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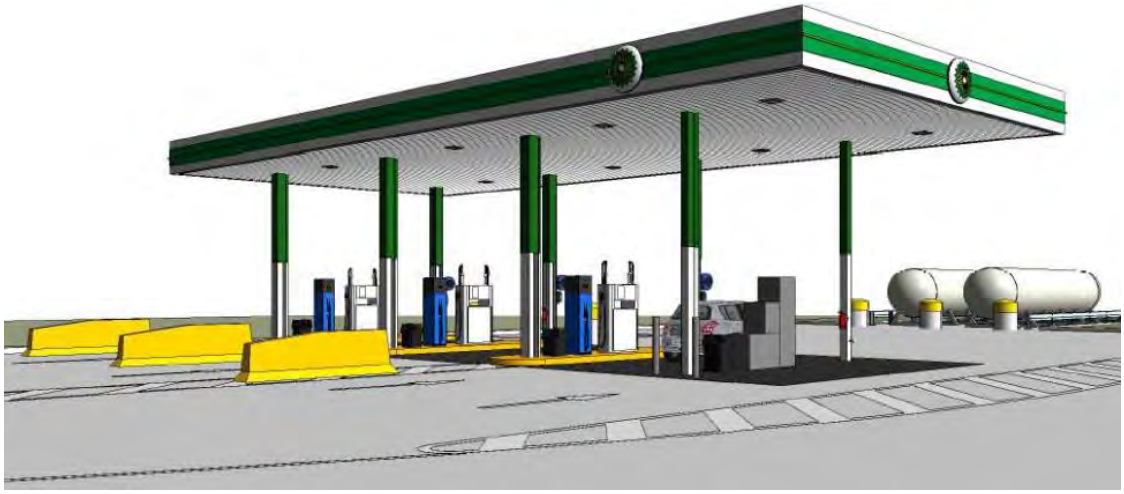
1. Introduction

1.1 Background

Midson Traffic were engaged by Verve Pty Ltd to prepare a traffic impact assessment for a proposed self service fuel station development at 26a Tannery Road South, Longford.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

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

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019.

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

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed

assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses in C2.0, *Parking and Sustainable Transport* Code, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme - Northern Midlands, 2022.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

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

- 27 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 26a Tannery Road, Longford. The site is currently a vacant lot.

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Tasmanian Planning Scheme – Northern Midlands, 2022 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2022
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

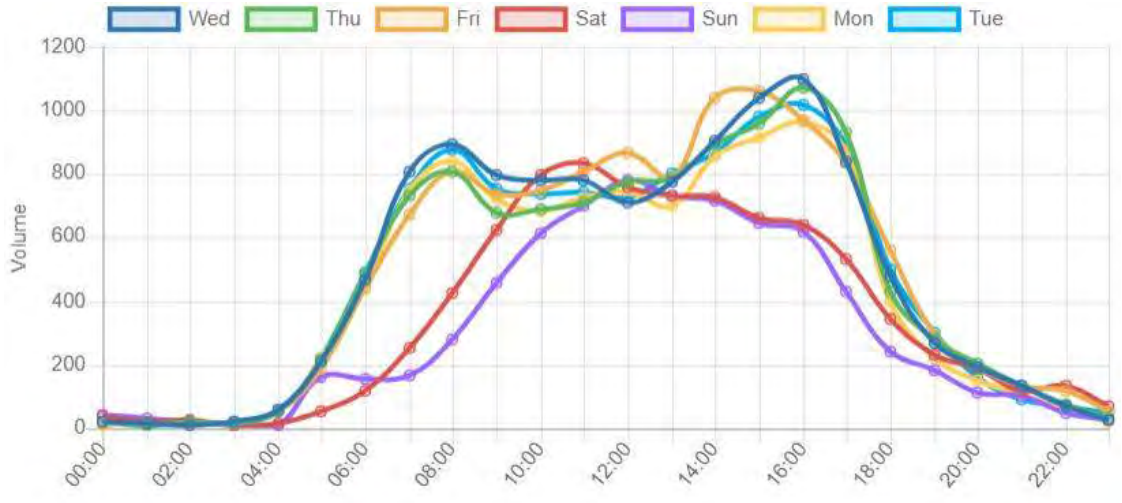
For the purpose of this report, the transport network consists of Tannery Road South only. Tannery Road South connects between Illawarra Road at its north-western end and Wellington Street at its south-eastern end. Tannery Road is effectively an extension of Wellington Street which provides the main thoroughfare through Longford, connecting between Illawarra Road, Wellington Marlborough Street and Woolmers Lane.

The sealed pavement width of Tannery Road is 7.5 metres near the subject site. It carries approximately 10,200 vehicles per day and has a heavy vehicle proportion of 14.3%. Peak hour flows are typically 850 vehicles per hour during the AM peak and 1,000 vehicles per hour during the PM peak period. The hourly traffic flow of Tannery Road is provided in Figure 4. The posted speed limit is 50-km/h near the subject site.

Tannery Road looking northwest towards the subject site is shown in Figure 3.

Figure 3 Tannery Road

Figure 4 Tannery Road Hourly Traffic Volumes



2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2018 and 31st March 2023 for Tannery Road between Illawarra Road and Wellington Street.

The findings of the crash data is summarised as follows:

- A total of 6 crashes were reported during this time.
- Severity. All crashes involved property damage only.
- Time of day. All crashes were reported between 7:00am and 7:00pm. The majority of crashes were reported during the afternoon (4 crashes).
- Day of week. 3 crashes were reported on Saturdays; 2 crashes were reported on Tuesdays; 1 crash was reported on a Friday.
- Crash types. No clear crash trends were noted. 3 crashes involved a single vehicle losing control, and 3 crashes involved multiple vehicles.
- Crash locations. 3 crashes were reported at the Illawarra Road roundabout; 1 crash was reported immediately within the neighbouring access adjacent to the subject site; and 2 crashes were reported to the northwest of the subject site. The crash locations are shown in Figure 5.
- Vulnerable road users. No crashes involved vulnerable road users (pedestrians, cyclists or motorcyclists).

The crash data does not indicate that there are any pre-existing road safety deficiencies in the transport network that may be exacerbated by traffic generated by the propose development.

Figure 5 Crash Locations

Source: Department of State Growth

3. Proposed Development

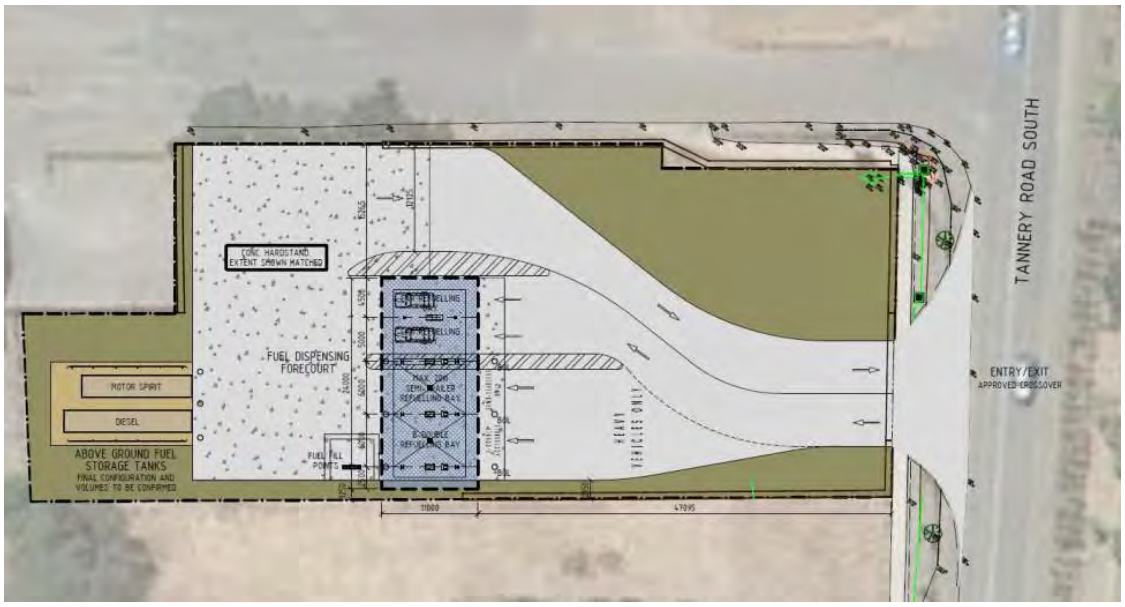
3.1 Development Proposal

The proposed development is a 24-hour truck fuelling station. The proposed development is for primarily for trucks but will also be accessible by passenger vehicles.

The site is unmanned with all sales self-serve using a credit card reader. The development will include two fuel bowsers that are accessible for trucks via a new access on Tannery Road. The layout of the site will facilitate the swept paths of b-doubles and semi-trailers.

The proposed development is shown in Figure 6.

Figure 6 Proposed Development Plans



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4. Traffic Impacts

4.1 Trip Generation

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

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

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

A(F) = gross area of convenience store.

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

Using this as a basis for estimating the traffic generation, we have a peak hour traffic generation of 143 vehicles per hour. If we account for the use of the site as predominantly for trucks only, then this rate can be reduced proportionately to a rate slightly higher than the heavy vehicle proportion in the surrounding network. This equates to a peak hour traffic generation of 36 vehicles per hour (applying a reduction of 25%, noting that the heavy vehicle percentage in Tannery Road is 14.3%).

The RMS Guide suggests that daily traffic generation associated with fuel sales may represent 17 times the evening peak generation. On a daily basis, the proposed development may generate approximately 612 vehicles per day (spread across 24 hours). Note that these vehicle movements would already be on the road network and would represent 'pass by trips'. Few additional trips would be added to the network, other than relatively local detour trips.

4.2 Trip Assignment

The development will incorporate a new access directly onto Tannery Road.

It is likely that a relatively even proportion of trips will enter the site via left and right turn manoeuvres. Likewise, a relatively even proportion of exit manoeuvres will be via left and right turn manoeuvres.

4.3 Access Impacts

The proposed design of the access junction on Tannery Road South is shown in Figure 7. The access has been located in such a way to maximise the distance between the existing access junction adjacent to the site.

The peak traffic generation at the site's access will be 36 vehicles per hour. This represents an average of 1.7 vehicles per minute during peak periods. The intersection will accommodate this traffic generation at a high level of efficiency and safety.

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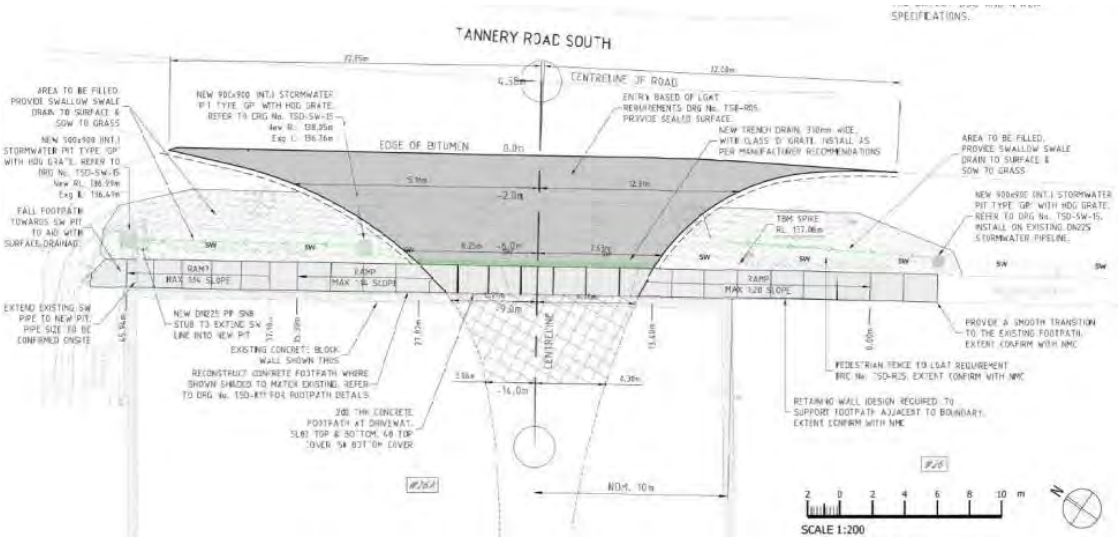
The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority*".

The Department of State Growth, as road authority, have previously issued written consent for the new junction. The letter of consent is provided in Appendix A. It is noted that the proposed development is for an access for a specific development and therefore it has been assumed that the consent is not automatically applicable to the proposal and the requirements of Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme are not met.

Figure 7 Access Junction Design



The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*

(h) any advice received from the rail or road authority".

The following is relevant with respect to the development proposal:

a. Increase in traffic. The traffic generation of the development is likely to be 143 vehicles per hour. A large proportion of this traffic is likely to already be on the road network, with trips 'deviated' from Tannery Road (ie. an existing through trip on Tannery Road becomes an inward and an outward trip). This represents less than 2.5 vehicles every minute during peak periods. There is sufficient spare capacity in Tannery Road to absorb the movements associated with the proposed junction.

b. Nature of traffic. The traffic will be predominantly commercial in nature. This is consistent with the existing use of Tannery Road and adjacent accesses.

c. Nature of road. Tannery Road is a major collector road with sufficient spare capacity to absorb the movements associated with the proposed junction.

d. Speed limit and traffic flow. Tannery Road carries approximately 10,200 vehicles per day and has a heavy vehicle proportion of 14.3%. Peak hour flows are typically 850 vehicles per hour during the AM peak and 1,000 vehicles per hour during the PM peak period. The posted speed limit is 60-km/h.

e. Alternative access. No alternative access is possible. No right-of-way access is available via the adjacent access road that connects to Tannery Road.

f. Need for use. The junction is required to provide vehicular access to the proposed development.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment. Importantly there is spare capacity to absorb the traffic generation associated with the proposed development.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for commercial driveways. Sight distance requirements are lower for commercial driveways compared to road junctions.

The minimum sight distance requirements for an access driveway in a 50-km/h frontage road is 45 metres (the desirable sight distance is 69 metres). The available sight distance exceeds 200 metres in both directions along Tannery Road.

4.5 Pedestrian Impacts

The nature of the development will result in no pedestrian generation at the site.

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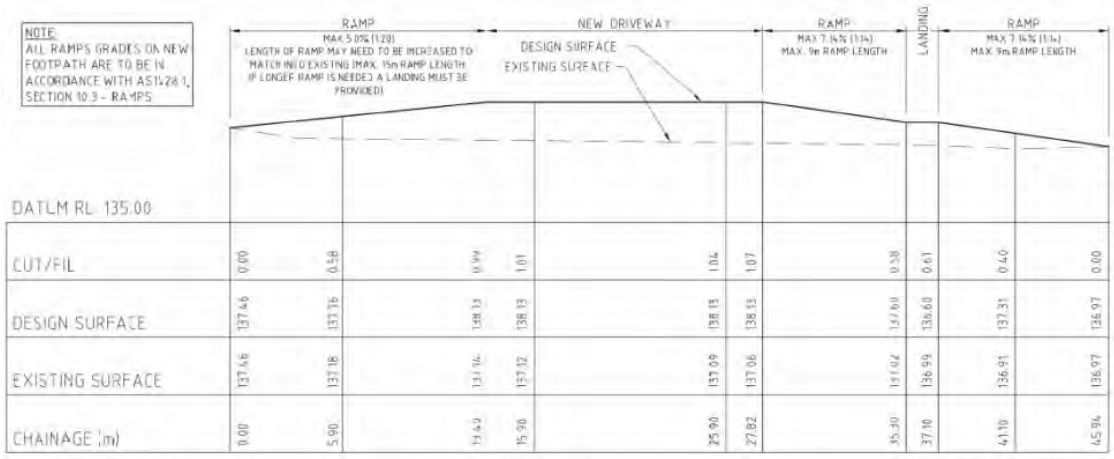
The proposed access design will require modifications to the footpath along Tannery Road. The new junction will elevate the pedestrian path via two ramps to bring the footpath level with the access. This is shown in Figure 7 and Figure 8. The maximum footpath grade is 1:14 (7.14%).

Figure 8 New Footpath Cross-Section



4.6 Road Safety Impacts

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

- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development (noting that few crashes have been reported in the most recent five-year period, and all crashes have resulted in property damage only).
- Adequate sight distance is available at the proposed site accesses on Tannery Road in relation to the prevailing vehicle speeds in accordance with Australian Standards requirements.
- The additional traffic generated by the proposed development (noting an estimated peak of 36 vehicles per hour) can be readily absorbed by the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development does not provide any formal on-site car parking.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*
>
> *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
>
> *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
>
> *(c) the site is subject to Clause C2.5.5; or*
>
> *(d) it relates to an intensification of an existing use or development or a change of use where:*
>
> *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
>
> *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*
>
> *N = A + (C- B)*
>
> *N = Number of on-site car parking spaces required*
>
> *A = Number of existing on site car parking spaces*
>
> *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1*
>
> *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".*

Table C2.1 requires 4 spaces per service bay (vehicle fuel sales and service) and 1 space per 30m^2 of floor area (convenience store). In this case the development does not provide service bays or convenience store. No parking provision is therefore required for the development. The development therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed automated fuel station development at 26a Tannery Road, Longford.

The key findings of the TIA are summarised as follows:

- The development will generate a total of 612 vehicles per day with a peak of 36 vehicles per hour. The nature of the development will result in the majority of this traffic generation being 'linked trips', where a vehicle already travelling on Tannery Road will divert into and out of the proposed development.
- The traffic generation associated with the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The development does not rely on the existing access that is adjacent to the north-western boundary of the site.
- The development will provide a new access on Tannery Road. The access has been designed to accommodate the swept paths of b-doubles and semi-trailers. The footpath adjacent to the subject site on Tannery Road will be modified to be elevated to match the levels of the new access.
- The access design has approval from the Department of State Growth as road authority. The access therefore meets the requirements of Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme.
- The development proposal does not provide any formal on-site car parking. The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme is met as it does not trigger a need for parking.

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

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Appendix A

Previous Road Authority Consent, Department of State Growth

Received
17/07/2023

Exhibited

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Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Ph: 6777 1940
Email garry.hills@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

Tasmanian Government

Mr Dale Luck
49-51 Elizabeth Street
LAUNCESTON TAS 7250
By email: dluck@jmg.net.au

Dear Mr Luck

Amendment to Access Works Permit NEA06-20 – 26A Tannery Road (Poatina Main Road), Longford
Permit Holder: Cynthia Carol Frost

Your request for an amendment to the above permit has been approved.

The amendment is to Special Conditions of Permit Section 1. The access shall be constructed in accordance with supplied design plans, with reference 220081LO Rev C received by email on 3 April 2023.

All other conditions in permit **NEA06-20** stand.

A copy of this letter will be sent to Northern Midlands Council for information.

Yours sincerely

Garry Hills
Principal Analyst Traffic Engineering

Delegate of
Minister for Infrastructure and Transport
Michael Ferguson MP

3 April 2023

cc: General Manager, Northern Midlands Council

Midson Traffic Pty Ltd ABN: 26 133 583 025

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	2nd May 2023
1	Keith Midson	Zara Kacic-Midson	17th July 2023

Exhibited

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
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Ph: 6777 1940
Email garry.hills@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

Tasmanian Government

Mr Dale Luck
49-51 Elizabeth Street
LAUNCESTON TAS 7250
By email: dluck@jmg.net.au

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A copy of this letter will be sent to Northern Midlands Council for information.

Yours sincerely

Garry Hills
Principal Analyst Traffic Engineering

Delegate of
Minister for Infrastructure and Transport
Michael Ferguson MP

3 April 2023

cc: General Manager, Northern Midlands Council

GENERAL

WORK HEALTH & SAFETY NOTICE:
JMG HAVE CONSIDERED THE HAZARDS AND RISKS ASSOCIATED WITH THE CONSTRUCTION, OPERATION, MAINTENANCE AND EVENTUAL DEMOLITION OF THIS PROJECT. THERE ARE A NUMBER OF HAZARDS AND HENCE RISKS WHICH ARE NOT UNIQUE TO THIS PROJECT WHICH NEED TO BE MANAGED DURING THESE PHASES. JMG REMIND CONSTRUCTORS, OPERATORS, MAINTAINERS AND DEMOLISHERS OF THEIR RESPONSIBILITIES UNDER WORK HEALTH & SAFETY ACTS AND REGULATIONS. THE FOLLOWING RISKS HAVE BEEN IDENTIFIED WHICH ARE UNUSUAL TO THIS PROJECT: NIL

UNLESS SPECIFIED OTHERWISE BY DOCUMENTATION SPECIFIC TO THIS PROJECT ALL DIMENSIONS, MATERIALS, WORKMANSHIP ETC SHALL COMPLY WITH DSG STANDARD CONTRACT DOCUMENTS AND SPECIFICATIONS (R SERIES) AND IPWEA SUBDIVISION STANDARD DRAWINGS (INCLUDING THE AUTHORITIES LISTED DEPARTURES FROM THE IPWEA STANDARD DRAWINGS) VERSION 3 ISSUED DECEMBER 2020.

