Minutes of a special meeting of the Central Coast Council held in the Council Chamber at the Administration Centre, 19 King Edward Street, Ulverstone on Monday 29 August 2022 commencing at 6.00pm.

Councillors attendance

Cr Jan Bonde (Mayor) Cr John Beswick Cr Garry Carpenter (Deputy Mayor) Cr Amanda Diprose Cr Cheryl Fuller Cr Casey Hiscutt Cr Cr Tony van Rooyen Cr Philip Viney

Councillors apologies

Cr Annette Overton

Employees attendance

Acting General Manager (Mr Paul Breaden) Director Community Services (Mr Daryl Connelly) Director Corporate Services (Mr Ian Stoneman) Executive Services Officer (Mr Ian Brunt)

Media attendance

The media was not represented.

Public attendance

Eight members of the public attended during the course of the meeting.

Acknowledgement of Country

The Central Coast Council acknowledges the palawa-pakana people as the Traditional Custodians of lutrawita (Tasmania), including the land, community, sea and waters where we live and work.

Our community respectfully acknowledges the Punnilerpanner tribe of the Northern Country of Tasmania, their continuing relationship to this land and their ongoing living culture.

We recognise that we have much to learn from the First Nations Peoples who represent one of the world's oldest continuing cultures, and we pay our respects to Elders past and present and to all First Nations Peoples living in and around the Central Coast Community.

MAYOR'S COMMUNICATIONS

254/2022 Authority for special meeting

The Mayor reported as follows:

"This special meeting of the Council has been convened at my direction. Only the items on the agenda may be discussed."

Cr Viney moved and Cr Beswick seconded, "That the Mayor's report be received."

Carried unanimously

255/2022 Declarations of interest

The Mayor reported as follows:

"Councillors are requested to indicate whether they have, or are likely to have, a pecuniary (or conflict of) interest in any item on the agenda."

The Executive Services Officer reported as follows:

"The Local Government Act 1993 provides that a councillor must not participate at any meeting of a council in any discussion, nor vote on any matter, in respect of which the councillor has an interest or is aware or ought to be aware that a close associate has an interest.

Councillors are invited at this time to declare any interest they have on matters to be discussed at this meeting. If a declaration is impractical at this time, it is to be noted that a councillor must declare any interest in a matter before any discussion on that matter commences.

All interests declared will be recorded in the minutes at the commencement of the matter to which they relate."

Cr van Rooyen reported as follows:

"I will be declaring an interest in respect of the matter relating to Minute No. 257/2022 Hotel Industry – alterations, additions and demolitions – Use Standards – 393 Leith Road, Forth – Application No. DA2021247."

DEPARTMENTAL BUSINESS

COMMUNITY SERVICES

256/2022 Council acting as a planning authority

The Mayor reported as follows:

"The Local Government (Meeting Procedures) Regulations 2015 provide that if a council intends to act at a meeting as a planning authority under the Land Use Planning and Approvals Act 1993, the chairperson is to advise the meeting accordingly.

The Director Community Services has submitted the following report:

'If any such actions arise out of Minute No's. 257/2022 and 258/2022, they are to be dealt with by the Council acting as a planning authority under the Land Use Planning and Approvals Act 1993."

The Executive Services Officer reported as follows:

"Councillors are reminded that the Local Government (Meeting Procedures) Regulations 2015 provide that the general manager is to ensure that the reasons for a decision by a council acting as a planning authority are recorded in the minutes.

■ Cr Hiscutt moved and Cr Diprose seconded, "That the Mayor's report be received."

Carried unanimously

257/2022 Hotel Industry - alterations, additions and demolitions - Use Standards -393 Leith Road, Forth - Application No. DA2021247

Cr van Rooyen, having declared an interest, left the Chamber at 6.02pm for that part of the meeting relating to consideration, discussion and voting on the matter concerning '393 Leith Road, Forth - Application No. DA2021247'.

The Director Community Services reported as follows:

"The Manager Land Use Planning has prepared the following report:

'DEVELOPMENT APPLICATION NO.: DA2021247

PROPOSAL Hotel Industry - alterations, additions

and demolitions - Use Standards

APPLICANT: Slippervic Pty Ltd 393 Leith Road, Forth LOCATION:

ZONE: **Local Business**

PLANNING INSTRUMENTS: Tasmanian Planning Scheme - Central

> Coast "the Planning Scheme" and Historic Cultural Heritage Act 1995

13 July 2022 ADVERTISED: REPRESENTATIONS EXPIRY DATE: 27 July 2022

REPRESENTATIONS RECEIVED: Two

42-DAY EXPIRY DATE: 11 August 2022

EXTENSION OF TIME: Granted until 29 August 2022

DECISION DUE: 29 August 2022

PURPOSE

The purpose of this report is to consider an application to demolish a part of the Bridge Hotel, located at 393 Leith Road, Forth to accommodate hotel additions, internal alterations to the building, a covered outdoor entertainment area, covered storage building and a sealed car park.

The property is listed on the Tasmanian Heritage Register. A joint assessment by Council and the Tasmanian Heritage Council was required to determine the application.

Accompanying the report are the following documents:

- Annexure 1 location plan;
- Annexure 2 application documentation;
- Annexure 3 representations;
- Annexure 4 aerial view, Zone Map and photographs;
- Annexure 5 Tasmanian Heritage Register Datasheet;
- Annexure 6 Taswater Submission to Planning Authority Notice;
- Annexure 7 Tasmanian Heritage Council Notice of Heritage Decision; and
- Annexure 8 Review by Council's Environmental Health Officer (EHO) of the Noise Impact Assessment report by Noise Vibrating Consulting (NVC).

BACKGROUND

Development description -

The use of the land is "Hotel Industry", a "Permitted" Use Class in the Local Business Zone. The Planning Scheme defines Hotel Industry as "use of land to sell liquor for consumption on and off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling".

The hotel currently comprises a ground level area of 247m² accommodating the hotel's indoor public bar, kitchen, dining area, function room and 5 bedrooms (that are not in commission due to requiring upgrades). The upper level of the hotel accommodates a manager's room.

A small "open air" stage was approved for outdoor entertainment in 2018.

Application is made to demolish a portion of the Bridge Hotel to accommodate new additions and alterations to the building and to construct a semi-enclosed outdoor entertainment area and sealed car park.

The proposed development would include the following:

- an expanded outdoor hardstand, roofed entertainment area that would be constructed over an existing, open air "crowd gathering" area;
- an enlarged outdoor stage with band amenity room. The existing stage would be demolished, with a larger stage and "green room" constructed at the eastern end of the proposed covered crowd gathering area;
- . new patron amenities building that could be accessed via the covered outdoor area:
- two shipping containers, to be used for hotel storage, with gable roof covering;
- . a second level roof-top bar and beer garden addition that could be accessed from the covered outdoor area via a stairway; and
- . directional fencing along the Leith Road frontage of the site, allowing direct entry to the covered entertainment area, bypassing entry via the hotel bar.

The existing hours of operation for the hotel are:

- . 7 days a week 11.00am until "late";
- . Lunch Tuesday to Sunday 12 noon until 2.00pm;
- . Dinner Tuesday to Saturday 5.30pm to 8.00pm; and
- . Sunday 5.30pm to 7.30pm.

The applicant seeks to expand hours of operation in relation to the undercover entertainment area to encompass:

- . Friday and Saturday nights until 11.00pm, with music to cease at 10.00pm; and
- . Sunday nights until 8.00pm, with music to cease at 6.00pm.

The applicant has submitted a schedule of planned, sporadic events.

The applicant has also stated that the aim of the development is to expand the types of events on the site to encompass private functions, such as engagement parties, and to promote public Grand Final day celebrations, with the frequency of events in the semi-enclosed outdoor entertainment space to be every weekend, if required/able to be arranged.

The application is accompanied by the following documents:

- . Site Plan, Floor Plans and Elevations by Plans to Build, dated 8 March 2022.
- . Hours of Operation and Schedule of Events as submitted by the owner, received 9 March 2022.
- . Noise Impact Assessment by Noise Vibration Consulting, Reference No. 1523-1 dated 12 November 2021.
- . Lighting Impacts report by Mandylights dated December 2021.
- . Traffic and Parking assessment by CSE Tasmania Pty Ltd (Civil and Structural Engineering) dated 13 May 2022.

Site description and surrounding area -

The property is listed on the Tasmanian Heritage Register. Refer to the Tasmanian Heritage Register Datasheet at Annexure 5.

The 3,307m² site is an "L" shaped parcel of land that accommodates the Bridge Hotel, with associated gravel car parking at the rear of the property.

The land, and that portion of Leith Road that adjoins the hotel's eastern boundary, is Local Business Zone and is not part of the Forth Specific Area Plan (Forth SAP).

The hotel car park is accessed via William Street, that is zoned Low Density Residential.

Adjoining land to the east, that is Low Density Residential Zone, is also subject to the Forth Specific Area Plan (SAP) and accommodates two dwellings. The nearest dwelling is currently setback 14.6m from the hotel's built infrastructure.

The hotel adjoins a Utility Zone to the south that accommodates Forth Road that is owned and managed by the Department of State Growth. The southern side of Forth Road is also Low Density Residential Zone and is subject to the Forth SAP.

The site is connected to sewer and water networks.

There is not a reticulated stormwater system in Forth. The developer shows an on-site stormwater management system in the sealed car parking area, that would empty into William Street.

History -

A small outdoor entertainment stage was erected at the rear of the Hotel in 2018 without the necessary permits being issued. Application was made and a retrospective planning permit was issued on 18 April 2018.

DISCUSSION

The following table is an assessment of the development against the *Tasmanian Planning Scheme - Central Coast* standards:

14.0 Local Business Zone

Saturday; and

public holidays.

(b)

8.00am to 9.00pm Sunday and

41.1 Zone Purpose

The purpose of the Local Business Zone is:

- 14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.
- 14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.
- 14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.
- 14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

Planner's comment				
The proposal satisfies the Zone Purpose in that it would provide for business and entertainment functions which meet the needs of a local area.				
CLAUSE	Соммент			
14.3 Use Standards				
14.3.1 All uses				
14.3.1 -(A1) Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:	(a) Non-compliant. Land adjoins a Low Density Residential Zone to the east and is within 50m of a Low Density Residential Zone to the south and north of the site. Hours of operation would be until 11.00pm on Friday and Saturday nights, with music to cease at 10.00pm Friday and Saturday nights.			
(a) 7.00am to 9.00pm Monday to	Refer to the "Issues" section of this			

(b)

advised hours of operation on a

Sunday would be until 8.00pm.

The Applicant has

report.

Compliant.

14.3.1 -(A2)

External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:

- (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and
- (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.

- (a) Compliant. Hours of operation for external lighting would be until 11.00pm on Friday and Saturday nights. Condition could be placed on a permit that lighting not be between 11.00pm and 6.00am.
- (b) Compliant by a condition to any permit issued.

14.3.1 -(A3)

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays.

(a) Non-compliant. Land adjoins Low Density Residential Zone and is within 50m of a Low Density Residential Zone to the south and north of the site. Hours of operation would be until 11.00pm on Friday and Saturday nights, with music to cease at 10.00pm Friday and Saturday nights.

Pack-up and loading of band equipment would be after 10.00pm.

Refer to "Issues" section of this report.

(b) Compliant. The Applicant has advised hours of operation on a Sunday would be until 8.00pm.

14.3.2 Discretionary uses

14.3.2 -(A1)

No acceptable solution.

14.3.2 -(P1)

- (a) Not applicable. Hotel Industry Use Class is Permitted.
- (b) Not applicable. Hotel Industry Use Class is Permitted.

A use	listed as Discretionary must:			
(a)	not cause an unreasonable loss of amenity to properties in adjoining residential zones; and			
(b)	be of an intensity that respects the character of the area.			
14.3.	3 Retail impact			
14.3.	3 -(A1)	Not ap	pplicable.	
and C	ross floor area for Bulky Goods Sales General Retail and Hire uses must be nore than 250m² per tenancy.	Not a Bulky Goods or General Retail and Hire Use Class.		
14.4	Development Standards for Buildings an	d Work	s	
14.4.	1 Building height			
14.4.1 -(A1) Building height must be not more than 9m.		Compliant. Height would be 7.8m.		
	2 Setbacks			
	2 -(A1) ings must be: built to the frontage at ground level; or have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	(a) (b)	Non-compliant. The existing building is built to the Leith Road frontage. The development also has frontage to Forth Road. Proposed storage containers with a covered roof would be setback more from Forth Road than the existing hotel and the dwelling on adjoining land, to the east. Refer to "Issues" section of this report. Not applicable. Satisfied by (a).	
Buildi adjoii	2 -(A2) ings must have a setback from an ning property within a General ential Zone, Inner Residential Zone or	(a)	Compliant. New development would be setback 4.2m from adjoining Low Density Residential Zone to the east.	

Low Density Residential Zone, of not less than:			Not applicable. Satisfied by (a).		
(a)	4m; or				
(b)	half the wall height of the building, whichever is the greater.				
14.4.2	? -(A3)	Comp	liant.		
Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.			No change to existing air extraction or refrigeration systems.		
	emption applies for air conditioners eat pumps in this zone - see Table				
14.4.3	3 Design				
14.4.3	3 -(A1)	(a)	Compliant. No change to existing		
	uildings must be designed to satisfy following:		mechanical plant or other services such as heat pumps and the like.		
(a)	mechanical plant and other service infrastructure, such as heat pumps,	(b)	Not applicable. No rooftop mechanical plant proposed.		
	air conditioning units, switchboards, hot water units and the like, must	(c)	Compliant. No security shutters or grills proposed.		
	be screened from the street and other public places;	(d)	Non-compliant. No lighting of the car parking area is proposed.		
(b)	roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;		Refer to "Issues" section of this report		
(c)	not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and				
(d)	provide external lighting to illuminate external vehicle parking areas and pathways.				

14.4.3 -(A2)

New buildings or alterations to an existing façade must be designed to satisfy all of the following:

- (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;
- (b) if for a ground floor level façade facing a frontage:
 - (i) have not less than 40% of the total surface area consisting of windows or doorways; or
 - (ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;
- (c) if for a ground floor level façade facing a frontage must:
 - (i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or
 - (ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and
- (d) provide awnings over a public footpath if existing on the site or on adjoining properties.

- (a) Compliant. Existing and new pedestrian entrance, providing direct access to the proposed entertainment area from Leith Road, is provided.
- (b) Compliant. Covered roofed area proposed no discernible change to ground floor level to the façade facing the frontage.
- (c) Compliant. Roofed area proposed no change to ground floor level façade facing a frontage.
- (d) Not applicable. No awnings on the site or on adjoining land.

14.4.4 Fencing

14.4.4 -(A1)

No acceptable solution.

Proposed 1.8m high timber post and iron, open fence on Leith Road frontage would be exempt under the Planning Scheme's Clause

An exemption applies for fences in this zone - see Table 4.6		4.6.4 however, is subject to Tasmanian Heritage Council requirements – which is discretionary matter. Refer to Tasmanian Heritage Council Notice of Decision Annexure 7 that requires the fence height to be modified		
14.4.	5 Outdoor storage areas			
14.4.	5 -(A1)	Compliant.		
Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.		No outdoor storage area visible from any road or public open space adjoining the site		
14.4.	6 Dwellings			
14.4.	6 -(A1)	Not applicable.		
	elling must have private open space nas an area not less than:	Not dwelling development.		
(a)	24m² with a minimum horizontal dimension of not less than 4m; or			
(b)	8m ² with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.			
14.4.	6 -(A2)	Not applicable.		
Each dwelling must be provided with a dedicated and secure storage space of not less than 6m³.		Not dwelling development.		
14.5	Development Standards for Subdivision			
14.5.1 Lot design				
14.5.	1 -(A1)	Not applicable.		
Each lot, or a lot proposed in a plan of subdivision, must:		No subdivision proposed.		

(a)	have a	ın area	of not less than 200m²	
	(i)		le to contain a num area of 10m x 12m of:	
		a.	all setbacks required by clause 14.4.2 A1 and A2; and	
		b.	easements or other title restrictions that limit or restrict development; and	
	(ii)	consi	ng buildings are stent with the setback red by clause 14.4.2 A1 x2;	
(b)		, a cou	or public use by the incil or a State	
(c)	be rec Utilitie	-	or the provision of	
(d)	anoth	er lot p	nsolidation of a lot with rovided each lot is me zone.	
14.5.	1-(A2)			Not applicable.
Each lot, or a lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 3.6m.		ave a frontage, or legal d by a right of	No subdivision proposed.	
14.5.1 -(A3)				Not applicable.
Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.			e provided with a m the boundary of the rdance with the	No subdivision proposed.

14.5.	14.5.2 Services				
14.5.	2 -(A1)	Not applicable.			
Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:		No subdivision proposed.			
(a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service; or					
(b) be connected to a limited water supply service if the frontage of the lot, is within 30m of a connection to a limited water supply service,					
lot is	s a regulated entity advises that the unable to be connected to the ant water supply service.				
14.5.	2 -(A2)	Not applicable.			
subdi space Utiliti	lot, or a lot proposed in a plan of vision, excluding for public open a riparian or littoral reserve or es, must have a connection to a lated sewerage system.	No subdivision proposed.			
14.5.	2 -(A3)	Not applicable.			
Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.		No subdivision proposed.			

CODES

CODES	NOT APPLICABLE	Applicable
C1.0 Signs Code	\boxtimes	
C2.0 Parking and Sustainable Transport Code		⊠ Refer to table below
C3.0 Road and Railway Assets Code		⊠ Refer to table below
C4.0 Electricity Transmission Infrastructure Protection Code	\boxtimes	
C5.0 Telecommunications Code	\boxtimes	
C6.0 Local Historic Heritage Code	\boxtimes	
C7.0 Natural Assets Code		The Natural Assets Code applies to the site as the priority vegetation layer is shown over a portion of the land. However, no native vegetation remains on the site.
C8.0 Scenic Protection Code	\boxtimes	
C9.0 Attenuation Code	\boxtimes	
C10.0 Coastal Erosion Hazard Code	\boxtimes	
C11.0 Coastal Inundation Hazard Code	\boxtimes	
C12.0 Flood-Prone Areas Hazard Code		The Flood-Prone Areas Hazard Code applies to a portion of the site. However, the development area, to the rear of the hotel, falls outside the flood-prone hazard area.
C13.0 Bushfire-Prone Areas Code	\boxtimes	
C14.0 Potentially Contaminated Land Code	\boxtimes	
C15.0 Landslip Hazard Code	\boxtimes	
C16.0 Safeguarding of Airports Code	\boxtimes	

C2.0 Parking and Sustainable Transport Code

Clause			Соммент		
C2.5	C2.5 Use Standards				
C2.5.1 Car parking numbers		Not Applicable	Assessment		
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:			(a) Not applicable. Site is not subject to a parking precinct plan.(b) Not applicable. Site is not		
(a)	the arcase	ite is subject to a parking plan for rea adopted by council, in which parking provision (spaces or in-lieu) must be in accordance hat plan;		subject to a parking precinct plan. (c) Not applicable. (d)(i) & (d)(ii) Compliant. Table C2.1	
(b)		ite is contained within a parking nct plan and subject to Clause		Compliant. Table C2.1 specifies the following for car parking provision for the site:	
(c)	the si	ite is subject to Clause C2.5.5; or		Existing floor area:	
(d)	(d) it relates to an intensification of an existing use or development or a change of use where:			Indoor Dining area = 99m ² Outdoor dining area = 58.8m ²	
	(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		Public bar = 89m² with approximately 40m² of outdoor area (NB: 5 bedrooms not in use)	
		for the proposed use or		Existing = 247m ²	
		development, in which case no additional on-site car parking is required; or		Proposed development The proposed area of new development would be	
	(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		336m ² . Total area of use on the site would be 583m ² .	

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.		The Planning Scheme requires — - 1 space per 20m² of floor area; - 1 bicycle parking space per 100m² and - 1 motorcycle parking space for every 40 vehicles. The site requires the following number of parking spaces to be provided: Vehicles = 29 spaces Bicycle = 1 space Motorcycle = 1 spaces The development proposes a total of 8 motorcycle parking spaces, 5 bicycle parking spaces, 5 bicycle parking spaces, 5 bicycle parking spaces. Traditionally, the hotel has also relied on parking on the Leith Road road reserve. The Road Authority has advised this is able to
		<u>-</u>
C2.5.2 Bicycle parking numbers	Not Applicable	Assessment
A1		(a) Satisfied by (b).
Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and		(b) Compliant. Table C2.1 specifies the number of

(b) be no less than the number specified in Table C2.1.		bicycle parking spaces on site to be a total of 1.		
		The development		
		proposes a total of 5 bicycle spaces on the site.		
C2.5.3 Motorcycle parking numbers	Not Applicable	Assessment		
The number of on-site motorcycle parking		(a) Compliant. C2.4 requires a total of 1 motorcycle parking spaces on the site.		
spaces for all uses must:		The development makes		
(a) be no less than the number specified in Table C2.4; and;		provision for 8 spaces.		
(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification provided the existing number of motorcycle parking spaces is maintained.		(b) Satisfied by (a).		
C2.5.4 Loading bays	Not Applicable	Assessment		
A1		Compliant.		
A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.		The development makes provision for a service vehicle loading bay, located near the stage.		
C2.5.5 Number of car parking spaces within General Residential Zone and Inner Residential Zone	Not Applicable	Assessment		
A1	\boxtimes	Land is Local Business Zone.		
Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:				
(a) Food Services uses up to 100m ² floor area or 30 seats, whichever is the greater; and				

opera	General Retail and Hire uses up to 100m^2 floor area, led the use complies with the hours of tion specified in the relevant Acceptable on for the relevant zone.				
C2.6	Development Standards for Buildings an	d Works			
C2.6.1 Construction of parking areas		Not Applicable	Asses	Assessment	
1	rking, access ways, manoeuvring and ation spaces must:		(a)	Compliant as per condition that may be applied to any permit issued.	
(a)	be constructed with a durable all weather pavement;		(b)	Compliant as per Site Plan and Infrastructure Services conditions to a permit.	
(b)	be drained to the public stormwater system, or contain stormwater on the site; and		(c)	Compliant as per condition that may be applied to any permit issued.	
(c)	excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.			politik issassa.	
C2.6.2	2 Design and layout of parking areas	Not Applicable	Asses	sment	
A1.1			A1		
	ng, access ways, manoeuvring and		(a)(i)	Compliant. Refer to (b).	
(a)	ation spaces must either: comply with the following:		(a)(ii)	Compliant. Refer to (b).	
(α)	(i) have a gradient in accordance		(a)(iii)	Compliant. Refer to (b).	
	with Australian Standard AS		(a)(iv)	Compliant. Refer to (b).	
	2890 – Parking facilities, Parts		(a)(v)	Compliant. Refer to (b).	
	1-6;		(a)(vi)	Compliant. Refer to (b).	

	<i>(</i> 11)			
	(ii)	provide for vehicles to enter and exit the site in a forward	(a)(vii)	Compliant. Refer to (b).
		direction where providing for	(b)	Condition to be applied to
		more than 4 parking spaces;	(b)	any permit issued.
	(iii)	have and access width not less than the requirements in	A1.2	
		Table C2.2;	(a)	Compliant. Refer to (c).
	(iv)	have car parking space	(b)	Compliant. Refer to (c).
		dimensions which satisfy the	(c)	Condition to be applied to
		requirements in Table C2.3;		any permit issued.
	(v)	have a combined access and		
		manoeuvring width adjacent		
		to parking spaces not less		
		than the requirements in Table C2.3 where there are 3		
		or more car parking spaces;		
	(:\)			
	(vi)	have a vertical clearance of not less than 2.1m above the		
		parking surface level; and		
	<i>(</i> ")	-		
	(vii)	excluding a single dwelling,		
		be delineated by line marking or other clear physical means;		
		or o		
(b)	oomnly.			
(b)		with Australian Standard AS Parking facilities, Parts 1-6.		
	2000 1	arking labilities, raits ro.		
A1.2				
_		provided for use by persons		
with a d	isability r	must satisfy the following:		
(a)	be loca	ted as close as practicable to		
	the mai	n entry point to the building;		
(b)	be inco	rporated into the overall car		
	park de	sign; and		
(c)	be desi	gned and constructed in		
		ance with Australian/New		
	Zealan	d Standard AS/NZS		
	2890.6	:2009 Parking facilities, Off-		

otro ot in outling for a soul a with		
street parking for people with disabilities. ¹		
¹ Requirements for the number of accessible car parking spaces are specified in part D3 of the <i>National Construction Code 2016</i> .		
C2.6.3 Number of accesses for vehicles	Not Applicable	Assessment
A1 The number of accesses provided for each		(a) Compliant. One vehicle access proposed.
frontage must:		(b) Not applicable. Satisfied by (a).
(a) be no more than 1; or(b) no more than the existing number of accesses,		
whichever is the greater.		
A2	\boxtimes	Land is Local Business Zone.
Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not Applicable	Assessment
A1	\boxtimes	Land is Local Business Zone.
In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and Clause 3.6 "Car parks" in Australian Standards/ New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.		

