTs was excavated and all associated piping leading to the USTs were disconnected and removed. The excavated soil was transported off-site to the Remount Road Refuse site for reuse as 'clean fill' upon stockpile validation. The apertures of the USTs were plugged and sealed before the USTs were lifted out of the tank pit. The USTs were lifted from the excavation by an excavator, loaded onto a truck and transported off-site for proper disposal.

The UST pit excavation was sampled to determine if the surrounding soils were impacted with petroleum hydrocarbons above the commercial/industrial facility use criteria. Soil samples were typically collected from the northern, southern eastern and western walls and the base of the pit. If variable geological units were present, then a soil sample was also collected from each of the geological units.

A photoionisation detector (PID) was used to screen the soils to determine if additional excavation of petroleum hydrocarbon impacted soil was required. The PID was used to detect volatile organic compounds (VOCs) within the collected soil samples. The BP field geologist determined if additional soil required excavation based on PID levels, visual evidence, and professional judgement. When all required soil was excavated, based upon field screenings and observations, then soil samples were collected for laboratory analysis.

The locations of the soil validation samples are illustrated in Figure 2.

4.2 Soil Bore Drilling

Four soil borings were drilled to compliment UST removal and tank pit validation activities undertaken by BP in December 1999, to determine if soil beyond the limits of excavation was impacted with petroleum hydrocarbons at levels exceeding commercial/industrial land use criteria. Two (2) soil borings were drilled adjacent to Main Road approximately one metre from the north eastern limit of the tank pit excavation. One (1) soil boring was drilled



adjacent to Scone Street, approximately one (1) metre from the southern limit of the tank pit excavation, and one (1) soil boring was drilled west of the former bowser locations.

The soil borings were drilled to depths ranging between 6 to 10.5 metres below ground level (m BGL). Where possible, soil samples were collected at 1.0 m depth intervals. Three (3) soil samples were obtained from each depth interval. One soil sample was obtained for field screening by PID and two soil samples were obtained for submission to the laboratory. For each soil boring, the soil sample with the highest VOC concentrations was submitted to the laboratory for analysis. If elevated VOCs were detected as drilling progressed, then an additional soil sample was submitted to the laboratory for analysis to delineate the vertical extent of impact.

The location of each soil boring is shown in Figure 2. A description of the soil boring logs are contained within Appendix B.

5. SAMPLING AND ANALYSES

5.1 Analytical Laboratory Testing

All soil samples collected from the UST excavation were submitted to Amdel Laboratories Ltd (Amdel), located at 508 City Road, South Melbourne, Victoria. All soil samples collected from the soil borings were submitted to the Australian Government Analytical Laboratories (AGAL), South Melbourne, Victoria. Amdel and AGAL's analytical methods are certified by the National Association of Testing Authorities (NATA) for the analytical testing employed. AGAL was chosen as the independent laboratory to perform the analyses for the soil boring works. An independent laboratory was chosen to verify the apparent discrepancy between elevated PID readings obtained in the field from excavation validation samples, and the corresponding soil analysis results reported by the laboratory.

A total of eighty-seven (87) soil samples including quality assurance/quality control (QA/QC) soil samples were collected by BP personnel. Thirty three (33) of these samples were collected from the UST excavation, and 54 from the soil borings.



The soil samples were submitted to respective laboratories using appropriate sample preservation methods and chain-of-custody documentation. The samples were analysed by the laboratory to evaluate for the presence of selected analytes associated with petroleum hydrocarbon products including total petroleum hydrocarbons (TPH) and benzene, toluene, ethylbenzene and total xylenes (BTEX). Selected samples were also analysed for parameters associated with diesel and waste oil including polycyclic aromatic hydrocarbons (PAHs) and total phenolics. One soil sample was also tested for selected heavy metals including cadmium (Cd), chromium (Cr), copper (Cu), arsenic (As), mercury (Hg), nickel (Ni), zinc (Zn), and total lead (Pb).

For each pair of soil samples submitted to the laboratory and analysed, one soil sample was collected in a 40 millilitre (ml) glass vial with a teflon screw top lid and analysed for BTEX compounds. The second soil sample of the pair was collected in a 100 ml glass screw top jar and analysed for TPH. Selected soil samples were analysed for polycyclic aromatic hydrocarbons (PAHs), selected heavy metals, total phenolics and total lead.

The soil analytical results are summarised and presented in Tables 2-6. Copies of the analytical data and chains-of-custody are provided in Appendix D.

5.2 Quality Assurance/Quality Control (QA/QC)

The analytical testing laboratories and methodologies used by BP are required to be certified by the National Association of Testing Authorities. BP requires these laboratories to conduct regular quality control audits on their analyses through the use of reagent blanks, control standards, repeat duplicates and verification of recoveries. Duplicate, blind, QA/QC samples are also regularly collected by BP Environmental staff and analysed to validate the integrity of field procedures and verify the reliability of laboratory analyses.

Three (3) duplicate samples were collected as part of this QA/QC program. The QA/QC samples collected are listed below:

- Soil sample QA1, duplicate of soil sample V9 (tank pit validation);



- Soil sample QA2, duplicate of soil sample V31 (tank pit validation); and
- Soil sample QA1, duplicate of soil sample BH2/5.0 (soil boring).

Where the laboratory reported concentrations above the laboratory detection limits for the QA/QC duplicate samples, the relative percent difference (RPD) is calculated as shown below. BP Australia Limited (BP) adopt an RPD acceptance criteria ranging between 30%- 50% in accordance with the Australian Standard AS 4482.1 "Guide to the sampling and investigation of potentially contaminated soil. Part 1: Non-volatile and semi-volatile compounds".

$$RPD = \frac{(C_o - C_s)}{\left(\frac{C_o + C_s}{2}\right)} \times 100$$

where: C_o = concentration of the original sample
 C_s = concentration of the duplicate sample

6. SITE CONDITIONS

The activities performed by BP Environmental staff (i.e., research, reconnaissance and physical site remediation) provided a basis to evaluate the presence and extent of hydrocarbon impact to the subsurface at the time of the remediation works and to assess the potential for impact to surrounding areas. The following Sections describe the findings of BP Environmental staff with respect to subsurface soil and groundwater conditions.

6.1 Assessment Criteria

To assess the relative level and significance of any detected contaminants, reference is made to established environment and/or human health threshold levels or acceptance criteria. The Australian Oil Industry Environmental Working Group (AOIEWG) have developed "Environmental Guidelines for the Management of Petroleum Hydrocarbon Impacted Land."



The guidelines were developed to ensure the protection of human health and environment at petroleum hydrocarbon impacted sites specific to Australian soils.

These guidelines are now used and accepted by industry to assess soil impacts for a specific land use and receptor groups. For the purpose of the environmental remediation works completed at the BP Perth Service Station, concentrations of contaminants remaining within the soils were compared to Tier 1 levels considered acceptable for ongoing commercial/industrial land use and protective to maintenance workers. For an ongoing petroleum use facility, a risk level of 1×10^{-5} is considered acceptable. This risk level (1×10^{-5}) has been adopted by a varied cross section of organisations world wide including the United States Environmental Protection Agency (USEPA). In the absence of AOIEWG guidelines, the Dutch Intervention Levels (DILs) were used to assess selected heavy metals and total phenolics.

6.2 Visual Assessment Summary

Visual evidence of potential environmental impact to the surface was not observed during reconnaissance of the facility.

6.3 Soil Conditions

The near-surface stratigraphy was evaluated by inspecting the soils during the remediation works and soil boring activities. The facility surface was comprised predominantly of concrete. The main soil types typically consisted of partially consolidated quartz sand and gravel from 0.5 to 10.5 metres below ground level (m BGL) (maximum depth of drilling), with the presence of intermittent silty clay lenses.

6.3.1 Results of UST Validation Sampling

Of the thirty three (33) soil samples collected from the UST excavation, eleven (11) excavation validation samples were collected from the super and unleaded UST and bowser areas and submitted to the laboratory for analytical analysis. All soil samples were analysed for TPH and BTEX compounds and selected soil samples were also analysed for total lead, PAHs, total phenolics and selected heavy metals.



Field screening by PID of soils remaining in-situ identified VOCs ranging between 17.3 parts per million by volume (ppm_v) to greater than 2,500 ppm_v.

Concentrations reported by the laboratory for all soil samples submitted for analysis were below the AOIEWG guidelines for a commercial/industrial site and protection to maintenance workers, with the exception of one soil sample (V31/2.1). Soil sample V31/2.1 was collected from the west wall of the excavation at a depth of 2.1 m and marginally exceeded the AOIEWG guidelines for the TPH fraction C₆-C₉. Additional soil could not be excavated from this location due to the risk of compromising the integrity of the overhead canopy foundations. Soil borings were subsequently drilled to the north and west of sample location V31/2.1 to determine the lateral and vertical extent of petroleum hydrocarbon impact (see Section 6.3.2).

For soil samples selected for total lead and PAHs, concentrations reported by the laboratory were below the AOIEWG guidelines. For the soil samples analysed for selected heavy metals and total phenolics, concentrations reported by the laboratory were below the DIL guidelines.

A copy of the "Screening of Soils - Field Log" Sheet for the excavation is contained in Appendix C. PID readings and results of analytical laboratory testing are summarised in Tables 1, 3 and 4. The locations of the soil validation samples are indicated on Figure 2.

6.3.2 Results of Soil Boring Sampling Along Excavation Boundary

Four soil borings were drilled along the north west, south and west boundaries of the excavation pit. Where possible, soil samples were collected at one metre depth intervals for laboratory analysis. Of the fifty-four (54) soil samples collected from the soil borings, thirteen (13) soil samples were collected for laboratory analysis to determine if soil was impacted with petroleum hydrocarbons above relevant commercial/industrial use criteria. All soil samples were analysed for TPH and BTEX compounds.

Field screening by PID of soils collected from soil borings BH-1 to BH-4 identified VOCs ranging between 0.8 ppm_v to greater than 2,500 ppm_v. Soil bore BH-1, located south west of the site store and at the southern limit of the excavation pit, identified VOC concentrations ranging between 133 and 1,650 ppm_v at 8.0 and 3.0 m BGL respectively. Soil bore BH-2,



located at the north eastern limit of the excavation pit, identified VOC concentrations ranging between 756 and 2,500 ppm_v at 6.0 and 5.0 m BGL respectively. Soil Bore BH-3, north of soil sample location V31/2.1 identified a VOC concentration of 2,490 ppm_v at 10.0 m BGL. Soil bore BH-4, located at the eastern limit of the excavation,

Concentrations of TPH and BTEX reported by the laboratory for all soil samples submitted for analysis were below the AOIEWG guidelines for a commercial/industrial site and protection to maintenance workers.