ONLY THOSE SERVICES CONSPICUOUS DURING FIELD SURVEYS HAVE BEEN PLOTTED. THE LOCATION OF THESE SERVICES IS APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. THE CONTRACTOR SHALL CONFIRM ON SITE PRIOR TO THE START OF WORKS THE LOCATION OF ALL SERVICES WITH THE RELEVANT AUTHORITY.

THE CONTRACTOR MUST POTHOLE ALL EXISTING SERVICES AT PROPOSED CROSSING POINTS WITH NEW SERVICES, STRUCTURES AND WHERE UNDER REDUCED FINISHED SURFACE LEVELS PRIOR TO THE COMMENCEMENT OF WORKS TO DETERMINE IF THE EXISTING OR PROPOSED SERVICE WILL BE ADVERSELY AFFECTED BY CLASH OR REDUCED MINIMUM COVER. THE CONTRACTOR MUST POTHOLE EXISTING SERVICES AT ALL PROPOSED CONNECTION POINTS FOR NEW SERVICES TO CONFIRM THAT MINIMUM COVER AND OR GRADIENT FOR THE NEW SERVICE WILL BE ACHIEVED. WHERE A CONFLICT WITH AN EXISTING OR PROPOSED SERVICE IS IDENTIFIED THE CONTRACTOR SHALL SEEK DIRECTION FROM THE SUPERINTENDENT. NO CLAIM FOR VARIATION OR EXTENSION OF TIME WILL BE CONSIDERED AS A RESULT OF THE CONTRACTORS FAILURE TO UNDERTAKE THIS INVESTIGATION, AT A SUFFICIENT TIME PRIOR TO THE INSTALLATION WORKS, TO ALLOW ANY REDESIGN TO OCCUR.

PRIOR TO THE COMMENCEMENT OF SITE WORKS THE CONTRACTOR SHALL PREPARE, SUBMIT AND GAIN APPROVAL FROM THE RELEVANT COUNCIL FOR A SOIL AND WATER MANAGEMENT PLAN FOR THE CONSTRUCTION WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL REQUIRED PROTECTION MEASURES FOR THE DURATION OF THE CONTRACT AND UNTIL NEW VEGETATION IS FULLY ESTABLISHED.

ALL SITE WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE ENVIRONMENTAL CONDITIONS OF THE PLANNING PERMIT.

PRIOR TO THE COMMENCEMENT OF ANY COUNCIL INFRASTRUCTURE WORKS, THE CONTRACTOR SHALL APPLY TO COUNCIL, AND RECEIVE A PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE.

FOR WORKS WITHIN THE ROAD RESERVATION THE CONTRACTOR SHALL APPLY FOR AND RECEIVE A ROAD OPENING PERMIT FROM COUNCIL PRIOR TO THE COMMENCEMENT OF WORKS, THIS APPLICATION SHALL INCLUDE THE PREPARATION OF TRAFFIC AND PEDESTRIAN MANAGEMENT PLANS AS APPLICABLE.

PRIOR TO THE COMMENCEMENT OF ANY TASWATER INFRASTRUCTURE WORKS, THE CONTRACTOR SHALL APPLY TO TASWATER, AND RECEIVE A PERMIT TO CONSTRUCT TASWATER INFRASTRUCTURE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL PEDESTRIAN AND TRAFFIC MANAGEMENT DEVICES TO COMPLY WITH AS1742 FOR THE DURATION OF THE WORKS.

THE CONTRACTOR SHALL PREPARE IN ELECTRONIC (.DWG) FORMAT "AS CONSTRUCTED" DRAWINGS TO THE SATISFACTION OF JMG, COUNCIL MUNICIPAL ENGINEER AND/OR TASWATER SHOWING THE AS INSTALLED LOCATION OF ALL ABOVE AND BELOW GROUND WORKS. CONFIRMATION OF APPROVAL, FROM THE RELEVANT AUTHORITIES, OF THE COMPLETED DRAWINGS SHALL BE SUBMITTED TO THE SUPERINTENDENT PRIOR TO THE ISSUING OF THE CERTIFICATE OF PRACTICAL COMPLETION.

ALL PIPEWORK (WATER, SEWER AND STORMWATER) PROFILE LEVELS ARE TO THE PIPE INVERT LEVEL. ALLOW ADDITIONAL TRENCHING DEPTH FOR BEDDING AS INDICATED ON THE TYPICAL DETAILS.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL CONDITIONS OF THE PLANNING PERMIT, A COPY OF WHICH MUST BE KEPT ON SITE.

PROPRIETARY PRODUCTS ARE TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.

EARTHWORKS

DEMOLISH AND REMOVE ALL CONCRETE SLABS, KERBS, WALLS ETC. AS NOTED AND REQUIRED FOR THE CONSTRUCTION OF THE NOMINATED WORKS.

FOLLOWING DEMOLITION AND REMOVAL OF SLABS, KERBS ETC. AND STRIPPING OF THE SITE TO THE REQUIRED FORMATION LEVELS, GRADE SUB-GRADE TO A SMOOTH PROFILE AND CONSOLIDATE TO 98% MAXIMUM DRY DENSITY (AS 1289.5) PROOF ROLL IN THE PRESENCE OF THE CONSULTING ENGINEER USING A SINGLE AXLE RIGID TRUCK WITH A FULL LEGAL LIMIT LOAD. REMOVE ANY UNSUITABLE SOFT, WET OR HEAVING MATERIAL AS DIRECTED BY THE SUPERINTENDENT AND REPLACE WITH COMPACTED SELECT FILL IN LAYERS NOT EXCEEDING 200mm LOOSE TO ACHIEVE 98% STANDARD COMPACTION (AS1289.5).

ALL STRIPPED TOPSOIL SHALL BE STOCKPILED ON-SITE FOR RESPREADING ON BATTERS AND DISTURBED AREAS, ALL EXCESS EXCAVATED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTORS COST UNLESS APPROVED OTHERWISE BY THE SUPERINTENDENT.

ANY IMPORTED FILL MATERIAL FOR UNDER ROADWAYS AND CARPARKS SHALL BE WELL GRADED WITH A MAXIMUM PARTICLE SIZE OF 75mm, 80% LESS THAN 20mm, HAVE A MINIMUM CBR VALUE OF 15% AND A PLASTICITY INDEX LESS THAN 12%, COMPACT TO A MINIMUM OF 95% STANDARD COMPACTION TO DSG SPECIFICATION R22 IN LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS.

ALL EARTHWORKS INCLUDING EMBANKMENTS SHALL BE PREPARED AND CONSTRUCTED TO DSG SPECIFICATION R22 & R23

WHERE EMBANKMENT FILLS EXCEED 400mm IN HEIGHT ABOVE STRIPPED SURFACE LEVEL THE CONTRACTOR SHALL PROVIDE COMPACTION TEST RESULTS FOR THE PLACED MATERIAL AT A RATE OF AT LEAST 1 PER 500M2 OR A MINIMUM OF 2 PER LAYER WHICHEVER IS THE GREATER UNLESS APPROVED OTHERWISE BY THE SUPERINTENDENT. EMBANKMENT COMPACTION SHALL BE IN ACCORDANCE WITH DSG SPECIFICATION R22 TABLE 22.3.

WHERE EMBANKMENTS ARE TO BE CONSTRUCTED ON NATURAL GROUND WITH SLOPES EXCEEDING 3 HORIZONTAL TO 1 VERTICAL (3:1) THE FOUNDATION SHALL BE CUT INTO HORIZONTAL BENCHES TO DSG SPECIFICATION R22.9.1 PRIOR TO THE COMMENCEMENT OF EMBANKMENT CONSTRUCTION.

DURING FORMATION WORKS THE CONTRACTOR SHALL ENSURE THAT ADEQUATE STEPS ARE TAKEN TO PROTECT THE SUBGRADE FROM WET WEATHER PRIOR TO THE PLACEMENT OF THE SUB-BASE. NO CLAIM WILL BE CONSIDERED AS A RESULT OF THE CONTRACTORS FAILURE TO PROTECT THE WORKS.

ROADWORKS

WHERE NEW WORKS ABUT EXISTING SAWCUT ALL INTERFACES TO NEAT STRAIGHT LINES AND RECTANGULAR SHAPES AND MAKE GOOD TO MATCH.

BACKFILL ALL TRENCHES AND EXCAVATIONS WITHIN VEHICLE PAVEMENTS FULL DEPTH WITH 20mm FINE CRUSHED ROCK CONSOLIDATED IN MAXIMUM 150 LAYERS TO 98% MODIFIED COMPACTION.

SUBMIT TO THE CONSULTING ENGINEER PRIOR TO THEIR USE MATERIAL PROPERTIES AND SOURCE FOR ALL ROAD MAKING MATERIALS. UNLESS NOTED OTHERWISE PAVEMENT

MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF DSG SPECIFICATION R40 FOR BASE CLASS A AND SUB-BASE 1 MATERIALS.

EACH COMPLETED PAVEMENT LAYER SHALL BE COMPACTED TO A MINIMUM DDR OF 96% FOR SUB-BASE AND 98% FOR BASE COURSE AND PROOF ROLLED IN THE PRESENCE OF THE SUPERINTENDENT AND COUNCIL'S WORKS INSPECTOR WHERE REQUIRED USING A SINGLE AXLE RIGID TRUCK WITH A FULL LEGAL LIMIT LOAD.

CONCRETE COMPRESSIVE STRENGTH SHALL BE: REFERENCE TO BE BE MADE TO THE STRUCTURAL SPECIFICATION FOR OTHER REQUIREMENTS NOT SHOWN BELOW. SUPPLIER TO DESIGN MIX TO ACHIEVE THESE REQUIRED PROPERTIES.
DRIVEWAY SLABS AND GRATED TRENCH - N32
FOOTPATH - N25
PITS & MINOR WORKS - N25
WORKMANSHIP, MATERIALS AND DESIGN SHALL BE IN ACCORDANCE WITH AS3600 AND THE ASSOCIATED CODES LISTED THEREIN AND THE SPECIFICATION.

GRADE AND ROLL MINIMUM 100 TOPSOIL TO ALL GRASSED AREAS AND PLANTERS. WHERE NECESSARY TO RAISE LEVELS, PLACE AND CONSOLIDATE GENERAL FILL FROM SITE BENEATH TOPSOIL. REFER TO ARCHITECT SPECIFICATION.

STORMWATER RETICULATION - MUNICIPAL

ALL WORKS ARE TO BE IN ACCORDANCE WITH DSG R SERIES STANDARD CONTRACT DOCUMENTS AND SPECIFICATIONS CURRENT AT THE TIME OF TENDERING AND IPWEA STANDARD DRAWINGS DECEMBER 2020.

FOR PIPE BEDDING AND BACKFILL REFER WSAA STD DRG. SEW-1201. PIPE EMBEDMENT TO BE 7mm CLEAN AGGREGATE (UNO). BACKFILL ALL TRENCHES WITHIN VEHICLE PAVEMENTS TO THE UNDERSIDE OF THE PAVEMENT LAYER FULL DEPTH WITH 20mm FINE CRUSHED ROCK CONSOLIDATED IN MAXIMUM 150MM LAYERS TO 96% MODIFIED COMPACTION.

WHERE PIPES ARE LOCATED WITHIN PROPOSED EMBANKMENT CONSTRUCTION, TRENCHING AND EXCAVATION SHALL BE UNDERTAKEN POST EMBANKMENT CONSTRUCTION.

INSTALL CONCRETE BULKHEADS IN ACCORDANCE WITH IPWEA STD. DRG. TSD-SW01 TO ALL PIPEWORK WITH GRADES GREATER THAN 10%.

ENSURE COVERS TO ALL PITS AND MANHOLES ARE INSTALLED FLUSH WITH FINISHED SURFACE LEVEL. MANHOLES OUTSIDE OF SEALED AREAS ON GRADES EXCEEDING 14% SHALL BE INSTALLED HORIZONTALLY WITH A 1m SAFE LEVEL WORKING AREA SURROUNDING. PIT COVERS SHALL BE OF A TYPE APPROVED BY COUNCIL AND EITHER CLASS D WHERE LOCATED WITHIN ROADWAY PAVEMENTS OR CLASS B IN OTHER LOCATIONS.

THE CONTRACTOR SHALL ENSURE THAT STORMWATER MAINS INCLUDING ALL MANHOLES, BRANCHES AND PROPERTY CONNECTION LINES ARE LEFT EXPOSED UNTIL SUCH TIME AS THEY HAVE BEEN LOCATED BY THE SURVEYOR UNDERTAKING THE AS CONSTRUCTED SURVEY. THE SURVEYOR SHALL BE PROVIDED WITH AT LEAST 48Hrs ADVANCE NOTICE TO ALLOW THEM TO ATTEND THE SITE. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR HAVING TO RE-EXPOSE ALL PIPEWORK TO ALLOW ACCURATE PICK UP OF THE SERVICE.

CONTRACTOR TO ENSURE PROPERTY CONNECTION POINTS ARE INSTALLED AT A DEPTH/LEVEL THAT ENSURES DRAINAGE CAN BE ACHIEVED FROM FUTURE DRIVEWAY GRATED TRENCH DRAINS IN ACCORDANCE WITH MUNICIPAL STANDARDS.

CONTRACTOR TO ENSURE ALL HOLD POINTS ON PERMIT TO CONSTRUCT ARE ADHERED TO IN ACCORDANCE WITH PERMIT.

WHERE MANAGED BY THE THE CONTRACTOR, THE CONTRACTOR SHALL ENSURE THE AS-CONSTRUCTED DRAWINGS, SURVEY & CONTROL AND DATA COLLECTION IS UNDERTAKEN AND PROVIDED TO COUNCIL IN ACCORDANCE COUNCIL REQUIREMENTS.

SURVEY CONTROL

DATE OF SURVEY APRIL 2020 & WAS UNDERTAKEN BY WOOLCOTT SURVEYS.

TITLE BOUNDARIES SHOWN WERE NOT VERIFIED OR MARKED AT THE TIME OF THIS SURVEY.

HORIZONTAL DATUM IS MGA'94 BASED ON P169514.

VERTICAL DATUM IS AHD'83 BASED ON SPM9940.

CONTOUR INTERVAL IS 0.2 METRES, INDEX IS 1.0 METRES

BOUNDARIES ARE COMPILED ONLY FROM P169514 AND SIO170283 AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

CO-ORDINATES ARE PLANE BASED ON MGA AT SPM9940.

WHILE REASONABLE EFFORT HAS BEEN MADE TO LOCATE ALL VISIBLE ABOVE GROUND SERVICES, THERE MAY BE OTHER SERVICES THAT WERE NOT LOCATED DURING THIS SURVEY.

Exhibited

FOR CONSTRUCTION

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REV	DATE	REMARK
C	31/01/23	REVISED FOR B-DOUBLE ACCESS
B	27/10/22	DETAILS REVISED
A	14/09/22	ISSUED FOR CONSTRUCTION

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

The following risks which are unique to this design have been identified:	NIL
This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety	

Engineers & Planners

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PROJECT
26A TANNERY ROAD SOUTH
LONGFORD
NEW ACCESS

TITLE
GENERAL NOTES

Accepted (Discipline Head)		Date
Accepted AS (Team Leader)		Date 31/01/2023
Approved NFA (Principal)		Date 31/01/2023

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AS SHOWN	AS	AS
	PLOT DATE	31/01/2023

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PLOT DETAILS 220081LO REVC.DWG

PROJECT NO. 220081LO

DWG NO.	REVISION
C00	C

DATA ACCURACY DISCLAIMER

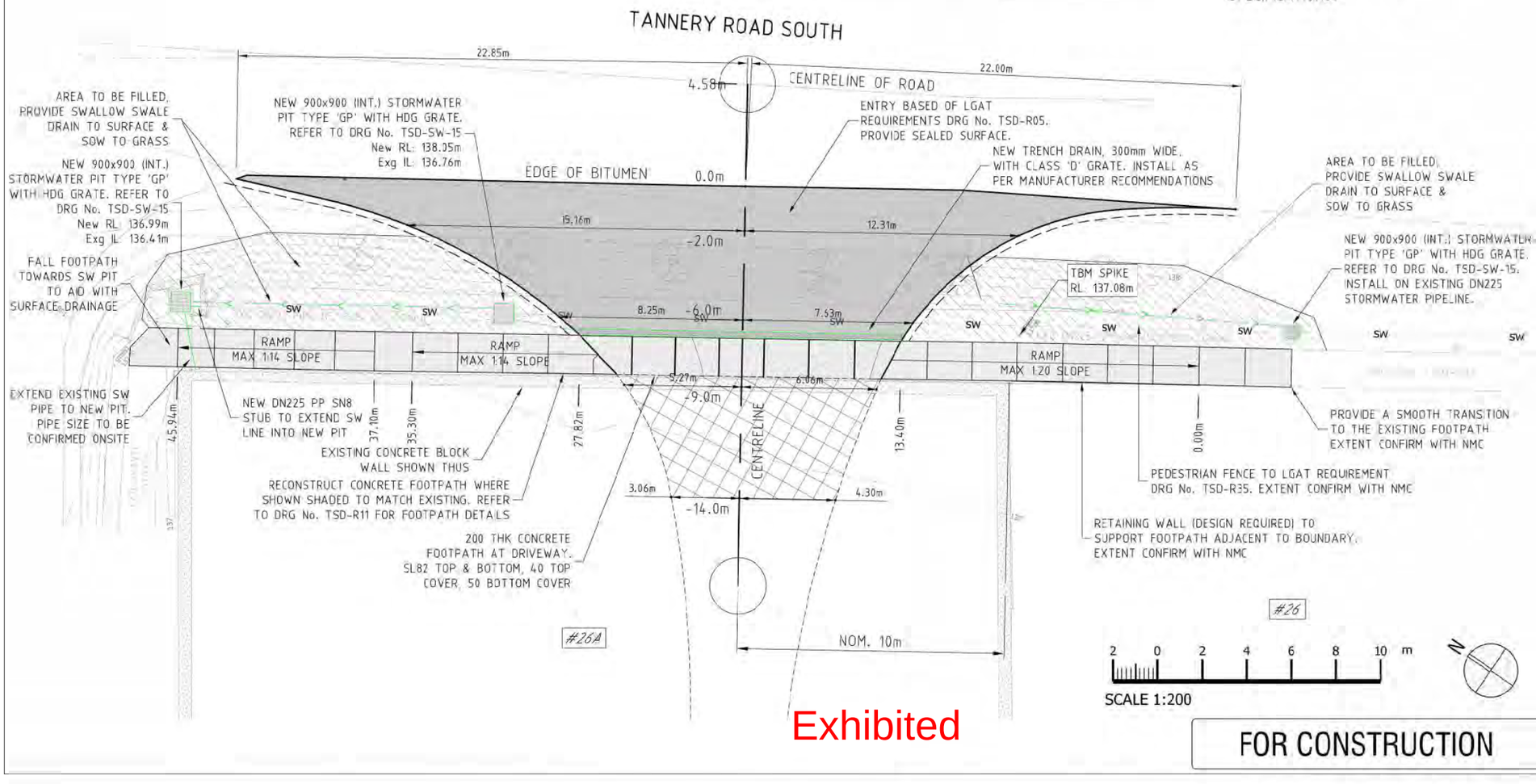
INFORMATION DATA PRESENTED ON THIS PLAN HAS BEEN OBTAINED FROM A NUMBER OF SOURCES INCLUDING THELIST.TAS.GOV.AU, DIAL BEFORE YOU DIG, TASWATER & COUNCIL. JMG ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION, SIZE AND MATERIAL OF SERVICES OR THE COMPLETENESS OF THE DATA. JMG ACKNOWLEDGES THAT THE INFORMATION AND DATA MAY CONTAIN ERRORS AND OMISSIONS. PRIOR TO COMMENCEMENT OF DESIGN AND CONSTRUCTION ALL PROPERTY BOUNDARIES, LEVELS AND THE SIZE AND HORIZONTAL & VERTICAL LOCATION OF SERVICES INFORMATION AND DATA MUST BE VERIFIED ONSITE BY A SURVEYOR.