C2.6.5	Pedes	trian access	Not Applicable	Assess	sment
A1.1				(a)(i)	A 1.1m wide pathway as shown on Site Plan.
Uses the must:	hat requ	ire 10 or more car parking spaces		(a)(ii)	Compliant by condition to
(a)	separ parkir	a 1m wide footpath that is rated from the access ways or a gaisles, excluding where ing access ways or parking aisles		(b)	any permit issued. Compliant by condition to any permit issued.
	(i)	a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or			
	(ii)	protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and			
(b)	where	gned and line marked at points e pedestrians cross access ways rking aisles.			
A1.2				Compli	ant.
parking disabili 1.5m a require	g spaces ty, a foc and a gra	as containing accessible car is for use by persons with a otpath having a width not less than adient not steeper than 1 in 14 is shose spaces to the main entry ilding.			
C2.6.6	Loadir	ng bays	Not Applicable	Assess	sment
access accorda 2890.2	s way ar ance wi 2–2002 F	dimensions of loading bays and eas must be designed in th Australian Standard AS Parking Facilities Part 2: Parking treet commercial vehicle		-	iant. Loading bay for small be provided adjacent the

faciliti site.	es, for the type of vehicles likely to use the		
site m in a fo Austra Facilit	rype of commercial vehicles likely to use the nust be able to enter, park and exit the site orward direction in accordance with alian Standard AS2890. 2-2002 Parking ties Part 2: Parking facilities- Off-street nercial vehicle facilities.		Compliant. Commercial vehicles are able to enter and exit in a forward direction.
withir	7 Bicycle parking and storage facilities n the General Business Zone and al Business Zone	Not Applicable	Assessment
A1		\boxtimes	Not applicable. One bicycle space
_	e parking for uses that require 5 or more e spaces in Table C2.1 must:		required (5 to be provided).
(a)	be accessible from a road, cycle path, bicycle lane, shared path or access way;		
(b)	be located within 50m from an entrance;		
(c)	be visible from the main entrance or otherwise signed; and		
(d)	be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.		
A2		\boxtimes	Not applicable. One bicycle space
Bicycl	e parking spaces must:		required (5 to be provided).
(a)	have dimensions not less than:		
	(i) 1.7m in length;		
	(ii) 1.2m in height; and		

(b) (c)	(iii) 0.7m in width at the handlebars; have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.		
C2.6.8	Siting of parking and turning areas	Not Applicable	Assessment
Urban Gener vehicle covere the bu	an Inner Residential Zone, Village Zone, Mixed Use Zone, Local Business Zone or all Business Zone, parking spaces and a turning areas, including garages or ad parking areas must be located behind ilding line of buildings, excluding if a g area is already provided in front of the g line.		Compliant. Parking is located behind building line.
	the Central Business Zone, on-site g at ground level adjacent to a frontage have no new vehicle accesses, unless an existing access is removed;		Land is Local Business Zone.
(b)	retain an active street frontage; and not result in parked cars being visible from public places in the adjacent roads.		

C2.7 F	C2.7 Parking Precinct Plan		
C2.7.1	Parking precinct plan	Not Applicable	Assessment
A1		\boxtimes	Not within a Parking Precinct Plan.
Within must:	a parking precinct plan, on-site parking		
(a)	not be provided; or		
(b)	not be increased above existing parking numbers.		

C3.0 Road and Railway Assets Code

Clause		COMMENT	
C3.5 Use Standards			
C3.5.1 – Traffic generation at a vehicle crossing, level crossing or new junction	Not Applicable	Assessment	
A1.1		A1.1	
For a category 1 road or a limited access road, vehicular traffic to and from the site will not require		Not applicable. No traffic generation onto a Category 1 road or Limited Access Road.	
(c) a new junction;		A1.2	
(d) a new vehicle crossing; or(e) a new level crossing; or		Compliant. Road Authority is satisfied with the proposed development.	
A1.2		A1.3	
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		Not applicable. No new rail crossing required.	
serve the use and development has been issues by the road authority; or			
A1.3		(a) Non-compliant. An increase in events would	
For the rail network, written consent for a new private level crossing to serve the use and		result in an increase in vehicle traffic movements to and from the site.	

A1.4 Vehicu existin	opment has been issued by the rail rity; and ular traffic to and from the site, using an up vehicle crossing or private leveling, will not increase by more than:		(b) Not applicable. A1.5 Compliant. Vehicles would be able to enter and exit in a forward motion.
(a) (b) A1.5 Vehicu	the amounts in Table C3.1; or allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and ular traffic must be able to enter and leave or road in a forward direction.		
	Development Standards for Buildings a . Habitable buildings for sensitive within a road or railway attenuation	nd Works Not Applicable	Assessment
approv buildin	s within a building area on a sealed plan wed under this planning scheme, habitable ags for a sensitive use must be:		No sensitive use buildings proposed.
(a)	within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;		
(b)	an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or		
(c)	(ii) an adjoining habitable building for a sensitive use; or located or designed so that external noise levels are not more than the level		

in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement</i> Procedures Manual 2 nd edition July 2008. C3.7 Development Standards for Subdivision		
C3.7.1 Subdivision for sensitive uses within	Not Applicable	Assessment
a road or railway attenuation area A1	×	No subdivision of land proposed.
A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	2	The Subdivision of land proposed.

SPECIFIC AREA PLANS	NOT APPLICABLE	APPLICABLE
CCO-S1.0 Forth Specific Area Plan		Land falls outside the Forth SAP overlay.
CCO-S2.0 Leith Specific Area Plan	\boxtimes	
CCO-S3.0 Penguin Specific Area Plan	\boxtimes	
CCO-S4.0 Revell Lane Specific Area Plan	\boxtimes	
CCO-S5.0 Turners Beach Specific Area Plan	\boxtimes	

CCO TABLE LISTS		
CCO-Table C3.1 Other Major Roads	This table is not used in this Local Provisions Schedule.	
CCO-Table C6.1 Local Heritage Places	This table is not used in this Local Provisions Schedule.	
CCO-Table C6.2 Local Heritage Precincts	This table is not used in this Local Provisions Schedule.	

CCO-Table C6.3 Local Historic Landscape Precincts	This table is not used in this Local Provisions Schedule.
CCO-Table C6.4 Places or Precincts of Archaeological Potential	This table is not used in this Local Provisions Schedule.
CCO-Table C6.5 Significant Trees	This table is not used in this Local Provisions Schedule.
CCO-Table C8.1 Scenic Protection Areas	This table is not applicable to this application.
CCO-Table 8.2 Scenic Road Corridors	This table is not used in this Local Provisions Schedule.
CCO-Table C11.1 Coastal Inundation Hazard Bands AHD levels	This table is not applicable to this application.
CCO-Applied, Adopted or Incorporated Documents	This table is not used in this Local Provisions Schedule.
CCO-Site-Specific Qualifications	This table is not used in this Local Provisions Schedule.

Issues -

1 Clause 14.3.1 - Use Standards (for all uses) The Objective of Clause 14.3.1 is "that uses do not cause unreasonable loss of amenity to residential zones".

Hours of proposed use -

The land that accommodates the Bridge Hotel at Forth adjoins a Low Density Residential Zone to the east and north and is less than 50m from a Low Density Residential Zone to the south.

The existing hours of operation for the hotel are:

- . 7 days a week 11.00am until "late";
- . Lunch Tuesday to Sunday 12 noon until 2.00pm;
- . Dinner Tuesday to Saturday 5.30pm to 8.00pm; and
- . Sunday 5.30pm to 7.30pm.

The Planning Scheme's Acceptable Solution Clause 14.3.1–(A1) requires that "hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays".

The application seeks the following hours of operation to support the proposed development of the semi-outdoor entertainment area and associated use:

- . Friday and Saturday nights until 11.00pm, with music to cease at 10.00pm; and
- . Sunday nights until 8.00pm, with music to cease at 6.00pm.

The applicant has submitted a schedule of planned, sporadic events for 2022.

The applicant has also stated that the aim of the development is to expand the types of events on the site to encompass private functions, such as engagement parties, and to promote public events such as Grand Final day celebrations, with the frequency of events in the semienclosed outdoor entertainment space to be every weekend, if required/made possible.

The Planning Scheme's Performance Criteria Clause 14.3.1–(A1) states – "Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

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

Planner's comment: The application proposes that hours of operation would be until 11.00pm on Friday and Saturdays, with music (amplified (live and D-Jay) and acoustic) ceasing at 10.00pm.

It could be expected that musicians would pack away equipment and leave the site after 10.00pm, with little impact, whilst patrons would leave the site, in vehicles, after 11.00pm.

The application is accompanied by a Noise Impact Assessment by Noise Vibration Consulting (NVC), Reference No. 1523–1 dated 12 November 2021. The report does not address the impact of vehicle movements after 9.00pm on the amenity of dwellings in the Low Density Residential Zone. Refer to review of the Noise Impact Assessment by Council's Environmental Health Officer (EHO) at Annexure 8.

(b) noise, lighting or other emissions".

Planner's comment: The application is accompanied by a Noise Impact Assessment by Noise Vibration Consulting (NVC), Reference No. 1523–1 dated 12 November 2021. The report examines the likely impact of noise on the amenity of dwellings in proximity to the hotel. For modelling purposes, residential "receptors" were located at two dwellings on the other side of Forth Road (643 & 641 Forth Road [B & C]), the church site

(389 Leith Road [A]), a dwelling at 640 Forth Road [D] and a dwelling at 8 William Street [E].

The report states "noise levels at the residential receptors B, C, D & E are predicted to be between 50dBA and 59dBA. Significantly below the identified criterion of 65dBA".

Following a review of the Noise Impact Assessment by Council's Environmental Health Officer (EHO) the following advice was received:

- (a) The Bridge Hotel is at the base of a valley. The NVC report does not take into account the valley profile, the nearby watercourse (Forth River) or evening and cooler weather condition impacts on noise. The site locations in the report are all flat and there is no mention of nearby hillsides.
- (b) Noise levels as stated in the report, are potentially unachievable. Live music or a concert can range from 90dB 120+ dB with 100dB being the ideal/typical noise level for an event.
- (c) Distances are not accurate. The distance from the corner of the amenities block to the corner of the nearby building to the east, is approximately 8.5m. However, in Table 1, Location D is stated to be 13m away. The distance from the northern boundary to the church is approximately 10m whereas the report states 37m. The report does not state the datum point for these measurements.
- (d) The report has not specified the wattage/power level of the speaker system and has not accounted for change in Hertz levels which can affect the distance sound travels. Most artists use their own equipment, some being more powerful than others. It is concerning that the report only mentions "loudspeaker system to be equivalent to existing" but does not mention what that is or what the limitations should be to meet the proposed 65dBA levels.
- (e) The report states that music will cease by 10.00pm. However, it makes no mention of the general noise of

the increased number of patrons (increase in frequency was also not mentioned in the report). There are no engineering recommendations in regard to what kind of materials would assist in reducing the noise or the potential effectiveness of any mitigation works.

- (f) The *Environmental Management and Pollution Control Act 1994* (EMPCA) defines a nuisance as:
 - "(a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and
 - (b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance".

Under this same Act, noise is defined as a pollutant.

Frequency, duration and time is also taken into account when assessing a noise nuisance. No specific sound level needs to be reached.

Conclusion: Taking into account the hours of operation proposed, the potential for very high frequent events and associated patron numbers as a result of the use, and taking into account Council's EHO comments that it is most unlikely a maximum noise level of 65dBA at the nearest noise sensitive area would be able to be achieved. It is not unreasonable to conclude the proposal, to have live or amplified entertainment every Friday and Saturday night until 10.00pm, would cause an unreasonable loss of amenity to the residential zoned areas of Forth.

Commercial vehicle movements -

The Planning Scheme's Performance Criteria Clause 14.3.1–(A3) states – "Commercial vehicle movements and the loading and unloading of commercial vehicles for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential,

Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) the time and duration of commercial vehicle movements; Planner's comment: Commercial vehicles associated with the development would typically be the vehicles of performers. It is not anticipated that this form of vehicle movement would cause an unreasonable loss of amenity to residential zones.
- (b) the number and frequency of commercial vehicle movements; Planner's comment: Commercial vehicles associated with the development would be the vehicles of performers. It is not anticipated that this form of vehicle movement would cause an unreasonable loss of amenity to residential zones.
- (c) the size of commercial vehicles involved;
 Planner's comment: Cars, small vans or SUV vehicles would be typical. There may be an occasional ridge truck to move larger ensembles of equipment.
- (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;
 Planner's comment: Manoeuvring, including reversing, would be minimal.
- (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and Planner's comment: No noise mitigation measures are proposed.
- (f) potential conflicts with other traffic".Planner's comment: Unlikely to be any conflicts with other traffic.

Conclusion: Commercial vehicles associated with the development would typically be the vehicles of performers. It is not anticipated that this form of vehicle movement would cause an unreasonable loss of amenity to residential zones.

2 Clause 14.4.2 - Setbacks -

The Planning Scheme's Acceptable Solution Clause 14.4.2-(A1) states - "buildings must be built to the frontage at ground level; or have a

setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties."

The existing hotel is built to the Leith Road frontage. The development also has frontage to Forth Road. The proposed storage containers with a covered roof would be setback more from Forth Road than the existing hotel and more than the dwelling on adjoining land, to the east. A 1:3 batter would shield the storage area from Forth Road.

Planner's comment: The application was referred to Department of State Growth who own and manage Forth Road, east of the Forth River Bridge. No comment was received. In this particular case, matters relating to effect on streetscape and built form is assessed by the Tasmanian Heritage Council, who have the overriding determination of built form and building layout on the site. Refer to Tasmanian Heritage's Notice of Decision at Annexure 7.

3 Clause 14.4.3 - Design -

The Objective of Clause 14.4.1 is "that building facades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape".

The Planning Scheme's Acceptable Solution Clause 14.4.3-(A1) states – "New buildings must be designed to provide external lighting to illuminate external vehicle parking areas and pathways".

Planner's Comment: The proposal includes the upgrade of an existing gravel area of land to form a sealed car parking area. No lighting is proposed. A condition could be applied to a permit, if issued, that lighting be required in the car parking area, for the safety of patrons.

Referral advice -

Referral advice from the various Departments of the Council and other service providers is as follows:

Service	COMMENTS/CONDITIONS
Environmental Health	Refer to review of the Noise Impact Assessment by Council's Environmental Health Officer (EHO) at Annexure 8.

Building	Not applicable.
Infrastructure Services	Conditions and Notes to be applied to any permit issued.
TasWater	TasWater's Submission to Planning Authority Notice TWDA 2022/01042-CC.
Department of State Growth	State Growth have advised that "following a review of the related development, the Department has no objections".
TasRail	Not applicable.
Heritage Tasmania	Refer to Tasmanian Heritage Council's Notice of Heritage Decision at Annexure 7. The Notice of Heritage Decision would form part of any permit issued.
Crown Land Services	Not applicable.
Other	Not applicable.

CONSULTATION

In accordance with s.57(3) of the Land Use Planning and Approvals Act 1993:

- . a site notice was posted;
- . letters were sent to adjoining property owners and occupiers; and
- an advertisement was placed in the Public Notices section of The Advocate from 13 July 2022 until 27 July 2022.

Two representations were received within the prescribed time, copies of which are provided at Annexure 3.

The representations are summarised and responded to as follows:

	REPRESENTATION NO. 1		
	MATTERS RAISED	Response	
1	We knew when we purchased our home we were moving across from a pub that was a live music venue. The new plans show capacity for increased music events and large crowd events. Any extra impact would be unacceptable. Concern that if the hotel is able to operate loud music with a large number of patrons in the open outdoor space.	The issues raised by the representor are primarily related to noise, the proposed frequency of use of the outdoor entertainment area and the subsequent impacts on their residential amenity, by the proposed use and development. The application is accompanied by a Noise Impact Assessment by Noise Vibration Consulting (NVC) dated 12 November 2021. The report	
	in the open, outdoor space, the design will not be able to prevent a loss of amenity to our property that is opposite the hotel site.	states that noise levels would not exceed 65dBA at the nearest sensitive area. Refer to review of the Noise Impact Assessment by Council's	
	We would have to raise our voices to be heard inside our home, even with doors and windows shut. Large events every weekend, all weekend,	Environmental Health Officer (EHO) at Annexure 8 and a summary of the advice received, as outlined in the "Issues" section of this report.	
	would be highly detrimental to the liveability of our home,	The Council's EHO's professional advice is accepted, stating that the	
greatly reducing the amenity of our home. We would no longer be able to sit in our garden in the evenings or hear the creek running due to the invasive noise of patrons and music.	NVC report is not robust in its assessment methodology (for reasons summarised by the EHO at		
	Annexure 8), no assessment of the impacts of frequency of use and the incorrect measurement of the distance of noise from residential use.		
		Accepting the EHO advice and the potential for very frequent events on the site until 10.00pm (music) and 11.00pm (patrons) Friday day and Saturday nights, it is considered the proposal would cause an	

an

		unreasonable loss of amenity to the Low Density Residential zone.
2	The hours requested, Friday & Saturdays between 7.00am and 10.00pm and Sundays between 8.00am and 6.00pm are days covering the entire weekend, allowing no time for us to be able to enjoy our space away from work and needing some quiet and relaxation.	Refer to comments above.
3	The current schedule is acceptable as, whilst the music is loud, it occurs at infrequent intervals.	Noted.
4	When bands play at the Bridge Hotel it is not only the music, but the sound of the crowds that carry to our property.	Refer to comments above.
	We question the accuracy of the noise report that says sound would be 52 decibels.	
5	Even after the music finishes, some patrons leave at 1.00am in the morning, screaming goodbyes, doing burnouts and	This is a matter for the Manager of the hotel, who states the new semioutdoor area would function until 11.00pm.
	being generally disruptive. If this was to occur every weekend, it would be disruptive to our sleep and our safety at work.	Public nuisance is a matter for Tasmania Police.
6	A secondary issue is there will be 100 plus patrons sitting	Refer to comments above.

outside. Guests consume alcohol in high quantities. The larger events planned, such as engagement parties and Grand Final (football) events will attract large crowds. If these crowds were in an enclosed building, noise would be mitigated, however they will be in an open, outside area that means noise will carry to adjoining property.

Crowd noise will be additional on top of music noise.

REPRESENTATION No. 2

Our dwelling is situated in a peaceful village setting (640 Forth Road).

Concerned there are plans to have loud outdoor music several nights a week. In the past, these types of events have been sporadic or once a week.

Other residents have expressed that the noise from these types of events is excessively loud and some live on the western side of the village; not next door.

We would like to have a noise buffer erected along our adjoining boundary. The issues raised by the representor are primarily related to noise, the proposed frequency of use of the outdoor entertainment area and the subsequent impacts on their residential amenity, by the proposed use and development.

The application is accompanied by a Noise Impact Assessment by Noise Vibration Consulting (NVC) dated 12 November 2021. The report states that noise levels would not exceed 65dBA at the nearest sensitive area.

Refer to review of the Noise Impact Assessment by Council's Environmental Health Officer (EHO) at Annexure 8 and a summary of the advice received as outlined in the "Issues" section of this report.

The Council's EHO's professional advice is accepted, stating that the NVC report is not robust in its assessment methodology (for

reasons summarised by the EHO at Annexure 8), no assessment of the impacts of frequency of use and the incorrect measurement of the distance of noise from residential use.

Accepting the EHO advice and the potential for very frequent events on the site until 10.00pm (music) and 11.00pm (patrons) Friday day and Saturday nights, it is considered the proposal would cause an unreasonable loss of amenity to the Low Density Residential zone.

RESOURCE, FINANCIAL AND RISK IMPACTS

The proposal has no likely impact on Council resources outside those usually required for assessment and reporting, other than possible costs associated with an appeal by either the applicant or the representors against the Planning Authority's determination; should one be initiated.

Taking EMPCA into account, if Council starts receiving complaints with regard to noise emitted from the establishment, these complaints would have to be investigated and the applicant may be in breach of EMPCA and any Planning Permit issued. Investigation may need to incorporate noise monitoring and, in turn, Council may need to purchase equipment and resource manpower to monitor the noise, usually during the time of the event (after hours).

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2014–2024 includes the following strategies and key actions:

The Environment and Sustainable Infrastructure

. Develop and manage sustainable built infrastructure.

CONCLUSION

The Objective of Clause 14.3.1 is "that uses do not cause unreasonable loss of amenity to residential zones".

Taking into account the hours of operation proposed, the likely increase in the frequency of events in a semi-enclosed entertainment space and an associated increase in patron numbers as a result of the use, and taking into account Council's EHO comments that it is unlikely a maximum noise level of 65dBA at the nearest sensitive area would be able to be achieved, it is not unreasonable to conclude the proposal, to have live or amplified entertainment Friday and Saturday nights weekly until 10.00pm, would cause an unreasonable loss of amenity to the residential zoned areas of the Forth village.

The decision to grant a permit is reliant upon determining the impacts and consequences for residential amenity in relation to noise from the proposed use. In this regard, the Council's EHO's advice is accepted, stating that that the NVC report is not robust in its assessment methodology (for reasons summarised by the EHO at Annexure 8), lack of assessment of the impacts of an increase in frequency of use and the reference to incorrect distances.

Accepting the EHO advice and recognising the potential for very frequent events on the site until 10.00pm (music) and 11.00pm (patrons) on Friday and Saturday nights, it is considered the proposal would cause an unreasonable loss of amenity to the Low Density Residential zone.

Recommendation -

It is recommended that application DA2021247 for Hotel Industry – alterations, additions and demolitions – Use Standards at 393 Leith Road, Forth be refused as the proposal does not satisfy the following:

- (a) the Objective of Clause 14.3.1 in that the use would cause an unreasonable loss of amenity to residential zones; and
- (b) Performance Criteria 14.4.1–(A1) in that the use of the semi-outdoor entertainment area, with a potentially increased frequency of use and capacity to accommodate a greater number of patrons, would result in an unreasonable loss of amenity to the residential zones of Forth with regard to the noise that would result from the use.'

The report is supported."

The Executive Services Officer reported as follows:

"A copy of the Annexures referred to in the Manager Land Use Planning's report has been circulated to all Councillors."