The locations of each soil bore are shown in Figure 2. A description of the soil bore logs are contained within Appendix B. The PID readings and results of analytical laboratory testing are summarised in Table 2.

6.4 Groundwater Conditions

Groundwater was not encountered during the remediation works.

6.5 Quality Assurance/Quality Control Results (QA/QC)

The results of the soil QA/QC program indicated that the relative percentage differences (RPDs) for the duplicated soil sample QA1 (duplicate of V9) was within the range considered to be acceptable according to the criteria adopted by BP (analyte concentrations were not detected above laboratory detection limits). The RPDs for the following soil samples marginally exceeded the acceptance criteria:

- the RPDs for the duplicate excavation soil sample QA2 (duplicate of V31) marginally exceeded the acceptance criteria adopted by BP (ranged between 8 - 80%). The high RPD (80%) was calculated for benzene (V31 - 13 mg/kg and QA2 - 5.6 mg/kg). Given the benzene concentrations detected by the laboratory were below the AOIEWG guidelines, the RPD in this range is considered acceptable; and
- the RPDs for the duplicate soil boring sample QA1 (duplicate of BH2/5.0) marginally exceeded the acceptance criteria adopted by BP (ranged between 8 - 51%). The marginally elevated RPD (51%) was calculated for ethylbenzene (BH2/5.0 - 1.3 mg/kg and QA1 - 0.77 mg/kg). Given the ethylbenzene concentrations detected by the laboratory were low



and significantly below the AOIEWG guidelines, the RPD in this range is considered acceptable.

The results of the QA/QC program indicate that the laboratory data are considered reliable and representative. The results of the QA/QC analyses are summarised in Table 6. The laboratory analytical reports are contained within Appendix D.



7. CONCLUSIONS

Based on the data acquired as a part of the soil excavation and soil boring activities, the following conclusions are made:

- The facility has operated as a service station for 58 years.
- Soil conditions at the site typically consisted of partially consolidated quartz sand and gravel from 0.5 to 10.5 metres below ground level (m BGL) (maximum depth of drilling), with the presence of intermittent silty clay lenses.
- A total of three USTs were removed from the site. Two USTs were removed from the area north of the site store, and one UST was removed from the area west of the site store.
- Groundwater was not intercepted.
- VOC concentrations measured by the PID of in-situ soils ranged from 17.3 ppm_v to greater than 2,500 ppm_v. Given the elevated VOC concentrations and the apparent discrepancy with the corresponding soil sample results obtained from the UST validation sampling, BP forwarded all soil samples obtained from the soil boring program to AGAL (independent laboratory). The results reported by AGAL were consistent with those reported by Amdel. Therefore, although high VOC concentrations were measured in the field by the PID (a qualitative instrument) the quantitative results reported by both laboratories are considered to be accurate and reliable.
- Analytical testing of soil samples collected from the UST and bowser excavations, and soil boring activities reported concentrations of TPH and BTEX below AOIEWG guidelines for ongoing commercial/industrial use and protection to maintenance workers with the exception of one soil sample (V31/2.1). Soil sample V31/2.1 was collected from the west wall of the excavation at a depth of 2.1 m and marginally exceeded the AOIEWG guidelines for the TPH fraction C₆-C₉.
- For selected soil samples analysed for total lead and PAHs, concentrations reported by the laboratory were below the AOIEWG guidelines for ongoing commercial/industrial use and protection to maintenance workers. For the soil samples analysed for selected heavy metals and total phenols, concentrations reported by the laboratory were below the DIL guidelines.



The soil sampling validation works have confirmed that all identified petroleum hydrocarbon impacted soil was successfully excavated from the BP Perth service station with the exception of one location, soil sample V31/2.1. Soil sample V31/2.1 was collected from the west wall of the UST excavation located to the west of the site store at a depth of 2.1 m BGL. Additional soil could not be excavated from this location due to the risk of compromising the overhead canopy foundations. However, analytical results of soil samples obtained from soil borings installed to the north (BH3) and west (BH4) of soil sample V31/2.1 at depths of 10.0, and 2.0 and 6.0 m BGL respectively, confirm that the impacted soil remaining in-situ is localised and confined to the immediate area surrounding sample location V31/2.1.

The volume which slightly exceeds the commercial/industrial criteria is estimated to be five (5) m³. The hydrocarbon impacted soil remaining in-situ will attenuate naturally with time by the process of biodegradation. The site is therefore considered suitable for continued commercial/industrial use.



8. LIMITATIONS OF REPORT

The findings of this report are based on site conditions which existed at the time this Remediation Report was conducted. The report was prepared in accordance with accepted environmental practices used by environmental professionals working within this area. Conclusions are made from a limited number of observation points assuming that the hydrogeological and chemical conditions are representative across the site. No other warranties are made or intended.

This report has been prepared exclusively for BP Australia Limited as part of the remediation performed at the former Hutton's BP Perth service station located on the corner of Main Road and Scone Street, Perth, Tasmania. This report can not be reproduced without the written authorisation of BP Australia Limited and then can only reproduced in its entirety.



9. REFERENCES

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New South Wales Environment Protection Authority, *Contaminated Sites, Guidelines for Assessing Service Station Sites*, December 1994

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Australian Oil Industry Environment Guidelines Working Group, *Guidelines For the Management of Petroleum Hydrocarbon Impacted Land*, April 1999

BP Oil Australia Limited, *Contaminated Land Management Manual*, December 1991.

Geological Survey of Victoria, *1:63,360 Delinquin map sheet no. 55-13*

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TABLE 1
Petroleum Hydrocarbon Storage System

TANK NUMBER	TYPE	CAPACITY (L)	PRODUCT STORED	STATUS
1 ⁽¹⁾	UST	4,000	Unknown	non-active
2	UST	10,000	Super Motor Spirit	non-active
3	UST	15,000	Unleaded Motor Spirit	non-active

Notes: (1) Not in use, abandoned



Table 2
Soil Analytical Laboratory Results - Soil Excavation Validation Sampling
Total Petroleum Hydrocarbons (TPHs), Selected Monocyclic Aromatic Hydrocarbons (MAHs) and Total Lead

Sample Identification	Sample Date	Sample Depth (m)	Geology	PID RESULTS (ppm _v)	Selected Monocyclic Aromatic Hydrocarbons (mg/kg)				Total Petroleum Hydrocarbons (mg/kg)				Total Lead (mg/kg)	
					Benzene	Toluene	Ethylbenzene	Total Xylenes	(C ₆ -C ₉)	(C ₁₀ -C ₁₄)	(C ₁₅ -C ₂₀)	(C ₂₁ -C ₂₅)		
V32.4	14.12.99	2.4	Sandy Clay	24.9	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V5/1.3	14.12.99	1.3	Sandy Clay	33.9	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V8/1.9	14.12.99	1.9	Silty Clay	287	ND	ND	ND	ND	ND	ND	ND	ND	ND	13
V9/3.4	14.12.99	3.4	Silty Clay	44.3	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V13/1.6	15.12.99	1.6	Silty Clay	2082	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V18/3.2	15.12.99	3.2	Sandy Clay	2500	ND	1	2	14	200	200	ND	ND	ND	13
V21/1.0	15.12.99	1.0	Sand	35.7	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V27/3.2	15.12.99	3.2	Sandy Clay	2500	ND	15	10	89	1100	800	ND	ND	ND	-
V28/2.2	15.12.99	2.2	Silty Clay	167	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V30/1.5	15.12.99	1.5	Gravelly Sand	74.3	ND	ND	ND	ND	ND	ND	ND	ND	ND	-
V31/2.1	15.12.99	2.1	Sandy Clay	2500	13	170	130	2200	2500	3900	100	ND	ND	-
AOIEWG Guidelines at a m														
Commercial/Industrial Use														
		1-4	Silty Clay		21	15,000	12,000	21,000	2,300	NL	NL	NL	NL	24,000
		1-4	Sand		1.4	SS	S1	110	20	NL	NL	NL	NL	24,000
Maintenance Workers														
		1-4	Silty Clay		21	NL	NL	NL	NL	NL	NL	NL	NL	24,000
		1-4	Sand		5.8	NL	NL	NL	NL	NL	NL	NL	NL	24,000

Note:

- 1) ND denotes not detected above laboratory detection limits.
- 2) NL indicates contaminant not found, as estimated risk-based level is considerable higher than the level that is physically able to be achieved (including the presence of phase separated hydrocarbons (P-SH))
- 3) "-" denotes analyte not tested by laboratory and/or no criteria available.
- 4) All data in milligrams/kilogram (mg/kg) on a dry weight basis.
- 5) AOIEWG denotes Australian Oil Industry Environmental Working Group
- 6) Guidelines denote soil based risk levels based on protection of human health (1x10⁻⁶).
- 7) Shading indicates concentrations exceeding AOIEWG Guidelines



Table 3
Soil Analytical Laboratory Results - Soil Boring Sampling
Total Petroleum Hydrocarbons (TPHs) and Selected Monocyclic Aromatic Hydrocarbons (MAHs)

Sample Identification	Sample Date	Sample Depth (m)	Geology	PID RESULTS (ppm)	Selected Monocyclic Aromatic Hydrocarbons (mg/kg)					Total Petroleum Hydrocarbons (mg/kg)								
					Benzene	Toluene	Ethyl-benzene	Total Xylenes	Total BTEX	(C ₆ -C ₁₀)	(C ₁₀ -C ₁₄)	(C ₁₅ -C ₂₀)	(C ₂₁ -C ₂₅)	Total TPHs				
Soil Borings																		
BH1A/0	27.01.00	3.0	Clay	1,650	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH1V/3.0	27.01.00	3.0	Clay	1,650	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH1V/8.0	27.01.00	8.0	Silty clay	133	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH1V/8.0	27.01.00	6.0	Silty clay	133	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH2/5.0	27.01.00	5.0	Sand	2,500	ND	0.57	1.3	7.8	9.7	91	110	ND	ND	ND	ND	ND	ND	ND
BH2V/5.0	27.01.00	5.0	Sand	2,500	ND	5.6	6.5	38	50	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH2V/5.0	27.01.00	6.0	Sand	756	ND	ND	ND	1.3	3.5	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH2V/5.0	27.01.00	6.0	Sand	756	ND	ND	ND	1.3	3.5	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH3/7.0	27.01.00	10.0	Clay	2,490	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH4/2.0	28.01.00	2.0	Silt	-	4.2	3	56	27.0	330	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH4V/2.0	28.01.00	2.0	Silt	-	1.7	0.95	29	120	150	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH4V/6.0	28.01.00	6.0	Clay	-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BH4V/6.0	28.01.00	6.0	Clay	-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
AOIEWG Guidelines (as at Commercial/Industrial Use)																		
1-4			Clay		44	45,000	42,000	57,000	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
1-4			Silt		5	350	250	380	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
≥4			Silty Clay		NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
≥4			Sand		55	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
1-4			Sand		6.4	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
1-4			Clay		44	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
1-4			Silt		7.9	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
≥4			Silty Clay		NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
≥4			Sand		55	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
≥4			Silty Sand		6.4	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL

Note:

- 1) ND denotes not detected above laboratory detection limits.
- 2) NL indicates contaminant not detected, no estimate/released level is considered higher than the level that is physically able to be detected (including the presence of phase separated hydrocarbons (PSEH)).
- 3) *-* denotes analyte not tested by laboratory and/or not available.
- 4) All data is in milligram/kilogram (mg/kg) on a dry weight basis.
- 5) AOIEWG denotes Australian Oil Industry Environmental Working Group
- 6) Guidelines denote soil based risk levels based on protection of human health (hr10⁷).
- 7) Seeping indicates concentrations exceeding AOIEWG guidelines.