NOTES

1. ALL WORKS WITHIN ROAD RESERVE TO BE APPROVED BY STATE GROWTH AND NORTHERN MIDLANDS COUNCIL AS APPROPRIATE.
2. WORKS WITHIN EXISTING CARRIAGEWAY TO BE SUBJECT TO CONSTRUCTION SUPERVISION AS APPROPRIATE TO DSG WORKS.
3. ALL OTHER WORKS TO BE SUPERVISED IN ACCORDANCE WITH NMC REQUIREMENTS.
4. NEW FOOTPATH WORKS ARE TO MATCH DIMENSIONS AND FINISHED SURFACE OF EXISTING NMC FOOTPATH.
5. ALL WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST DSG AND IPWEA SPECIFICATIONS.

www.dialbeforeyoudig.com.au
DIAL 1100 BEFORE YOU DIG

THIS IS A COLOR A3 DRAWING AND MUST BE REPRODUCED IN COLOR AT ALL TIMES



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FOR CONSTRUCTION

REV	DATE	REMARK
C	31/01/23	REVISED FOR B-DOUBLE ACCESS
B	27/10/22	DETAILS REVISED
A	14/09/22	ISSUED FOR CONSTRUCTION

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

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PROJECT
26A TANNERY ROAD SOUTH
LONGFORD
NEW ACCESS

TITLE
ACCESS PLAN

		Date
Accepted (Discipline Head)		
Accepted AS (Team Leader)		Date 31/01/2023
Approved NFA (Principal)		Date 31/01/2023

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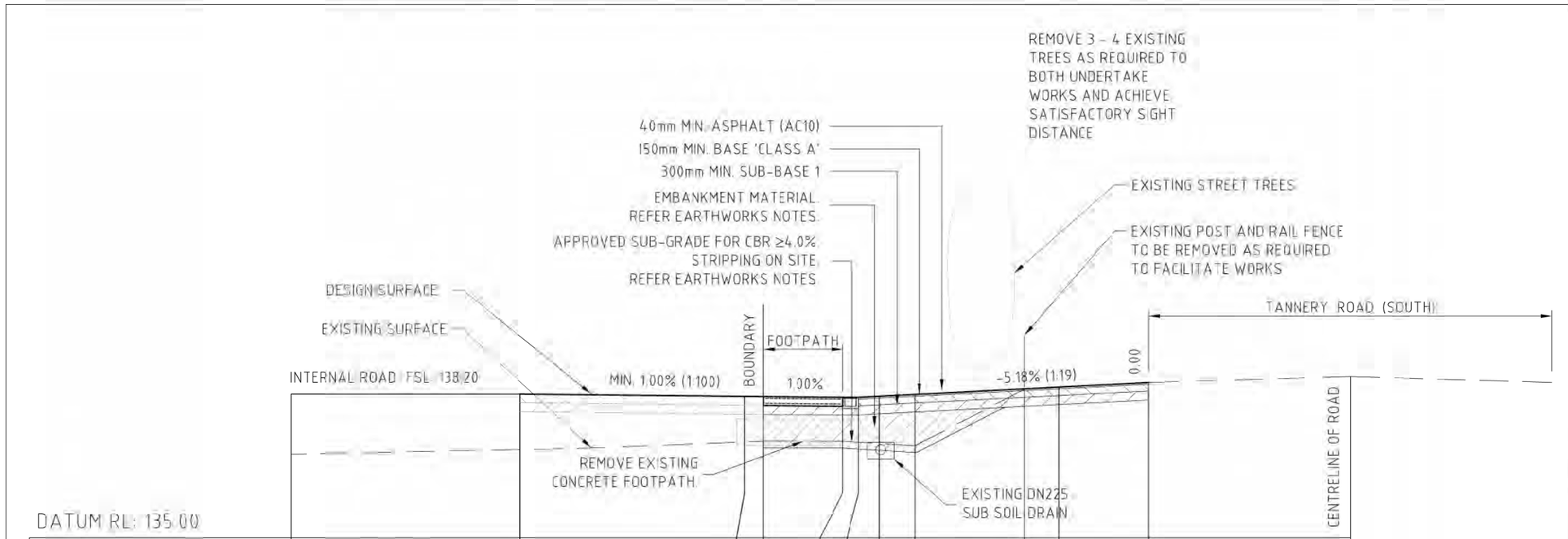
PLOT DETAILS 220081LO REVC.DWG

PROJECT NO. 220081LO

DWG NO.	REVISION
C01	C



DATUM RL: 135.00

CUT/FIL	1.24	1.01	1.00	0.96	0.98	1.00	1.09	0.01	0.01	0.00	0.00
DESIGN SURFACE	138.20	138.16	138.15	138.13	138.13	138.15	138.19	138.32	138.36	138.46	138.59
EXISTING SURFACE	136.96	137.15	137.15	137.17	137.15	137.10	137.05	138.31	138.35	138.46	138.59
CHAINAGE (m)	-14.00	-9.00	-8.57	-6.81	-6.43	-6.00	-5.20	-2.76	-2.00	0.00	4.49

NOT ALL DETAILS SHOWN FOR CLARITY

SECTION THROUGH DRIVEWAY ACCESS CENTRELINE

SCALE HORIZONTAL 1:100 VERTICAL 1:100

Exhibited

FOR CONSTRUCTION

REV	DATE	REMARK
C	31/01/23	REVISED FOR B-DOUBLE ACCESS
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PROJECT
26A TANNERY ROAD
LONGFORD
NEW ACCESS

TITLE
SECTION THROUGH DRIVEWAY ACCESS CENTRELINE

Accepted NFA (Discipline Head)		Date
Accepted AS (Team Leader)		Date 31/01/2023
Approved - (Principal)		Date 31/01/2023

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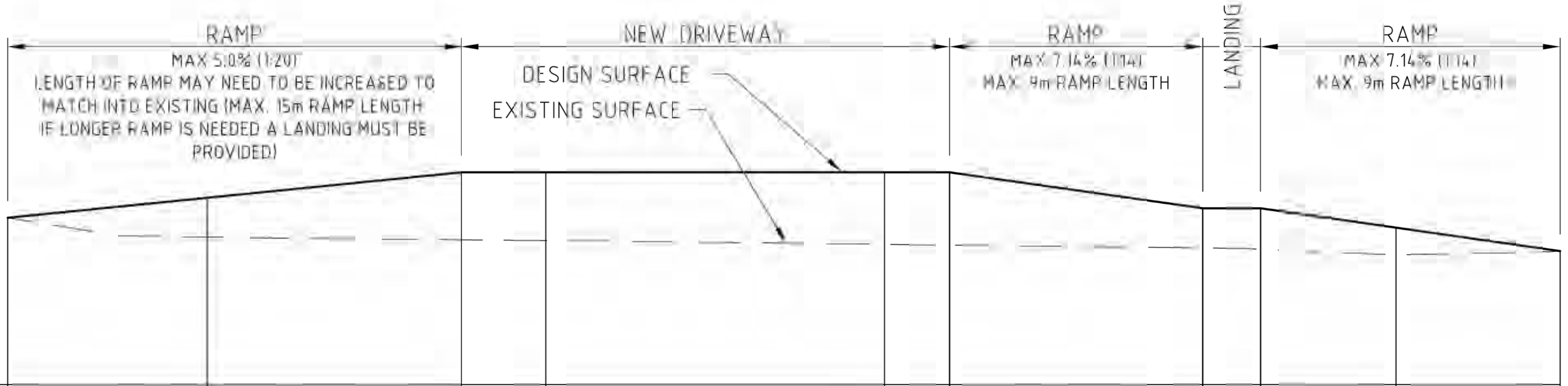
PLOT DETAILS 220081LO REVC.DWG

PROJECT NO. 220081LO

DWG NO.	REVISION
C02	C

NOTE:
ALL RAMPS GRADES ON NEW FOOTPATH ARE TO BE IN ACCORDANCE WITH AS1428.1, SECTION 10.3 - RAMPS



DATUM RL 135.00

CUT/FIL	0.00	0.58	0.99	1.01	1.04	1.07	0.58	0.61	0.40	0.00
DESIGN SURFACE	137.46	137.76	138.13	138.13	138.13	138.13	137.60	136.60	137.31	136.97
EXISTING SURFACE	137.46	137.18	137.14	137.12	137.09	137.06	137.02	136.99	136.91	136.97
CHAINAGE (m)	0.00	5.90	13.40	15.90	25.90	27.82	35.30	37.10	41.10	45.94

NOT ALL DETAILS SHOWN FOR CLARITY

SECTION ALONG EDGE OF NEW FOOTPATH

SCALE HORIZONTAL 1:200 VERTICAL 1:100

Exhibited

FOR CONSTRUCTION

REV	DATE	REMARK
A	31/01/23	ISSUED FOR CONSTRUCTION

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PROJECT
26A TANNERY ROAD
LONGFORD
NEW ACCESS

TITLE
SECTION ALONG EDGE OF NEW FOOTPATH

Accepted NFA (Discipline Head)		Date
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Approved - (Principal)		Date 31/01/2023

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PLOT DETAILS 220081LO REVC.DWG

PROJECT NO. 220081LO

DWG NO. C03 REVISION A

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AUSTROADS B-DOUBLE (26m)
RADIUS 15.0m
INDICATIVE TURNING SPEED 5-15 km/h
(VEHICLE EXTENT SHOWN AS GREEN)

TANNERY ROAD SOUTH

AUSTROADS B-DOUBLE (26m)
RADIUS 12.5m
INDICATIVE TURNING SPEED 0-5 km/h
(VEHICLE EXTENT SHOWN AS RED)

SW

#26A

#26

Exhibited

FOR CONSTRUCTION

REV	DATE	REMARK
A	31/01/23	ISSUED FOR CONSTRUCTION

SAFETY IN DESIGN REPORT PER WHS REGULATIONS

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PROJECT
26A TANNERY ROAD SOUTH
LONGFORD
NEW ACCESS

TITLE
DESIGN VEHICLE TURNING MOVEMENTS

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PLOT DETAILS 220081LO REVC.DWG

PROJECT NO. 220081LO

DWG NO.	REVISION
C04	A

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ABN 13 143 437 432

TRAFFIC IMPACT ASSESSMENT

26A TANNERY ROAD SOUTH, LONGFORD TASMANIA 7301

Proposed Unmanned Service Station

Prepared for:	Northern Midlands Council
Date Prepared:	August 2023
Revision:	1.2
North Midlands Council Application #:	PLN-23-0086

Contents

FIGURES

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- any conclusion drawn resulting from omission or lack of full disclosure by the client, or the clients' consultants.

INTRODUCTION

AusWide Consulting was engaged by Northern Midlands Council to prepare a Traffic Impact Assessment report for the construction of an unmanned service station located at 26A Tannery Road South, Longford Tasmania, and compare findings to a Traffic Impact Assessment prepared by Midson Pty Ltd for the proponent Verve Pty Ltd for this development.

The proposed service station will accommodate a total of four (4) bowsers suitable to accommodate B-Doubles as well as standard passenger cars. The proposed service station will be unmanned and will operate 24 hours a day, 7 days a week. Lastly, the proposed site will be accessible via the approved combined entry/exit driveway located on the Tannery Road frontage.

This report will assess the implications of the proposed development on existing traffic and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- Existing Traffic conditions surrounding the site;
- Expected traffic generation characteristics of the proposed development and their impact on the surrounding road network;
- Parking requirement for the proposed development;
- Suitability of the proposed access arrangements for the site; and
- Conclusions of the above findings.

The following documents were referenced for the preparation of this report:

- Northern Midlands planning scheme;
- PLN-23-0086 Public Exhibition Documents, 26A Tannery Road (and Works in Road Reservation) Longford
- Transport for New South Wales (TfNSW) Guide to Traffic Generating Development;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004); and
- Australian Standard for Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2-2018).

BACKGROUND AND EXISTING CONDITIONS

Subject Site Location

The proposed development is addressed as 26A Tannery Road South, Longford. The site is located on the southwestern corner of the intersection of Tannery Road with the Private Access Road and is part of Northern Midlands Council LGA.

The site occupies an area of 3,598sqm and has frontages located on Tannery Road and a Private Access Road. The site is currently vacant. The site is regular in shape and is surrounded by a motel to the south, industrial units to the east, Tannery Road South to the east and a Private Access Road to the northwest.

The location of the subject site and its surrounding suburbs are depicted in **Figure 1.**

Figure 1- Surrounding Suburbs (Source: Whereis Maps – Map data@2023)

Figure 2 on the following page portrays an aerial view of the site.

Figure 2 – Aerial View of Subject site (Source: Google Maps)

Tannery Road (**Figure 3**) is sealed and approximately 8m wide but with no breakdown lane or kerb and guttering.

Figure 3 - Tannery Road at site looking north (Source: Google StreetView)

Planning Zones & Overlay

The subject site is zoned as a General Business. An extract of the subject site's Planning Scheme Zones is shown in **Figure 4,** and **Figure 5** provides a summary of planning control within the planning database.

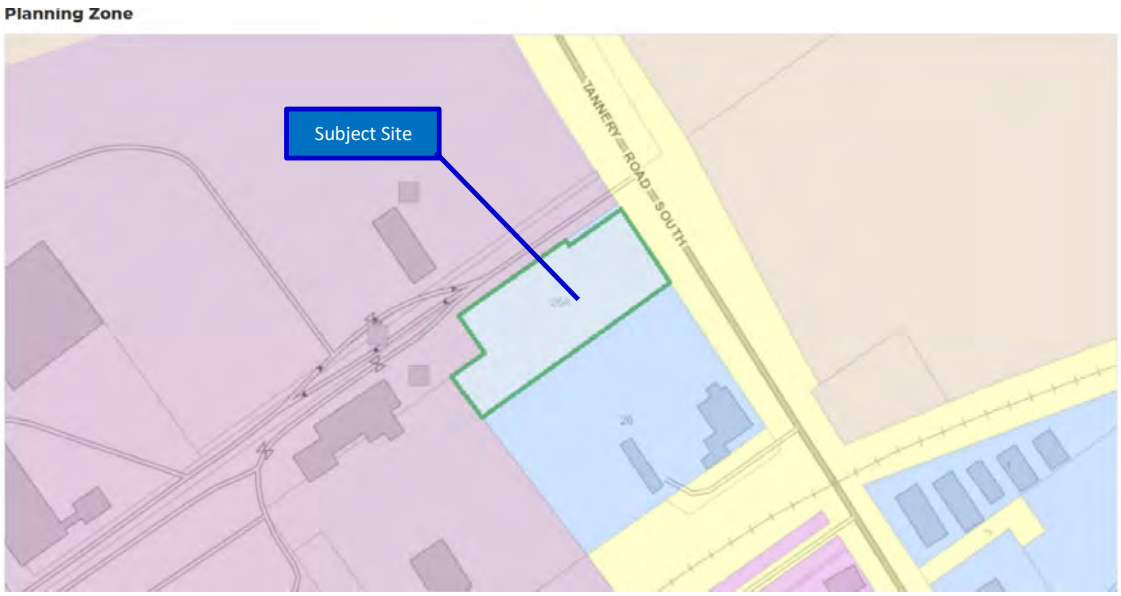


Figure 4 – Subject Site Planning Zones & Overlay (Source: https://www.planbuild.tas.gov.au/)

Features	
Local Government Area (Council)	Northern Midlands Council
Zone	General Business

Figure 5 - Summary of Planning controls (Source: https://www.planbuild.tas.gov.au/)

Existing Traffic Conditions

Road Network

The following section provides a detailed description about the surrounding roads. The road classification map is presented as **Figure 6** below.

Tannery Road South is classified as a "Category 4" Road and follows a north-south alignment. The carriageway is undivided and comprises one traffic lane in each direction. A paved footpath is available on western sides and has a posted speed limit of 50 kph. Commercial/retail properties have their frontages located along the Tannery Road South and these properties are accessible via the driveways located along Tannery Road South. Within the vicinity of the subject site, few buses operate along the Tannery Road.

Illawarra Road is classified as a "Category 1" Road and follows an east-west alignment linking the Midland Highway to the east with the Bass Highway to the west. The carriageway is undivided and comprises one traffic lane in each direction. No paved footpath is available on either sides of the carriageway and it has a posted speed limit of 100kph. The intersection of Illawarra Road with Tannery Road operates as a Roundabout controlled intersection. The proposed service station is 210 metres from the roundabout on Illawarra Road, hence the service station could attract patronage from vehicles driving along the Illawarra Road.

Private Access Road is a local road providing vehicular access to the JBS Meats and Koppers Wood products located at the northwest boundary of the site. The intersection of Private Access Road with Tannery Road South operates as a priority-controlled intersection with motorists on Tannery Road South having priority over the motorists on Private Access Road.

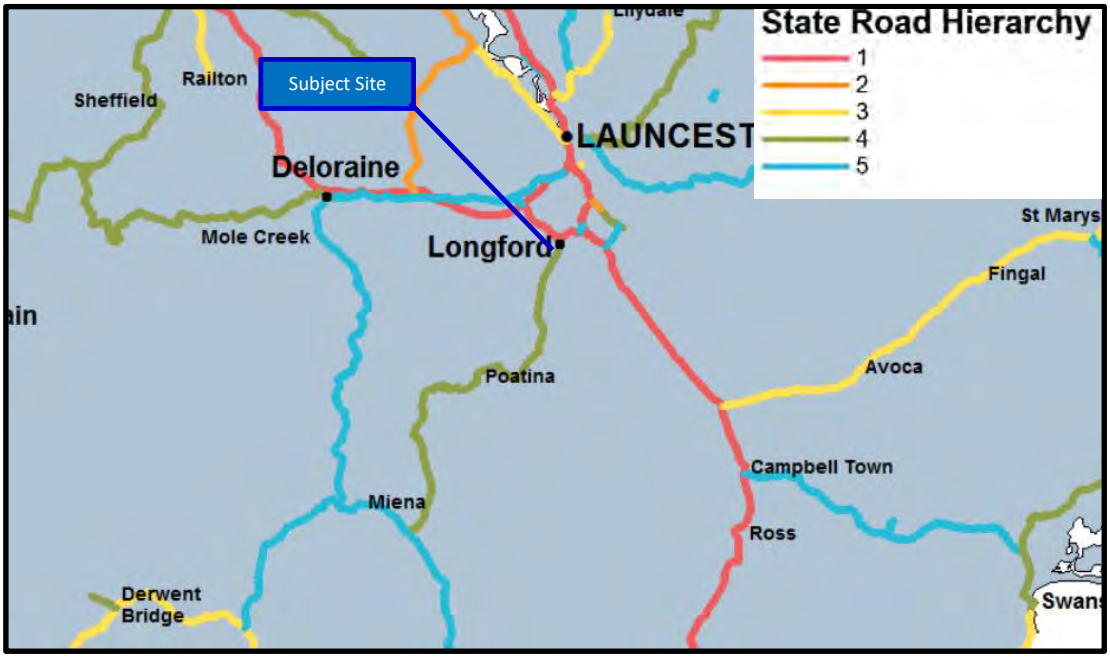


Figure 6 - Tasmania Classification Map (Source https://www.transport.tas.gov.au/__data/assets/pdf_file/0005/108509/State_road_hierarchy_December_1.pdf)

Traffic Volumes.

The Midson TIA included vehicle counts on Tannery Road indicating 700 to 900 vehicles per hour for most weekday daylight hours, with a pm peak at 4 to 5pm between 900 and 1100 vehicles. In order to confirm these traffic conditions, manual turning movement counts were undertaken at the intersection of the Private Access Road with Tannery Road South. The manual counts were undertaken during evening commuter peak period on Wednesday 5th July 2023. The surveys indicate the evening peak hour 4:00pm-5:00pm.

The peak hour traffic flows are presented in **Figure 7** below.

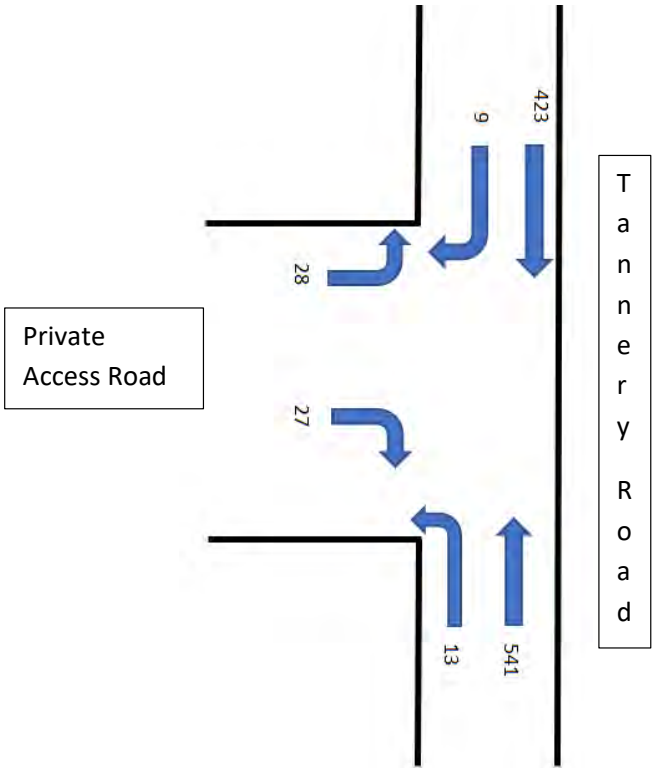


Figure 7 - Existing Peak Hour Traffic Volumes (veh/hr)

Intersection Performance

The operation of the road network is determined by the capacity of intersections to accommodate peak period traffic flows. The surveyed intersection was modelled utilising the SIDRA (version 8.0) intersection modelling software. The SIDRA intersection software is a simulation tool and provides information on various performance indicators comprising Level of Service (LOS), Avg. Delay, Queue Lengths and Degree of Saturation etc.