- Cr Carpenter moved and Cr Hiscutt seconded, "That application DA2021247 for Hotel Industry alterations, additions and demolitions Use Standards 393 Leith Road, Forth be approved as the Planning Authority believes the development would not cause an unreasonable loss of amenity to residential zones, subject to the following conditions:
- The development must be substantially in accordance with the site plans by Plans To Build, Drawing No. A01-DA3 dated 4 May 2022.
- The development must be in accordance with the conditions of TasWater's Submission to Planning Authority Notice, Reference No. TWDA 2022/01042-CC dated 18 July 2022.
- The development must be in accordance with the conditions of Tasmanian Heritage Council's Notice of Heritage Decision, THC Works Ref 7926 dated 16 August 2022.
- The development must be in accordance with the recommendations contained in the Lighting Impacts Assessment by Mandylights dated 27 December 2021.
- The development must be in accordance with the recommendations contained in the Parking Assessment by FCSE Tasmania Pty Ltd dated 13 May 2022.
- 6 The hotel must not operate outside the following times:
 - (a) Friday and Saturday from 11.00am until 11.00pm, with amplified voices and music to cease at 10.00pm; and
 - (b) Sunday from 11.00am until 8.00pm, with amplified voices and music to cease at 6.00pm.
- While the hotel is open for business, it must be attended by a person or persons whose duties must include supervising public functions and events and ensuring compliance with these conditions.
- The person responsible must keep permanent records by way of a public complaints register on any noise complaints received.
- 9 The public complaints register must, as a minimum, record the following detail in relation to each complaint received in which it is alleged that environmental harm (including an environmental nuisance) has been caused by the activity:
 - (a) contact details of the complainant (where provided);
 - (b) the subject matter of the complaint;
 - (c) any investigations undertaken with regard to the complaint; and

- (d) the manner in which the complaint was resolved, including any mitigation measures implemented.
- 10 Complaint records must be maintained for a period of at least two years and be provided to the Council within seven days of any written request to do so.
- If complaints indicate there is emission of nuisance noise occurring, mitigation measures are to be implemented that control the emissions to the extent necessary to prevent environmental nuisance beyond the boundary of the property.
- Noise emissions from the use must not exceed the predicted levels as shown by modelling in the Noise Impact Assessment by Noise Vibration Consulting, Ref: 1523-1 dated 12 November 2021. All methods of measurement must be in accordance with the *Tasmanian Noise Measurement Procedures Manual*.
- External lighting must be provided to illuminate external vehicle parking areas and pathways, and must be designed and installed so that direct light does not extend into any adjoining property.
- Security lighting must be designed and installed so that direct light does not extend into any adjoining property.
- 15 A maximum of 24 publicly promoted events involving amplified voices or amplified music may be held on the property in any calendar year.
- A noise monitoring program developed by an appropriately qualified person, must be submitted to the satisfaction of the Director Community Services prior to any events referred to in Condition 15 occurring. The noise monitoring program must outline the method and frequency of monitoring noise and reporting the results to Council, and is to be developed and implemented at the developer's expense.
- Notwithstanding any of the above conditions, noise mitigation measures must be implemented in accordance with the report Noise Impact Assessment by Noise Vibration Consulting, Reference No. 1523-1 dated 12 November 2021 submitted as part of this permit application, prior to any of the events referred to in Condition 15 occurring. This shall include implementation of the "additional measures...for noise control" outlined on page 7 of the report, unless alternative arrangements in this regard are approved by the Director Community Services.

<u>Infrastructure Services</u>

The kerb crossovers and driveways (In/Out) access on William Street for the proposed development must be located as shown on the Proposed Site Plan (Drawing No: A01 – DA3) dated 4 May 2022.

- The kerb crossovers must be constructed in accordance with the Tasmanian Standard Drawing TSD-R14-v3 Urban Roads Approved Concrete Kerbs and Channels Profile Dimensions.
- The driveways must be constructed in accordance with the Tasmanian Standard Drawing TSD-R09-v3 Urban Roads Driveways, in a plain concrete finish.
- Prior to commencement of works, submit an application for 'Roadworks Authority' (or a 'Private Works Authority', if applicable). Roadworks Authority Rates as listed in the Council's Fees and Charges register apply.
- All works or activity listed above shall be at the developer's/property owner's cost.
- Sight triangle areas adjacent to the driveway access must be kept clear of obstructions to visibility, in accordance with the Tasmanian Standard Drawing TSD-RF-01-v3 Guide to Intersection and Domestic Access Sight Distance Requirements.
- Stormwater run-off from buildings and hard surfaces, including from vehicle parking and manoeuvring areas, must be collected, and discharged to Council's stormwater infrastructure in accordance with the *National Construction Code 2019* and must not cause a nuisance to neighbouring properties.
- Prior to commencement of works, submit plans, calculations, and design for a stormwater conveyance system in accordance with Council's Stormwater Detention Policy for approval by Council's Director Infrastructure Services. The system must be designed by a suitably qualified professional addressing the policy criteria.
- Prior to commencement of works, if required, submit an application 'Install Stormwater Connection Point' for any work associated with existing stormwater infrastructure. Such work must be undertaken by the Council, unless alternative arrangements are approved by Council's Director Infrastructure Services, at developer's cost. Drainage costings as listed in the Council's Fees and Charges register apply.
- 27 Erosion and Sediment Control: While site/building work is occurring and until all exposed soil areas are permanently stabilised against erosion, minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and work areas in accordance with the 'Soil and Water Management on Standard Building and Construction Sites Fact Sheet 2' published by the Department of Natural Resources and Environment.
- Prior to commencement of works in the road reservation, obtain a 'Works in Road Reservation (Permit)' in accordance with the Council's Work in Road Reservation Policy.
- Any work associated with roads, stormwater infrastructures, footpaths, kerb and channel, nature strips, or street trees must be undertaken by the Council, unless

- alternative arrangements are approved by the Council's Director Infrastructure Services, at the developer's cost.
- Any damage or disturbance to roads, stormwater infrastructures, footpaths, kerb and channel, nature strips, or street trees resulting from activity associated with the development must be rectified to the satisfaction of the Council's Director Infrastructure Services, at the developer's cost.

Please note

- A Planning Permit remains valid for two years. If the use and/or development has not substantially commenced within this period, an extension may be granted if a request is made before this period expires. If the Permit lapses, a new application must be made.
- 2 "Substantial commencement" is the submission and approval of a Building Permit or engineering drawings and the physical commencement of infrastructure works on the site, or an arrangement of a Private Works Authority or bank guarantee to undertake such works.
- Prior to the commencement of work, the applicant is to ensure that the category of work for any proposed building, plumbing and/or demolition work is defined using the Determinations issued under the *Building Act 2016* by the Director of Building Control. Any notifications or permits required in accordance with the defined category of work must be attained prior to the commencement of work. It is recommended the Council's Building Permit Authority or a Building Surveyor be contacted should clarification be required."

Carried unanimously

Cr van Rooyen returned to the meeting at 6.13pm

Land Use Planning and Approvals Act 1993 – s.40K & s.42 report on representations to LPS2022001 – Combined Draft Amendment to the Central Coast Local Provisions Schedule to rezone land from Low Density Residential to Local Business and apply a Specific Area Plan over the South Road site; and Development Application DA2022010 – Vehicle Fuel Sales and Service (service station with truck refuelling station) and Food Services (two drive-through take away outlets) and Signs (24 x illuminated signs, including two x pylon signs, billboard, five x canopy signs, seven x wall signs, three x ground based signs and several other wayfinding signs) on the site at South Road, West Ulverstone (CT's 141816/1, 141816/7, 141816/8, 8023/110 & 8024/108)

The Director Community Services reported as follows:

"The Manager Land Use Planning has prepared the following report:

'PLANNING INSTRUMENT: Land Use Planning and Approvals Act

1993 (the Act)

REPRESENTATIONS RECEIVED: 81 (1 received prior to public

notification)

ADVERTISED: 25 June 2022 and 16 July 2022

ANNEXURE 1 Copies of the representations received

ANNEXURE 2 Summary of each representation

received and Planning Authority's

statement on each

ANNEXURE 3 Copy of draft permit DA2022010

approved by the Planning Authority

20 June 2022

ANNEXURE 4 Copy of draft permit DA2022010 with

recommended amendments to the

conditions of permit

PURPOSE

The purpose of this report is to consider, under s.40K and s.42 of the Act, representations received from the community and agencies to a combined draft Amendment to the Central Coast Local Provisions Schedule (LPS) and development application for a service station, including heavy vehicle refuelling stations, electric car recharging stations, two food service restaurants and illuminated signs.

BACKGROUND

Following a request by the applicant, the Council, in its role as the Planning Authority, resolved to initiate and certify a combined draft Amendment and development application at its meeting held 20 June 2022.

The draft LPS Amendment seeks to rezone land known as South Road, West Ulverstone from Low Density Residential to Local Business and apply a Specific Area Plan to the South Road site.

The amendment would facilitate a mixed-use development of the land, comprising of a service station, including heavy vehicle service area, two drive-through restaurants and illuminated signs.

The development application includes the following:

- (a) a service station that would operate 24 hours per day, seven days a week and include the following:
 - eight double-sided fuel bowsers;
 - . three diesel bowsers for trucks with canopy over;
 - three electric car recharging stations; and
 - a 202m² ancillary fuel shop/convenience store with amenities;
- (b) two drive-through takeaway food outlets with floor areas of 257m² and 194m² that would operate from 6.00am to 11.00pm;
- (c) two loading bays;
- (d) 54 car parking spaces;
- (e) six truck parking spaces (up to B-double in length);
- (f) two bus/caravan parking spaces;
- (g) 11 staff car parking spaces;
- (h) eight bicycle parking spaces;
- (i) 24 illuminated signs are proposed for the site, including;
 - 5 x illuminated canopy signs located above the service station canopy;
 - 2 x pylon signs:
 - 1 x 9m high, 2.5m wide illuminated pylon sign would be located adjacent to the north-eastern entry to the site (South Road entry); and
 - 1 x 20m high, 4m wide, illuminated pylon sign would be located adjacent to the Bass Highway, in the southwestern corner of the site, on the corner of the southern, Bass Highway boundary and the South Road roundabout.
 - 3 x ground based illuminated signs located next to the service station entry, drive-through lane to restaurant No. 2 and driveway to the truck refuelling station;

- 7 x illuminated wall signs attached to the restaurants and service station;
- . 1 x 18m² (6m wide x 3m high, 9m above ground level) illuminated billboard sign on the southern Bass Highway boundary; and
- other signs that provide traffic direction and pedestrian wayfinding and regulatory notices;
- (j) vegetation buffers along the eastern, southern and western boundaries of the site; and
- (k) a 1.8m high sound attenuation barrier is proposed for the length of the existing residential property to the east of the site. The barrier is not proposed for the full length of the eastern boundary that is to an adjoining Low Density Residential Zone. A Condition applied to the Permit for the development requires the barrier be for the full length of the adjoining Low Density Residential Zone.

Entry to and egress from the site would utilise two crossovers off South Road.

A crossover to the north-eastern end of the site would be for all vehicles entering the site and enable light vehicles only, to exit on to South Road.

A western crossover to South Road would be an exit only for heavy vehicles.

An on-site stormwater detention pond is proposed, with stormwater overflow to be directed onto the Bass Highway road reserve, travelling to Council's system in Brockmarsh Place and emptying into the Leven River.

DISCUSSION

Following the public exhibition of the draft LPS amendment and development application, s.40K and s.42 of the Act require the Planning Authority to prepare a report containing:

- . a copy of each representation made;
- a statement of the Planning Authority's opinion as to the merit of each representation made and whether the draft Amendment and/or permit should be modified; and

any recommendations of the Planning Authority to the Commission in relation to the draft Amendment and/or permit.

Following submission of this report to the Commission, the Commission will hold a public hearing to examine the merits of representations made and the merits of the draft Amendment and development proposal. The Commission will make the final determination on the application.

Following a decision by the Commission, to approve or not approve the proposed amendment and development, the Planning Authority cannot consider a similar application on the site for a period of 2 years.

CONSULTATION AND REPRESENTATIONS

The draft Amendment and development application were placed on public exhibition for a period of six weeks, from 25 June 2022 to 8 August 2022. Three site notices were erected (one on each public boundary) and an advertisement was placed in the Advocate newspaper on 25 June 2022 and 16 July 2022.

Application documents and reports were made available for viewing at the Central Coast Council offices in Ulverstone and Penguin and were available for viewing and downloading from Council's website.

Note: where the draft Amendment and development application relate to an individual parcel of land, as in this case, the Planning Authority is to also advise the landowner and adjoining landowners.

During this period, 81 representations were received, including comments from agencies and 1 representation received before the public notification period.

Under s.40K and s.42 of the Act, a report to the Commission is to contain a statement to each representation received of the Planning Authority's opinion as to the merit of each representation, in particular as to:

- (a) whether the Planning Authority is of the opinion that the draft Amendment and/or Permit ought to the modified to take into account the representation;
- (b) the effect of the representation on the draft Amendment, and the LPS to which it relates, as a whole;

- (c) a statement as to whether the Planning Authority is satisfied the draft Amendment meets the LPS criteria; and
- (d) any recommendations in relation to the draft Amendment and Permit that the Planning Authority thinks fit.

Refer to Annexure 1 to view a copy of the representations received.

Refer to Annexure 2 for a summary of each of the representations received and statements by the Planning Authority.

RESOURCE, FINANCIAL AND RISK IMPACTS

The receipt and summarisation of representations received has no significant impact on Council resources, outside those associated with attendance at a public hearing by the Commission on the matters raised.

CORPORATE COMPLIANCE

The Central Coast Strategic Plan 2014–2024 (reviewed 2019) includes the following strategies and key actions:

The Environment and Sustainable Infrastructure

- . Contribute to a safe and healthy environment
- . Develop and manage sustainable built infrastructure
- . Contribute to the preservation of the natural environment

Recommendation -

It is recommended that the Planning Authority:

- 1 Not make any changes to draft LPS Amendment LPS2022001.
- Amend the Conditions to Permit DA2022010. A copy of an amended Permit is attached at Annexure 4.
- Endorse this report and send a copy to the Tasmanian Planning Commission, pursuant to s.40K and s.42 of the *Land Use Planning and Approvals Act 1993*.
- Delegate to the General Manager its powers and functions to represent the Planning Authority at a hearing before the Commission, if required, pursuant to s.40L of the *Land Use Planning and Approvals Act 1993.*

The report is supported."

The Executive Services Officer reported as follows:

"A copy of the Annexures referred to in the Manager Land Use Planning's report has been circulated to all Councillors."

- Cr Carpenter moved and Cr van Rooyen seconded, "That the Planning Authority:
- Not make any changes to the draft LPS Amendment LPS2022001.
- Amend the Conditions to Permit DA2022010. A copy of an amended Permit is attached at Annexure 4.
- Endorse this report and send a copy to the Tasmanian Planning Commission, pursuant to s.40K and s.42 of the *Land Use Planning and Approvals Act 1993*.
- 4 Delegate to the General Manager its powers and functions to represent the Planning Authority at a hearing before the Commission, if required, pursuant to s.40L of the Land Use Planning and Approvals Act 1993."

Carried unanimously

CLOSURE

There being no further business, the Mayor declared the meeting closed at 6.43PM.

CONFIRMED THIS 19th DAY OF SEPTEMBER 2022.

Chairperson

(ib:dgk)

Appendices

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Minute No. 258/2022 - s.40K and s.42 Annexure 1 - Representations

Minute No. 258/2022 - s.40K and s.42 Annexure 2 - Representations Table

Minute No. 258/2022 - s.40K and s.42 Annexure 3 - Draft Planning Permit

Minute No. 258/2022 - s.40K and s.42 Annexure 4 - Draft Planning Permit
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QUALIFIED PERSON'S ADVICE

The Local Government Act 1993 (the Act), Section 65 provides as follows:

- "(1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless
 - (a) the general manager certifies, in writing -
 - (i) that such advice was obtained; and
 - (ii) that the general manager took the advice into account in providing general advice to the council or council committee; and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate."

In accordance with Section 65 of the Act, I certify:

- (i) that the reports within the Council minutes contain advice, information and recommendations given by persons who have the qualifications and experience necessary to give such advice, information or recommendation;
- (ii) where any advice is directly given by a person who did not have the required qualifications or experience that person has obtained and taken into account another person's general advice who is appropriately qualified or experienced; and
- (iii) that copies of advice received from an appropriately qualified or experienced professional have been provided to the Council.

Paul Breaden

ACTING GENERAL MANAGER

Bullen.

Associated Reports And Documents

Annexure 1

From: Loes Mather <loesmather55@gmail.com>

Sent: Thursday, 7 July 2022 1:10 PM

To: Admin

Subject: Re Major Service Station Compkex

To whom it may concern

My husband and I have lived in our family home on Knights Road for the past 33 years and have noted many changes and upgrades in the area.

We appreciated the visit from Quinten yesterday, who was able to shed more light on the proposed development of the service station complex on South Road.

My husband and I both feel this will have a positive impact on our area/town and do not feel it would impact negatively on us at all; alternatively it will improve our area with not only having easier access to fuel, but also grocery items and fast food outlet in close proximity and with extra signage and roadworks, it will make it a safer area for road users and pedestrians alike.

Looking forward to watching the complex evolve.

Regards

Loes (Louise) Mather 1 Bladen-lee Crescent

West Ulverstone

Date 04/08/2022

Name Mr. Alan A. Applebee.

Email dialpark@bigpond.com

Address 12 Knights Road.

Phone 0428 141 841

West Ulverstone 7315 Tasmania.

CENTRAL COAST COUNCIL

To.

The General Manager Central Coast Council

PO Box 220

Ulverstone 7315 Tasmania

Rec'd 04 AUG 2022

0 4 A00 2022

Dear Sir/ Madam.

Re: Reference LSP2022001 and DA2022010

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above.

I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVELOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light industrial area not adjacent to or within a residential zone.**

The following are some of the unwanted impacts and concerns for local residents

1 <u>Lifestyle</u> This Mega Store would impact local residents in a negative manner in the following way.

2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface and rumble strips 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hooning activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo.

Signed Alan Applebee 🔍

Page 1 of 6

- <u>3 Home Value deprivation</u> With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner.
- <u>4 Land size</u> The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- <u>5 Traffic hazzard</u> With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- <u>6 Ulverstone shopping precinct</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township. Look at existing towns that have been by-passed by highways.
- <u>7 Bus Stop</u> There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
- <u>8 Hearps Road</u> If this development is approved in its present state, I believe it would create a traffic hazard and safety issue at the corner of Hearps Road and South Road as this junction is nearly directly opposite the entry to the Mega Servo. Note: The extra traffic on Hearps Road due the new housing development in Hearps Rd.
- **9** Water Runoff Additional surface water runoff from the 15.000 + sq/mts of hard surface area is in question. We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happening again??
- <u>10 Fast Food Outlets</u> With the proposed fast food outlets open till 11.00pm at night I believe would be a hangout point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??
- <u>11 Traffic congestion</u> during peak hours. This small roundabout adjacent the proposed Mega Servo is extremely busy early mornings and after noon. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road and all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential street of South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- <u>14 Light pollution</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable E.g. 20 Metre high illuminated sign
- <u>15 Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided. Is there a litter patrol proposed to collect this possible extra rubbish??
- 16 Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. Why is a proposed 24hour 7 day a week Mega Servo allowed to possibly operate in an existing residential area and in total disregard to local residents' concerns and wishes???

Signed. Alan A Applebee.	Signal Wife
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Page 2 of 6

17 Photos

I have attached Photos of previous flooding in the Knights Road and Brock Marsh Place area which will increase if major works are not put in place to alleviate this problem.

18 Noise barrier fencing

I don't believe extending the existing timber barrier fencing will have any effect on reducing the effects of engine braking and air brakes having to stop at the end of the Knights Road slip lane before turning right to gain access to the roundabout and then onto South Road before entering the Mega Servo.

19 Other areas

I believe there are other areas to the West and East of this proposed development far more suitable and would not disturb the local population and effect the wellbeing of the people in this area who have invested in this area for the life style that they wish to live.

20 Pedestrians

There is a lot of pedestrian traffic that uses this area walking their dogs and general fitness walking and enjoying the area

So there would be a need for pedestrian crossing lines and signs to inform motorists of this usage at the South Road roundabout and at the entrance and exit points of the Mega Servo. For safety reasons pedestrians must cross South Road to access the foot path on the Northern side South Road as there is only one <u>foot path</u> on South Road.

21 Bus Stops

What safety infrastructure will there be in place on South Road for school children and the general public buses as it is a pick up and drop off point for school children 5 days a week and will there be a bus stop at the end of the Knights Road slip lane as there is a bus that picks up school children on Knights Road to go West to school in the Penguin and Burnie Regions.

In conclusion I request the Tasmanian Planning Commission and Central Coast Council Not approve the rezoning of the subject land from low density Residential to Local Business for the operation of a Mega Servo.

Mega Servo.	
Yours sincerely	enterenta, n
Alan Applebee Sigi	a Signal live -
3151	

Reference LSP2022001 and DA2022010

Please note Flooding.

All photos were taken at the junction of Knights Road and Brock Marsh Place.

These photos have been photo copied, I have the originals,

Yours Sincerely.

Alan A Applebee.

Signed



PAGE SOFL.



Danbor. PAGE 2 OF 2 PHOTOS. PAGE 6 OF 6.



Name Chris Wells Address 129 South Rogol.		Email S. Wells 4 @ Big pond. com		
То	The General manager Central Coast Council PO Box 220 Ulverstone 7315	CENTRAL COAST COUNCIL Division		
Dear S	ir/ Madam	Rec'd 1 2 JUL 2022		
Re: Re	ference LSP2022001 and DA2022010	Doc. Id		

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above.

I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light** industrial area not adjacent to or within a residential zone.

The following are some of the unwanted impacts and concerns for local residents

- 1 Lifestyle This Mega Store would impact local residents in a negative manner in the following way.
- 2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

- 3 Home Value deprivation With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
- <u>4 Land size</u> The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- <u>5 Traffic hazzard</u> With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- 6 <u>Ulverstone shopping precint</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township. Look at existing towns that have been by-passed by highways.
- 7 Bus Stop There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
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- <u>9 Water Runoff</u> Additional surface water run off from the 15,592 sq/m hard surface area is in question. We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??
- 10 Fast Food Outlets With the proposed fast food outlets open till 11.00pm at night I believe would be a hangout point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??
- 11 Traffic congestion during peak hours. This small roundabout adjacent the proposed Mega Servo is extremely busy early mornings and after noons. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road and all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable
- 15 <u>Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided. Is there a litter patrol proposed to collect this possible extra rubbish??
- 16 Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. Why is a proposed 24hour 7 day a week Mega Servo allowed to possibly operate in an existing residential area and in total disregard to local residents' concerns and wishes???

In conclusion I request the	Tasmanian Planning	Commission and	Central Coast	Council NOT	approve the	rezoning of
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Your sincerely	Signed	CWills.	
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Name ROBERT + ETHEL HAY Email hayebbabigpond.com

Address 130 A SOUTH ROAD Phone 64255363

WEST ULVERSTONE

To The General manager Central Coast Council

PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light industrial area not adjacent to or within a residential zone.**

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Your sincerely Signed RNay AHAM.

7th July, 2022

The General Manager

Central Coast Council

PO Box 220

Ulverstone 7315

Dear Sir/Madam

Ref LSP2022001 and DA2022010

We are totally in agreeance with the concerned local residents and would like to add some extra points of concern regarding the Mega Servo and Fast Food Ouytlets.

- 1. This complex would definitely have a negative impact on our lifestytle where we live.
- 2. Noise –We already have to lolerate heavy vehicles going down the highway in the early hours of the morning and to bring similar traffic including B Doubles into South Road would be like bringing them to our front door. We are both in our seventies and don't sleep very will so large traffic this close to our property would be detrimental to our health.
- 3. Hoons This is also something that we have had to tolerate with the roundabout close by and takeaway food outlets open until 11:00 o'clock at night will only bring more of this type of people into the area because other places will be shut in town.
- 4. Home Value Depravation we also agree that this will definitely effect the value of homes in the area if this facility goes ahead.
- 5. Traffic Hazard There is no doubt that this Mega Outlet will cause chaos in the area. There have already been crashes at the intersection of Hearps Road and South Road and with the extra houses to be build in new subdivisions off Hearps Road this problem is only going to escalate evem without the Mega Servo going ahead.
- 6. Ulverstone Shopping Centre We also agree that there will be no direct benefit to the Town Centre as traffic will exit to the Servo and

back onto the highway without passing thruough the town as the complex is obviously targeting trucks

- 7. Lighting We are also not happy with the lighting that will be put in place at this Mega Servo. The street lights around the roundabout already light up the area but the proposed lights for this application are totally unacceptable and the Councillor who suggested they be raised from 9metres to 20metres certainly wasn't thinking of the local ratepayers who live around the area.
- 8. An application for a garden supplies facility on this same land was rejected some years ago. One reason for the rejection was noise and yet this application is being considered when there will be noise possibly 24 hours a day. We understand that at the time the land was not to be rezoned and left as residential. So what is the difference on this oc casion.
- We would urge the Council and all other bodies involved in reviewing this applic ation to decline the approv al and leave the land for housing development.
- The applicants claim to have canvased people who live in nearby areas. We live 2nd house from Hearps Road and they never came near us. How close do they c all close.