Table 4
Soil Analytical Results - Soil Excavation Validation Sampling
Selected Heavy Metals

Description	Depth of Sample (m)	Heavy Metals (mg/kg)									
		Pb	Cadmium Cd	Chromium Cr	Copper Cu	Arsenic As	Mercury Hg	Nickel Ni	Zinc Zn		
V31/2.1	2.1	55	ND	7	8	ND	0.1	ND	34		
Dutch Intervention Level	-	530	12	380	190	55	10	210	720		

Notes:

- (1) ND denotes not detected above practical quantitation limits
- (2) All data in milligramme/kilogram on a dry weight basis
- (3) "-" denotes analysis not tested by laboratory and/or no criteria available
- (4) Shading indicated concentrations exceeding Dutch Intervention Levels



Table 5
Soil Analytical Results
Polycyclic Aromatic Hydrocarbons (PAHs) and Total Phenolics

Description	Sample Depth (m)	Polycyclic Aromatic Hydrocarbons (mg/kg)														Total PAHs	Total Phenolics						
		Naphthalene	Acenaphthylene	Acenaphthene	Fluorene	Phenanthrene	Anthracene	Fluoranthene	Pyrene	Benzofluoranthene	Chrysene	Benzokjellene	Benzofluoranthene	Benzokjellene	Benzofluoranthene			Benzo(a)pyrene	Indeno(1,2,3-cd)pyrene				
ADIEVIG Oddalime ⁽¹⁾	2.2	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	
Commercial/Industrial Use	Silty Clay	37000	-	-	-	-	-	-	-	-	-	80000	-	-	-	-	-	-	-	-	13	-	-
Reference Workers	Silty Clay	54000	-	-	-	-	-	-	-	-	-	80000	-	-	-	-	-	-	-	-	13	-	-
Dutch Intervention Level	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40 ⁽⁶⁾	40

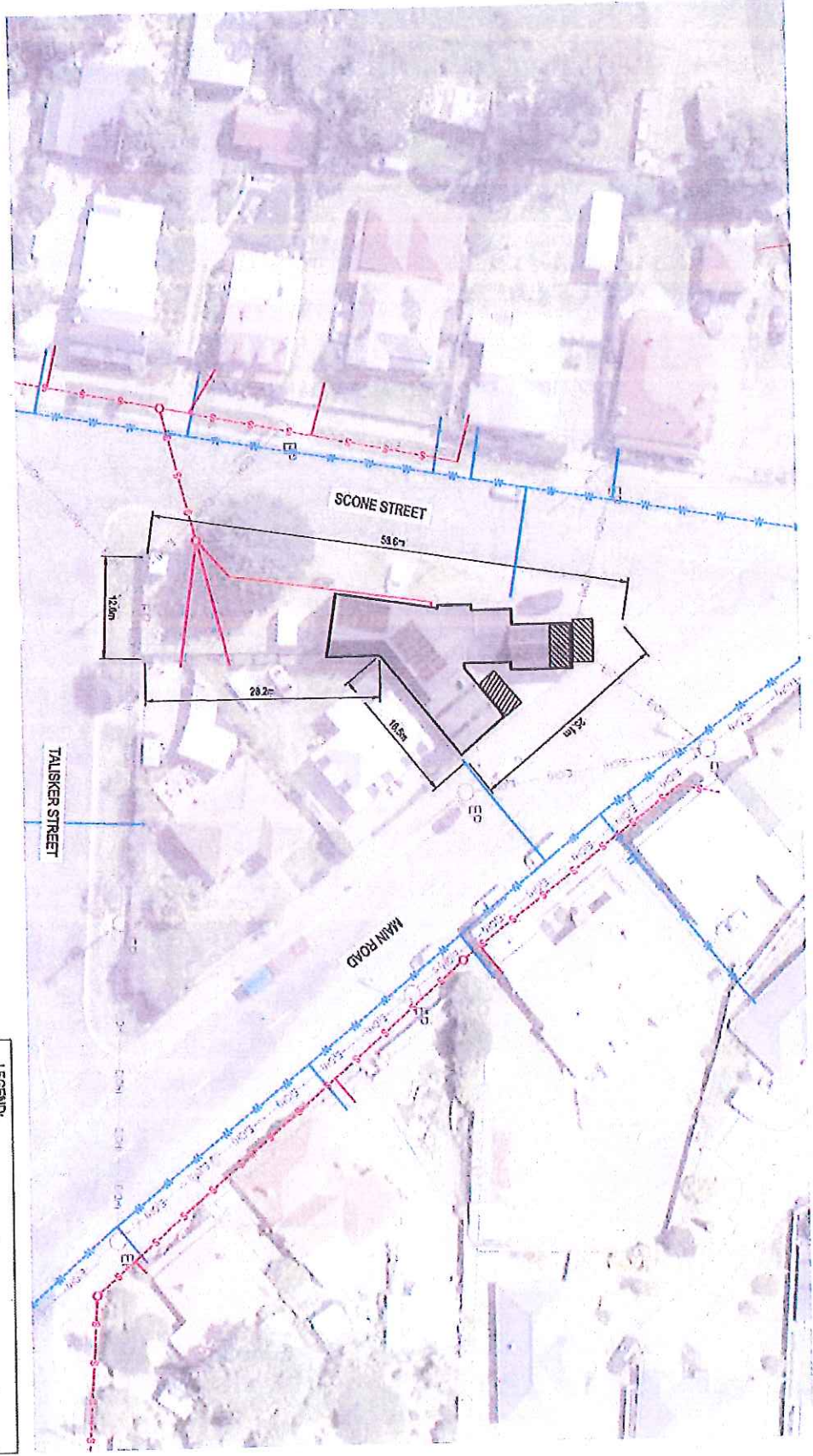
Notes:
 (1) ND denotes not detected above practical quantification limits
 (2) All data in milligram/kilogram on a dry weight basis
 (3) ** denotes no criteria available
 (4) Total of anthracene, benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, chrysene, phenanthrene, fluoranthene, indeno (1,2,3-cd)pyrene & naphthalene
 (5) Total of eleven PAHs
 (6) ADIEVIG denotes Australian Oil Industry Environmental Working Group
 (7) Guidelines denote soil based risk levels based on protection of human health (1x10⁴)
 (8) Standard indicates concentrations exceeding ADIEVIG Guidelines



Table 5
Soil Analytical Laboratory Results - Quality Assurance/Quality Control (QA/QC)
Total Petroleum Hydrocarbons (TPHs) & Selected Monocyclic Aromatic Hydrocarbons (MAHs)

Sample Identification	Sample Date	Sample Depth (m)	Geology	PID RESULTS (ppm _v)	Selected Monocyclic Aromatic Hydrocarbons (mg/kg)						Total Petroleum Hydrocarbons (mg/kg)								
					Benzene	Toluene	Ethylbenzene	Total Xylenes	Total BTEX	(C ₇ -C ₉)	(C ₁₀ -C ₁₄)	(C ₁₅ -C ₂₀)	(C ₂₁ -C ₂₅)	Total TPH					
V9	14.12.99	3.2	Silty Clay	44	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
QA1 (Duplicate V9)	14.12.99	-	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
Relative Percent Difference	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
V31	15.12.99	2.1	Sandy Clay	2500	13	170	130	2,200	-	2500	3830	100	ND	ND	ND	ND	ND	ND	ND
QA2 (Duplicate V31)	15.12.99	-	-	-	5.6	120	61	1500	-	2700	3500	ND	ND	ND	ND	ND	ND	ND	ND
Relative Percent Difference	-	-	-	-	80%	34%	72%	38%	-	8%	17%	-	-	-	-	-	-	-	-
BH2/5.0	27.01.00	5.0	Sand	2500	ND	0.57	1.3	7.8	9.7	91	110	ND	ND	ND	ND	ND	ND	ND	ND
QA1 (Duplicate of BH2/5.0)	27.01.00	-	-	-	ND	ND	0.77	5.1	5.9	84	88	ND	ND	ND	ND	ND	ND	ND	ND
Relative Percent Difference	-	-	-	-	-	-	51%	42%	49%	8%	24%	-	-	-	-	-	-	-	-
AOIEWG Guidelines (C a e)																			
Commercial/Industrial		1-4	Silty Clay		21	15,000	12,000	21,000	-	2,300	NL	NL	NL	NL	NL	NL	NL	NL	NL
		1-4	Sand		1.4	85	51	110	-	20	NL	NL	NL	NL	NL	NL	NL	NL	NL
		>4	Sand		6.4	NL	NL	NL	-	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
Maintenance Workers		1-4	Silty Clay		21	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
		1-4	Sand		5.8	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL
		>4	Sand		6.4	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL	NL