Based on Average delay, which is defined as the average delay experienced by all vehicles accessing the intersection, the TfNSW'S Guide to Traffic Generation has categorised the operation of an intersection utilising an indicator known as Level of Service (LoS).

Degree of Saturation (DoS) is defined as the ratio of demand flow (v) to theoretical lane capacity(c) and is expressed as a percentage. For the satisfactory operation of an intersection, DoS should be less than the nominated practical degree of saturation, usually 0.9. The intersection DoS is based on the movement with the highest value.

The table below indicates the bands adopted by TfNSW:

Table 1- RMS Level of Services Classification

LoS	Avg. Delay (sec/veh)	Operation of Intersection
A	0-14	Good
B	15-28	Good with minimal delays and spare capacity
C	29-42	Satisfactory with spare capacity
D	43-56	Operating near Capacity
E	57-70	At capacity and incidents will cause excessive delays
F	>70	Unsatisfactory and requires additional capacity

Source-TfNSW Guide to Traffic Generating Developments

Table 2- Summary of Intersection Operation

Intersection	Peak Period	Existing		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Tannery Road South and Private Access Road*	Afternoon Peak Period	12.6	A	0.299

* Worst movement results are reported for the priority-controlled intersections

The modelling results indicate the surveyed intersection is operating well below its capacity during the commuter peak periods. Please note the worst movement results are reported for priority-controlled intersection.

PROPOSED DEVELOPMENT

The proposal involves the construction of an unmanned service station to include four (4) bowsers. The proposed service station will be designed to accommodate large and heavy vehicles (B-doubles and Semi-trailers) as well as standard passenger cars.

The service station will operate 24 hours a day, 7 days a week. All vehicular access to the site will be available via the combined entry/exit driveway located along the Tannery Road South frontage.

Architectural plans associated with the proposal have been prepared by Verve Building Design Services, and a copy of the site plan is presented in **Figure 8** below:

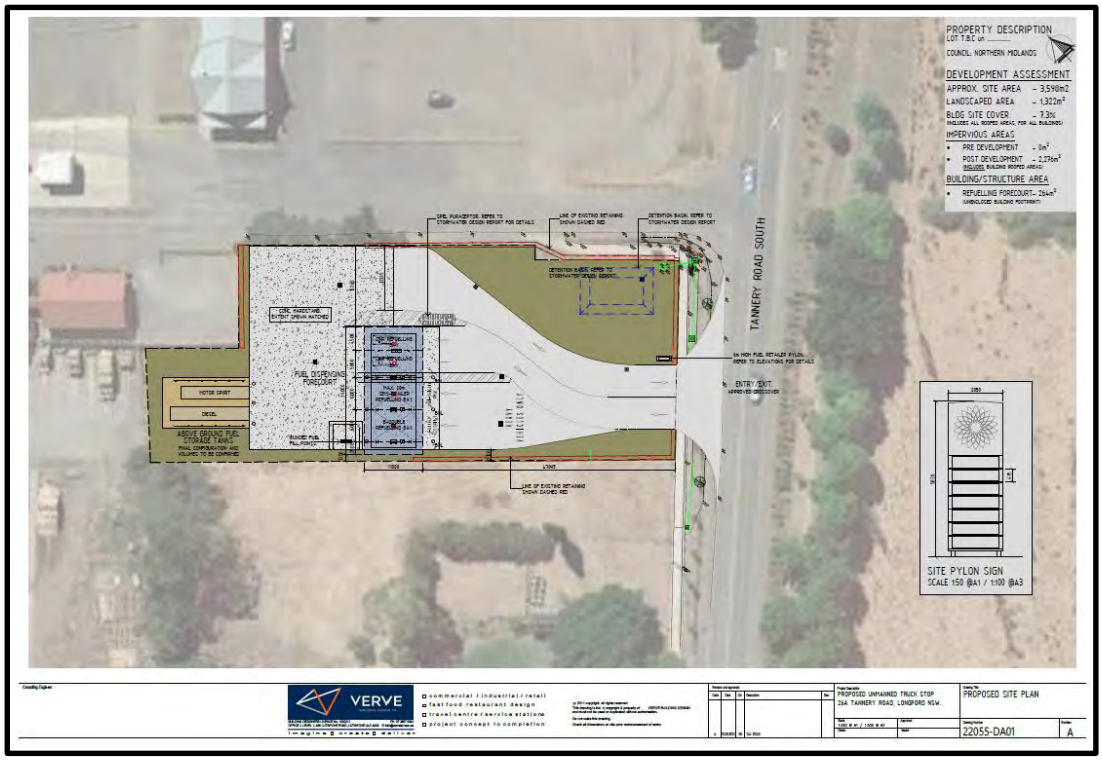


Figure 8 – Proposed Site Plan

TRAFFIC IMPACT ASSESSMENT

The following subsections discuss the impact of the expected traffic generation levels associated with the subject proposal.

Trip Generation

The standard engineering practice is to determine the traffic activity associated with the proposal with reference to the 'TfNSW Guide to Traffic Generation Developments' (the Guide). In relation to the proposed unmanned service station, the Guide recommends the following trip generation rate:

Evening peak hour vehicle trips = 0.04 A(S) + 0.3 A(F)
Where A(S) = area of site (m^2).
A(F) = gross floor area of convenience store (m^2).

The Guide further states for standard service stations without convenience store facilities, A(F) should be taken as zero. Thus, the evening peak hour generation is 0.04 A(S).

The proposed development site accommodates an area of 3,598sqm and will not include any convenience store. Application of the above trip generation rates would result in 143.92(say 144) vehicle trips per hour – consisting of 72 inbound and 72 outbound trips.

Typically, a substantial number of the vehicles accessing a service station comprise of "passing trade" (i.e., the motorists who are currently on the road network and driving past the subject site). Therefore, as part of this assessment, we have assumed 60% of motorists accessing the proposed development will be passing trade.

In this regard, the net addition of traffic when accounting for passing trade is +59vph (PM peak hour) on the surrounding road network. The directional split of inbound and outbound trips for the proposed development is assumed to be about 50/50 for inbound/outbound trips during the peak hour. The figure (**Figure 9**) below presents the vehicle trips accessing the site and these includes the "passing trade" and new trips generated by the site.

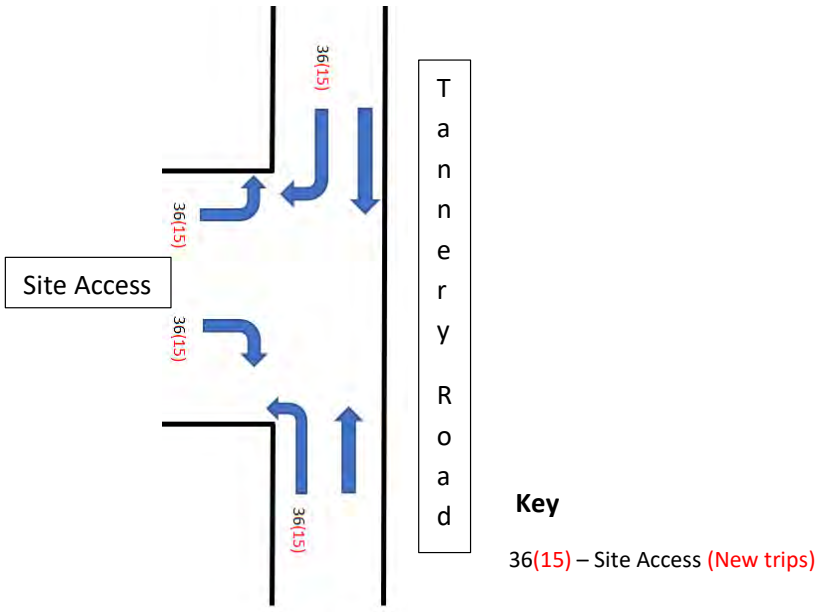


Figure 9- Projected Traffic Flows (veh/hr)

As part of the Midson's TIA, automated tube counts were undertaken along Tannery Road. The survey results concluded that Tannery Road services 10,200 vehicles per day and includes 14.3% of heavy vehicles. The heavy vehicles percentage were retained, and the above projected traffic activity was superimposed on the surveyed intersection and the resultant traffic flows are presented in the figure overleaf.

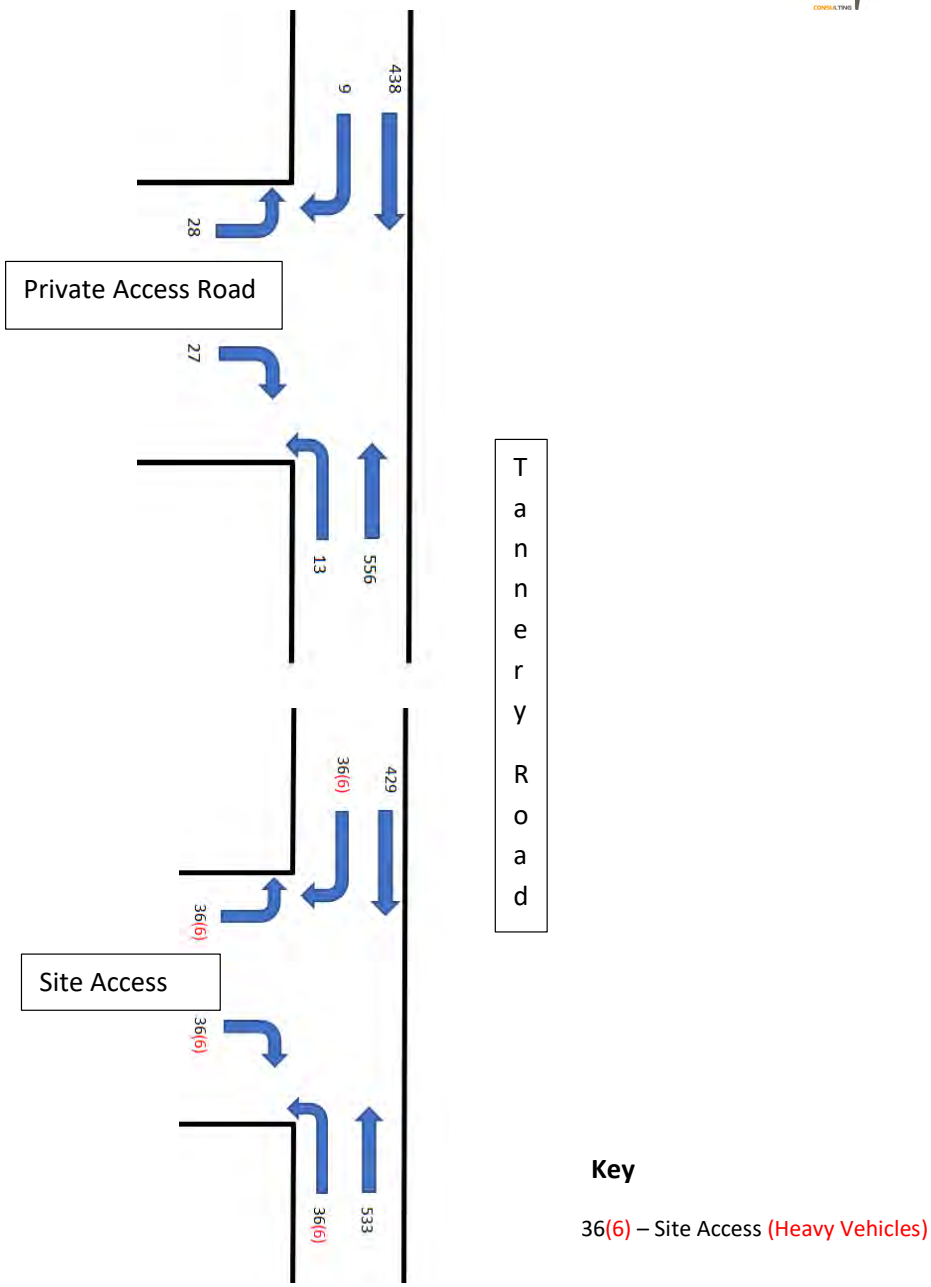


Figure 10- Projected + Existing Traffic Flows (veh/hr)

The additional numbers of vehicles using the site is consistent with the Midson TIA and standard practice. However, this is predicated on the proposed service station servicing the existing passing trade on Tannery Road. If the service station attracted passing trade off the Illawarra Road due to its proximity (210m from the roundabout) then the impacts could be increased. The Illawarra Road counts are similar to Tannery Road (2022 – Illawarra Road AADT = 10,315, Tannery Road = 10,100). It is possible that the 6m high sign is likely to be seen by passing trucks over the flood level, and if augmented with roadside signage on Illawarra Road the diversions off Illawarra Road could be significant.

Impact Assessment

To determine the operation of the intersection, the above volumes were applied to the existing SIDRA model and the results are presented below:

Table 3- Summary of Intersection Operation (Existing + Projected)

Intersection	Peak Period	Existing+ Projected		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Tannery Road and Private Access Road*	Afternoon Peak Period	13.0	A	0.308
Tannery Road and Site Access*	Afternoon Peak Period	16.7	B	0.336

*Worst movement results are reported for the priority-controlled intersections

The modelling results indicate that following completion of the development, the intersection will continue to operate similarly to the existing conditions; suggesting the proposal has no detrimental impact on the operation of the road network.

Additional Consideration

In order to establish whether an auxiliary turning lane is required to support the operation, the traffic flows on the section of Tannery Road South on approach to the driveway servicing the facility were assessed. The evening peak period the traffic flows (bidirectional) was recorded at 1,008 vehicles/hour.

Figure 3.26 of AUSTROADS Guide to Traffic Management – Part 6: Intersections, Interchanges and Crossings Management identifies the warrants for turn treatments on the major road at unsignalised intersection. A copy of Figure 3.26 of AUSTROADS is presented below:

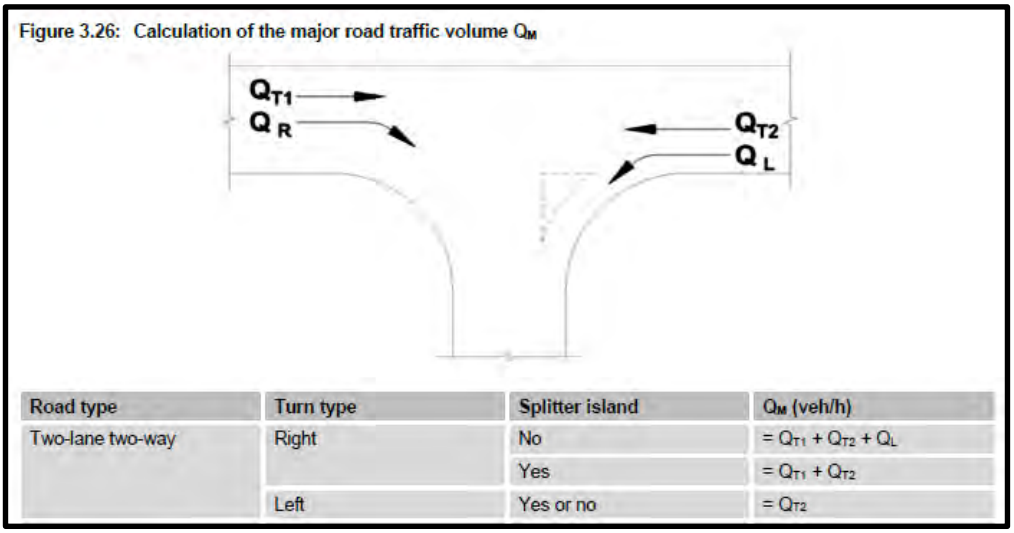


Figure 11 - Figure 3.26 of AUSTROADS Guide to Traffic Management - Part 6

Application of the above turn treatment warrant was undertaken for the intersection of Site Access with Tannery Road. Turn treatment analysis is summarised in the table below:

Table 4: Turn Treatment Summary

Major Road	Minor Road	Peak Period	Left Turn (QL Veh/hr)	Right Turn (QR Veh/hr)	Through Traffic (veh/hr)	Through Traffic (veh/hr)	QM	QM
					Northbound	Southbound	Left Turn	Right Turn
Tannery Road South	Site Access	PM Peak	36	36	533	429	533	998

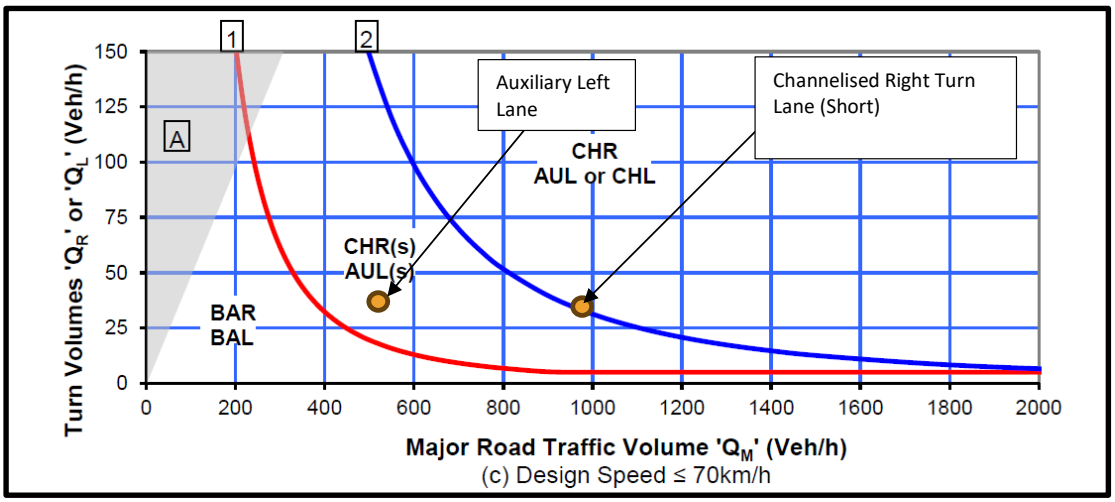


Figure 12 - Figure 3.25 of AUSTROADS Guide to Traffic Management – Part 6

The above assessment indicates that the operation of the proposed facility warrants a Channelised Right Turn (CHR(s)) and Auxiliary Left Turn (AUL) treatments. The proposal involves retaining the approved driveway located on Tannery Road South which is located very close to the existing intersection of Private Access Road with Tannery Road. Therefore, for the site access, a provision of Channelised Right turn lane (short) on Tannery Road South could potentially result in rear-end crashes involving motorists exiting the Private Access Road – thus, creating a safety concern for the road users. Therefore, further investigations involving road safety audit should be considered to retain the right turn access into the site.

PROVISION OF CAR PARKING SPACES

Number of car parking spaces required for the Development

The subject site is located at 26A Tannery Road South, Longford and is part of Northern Midlands Council LGA. Table E6.1 of the Northern Midlands Planning Scheme specifies on-site parking requirements. In relation to the proposed unmanned service station (i.e., without a convenience store), the planning scheme does not provide any information for on-site parking requirement.

In absence of any published information, it is standard engineering practice to determine the on-site parking requirement with reference to the operation of the site.

As discussed in the previous section, the proposal has a potential to generate a peak traffic activity of 144 vehicle trips per hours – consisting of 72 inbound and 72 outbound trips. The 72 inbound trips per hour would result in 6 vehicle trips per 5 minutes interval.

The proposal involves the construction of an unmanned service station to include four (4) bowsers and typically, for passenger cars, the bowsers are programmed to pump in 30-35 litres of fuel per minute. Thus, it would take up to two minutes to fill a tank of a passenger vehicle. In this regard, each bowser can service one vehicle in 2 minutes – thereby, the proposed four bowsers can service up to 10 vehicles in 5 minutes – which represent 4 additional vehicles trips than the potential peak parking demand experienced by the site.

Furthermore, the area between the driveway and the bowsers is adequate to accommodate a minimum of one vehicle per bowser - thus up to 8 vehicles can be parked simultaneously access the site.

In this regard, the proposed configuration is considered adequate to service the potential peak parking demand generated by the operation of the site.

Car Park Arrangements

Sight Distance at Access Driveway Exit

Access driveways need to be located and constructed so that there is adequate entering sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footpath for traffic entering the frontage road.

The vehicle entry/exit from the site is off Tannery Road South, which is a local road with a speed limit of 50km/hr. The sight distances have been assessed for an operating speed of 50km/hr. Referring to Figure 3.3 of AS 2890.1-2004, it is recommended to leave the shaded area in the figure below free of permanent obstacles for a length 'Y' of 69 metres.