Yours sincerely

Robert and Ethel Hay

Allaj.

130A South Road

West Ulverstone

Tas 7315

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Date/	0 / 7 /2022	
Name	1552 F. SATTIE	Email
Addres	s 11 HEARDS ROM	Phone 063800976,
	CILVERS ONE	
То	The General manager	CENTRAL COAST COUNCIL
	Central Coast Council	Division
	PO Box 220 Ulverstone 7315	Rec'd 1 1 JUL 2022
Dear Sir/ Madam		File No
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Name ElizaBETH JORDAN Email lizivan & bigpondineT-accordances 5 Miami PLACE Phone 6425 1271

ULVER STONE 7315

To The General manager Central Coast Council PO Box 220 Ulverstone 7315

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Date	7/7/2022	
Name SUE HAMILTON		Email_Sueevehavai1957@Gmail.com
Addre	ss 159 appermented St.	Phone 0448256396
То	The General manager Central Coast Council	CENTRAL COAST COUNCIL
	PO Box 220 Ulverstone 7315 Tas	Rec'd 1 1 JUL 2022
Dear Si	r/ Madam	File No
		Doc. ld

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		- N	/	
Your sincerely	Signed	214		
I O'OI SHIPELLET	C15711CC			

Date V / / /2022	
Name Rachel Limbrica	K Email Sylimbrick & hotmail.
Address 139 South road	WLSt Phone 0417529806
duevotone.	_
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Central Coast Council PO Box 220	Division
Ulverstone 7315	Rec'd 1 1 JUL 2022
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Your sincerely	Signed	K. Jombrek

Date 4/1/2022	a Dinsdale			
Name Lynett	i Vinsdale	Email		
Address 17 /	Knights Ropy Ulversione	Phone04_5	5678 1006	
To The Genera Central Coa PO Box 220	st Council	CEN Division	TRAL COAST COUNCIL	
Ulverstone		Rec'd	1 1 JUL 2022	
Dear Sir/ Madam		File No		
		Dan III		

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Date 8 / 7 /2022	
Name Peter RICHARI	S Email
Address 8 Knights Roa	ad Phone 64251105
Ulverstone 731	
To The General manager	CENTRAL COAST COUNCIL
Central Coast Council PO Box 220 Ulverstone 7315	Rec'd 0 8 JUL 2022
	File No
Dear Sir/ Madam	Doc. ld

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Date 8 / 7 /2022 Name Rick / STUARY VENN,	Email Fick Vurl 65@ gmuil.com Phone 0476 138 042,	
Address 13 KNOMIS Raip	Phone 0476 138 042,	
To The General manager Central Coast Council	CENTRAL COAST COUNCIL	• .
PO Box 220 Ulverstone 7315	Rec'd 08 JUL 2022	
Dear Sir/ Madam	File No	
Re: Reference LSP2022001 and DA2022010	Doc. 1d	

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	R.N. Orders	Email neg orders a	Icloud . com
	I Minmi Place. Ulvovstone 7315	Phone <u>04/73/0046</u>	
То	The General manager Central Coast Council	CENTRAL COAST COUN	CIL
	PO Box 220 Ulverstone 7315	Rec'd 0 8 JUL 2022 File No	74-34
Dear Sir/ Madam		Doc. ld	

Data 67/ 44 /2022

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Date / /2022			_	
Name Simon MC	Kencum	Email	MUN MUKENGIER (BICPOVA
Address 2 HEARPS	Rp	Phone		
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		C	ENTRAL COAST GOUNC	
To The General manager Central Coast Council		Division	#XW#Xdangszan+Ls+ccccccccccccccccccccccccccccccccccc	,,,,,,,,
PO Box 220		Rec'd	07 JUL 2022	· *.
Ulverstone 7315		File No		>0>64444 6 ps
Dear Sir/ Madam		Dog Id		

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Your sincerely	Signed	MIV	<u> </u>	(
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	17/2022 Banbana Feber.	Email
	114 South Rd	Phone 04 08 51 26 17
То	The General manager Central Coast Council	CENTRAL COAST COUNCIL
	PO Box 220 Ulverstone 7315	Rec'd -5 JUL 2022
Dear Sir/	Madam	Doc. ld

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The following are some of the unwanted impacts and concerns for local residents

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Date / Name_ Address	17/2022 RodNEY GALE. 15 KNIGHTS Pd.	Phone 0488 298595
		CENTRAL COAST COUNCIL
То	The General manager Central Coast Council	Pec'd 12 JUL 2022
	PO Box 220	
	Ulverstone 7315	File No
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Rodny Grale 7/1/22

Name CARISTINE CRISP	Email
Address 122 UPPERMAD ST	REET Phone 64254276
WEST ULVERSTONE	
To The General manager	CENTRAL COAST COUNCIL
Central Coast Council	Division
PO Box 220 Ulverstone 7315	Rec'd 1 3 JUL 2022
Olverstolle 7313	File No
Dear Sir/ Madam	Doc, Id

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Your sincerely	Signed	Menh			
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Date +	170 172022		
Name_	VICTOR ARTHUR	Email <u>vic</u>	acthor smail-com
Addres	S 2B BLADEN-LEG CRESCEN	Phone O	481 488 048
	WESSTILVERSTONE		
То	PO Box 220	Division	AST COUNCIL
	Olveisione /313	Rec'd 14 JU	
Dear Sir	• • • • • • • • • • • • • • • • • • • •	Tle No	
	İ	loc. ld	**************************************

Date /1/07/2022

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Your sincerely Signed	V			
Pedestrians	walking from Knight	s Rd area into	Ulverstone	havato
cross over two	dangerous slip to multiply this dang	ads plus Sout	il Rd. Inexa	-ased

Date / /2022 Name_XUE 5HU ZHU	Email
Address 35 HEARPS RD.	Phone
To The General manager Central Coast Council	Division
PO Box 220 Ulverstone 7315 Tas	Pile No

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above.

I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVELOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light** industrial area not adjacent to or within a residential zone.

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- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
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Your sincerely Signed Files

Date 10 / / /2022			
Name Card Saltmarsh	Email ladybirdfly 1 a hotmail. con		
Address 3 Knight RD	Phone 0448105905.		
Ulverstone.			
To The General manager Central Coast Council	CENTRAL COAST COUNCIL		
	Division		
PO Box 220 Ulverstone 7315 Tas	Rec'd 13 JUL 2022		
	File No		
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Your sincerely	Signed

Date 13/July/2022 Name_John Saltmarsh	Email ladybirdflyl & hotmail . com.
Address 3 Knights Ra	ed Phone 0400425225
Ulvestone.	
To The General manager	CENTRAL COAST COUNCIL
Central Coast Council PO Box 220	Division
Ulverstone 7315 Tas	Rec'd 1 3 JUL 2022
Deer Sin/ Maden	File No
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The following are some of the unwanted impacts and concerns for local residents

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Your sincerely	Signed
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Date 11	/ 7 /2022		
	eter + Reina Boonstr	<u>a</u>	Email rtpbookstraa) quail com
Address	3 Grange Court		Phone home: 64592913
-	Ulverstone 735		mob: 0417106097
		CE	NTRAL COAST COUNCIL
То	The General manager Central Coast Council	Division	
	PO Box 220 Ulverstone 7315	Rec'd	1 4 JUL 2022
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eter

Central Coast Council,

Following on of previous page.

Re: reference LSP2022001 and DA 2022010

It is with great concern that the council is planning to rezone the afore mentioned land to build a Mega Service station outlet plus fast food outlets.

We as ratepayers are trusting the council to protect our interest and investment in a beautiful and quiet neighbourhood, and are shocked to have this all destroyed by the planned development, which will subject us as residents to more noise, smell, and traffic pollution. It is our plea to the council to reject the Mega Servo application and protect the investment of the current ratepayers in the area.

With regards,

Peter and Reina Boonstra

3 Grange Court

Ulverstone 7315

Email: rtpboonstra@gmail.com

Home ph: 64592913 Mob: 0417106097

Teter Reina.

Date 07/07/2022	
Name Mrs Nancy V	viani Email Narryvenetspace net ou
Address 36 Hearp	Road Phone 0474 002445
Ulversione	
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To The General mana	
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Your sincerely	Signed	m Muan	٠٠٠٠	
rour sincerely	Signed	111111111		

	/ 7/2022			
Name_	Ian PickFORD.	Email	Kerrijpabigpond. Co	om
Address	85 LPPER MAUD		0473400963	
	WEST LLVERSTON	IE .7315.		
То	The General manager	CEN	NTRAL COAST COUNCIL	
	Central Coast Council	Division		
	PO Box 220 Ulverstone 7315	Rec'd	1 3 JUL 2022	
	Olverstolle 7313	File No		
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Your sincerely Signed Tulston

Date / 7/2022	
Name KERRI PICKFOR	en Email Kerrijp@bigpord.com
Address 85 UPFER M	1AUD ST Phone 0437623450
WEST LILVERS	STONE
	7315 CENTRAL COAST COUNCIL
To The General manager	
Central Coast Council	Division
PO Box 220	Rec'd 1 3 JUL 2022

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

Ulverstone 7315

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Date 11 / 7 /2022	
Name Dallas + Cynthia Burke	Email dandchurke westnet Com-au
Address 114 upper Maud St	Phone_0419109618
West Ulverstone	
	CENTRAL COAST COUNCIL
To The General manager	Division
Central Coast Council PO Box 220	Reo'd 13 JUL 2022
Ulverstone 7315	File No
Dear Sir/ Madam	Doc. ld

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Date // Name_/	1July2022 Nalcolm . Maris CAL	ERT Email_mmca	lvert Doptusnet com an
Address	8 GRANGE COURT		18 140 610
_	WEST ULVERSTONE.	735	
		CENTRAL CO.	AST COUNCIL
То	The General manager Central Coast Council	Division	
PO Box 220 Ulverstone 7315	Rec'd 12 JU!	2922	
	Ulverstone 7315	File No	
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Date / /20	022		
Name Dans	EK C. ONLEY	E	mail
Address 92 U	PREB MAND ST	F	Phone 64259359
Drive	ERSTONE 7315		
		CEN	TRAL COAST COUNCIL
To The General manager Central Coast Council	ACT CONTRACTOR OF THE PROPERTY	Division	
PO Bo	x 220	Rec'd	1 3 JUL 2022
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In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely Signed Dack 6. Over

	06/07/2022	
Name	KATIE DAVIS	Email_gedk8t@gnail.com
Addre	ess 134 UPPER MANUO ST	Phone 64 0400557296
	YLVERSTONE	
To The General manager Central Coast Council PO Box 220 Ulverstone 7315 Tas		CENTRAL COAST COUNCIL
		Division
	Rec'd 15 JUL 2022	
	Olverstone 7315 Tas	File No
Dear S	ir/ Madam	Doc. ld

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 P.T.O.

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Your sincerely Signed

	MRS. M. J. RUSHER.		Email jmoyrushera internade.
Address	104 UPPER MAUD	St	Phone 0437 849 359.
-	WEST UNVERSTONE		
		CE	NTRAL COAST COUNCIL
To The General manager Central Coast Council	Division		
	PO Box 220 Ulverstone 7315	Reo'd	15 JUL 2022
		File No	
Dear Sir/	Madam	Dog Id	

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Your sincerely	Signed		

Name Jeffrey Melhuish	Email & gaymethuish@bigpond.com
Address 135 SOUTH ROAD.	Phone 0476148234
WEST UNFRESTONE	

To The General manager Central Coast Council PO Box 220 Ulverstone 7315 Tas

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CENTRAL COAST COUNCIL

File No

Doc. ld

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Your sincerely	Signed	

Date 13 / 7 /2022	
Name Joy HARR	ison. Email joyharrison Idbigpond. com
Address 124 South	Road Phone (03) 64 255708
West ULVER	stone
	CENTRAL COAST COUNCIL
To The General mana Central Coast Cour	DIVISION
PO Box 220 Ulverstone 7315	Rec'd 18 JUL 2022
	File No
Dear Sir/ Madam	Doc. Id

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Your sincerely Signed A

Date 8 / 7/2022		
Name Paul Scarle	Email paul. Scarfe @ bigpond	1
Address 128 South Rd	Phone 0419541140	Con
WEST ULVERSTONE		

To The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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The following are some of the unwanted impacts and concerns for local residents

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In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning	of
the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.	

Your sincerely	Signed	

Date 5 / 7 /2022	
Name Graham Murray	Email
Address 111 SOUTH Rd	Phone 0408398597
Uluerstone	
	CENTRAL COAST COUNCIL
To The General manager Central Coast Council	Division
PO Box 220	Rec'd [9 JUL 2022
Ulverstone 7315 Tas	File No
Dear Sir/ Madam	Doc. ld

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 P.T.O.

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Your sincerely Signed Stuhn Draw

Date 15 / 07 /2022

Name. Mrs Caroline Marie Applebee. Email dialpark@bigpond.com

Address 12 Knights Road. Phone 0407 688 264

West Ulverstone 7315 Tasmania.

CENTRAL COAST COUNCIL

To The General Manager Central Coast Council

PO Box 220

Ulverstone 7315 Tasmania

190 Bush and 1 100 Bush - 100 Bush

Dear Sir/ Madam.

Re: Reference LSP2022001 and DA2022010

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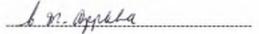
The following are some of the unwanted impacts and concerns for local residents

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Signed. C	aroline	Marie A	Apple	bee.
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17 Pedestrian.

There is a lot of pedestrian traffic use this area for personal and health walking, pet walking and school children use this area early morning, mid to late afternoon getting on and off buses and private vehicles.

There would be a need for an upgrade of pedestrian crossings and signs informing vehicle drivers of this pedestrian traffic.

Such as road markings, flashing lights and reflective mirrors to warn motorists of pedestrian traffic in this area.

18 Bus stops.

What safety infrastructure will there be on South Road for school Children and the general public buses as it is a pick up point for school children 5 days a week during school terms and the general public at various times of the day.

Will there be a bus stop at the end of Knights Road slip lane for school children who travel west to school to the Penguin and Burnie regions for schooling at the various schools and colleges and University in these regions.

19 Wellbeing of the area.

I believe this area to be a place where people have built or bought for the life style and serenity and mental wellbeing that they desire to live in this Municipality.

20 In Conclusion.

I request the Tasmanian Planning Commission and Central Coast Council Do not approve the rezoning of the subject land from low density Residential to Local Business for the operation of a Mega Service Station.

Yours Sincerely

Carol Applebee

Signed In anyther

Name Kaven Groom Email Isaven.groom @outlook.com

Address 3A Heavps Road Phone C418 945 918

West Oliverstone 7315

To The General manager Central Coast Council PO Box 220 Ulverstone 7315

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the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.
, A

Your sincerely	Signed_	10.40	
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To elaborate on the previous points, I do have concerns regarding light pollution, noise pollution and additional litter etc.

However, my main concerns regarding the proposed rezoning request to allow development for a Mega Service Station are as follow:

Traffic Flow at the Hearps Road/South Road intersection

- The diagrams in the proposal indicate road markings that would make turning right into Hearps Road from Ulverstone either severely restricted, if not impossible.
- Accessing the driveway at 1 Hearps Road would also be severely restricted, if not impossible
 from the direction of town. To do so would seem to require turning across the proposed new
 right turn lane which may already be full of cars attempting to turn right into the service
 station.
- Traffic turning right onto South Road, from Hearps Road, would have to cross a painted island straight into the path of traffic turning into the service station from the right turn lane from the west.
- The entry of cars and especially B-Double trucks to the service station, that close to the roundabout, will cause traffic backlogs and possible congestion back onto the roundabout. Similarly, the proposed exit for the trucks, being so close to the roundabout itself, will create traffic hold-ups as all the traffic will have to stop and wait while the truck negotiates what will be an extremely acute turn out of the property. Given that a turning lane is required to get the truck into the property, the likelihood that any B-Double exiting the property at that acute an angle could do that without crossing to the other side of the road (and into oncoming traffic) is incredibly low.
- Hearps Road currently has two sub-divisions under construction, meaning traffic from an additional 100+ households will be entering and exiting the Hearps Road/South Road intersection. This is already a substantial increase in traffic on that intersection, and any restriction of entry or exit from that intersection will cause a traffic hazard and result in the increased likelihood of traffic accidents.

Current Tasmanian Housing crisis

It is almost impossible nowadays to turn on the news without hearing about the housing crisis in not just this state, but nationwide. At a time when available housing is a major issue in this state, it seems that it would be optimum to retain as much residential zoned land as possible.

I am not opposed to a development such as this, but I do not believe that it should be in a residential area, and certainly not at the expense of further housing expansion in the area.

In summary, I do not believe this proposal to be in the best interest of local residents, current local businesses or the local council.

Yours sincerely,	1/- 6/100	
Signed:	(O_ 9160	

Date 5 07/2022	
Name 117. & B. HANCOCIL	Email barbhancock 706 gmillion
Address 103 South Rd.	Phone 6425 7671
West Ulverstone.	

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CENTRAL COAST COUNCIL

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Your sincerely Signed AMILTONCOCK. Dono

Name Sue Robotson Email Suerob 4@ hotmail.com.9

Address 127 South Rd Phone 0412869876

West Ulverstone

7315

To

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Your sincerely Signed Supplemental Signed

	7/ 7 /2022	
	NAOZENEL	Email
Address	S 1 HEARPS RD UWERSTONE	Phone 046761855-3
	The General manager	CENTRAL COAST COUNCIL
	Central Coast Council	Division
	PO Box 220 Ulverstone 7315	Rec'd 27 JUL 2022
		File No
Dear Sir/ Madam		Doc. Id

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Date 9 / 7 /2022	
Name CATHRYN PEARSON	Email Katepear ahotmail-com
Address 74 UPPER MAUD ST	Phone 0 458065681
WEST ULVERSTON	THIS IS NOT A SCITABLE PLACE TO HAVE A SCHOOLE SUPER SERVO.
To The General manager Central Coast Council PO Box 220	CENTRAL COAST COUNCIL
	Division
Ulverstone 7315	Rec'd 27 JUL 2022
Dear Sir/ Madam	File No
Re: Reference LSP2022001 and DA2022010	Doc. Id

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Date 19/07/2022	
Name Jennifer Pender Address 55 Lakin Street West Ulverstone	Email auntyjen 8@ gmail.com Phone 0482 679 713

To The General manager Central Coast Council PO Box 220

Ulverstone 7315 Tas

Dear Sir/ Madam

Division

CENTRAL COAST COUNCIL

Rec'd 27 JUL 2022

File No

Doc. Id

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P.T.O.

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Date 25/ 07/2022	
Name HARRY MARSHALL Address 6 KN16H15 R.	,
WEST VIVERSION	
To The General manager	CENTRAL COAST COUNCIL
Central Coast Council PO Box 220	Division
Ulverstone 7315	Rec'd 2 9 JUL 2022
Dear Sir/ Madam	File No
Re: Reference LSP2022001 and DA202201	Doc. ld

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Re: Reference LSP2022001 and DA2022010

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	4,7/2022	1 .	
Name	Faul & middle	c bank	SON Email bros3 e dodo. Con. OL
	ess 27 Heaves R		Phone 04-18122162
	hest Unicsto	ne	NTRAL COAST COUNCIL
То	The General manager	Division	
10	Central Coast Council	Rec'd	28 JUL 2022
PO Box 220 Ulverstone 7315 Tas		File No	
		Dog Id	

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Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above. I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVELOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light industrial area not adjacent to or within a residential zone**.

The following are some of the unwanted impacts and concerns for local residents

1 Lifestyle This Mega Store would impact local residents in a negative manner in the following way.

2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??
P.T.O.

Re: Reference LSP2022001 and DA2022010

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- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- 5 Traffic hazzard With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
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flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??

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point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??

- 11 <u>Traffic congestion</u> during peak hours. This small roundabout adjacent the proposed Mega Servo is extremely busy early mornings and after noons. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road and all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable

15 Litter: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided.

Is there a litter patrol proposed to collect this possible extra rubbish?? Check the Romp Exit

16 Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. Why is a proposed 24hour 7 day a week Mega Servo allowed to possibly operate in an existing residential area and in total disregard to local residents' concerns and wishes???

In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely Signed Facul fraise 100000

PA Heinrich and HE Ralston, 1A Bladen-Lee Crescent West Ulverstone 7315 20th July 2022

The General Manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/Madam

Re: Reference LSP 2022001 and DA 2022010

We wish to make comments and object to aspects of this development.

We will be directly affected if a large service station is built on South Road. Increased traffic on South Road which is our main route to go into the town of Ulverstone will adversely affect us if this development goes ahead. There are other reasons which would also make the area less attractive and they are mentioned below as reasons for objection to the development.

Our objections to this development are:

- Extra traffic on South Road created by this development;
- Increased truck and car noise pollution;
- More light pollution;
- More roadside littering from takeaway food wrapping and other rubbish;
- More vehicles entering and leaving the development whose drivers might engage in doing more burnouts around the roundabout than they already do;
- South Road going into Ulverstone is an urban street not designed for large truck usage;
- Extra service station road signs which will be an ugly addition to the area;
- Development site does not appear to be large enough to cater to large trucks -suggest small vehicles only;
- Trucks turning into site will not have adequate room to turn safely even with an extra right turning lane without impinging into the adjacent lane;

- The detention basin may catch site runoff most of the time but what happens with heavy flood rain. Is the oil/petrol/diesel runoff removed or does it flow into the usual stormwater drains and into the Leven River;
- There may be an adverse impact on an EPBC Act listed Vulnerable species, the Southern Bell Frog (Litoria raniformis). It is known to live from Ellis Street down to Knights Road and Bladen-Lee Crescent and probably through the site of this development;
- Along with the increased housing developments around Ulverstone is the Sewage Treatment Plant on Knights Road able to handle increased volumes of sewage, especially as there have been a number of recent sewage pollution events from the West Ulverstone beach ocean outfall. As it is treated waste washes back onto the town beaches because of currents from the north west bringing it onto the beach.

Yours faithfully
PA Heinrich and HE Ralston

RE: REFERENCE LSP2022001 and DA2022010

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of the land from Low Density Residential to Local Business for a "Vehicle Fuel Sales and Service (service station with truck refueling station) and Food Services (two drive-through take away restaurants) and Signs (24 x illuminated signs, including two x pylon signs, billboard, five x canopy Signs, seven wall signs, and several other wayfinding signs)", as per above references:

I wish to object to this proposal and provide the following comments and reasons:

In the current, and no doubt future, climate in Tasmania there is an identified shortage of suitable residential land. This has previously been identified and acknowledged by the business developer - Quentin Villaneuva from Tasmanian Keystone Developments (previously working in the capacity of Director for Qapital Investments Pty Ltd) when he submitted a letter to the Secretary of the Select Committee on Housing Affordability in the House of Assembly – letter dated 19th July 2019.

Previously a substantial area of land on the northern and southern side of the Bass Highway was rezoned from Rural Living "A" to Low Density, this included the area of subject land above. The change of zoning allowed the potential to increase housing density in Ulverstone, to promote Ulverstone as a place to live and to encourage people to engage with the town and the services it provides.

The above subject land has the potential to house approximately five or six 1500sq/mt housing sites. This would be a huge asset to Ulverstone and provide employment and ongoing income through rates etc., as well as residential participation and contribution to the community.

To rezone the above subject land from Low Density Residential to Local Business, I believe, would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 intentions.

I do wish to make comment, that I am not opposed to business development, however, the site and impact of such development/s and resident concerns needs to be considered and consulted.

Further to the above, the following information has been provided by Tasmanian Keystone Development Pty Ltd. and their proposal is to develop the site into a "Vehicle Fuel Sales and Service (service station with truck refueling station) and Food Services (two drive-through take away restaurants) and Signs (24 x illuminated signs, including two x pylon signs, billboard, five x canopy signs, seven wall signs, and several other wayfinding signs)", the development will be located within an existing residential area with houses directly across the road from the development site (within 30 metres) along with other residences to the east of the site on both sides of South Road heading into Ulverstone.