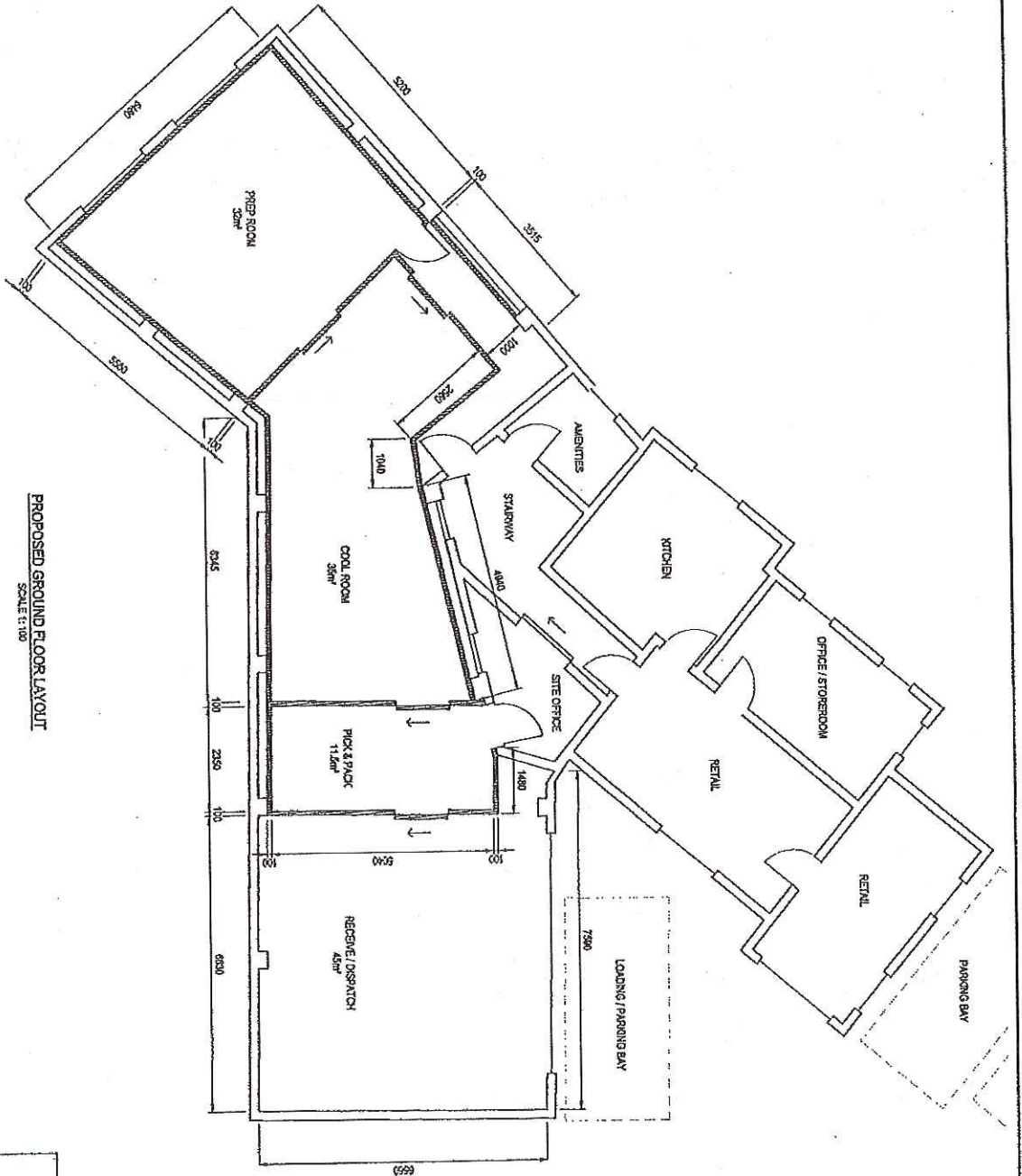
- Notes:
- 1) ND denotes not detected above laboratory detection limits.
 - 2) NL indicates contaminant not limiting, as estimated risk-based level is considerable higher than the level that is physically able to be achieved (including the presence of phase separated hydrocarbons (PSH)).
 - 3) "-" denotes analysis not tested by laboratory and/or no criteria available.
 - 4) All data in milligramskilogram (mg/kg) on a dry weight basis.
 - 5) AOIEWG denotes Australian Oil Industry Environmental Working Group
 - 6) Guidelines denote soil based risk levels based on protection of human health (1x10⁻⁶).
 - 7) Shading indicates concentrations exceeding AOIEWG Guidelines



SITE PLAN
SCALE: 1:500

	EXISTING ELECTRICAL - OVERHEAD
	EXISTING WATER MAIN
	EXISTING SEWER MAIN
	EXISTING SEWER PROPERTY CONNECTION
	CADASTRAL BOUNDARIES
	EXISTING SEWER MANHOLE
	POLE - POWER
	EXISTING CAR PARKS

PROJECT TITLE: SITE PLAN	
PROJECT: 80 MAIN ROAD, PERTH	CLIENT: AND / COA
PROJECT: PRELIMINARY	PROJECT NO.:
SCALE: 1:500	
DRAWING NO.:	
DATE:	
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	
DRAWING NO.:	
DATE:	
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	
PROJECT TITLE:	
CLIENT:	
PROJECT NO.:	
SCALE:	
DRAWING NO.:	
DATE:	
DRAWN BY:	
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APPROVED BY:	



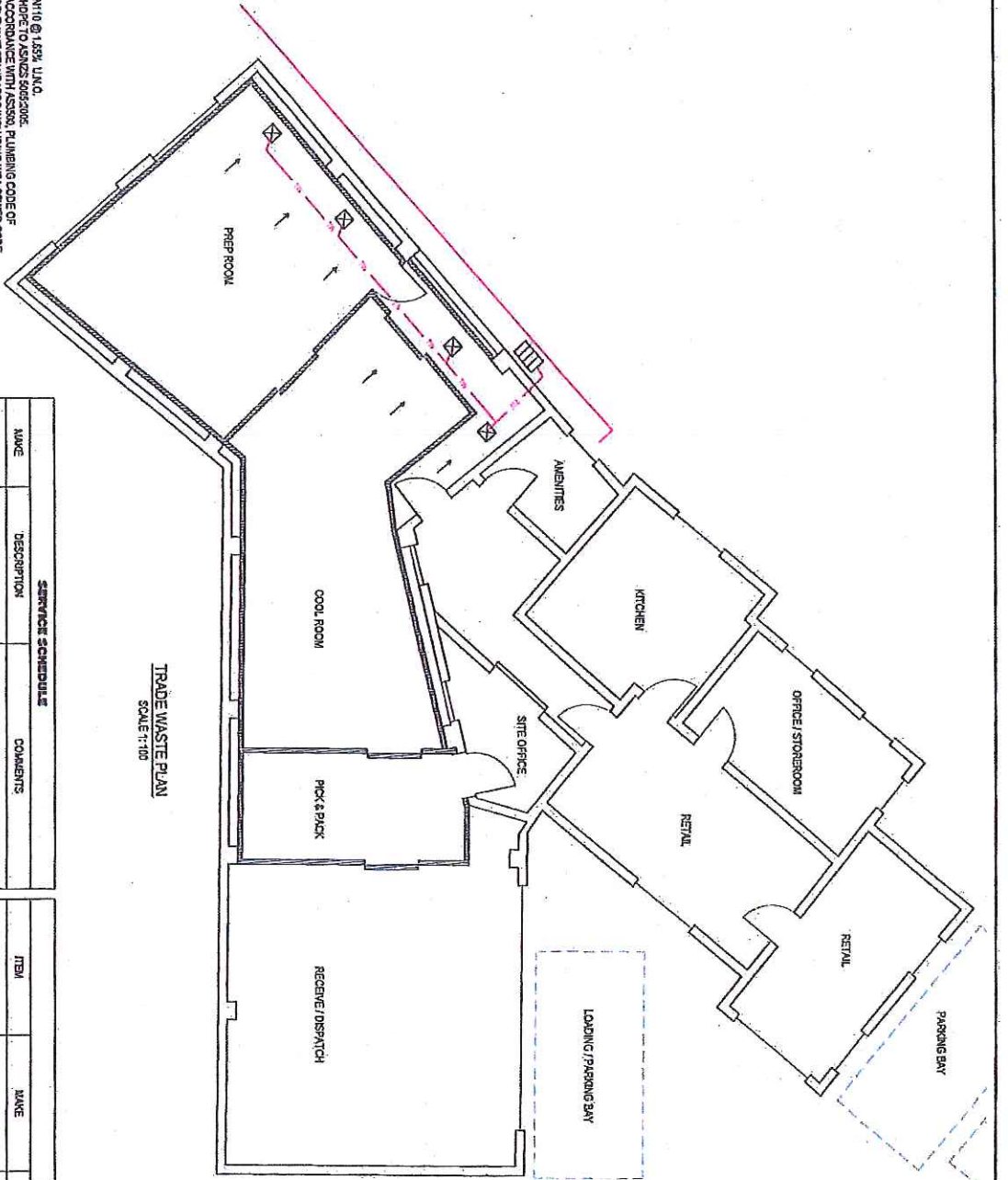
PROPOSED GROUND FLOOR LAYOUT
SCALE 1:100



PRELIMINARY BUILDING LAYOUT 80 MAIN ROAD, PERTH FACTORY LAYOUT PRELIMINARY		CLIENT SOUTHERN SKY CHEESE CO.		DRAWING TITLE PRELIMINARY BUILDING LAYOUT PROPOSED GROUND FLOOR LAYOUT	
PROJECT NO. 80 MAIN ROAD, PERTH FACTORY LAYOUT PRELIMINARY		DATE 15/03/2024		DRAWING NO. AND / OR REVISION	
SCALE 1:100 SCALE IN MILLIMETERS: 1:100		SHEET NO. A3		PROJECT NO. 80 MAIN ROAD, PERTH FACTORY LAYOUT PRELIMINARY	
DRAWING NO. AND / OR REVISION		DATE 15/03/2024		DRAWING NO. AND / OR REVISION	



- NOTES
1. ALL SLURP DRAINAGE LINES TO BE DN110 @ 1.65% UNO.
 2. TRADE WASTE PIPING TO BE BLACK HOPE TO ASSUES 8065306.
 3. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH AS1369, PLUMBING CODE OF AUSTRALIA (POA) AND ALL OTHER RELEVANT STANDARDS INCLUDING WSA, SEWER CODE, AUSTRALIAN POA) AND ALL OTHER RELEVANT STANDARDS INCLUDING WSA, SEWER CODE.
 4. ALL EQUIPMENT TO HAVE WATER MARK CERTIFICATION IN ACCORDANCE WITH POA.
 5. PENETRATION LOCATIONS TO BE CONFIRMED BY CONTRACTOR.
 6. SEWER PIPING AND FITTINGS TO BE PVCU IN ACCORDANCE WITH AS1369.
 7. SERVICES INDICATIVE ONLY, LOCATION TO BE CONFIRMED ON SITE BY CONTRACTOR.



TRADE WASTE PLAN
SCALE 1:100

MAKE	DESCRIPTION	COMMENTS
1111	150L GREASE TRAP AND PH CONNECTION SYSTEM	GREASE TRAP AND PH CONNECTION (NEUTRALISATION) SYSTEM TO BE SIZED AND TO COMPLY WITH TASMANIAN COMMERCIAL TRADE WASTE CUSTOMER RESTRICTION GUIDELINE (R010) AND THE LOCAL IN-VOLUME PLUMBING CODE OF AUSTRALIA.