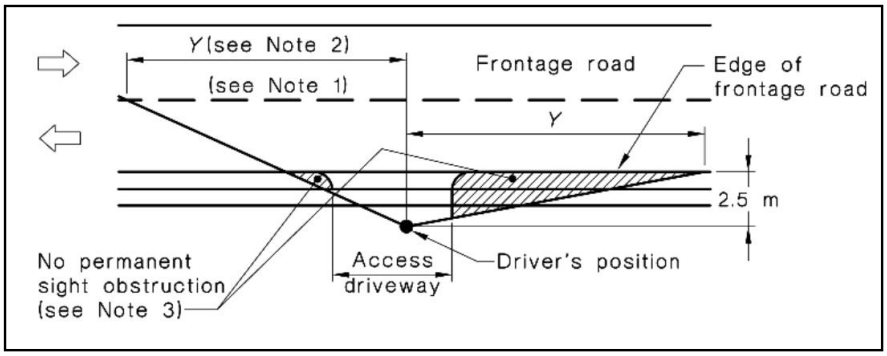


Figure 13 - Sight Distance Requirements

Frontage road speed (Note 4) km/h	Distance (*Y*) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Table 5: Minimum Sight Lines for Pedestrian Safety

The sight distances observed along Tannery Road from the proposed vehicle exit to Tannery Road is more than 69 metres. The sight distances observed exceed the desirable sight distance required of 69 metres from the table above. The sight distances from the proposed vehicle crossing comply with the standard requirement.

Sight distance for pedestrians

The required splay of 2.5 metres x 2 metres on either side of the driveway behind the property boundary can be achieved from the proposed driveways. Any proposed planting at the front boundary should be kept at a maximum

height of 800mm, within the sight triangle area of 2.5 metres x 2 metres to ensure visibility of approaching pedestrians on the footpath.

SWEPT PATH DIAGRAMS

Swept path diagrams have been prepared to check the proposed parking layout for vehicles to manoeuvre on site and drive out in a forward direction. Swept path diagrams are attached in **Appendix A**.

The proponent has indicated that the site will be utilised by vehicles up to B-doubles. The swept paths for a 25m B-Double at 5 km with no turn on lock modes indicate that B-doubles will be able to enter and exit the site using the approved crossover.

Issues, however, may occur when other trucks are using the site at the same time. By way of illustration, if a vehicle was entering the site from the north, it would be expected to slow to a stop on Tannery Road and proceed to turn and enter the site when there was no oncoming traffic on Tannery Road driving north. Similarly, a vehicle exiting the site and travelling north on Tannery Road would proceed past the pylon sign, stop and check for oncoming traffic and then proceed out from the site. If, for example, there was a B-double seeking to enter the site and a 19m prime mover exiting the site at the same time, the vehicles could not pass each other with the current crossover design. Either the B-double would have to see the prime mover proceeding to the exit and stop earlier than normal, or the prime mover would need to see the standing or approaching B-double and not proceed to the exit. This visibility may be difficult to achieve when there is landscaping and a 6-metre-high signage pylon next to the exit lane.

The proponent and Council should determine what vehicle entry and exit combinations should be considered appropriate at the site, and if required, amend the site layout. One alternative could be to consider an entry to the site off the unnamed private road and have an exit only onto Tannery Road.

An example of a separated entry and exit unmanned truck fuel stop with left in/left out crossovers can be found at 6 Lancaster St Ingleburn NSW on a 35 by 78 metre site (**Figure 14**).

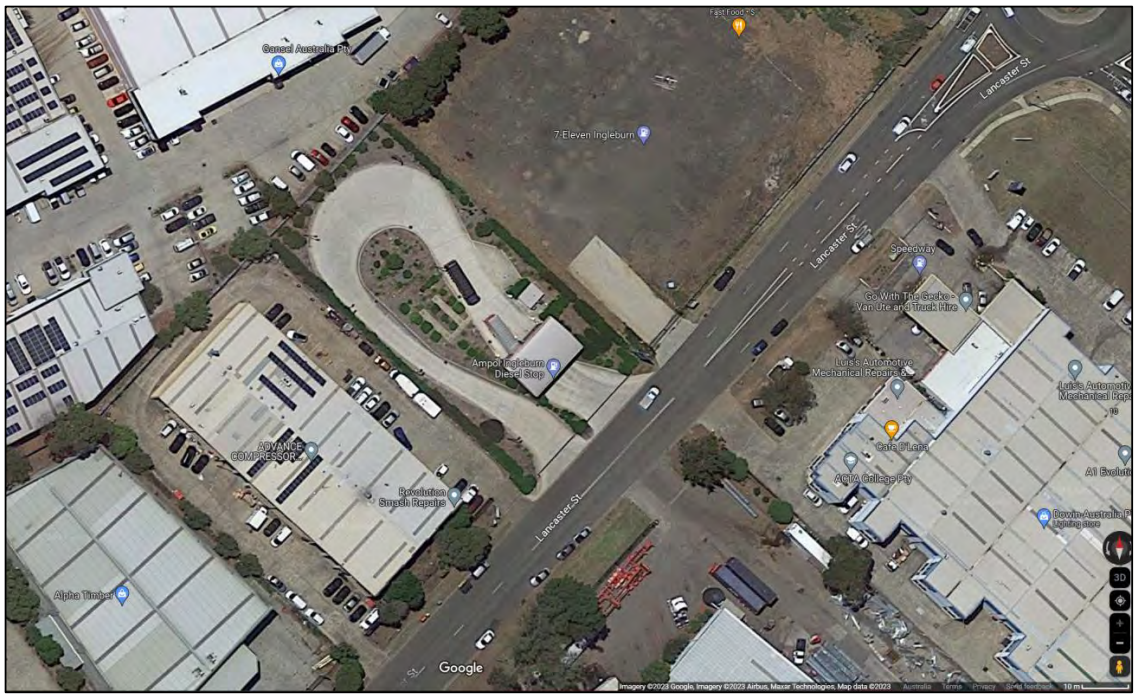


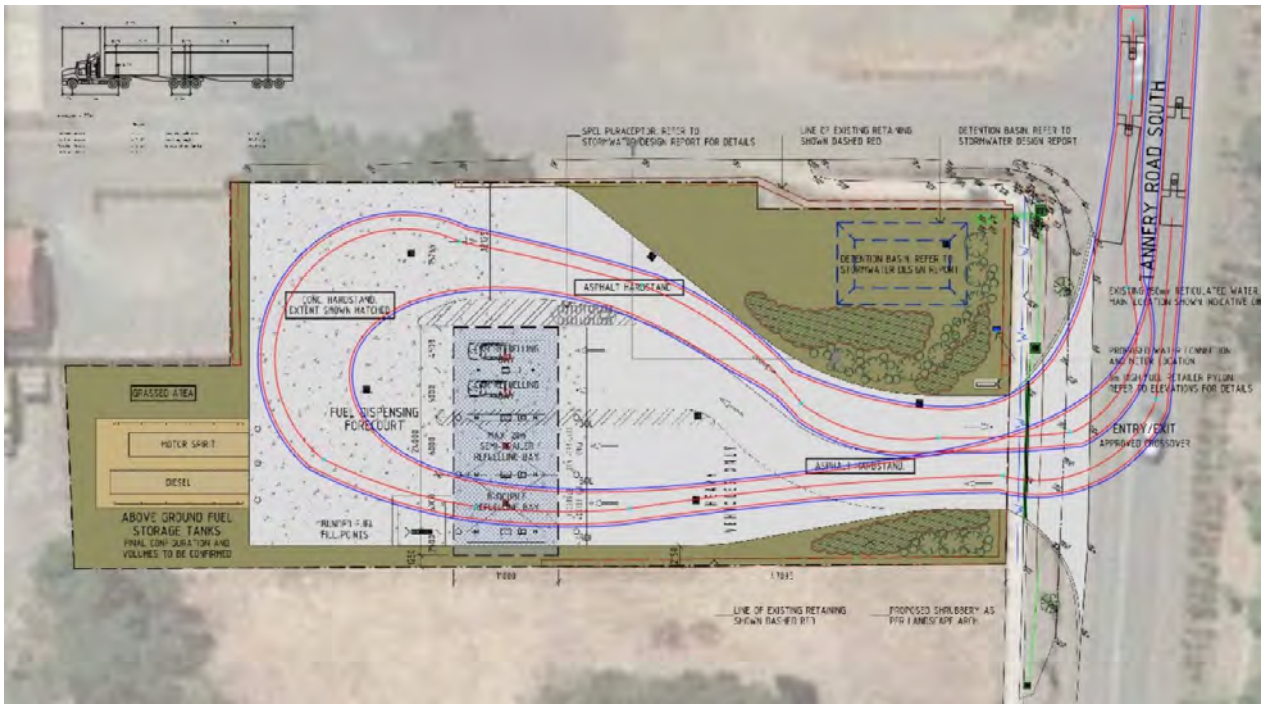
Figure 14 - Unmanned Truck Service Station with Separate Entry and Exit

CONCLUSIONS

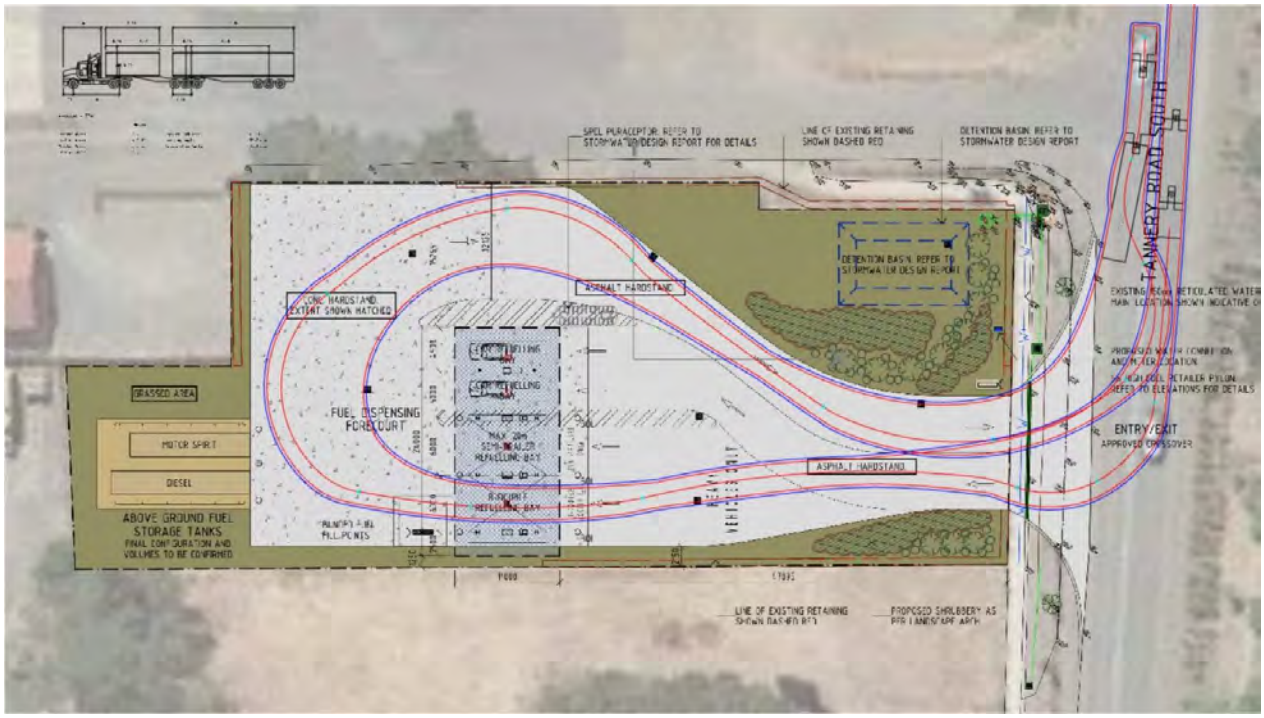
Based on the assessment presented in this report, the proposed development for the site at 26A Tannery Road South, Longford for the construction of an unmanned service station should consider:

- The proposed development will generate additional, but low levels of trips throughout the day, and it is expected that these trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues. However, this could increase if passing trade was attracted to the site from the nearby Illawarra Road;
- Provision of Channelised Right turn lane (short) on Tannery Road South could potentially result in rear-end crashes involving motorists exiting the Private Access Road – thus, creating a safety concern for the road users. Therefore, further investigations involving road safety audit should be considered to retain the right turn access into the site; and
- Consideration should be given to the acceptable entry and exit combinations; this needs to be considered for the site as it is foreseeable that vehicles could be entering and exiting the site at the same time, and if required the plans be amended.

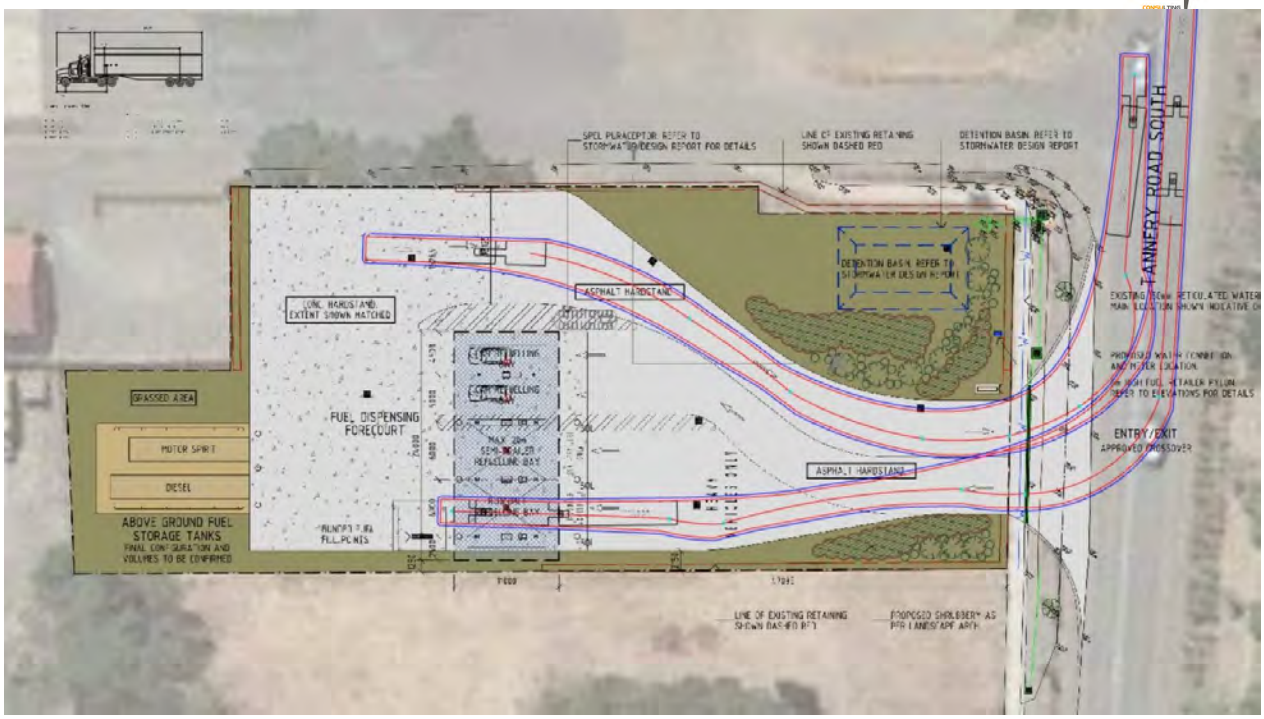
Appendix A – Swept Path Diagrams



B-double, 25m, 5kph, Turn on Stop



B-double, 25m, 5kph, No Turn on Stop



B-double (25m) entering, Semi-trailer (19m) exiting, both 5kph and Turn on Stop

Paul Godier

From: Hills, Garry
Sent: Wednesday, 6 September 2023 11:26 AM
To: Paul Godier
Subject: RE: Planning Application PLN23-0086 - Access Works Permit NEA06-20 - 26A Tannery Road, Longford

Paul – just further to the below which I forgot to qualify.

While noting Keith Midson's response regarding the provision of the turn facilities, ordinarily some concession is made where the requirement for a BAR is marginal. In this case the volumes are within the range where a fully channelised turn lane is warranted, so the minor BAR widening is thought to be of similar compromise. With respect to the example of the Campbell Town facility, there is an existing wide sealed shoulder at the location which affords through traffic space to go around a turning vehicle and, the proportion of right turns at the Campbell Town site are likely lower than what will occur at the subject site.

Thanks, Garry

From: Hills, Garry
Sent: Wednesday, 6 September 2023 11:14 AM
To: NMC Planning <planning@nmc.tas.gov.au>

Subject: RE: Planning Application PLN23-0086 - Access Works Permit NEA06-20 - 26A Tannery Road, Longford

Our Ref: D23/139640

Hello Paul – sorry I was unable to make yesterday's meeting due to travelling to the East Coast.

On review of the additional information provided by NMC, I confirm the following road authority position:

- Agree that the access width shall be redesigned to ensure the largest design vehicle (25 m B-double) can left turn in and left turn out of the site without encroachment over the centre line on Tannery Road.
- Noting the requirement for a channelised right turn facility is triggered but considering the relatively urban context and 50 km/h speed limit. A minimum treatment of road widening to the southbound traffic lane (i.e. BAR) to result in at least 6.5 m of sealed road pavement (plus any required shoulder of kerb) needs to be provided to allow following traffic sufficient space to manoeuvre past a B-double waiting to turn right into the site.
- While also noting a left turn auxiliary lane is triggered, this is not considered necessary given the road environment and roadside constraints on the western side of Tannery Road.

If Council are happy with this approach and, consider a revised Access Permit Works Permit NEA06-20A amounts to a written consent for the purposes of C3.5.1 A1.2 regarding the new access proposed for PLN-23-0086. It would be just a matter of the applicant arranging a revised design showing the modified access and road widening be submitted to the department as a request to amend existing Access Works Permit NEA06-20.

Happy to discuss.

Thanks, Garry

Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

Courage to make a difference through
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From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Tuesday, 5 September 2023 11:26 AM
To: Development <Development@stategrowth.tas.gov.au>

Subject: Planning Application PLN23-0086 - Access Works Permit NEA06-20 - 26A Tannery Road, Longford

Hello,

I met with Keith (Midson Traffic) and Abdul (Auswide Consul=ng) today.

It was noted that the Swept Path Diagrams (Appendix A of Auswide TIA a? ached) shows that B-doubles will have to cross to the opposite side of the road when leaving the site.

It was suggested that I advise you of this should you want to consider requiring a redesign of the access junc=on design on Access Works Permit NEA06-20 so that B-doubles can leave the site without crossing to the opposite side of the road.

Regards,

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
W: www.northernmidlands.tas.gov.au

From: NMC Planning planning@nmc.tas.gov.au
Sent: Thursday, 24 August 2023 12:11 PM
To: Hills, Garry Garry.Hills@stategrowth.tas.gov.au

Subject: RE: Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301

Dear Garry,
Council has had a Traffic Impact Assessment (a? ached) undertaken for the development proposed by PLN-23-0086 which finds that:

In order to establish whether an auxiliary turning lane is required to support the operation, the traffic flows on the section of Tannery Road South on approach to the driveway servicing the facility were assessed. The evening peak period the traffic flows (bidirectional) was recorded at 1,008 vehicles/hour.
Figure 3.26 of AUSTROADS Guide to Traffic Management – Part 6: Intersections, Interchanges and Crossings Management identifies the warrants for turn treatments on the major road at unsignalised intersection.
The operation of the proposed facility warrants a Channelised Right Turn (CHR(s)) and Auxiliary Left Turn (AUL) treatments. The proposal involves retaining the approved driveway located on Tannery Road South which is located very close to the existing intersection of Private Access Road with Tannery Road. Therefore, for the site access, a provision of Channelised Right turn lane (short) on Tannery Road South could potentially result in rear-end crashes involving motorists exiting the Private Access Road – thus, creating a safety concern for the road users. Therefore, further investigations involving road safety audit should be considered to retain the right turn access into the site.
Consideration should be given to the acceptable entry and exit combinations; this needs to be considered for the site as it is foreseeable that vehicles could be entering and exiting the site at the same time, and if required the plans be amended.
Twelve representa=ons to the applica=on have been received (a? ached), all raising traffic concerns.
Clause C3.5.1 A1.2 of the Tasmanian Planning Scheme provides as follows:
A1.2
For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.
Can you please advise whether:

1. The Access Permit Works Permit NEA06-20A amounts (or was intended to amount) to a wri? en consent for the purposes of C3.5.1 A1.2 regarding the new access proposed for PLN-23-0086.
2. Your email of 23 June 2023 amounts (or was intended to amount) to a wri? en consent for the purposes of C3.5.1 A1.2 regarding the new access proposed for PLN-23-0086.