There is also a substantial subdivision on the south side of the Bass Highway with local established homes directly opposite the large service station development. These homes will be directly, and greatly impacted by the proposed rezoning to Local Business and the subsequent Development Application.

I believe the location for the large service station development is NOT suitable for the purpose of use of the land or have any beneficial outcomes for Ulverstone and existing business. I believe the development of a 24-hour 7 day a week mega service station and food outlet, would be more suitably located in an area zoned light industrial as opposed to being within and adjacent to a residential zone as a result of a decision to rezone the area to Local Business.

Other areas of concern relate to the following:

Environmental:

A previous application for the development of this land into a garden centre was denied due to the amount of dust created and the noise of trucks entering and leaving the site. The proposed rezoning and above-mentioned development would have a far greater environmental impact and contribute negatively and more severely in the following ways:

1. Air pollution

- from heavy vehicles i.e., trucks, b-doubles, motor vehicles, petrol, diesel fumes
- Emissions from fast food outlets

2. Land pollution

- Chemicals and wash offs from vehicles entering the sites
- Littering

3. Noise pollution -

 the acceleration and deacceleration of trucks, B-doubles, cars, motorcycles on entering and leaving the Bass Highway and the proposed South Road development. With a growing residential area, an aged care facility within proximity and on South Road, the noise pollution should be considered as an unacceptable impact on our environment.

The current Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7:00 am – 8:00pm on weekdays, 9:00 –8:00 pm on Saturday and 10:00 to 8:00 pm on Sundays and public holidays. Given that the proposal is to rezone a light residential to local business, allowing the proposed business to operate 24/7 365 days – how is this not a breach of noise pollution- based on the surrounding area.

4. Light Pollution –

- with the proposal to include 24-hour lighting and a massive 15 metre high sign, the light
 pollution will be increased which will impact residents and local wildlife. The light
 pollution will be able to be seen for kilometers including places like West Gawler.
- Is this acceptable to our environment?

5. Visual pollution -

• the proposed development will create a landscape that will not be conducive to the surrounding and nearby areas or to the current cultural and environmental development of the town.

Noise pollution and general disruption to residents has recently been identified in the South Road area, with the implementation of barriers on the roundabout to negate "hooning" on the vegetation. The rezoning of the above-mentioned land to Local Business would contribute to an increased traffic flow which in turn would contribute to unacceptable behaviour across the 24/7 period.

We are all entitled to and expect a reasonable quality of life which is not subjected to the abovementioned environmental issues which will prevail if the rezoning to Local Business is approved and the mega service station development or alternative business are allowed to proceed.

Traffic hazards:

I don't believe the land area and location is an adequate size to accommodate large B-doubles, trucks and caravans entering and exiting the site. The narrow residential road would create a safety issue for all users.

The turning angle appears to be less than 90 degrees which creates issues with the larger vehicles trying to maneuver safely onto the narrow road which is close to the end of the east bound slip road. This, again, creates a traffic hazard.

There is an existing Bus Stop adjacent to the proposed development. What will happen to this?

Hearps Road T-junction. The Hearps Road junction would become a traffic hazard. Due to the current residential subdivisions occurring on Hearps Road, there will be an increase in traffic from this area, which will see safety issues with the junction opposite the entry of the land if rezoned to Local Business and to the proposed large service station development or other future business developments.

Traffic congestion. With the rezoning of the land from Low Residential to Local Business Traffic flow onto and from South Road will become more congested with the proposed large service station development and any alternative development. The small roundabout which would need to be utilised for entry and exit from the residential road to the Bass Highway will see an increase in larger vehicles, i.e., the B-doubles, trucks, cars, and caravans which will become a safety issue.

The exit ramp from the west onto Knights Road will also become congested and safety and environment issues are a great concern with increased traffic. Safety issues include speed off the eastern ramp, speeding from the roundabout to the exit ramp to the west and onto the Bass Highway from the roundabout.

Load limit – If the land is to be rezoned - what will be the load limit be for trucks, B-doubles on the residential South Road? With constant use by these vehicles in a residential area for a proposed Local Business rezone, this will lead to increased road wear and tear and increased cost to councils for repair and maintenance etc.

Ulverstone as a town for the people:

By rezoning the above-mentioned piece of land to local business, I feel it will be detrimental to our town. It will see us bypassed, as people "refuel cars and bodies" and continue on their way if the rezoning to local business and proposed large service station is allowed to prevail. We need people to come **into** our town – to live here and to shop here.

Rezoning will contribute to reasons **not to venture into the town centre**, it will not allow the opportunity for further property development in an area that is already residential and will not

contribute to increased population to enhance ongoing businesses and development within our community.

Yes, the proposal will involve employment – in the building and development process, but then the ongoing employment in the proposal will be negligible i.e. With automation -we are already seeing unmanned service stations.

In conclusion, I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density to Local Business.

Yours Sincerely

Signed: Lynda Johnston

Address: 4 Bladen Lee Crescent West Ulverstone

Email: lyndajj@hotmail.com

Ph: 0417508112

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15-07-2022

Signed: Ian Johnston

Address: 4 Bladen Lee Crescent West Ulverstone

Email: johno@tassie.net.au

Ph: 0419889560

Date 02 / 08 /2022

Name: Paula Clinton

Address: 5 Grange Court, West Ulverstone

Email: paula.clinton1@bigpond.com

Phone: 0428 112 381

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CEN	NTRAL	COA	ST COUNCIL
Division			
Rec'd	03	AUG	2022
File No			
Doc. ld			

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DR 10	

Your sincerely	Signed	1	Dim C

Date: 2nd August2022 Email: paula.clinton1@bigpond.com

Name: Paula Clinton Phone: 0428 112 381

Address: 5 Grange Court, West Ulverstone

Re: Reference: LSP2022001 and DA2022010

We wish to submit our additional views on the above References, due to our professional working years in the Heavy Vehicle Transport Industry.

Having been for some Fifty-Five years, a Heavy Vehicle Owner/Operator, I find it ludicrous that such a proposal for a Mega Servo could even be considered in a residential area. The Slipways to and from the Bass Highway would be continually congested with vehicles attempting to exit and enter the roundabout with the movement of heavy vehicles trying to enter and exit the Servo, not to mention delivery vehicles large and small, to the proposed food outlets etc., and of course the movement of family vehicles and tourist vehicles adding to the congestion. The Roundabout itself is far too tight and with five entries and exits, is just not feasible.

The plan for exiting the Servo near the Roundabout on South Road is an extreme safety hazard for heavy vehicles to either try to enter the slipway to Devonport and use the Roundabout to enter the Slipway to travel to Burnie. At present exiting the Highway from both directions is dangerous as vehicles often do not, in particular, give way to vehicles driving from the area of Knights Road. The area is a very busy bus route and when the Hearps Road development is completed and housed, there will be many more school children.

Little thought seems to have been given for the safety of pedestrians, school children walking to the bus stops, extra vehicle movements and the safety of truck drivers who will have the added stress of the many hoons in the area and also the fact that very few small vehicle drivers seem to have any knowledge, or not care, the amount of room it takes for a loaded, or even unloaded truck to need to pull up to avoid a collision just because some impatient driver wants to be in front.

Having a 24hour truck stop Mega Servo in a residential area only ten minutes from the soon to be completed heavy vehicle area at the Howth Roundabout and under one hour from Elizabeth Town, where again, another 24 hour Servo and heavy vehicle parking is at present being constructed is definitely not required or had any thought as to the extreme hazards it will cause. Both the mentioned sites are not in built up areas and have very safe entries and exits. Again there are adequate heavy vehicle fuelling stations in Devonport, Ulverstone and South Burnie, all being Industrial/Commercial sites, NOT Residential.

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In conclusion, we request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of subject land from Low Density Residential to Local Business for the operation of a Mega Servo, due to the huge safety concerns of the community.

Blinto

Yours sincerely

Name MADELEINE D'HOUD HOGGARAMAII MOCGO MOCOM

Address & MIAMI PRACE Phone 04.7349404.

W. ULLEIZSTONE

7315

CENTRAL COAST COUNCIL

To The General manager Central Coast Council PO Box 220 Ulverstone 7315

Rec'd 0.5 JUL 2022

Dear Sir/ Madam

Doc. ld

Re: Reference LSP2022001 and DA2022010

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above. I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed Development Approval.

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light** industrial area not adjacent to or within a residential zone.

The following are some of the unwanted impacts and concerns for local residents

- 1 Lifestyle This Mega Store would impact local residents in a negative manner in the following way.
- 2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

Re: Reference LSP2022001 and DA2022010

- <u>3 Home Value deprivation</u> With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
- <u>4 Land size</u> The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- <u>5 Traffic hazzard</u> With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
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- <u>7 Bus Stop</u> There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
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In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely Signed N

Date 02 / 08 /2022

Name: Philip Clinton

Address: 5 Grange Court, West Ulverstone

Email: paula.clinton1@bigpond.com

Phone: 0428 112 381

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CE	TRAL COAST COUNCIL	
Division		
Rec'd	0 3 AUG 2022	
File No		

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	11	2/1		

& Section /

Date: 2nd August2022 Email: paula.clinton1@bigpond.com

Name: Philip Clinton Phone: 0428 112 381

Address: 5 Grange Court, West Ulverstone

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1. 6 & tents

Yours sincerely

Date 23/7 /2022	<i>i</i>
Name Sarrod	Email
Address Hearps R West Ulvers	Phone
To The General manager Central Coast Council	CENTRAL COAST COUNCIL Division
PO Box 220 Ulverstone 7315 Tas	Rec'd 0 3 AUG 2022
Dear Sir/ Madam	Doc. ld

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AR & DE Smith 141 Upper Maud Street West Ulverstone 7315

1-8-2022

To:

The General Manager Central Coast Council PO Box 220 19 King Edward street Ulverstone Tasmania 731

Dear sir/madam

Re: LPS2022001 & DA2022010

GUNCIL

GOVELOPMEN SULATORY SERVICES

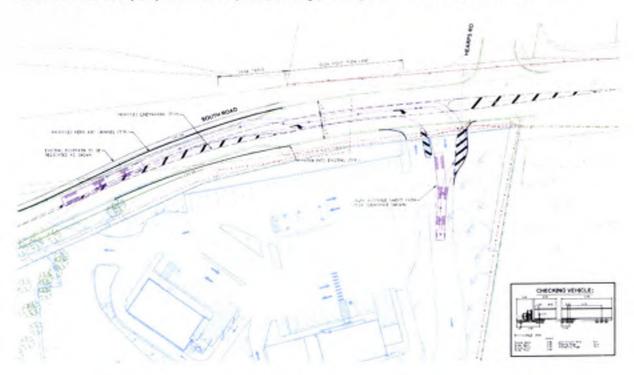
Received: 0 2 AUG 2022

Application No:

Doc. ID:

We wish to make objection to the proposed development application for a 24 hour Service Station on South Road, West Ulverstone, for the following reasons:

As per the diagram below, linemarking has been proposed that will prevent all west-bound traffic turning right into Hearps Rd from South Road. It will also will prevent all south-bound traffic turning right into South Rd to access the highway etc. from Hearps Road. This will cause significant inconvenience to residents of this area and the general public who will no longer be able to access/leave Hearps Rd in the manner they have been accustomed to. As residents of 30+ years who use this route every day I cannot emphasis strongly enough how frustrating this will become.



If traffic is forced to find another route then we foresee Lakin Street becoming the obvious choice for those nearer South Road and therefore the T-junction opposite Mount St. Vincent Nursing Home will experience a significant increase in traffic. Most of those residents etc,. as well as the remainder who live on the streets spanning off the top of Hearps Road, will be forced to take this route via Amy Street, this being the only way to access the far Western end of Ulverstone.

This current T-junction is difficult to turn right from as there is little visibility east to oncoming traffic. It is likely that this will cause a waiting line of traffic during busy times, adding to driver frustration.

Secondly, the roundabout that leads to/from the Bass Highway at the bottom of South Road, in our experience, is a place where one experiences occasional disregard for the road rules from other drivers. Traffic coming off the highway sometimes crosses in front of those already on the roundabout requiring evasive action. Secondly those leaving the roundabout to join the highway etc. are often reluctant to indicate their intent. It would not be unreasonable to expect this situation to worsen with an increase in traffic.

Thirdly, one can occasionally smell petrol fumes when walking by other service stations. We do not see why the one proposed will be any different. This is concerning as nearby residents with young children will be forced to inhale fumes when the air flow is directed towards them.

Another concern is that current visitor traffic requiring refuelling may redirect their custom away from businesses in the CBD. We believe we need to be finding ways to encourage visitors into the shopping precinct rather than giving them a reason to no longer drive into town.

Lastly, it cannot be suggested that there are no filling opportunities between Burnie and Hobart that are located on or near the highway. Wivenhoe has 24 hour discount fuel availably only a few hundred metres off the highway. Latrobe, Sassafras, Elizabeth Town and Kempton all have petrol stations adjacent to the highway. Epping Forest has 24 hour petrol right next to the highway. In Campbell Town stations are adjacent to both sides of the main road.

Yours sincerely,

Adrian Smith

Debra Smith

From: Ken O'Brien <oaksdane@gmail.com>

Sent: Friday, 15 July 2022 3:32 PM

To: Admin

Subject: Objection to Planning application DA2022010 Service Station and Restaurants

South Rd West Ulverstone

Regarding our objection to the proposed Service Station and Restaurants South Rd West Ulverstone

As ratepayers and local residents, we find the development #DA2022010 has not taken into account the traffic congestion and increase in inconvenience in exiting from Hearps Road turning onto South Road in either direction but particularly to the right to access the Bass Highway.

The plans indicate entry traffic into the proposed development coming from the Bass Hwy roundabout has to turn right in the same entry point as the traffic approaching from the opposite direction being Ulverstone CBD and surrounding areas. At the same point traffic exiting the proposed development wishing to travel toward the Ulverstone CBD and surrounding areas are all converging through the same crossover that entry traffic is trying to gain entry.

The above traffic congestion will impact the turning out of Hearps Road as the crossover shown in the plans is very close to the Hearps & South Road intersection, too close. This is a dangerous situation which needs to be addressed. There are two Bus stops located either side of this intersection on South Rd, additionally there would be a loss of road width for passing traffic from the Bass Hwy towards Ulverstone CBD due to the proposed right turn bay proposed.

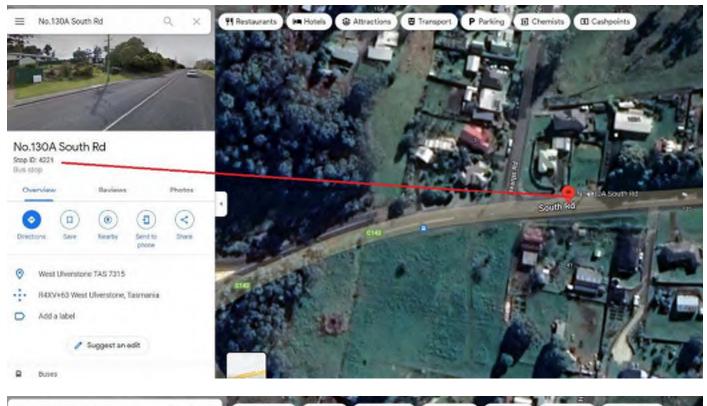
This should be redeveloped into something much safer and easier to use, move the development crossover entry/exit away from Hearps Road or perhaps a roundabout at Hearps Rd Intersection.

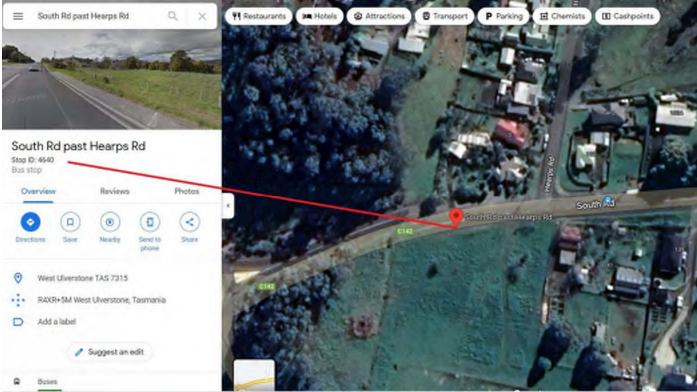
It must be remembered that there are two separate housing developments underway that will use Hearps Road. The traffic has already begun to increase as a few of the new homes are nearing completion and a larger still increase in traffic is definitely going to happen at this intersection as the newer large subdivision is completed and residents move in.

see photos - Orange indicates new subdivisions under construction. Red indicates Hearps & South Rd intersection Blue is proposed development.



Bus Stop locations either side of Hearps intersection:





Regards, Ken O'Brien Louise O'Brien 189 Upper Maud St, West Ulverstone

0419299850



R.C.& L.G. BRUMBY Pty. Ltd

1 Knights Road

6425 3608

Ulverstone

Tasmania

Mob: 0418 130 741

7315

Date 13/7/22

email: mail@brumbybuilders.com.au

web: brumbybuilders.com TRAL COAST COUNCIL

DEVELOPMENT & RECUIL ATORY SERVICES

Received: 13 JUL 2022

Application No: DA2022 OVO

HIA AWARD WINNERS

Planners of Central Coast Council, King Edward St., Ulverstone

Please let it be known Robert and Lois Brumby strongly object to a Mega Service Station on South Road Ulverstone .

This proposal will be affecting us more than all other homes as our property is the closest of all others.

Our home is only twenty meters from the access road and the extra traffic especially with B-double trucks will make our home unliveable.

Some points that planners need to consider are:

- Road noise including a higher volume of traffic.
- 2 Diesel fumes (extremely bad for our health) winds mostly morth westerly. My wife is already suffering from diesel fumes and diesel dust from the trucks .
- 3 Lights at night
- 4 Pollution (road dust)
- 5 Littering and loitering because of food outlets.
- 6 Engine Brakes (noise)
- Wrong Zoning
- Devaluation of our property

For us to agree with this proposal we will need a 90 meter long x 2.1 meter high screen barrier along the north side of our property so as to help stop noise, diesel fumes, and diesel du st from large trucks. Another screen 100 meters long 4 meters high on the south side of highway to do the same is also required.

There needs to be a tree plantation eight meters wide along the south side of the highway for 100 meters also is required.

Please let it be known my wife is already suffering from diesel fumes and diesel dust in her breathing.

We would also need all our windows replaced with double glazed .

R.Brumby

Date 13 1 7 12022

Name ROBERT BRUMBY

Address 1 KNIGHTS ROAD

ULVERSTONE

email mail abrumby builders, com. au Phone No 0481307+1

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Reference LSP2022001 and DA2022010

Further to the Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above.

I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing in frastructure.

The subject land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone the subject land from Low Density Residential to Local Business, I believe would to be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for all the potential Tasmanian home seekers wishing to establis h their own home on already approved low residential land.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing resident ial area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is a substantial subdivision on the south side of the Bass Highway directly opposite the proposed Mega Servo location that would also be directly affected by the Mega Servo operations.

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The Mega Servo I believe should be in a **light industrial area not** adjacent to a residential zone.

The following are some of the unwanted impacts and concerns for local residents

1 <u>Lifestyle</u> This Mega Store would impact local residents in a negative manner in the following way.

2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposa I) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exitin € the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

- 3 Home Value deprivation With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided.
- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Ser∨o to accommodate "B" double tucks large caravan's cars etc. accessing this site from a narrow residential road.
- <u>5 Traffic hazzard</u> With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- 6 <u>Ulverstone shopping precint</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township.
- 7 Bus Stop There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated too??
- 8 Hearps Road At present we can turn left and right into and out of Hearps Road.
 If this development is approved in its present format we will only be allowed to turn left into and out of Hearps Road. What route is traffic supposed to take if problem is not rectified??
- <u>9 Water Runoff Additional surface water run off from the 15,592 sq/m hard surface area is in question.</u> We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??
- 10 Fast Food Outlets With the proposed fast food outlets open till 11.00pm at night I believe would be a hang out for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated ??
- 11 Traffic congestion during peak hours. This small round about adjacent the proposed Mega Servo is extremely busy early mornings and after noon's. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential namely South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable
- 15 <u>Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided is there a litter patrol proposed to collect this possible extra rubbish??

Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. How can it be possible that a Mega Servo can operate 24 hours a day 7 days a week right next doo r and so close to residents in the area in total disregard and concerns and wishes of local residents and total disregard to recommendations/requirements

I believe this was intended by the Tasmanian State Government Land Use Planning and approval Act 1993 that was processed in 2019.

In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

		HP	Page 2 of 2
Your sincerely	Signed	140	

Dear Resident.

Upon visiting some of the residents located along the Knights Road residential area, we were able to understand their concerns and hear some of the suggestions that would make the community happier with our proposal. The key themes were focused on safety with vehicles exiting from the off-ramp, safety for people walking along South Road, whether there would be unreasonable noise and vehicle dust impacts, and flood inundation within the Knights Road area. To assist with addressing these concerns, we have proposed and further propose to make the following ammendments;

- We propose for State Growth to extend the noise barrier at a height of 2.1m along the Knights Road exit,
- We propose to change the sign from giveaway to STOP in order to increase safety for pedestrians and commuters of Knights Road.
- We propose to install a "your speed" monitoring system to discourage people from speeding down the off-ramp, along with a mandated exit speed of 60km.
- 4. We will install concave mirrors for vehicles and pedestrians to see any blind spots along with a sensor monitor to warn pedestrians about large vehicles exiting
- The detention basin has been designed to capture all site runoff and not change any pre-development site conditions in relation to stormwater considerations,
- There are no proposed changes to the ability of vehicles being able to turn left or right from Knights Road,
- 7. We will consult with State Growth about increasing the greenery and vegetation along the highway in order to reduce dust and diesel residue,
- 8. We will reduce the total height of the pylon sign from 20m down to 15m.



Your feedback is valued and we encourage to reach out and get in touch should you wish to continue to provide your valuable feedback.

Kind Regards,

METER MIGH.

2.1 HIGH SHOULD HAVE SOUND FENCE

SPEED SIGNS

Quinten Villanueva

info@keystonedevelopments.com.au

From: Selwyn Sinfield <selwynsinfield@bigpond.com>

Sent: Saturday, 16 July 2022 9:37 PM

To: Admin

Subject: Attn: General Manager DA 2022010

The General Manager and Planning of Central Coast Council.

Dear readers, I would like to make my support known for the proposed truck rest area / road house on South Road Ulverstone.

As a truck driver of 56 years (recently retired) I would like to point out the long overdue need of this type of facility in many parts of Tasmania.

Our current State Government have been helping to create a better work place at sections of the states highways for truck drivers where for my time in the transport industry there have been no road side toileting capacity.

The ever growing number of female truck drivers and a large number of those females are driving B Doubles, which are restricted to the designated route stated on the permit they carry in the prime mover , have no toileting facilities other than private businesses such as this proposal will be. Added to that some of the existing businesses have inadequate toilet facilities. One in question has poor entry and positioning of the urinals for men and placing of toilet for women where

passers by can see into that facility. This is certainly NOT ideal.

Aust Roads facilitate the guidelines for placement of rest areas and road design for states and territories to follow. One of those is a rest area with toilet is required at approximately 100 km intervals.

Aust Roads also advise that local councils should facilitate a place for trucks to unhook trailers, on or near highways passing that town. These sites should be within a 15 km radius of the town centre. I think the main idea behind that need is to stop long vehicle parking within town boundaries and being problem for traffic passing it while it is parked.

Aust Roads also have been advising that where possible no large vehicles such as B Doubles trucks should NOT cross oncoming traffic to enter a road house. An example of this is north bound at Epping.

This Ulverstone site has been well considered by using the existing infrastructure and roundabout so trucks and general traffic can enter from either direction without crossing oncoming highway traffic lanes to do so.

Another great reason for this site is that under the Aust Roads guidelines of not crossing oncoming traffic lanes to enter this type of facility, north bound heavy transport like B Doubles does not have a toilet or food outlet they can access from left of the road for a 364 km

distance. After leaving Kempton road house which is on their left,

the next is at Detention River near Port Latta 364 km further on from Kempton. Both Kempton and Detention River have food which many drivers need to accommodate their rest periods required by law. One great way to revive if fatigued is to eat a small meal in an environment where they are free from the drone of the sound of constant speed of the truck, which makes them drowsy.