ITEM	MAKE	PRODUCT NUMBER	TYPE	DIAMETER
SLURP	BLUCHER	789.802.111S	SQUARE TOP INDUSTRIAL S.S. DRAIN	110
FILTER BASKET	BLUCHER	790.103.000.03S	STAINLESS STEEL	-
REMOVABLE WATER TRAP	BLUCHER	582.103.000.0S	STAINLESS STEEL	110
GRATE	BLUCHER	790.200.000.03S	STAINLESS STEEL	-

LEGEND

	EXISTING DIVISION SEWER LINE
	NEW SEWER LINE
	NEW TRADE WASTE
	GREASE TRAP
	TRADE WASTE

pit&sherry

SOUTHERN SKY CHEESE CO.
80 MAIN ROAD, PERTH
FACTORY LAYOUT
PRELIMINARY

TRADE WASTE PLAN
PROPOSED HYDRAULIC SERVICES LAYOUT

DATE: 11/11/2024
DRAWN BY: AND/MSA

SCALE: 1:100
SCALE IN MILLIMETERS: 1:100

PROJECT: SOUTHERN SKY CHEESE CO. FACTORY LAYOUT
DRAWING NO: 1-246

**REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0152 TO WORKS & INFRASTRUCTURE
DEPARTMENT**

Property/Subdivision No: 108900.7

Date: 25 June 2021

Applicant: Southern Sky Cheese

Proposal: Change of use to Food Services (vary car parking provision)

Location: 80 Main Road, Perth

W&I referral PLN-21-0152, 80 Main Road, Perth

Planning admin: W&I fees paid.

No W&I comments

Jonathan Galbraith (Engineering Officer)

Date: 20/7/21

Rosemary Jones

From: David Denman
Sent: Tuesday, 3 August 2021 4:52 PM
To: Paul Godier
Cc:
Subject: RE: Heritage Referral - car parking - 80 Main Road, Perth

Hi Paul,
 Comments below,
 Call if you have any queries, or need more detail.
 Regards,
 David

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Tuesday, 3 August 2021 3:16 PM
To: DDA Admin
Cc: David Denman
Subject: Heritage Referral - car parking - 80 Main Road, Perth
Importance: High

E13.6.10 Access Strips and Parking

<p><i>Objective</i></p> <p><i>To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>	
<i>Acceptable Solutions</i>	<i>Performance Criteria</i>
<p>A1 <i>Car parking areas for non-residential purposes must be:</i></p> <p>a) <i>located behind the primary buildings on the site; or</i></p> <p>b) <i>in accordance with the acceptable development criteria for access and</i></p>	<p>P1 <i>Car parking areas for non-residential purposes must not:</i></p> <p>a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</i></p>

<p>parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>b) ¹⁻²⁴⁹ detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
<p>Does not comply.</p>	<p>The existing building structure has been used for many years as a service station and mechanical workshop. Therefore the external form and character of the building reflects this long term use.</p> <p>The access and existing parking areas are also common to such a use.</p> <p>The building has low heritage value the parking bays will not be detrimental to the setting of the building and the streetscape.</p> <p>Therefore the proposal meets the Performance Criteria with respect to heritage impacts.</p>

<p>Management Objectives</p>
<p><i>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</i></p> <p><i>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</i></p>

Northern Midlands Council Confidentiality Notice and Disclaimer:

The information in this transmission, including attachments, may be confidential (and/or protected by legal professional privilege), and is intended only for the person or persons to whom it is addressed. If you are not such a person, you are warned that any disclosure, copying or dissemination of the information is unauthorised. If you have received the transmission in error, please advise this office by return email and delete all copies of the transmission, and any attachments, from your records. No liability is accepted for unauthorised use of the information contained in this transmission. Any content of this message and its attachments that does not relate to the official business of the Northern Midlands Council must be taken not to have been sent or endorsed by it or its officers unless expressly stated to the contrary. No warranty is made that the email or attachment(s) are free from computer viruses or other defects.

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0152	Council notice date	3/08/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01292-NMC	Date of response	10/08/2021
TasWater Contact	Melissa Newell	Phone No.	0457 084 607
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	80 MAIN RD, PERTH	Property ID (PID)	6745097
Description of development	Change of use to food services		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
	Pitt & Sherry	Trade Waste Plan / Proposed Hydraulic Services Layout	
			Date of Issue
			04/06/2021
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> 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 connections and sewerage system and connections 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 of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
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 of \$219.04 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.			

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

Advice

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>

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need 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 i.e. Dry Basket Arrestors, Grease Arrestor;

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 Sampling Specifications for sampling discharge.

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

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

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

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

General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

4 July 2021

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 8 JUL 2021					
	I	A		I	A
GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

Dear Sir

Representation: [PLN-21-0152 - 80 Main Road, Perth: \(CT 231111/1\) - Change of use to Food Services \(vary car parking provision\)](#)

I write in relation to the above application to make representation regarding the car parking variation proposed in the application.

The application describes the proposed use and request for variations of Codes within the **Land Use Planning and Approvals Act 1993**, addressing only those deemed relevant by the applicant. Of particular concern is:

E6 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

(a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas;

and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and

(e) ensure that the design of car and bicycle parking space and

access meet appropriate design standards; and

(f) provide for the implementation of parking precinct plans. This code applies to all use and development of land.

In addition to the normal requirements of development applications and where car parking or sustainable transport facilities are required to be provided, a plan drawn to scale and dimensioned must be provided as part of the application showing:

(a) all car spaces to be provided on the site (or being relied on as part of the development); and

(b) access strips and maneuvering and circulation spaces; and

(c) all access strips onto the site from roads; and

(d) details of the existing and proposed surface treatments for all car parking access strips and maneuvering and circulation spaces; and

(e) all facilities proposed for cycling or public transport users.

Whilst Council may require a TIA to support some applications-in this instance it is strongly argued that TIA in this instance is not required due to the small number of employees, deliveries and clients visiting the site compared to the current use. It is argued that if anything the numbers visiting the site will be reduced with the proposed use.

E6.6.1 Car Parking Numbers sets the number of spaces required by a Use In order to comply with the Acceptable Solution:

Use	Car Parking Spaces	Bicycle Parking
Food services {restaurant,	1space per 15m ² net floor area + 6 queuing	1space per 75m ² net floor area

The Application states:

"With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces. There are currently three spaces on site and little room to expand on this.

Compliance therefore relies on Performance Criteria.

Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area-there is no reason why this would not continue. That leaves the other 3 spaces for the 2.5EFT and any visitors. Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site. Car parking is not seen as a reason not to support this proposal.

No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside- the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building.'

It is clear that the Application to vary the car parking provisions does not attempt to meet the Code, rather glossing over the fact that, while the development should provide ten car parking spaces and appropriate bicycle spaces, neither will be provided as required. At best the Application seeks to provide three spaces for staff, assuming the Caretaker will park in the back yard. It is important to note that contrary to the assertion by the Applicant that the current "caretaker" (who is the mechanical business operator) parks in the rear garden is not the case. The rear garden is used as a recreational area for the accommodation above 80 Main Road. This nullifies the strong assertion that the new "caretaker" will park in the back, freeing up one of the three available spaces (see photographs Attachment One). Parking for the retail space (another seven spaces) will simply not be provided, with the Applicant stating

"Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site."

The Applicant further states:

"Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area-there is no reason why this would not continue."

The Application asserts *"there are currently three spaces on site and little room to expand on this."* This is not accepted as the rear garden area at 80 Main Road where the caretaker apparently parks could be converted to provide the additional car and bicycle spaces required under the Code.

The Application fails to address the issue of current high volume car parking requirements in the street, particularly from customers of the *Country Kitchen Bakery* and *Feast*, and importantly the needs of local residents, whose property access, visitor parking and amenity will be adversely affected by parking congestion in the vicinity of 78 – 80 Main Road and Scone Street. It is not reasonable to assume (and indeed expect) that any visitors to the site would use on-street parking places in preference to any parking on site. The reality is there is not enough on-street parking available for customers to access the current food business sites.

Residents along the strip are regularly faced with car parks outside their homes being taken up for extended periods of time by customers of the food businesses in the vicinity (See photographs Attachment One). To potentially add a further seven car parks for commercial purposes to the residential area, effectively removing seven car parking spaces for residential and other current use is not acceptable.

Furthermore, regarding the parking of cycles at 80 Main Road, the Application states:

"No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside- the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building."

This approach is clearly at odds with the Code (relevant parts below),

CODE -E6

b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas;

and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(e) ensure that the design of car and bicycle parking space and access meet appropriate design standards.

particularly as it assumes only staff will be cycling to the business and ignores the requirement for a safe and secure amenity for cyclists who will be customers/visitors to the retail area of the business. It does not address the possibility that members of the public who choose to cycle will have no alternative but to use one of the three proposed parking spaces to park their cycles whilst doing business at 80 Main Road.

OTHER CONSIDERATIONS:

The safety of children who are attempting to access the school crossing on Main Road during peak times should be considered. High volume commercial parking in a residential area is problematic at school crossing times and needs to be addressed by the Applicant.

The current Draft Proposal for the Streetscape Redevelopment of Perth includes planter boxes and large trees being planted in the vicinity of 78 – 80 Main Road and across the road at

Scone Street. This could lead to further congestion if seven commercial parking spaces are permitted in the residential part of Main Road and Scone Street outside private residences. (see photographs Attachment One)

CONCLUSION

The Application to vary the car parking provisions for 80 Main Road Perth does not meet reasonable standards. The Applicant asserts that the success of the application relies on Compliance. This ignores the critical issue which is the fact that there is a large open space at the rear of 80 Main Road which could be converted to a car park. (Photographs enclosed) Allowing the proposal to vary (effectively breach) the requirements of the *Land Use and Approvals Act 1993* and the relevant Codes creates a dangerous precedent and does not contribute to the overall amenity of the township of Perth, but rather will lead to further unnecessary car parking congestion and safety issues.

Yours sincerely



Rev'd Warwick Cuthbertson

Owner/Occupier 78 Main Road Perth.