If your email of 23 June 2023 was intended to represent wri? en consent for the purposes of C3.5.1 A1.2, can you please provide confirma=on that you have the necessary delega=on to give wri? en consent for the purposes of C3.5.1 A1.2.
Regards,
Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
W: www.northernmidlands.tas.gov.au
Tasmania's Historic Heart
employer of choice

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Friday, June 23, 2023 12:10 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: (ECM:1304186) RE: Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301
Our Ref: D23/139640
Hello Rosemary – thanks for the referral and sorry for the delay in responding.
I confirm the department finds the TIA acceptable from a road authority perspective.
As we have already issued an access works permit, we have no additional comment to make on this application.
Thanks, Garry
Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

Courage to make a difference through
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From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 6 June 2023 10:41 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301

6/06/2023
Department of State Growth
via email to: Development@stategrowth.tas.gov.au
Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301
The following planning application has been received under the *Northern Midlands Interim Planning Scheme* 2013.

NMC ref no:	PLN-23-0086
Site:	26A Tannery Road, Longford TAS 7301
Proposal:	24-hour vehicle fuel sales for cars and trucks (C9.0 Attenuation, C16.0 Safeguarding of Airports - Obstacle Limitation Area, C1.0 Signs, C2.0 Parking and Sustainable Transport, C3.0 Road and Railway Assets, S6.0 Longford Specific Area Plan)
Applicant:	Woolcott Surveys
Use class:	Vehicle Fuel sales and service
Zone:	15.0 General Business
Development status:	Discretionary
Notes:	The subject site is in a 50kph zone.

Attached is a copy of the application, plans/documentation relating to the proposal. It would be appreciated if you could return any comments, or notification that you do not wish to comment on the application, within fourteen (14) days of the date of this letter. If you have any queries, please telephone Council's Development Services Department on 6397 7301 or e-mail planning@nmc.tas.gov.au
Attachments: Application & supporting documentation as pdf

Rosemary Jones
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: council@n,mc.tas.gov.au | W: www.northernmidlands.tas.gov.au
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Paul Godier

From: Keith Midson
Sent: Monday, 9 October 2023 10:30 AM
To: Paul Godier
Cc:

Subject: Re: 26A Tannery Rd - Traffic Generation Update

Morning Paul,

I am working on the swept paths today and will send through in the next few hours.

The Campbell Town site can cater for cars and trucks. I contacted them for more clarification, but given that it is an automated site they have no breakdown available for vehicle types. They did state that the majority of transactions are for large amounts (ie. 500+ litres of fuel) and therefore the vast majority of vehicles are trucks.

The Campbell Town site has two bowsers with four pumps. The site is designed so that all vehicle types can access every fuelling location (ie. accessible for cars to B-Doubles).

Regards,
Keith

From: Paul Godier
Sent: Monday, October 9, 2023 9:19 AM
To: Keith Midson

Subject: RE: 26A Tannery Rd - Traffic Generation Update

Hello Keith,

Abdul has made the following comments:

- it is unclear whether the surveyed site in Campbelltown services the passenger cars;
- number of bowsers available at the surveyed site; and
- lastly, my understanding was the applicant's traffic engineer would undertake swept path assessment demonstrating a B-double accessing the site.

Could you please address these.

Regards,

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

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From: Keith Midson
Sent: Friday, September 29, 2023 2:10 PM
To: Michelle Schleiger
Paul Godier

Subject: Re: 26A Tannery Rd - Traffic Generation Update

With attachment this time!

From: Keith Midson
Sent: Friday, September 29, 2023 2:09 PM
To: Michelle Schleiger

Subject: 26A Tannery Rd - Traffic Generation Update

Hi all,

Attached is updated detail regarding the traffic generation at the proposed automated fuel station at 26A Tannery Rd.

Please let me know if you require any further information.

Kind regards,
Keith

Keith Midson
Director

MIDSON Traffic Pty Ltd
traffic engineering | transport planning | road safety

Ph. 0437 366 040
www.midsontraffic.com.au

Karen Jenkins

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Friday, 23 June 2023 12:10 PM
To: NMC Planning
Subject: (ECM:1304186) RE: Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301

Follow Up Flag: Follow up
Flag Status: Completed

Our Ref: D23/139640

Hello Rosemary – thanks for the referral and sorry for the delay in responding.

I confirm the department finds the TIA acceptable from a road authority perspective.

As we have already issued an access works permit, we have no additional comment to make on this application.

Thanks, Garry

Garry Hills | Principal Analyst Traffic Engineering

Infrastructure Tasmania | Department of State Growth

GPO Box 536, Hobart TAS 7001

Phone: (03) 6777 1940

www.stategrowth.tas.gov.au

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From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 6 June 2023 10:41 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-23-0086 - 26A Tannery Road, Longford TAS 7301

6/06/2023
Department of State Growth
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Site:	26A Tannery Road, Longford TAS 7301
Proposal:	24-hour vehicle fuel sales for cars and trucks (C9.0 Attenuation, C16.0 Safeguarding of Airports - Obstacle Limitation Area, C1.0 Signs, C2.0 Parking and Sustainable Transport, C3.0 Road and Railway Assets, S6.0 Longford Specific Area Plan)
Applicant:	Woolcott Surveys

Use class:	Vehicle Fuel sales and service
Zone:	15.0 General Business
Development status:	Discretionary
Notes:	The subject site is in a 50kph zone.

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

Attachments: Application & supporting documentation as pdf

Rosemary Jones

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: council@n,mc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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29/08/2023

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Planning Department
Attention: Paul Godier
Northern Midlands Council
By email: Planning@nmc.tas.gov.au

24 August 2023

Dear Planning

Regarding representations received to PLN-23-0086 for 26a Tannery Road Longford.

Thank you for the opportunity to provide a response to the representations received from advertising of the above-mentioned application. The matters mentioned are summarised and discussed as follows.

Background

Lowes Petroleum Service is an Australian owned and operated company, providing fuel and lubricant solutions to regional Australia since 1977. Lowes Petroleum Service partnered with BP Australia in a long-term joint venture in 2015, servicing QLD, NSW, VIC, and TAS. Lowes offers local service through their network of bulk fuel and lubricant depots, delivery vehicles and retail service stations delivered by a team of people who understand the local communities in which they operate.

Lowes Petroleum Service has submitted a Development Application for a refuelling offer at Longford TAS, to support our existing and future customers in the local area.

Access

The proposal plan for this application does not include access to the adjoining northern side access strips from the subject site. Access from Tannery Road South is already approved by Department State Growth.

Commercial consideration

Commercial considerations, in terms of business competition are not a planning matter. That there are other service stations in Longford is a matter of commercial competition, and a factor that is not considered by land use and development under the Planning Scheme. The commercial factors that can be considered are within the provisions of the zone, and have been addressed. They are under the General Business Zone: 15.3.2 Discretionary uses, with the objective that discretionary uses not compromise or distort the activity centre hierarchy.

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

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The activity centre of Longford, though not definitive, is generally south of the *Hill Street* complex, becoming more concentrated toward the intersection of Marlborough and Wellington Streets (in terms of building mass, form and pedestrian activity). There are fuel stations within this area, both on the east, or inbound, side of the road. The proposed is on the outbound side of the road and distant from the recognised activity centres.

The Longford Urban Design Strategy (Lange Design & Loop Architecture, 2017) explains that Longford's 'Main Street' incorporates Tannery Road South through to the intersection. The Strategy explains that it has always provided the primary means of traffic flow. Despite the areas of pedestrian activity, large vehicles and farm machinery will continue to use this thoroughfare. It stands to reason those vehicles, of all types, will look for refuelling along this road, and given the site location, at the urban edge of town (outbound), adjoining an industrial zone, that the location is entirely suited for such a business. Many who have commented on the development on public forums have also suggested that a fuel stop at this end of town will prevent some larger vehicles from entering town, potentially reducing the need for larger vehicles to travel through high pedestrian activity areas.

Heritage

The subject site is not identified for heritage values and the site is not within the heritage precinct. The site is at the Longford entranceway, which visually indicates more about the agricultural nature of the surrounds and the manufacture and processing sectors, than the built heritage of Longford. Referring again to the Urban Design Strategy, 'this section of Longford's 'Main Street' is affected mostly from the visual impact of industry and manufacturing. It is therefore significantly important that the adjoining land uses are acknowledged and consideration is given to maintaining their day-to-day business operations'. The commercial and functional nature of the site is recognised by the zoning under the Scheme and by the Strategy.

The Urban Design Strategy is a reminder that, while there are indeed heritage sites and values in Longford, it is also a town surrounded by agricultural production, which is evident by the surrounding landscape (and zoning). The largest employment sector in Northern Midlands (as a whole, including Longford) is within 'agriculture' (SGS Economics & Planning, 2015), and so it should be remembered that this is also a sector that needs to be supported, alongside the Heritage aspects of Longford. A part of that support is freight.

The built form of the service station will be set back from the frontage, leaving space at the front of the lot for landscaping treatment. The Urban Design Strategy lists opportunities for street tree planting on Tannery Road and this can be replicated into the landscape design for the site, if that is the preferred response by the community.

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Traffic considerations

Please refer to the letter provided by Midson Traffic Pty Ltd.

In closing, the site is currently vacant; it is zoned as General Business and adjoins an industrial area. It stands to reason that it will be developed accordingly and a developed site has more value to the community than a site that is vacant and empty. The access is approved, and it is worth keeping in mind that access for the site is required regardless.

Thank you for your consideration,

With regards

Michelle Schleiger

Planner

Woolcott Surveys

References

Lange Design & Loop Architecture, 2017. *Longford Urban Design Stretagy,* s.l.: Northern Midlands Council.

SGS Economics & Planning, 2015. *Northern Midlands Rural Processing Centre; Report and recomendations,* s.l.: Northern Midland Council.

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6227 7968

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Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

28th August 2023

Mr James Stewart
Woolcott Surveys
PO Box 593
Mowbray TAS 7248

Dear James,

26A TANNERY RD – RESPONSE TO REPRESENTATIONS & COUNCIL MATTERS

Further to our recent discussions, this letter sets out a response to the key representations and Council matters raised regarding the proposed development at the abovementioned address.

These responses have been grouped together in the following sections.

1. Response to Council Matters Raised

Council have raised concerns regarding the layout of the junction that will service the development. Specifically Council have stated:

> *"The operation of the proposed facility warrants a Channelised Right Turn (CHR(s)) and Auxiliary Left Turn (AUL) treatments. The proposal involves retaining the approved driveway located on Tannery Road South which is located very close to the existing intersection of Private Access Road with Tannery Road. Therefore, for the site access, a provision of Channelised Right turn lane (short) on Tannery Road South could potentially result in rear-end crashes involving motorists exiting the Private Access Road – thus, creating a safety concern for the road users. Therefore, further investigations involving road safety audit should be considered to retain the right turn access into the site".*

The development will be a 24-hour truck refuelling station that will not have on-site staff or an associated shop. This differs from a typical fuel station for cars which often includes a convenience store.

A similar example of the type of refuelling station proposed is the Campbell Town South Diesel Stop located on the corner of Midland Highway and Torless Street (site address is 184 Main Street, Campbell Town). This truck fuelling station was approved in 2016 and is shown in Figure 2. It operates safely and efficiently in a similar nature to the proposed development, noting that it is located on a major highway (Midland Highway), which carries approximately 6,500 vehicles per day near the site. The Campbell Town site is likely to generate a similar amount of traffic generation compared to the proposed development at 26A Tannery Road.

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The Midland Highway has a posted speed limit of 60-km/h adjacent to the Campbell Town site. The site has separated entry and exits, both of which are located immediately adjacent to road junctions. The proposed Tannery Road refuelling station only has one access, which is located within a lower speed zoning (50-km/h) and is also located adjacent to an access.

In this regard, there are strong comparisons between the Campbell Town site and the proposed development. No channelised turn lanes are provided on the Midland Highway to service the Campbell Town site. Similarly, no right turn lanes are provided at the United Petroleum site at 5 Wellington Street Longford which has similar traffic flow characteristics as the subject site.

The peak generation of the development was calculated to be 36 vehicles per hour. This equates to 18 entry and 18 exit movements during peak periods. Of the 18 entry movements, it is reasonable to assume that the approach direction would follow the same directional peak flows of Tannery Road, which is as follows:

- AM peak 42% southbound/ 58% northbound
- PM peak 54% southbound/ 46% northbound

This equates to peak inward traffic generation turning movements as follows:

- AM peak 8 vph right turn entry/ 10 vph left turn entry
- PM peak 10 vph right turn entry/ 8 vph left turn entry

The turn lane warrants provided in Austroads Guide to Traffic Management, Part 6 are reproduced in Figure 1. The warrants are applicable for roads with a design speed of 70-km/h or less.

When considering the right turn entry movement, the opposing flows are approximately 1,000 vehicles per hour (northbound and southbound through traffic combined, from surveys noted later in this letter). The Austroads turning warrants fall into the lower end of a short channelised right turn lane, CHR(S).

It is noted that in low-speed urban environments, there are many intersection examples that do not provide a BAR treatment (both recently constructed and well-established). This is particularly the case in low-speed urban environments. It is noted that the Austroads turn warrants are used in highway design and relate to high design speed environments (noting that there is a significant difference between 50-km/h and 70-km/h speed environments). 50-km/h speed environments typically have a superior road safety performances at road junctions compared to 70-km/h road environments due to the reduced collision avoidance stopping distances and reduced kinetic energy transfer in the event of a collision.

In a broader context it is very common for road junctions in an urban environment to not have turn lane facilities. Often physical constraints (land boundaries, road alignment, street furniture, utility poles, etc) restrict the ability for turn facilities to be installed. In this context, the application of the Austroads charts for the determination of appropriate turn facilities is more appropriate in highway environments that typically have less side road property access, higher volumes and higher vehicle speeds.

In the context of the proposed development, there are significant engineering challenges associated with widening Tannery Road to facilitate the construction of a turn lane. It is likely that it would be prohibitively expensive to provide road widening to provide a short channelised right turn lane. Given that the junction is located in a 50-km/h zone, the risk is reduced compared to a junction in a higher speed limit zone.

The Department of State Growth have previously permitted road junctions and accesses to be approved without turn lane facilities on the basis of physical constraints associated with frontage roads. In this

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case, the Department of State Growth have approved the proposed access to the subject site on the basis that it would likely generate turning movements that would normally trigger a turn lane facility on the basis of through traffic movements rather than turn movements. Noting that based on the existing through traffic on Tannery Road, the minimum peak right turn movements would be in the order of 5-6 vehicles per hour to be within the Basic Auxiliary Right turn region. It is noted that there is no lower treatment than a BAR provided in the Austroads chart – on face value the minimum treatment required for the junction is a BAR junction, which is often impossible to achieve in a 50-km/h urban environment.

It is further noted that the existing JBS/ Koppers access located adjacent to the subject site has peak turning movements from Tannery Road of 24 and 10 vehicles per hour during the AM and PM peak periods respectively (obtained from turning movement surveys undertaken in June 2023). No turning lane facilities have been provided for this access. This existing access has a good road safety performance, with only one property damage crash reported within the last five years.

Council have stated that "*further investigations involving road safety audit should be considered to retain the right turn access into the site*". This can be a condition of approval. Road safety audits are a standard procedure in road design.

Figure 1 Austroads Turning Lane Warrants

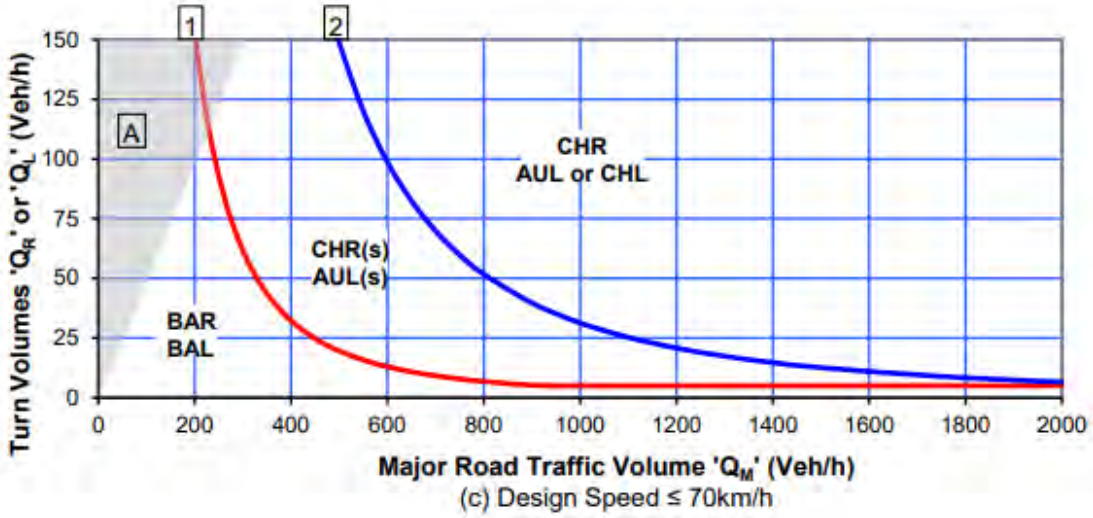

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Figure 2 Campbell Town Truck Refuelling Station

2. Response to Representations

Council provided a list of representations for the development. Representations relating to traffic have been addressed in the following sections. The representations have been grouped into similar issues to save repetition where appropriate.

Access to site

Several representations have raised concerns relating to the access adjacent to the site that services JBS/ Koppers. The proposed development does not utilise this access. A new access will be constructed that connects with Tannery Road directly.

Road authority

One representation refers to the "Department of Infrastructure, Energy and Resources (DIER)". DIER ceased to exist and was replaced by the "Department of State Growth" approximately 10 years ago. The representation stated "*has the State Growth's Department of Infrastructure Energy and Resources (DIER) been involved in this changes as Tannery Road is a state road?*". The Department of State Growth has been involved as the current state road authority.

Traffic counts

One representation stated "*a current road traffic count needs to be taken as traffic has increased in the area*".

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The TIA referenced the most recent traffic data available from the Department of State Growth which was collected in 2022. This is considered appropriate and would be representative of the current traffic flows on Tannery Road.

Turning movements were independently obtained at the JBS/ Koppers access in June 2023. The turning movements indicated that peak hour flows on Tannery Road were as follows:

- AM peak (7:15am to 8:15am) 911 vehicles per hour
- PM peak (4:00pm to 5:00pm) 1,025 vehicles per hour

These flows are consistent with the State Growth traffic data that was utilised in the preparation of the TIA.

Road widening

Several representations noted that road widening would be required on Tannery Road to accommodate turning vehicles. The response provided in Section 1 of this letter is relevant to this. The turning movements into the development will be low (10 inward turning movements per hour, or an average of 1 vehicle every 6 minutes). In a low speed environment, this is considered acceptable and is consistent with junction treatments nearby in the Tannery Road/ Wellington Street road corridor.

Traffic congestion

Several representations refer to the traffic generation creating traffic congestion within Longford. The peak generation of the proposed development is 36 vehicles per hour. Considering that many of these movements will be existing movements that will deviate into the site from an existing route, it is not agreed that the development can create any traffic congestion within Longford.

Access for cars

Several representations raise concerns about cars utilising the site as well as trucks. The development does not preclude access for cars, but is designed for trucks. The development will not be manned and will not have a convenience store and in this regard will not be as attractive for cars in comparison to existing service stations located in Longford. There is no way of physically preventing access for cars in the design of the proposed development. The purpose of the site is to provide access for trucks that generally cannot access existing service stations due to site constraints.

Traffic growth

Several representations refer to traffic growth on Tannery Road. The Department of State Growth collect traffic data in Tannery Road near the site periodically. Historical traffic data is provided as follows:

- 2013 7,377 vehicles per day
- 2018 9,255 vehicles per day
- 2021 10,156 vehicles per day
- 2022 10,100 vehicles per day

These growth rates indicate that Tannery Road has a growth rate of approximately 3% per annum. This is considered to be typical traffic growth of an urban road corridor.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

Rosemary Jones

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Wednesday, 4 October 2023 11:44 AM
To: NMC Planning
Subject: RE: CN23-117539: Email to TasNetworks - application for development PLN23-0086, 26A Tannery Rd Longford
Attachments: Building Near Powerlines.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Paul,

My colleague Georgie Coleman (who has since left the business) originally assessed this referral so unfortunately I cannot advise whether she checked the signage at that ! me.

There is high voltage (HV) overhead cables running past the ! tle frontage. TasNetworks has a deemed statutory easement over these lines 12m wide (6m on either side). No structure can be erected within this easement so the pylon will need to be setback to sufficiently meet this criteria.

As part of the Nego! ated Connec! on Applica! on with the applicant Tassie Holdings Pty Ltd, they were advised in their Le- er of Offer to provide supply for this development - *"Customer to ensure no main switchboard or infrastructure is within 6m of the transformer pole"* - Our Ref: CN22-117634.

I have a- ached a brochure on this subject for your reference and please feel free to give me a call with any ques! ons.