While a single semi trailer can enter towns like Longford to toilet if necessary, the B Double driver can not as his permit does not allow him to detour from the designated route.

Yes there will be a toilet at Howth when the current construction is completed, but that is suited to a different driver type like the southern Toll drivers who are breaking the law if they were to have a rest break while at the Burnie Port. they are most likely to use that facility to rest before arriving at Burnie Port.

The National Heavy Vehicle Law requires the driver to leave his cab where possible to take a 30 minute break within every 5.5 hour period, to not do so can result in up to a \$11,000 fine.

Your own council truck drivers are required to be monitored under this law but have no real difficulty due to the normal working day being only between 7 and 8 hours maximum. Should any council truck be pulled over for a check and found to be against this law there are many in council who can be penalised for not managing that drivers fatigue levels, right up to the general manager is responsible if a driver is instructed to work outside the regulated hours. A council driver is less likely to experience that, but the long haul drivers do because of the long hours of work usually between 12 to 16 hours a day. This paragraph was included to show many do not know nor understand how this National law works and many don't know they are an accomplice to the workings of that law.

I ask your team to give this proposal a very good hearing and allow it to be built if at all possible. Many Ulverstone residents may also be happy for the extra take away food facility this will bring.

Thank you for your attention and being considerate to my comments.

Kind Regards

Selwyn Sinfield

Retired truck driver and driver advocate

0409 359 593

From: Lynette Dinsdale <goodlife3234@hotmail.com>

Sent: Tuesday, 12 July 2022 3:42 PM

To: Admin

Subject: FW: Knights Road residents area/Noise Barrier height extension and length at the

start of the slip road behind number 17.

Att: General Manager

RE: DA2022010/LPS2022001

Please find a copy of my email to Keystone Developments regarding part of the above proposal by them.

Regards Lynette Dinsdale

Owner occupier of 17 Knights Road West Ulverstone.

Sent from Mail for Windows

From: Lynette Dinsdale

Sent: Friday, 8 July 2022 8:07 AM

To: info@keystonedevelopments.com.au

Subject: Knights Road residents area/Noise Barrier height extension and length

Attention Quinten Villanueva

Following your door knocking including my property at 17 Knights Road I would also like to put forward that the length of the noise barrier be considered whilst the height is being discussed to help to shut out the visual and noise highway activity at this end of it.

Regards Lynette

Sent from Mail for Windows

Date 5	/ < /2022	
Name_	Tony + Leean Gillam	Email
Addres	s 118 South Road Ulverstone	Phone 64254979
То	The General manager Central Coast Council	CENTRAL COAST COUNCIL Division
	PO Box 220 Ulverstone 7315	Rec'd 0.5 AUG 2022
Dear Sir/ Madam		File No
		Doc. Id
Re: Refe	erence LSP2022001 and DA2022010	

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above.

I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light** industrial area not adjacent to or within a residential zone.

The following are some of the unwanted impacts and concerns for local residents

1 Lifestyle This Mega Store would impact local residents in a negative manner in the following way.

2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

- 3 Home Value deprivation With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- 5 Traffic hazzard With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- 6 <u>Ulverstone shopping precint</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township. Look at existing towns that have been by-passed by highways.
- 7 Bus Stop There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
- 8 Hearps Road If this development is approved in its present state, I believe would create a traffic hazard and safety issue at the corner of Hearps Road and South Road as this junction is nearly directly opposite the entry to the Mega Servo. Note: The extra traffic on Hearps Road due the new housing development in Hearps Rd.
- <u>9</u> Water Runoff Additional surface water run off from the 15,592 sq/m hard surface area is in question. We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??
- 10 Fast Food Outlets With the proposed fast food outlets open till 11.00pm at night I believe would be a hangout point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??
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- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable
- 15 <u>Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided. Is there a litter patrol proposed to collect this possible extra rubbish??
- 16 Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. Why is a proposed 24hour 7 day a week Mega Servo allowed to possibly operate in an existing residential area and in total disregard to local residents' concerns and wishes???

In conclusion	I request the	Tasmanian	Planning	Commiss	ion and Ce	entral Co	ast Council	NOT a	pprove t	he rez	oning of
the subject lar	nd from Low	Density Res	idential to	Local Bu	usiness for	the ope	ration of a	Mega :	Servo.		

Your sincerely Signed L. Gella Lilla	10
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Date 05 / 08 /2022

Page 1 of 11

Mr. & Mrs. Brian & Hilda Tindal

Email tindal1442@bigpond.com

10 Knights Road

Phone 6425 4354

West Ulverstone 7315

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CENTRAL	COAST	COUNCIL
CENTRAL	COAST	COUNCIL

Division

Rec'd 0 5 AUG 2022

File No

Further to the Central Coast Council and Tasmanian Planning Commission proposal to have the rezoning of land from Low Density Residential to Local Business for the development of a Mega Servo as per References above, I wish to make the following comments and reasons for objecting to this rezoning and development.

To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction to the Department of Justice and Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions. To rezone this land the applicant must comply with Tasmanian Planning Scheme – State Planning Provisions section and Clause 14.0 Local Business Zone.

To propose a Mega Servo in a Local Business Zone would require the application to comply with Clause, 14.2 Use Table, Discretionary and Vehicle Fuel Sales regulations.

The provisions to establish a Mega Servo as proposed, must also comply with <u>Discretionary Uses as per clause</u>

14.3.2 as follows.

"Quote"

14.3.2 Discretionary uses

Objective:

That uses listed as Discretionary do not:

- (a) cause unreasonable loss of amenity to adjoining residential zones; and
- (b) compromise or distort the activity centre hierarchy.

Acceptable Solutions

A1

No Acceptable Solution.

Performance Criteria

P1

A use listed as Discretionary must:

- (a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and
- (b) be of an intensity that respects the character of the area.

A2

No Acceptable Solution.

Performance Criteria

P2

A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:

- (a) the characteristics of the site;
- (b) the need to encourage activity at pedestrian levels;
- (c) the size and scale of the proposed use;
- (d) the functions of the activity centre and the surrounding activity centres; and
- (e) the extent that the proposed use impacts on other activity centres.
- "End quote"

Amenity

Means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building <u>harmonious</u>, <u>pleasant or enjoyable</u>.

Also, an extract from Department of Justice

TASMANIAN PLANNING SCHEME - RESIDENTIAL DEVELOPMENT

Extracts from page 1 & 2 of FACT SHEET 3

Quote

"In addition, the Tasmanian Planning Scheme provides clarity regarding the codes, which apply to specific zones. Clear policy **intent** has been to avoid undermining the purpose of key urban development zones by the inappropriate application of codes.

To enhance liveability, these residential zones also allow a range of small-scale business and retail uses to activate and encourage walkability within our communities. The zone requirements also ensure appropriate amenity is maintained by ensuring any business and retail uses are of an appropriate scale for the residential zone." End Quote

I believe any reasonable person would conclude that a 24hour 7 day a week Mega Servo as proposed, does NOT comply with clause 14.3.2 above or the Department of Justice statement or be the intent of the Tasmanian Planning Scheme/State Planning Provisions, or be in the best interest of the local community.

Further to the above I also wish to make the following Comments.

A substantial area of land on the northern and southern side of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning which occurred in the last two years, allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The lifestyle of existing residents would also be greatly affected in a negative way as follows.

Hindsight is a great friend to have in your tool kit.

The most likely scenario if the Mega Servo development were approved.

True example as follows.

I lived on the mid north coast of NSW for many years and travelled to Sydney on a regular basis.

In the time we were living there, the Pacific Highway was upgraded and bypassed Taree township, also many other towns since, and common to many parts of Australia in the name of progress.

Before the highway bypassed Taree I would stop over in the township for fuel, comfort stop and food etc on my trip to and from Sydney.

Then a Mega Servo station was constructed in the same scenario as what is proposed at West Ulverstone.

The highway had slip roads off the highway both north and south providing easy access to the Mega Servo for my comfort needs, leg stretches etc to and from Sydney.

Since then, I have not been into Taree township since this Mega Servo was established.

I would not be only one of hundreds of thousands of potential customers over the years to avoid Taree township, the same way as I have done.

In doing so my dollars did not get spent in Taree township for fuel or a snack.

It was convenient and saved me time. The downside for the township was the nail in the coffin (so to speak) for many businesses in Taree township.

Many towns have suffered badly financially and have had to reinvent themselves to attract tourist back into their townships, because foolishly they allowed a Mega Servo to be established on the edge of their township.

Other towns that I know of, Kempsey, Macksville, Nambucca, Nabiac just to name a few, have suffered badly because a combination of highway bypasses and/or Mega Servo establishment.

It would be negligent of the Central Coast Council and the Tasmanian Planning Commission NOT to source facts and figures from other Councils and/or Chamber of Commerce etc.who have experienced this very scenario in this very similar situation, before this application is approved.

The biggest winner, if this development is approved, is the Developer who has very little personal attachment to the Ulverstone township or local residents, except with the prospect of making profits.

Towns are made up of individuals who care about their community and wish to support their local businesses.

I believe there is not enough substantial direct benefit to Ulverstone shopping precinct if this development were approved. Local Cafes, Service Stations etc. as most passing trade, I believe would carry on back to the highway and continue their journey and not come into Ulverstone township, the same way as I did at Taree.

Secondly, if this site was established as a Mega Servo, it would attract caravans, motorhomes, and camper vans etc. as an overnight campsite, like bees to a honey pot. Reasons as followers

FUEL STOP

FREE CAMP SITE

HARD STAND AREA (no muddy shoes and wet doggie feet)

24H SHOWER FACILITIES

24H TOILET FACILITIES

SECURITY LIGHTING

TOILET SPOT FOR DOGGIE (picnic area)

DUMP POINT FOR TOILET CASSETTE (whether proper one is provided or not, toilet facilities)

FOOD ON YOUR DOORSTEP

When you have 10-15 caravans, motorhomes etc. parked up (I believe if you build it, they will come), what happens to the overflow of B-Double trucks, cars etc. wanting to enter the Mega Servo. Where do they go?

What the local residents will get 24/7 is as follows:

Noise Pollution & Extra Vehicles B-Double trucks, max 26m long, together with caravans and extra traffic etc. entering and leaving this area, roundabout, slip roads and Mega Servo with engine breaking and rumble noise on the roads with the rough road surface 24 hours a day 7 days a week, extra exhaust fumes, dust, and safety issues. As acknowledged by Mr. Quinten Villanueva in a copy of his letter below, he concedes there are problems with noise, dust, traffic speed, and safety for pedestrians.

All these issues that Mr. Quinten Villanueva Tasmania Keystone Developments Pty Ltd intends to put in place, are out of their scope of authority to carry out such work.

The State Growth are the only authority to approve any such modifications.

As Mr. Quinten Villanueva director of Tasmania Keystone Developments Pty Ltd, I believe concedes there are issues with traffic speed, noise, dust etc.

The developer, I believe should as a condition of the approval process, provide at no cost to households, sound proofing to all houses shown in photographs submitted in their development application together with No 1 Knights Rd. and all houses on the north side of Knights Rd that directly back onto the west bound slipway from the Bass Highway to alleviate some of Mr. Quinten Villanueva concerns.

Photos of some of the houses on Knights Rd that back onto the west bound slip road from the Bass Highway.





Existing ineffective sound wall shown in background.

Dear Resident

Upon visiting some of the residents located along the Knights Road residential area, we were able to understand their concerns and hear some of the suggestions that would make the community happier with our proposal. The key themes were focused on safety with vehicles exiting from the aff-ramp, safety for people walking along South Road, whether there would be unreasonable noise and vehicle dust impacts, and flood inundation within the Knights Road area. To assist with addressing these concerns, we have proposed and further propose to make the following ammendments:

- 1 We propose for State Growth to extend the noise barrier at a height of 2.1m along the Knights Road exit.
- 2 We propose to change the sign from giveaway to STOP in order to increase safety for pedestrians and commuters of Knights Road.
- 3. We propose to install a 'your speed' monitoring system to discourage people from speeding down the off-ramp, along with a mandated exit speed of 60km.
- 4. We will install concave mirrors for vehicles and pedestrians to see any blind spots along with a sensor manitor to warn pedestrians about large vehicles exiting
- The detention basin has been designed to capture all site runoff and not change any pre-development site conditions in relation to stormwater considerations.
- There are no proposed changes to the ability of vehicles being able to turn left or right from Knights Road.
- 7. We will consult with State Growth about increasing the greenery and vegetation along the highway in order to reduce dust and diesel residue. B. We will reduce the total height of the pylon sign from 20m down to 15m.



your feedback is valued and we encourage to reach out and get in touch should you wish to continue to provide your valuable feedback.

Kind Regards

Quinten Villanueva

into@keystonedevelopments.com.au

<u>Traffic hazard and safety issue.</u> If this development is approved in its present state, I believe would create traffic and safety issues at the corner of Hearps Road and South Road as this junction is nearly directly opposite the proposed entry to the Mega Servo.

With the increased traffic due to the new development on Hearps Rd this corner will be further congested in peak hours. Considering an extra 100 plus homes being established in Hearps Rd, could result in an extra 100 vehicles wanting to exit and enter Hearps Rd.

Is it proposed to establish an island on South Rd to separate traffic in all directions at the junction of South Rd, Hearps Rd and the proposed Mega Servo entry and exit?

Is it also proposed to have no right turn into or out of Hearps Rd to overcome this traffic congestion or will traffic lights be installed to alleviate this potential traffic/safety issue?

<u>Bus Stop</u> There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining in the same location? If not, where will it be relocated to?

There are 100 plus new home sites being constructed on Hearps Rd and a potential 12 acres east abutting the proposed Mega Servo, ready for development.

With the potential of 100 plus additional children in the area what safety provisions are going to be provided? Traffic lights Pedestrian Crossings? I would assume the school bus would also use this bus stop?

<u>Unwanted side effects</u>. Hoons can already be heard from as far away as across the Leven River. If this proposal development is approved, it would in my opinion only escalate the problem of hoon activity in the area. With the proposed fast-food outlets open until 11.00pm at night 7 days a week, I believe would be a hangout point for young car enthusiasts and hoons

Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads east and west. We should not encourage this type of behavior.





<u>Property Value.</u> With the Mega Servo adjacent existing residential areas, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided by the developer for local residents directly impacted? (<u>Who wants to live next to a 24hour 7 day a week Mega Servo?</u>)

<u>Water Runoff and Sewage</u> What will happen with the existing storm water system with extra surface water runoff from the Mega Servo hard surface area, housing development on Hearps Rd together with yet to be established home site approx. 12ac site abutting the Mega Servo?

Also is the existing Sewage Treatment plant at the end of Knights Rd. capable of handling waste from approx. 200+ additional homes and the Mega Servo which I assume could be calculated at another 15 to 20 homes.

Since the Tasmanian Planning Commission in their wisdom rezoned the land on the south side of the Bass Highway encompassing Knights Rd, Bladen-Lee Crescent, Grange Ct, Levenview Ct and Brockmarsh Place that was originally zoned Rural A and now zoned Low Density Residential, would increase the potential to substantially increase the number of homes in this area and put more pressure on the existing storm water and sewage systems.

We have had flooding in Brockmarsh Place in the past due to heavy down pours and inadequate or blocked storm water drains.

On the corner of Knights Rd. and Bladen-Lee Crescent we have had very bad odors coming from the underground sewage pumping station located on this corner.

is this a sign of the sewage system already struggling to cope with what we have at this date? Has it been considered to look at the overall impact of all these developments as one issue? Where is the overall construction plan to cater for all these issues that these new developments bring?

<u>Tasmanian EPA</u> allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays in residential areas.

Why would a proposed 24hour 7 day a week Mega Servo be allowed to operate in an existing General Residential zone and a Low-Density Residential zone (General Residential zone 30m away) and NOT have to conform to the same rules and regulations as local residents? It does NOT conform to the meaning of AMENITY as regulated by the Tasmanian Planning Commission clause 14.3.2 as above.

<u>Light pollution</u> would increase due to the Mega Servo being a 24h 7 day a week operation. The Mega Servo would be visible from several kilometers away as far as West Gawler let alone be seen in the local residential area and standout above all other lighting in the area.

If development as proposed is approved and have the main lights turn off at 11.00pm and just have the minimal security lights on thereafter I believe would be a safety issue.

This is a FUELING STATION, suggesting that it can be operated safely in basically the dark or minimal lighting I believe would be a major safety issue.

The lighting arrangement does not conform to the meaning of AMENITY as regulated by the Tasmanian Planning Commission clause 14.3.2 as above.

<u>Anxiety and stress.</u> Residents that are in close proximity to the Mega Servo including residents on the south side of Bass Highway opposite this development have already been subjected to anxiety and stress due to this development proposal.

The homes on the southern side of the Bass highway, (Knights Rd. area) consist mainly of the older generation who have bought in this area trusting it will be their forever home in a quiet amiable location.

In the last 2 years we have been subject to rezoning, by the Tasmanian Planning Commission from Rural A zone to Low Density Residential.

I believe any further impost on our way of life, would only exacerbate health issues already being experienced because of this proposed development.

<u>Litter</u>: We continually have litter from existing fast-food outlets and other sources in and around the area along the slip roads and roundabout areas.

Unfortunately, litter and fast-food outlets appear to go hand in hand. What are the developer's intentions to curb this unwanted litter if this Mega Servo is approved?

These photos below show litter near the slip roads at the West Ulverstone round about.



These are only two photos; many more can be provided is so requested by the Central coast Council or the Tasmanian Planning Commission.



Long term Viability Mega Servo

If this proposed Mega Servo site was left as is, homes could be established in this approved Low Density Residential zone and would potentially be there for 50 to 100 years.

Whereas a service station I would expect would have a much shorter life span due to the worldwide goal to reduce fossil fuel use and promote clean energy. The Mega Servo could be a dinosaur in 15 to 20 years and in the meantime have the potential to devastate the Ulverstone township economic viability and create unwanted anxiety and stress for local residents and destroy the amenity of the area.

Mega Servo location

As shown on the proposal submitted, the location is in an existing Low Density/General Residential zone with houses directly across from the Mega Servo on South Rd, as close as 30 meters.

There are also homes on both sides of South Road heading into Ulverstone from the proposed Mega Servo site together with houses shown in Hearps Rd. one house abutting the proposed site as shown in the developer's application.

The house at No 1 Knights Road in relation to the proposed Mega Servo Site has **not** been shown in any of the developer's application.

The residence at No 1 Knights Rd. would be impacted greatly by the development of the Mega Servo with extra B-Double vehicles coming off the Bass Highway using the west bound slip road.

This slip road runs directly beside this property and the back of properties on the north side of Knights Rd.

See Photos on page 4

Photo below shows relationship with No 1 Knights Rd and Mega Servo site.



Note: The Red/orange house is No 1 Knights Road and the houses on the ridge are at Medici Drive West Gawler looking directly down onto the Mega Servo.

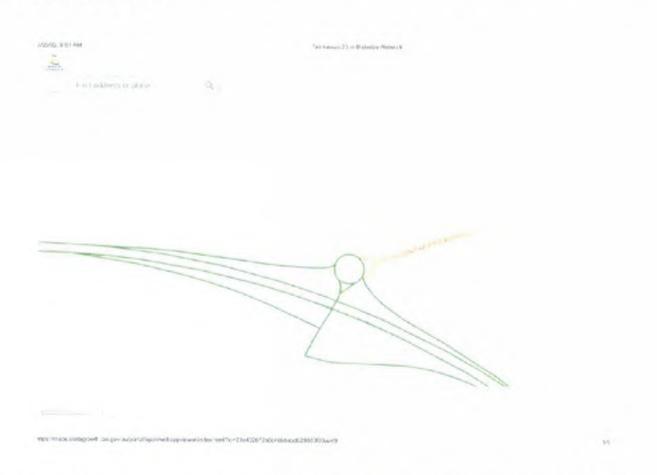
There are several houses in Knights Rd, Bladen-Lee Crescent, Grange Ct, Levenview Ct and Brockmarsh Place. All these homes would be adversely impacted by this proposed Mega Servo development in one way or another if proposal is approved.

None of these homes had been considered in the development proposal as submitted.

Tasmanian 23m B-Double Network

The highlighted section in orange shown on the map below section of South Rd to Hearps Rd is assumed to be upgraded to comply with the Tasmanian B-Double network if this development is approved.

Again, it begs the question, where can the overflow traffic go when the Mega Servo in full. (Trucks Caravans etc. wanting to enter or exit).



Any road damage to this section of South Road that has been upgraded and designated suitable for B-Double vehicles, any future repairs and all associated cost should be borne by the developer for the lifetime of the Mega Servo operation.

Ulverstone rate payers should not bear the cost of any upgrade or repair associated with work on this section of South Road that has specifically been upgraded to accommodate B-Double vehicles or other heavy vehicles for the sole purpose for the proposed Mega Servo.

<u>Employment</u> As far as creating employment is concerned, whether the 24/7 Mega Servo if built say on Bass Highway at Turners Beach, or anywhere else in the state, it would provide the same opportunities for employment as if the development was built at West Ulverstone.

In conclusion | request the Central Coast Council and the Tasmanian planning Commission to reject the approval of this Mega Servo as Reference LSP2022001 and DA2022010.

I believe the proposal does NOT comply with the Tasmanian Planning Scheme – State Planning Provisions Clause 14.0 Local Business Zone as stated above.

The Mega Servo I believe would be more suited to a light industrial area away from residential areas/zones, overcoming the negative impact on local residents that are located in close proximity to this proposed Mega Servo, Fast Food outlet.

A suitable location for a Mega Servo fast food outlet, in a light industrial area on a main highway could have more benefits and capacity and better cater for the needs of the trucking industry.

I believe this location for a Mega Servo is NOT suitable for the purpose of use or have any long-term beneficial outcome, for the local residents or existing businesses within Ulverstone.

I believe the Central Coast Council and the Tasmanian Planning Commissions responsibility firstly is to the constituents and small businesses of the shire's local government areas

Your sincerely Signed

Brian Tindal

Date	/ /2022	
Name_		Email
Addres	s	Phone
То	The General manager Central Coast Council	CENTRAL COAST COUNCIL Division
	PO Box 220 Ulverstone 7315 Tas	Rec'd 0 7 JUL 2022
Dear Sir	r/ Madam	Doc. Id

Re: Reference LSP2022001 and DA2022010

Further to the Tasmanian Planning Commission and Central Coast Council proposal to have the rezoning of land from Low Density Residential to Local Business for a Mega Servo as per Reference above. I wish to make the following comments and reasons for objecting to this development.

A substantial area of land on the northern and southern sides of the Bass Highway was rezoned from Rural Living 'A" to Low Density residential at the same time as the subject land above. This change in zoning allowed the potential to increase the housing density in this area and utilize the existing infrastructure.

The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land.

As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site.

Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVOPEMENT APPLICATION**

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light** industrial area not adjacent to or within a residential zone.

The following are some of the unwanted impacts and concerns for local residents

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Re: Reference LSP2022001 and DA2022010

- 3 Home Value deprivation With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- <u>5 Traffic hazzard</u> With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- 6 <u>Ulverstone shopping precint</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township. Look at existing towns that have been by-passed by highways.
- 7 Bus Stop There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
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- <u>9 Water Runoff</u> Additional surface water run off from the 15,592 sq/m hard surface area is in question. We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??
- 10 Fast Food Outlets With the proposed fast food outlets open till 11.00pm at night I believe would be a hangout point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??
- 11 Traffic congestion during peak hours. This small roundabout adjacent the proposed Mega Servo is extremely busy early mornings and after noons. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road and all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable
- 15 <u>Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided. Is there a litter patrol proposed to collect this possible extra rubbish??
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In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning o
the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely	Signed	
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From: Eric Lytton <elytton8@gmail.com>
Sent: Saturday, 6 August 2022 4:46 PM

To: Admin

Subject: LSP2022001 and Da2022201 Mega servo, South Road, west Ulverstone

To The General Manager Central Coast Council, sent via Email

Dear Madam

We wish to convey our disapproval to the proposed mega servo development on South Road, West Ulverstone.