Email

Phone

Attachment One: Photographs in Reference to Development Application and Representation in response

80 Main Road Perth Tasmania

80 Main Road from corner Scone Street and Main Road showing back garden and current parking arrangements of occupant's vehicle (not in back yard as asserted by Applicant)



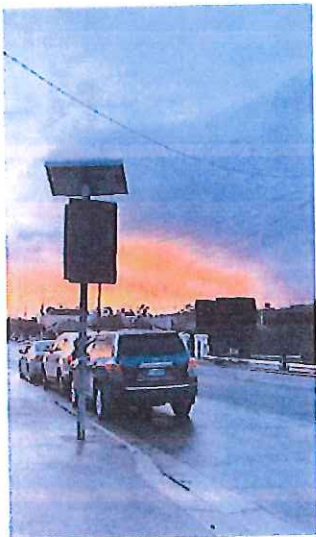
Backyard which could be re-developed to car park showing current use (not as car parking)



5 Scone Street showing close proximity to 80 Main Road and Tasmania Country Bakery. Note limited car spaces currently available.



Vehicles parked outside 78 Main Road (Note proximity to school crossing Main Road)



General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

4 July 2021

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 8 JUL 2021					
	I	A		I	A
GM			PLN		✓
P&DM			BLD		
GSM			MVR		
WM			EA		
HR					
HLT					

Dear Sir

Representation: [PLN-21-0152 - 80 Main Road, Perth: \(CT 231111/1\) - Change of use to Food Services \(vary car parking provision\)](#)

I write in relation to the above application to make representation regarding the car parking variation proposed in the application. The application to vary appears to discount the residences in Scone Street, which are in very close proximity to 80 Main Road.

The application describes the proposed use and request for variations of Codes within the *Land Use Planning and Approvals Act 1993*, addressing only those deemed relevant by the applicant. Of particular concern is:

E6 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

(a) ensure that an appropriate level of car parking facilities

are provided to service new land use and development

having regard to the operations on the land and the

nature of the locality; and

(b) ensure that cycling, walking and public transport are

encouraged as a means of transport in urban areas;

and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and

(e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and

(f) provide for the implementation of parking precinct plans. This code applies to all use and development of land.

In addition to the normal requirements of development applications and where car parking or sustainable transport facilities are required to be provided, a plan drawn to scale and dimensioned must be provided as part of the application showing:

(a) all car spaces to be provided on the site (or being relied on as part of the development); and

(b) access strips and maneuvering and circulation spaces; and

(c) all access strips onto the site from roads; and

(d) details of the existing and proposed surface treatments for all car parking access strips and maneuvering and circulation spaces; and

(e) all facilities proposed for cycling or public transport users.

Whilst Council may require a TIA to support some applications-in this instance it is strongly argued that TIA in this instance is not required due to the small number of employees, deliveries and clients visiting the site compared to the current use. It is argued that if anything the numbers visiting the site will be reduced with the proposed use.

E6. 6.1 Car Parking Numbers sets the number of spaces required by a use in order to comply with the Acceptable Solution:

Use	Car Parking Spaces	Bicycle Parking
Food services {restaurant,	1 space per 15m ² net floor area + 6 queuing	1 space per 75m ² net floor area

The Application states:

'With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces. There are currently three spaces on site and little room to expand on this.

Compliance therefore relies on Performance Criteria.

Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area- there is no reason why this would not continue. That leaves the other 3 spaces for the 2.5EFT and any visitors. Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site. Car parking is not seen as a reason not to support this proposal.

No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside- the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building.'

It is clear that the Application to vary the car parking provisions does not attempt to meet the Code, rather glossing over the fact that, while the development should provide ten car parking spaces and appropriate bicycle spaces, neither will be provided as required. At best the Application seeks to provide three spaces for staff, assuming the Caretaker will park in the back yard. It is important to note that contrary to the assertion by the Applicant that the current "caretaker" (who is the mechanical business operator) parks in the rear garden is not the case. The rear garden is used as a recreational area for the accommodation above 80 Main Road. This nullifies the strong assertion that the new "caretaker" will park in the back, freeing up one of the three available spaces (see photographs Attachment One). Parking for the retail space (another seven spaces) will simply not be provided, with the Applicant stating

"Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site. "

The Applicant further states:

"Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area- there is no reason why this would not continue."

The Application asserts *"there are currently three spaces on site and little room to expand on this."* This is not accepted as the rear garden area at 80 Main Road where the caretaker apparently parks could be converted to provide the additional car and bicycle spaces required under the Code.

The Application fails to address the issue of current high volume car parking requirements in the street, particularly from customers of the *Country Kitchen Bakery* and *Feast*, and importantly the needs of local residents, whose property access, visitor parking and amenity will be adversely affected by parking congestion in the vicinity of 78 – 80 Main Road and Scone Street. It is not reasonable to assume (and indeed expect) that any visitors to the site would use on-street parking places in preference to any parking on site. The reality is there is not

enough on-street parking available for customers to access the current food business sites. Residents along the strip are regularly faced with car parks outside their homes being taken up for extended periods of time by customers of the food businesses in the vicinity (See photographs Attachment One). To potentially add a further seven car parks for commercial purposes to the residential area, effectively removing seven car parking spaces for residential and other current use is not acceptable.

Furthermore, regarding the parking of cycles at 80 Main Road, the Application states:

"No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside- the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building."

This approach is clearly at odds with the Code (relevant parts below),

CODE -E6

b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas;

and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(e) ensure that the design of car and bicycle parking space and access meet appropriate design standards.

particularly as it assumes only staff will be cycling to the business and ignores the requirement for a safe and secure amenity for cyclists who will be customers/visitors to the retail area of the business. It does not address the possibility that members of the public who choose to cycle will have no alternative but to use one of the three proposed parking spaces to park their cycles whilst doing business at 80 Main Road.

OTHER CONSIDERATIONS:

The safety of children who are attempting to access the school crossing on Main Road during peak times should be considered. High volume commercial parking in a residential area is problematic at school crossing times and needs to be addressed by the Applicant.

The current Draft Proposal for the Streetscape Redevelopment of Perth includes planter boxes

and large trees being planted in the vicinity of 78 – 80 Main Road and across the road at Scone Street. This could lead to further congestion if seven commercial parking spaces are permitted in the residential part of Main Road and Scone Street outside private residences. (see photographs Attachment One)

CONCLUSION

The Application to vary the car parking provisions for 80 Main Road Perth does not meet reasonable standards. The Applicant asserts that the success of the application relies on Compliance. This ignores the critical issue which is the fact that there is a large open space at the rear of 80 Main Road which could be converted to a car park. (Photographs enclosed) Allowing the proposal to vary (effectively breach) the requirements of the *Land Use and Approvals Act 1993* and the relevant Codes creates a dangerous precedent and does not contribute to the overall amenity of the township of Perth, but rather will lead to further unnecessary car parking congestion and safety issues.

Yours sincerely



Nerrilee Chalmers

Owner 5 Scone Street Perth.

POSTAL ADDRESS : 4/11 ADELAIDE ST GEORGE TOWN 7253
EMAIL: ~~HER~~
PHONE:

Attachment One: Photographs in Reference to Development Application and Representation in response
80 Main Road Perth Tasmania

80 Main Road from corner Scone Street and Main Road showing back garden and current parking arrangements of occupant's vehicle (not in back yard as asserted by Applicant)



Backyard which could be re-developed to car park showing current use (not as car parking)



5 Scone Street showing close proximity to 80 Main Road and Tasmania Country Bakery. Note limited car spaces currently available.



Vehicles parked outside 78 Main Road (Note proximity to school crossing Main Road)



8 July 2021

THE GENERAL MANAGER
Northern Midlands Council
PO Box 156
Longford Tas 7301

Dear Sir

REF: Public Comment PLN-21-0152 - 80 Main Road, Perth:Property ID: 6745097,
(TITLE REF:231111/1) - Change of use to Food Services (vary car parking
provision)

It is with interest I have examined the above application before "Council".

I am a home owner, on the corner of Scone and Main Road, Perth, (rear of the said Application site), Ongoing concerns are present with the obvious lack of adequate and safe parking surrounding the developing businesses on the Perth Main Road . The dangerous parking of vehicles repeatedly encroaching on private driveways, illegal parking with regard to traffic signs, road markings, across Give Way areas and other breeches of road rules. With anticipated future growth of existing and new businesses this problem needs to be addressed so as residents, business owners and Northern Midlands Council do not have a much bigger issue to tackle in future.

I have had discussion with Council before this Application was submitted and voiced concern over the proposed Perth Streetscape Redevelopment Concept Plan regarding the congestion and danger to motorists , cyclists and pedestrians on the Main Road, Perth as a result of some of the aspects detailed in the plans. With the Application before Council I have added concerns some of which are the items highlighted in red below and pertaining to some requirements under:

Land Use Planning and Approvals Act 1993
E6 Car Parking and Sustainable Transport Code

The application describes the proposed use and request for variations of Codes within the ***Land Use Planning and Approvals Act 1993***, addressing only those deemed relevant by the applicant. Of particular concern is:

E6 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

(a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having

regard to the operations on the land and the nature of the locality; and

(b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas;

and

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and

(d) ensure that parking does not adversely impact on the amenity of a Locality and achieves high standards of urban design; and

(e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and

(f) provide for the implementation of parking precinct plans. This code applies to all use and development of land.

In addition to the normal requirements of development applications and where car parking or sustainable transport facilities are required to be provided, a plan drawn to scale and dimensioned must be provided as part of the application showing:

(a) all car spaces to be provided on the site (or being relied on as part of the development); and

(b) access strips and maneuvering and circulation spaces; and

(c) all access strips onto the site from roads; and

(d) details of the existing and proposed surface treatments for all car parking access strips and maneuvering and circulation spaces; and

(e) all facilities proposed for cycling or public transport users.

Whilst Council may require a TIA to support some applications-in this instance it is strongly argued that TIA in this instance is not required due to the small number of employees, deliveries and clients visiting the site compared to the current use. It is argued that if anything the numbers visiting the site will be reduced with the

proposed use.

PLEASE note that the existing impact on parking of current Business at 80 Main Road, (Mechanical) is negligible. The Applicant's business proposal would increase the numbers of visitors to business eventually as the build up to and end goal :retail shop front referred to would be operational.

E6. 6. ICar Parking Numbers sets the number of spaces required by a Use In order to comply with the Acceptable Solution:

<i>Use</i>	<i>Car Parking Spaces</i>	<i>Bicycle Parking</i>
<i>Food services {restaurant,</i>	<i>1 space per 15m² net floor area - 6 queuing</i>	<i>1 space per 75m² net floor area</i>

The Application states:

'With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces. There are currently three spaces on site and little room to expand on this.

Compliance therefore relies on Performance Criteria.

Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area-there is no reason why this would not continue. That leaves the other 3 spaces for the 2.5EFT and any visitors. Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site. Car parking is not seen as a reason not to support this proposal.