Regards,

Belinda Lehner
Customer Relationship Specialist
Negotiated Connection Applications Team
PH: 03 6324 7645 | Email: belinda.lehner@tasnetworks.com.au
Work Hours: Mon/Tue/Thu 8:30 -4:30; Wed & Fri 8:30-3pm.

TasNetworks Powering a Bright Future

1 Australis Drive, Rocherlea 7250
PO Box 419, Launceston TAS 7250
www.tasnetworks.com.au
@TasNetworks /TasNetworks

You may be contacted by CSBA (Customer Benchmarking Australia) to participate in a survey. TasNetworks engages CSBA to survey our customers who have been through the connections process so we can use this valuable feedback to improve your connections journey.

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Monday, 25 September 2023 2:01 PM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: RE: CN23-117539: Email to TasNetworks - application for development PLN23-0086, 26A Tannery Rd Longford

Hello, thank you for your email.

I'm wondering if you have assessed the loca! on of the proposed 6m high fuel pylon sign in rela! on to the nearby overhead powerlines.
Regards,

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
W: www.northernmidlands.tas.gov.au [northernmidlands.tas.gov.au]

From: Council Referrals <Council.Referrals@tasnetworks.com.au>
Sent: Friday, June 16, 2023 2:31 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: CN23-117539: Email to TasNetworks - application for development PLN23-0086, 26A Tannery Rd Longford

Good afternoon

Thank you for your email on 5/6/2023 referring the abovemen! oned development.

Based on the informa! on provided, the development is not likely to adversely affect TasNetworks' opera! ons.

I can confirm that TasNetworks has completed a project to provide supply for the development.

Kind regards

Georgie

Georgie Coleman

Customer Rela! onship Specialist

Tasmanian Networks Pty Ltd

ABN 24 167 357 299

P 03 6324 7583

1 – 7 Maria Street, Lenah Valley 7008

PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

@TasNetworks

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 6 June 2023 10:50 AM
To: Council Referrals <Council.Referrals@tasnetworks.com.au>
Subject: Email to TasNetworks - application for development PLN23-0086, 26A Tannery Rd Longford

Good morning,

No! ce of Applica! on to Relevant En! ty (TasNetworks) under s. 44L of the Electricity Supply Industry Act 1995

Please be advised that the a- ached applica! on has been received.

Your considera! on and response under s44M91) is requested.

Kind regards,

Rosemary Jones

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: council@n,mc.tas.gov.au | W: www.northernmidlands.tas.gov.au
[northernmidlands.tas.gov.au]

NORTHERN MIDLANDS COUNCIL

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Submission to Planning Authority Notice

Council Planning Permit No.	PLN-23-0086	**Council notice date**	06/06/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00729-NMC	**Date of response**	14/07/2023
TasWater Contact	Jake Walley	**Phone No.**	0467 625 805
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	26A TANNERY RD SOUTH, LONGFORD	**Property ID (PID)**	3396987
Description of development	24-hour vehicle fuel sales for cars and trucks		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Verve Building Design	22055-DA01	C	07/07/2023

Conditions

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

CONNECTIONS, METERING & BACKFLOW

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

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $389.86 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 https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.

(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.

(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

NOTE: In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 - SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

(a) a meter; and

(b) installing a meter.

Declaration

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

TasWater Contact Details

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

Rosemary Jones

From: Jonathan Galbraith
Sent: Tuesday, 13 June 2023 1:58 PM
To: Rebecca Green
Cc: Cameron Oakley; NMC Planning
Subject: (ECM:1302602) FW: W&I referral PLN-23-0086, 26A Tannery Road, Longford.doc

Follow Up Flag: Follow up
Flag Status: Completed

Hi Rebecca,

We have some concerns about this one because there is very limited downstream stormwater infrastructure and they have not provided a stormwater report, just a drawing. We also believe that we should be moving to address stormwater quality issues as I believe this is in the planning scheme and many other Councils are now doing it.

Please request further informa! on.

- It has been iden! fied that the downstream stormwater system does not have capacity to accept increase flows from the proposed development. Therefore, deten! on will need to be provided so that there is no increase in peak flows discharged from the site for the range of design AEPs ranging from the 5% AEP up to and including the 1% AEP climate change event, assuming the pre-developed site is pervious.
- Stormwater quality treatment measures must be incorporated in the design to achieve the water quality targets:
  1. 90% reduction in the average annual load of litter/gross pollutants based on typical urban stormwater concentrations;
  2. 80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations;
  3. 45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations;
  4. 45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations, AND
  5. Discharge visually free of hydrocarbons.

- It is noted there is an inlet pipe in the southern retaining wall on the existing site which was installed to ensure ponding against that wall does not develop. This pipeline needs to be accommodated in the drainage design, however it does not need to be routed through the onsite detention.

- Provision of a Stormwater Management Report produced in accordance with Australian Rainfall and Runoff 2019 which provides information in relation to stormwater quantity, quality, and conveyance, inclusive of:
  - Locations and sizes of pipes, pits, detention basins etc.
  - Invert levels a fond surface levels for pipes and manholes
  - Location and relative level of proposed connection to the stormwater network
  - Evidence that the Permissible Site Discharge Requirements will be met
  - 1% climate change storm event drainage path locations, direction, widths and flow depths indicated on plans
  - Indication of design approach taken to fulfil water quality targets and a STORM UPDATED report or MUSIC model or other work demonstrating that proposal can meet quality targets
  - Details of any bypass system

Another op! on for the future may be that we look to condi! on some of these issues as a drainage authority by including wording something below, but we need to work out the best process for doing this first.

Any permit you may receive for these works does not constitute permission to connect the works to the stormwater network under Section 14 of the *Urban Drainage Act 2013*. Separate permission must be sought by contacting Council's Engineering Officer at jonathan.galbraith@nmc.tas.gov.au or call 6397 7303. The following basic information will be required to enable Council to assess a request for permission to connect to the stormwater network:

Regards,

Jonathan Galbraith

Engineering Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 F: (03) 6397 7331
| W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

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From: Cameron Oakley
Sent: Tuesday, June 13, 2023 10:19 AM
To: Jonathan Galbraith
Subject: RE: W&I referral PLN-23-0086, 26A Tannery Road, Longford.doc

Hi Jonathan,

- It has been iden! fied that the downstream stormwater system does not have capacity to accept increase flows from the proposed development. Therefore, deten! on will need to be provided so that there is no increase in peak flows discharged from the site for the range of design AEPs ranging from the 5% AEP up to and including the 1% AEP climate change event, assuming the pre-developed site is pervious.
- Stormwater quality treatment measures must be incorporated in the design to achieve the water quality targets:
  1. 90% reduction in the average annual load of litter/gross pollutants based on typical urban stormwater concentrations;
  2. 80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations;
  3. 45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations;
  4. 45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations, AND
  5. Discharge visually free of hydrocarbons.

- It is noted there is an inlet pipe in the southern retaining wall on the existing site which was installed to ensure ponding against that wall does not develop. This pipeline needs to be accomondate in the drainage design, however it does not need to be routed through the onsite detention.

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- Provision of a Stomrwater Management Report produced in accordance with Australian Rainfall and Runoff 2019 which provides infromation in relation to stormwater quantity, quality, and converyance, inclusive of:
    - Locations and sizes of pipes, pits, detention basins etc.
    - Invert levels a fond surface levels for pipes and manholes
    - Location and relative level of proposed connection to the stormwater network
    - Evidence that the Permissible Site Discharge Requirements will be met
    - 1% climate change storm event drainage path locations, direction, widths and flow depths indicated on plans
    - Indication of design approach taken to fulfil water quality targets and a STORM UPDATED report or MUSIC model or other work demonstrating that proposal can meet quality targets
    - Details of any bypass system
    - An Operation and Maintenance Plan

Cameron Oakley
Hydrodynamica

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Tuesday, 6 June 2023 10:52 AM
To: Jonathan Galbraith
Cameron Oakley
Subject: W&I referral PLN-23-0086, 26A Tannery Road, Longford.doc

Good morning all,

Please see referral aL ached.

Rosemary Jones

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: council@n,mc.tas.gov.au | W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

Tasmania's Historic Heart

employer of choice

REFERRAL OF DEVELOPMENT APPLICATION PLN-23-0086 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 113000.012
Date: 6 June 2023
Applicant: Woolcott Surveys
Proposal: 24-hour vehicle fuel sales for cars and trucks (C9.0 Attenuation, C16.0 Safeguarding of Airports - Obstacle Limitation Area, C1.0 Signs, C2.0 Parking and Sustainable Transport, C3.0 Road and Railway Assets, S6.0 Longford Specific Area Plan)
Location: 26A Tannery Road, Longford

W&I referral PLN-23-0086, 26A Tannery Road, Longford

Planning admin: W&I fees paid.

STANDARD CONDITIONS FOR MULTIPLE DWELLINGS

W.2 Access

a) Access works must be completed in accordance with the access plan 220081LD, Revision C dated 31/1/2023 and to the satisfaction of Council's Works Manager.

b) Where the level of the footpath is to be raised to match the new access drainage must be provided to ensure that water does not sit against the footpath inside the private property.

c) The applicant must pay a bond of $2000 per tree if more than three trees are removed as a result of the access works.

General comments regarding access

Has the latest access plan been approved by DSG?

We are concerned about the impact that this proposal has on an area where Council have done significant streetscape works I don't know if this is a valid reason to recommend refusal but we would like this considered.

The current footpath complies with disability access standards the proposed changes include a section with a 1:14 grade which under AS1428.1 requires a handrail. As they are changing the grade of the footpath can we require them to install a handrail?

W.3 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

W.4 Works in State road reserve

a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.

b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the *Roads and Jetties Act* 1935, works must not be commenced within the State Road reservation until a permit has been issued.

Jonathan Galbraith (Engineering Officer)
Access discussed with Leigh McCullagh (Works Manager)
Date: 14/6/23

CONTACT: Ruby So
EMAIL:
DEPARTMENT: Legal

7 August 2023

Northern Midlands Council
PO Box 156
LONGFORD, TASMANIA 7301
Attention: General Manager

BY EMAIL: planning@nmc.tas.gov.au

Dear Sir or Madam,

RE: PLANNING APPLICATION PLN-23-0086
26A TANNERY ROAD, LONGFORD TAS 7301- 24 HOUR VEHICLE FUEL SALES & SERVICE

We refer to the planning application PLN-23-0086 submitted to Northern Midlands Council (**Council**) to develop 24-hour vehicle fuel sales for cars and trucks (**Application**).

The Application is of particular interest to JBS Australia Pty Ltd (**JBS**), as JBS:

1. owns land at 2 Tannery Road, Longford where the company's Longford Abattoir operates. There are approximately 300 employees that attend and work at this plant; and
2. operates Swift Meats at 22 Tannery Road, Longford Tasmania, a busy retail butcher shop which is within close proximity to the proposed development in the Application.

Having considered the documents submitted by the applicant, including Annexure 4, the Traffic Impact Assessment report (**TIA**), JBS continues to hold reservations on the following issues:

1. We query whether Council has considered turn-off lanes or traffic lights to manage the expected traffic that turns into the shared road to Swift Meats, JBS' Longford Abattoir and Koppers Wood Products (**Shared Road**). Access into this Shared Road is already at its peak during standard business hours.

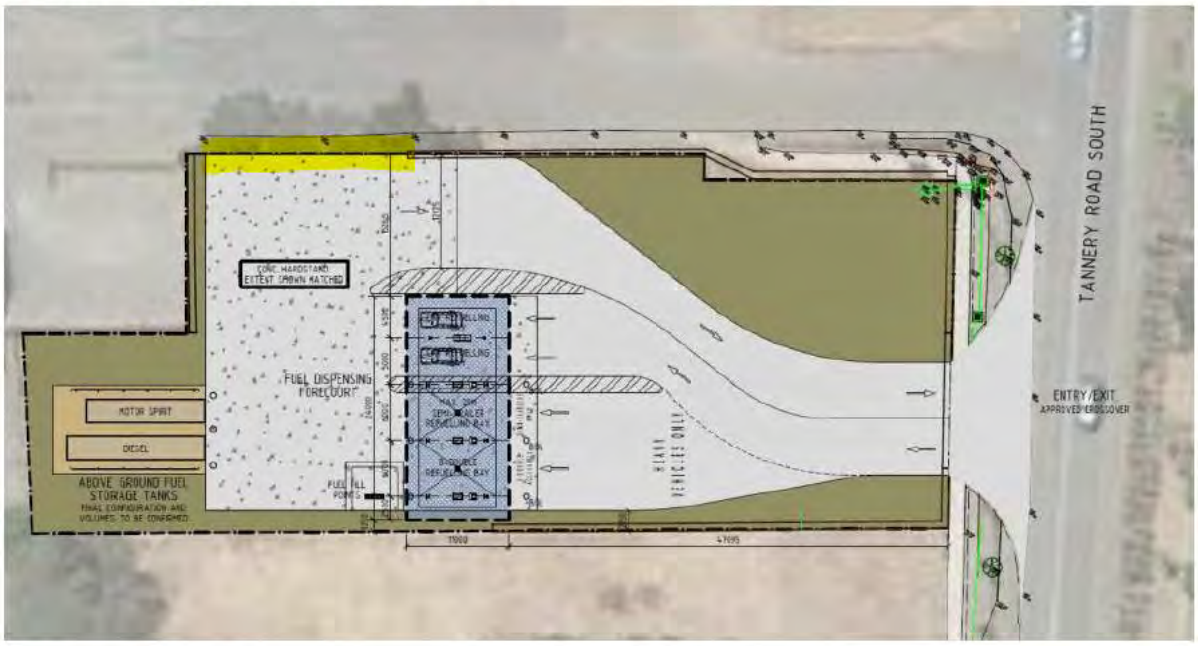
   Should the Application proceed without additional traffic measures:
   (a) We expect that there to be an accumulation of traffic waiting on Tannery Road South, as trucks incoming from the city centre, coming off the roundabout will be required to wait for opposing traffic, before a turn can be made into the Shared Road or the proposed entry for the fuel station; and
   (b) There would be a significant impact for JBS employees completing their shifts at the Longford abattoir, or for community shoppers departing the butcher shop from the Shared Road, and wanting to turn right back onto Tannery Road South, as local traffic on Tannery Road South, or vehicles exiting the fuel station would have right of way.

2. We refer you to Figure 6, 'Proposed Development Plans' on page 10 of the TIA. The area of concern is highlighted in yellow, in the extract below.

   JBS seeks clarification on whether the border highlighted in yellow of the proposed development will be a retaining wall or fully fenced, such that vehicles will not have the option to turn into or access the Shared Road from the highlighted side.

• JBS Australia Pty Limited • ACN 011 062 338 •
• Head Office – 62 McRoyle St, Wacol Q 4076 • PO Box 299, Carole Park Q 4300 •
TEL: + 61 7 3344 0000 • FAX: +61 7 3344 0097

Figure 6 Proposed Development Plans



We are available for any further consultation meetings with Council.

However, without these additional mitigation measures, JBS considers that the development would negatively impact existing local traffic and detriment community safety.

Yours faithfully,

Ruby So
Legal Counsel

• JBS Australia Pty Limited • ACN 011 062 338 •
• Head Office – 62 McRoyle St, Wacol Q 4076 • PO Box 299, Carole Park Q 4300 •
TEL: + 61 7 3344 0000 • FAX: +61 7 3344 0097

Sylvia Goldspink

From: Northern Midlands Council
Sent: Tuesday, 8 August 2023 8:42 AM
To: NMC Planning
Subject: FW: PLN-23-0086 24 hr Fuel sales for trucks

Follow Up Flag: Follow up
Flag Status: Flagged

For your action I will ECM

Administration| Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: council@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au
Tasmania's Historic Heart
employer of choice

From: Ken Richards
Sent: Monday, August 7, 2023 4:36 PM
To: Northern Midlands Council <council@nmc.tas.gov.au>
Subject: PLN-23-0086 24 hr Fuel sales for trucks

Subject: Objection to Proposal PLN-23-0086 for an Automated Petrol Station for Trucks in Longford

To Whom It May Concern,

I am writing to express my strong objection to the proposed construction of an automated petrol station for trucks in the historic town of Longford. As a concerned resident and advocate for preserving the heritage and character of our town, I believe that this proposal would have a detrimental impact on the charm, identity, and traffic conditions of Longford.

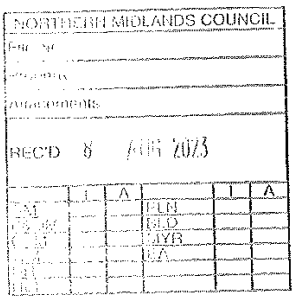
The historic town of Longford holds a special place in the hearts of its residents and visitors alike. Its rich heritage, unique architecture, and quaint atmosphere make it a prime destination for heritage tourism. The proposal to erect a 10-meter high BP station sign at the main entrance to the town to me appears to be is in direct contradiction to the heritage overlay that council has tried to build over the years. Such a glaringly out-of-place structure at the entrance to Longford would undoubtedly detract from the town's aesthetic appeal and undermine the efforts that have gone into maintaining its historical significance.

Furthermore, the entrance to town is already grappling with traffic congestion, and the addition of an automated petrol station for trucks will only exacerbate the problem. Longford's streets and limited infrastructure are ill-equipped to handle large semi-trailer trucks and the increased traffic flow that a trucking station would bring. This congestion not only poses safety risks but also detracts from the peaceful and enjoyable experience that both residents and tourists should be able to enjoy in our town.

It is worth noting that Longford already has a total of three petrol stations within its boundaries, which adequately serve the needs of both locals and visitors. Introducing yet another petrol station, especially one with a focus on trucks, raises concerns about the town's evolving identity. The risk of Longford becoming known as a mere 'trucking stop' rather than a cherished heritage tourism destination is very real, and it is the responsibility of the Council to carefully consider the long-term consequences of such a proposal.

In conclusion, I urge the Northern Midlands Council to reconsider and reject the proposal for an automated petrol station for trucks in Longford. Let us prioritise the preservation of our town's unique character and heritage, and work towards sustainable development that respects the needs and wishes of both current and future generations. Longford's historical significance and its potential as a thriving heritage tourism town should not be compromised for short-term convenience or commercial gain.

Thank you for your time and consideration.
Sincerely
Ken Richards
4 Archer Street
Longford TAS 7301



To Whom It May Concern,

Reference: PLN- 23-0086 Automated Petrol Station

I have deep concerns about the proposed construction of a truck refuelling depot at the entrance to Longford. I chose to live in this historic town for its quaint charm and rural surroundings. I consider this proposal inappropriate for our heritage town.

Longford is known as a heritage destination. Two world heritage listed buildings, Woolmers and Brickendon draw many interstate and international visitors to our town. An ugly 10 metre BP sign at the entrance to Longford is, in my opinion, totally inappropriate.

There are already three petrol stations with truck filling facilities in Longford. Do we really need another one? Large semi-trailer and B-double trucks turning into the proposed new truck stop will add to the congestion between the roundabout on Illawarra Road and the Hill Street complex. I have witnessed many "near misses" at the entrance to Swift Meats, at the United petrol station and at the entrance to Hill Street. Why add another potential crash site?

I urge Northern Midlands Council to reject this inappropriate proposal and preserve what remains of Longford's heritage tourist appeal.

Thank you for your time and consideration,

Sincerely,

Paula Gordon-Smith

PLN-23-008626A 24-hour vehicle fuel sales for cars and trucks

Tannery Road Longford.

I have serious concerns about this proposal mainly relating to access.

1 The proposal will almost certainly require the removal of at least 4 trees from the avenue.
2 The road is only 2 lanes. Access by trucks will probably incur moderate traffic disruptions.
3 Do we really need another service station in Longford?

1. The avenue presently has about 9 trees that visually enhance the entrance to Longford. This proposal will require the removal of a least 4 trees and possibly more. There is no mention of this in the planning proposal.

2. Most other entrances to commercial properties in the vicinity front at least a three-lane road. Even then, there can be moderate congestion. This section of road is only two lanes and would require considerable work to widen due to its elevation. Traffic coming in from the North and wishing to enter the proposed service station will completely block all other south bound traffic. It's difficult enough already with the infrequent truck movements into Koppers Wood Products and JBS Australia.

3. The existing service stations sell petrol, diesel, and associated items to everyone, if any are lost it will disadvantage most of the public. All the others provide employment, this is 24/7 self-service only.

Regards

Greg & Cathie Green

Rob and Annette Aldersea
PO Box 171 (14 Lyttleton Street)
Longford 7301

11th August 2023

General Manager
Northern Midlands Council
By Email – planning@nmc.tas.gov.au

Dear Mr Jennings,

RE: Planning Application PLN-23-0086
26A Tannery Road (and works in road reservation) Longford.

We are lodging our representation to object to the above planning application for the following reasons:

- The Traffic Impact Report is clearly quoting data that is out of date. A current Traffic Impact Assessment must be supplied to Council reflecting the true traffic movement.