We consider that the project is totally unsuitable for the area as it will cause the loss of amenity to residents within several hundred meters of the site, is likely to increase levels of noise and airborne pollution and create hazards for road users given that many large trucks are expected to use the venue. This is further substantiated by the fact that both the roundabout and sections of South Road would need to be widened to accommodate these trucks, which is not in keeping with a residential area.

Also to be taken into consideration is the development of a truck rest stop currently being built by the State Government at Howth, a location much more suitable, easily and safely accessed by large vehicles in an area that has little if any impact on residents.

Furthermore the proposal countermands council's own strategic plan for mitigating climate change "Climate Change Action Plan" 2010 by encouraging people to travel by vehicles to purchase their fast food.

To summarise we feel such a project should be located away from residential areas with easy access to the highway for large numbers of vehicles to access and clearly this is not such a site.

Yours faithfully

Eric Lytton and Janice Hale 6a Fairlight Place, West Ulverstone 6 August 2022

Please acknowledge receipt of this email.

CENTRAL COAST COUNCIL

Division	\$\$\$\$\$A\$\$\$\$A\$	*****
Rec'd	0 8-AUG-2022	
File No	hkkkaaallikalakli	*****
Doc. ld	A3322461361361362424343434444	

Date: 5th August 2022

Name: Henk and Johanna

van Voorthuizen

Address: 4 Grange Court- Ulverstone

Email: jandhvanvoorthuizen@gmail.com

Phone: 03 64251320

Dear Sir/Madam

Re: Reference LSP2022001 and DA2022010

We have just returned from an extended holiday and missed all the previous information about the proposed "Mega Servo with 2 fast food outlets" on South Road, West Ulverstone.

Besides agreeing with all previous objections and concerns from other people involved regarding this project, we would like to add.....

- a Where else in the world would a "24 hour 7 days a week Mega Servo" be considered in a residential environment.?
- b Ulverstone does not need a "Mega Servo". There are other 24 hour truck stops close by.
- c If, for any reason, Ulverstone does need a "Mega Servo", maybe the existing heavy vehicle weighing station at East Ulverstone is a much better option.
 ...Commercial area....Visibility is good....Entry and Exist lanes are safe and efficient.
- d Looking at the South Road round about, we wondered "how can this work.?"
 How are semi trailers and "B" doubles going to navigate the corners.?
 How are they going to get in and out of the servo onto South Road.?

Mooth.

Please consider

Yours sincerely Henk and Johanna van Voorthuizen

Latorthy ...

Date & / 8 /2022	
Name Gwen Marsha	LL Email
Address 14 Knights Roa Viverstone T	Phone 64251596.
To The General manager Central Coast Council PO Box 220 Ulverstone 7315 Tas	CENTRAL COAST COUNCIL Division
Dear Sir/ Madam	File No
	Doc. ld

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In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed **DEVELOPEMENT APPLICATION**

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The following are some of the unwanted impacts and concerns for local residents

Re: Reference LSP2022001 and DA2022010

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 P.T.O.

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Your sincerely	Signed	Y.	Ma	nh	als		
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Date 6/8/2022	
Name DRIE	Email
Address 14 KNGH3 F	2D Phone 0438 142 426
ULVERSTON'S	2
	CENTRAL COAST COUNCIL
To The General manager	Division
Central Coast Council PO Box 220	Rec'd 0 8 AUG 2022
Ulverstone 7315 Tas	File No
D6:-/A4d	Doc. Id

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Your sincerely Signed & Mashall

CENTRAL COAST COUNCIL

Division

Joe Kattray	Hec.a 0.8 VOP SASS	- 127 · 1
51 Lakin Street	File No	
West Ulverstone	Doc. ld	*******
West diversione		
7 August 2022		
General Manager		
Central Coast Council		
REFERENCE: Development Applications LPS20220	01 / DA2022010	
LOCATION: South Road in the vicinity of Hearps F	Road West Ulverstone	
In response to the above development applications	I wish to submit the following comments	
Hearps Road is presently used by a large number of Highway when proceeding to Burnie or Devonport		
At present there is significant residential development	<u> </u>	
		_
With the anticipated increase to traffic movements traffic flow it is considered that the road markings a		_
may not be conducive for the safe movement of He	, ,	·
To Improve this situation perhaps consideration sh	auld he given to the provision of an evolu-	cîva rîahê tura
lane on South Road at Hearps Road to better accom	- · · · · · · · · · · · · · · · · · · ·	•
treatment to be similar to that provided at the Sou	· ·	
The provision of a gap in the proposed South Road	centre road markings, which are shown o	n plan to
continue past the Hearps Road junction, may also ju	•	
Yours Sincerely Joe Kattr	alf	
Joe Rattray		
*		

1



PLANNING & URBAN DESIGN

8th August 2022

Mary-Anne Edwards Central Coast Council

PO Box 220 ULVERSTONE, TAS 7315 CENTRAL COAST COUNCIL LAND USE PLANNING

Received: 9/08/2022

Application No: DA2022010

Doc ID: 429633



Dear Mary-Anne

REPRESENTATION - SOUTH ROAD, WEST ULVERSTONE

This letter has been prepared to respond to some of the key concerns raised by members of the community through the proponent's public consultation process. The letter also seeks to provide further clarification and identify issues with the draft permit conditions, for further discussions at the subsequent Commission hearings.

Concerns raised by residents

Noise, pollution and additional vehicle movements

One of the key concerns raised by residents, particularly those along Knights Road is the additional vehicle movements (specifically large B-Double trucks) utilising the off ramp on the southern side of the Bass Highway and the associated increase in noise/emissions.

We would like to clarify that whilst the proposed facilities have been designed to accommodate B-Double vehicles, this has been done so to ensure the facilities are appropriate should such vehicles require access. The refuelling vehicle for the site is a B-double, however, the majority of vehicles accessing the site via Knights Road will be smaller commercial vehicles, which generally do not required engine breaking.

The basis for this assertion is that most of the transport companies in Tasmania which operate B-Doubles also provide dedicated refuelling stations, where fuel cards are issued to each driver from their respective companies which allows refuelling.

Notwithstanding the above, the developer is currently negotiating with the Department of State Growth to increase the length of the existing acoustic barrier on the southern side of the Bass Highway and provide additional landscaping between the off ramp and the residences along Knights Road, to minimise noise and odour emissions (i.e. engine breaking, break dusk, exhaust fumes etc) emanating from the existing use of the Bass Highway.

Land value depreciation

The proposed development includes food establishments and a convenience store, which forms part of the service station component. This is anticipated to add value to existing/future properties, by providing quick and easy access to essential day to day goods.

Traffic Hazards / congestion / parking

Concern has been raised in relation to the capacity of South Road to support additional and/or larger vehicle movements. Larger vehicles are likely to access the site from the west, off the Bass Highway, meaning that

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these vehicles will only be utilising or accessing a small section of South Road, then using that section again to get back onto the highway.

As outlined in the accompanying Traffic Impact Assessment, the existing road conditions are considered appropriate to cater for these movements, provided some widening of the road is undertaken as illustrated in application.

Impact on existing services / facilities in Ulverstone

Some members of the community have indicated that due to the facilities provided on the site, patrons/members of the public would have a lesser need to travel through the town centre, resulting a negative economic impact on the activity centre.

The Ulverstone town centre provides many community services/facilities and infrastructure, as well as shopping, retail & food outlets which serve community needs. The proposed development does not seek to compete with the abovementioned services or facilities and the extent of use/development achievable on the site has been substantially restricted through the Specific Area Plan, to ensure this does not occur.

Bus Stop

Concerns were raised through community feedback and from the Department of State Growth regarding the retention or relocation of the existing bus stop along South Road. Upon further review, it has been determined that the bus stop can be retained.

Modified drawings illustrating this will be submitted as part of any subsequent condition endorsement/design process.

Stormwater runoff

The proposal includes a large retention basin which ensures that post-development flows from the site will not exceed pre-development flows.

With respect to overland flow, the proposed development is not required to assess the overland flow or flood risk on adjoining properties, particularly given that post-development flows will not be higher. Notwithstanding, the stormwater strategy for the development at Ulverston has been carefully considered to achieve slightly more than the 1% AEP flow detention (1 in 100y) for the entire development.

Hours of Operation

A key component of the development is the 24hr service station, which provides not only refuelling, but also truck stop functions, such as 24hr driver facilities (toilets/showers) and access to healthier food/beverage options.

Concerns have been raised in relation to anti-social behaviour occurring on the site, as a result of the proposal's late-night operations (with drive-through restaurants open until 11pm). The site will be monitored by CCTV and due to the 24hr operation of the service station, it is anticipated that anti-social behaviour will in fact be discouraged, due to the site being well lit and in operation after hours.

Light spill

All external lighting proposed as part of the development is for operational reasons, including safety given the 24hr nature of the service station component. The key lighting locations within the site are substantially setback from the property boundaries and are oriented, as far as practicable, away from surrounding residential areas.

The lighting will be baffled to ensure light spill is minimised.

Planning Permit Conditions

The following outlines concerns that the proponent has with respect to a number of the draft conditions for approval, along with points of clarification, as outlined below.

Condition 14

The removal of native vegetation from the Bass Highway road reserve, along the southern and western boundaries of the Lot, is prohibited. The removal of native vegetation is permitted for the construction of the exit crossover onto South Road.

The purpose of the intended vegetation clearance was to ensure visibility of the proposed signage in the southwestern corner of the site. Condition 14 is a direct carry-over from the consent received from The Department of State Growth. It is anticipated that most of the trees which were proposed for removal actually fall within the site boundaries.

In response to this, the applicant is currently preparing additional survey information and liaising directly with State Growth to identify exactly which trees require removal and their exact locations.

Condition 26

Provision of a pedestrian walkway/access must be made from the footpath to the proposed development.

Amended drawings have been prepared which demonstrate compliance with Condition 26. These plans will be provided as part of any subsequent condition endorsement process or can be submitted to Council/Planning Commission as part of the hearing process if required.

Condition 27

The property opposite to the proposed site, being 1 Hearps Road, West Ulverstone currently has roadside parking which will be prohibited under the proposed right turn lane arrangement. The road design must consider the extension of the required road section width on the side of the development site (southern side of South Road) to prevent the loss of the existing parking space. The design must be submitted for approval by Council's Director Infrastructure Services.

Further investigations by SALT engineers have indicated that retaining the northern roadside car park would push the road reserve further into the subject site, creating a pinch point at 141 South Road with only a 1.5m verge from the property boundary to the new edge of the carriageway. This means any future footpath in this location would need to be constructed to the edge of the carriageway, increasing the level of risk to pedestrians.

In addition, this will also make it more difficult to fit in the requested indented bus bay. There is ample space along Hearps Road for vehicle parking, noting that 1 Hearps Road has two frontages, and there is ample off-street parking within the property.

Given the above, the current configuration proposed has been identified as a more efficient design outcome.

Condition 28

The proposed marking islands (after the right turning lane) along the intersection of South Road and Hearps Road must be reviewed. The provision of road marking and signage, considering each directional traffic movement, must be submitted for approval by Council's Director Infrastructure Services.

SALT engineers have reviewed Condition 28 and the proposed marking islands. Upon review, it has been confirmed that vehicles are legally able to turn right out of Hearps Road, across the marking islands.

Appropriate statutory line marking will be documented and implemented to ensure this is clear to road users, through the condition endorsement process.

Condition 29

The Traffic Impact Assessment (Appendix 2: Swept Path Diagram) indicates that the proposed exist on the western side of the lot encroaches the opposite lane on South Road for 25m B-Double. The road design must incorporate the proper manoeuvring for vehicles up-to 25m B-Double. The design must be submitted for approval by Council's Director Infrastructure Services.

As outlined in the Traffic Impact Assessment, B-Double vehicles are 'checking vehicles' rather than 'design vehicles', which means they are able to cross centre lines if required.

Notwithstanding, further investigations have determined that the vehicle crossover can be modified such that turn paths for B-Double vehicles do NOT encroach into the opposite lane on South Road.

Condition 30

The existing off-ramp intersection on Knights Road (south of Bass Highway) is to be assessed for traffic manoeuvring up to 25m B-Double vehicles. If required, this intersection is to be re-designed and constructed by the developer. The design must be submitted for approval by Council's Director Infrastructure Services.

Further investigations have been undertaken and it has been determined that B-Double vehicles can manoeuvre appropriately at the roundabout and the Bass Highway off-ramp to Knights Road. Therefore, no upgrades are required.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,

P. Gerroll

Phil Gartrell

Senior Planner

IRENEINC PLANNING & URBAN DESIGN

Name RODGER W. TAGGART Email rodgertaggart@gmail.com

Address 115 UPPER MAUD ST. Phone 0415 758 658

W. ULVERSTON E 7315

To The General manager Central Coast Council PO Box 220

PO Box 220 Ulverstone 7315

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

CENTRAL COAST COUNCIL

Division

Rec'd 0.8 AUG 2022

File No

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The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites. To rezone this land from Low Density Residential to Local Business, I believe would be in total contradiction of the Tasmanian State Government Land Use Planning and Approval Act 1993 Intentions.

In the current housing climate in Tasmania with the shortage of suitable residential land, if this rezoning were approved, it would be detrimental for potential Tasmanian home seekers wishing to establish their own home on already approved low residential land that is ready for development.

Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 meters) together with other houses in the direction East on both sides of South Road heading into Ulverstone from the proposed Mega Servo site. Also, there is an existing substantial subdivision on the south side of the Bass Highway with local establish homes directly opposite the proposed Mega Servo location that would also be adversely affected by the Mega Servo operations. These homes don't appear to be considered in this proposed development but are impacted greatly by this proposed DA

I believe this location for a Mega Servo is **NOT** suitable for the purpose of use or have any beneficial outcome for the local residents as well as existing businesses. The 24 hour 7 day a week Mega Servo, I believe **should be in a light industrial area not adjacent to or within a residential zone.**

The following are some of the unwanted impacts and concerns for local residents

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- 2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

- <u>3 Home Value deprivation</u> With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
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In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely Signed Rodge W Jaggart

Name Dylan - Melayne Cassicly
Address 5 Leverview Court

Email Melayne_pia@hotmail.com

To

The General manager Central Coast Council PO Box 220 Ulverstone 7315

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Your sincerely Signed MROSS NOW

Date 5 /7 /2022	
Name Cardy Martins	Email Carolyn Martansah
Address 18 Knights R	Description of the description o
To The General manager Central Coast Council	CENTRAL COAST COUNCIL Division
PO Box 220	Rec'd 0 8 AUG 2022

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Your sincerely	Signed		<u></u>			
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Date 1 /6 /2022	
Name AnThons Mailens	
Address 18 thights RD	
Westcallerstone	

Phone 0423 000 132

To The General manager

Central Coast Council

PO Box 220

Ulverstone 7315 Tas

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Re: Reference LSP2022001 and DA2022010

CENTRAL COAST COUNCIL

Division

Rec'd 0 8 AUG 2022

Doc. Id

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The following are some of the unwanted impacts and concerns for local residents

1 Lifestyle This Mega Store would impact local residents in a negative manner in the following way.

2 Noise Pollution & Extra Vehicles "B" double trucks, max 26m long (not 25m as stated in proposal) together with caravans and extra cars etc. entering and leaving this area with engine breaking and rumble on the road with the rough road surface 24 hours a day 7 days a week. Hoons can already be heard from as far away as across the Leven River. If this proposal is permitted, it would in my opinion only escalate the problem of hoon activity. Extra engine breaking noise from "B" double trucks etc. entering and increased engine noise and exhaust exiting the Mega Servo. Hoons often show off their driving skills with burnouts at the existing round about and on side walls of the exit slip roads. What is the solution for this problem??

- 3 Home Value deprivation With a Mega Servo adjacent existing residential area, I believe would impact on the monitory value of existing properties in a negative manner. What monitory compensation is being provided for local residents directly impacted by this development?.
- 4 Land size The size of the land area and location I believe is not adequate for the proposed Mega Servo to accommodate "B" double tucks large caravans, cars etc. accessing this site from a narrow residential road.
- 5 Traffic hazzard With "B" double trucks, caravans etc. exiting the service station onto South Road without crossing to the east bound lane on South Road, I don't believe there is adequate room for this maneuver to be carried out safely. The turning angle appears to be less than 90 degrees and trying to navigate a very narrow road which is close to the end of the east bound slip road could be a traffic hazard area.
- 6 <u>Ulverstone shopping precint</u> I believe there is no direct benefit to Ulverstone shopping precinct, Local Cafes Service Stations etc. as most passing trade I believe would carry on back to the highway and continue their journey and not come into Ulverstone township. Look at existing towns that have been by-passed by highways.
- <u>7 Bus Stop</u> There is an existing Bus stop adjacent to the proposed development. Is this bus stop remaining or where will it be relocated to??
- 8 Hearps Road If this development is approved in its present state, I believe would create a traffic hazard and safety issue at the corner of Hearps Road and South Road as this junction is nearly directly opposite the entry to the Mega Servo. Note: The extra traffic on Hearps Road due the new housing development in Hearps Rd.
- <u>9</u> Water Runoff Additional surface water run off from the 15,592 sq/m hard surface area is in question. We have had flooding in Brockmarsh Place in the past. What is in place to avoid this situation ever happing again??
- 10 Fast Food Outlets With the proposed fast food outlets open till 11.00pm at night I believe would be a hangout point for young car enthusiasts and hoons. How can this undesirable situation be resolved, NOT escalated??
- <u>11 Traffic congestion</u> during peak hours. This small roundabout adjacent the proposed Mega Servo is extremely busy early mornings and after noons. Having "B" double trucks, caravans etc. and increased traffic flow entering and leaving this proposed Mega Servo via a residential road and all hours day and night, I believe is a traffic safety issue.
- 12 Load Limit What is the load limit of vehicles namely "B" double trucks on this residential South Road??
- 13 Mega Servo Full When "B" double vehicles, caravans etc. cannot enter the Mega Servo because parking area is full, where do these extra vehicles go??
- 14 <u>Light polluton</u> would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable
- 15 <u>Litter</u>: We continually have litter from existing fast food outlets in the local area. How can extra litter be avoided. Is there a litter patrol proposed to collect this possible extra rubbish??
- 16 Tasmanian EPA allow the permissible use of operation for lawn mowers or similar noisy equipment between 7.00am to 8.00pm on weekdays, 9.00am to 8.00pm on Saturday and 10.00am to 8.00pm on Sundays and public holidays. Why is a proposed 24hour 7 day a week Mega Servo allowed to possibly operate in an existing residential area and in total disregard to local residents' concerns and wishes???

In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of
the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely	Signed	

From: Charles Gregory <chuq@chuq.net>
Sent: Monday, 8 August 2022 8:40 PM

To: Admin

Subject: Submission - LPS2022001 - South St, West Ulverstone

To the Central Coast Council Planning Authority,

Submission regarding: LPS2022001 - South St, West Ulverstone, Draft Amendment to the LPS

I would like to register my **support** to the draft amendment to the planning schedule for this location.

I am an owner of an electric vehicle and a strong supporter of organisations that assist in the growth of EV ownership, particularly across regional Tasmania.

The proposed development at this location includes electric vehicle fast chargers. While there are other EV fast chargers on the north-west coast, they are located within city centres. This is the first such proposal at a location adjacent to the highway, which is an important consideration to EV owners.

There are no other EV fast (50+ kW) chargers in Ulverstone or Penguin. By permitting this investment in EV infrastructure from a private organisation, the council can support their environmental and sustainability goals with minimum financial contribution of their own.

Thank you for the opportunity to make a submission to this proposal.

Charles Gregory 24 Jeannette Ct Lenah Valley TAS 7008

8th August 2022

Central Coast Council PO Box 220 Ulverstone Tasmania 7315

To whom it may concern,

SUBMISSION RELATING TO THE PLANNING PERMIT DA2022010 and LPS2022001

I am writing to express my concern about the negative impact that this proposed development on South road would have on the amenity of the local area. In particular with reference to the increased noise, excess lighting and extended hours of operation, as well as the significant change of use that this proposal requires.

The proposed hours of operation for this development far exceed the allowable usage hours specified for developments in close proximity to residential areas such as South Road.

The consideration of a "1.8m acoustic screen, to be provided along the north-eastern boundary" will do little to contain the noise pollution from travelling across the road directly into neighbouring properties across the road, or the second storey of the dwelling at 141 South Road. Due to the slope of the land, many houses to the North will also be directly impacted by noise pollution travelling up the slope. Vibration from idling heavy vehicles and other equipment will also not be mitigated sufficiently and has the potential to disturb neighbouring homes at all hours of day and night.

Light pollution from the proposed development would have a significant negative impact to the amity the neighbouring properties, as well changing the nightscape for the area. I do not believe that the proposed landscaping and screening would be a sufficient barrier to contain excessive light pollution from the illuminated signs, lights and other equipment from affecting local residents and their homes.

The sight distances stated in the traffic report by SALT are unlikely to be achieved once the "vegetation screening" on South Road boundary has been planted. This vegetation is stated as one of the only performance solutions to reduce sound and light from travelling across South road and entering neighbouring properties, yet its effectiveness at this would be inversely proportional to the ability for drivers exiting the site to see through the vegetation.

The existing road infrastructure currently provides a safe means for vehicles to enter and exit the Bass Hwy from West Ulverstone. I am concerned that the proposed development application has not sufficiently considered heavy vehicle movements and impacts around the exits of the Knights road, South Road Roundabout. Contrary to the statement in the report provided by applicant, I believe this development would decrease the safety of pedestrian, cyclist and motorists alike.

REF: DA2022010 and LPS2022001

This proposed development is also out of character for the area. One of the many things that appealed to me about living in this part of town is the quiet, discreet nature of the surroundings. I believe this development would be in direct contrast with the character of the area and would detract from the existing setting, due to the visual impact, increase in artificial lighting, the smell and air pollution from food outlets and fuel station and increase in heavy vehicles on suburban road.

I believe that there are multiple sites across the coast that would be far more suitable for this type of development. I urge the Central Coast Council to reconsider their decision to approve this development and instead consider alternate locations that could achieve the desired outcomes and facilities of a truck stop, without directly compromising the amenity of many residents' homes.

Thank you for considering my submission.

Kind regards,

Claire Davis

Resident of: 138 Upper Maud Street, West Ulverstone 7315

Contact email: davis.claire01@gmail.com



PO Box 2069 SPREYTON TAS 7310 Tel: 0427 366 742 Email: ed@tta.org.au

Web: www.tta.org.au

5 August 2022

Sandra Ayton The General Manager Central Coast Council PO Box 220 Ulverstone TAS 7315

Per email: admin@centralcoast.tas.gov.au

Dear Ms Ayton,

DA2022010 - Bass Highway Service Centre, Ulverstone

The Tasmanian Transport Association writes in support of the application for development of a Service Centre, incorporating a Heavy Vehicle Driver Rest Area and facilities, on the Bass Highway at South Ulverstone.

The Tasmanian Transport Association is the peak industry body for freight transport across modes in Tasmania. Our membership includes key freight operators across road, rail, ports, shipping, livestock transport, oversize/overmass, dangerous goods, refrigerated and grocery, general freight, across large, medium, and small businesses.

The TTA represents the interests of Tasmanian operators on state and national bodies including the Road Safety Advisory Council, the Australian Trucking Association, the Tasmanian Black Spots Committee, and various other local committees.

Our purpose is to serve our members and the broader transport community to enable them to provide best practice, safe, and productive freight transport services, for the benefit of Tasmanian people, businesses, communities and the economy.

Specific current projects of the TTA include advocacy for better facilities for truck drivers and over the past five years we have worked closely and collaboratively with industry stakeholders including employers, road managers, regulators, drivers, NTI, owner drivers, and the TWU to elevate this as an acknowledged infrastructure and road safety priority, after many years of neglect. TTA contends that better facilities are essential to the to safety and wellbeing of drivers, to productivity, and demonstrate respect and recognition for the essential service that drivers and the road freight industry provide for the benefit of Tasmanians, Tasmanian communities, businesses and the economy overall.

In 2020, the TTA released our report into heavy vehicle driver rest areas in Tasmania (here), which highlighted that the key Tasmanian freight routes surveyed fell well short of the Australian accepted guidelines. Our report included recommendations to the Tasmanian government for actions including adopting a Strategy to drive the establishment of new or improved, fit for purpose facilities on key freight routes in Tasmania and to communicate commitment to these facilities. In November 2020, the Tasmanian government released the Tasmanian Heavy Vehicle Driver Rest Area Strategy (here).