No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside-the company's preference on this matter is to reduce the risk of theft by storing any bikes in the building. Visitors to the site would use those parking places in preference to any parking on site."

The Applicant further states:

"Currently the occupier of the upstairs unit (caretaker) parks in the rear garden area-there is no reason why this would not continue."

The Application asserts *"there are currently three spaces on site and little room to expand on this."*

HAVE FURTHER OPTIONS BEEN EXPLORED WITH REGARD TO USE OF SPACE/S FOR PARKING?

The flow on effect of insufficient parking spaces poses risks. A School Crossing is in close vicinity and vehicles often park up along all sides leading into the crossing. Winter providing limited vision at times. Public transport is relevant as there are regular bus services using the area, along the Perth Main Road and also at the Scone Street side of Anzac Park.

Refer to Applicant's attachment photos

:

Fig.5 Café 59:

Directly opposite 80 Main Road Perth, which no longer is in operation. The business has become FEAST, a café and take away with good customer patronage. The parking has been inadequate at times for vehicles and cyclists parking on the opposite side of the Perth Main Road and streets surrounding the shop and Country Kitchen Bakery.

Fig 6. Scone Street Dwellings:

Note the residences directly opposite the rear of 80 Main Road and the distance between their driveways and very close proximity to the Give Way on Corner of Scone and Main Road. Vehicles have at times obstructed resident's access and visibility when leaving the residences. Vehicles range from cars to large camper vans etc.

When comparing another existing business in Perth, Tasmanian Honey Co, that has been operating successfully with a shop front for sale of honey and honey products for many years in Perth. The business attracts tourists and all manner of customers. I see the possibility that the proposed business has the potential to do the same as the Application states "opportunity for small retail outlet on subject site". (clause 8.2.2 of Northern Midlands Planning Scheme) refers that this does not need to be considered the use in its own right. This appears ambiguous in relation to content in the application.

Tasmania Honey Co, has well defined accessible parking directly on the premises and that any parking on the Main Road directly opposite or outside is on a straight unencumbered roadway. It does not pose the danger of congestion such as in the Application in discussion .

Conclusion drawn from the Application referenced :

Land Use Planning and Approvals Act 1993
E6 Car Parking and Sustainable Transport Code

Inadequate parking spaces. No provision for safe bicycle parking for customers and visitors. (secure bicycle space not hindering vehicular or pedestrian traffic).

Existing issues within the Zone have not been resolved which is detrimental further

business applications.

It is noted that there has been a considerable increase in cyclists visiting the eateries in the area. At times several in a group, parking on footpaths outside the businesses, hindering safe thorough fare, at times to disabled people some with mobility aids.

ZONE PURPOSE

As per the Application : ref:

The purpose of the zone 21.1.1.2

To create through good urban design:

(c): appropriate provision for car parking, pedestrian access and traffic circulation.

The current provision for car parking, traffic circulation is in adequate.

The proposed business IS in a Heritage Precinct.

Perth is a town with anticipated strong growth. Adequate, timely, planning is essential. Across all spectrums of "planning".

Yours sincerely

S. L. Gatto

Susanne Gatto

2 Scone Street

Perth Tas 7300

ENC. 4 PHOTOGRAPHS.

1-271

1/
SLOANE STREET, PERTH.
HERITAGE PRECINCT.

(NOTE DRIVEWAYS AND HOUSE
AT RIGHT IS ON 'GIVEWAY' AREA.
(SEE PHOTO 3))

1-272



2.

YELLOW LINES OUTSIDE
SO MAIN ROAD.

VEHICLES PARK AS THEY
"SEE FIT" AT TIMES, HINDERS
ACCESS OUT OF 2 SCOME ST. DRIVEWAY



3.
PUBLIC TRANSPORT, TURNING
INTO RIGHT END OF SCONE ST
TO BUS STOP AT REAR OF
ANZAC PARK.
GIVE WAY 'OUTSIDE' 2 SCONE ST



1/2

STONE STREET:

DUAL DRIVEWAYS TO PROPERTY,
VEHICLE PARKING AND

BLOCKING VISION FROM
ACCESS TO ROAD THROUGH
GATES.



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Mobile: 0417233732
Email: ian.abernethy@hotmail.com
ABN no: 47 201 501 063

13/07/2021

Dear Planners,

RE: PLN 21-0152 Main Road Perth

The applicant has asked me to respond on his behalf to the matters raised in the three reps received during the advertising period.

Firstly, Mr Wyker will respond directly to the requested for a time extension.

The representations are for all intents and purposes the same. We recognise and respect the rights of people to make comment on planning applications – this is art of the normal planning process.

We thank council for giving us the right of reply. In regards to mediation I would be happy to attend such a session on behalf of Mr Wyker. However, read on and maybe this can be resolved without mediation.

The representors raise the issue of NOT providing the required number of parking and bicycle spaces on site as though it was some form of conspiracy – it is not. It is just a fact that the theoretical parking requirement cannot be provided fully on site. It doesn't matter what use is proposed there will few circumstances where the full parking allocation can be provided.

The comment regarding the current caretaker parking on the site was made by the sales agent. If this is not the case then so be it.

The representors talk about the bakery and another eatery currently causing parking issues. It is noted from a site inspection that the two properties provide on-site parking – but neither parking area is used extensively by customers. Providing parking and getting parking that is useful are two different things. If the parking is to the rear and not readily accessible then it will not be used.

In regard to bicycle parking Mr Wyker's company has a strong policy on its current site that any staff member who wishes to ride to work can park inside the building – they will not move on this risk minimisation strategy. Bicycle parking for the public should be provided by Council in safe locations – not randomly dotted around a town as part of planning permits.

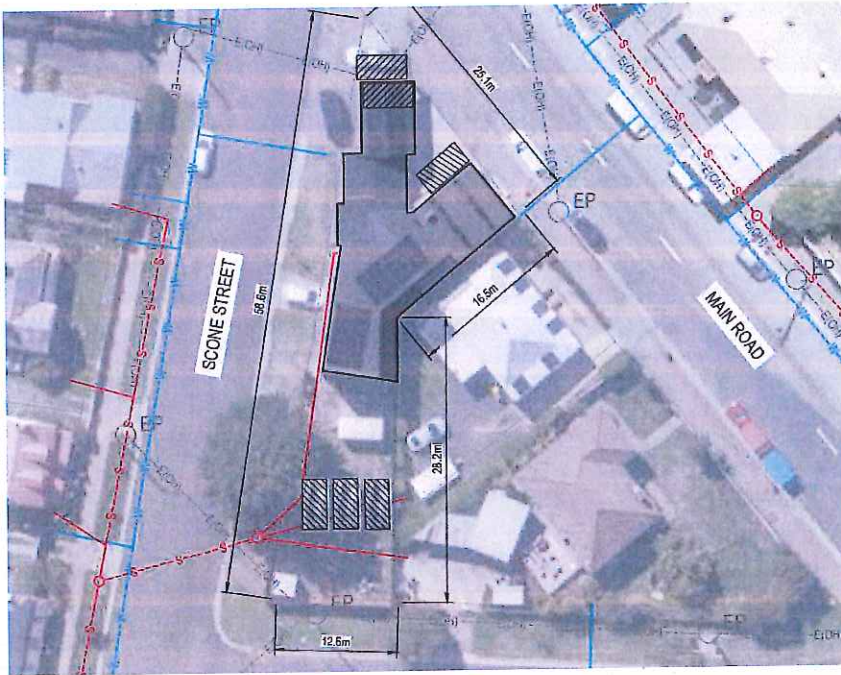
Drawing in what ever plans the Council have in regard to streetscape in Perth is irrelevant to this proposal – plans can change, projects can get deferred – the outcome is totally outside the control of the applicant.

A possible solution.

Mr Wyker had planned to keep the bulk of the garden area as open space for the caretaker's unit. He had also wanted to get his packing business established before focusing on the retail component of the proposal.

He will defer the full development of the retail area for twelve months. Thus visitors to the site will be minimal.

Mr Wyker will form three parking spaces within the rear garden area as shown in the plan below:



The parking spaces will be used by employees of the facility. That will free up the spaces at the front for public use – visitors to the site. The spaces will be marked as such.

The spaces in rear garden will be drained and finished in hardstanding (not sealed), they will not fully meet the Australian Standard (they cant) – but as users will be regular users – they will be accustomed to the size and orientation of the spaces. A steel loop will be provided on the rear wall of the building to chain up a bicycle – the area so marked – it will not be used – but compliance seems to be everything.

If this acceptable to the representors and they withdraw their submissions then I suggest the following conditions be placed on the permit:

“Prior to the use commencing a plan showing three car parking spaces formed in the rear garden area shall be submitted for the endorsement of (RELEVANT COUNCIL OFFICER). The spaces shall be formed in hardstanding and drained accordingly.”

I look forward to your comments on the above.