- The Design Vehicle Turning Movements included in the application are grossly understated. The movement plan is based on a 26-metre-long vehicle only.
  Tasmanian Load Carrying Vehicles TLC4 to TLC7 are 30 metres long. These larger vehicles turning left into or out of the site will have to traverse onto the wrong side of Tannery Road to complete their turn.
  If a large vehicle is exiting the site, any vehicle waiting to enter the site will have to stop completely, with enough distance back from the entry/exit point, (thereby stopping all traffic movement) to give the exiting vehicle enough distance to get out.
  Experienced transport drivers have stated that entering and exiting the proposed site will be problematic.
  It **must** also be noted that any heavy vehicle pulling over onto the left shoulder of Tannery Road, will cause subsidence as both sides are elevated. This may result in a vehicle roll over, causing injury and even death, if a person(s) is on the pedestrian path at the base of the embankment.
  This alone should be grounds to reject this permit application as this section of Tannery Road is not equipped for large and heavy vehicles to be entering and exiting the proposed site.

- The Traffic Impact Report is misleading in terms of traffic movement. It quotes that the "service station only caters for trucks (not passenger vehicles)". Clearly the plans show passenger vehicles, car re-fuelling, and motor spirit and diesel fuel tanks. Therefore, the peak traffic generation created by the site will be **the estimated 143 vehicles per hour NOT the deceptive36 vehicles per hour** they are quoting.
  The proposed development's large increase in traffic movement in this section of Tannery Road will greatly impact traffic entering Longford from the roundabout, will impact the existing businesses as a result of traffic banking back along Wellington Street, and may result in an unintentional dangerous stoppage across the railway line.

- State Growth has previously given approval for an entrance to the site but NOT for this specific development proposal. The applicant must provide approval from State Growth for this development application.

- We strongly object to the removal of a section of the memorial avenue trees on the road reservation to accommodate the driveway. This is disrespectful to the reason the avenue was established and should not be allowed to occur.
  It is Also completely adverse to the Longford community's efforts to beautify the entrance to Longford, which includes the recent planting of 1000 trees and shrubs by the Longford Garden Club.

- We object to the driveway and canopy signage as it is not appropriate for this to be the dominating feature at the entrance to the historically significant town of Longford.

For the reasons stated, a development of this nature is not appropriate in Tannery Road Longford. It's size and scale are suited to the Midland Highway, not in the entrance to our historic town on a road that is not designed to cater for the traffic movements that the proposed development requires. Therefore, this application should be rejected outright.

Yours sincerely,

Rob & Annette Aldersea

Comment on Planning Report
Reference No: PLN-23-0086

Vehicle Fuel Sales – Unmanned Truck Stop
26A Tannery Road
Longford

The Traffic Problem

The Planning Report trivialises the major issue with the proposal – the congested traffic in the vicinity – with the dismissive comment: *The inclusion of the service station would not generate additional nuisance, as it would capture the passing traffic already using Tannery Road South…*

1. Tannery Road/Wellington Street Longford is the already heavily trafficked.
2. The traffic along Wellington Street has grown significantly in the past five years with:
    - Growth of Longford Population.
    - Movement of the main retail shopping area from the junction of Wellington and Marlborough Streets, to the 200 meters from the development.
    - Completion of the Perth bypass, making Longford easy commuting distance from Launceston, Launceston Airport and other large industrial and commercial centres.
    - Expansion of intensive irrigated agriculture in the district with frequent movement of heavy agricultural vehicles.
    - Wellington Street is used as a major road for access to the highland tourist areas, used by caravans and campervans.
3. Existing poor traffic facilities in the area.
    - The major roundabout and intersection with the busy Illawarra Road is only 200 meters from the proposed site.
    - Tannery Road and Wellington Street are two-lane streets with limited passing opportunities.
    - The large parking areas for the nearby shopping malls have a poorly designed entrance with heavy use.
    - The railway level crossing is close by and lies between the proposed development and Longford's main shopping centre.
    - The Northern Midlands Council has a plan for major works on Wellington Street. How does the proposed development fit into these plans. Will the proposed Wellington Street roadworks have to be modified to accommodate the new development.
4. Unsuitable site for heavy and articulated vehicles.
    - Heavy vehicles using the truck stop will have to make turns totalling 360 degrees.
    - Well-designed truck-stops on major roads allow trucks to stop and refill without any major change of direction, with a slight left-hand deviation to enter and a slight right-hand deviation to exit.
    - Heavy vehicles travelling along Illawarra Road will need to enter the entrance to Longford's main street to use the filling station. Alternative sites on Illawarra

Road would be more convenient for these trucks. Illawarra Road is the main road used by heavy trucks travelling between Hobart and the north—west of Tasmania. These trucks will add to the congestion at the entrance to Longford.

- Filling stations for heavy trucks normally have associated facilities – toilets, shop, areas for a stroll etc. Approval of the development will be followed by applications for toilets and other facilities.

Summary

1. The application for a truck stop at the site follows several failed attempts to find a purpose for the site. The application appears to be a desperate attempt to find some commercial use for the awkwardly placed area.
2. The application goes against sensible planning procedure. Rather than find the most suitable site for a heavy vehicle facility in the region (especially for Illawarra Road traffic), the application does the reverse by choosing a site and then trying to find a commercial use for it.
3. The application has dealt only superficially with the most pressing issues – the effect of traffic in Longford and the unsuitability of the site for use by heavy vehicles.

Recommendation

1. The application should be rejected on numerous grounds, including the effect on traffic on Longford's main road and the unsuitability of the site for heavy vehicles.
2. There may need to be a need for extra facilities for heavy vehicles in the region. The planning authorities should look at these needs and then look at suitable sites that best meet these needs. The reverse procedure has been followed here. The owner of a difficult site is searching for a commercial use and has already made several unsuccessful attempts to find a commercial use and is now proposing a truck-stop. The use of the site as an unmanned truck-stop is worse than the other uses that have already been rejected by the Northern Midlands Council.
3. In further investigations relating to this site, Planning Reports should be prepared by consultants who will deal effectively with present and future traffic issues.

Submitted by:
Nigel Stokes
Elaine Ray
1 Lyttleton Street

The General Manager.
Northern Midlands Council
Longford.

G, & W. Butler
22 Longford Close
Longford

10/08/2023

Ref PLN-23-0086
Site. 26A. Tannery Road (And works in Road Reservation) Longford
Proposed
Development. 24 hour Vehicle fuel sales for cars and trucks
(Illuminated signage , vary sign height and area per face)

Dear Sir/Madam

When assessing the proposal, we would request council consider the following.

1. Improvements to the entry into Longford from the Illawarra Road roundabout to the railway crossing , reflecting the heritage and visitor appeal .

2. The Meatworks and Koppers Logs are located westerly to the rear from Tannery Road.
There has been extensive tree planting to the East and North of the Meatworks boundary to improve the visual appearance of entry to Longford .There is an opportunity now and in the future to continue Landscaping and Road improvements on both sides of Tannery Road from the roundabout to the railway crossing.

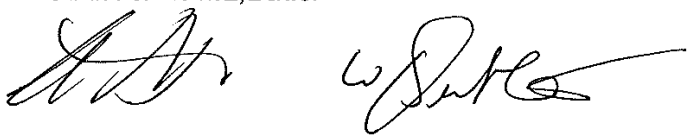
3. Tannery Road is at present two lanes in and out . Traffic turning into the Meatworks or Koppers Logs does not appear to create traffic problems despite there being no turning lane and the number of heavy vehicles are not continuous.

4. The proposed Fuel Station is unmanned, 24 hour / 7 days / a week . Entry and Exit is to the south of the Meatworks entry . In order to enter the Fuel Station from the North and without a road upgrade turning lane , there is a potential to create traffic flow problems .

5. Kingsley House , a heritage listed hotel, providing accommodation for visitors to Longford . The hotel is some 65M from the proposed Fuel Station. Regulation states a 50M distance for noise and lighting . 24 hour operation is proposed. In the quiet of the night hours , a B Double or a Semi would likely be audible , as would the visual illuminated signage .

In conclusion , we already have 3 Fuel outlets . Some planning approvals in the past have had a detrimental outcome , approval of this application will be another .
" There is a Pitt Sherry strategic plan to consider ".

Thank you for your indulgence .
G.A.R & W.M.L,Butler



PLN-23-0086

I wish to lodge an objection to the above Planning Application

My objections are twofold:

1. I see that there will be a great impact on the normal traffic flow along this part of Tannery Road.
   It is already impacted by trucks travelling west on Illawarra Road, turning left onto Tannery Road and then turning right into the Swifts driveway.
   The same applies to trucks travelling north on Illawarra Road, turning right onto Tannery Road and then turning right into the Swifts driveway.
   There have been times when traffic is banked up from Swifts driveway back to the roundabout on Illawarra Road as there is no left hand passing lane when travelling into Longford from Illawarra Road into Tannery Road to go around the trucks turning right into Swifts.
   Illawarra Road is a through road being developed specifically for heavy vehicles to access the Bass Highway when travelling from South to West in the Northern Region of the State.
   The drivers of heavy vehicles are savvy enough to recognise that they will need extra fuel by the time they get to Epping Forest where there is a purpose built service centre.

2. My other objection is based on the need for the destruction/removal of the trees lining Tannery Road to access the proposed site.
   Although there is planting shown on the plan, this does not outweigh the removal of the existing trees.
   It is proven time and again that leafy suburbs lower the overall temperature of the street yet once again, there is blatant disregard to this.

Marcia Telford
237 Wellington Street
Longford 7301

Neil Tubb
54 Marlborough Street
Longford
Tasmania 7301

August 11, 2023

Mr Des Jennings
General Manager
Northern Midlands Council

Dear Mr Jennings,

RE: Planning Application PLN-23-0086 26A Tannery Road Longford.

I am lodging an objection against this application for the reasons detailed below.

- I believe the the Traffic Impact Report provides outdated data when the true traffic flow is now much greater and will be increasing rapidly during the next five years as a result of expanding development in Longford and Cressy.

- I don't believe it is possible for heavy vehicles like B Double to turn within the prescribed left side of Tannery Road, when they cannot turn keeping to the left when leaving the JBS Meatworks.

- The establishment of this development will also impact traffic flows from the United Servo and Hillstreet IGA which is already a concern when exiting this premises.

- The other issue that needs to be considered is the impact on the other three Servos in the town and the likelihood of one of them closed due to increased competition which could lead to an environmental issue like the one in Perth which is now an eye sore.

From a strategic perspective, Council could consult with State Growth to explore an opportunity to find an alternate location along Illawarra Road because should Longford end up with a by-pass for heavy vehicles Tannery Road would be unsuitable!

Yours sincerely,

Neil Tubb

Robyn Wright
48 Malcombe Street
LONGFORD 7301

11th August 2023

The General Manager
Northern Midlands Council
Smith Street
LONGFORD 7301
Email: planning@nmc.tas.gov.au

Re: PLN-23-0086 - 26A Tannery Road (and works in road reservation), Longford: (CT 169515/1) - 24-hour vehicle fuel sales for cars and trucks (illuminated signage, vary sign height and area per face)

Dear Sir

I wish to express my concern for the Development Application PLN-23-0086.
My main concern is in regard to traffic congestion due to additional trucks entering and leaving Longford via Tannery Road.
The area between Union Street and the junction of Bass Highway is already congested, with traffic entering and leaving the businesses.
A "truck stop" should be on the main highway, not in the entrance to a heritage village.
Potentially, traffic could be backed up and block the round-about, the highway and access to Longford.
There is no room for a slip road on the eastern side due to steep drop, which in itself is a danger in case of an accident (and to pedestrians on the path/walking track below).
There is no foreseeable benefit to the local community with regard to employment, with the majority of the expected business, as stated, to detour off the highway, re-fuel, then leave Longford.
The established Service Stations in Longford all have up-graded their facilities over recent years to meet the growing local population and address environmental conditions. Their commitment needs to be recognised and their investment considered.
There is adequate truck access at the existing Service Stations and 24-hr fuel access via by Fuel and Efptos cards is available.
Speaking to other community members, including truck drivers, these thoughts are shared by others.

Yours sincerely

Robyn J Wright

1st August 2023

General Manager
Northern Midlands Council
PO Box 156
Longford 7301

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

PLN-23-0086 26A TANNERY ROAD (AND WORKS IN ROAD RESERVATION) LONGFORD

Dear Sir

I travel Tannery Rd into and out of Longford many times a week and at times ranging from 5am to 8pm Monday to Sunday. I have been doing this since 1997 and am very familiar with the road. I don't object to the idea of this DA, but object to how it is designed in so far as traffic is concerned for now and the future.

This proposal is going to have unintended knock on effects on the operation of the road at that location. The TIA cannot be relied on to accurately portray or address the difficulties of allowing the DA to be approved in its current form.

The DA covering letter says this is a "24-hour vehicle fuel sales for cars and trucks and seeks use and development for an unmanned service station ". Therefore it will be like the other 3 service stations in Longford, open to the public and heavy/commercial vehicles at all times.

The design plans submitted by Verve Building Design shows 2 dedicated truck bays. One is for Semi trailers and one for B Doubles. Over many years, my observations are that B Doubles rarely enter or leave Longford. This new truck stop will attract B doubles off the Highway to refuel and return to the Highway. Tannery Road from the highway roundabout to the rail line, passing this new access area is not particularly well maintained. B Doubles will create additional traffic issues as described below.

The TIA in 3.1 says "The proposed development is a 24-hour truck fuelling station". 4.1 Trip Generation statement contradicts this and says "The proposed development is for primarily for trucks but will also be accessible by passenger vehicles." So which use is it to be and what traffic data is used? What traffic count/assessment was done for 'in and out' of the current JBS/Koppers access point adjacent?

Page 4 of the traffic assessment says "In this case, there is no convenience store, and the service station only caters for trucks (not passenger vehicles)." Further, "Nature of traffic. The traffic will be predominantly commercial in nature. This is consistent with the existing use of Tannery Road and adjacent accesses". This is not correct. The JBS operation next door has a busy 7 day a week retail store selling meat, frozen fish, and frozen goods. The right of way road access to their shop and parking (next to this planned truck stop) is shared with heavy vehicles transporting livestock into the JBS facility. The Koppers plant also uses this access for wood delivery and dispatch.

The Department of State Growth, as road authority, has previously issued written consent for the new junction. However, that was in relation to another type of use approved by Council some time ago. Appendix A provides evidence of it being approved for a change of purpose but what was State Growth provided with to agree to this? Has State Growth's Department of Infrastructure Energy and Resources (DIER) been involved in this change as Tannery Road is a state road? DIER administers the approved higher productivity and higher mass limits network

which allows movement of vehicles up to the size of B-doubles along most of the important freight routes.

Now please now refer to the attached photos of this area. The sealed pavement width of Tannery Road is 7.5 metres near the subject site and the existing access to JBS/Koppers. Bottlenecks happen at the turn into and out of JBS/Koppers as there is no room to overtake on the outside, going into Longford or out of Longford. At busy times traffic frequently can be at a standstill. Sometimes impatient drivers 'go around' onto the verge of the bank on the left side going into Longford (evidence in a photo). Adding this new and adjacent turn into a truck stop will make this worse. The solution for Tannery Rd at this new/existing intersection is widening but there is a steep unfenced bank on one side of the road. Considerable funding would be required to improve the road at that location to cater for these 2 adjacent and busy road accesses.

As a consequence there is a risk that this new traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to Tannery Road.

The proponent needs to address these matters and Council should not approve this application at this time.

Sincerely

Graham Dash
12 Lennon Rise
Newstead 7250

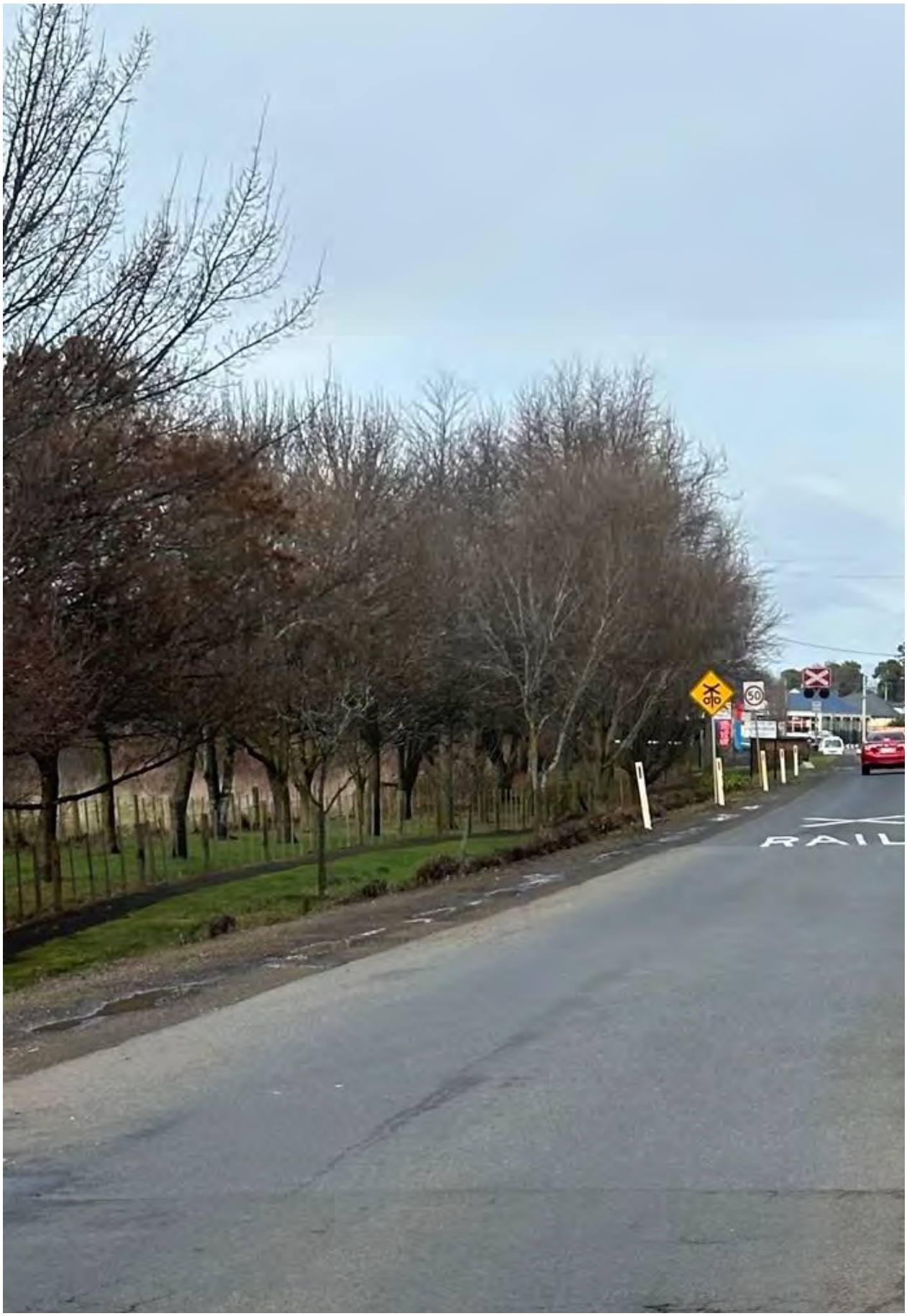
Graham Dash

Karen Jenkins

From: Graham Dash
Sent: Tuesday, 1 August 2023 3:03 PM
To: NMC Planning
Subject: Fwd: PLN-23-008626A
Attachments: DA 23 0086 Longford.docx

Please refer to the attached representation


RAIL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RAIL


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Sylvia Goldspink

From: Bron's Email
Sent: Monday, 7 August 2023 11:00 AM
To: NMC Planning
Subject: Planning Submission

Follow Up Flag: Follow up
Flag Status: Flagged

Ref no: PLN-23-0086
Site: 26A TANNERY ROAD(AND WORKS IN ROAD RESERVATION), LONGFORD
Proposal: 24-hour vehicle fuel sales for cars and trucks (illuminated signage, vary sign height and area per face)

I'd like to submit my concerns around safety at this site.

1. A CURRENT road traffic count needs to be taken as traffic has increased in the area.

2. The road way needs to be widened for traffic heading south into Tannery road and turning right into the area. Many times traffic is held up already with trucks turning into Swift's access. With this proposed access so close to Swift's there will be added traffic build up. The onward journey in this built up entrance to Longford can be hindered further in the short space with traffic in and out of businesses (storage, dog wash, United, Hill St, bottle shop.)
The United/Hill St junction has always been a safety issue that no one seems to act on, despite many concerns being registered, including numerous from myself.
How about including a slip lane at this new proposed development site so traffic can continue into our town unhindered, at least until over the railway line?

3. Any signage should not hinder entry/exit vision. The United signage is an example of poor planning consideration with it blocking vantage point with many close mishaps especially on the exit point.

Appreciate the opportunity to provide input on this matter.

Mrs Bron Baker
PO BOX 96
Longford