Yours faithfully

IAN ABERNETHY

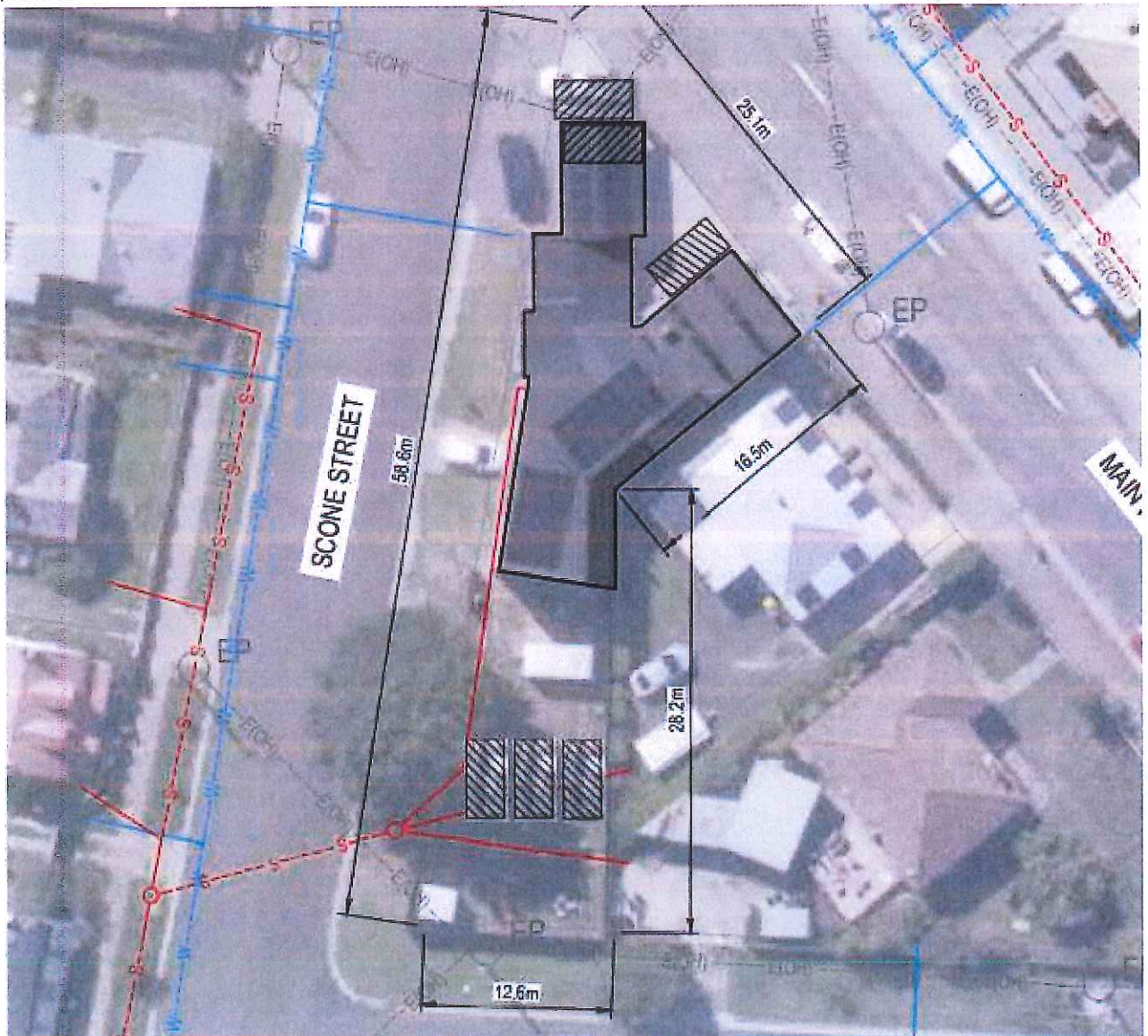
Rosemary Jones

From: NMC Planning
Sent: Wednesday, 14 July 2021 9:05 AM
To: NMC Planning
Subject: Response from applicant re concerns raised in representations PLN21-0152

Good morning,

The applicant has reviewed your submissions and provides the following information:

- The applicant acknowledges the representor's concerns regarding parking in that area of Perth and notes that although they cannot be held responsible for a generalised concern, they have no desire to add to it
- The applicant has indicated his desire to get the packing side of the business going prior to offering any retail from the site and is willing to defer starting the retail side of the business for a period, whilst the packing side is being established.
- The applicant is willing to establish 3 parking spaces for staff in the garden of the property, as shown below. They will be a hard compacted surface with appropriate drainage to the stormwater system.



- This will allow all other onsite parking areas to be for visitor parking and they will be marked accordingly
- The applicant will install a steel ring for bikes to be affixed to at the rear of the building for staff bike parking if required – although their company policy is to allow staff to store their bikes inside and this will continue

Council ask that you review the concerns raised in your representation in light of the above information and if the applicant has addressed your concerns to satisfactory level, consider withdrawing your representation. The planning permit can then be issued under delegation and be conditioned to include the onsite staff parking, bike parking and marked visitor parking.

Please advise Council at your earliest opportunity how you wish to proceed.

Kind regards,

Rosemary Jones

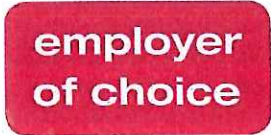


Administration Officer - Community & Development | Northern Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



15 July 2021

**THE GENERAL MANAGER
Northern Midlands Council
PO Box 156
Longford Tas 7301**

Dear Sir

REF: Email received from Rosemary Jones (Council) 14/7/21

Representation:

PLN-21-0152 - 80 Main Road, Perth:Property ID: 6745097, (TITLE REF:231111/1) - Change of use to Food Services (vary car parking provision)

I acknowledge that the Applicant has attempted to remedy concerns and partly address issues that I raised with regard to car and bicycle parking. The concerns I raised initially, were based on the Applicant's own submission for public comment and pertain to the Applicant's reference to the *Land Use Planning and Approvals Act 1993:-*

*E6 Car Parking and Sustainable Transport Code
E6. 6.1Car Parking Numbers sets the number of spaces required by a VSe In order to comply with the
Acceptable Solution:*

<i>Use</i>	<i>Car Parking SIlaces</i>	<i>Bicycle Parking</i>
<i>Food services {restaurant,</i>	<i>1 space per 15m2 net floor area + 6</i>	<i>1 space per 75m2 net floor</i>

The Application states:

“With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces. “

I can not agree to the revision with regard to allocation of six car parking spaces and a bicycle ring at the rear for staff bicycles as this would mean agreeing to non compliance of what is set out in the referenced "CODE" and would be at odds with issues I detailed in my Application. (Car parking falls short by four spaces and the bicycle ring proposed does not mention for visitor and staff bicycles (only staff bicycles) :- a simple thing to rectify I am assuming.

Again I would ask "What further options can be explored regarding parking spaces?" so as to comply with the "CODE".

The opportunity for a great business model to go ahead is being hindered by lack of thorough consideration to planning options around parking and addressing options as per the "CODE", at this point rather than deferral of :- Applicant's plan to have a retail outlet would be set to go.

As the issues have not been fully addressed, I can not withdraw my Representation.

Yours sincerely



Susanne Gatto

2 Scone Street

PERTH TAS 7300

General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

14 July 2021

Dear Sir

Representation: [PLN-21-0152 - 80 Main Road, Perth: \(CT 231111/1\) - Change of use to Food Services \(vary car parking provision\)](#)

I received an email from Rosemary Jones, on behalf of Council this morning regarding my representation addressing the above proposal today.

The email states the following points made by the applicant and that Council requests that I review the email and consider withdrawing my representation based on the points made by the applicant, and one assumes, conversations the applicant has had with Council officers. This effectively short circuits the proper planning and representation process and prevents the full impact of the proposal being considered and the provisions of the Code being properly applied.

The applicant opines that the concerns raised in my representation are generalized and they cannot be held responsible for a generalized concern (point one of the applicant's response, outlined in table one below):

- | |
|---|
| <p>1. The applicant acknowledges the representor's concerns regarding parking in that area of Perth and notes that although they cannot be held responsible for a generalised concern, they have no desire to add to it</p> |
|---|

This comment clearly ignores the points of fact (not generalized concerns) made in my representation regarding the number of parking spaces required under **Land Use and Approvals Act 1993** and the relevant Codes. Of particular relevance is the following as outlined by the applicant in the original application:

'With a floor area of 150sqm the Parking requirement based on the Planning Scheme is 10 spaces.' Given the amount of on-street parking on what is the main street of Perth it is reasonable to assume (and indeed expect) that any visitors to the site would use those parking places in preference to any parking on site. Car parking is not seen as a reason not to support this proposal.'

Contrary to my factual representation, the comments from the applicant in the original application quoted above regarding assumptions they make on the availability of parking are

clearly not based on fact and appear to be a generalized comment. They indicate a lack of serious consideration of the parking issues.

The Applicants' assertion that my representation is based on generalizations which the applicant cannot be held responsible for is not accepted. The applicant has identified the number of spaces required by law in the original application and has a responsibility to provide that number of parking and bicycle parking spaces for the proposed activity. This is a fact. It is not a generalized concern regarding parking in the area.

2. The applicant has indicated his desire to get the packing side of the business going prior to offering any retail from the site and is willing to defer starting the retail side of the business for a period, whilst the packing side is being established.

This point indicates a desire from the applicant. It is not relevant to the representation as the retail aspect of the application is an integral part of the proposal and should be considered in total. Parking should be settled before any approvals are made – the floor area determines the number of parks required, not the desire of the applicant to stage the full use of the building.

3. The applicant is willing to establish 3 parking spaces for staff in the garden of the property, as shown below. They will be a hard compacted surface with appropriate drainage to the stormwater system. 4. This will allow all other onsite parking areas to be for visitor parking and they will be marked accordingly

In the application, the proponent asserted:

“There are currently three spaces on site and little room to expand on this”.

Clearly this was a disingenuous assertion. The applicant has now proposed the establishment of three parking spaces in the garden of the property – this space was always an option for additional parking but not acknowledged by the applicant. Three additional parks in the garden do not address the fundamental issue that ten car parks in total (not six which it now appears the applicant is proposing) are required for the scale of the business. The option of parking in the garden should be fully explored prior to any approval consideration with a view to seven parks (including visitor and bicycle parking) being provided in the garden, thus meeting the requirements of the Code. The full application should be considered by Council with regard to potential further inconsistencies of fact and assumptions contained therein.

5. The applicant will install a steel ring for bikes to be affixed to at the rear of the building for staff bike parking if required – although their company policy is to allow staff to store their bikes inside and this will continue.”

The application stated:

“No external bicycle spaces are proposed with this application. Instead, should an employee ride a bicycle to work then they will be encouraged to bring the bike into the building and park them safely so they are not an obstacle. Why opt for this solution? Modern bicycles can be very expensive items with little security when parked outside- the company’s preference on this matter is to reduce the risk of theft by storing any bikes in the building.”

The applicant now states that a steel ring for bikes will be provided for staff if required and references company policy, which in the application was referred to as the company’s preference. Regardless of the terminology used by the applicant, the proposed solution is still clearly at odds with the Code as outlined in my representation, particularly as it assumes only staff will be cycling to the business and ignores the requirement for a safe and secure amenity for cyclists who will be customers/visitors to the retail area of the business. It does not address the possibility that members of the public who choose to cycle will have no alternative but to use one of the three proposed Visitor parking spaces to park their cycles whilst doing business at 80 Main Road. The email received further states:

Council ask that you review the concerns raised in your representation in light of the above information and if the applicant has addressed your concerns to satisfactory level, consider withdrawing your representation. The planning permit can then be issued under delegation and be conditioned to include the onsite staff parking, bike parking and marked visitor parking.

The Applicants’ response does not address the full extent of the representation and the response, while it comes some small way in remedying the original application, does not meet the requirements to an acceptable standard and seems to expose some factual inconsistencies and incorrect assumptions in the original application. Based on this, I do not intend to withdraw my representation and allow the planning permit to be issued under delegation. The proposal should be carefully and transparently considered fully by Council with regard to the requirements of the **Land Use and Approvals Act 1993** and the relevant Codes.

Yours sincerely

Rev Warwick Cuthbertson (Signed electronically)

Owner/Occupier 78 Main Road Perth. (1)

General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

14 July 2021

Dear Sir

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Yours sincerely

(signed electronically)

Nerrilee Chalmers Owner 5 Scone Street Perth.