The launch of the Strategy and announcement of initial funding was welcomed by industry and since that time, TTA has continued to work with our Reference Group for optimum stakeholder representation and input. Through this group we have continued to work collaboratively and constructively in our efforts to ensure the recommendations of the Heavy Vehicle Driver Rest Area Strategy are achieved. The TTA has been consulted as part of the efforts by the proponents to ensure that the needs of heavy vehicle drivers are actively included in the design brief for the Bass Highway Service Centre at Ulverstone.

One of the key principles for Heavy Vehicle Driver Rest Area facilities is:

"A collaborative approach across both public organisations and private sector stakeholders will ensure the most effective use of areas of hardstand adjacent to key freight routes in Tasmania, where sites may be developed in partnership to suit multiple purposes." (Tasmanian Heavy vehicle Driver Rest Area Strategy, Tasmanian Government, page 5).

Further – "The Strategy encourages, and should be implemented in consideration of, the establishment of new, or expansion of current facilities by private operators, to provide opportunities for heavy vehicle drivers to access toilet and refreshment options and to take periods of rest." (Tasmanian Heavy vehicle Driver Rest Area Strategy, Tasmanian Government, page 13).

The Bass Highway is a critical freight route serving businesses and communities of Tasmania, as recognised in the 2016 Integrated Freight Strategy, and a complementary Burnie to Hobart Freight Corridor Strategy, which "... indicates significant growth is forecast for the Bass Highway Burnie to Devonport section (from 2.9 million tonnes [MT] to 5.2MT by 2035, a 79 per cent increase on the 2015 volume)." (Tasmanian Heavy vehicle Driver Rest Area Strategy, Tasmanian Government, page 5). Traffic data from a counter located west of Knights Road Underpass on the Bass Highway indicates more than 2,000 heavy vehicle movements per day on an Annual Average Daily Traffic basis (2020 counts), and an increase in the percentage of heavy vehicles on this route from 13.1% in 2018, to 14.8% of all traffic in 2020.

Heavy Vehicle Drivers must be afforded appropriate and accessible areas and facilities, adjacent to key freight routes, to meet both personal and regulatory requirements for breaks, to check loads, and to check vehicles for safe operations. Many of the facilities traditionally used for these purposes by heavy vehicle drivers have been taken away through important highway upgrades, installation of safety treatments such as wire rope barriers, and bypasses of Tasmanian townships. As we work to encourage more women to enter the industry, suitable secure facilities are increasingly important.

The Tasmanian Transport Association is committed to supporting projects to establish more suitable and accessible rest area facilities, that underpin the safety of professional heavy vehicle drivers, who in turn provide essential services to enable Tasmanian businesses and the standard of living for Tasmanians.

Yours sincerely,

MHAMOOD

Michelle Harwood Executive Director – TTA.



Electric Highway Tasmania P/L Level 1, 142-146 Elizabeth Street Hobart TAS 7000 ABN: 68 618 286 490

9 August 2022

To: The General Manager, Central Coast Council

Re: LPS2022001 South Road

Electric Highway Tasmania P/L (EHT) is a Tasmanian company that has developed an expanding fast charging network with the objective of enabling electric vehicle (EV) drivers to travel freely to all parts of the state. The development of this network has been assisted by grants from the State Government ReCFIT 'ChargeSmart' program and the Commonwealth Government (ARENA, Future Fuels Fund). By mid-2023 EHT expects to have 27 operational sites around the state, over half of the roughly 50 sites that will be in operation at that time. That will give Tasmania the best EV fast charge network in Australia.

Having an effective charge network attracts visitors to the State. Between 30% and 40% of all charge events at EHT sites are from interstate postcodes (varies seasonally and with COVID closures). Tasmania already has a reputation as being the best EV touring destination in Australia.

The State Government has the objective to develop a 'clean, green' and sustainable future for the tourism industry and EV tourism is a key part of this.

There are currently fast chargers at Devonport and Burnie, and soon Sheffield, Cradle Mountain and Smithton, but none serving the Central Coast. This represents a gap in the otherwise strong state network.

We believe the proposed location has significant merit from the point of view of enabling a strong fast charging network in Tasmania:

- 1. There are fast chargers readily accessible along the Midlands Highway at Brighton, Campbell Town and Westbury but none along the North West coast close to the highway, with high visibility and easy accessibility. This roadhouse site will serve the northwest for travellers on the highway travelling both east and west but also be well positioned for those going to and from Ulverstone. While there are some other potential sites along the highway, none are as easily accessible to motorists in both directions or as broadly useful.
- 2. The site is configured to meet both short term needs and be expandable to meet long term needs, unlike most other sites with limited expansion capacity.
- 3. The site can be configured to allow charging of electric vehicles towing boats and caravans, commercial vehicles and large trucks, something that most other sites and particularly town centre sites cannot easily do.

Most sites developed to date have benefited from subsidies. The proponent of this site proposes to offer EV charging from the initial design, which will substantially lower the capital cost to install and make development of EV charging feasible without subsidies. This is a practice that should be encouraged.

While not commenting as planners, it appears that including provision for current and future needs for electric vehicle charging in the proposed development would contribute to the following objectives in Schedule 1, Part 1 of the Act (objectives of the resource Management and Planning System of Tasmania):

- (a) "to promote the sustainable development of natural and physical resources and the maintenance of the ecological processes and genetic diversity" by further encouraging the uptake of electric vehicles contributing to cleaner air and reduced CO2 emissions and reduced climate change impacts on the environment and a host or ecological processes.
- (b) "to provide for the fair, orderly and sustainable use and development of air, land and water" particularly that this site will complement the existing fast charging network and meet a significant gap in this region as well as being a first step in truck charging.
- (d) "to facilitated economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)". this will facilitate the transition to the future electrification of transport ensuring the Tasmania can keep pace with global trends.

I would like to emphasise that Electric Highway Tasmania, while interested in the proposed site, has no commercial arrangements with the developer. Even if developed and operated by others, EHT believe it is a valuable addition to the statewide network of chargers that will strengthen the future development of electric transport in the state and so EHT supports the application.

Best regards,

Clive Attwater

Managing Director & Company Secretary Electric Highway Tasmania P/L clive.attwater@gmail.com.au

0439 941 934

From: Kurt Knowles <kurt.knowles@harcourts.com.au>

Sent: Tuesday, 9 August 2022 11:13 AM

To: Admin

Subject: Attn: General Manager – DA2022010/ LPS2022001

Hi,

I would like to express my interest and positive thoughts on this property, I currently live in Hearps Road and am selling a large subdivision in the same area. I believe that this infrastructure would be a fantastic boost not only to transient customers from the highway but also for the local residents with easier access to fuel and the odd grocery items which are currently only available in town. As an agent I believe that this will have a hugely positive outcome for property in the area.

I believe that this will be an imperative utility for the ever-growing West Ulverstone community and with a demographic that is largely young families and first home buyers.

Thankyou for taking the time to read my email regarding this project.

Kind regards,

Kurt Knowles

Property Sales Consultant

M 0438 360 631 P 03 6425 7999

k.knowles@harcourts.com.au www.ulverstone.harcourts.com.au

Harcourts Ulverstone & Penguin 2/26 King Edward Street, Ulverstone 7315 54 Main Road, Penguin 7316

Harcourts

Mary-Ann Edwards From:

Sent: Wednesday, 13 July 2022 2:41 PM

To: **Planning**

FW: Ulverstone Service Centre Subject:

Attachments: Resident Letter (1).pdf; Proposed service station complex in Ulverstone

Kellie

This will have to be treated as a rep to DA2022010.

The email below - and the attached letter.

Thanks

Mary-Ann Edwards

Manager Land Use Planning CENTRAL COAST COUNCIL PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315 03 6429 8951





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From: Sandra Ayton < sandra.ayton@centralcoast.tas.gov.au >

Sent: Friday, 8 July 2022 9:37 AM

To: Cheryl Fuller <cheryl.fuller@centralcoast.tas.gov.au>; SLT <SLT@centralcoast.tas.gov.au>

Subject: FW: Ulverstone Service Centre

fyi

Sandra Ayton General Manager

CENTRAL COAST COUNCIL PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315

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From: gvillanueva@keystonedevelopments.com.au <gvillanueva@keystonedevelopments.com.au>

Sent: Friday, 8 July 2022 9:24 AM

To: Jan Bonde <Jan.Bonde@centralcoast.tas.gov.au>; Garry Carpenter <garry.carpenter@centralcoast.tas.gov.au>; John Beswick < john.beswick@centralcoast.tas.gov.au>; Amanda Diprose

<amanda.diprose@centralcoast.tas.gov.au>; Tony van Rooyen <tony.vanRooyen@centralcoast.tas.gov.au>; Casey Hiscutt <casey.hiscutt@centralcoast.tas.gov.au>; Annette Overton <annette.overton@centralcoast.tas.gov.au>;

Philip Viney <philip.viney@centralcoast.tas.gov.au> Cc: Sandra Ayton <sandra.ayton@centralcoast.tas.gov.au>

Subject: Ulverstone Service Centre

Dear Mayor and Councillors,

Upon viewing the Council meeting online on the 20th of June, it was brought to my attention there were residents which were disappointed they had not been consulted. It was not my, nor my companies intention to mislead Council about the level of consultation we were attempting to do, rather than a reality we were unable to reach everyone. I also acknowledge Knights Road was an honest oversight and I did not anticipate any impact to those residents and therefor had not attempted to consult with them.

After hearing the concerns raised on Monday the 27th June I attended Knights Road and spent the day speaking with some of the neighbours and listening to some of their key concerns. It was clear to me that many of these concerns could be addressed through further information or a collaborative effort to discuss with stakeholders on improvements which could be made to the area despite our development. I committed to the residents I would be back the following week to discuss my response and resolution to address some of the concerns raised.

On Wednesday the 6th of July I returned to the Knights Road area and met with the same residents and also door knocked every door in the area (whilst in the rain), speaking to approximately 70% of the residents. All of the residents also received a copy of the letter attached herein. Many of the residents showed me a copy of a letter/ representation that had been drafted and circulated summarising points of contention and reasons to object to our development. It was ironic as the concerns in the letter were largely addressed by the letter I was providing them with, and many people felt better after having a simple conversation. In fact, a common comment from many of the residents was "I actually think it will be good for the area, I am just going along with what my neighbours say so I

don't upset them...". We are always here to answer questions, listen to concerns and will continue to provide information as needed to make people feel comfortable and look at ways we can further enhance outcomes for residents and users of our developments (as demonstrated in our letter).

You may be surprised to know, many residents advised they tend to refuel, and access convenience/ takeaway stores out of the town centre due to ease of accessibility, with many people having appointments in Devonport they also tended to do their weekly grocery shop in the city. Without continued innovation and development of new assets such as ours this trend could grow further especially with the proposed Stoney Rise Shopping Centre development. There is a lot of exciting change happening in the North West and all Councils are competing for the same piece of the pie. Our development will not detract from your city centre activity but bring back some of the consumers that are using these facilities elsewhere. Development of this asset will also tell developers Ulverstone is open for business and stimulate more investment in your municipality, not just from our company but from many other developers.

Whilst we will try our best, we acknowledge we will never be able to make everyone 100% happy, however our intention is always to propose developments which increase liveability and come up with solutions which are liveable outcomes for everyone.

Please do not hesitate to reach out anytime if you have anything you wish to discuss.

Kind Regards,



Quinten Villanueva | Director 72 Elizabeth Street, Hobart TAS 7000 Mobile: +61 459 606 666

Developing Tasmania's Future

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Dear Resident,

Upon visiting some of the residents located along the Knights Road residential area, we were able to understand their concerns and hear some of the suggestions that would make the community happier with our proposal. The key themes were focused on safety with vehicles exiting from the off-ramp, safety for people walking along South Road, whether there would be unreasonable noise and vehicle dust impacts, and flood inundation within the Knights Road area. To assist with addressing these concerns, we have proposed and further propose to make the following ammendments;

- 1. We propose for State Growth to extend the noise barrier at a height of 2.1m along the Knights Road exit,
- 2. We propose to change the sign from giveaway to STOP in order to increase safety for pedestrians and commuters of Knights Road,
- 3. We propose to install a "your speed" monitoring system to discourage people from speeding down the off-ramp, along with a mandated exit speed of 60km,
- 4. We will install concave mirrors for vehicles and pedestrians to see any blind spots along with a sensor monitor to warn pedestrians about large vehicles exiting
- The detention basin has been designed to capture all site runoff and not change any pre-development site conditions in relation to stormwater considerations,
- 6. There are no proposed changes to the ability of vehicles being able to turn left or right from Hearps Road,
- 7. We will consult with State Growth about increasing the greenery and vegetation along the highway in order to reduce dust and diesel residue,
- 8. We will reduce the total height of the pylon sign from 20m down to 15m.



Your feedback is valued and we encourage to reach out and get in touch should you wish to continue to provide your valuable feedback.

Kind Regards,

From: Loes Mather <loesmather55@gmail.com>

Sent: Thursday, 7 July 2022 12:23 PM **To:** info@keystonedevelopments.com.au

Subject: Proposed service station complex in Ulverstone

To whom it may concern

My husband and I have lived in our family home on Knights Road for the past 33 years and have noted many changes and upgrades in the area.

We appreciate the visit from Quinten yesterday, who was able to shed more light on the proposed development of the service station complex on South Road.

My husband and I both feel this will have a positive impact on our area/town and do not feel it would impact negatively on us at all; alternatively it will improve our area with not only having easier access to fuel, but also grocery items and fast food outlet in close proximity and with extra signage and roadworks, it will make it a safer area for road users and pedestrians alike.

Looking forward to watching the complex evolve.

Regards

Loes Mather

1 Bladen-lee Crescent

West Ulverstone.



9th August 2022

Mary-Anne Edwards Central Coast Council PO Box 220

Dear General Manager,

ULVERSTONE, TAS 7315

REPRESENTATION - DA2022010/ LPS2022001

I write to you in my capacity as Managing Director of Tasmania Keystone Developments. Prior to acquiring this site we spent 6 months reviewing all of the associated infrastructure and properties between Devonport and Burnie. After our assessment we concluded this site was one of the only sites which could be safely accessed from both sides of the Highway whilst utilising existing infrastructure which was located at a peak traffic flow point in the highway and had the capacity to service a large residential catchment as well as the transient consumers.

This development has been carefully designed to meet the needs of both the transport industry and the broader community. The transport industry is underserviced with appropriate rest stop facilities which is imperative to ensuring the roads remain safe for all users. This development will not only provide the desperately needed rest stop amenities for the transport industry, but service the rapidly growing residential catchment area of West Ulverstone.

As you are aware we commenced our communication with Central Coast Council in July 2020. At which point we advised of what we were wishing to propose developing at South Road, with a view of establishing a constructive open dialogue and relationship.

Since this initial meeting Council have been involved with providing feedback and raising issues which we have continued to address and ultimately overcome. Furthermore, during this period we have engaged with members of the community, industry, and neighbouring properties to afford them the same opportunity to have their say and address any concerns they might have.

Through this consultation we believe we have landed on the best outcome for residents, community and the industry and we are excited to deliver this much need infrastructure.



The below has been prepared by our Planners Irene inc, to respond to some of the key concerns raised by members of the community through the proponent's public consultation process. The letter also seeks to provide further clarification and identify issues with the draft permit conditions, for further discussions at the subsequent Commission hearings.

Concerns raised by residents

Noise, pollution and additional vehicle movements

One of the key concerns raised by residents, particularly those along Knights Road is the additional vehicle movements (specifically large B-Double trucks) utilising the off ramp on the southern side of the Bass Highway and the associated increase in noise/emissions.

We would like to clarify that whilst the proposed facilities have been designed to accommodate B-Double vehicles, this has been done so to ensure the facilities are appropriate should such vehicles require access. The refuelling vehicle for the site is a B-double, however, the majority of vehicles accessing the site via Knights Road will be smaller commercial vehicles, which generally do not required engine breaking.

The basis for this assertion is that most of the transport companies in Tasmania which operate B-Doubles also provide dedicated refuelling stations, where fuel cards are issued to each driver from their respective companies which allows refuelling.

Notwithstanding the above, the developer is currently negotiating with the Department of State Growth to increase the length of the existing acoustic barrier on the southern side of the Bass Highway and provide additional landscaping between the off ramp and the residences along Knights Road, to minimise noise and odour emissions (i.e. engine breaking, break dusk, exhaust fumes etc) emanating from the existing use of the Bass Highway.

Land value depreciation

The proposed development includes food establishments and a convenience store, which forms part of the service station component. This is anticipated to add value to existing/future properties, by providing quick and easy access to essential day to day goods.

Traffic Hazards / congestion / parking

Concern has been raised in relation to the capacity of South Road to support additional and/or larger vehicle movements. Larger vehicles are likely to access the site from the west, off the Bass Highway, meaning that these vehicles will only be utilising or accessing a small section of South Road, then using that section again to get back onto the highway.

As outlined in the accompanying Traffic Impact Assessment, the existing road conditions are considered appropriate to cater for these movements, provided some widening of the road is undertaken as illustrated in the application.

Impact on existing services / facilities in Ulverstone

Some members of the community have indicated that due to the facilities provided on the site, patrons/members of the public would have a lesser need to travel through the town centre, resulting a negative economic impact on the activity centre.

The Ulverstone town centre provides many community services/facilities and infrastructure, as well as shopping, retail & food outlets which serve community needs. The proposed development does not seek to compete with the



abovementioned services or facilities and the extent of use/development achievable on the site has been substantially restricted through the Specific Area Plan, to ensure this does not occur.

Bus Stop

Concerns were raised through community feedback and from the Department of State Growth regarding the retention or relocation of the existing bus stop along South Road. Upon further review, it has been determined that the bus stop can be retained.

Modified drawings illustrating this will be submitted as part of any subsequent condition endorsement/design process.

Stormwater runoff

The proposal includes a large retention basin which ensures that post-development flows from the site will not exceed pre-development flows.

With respect to overland flow, the proposed development is not required to assess the overland flow or flood risk on adjoining properties, particularly given that post-development flows will not be higher. Notwithstanding, the stormwater strategy for the development at Ulverston has been carefully considered to achieve slightly more than the 1% AEP flow detention (1 in 100y) for the entire development.

Hours of Operation

A key component of the development is the 24hr service station, which provides not only refuelling, but also truck stop functions, such as 24hr driver facilities (toilets/showers) and access to healthier food/beverage options.

Concerns have been raised in relation to anti-social behaviour occurring on the site, as a result of the proposal's latenight operations (with drive-through restaurants open until 11pm). The site will be monitored by CCTV and due to the 24hr operation of the service station, it is anticipated that anti-social behaviour will in fact be discouraged, due to the site being well lit and in operation after hours.

Light spill

All external lighting proposed as part of the development is for operational reasons, including safety given the 24hr nature of the service station component. The key lighting locations within the site are substantially setback from the property boundaries and are oriented, as far as practicable, away from surrounding residential areas.

The lighting will be baffled to ensure light spill is minimised.

Planning Permit Conditions

The following outlines concerns that the proponent has with respect to a number of the draft conditions for approval, along with points of clarification, as outlined below.

Condition 14

The removal of native vegetation from the Bass Highway road reserve, along the southern and western boundaries of the Lot, is prohibited. The removal of native vegetation is permitted for the construction of the exit crossover onto South Road.

The purpose of the intended vegetation clearance was to ensure visibility of the proposed signage in the southwestern corner of the site. Condition 14 is a direct carry-over from the consent received from The Department of State Growth. It is anticipated that most of the trees which were proposed for removal actually fall within the site boundaries.



In response to this, the applicant is currently preparing additional survey information and liaising directly with State Growth to identify exactly which trees require removal and their exact locations.

Condition 26

Provision of a pedestrian walkway/access must be made from the footpath to the proposed development.

Amended drawings have been prepared which demonstrate compliance with Condition 26. These plans will be provided as part of any subsequent condition endorsement process or can be submitted to Council/Planning Commission as part of the hearing process if required.

Condition 27

The property opposite to the proposed site, being 1 Hearps Road, West Ulverstone currently has roadside parking which will be prohibited under the proposed right turn lane arrangement. The road design must consider the extension of the required road section width on the side of the development site (southern side of South Road) to prevent the loss of the existing parking space. The design must be submitted for approval by Council's Director Infrastructure Services.

Further investigations by SALT engineers have indicated that retaining the northern roadside car park would push the road reserve further into the subject site, creating a pinch point at 141 South Road with only a 1.5m verge from the property boundary to the new edge of the carriageway. This means any future footpath in this location would need to be constructed to the edge of the carriageway, increasing the level of risk to pedestrians.

In addition, this will also make it more difficult to fit in the requested indented bus bay. There is ample space along Hearps Road for vehicle parking, noting that 1 Hearps Road has two frontages, and there is ample off-street parking within the property.

Given the above, the current configuration proposed has been identified as a more efficient design outcome.

Condition 28

The proposed marking islands (after the right turning lane) along the intersection of South Road and Hearps Road must be reviewed. The provision of road marking and signage, considering each directional traffic movement, must be submitted for approval by Council's Director Infrastructure Services.

SALT engineers have reviewed Condition 28 and the proposed marking islands. Upon review, it has been confirmed that vehicles are legally able to turn right out of Hearps Road, across the marking islands. Appropriate statutory line marking will be documented and implemented to ensure this is clear to road users, through the condition endorsement process.

Condition 29

The Traffic Impact Assessment (Appendix 2: Swept Path Diagram) indicates that the proposed exist on the western side of the lot encroaches the opposite lane on South Road for 25m B-Double Vehicle. The road design must incorporate the proper manoeuvring for vehicles up-to 25m B-Double. The design must be submitted for approval by Council's Director Infrastructure Services.

As outlined in the Traffic Impact Assessment, B-Double vehicles are 'checking vehicles' rather than 'design vehicles', which means they are able to cross centre lines if required.

Notwithstanding, further investigations have determined that the vehicle crossover can be modified such that turn paths for B-Double vehicles do NOT encroach into the opposite lane on South Road.



Condition 30

The existing off-ramp intersection on Knights Road (south of Bass Highway) is to be assessed for traffic manoeuvring up to 25m B-Double vehicles. If required, this intersection is to be re-designed and constructed by the developer. The design must be submitted for approval by Council's Director Infrastructure Services.

Further investigations have been undertaken and it has been determined that B-Double vehicles can manoeuvre appropriately at the roundabout and the Bass Highway off-ramp to Knights Road. Therefore, no upgrades are required.

If you have any further queries in relation to any of the above, please contact me on 0459 606 666

Yours sincerely,

Quinten Villanueva

Managing Director

Tasmania Keystone Developments

Australian Electric Vehicle Association Tasmanian Branch

c/- The Secretary 226 Four Springs Road Selbourne TAS 7292 www.aeva.asn.au

To: The General Manager Central Coast Council admin@centralcoast.tas.gov.au

Date: 9 August 2022



Subject: Development Application DA2022010 Vehicle Fuels Sales and Service

I am writing with respect to the proposed development application cited above, which has an associated rezoning application for the site LPS 2022001.

The Australian Electric Vehicle Association has been in operation since 1973 with the purpose of advocating for the electrification of transportation. Electrification of transport will improve air quality, reduce greenhouse gas emissions (transport being roughly 20% of Tasmania's CO2 emissions), reduce fuel imports (cost and vulnerability) with quieter and cheaper transport the result in the medium term.

AEVA has had an active chapter in Tasmania since 2015. In that time, it has promoted the development of sites for electric vehicle charging throughout the state, which, with state government support, has resulted in a substantial coverage of Tasmania, creating arguably the best public fast charge network in Australia.

This has already had clear benefits for Tasmania. EV charge network operator Electric Highway Tasmania reports that between 30% and 40% of all charge events at their sites are by interstate vehicles (depending on season) with the state developing a reputation as a destination for EV tourism.

However, there is a need for additional capacity as the numbers of electric vehicles are expected to roughly double each year for at least the next five years, and to be the dominant vehicle type from 2030 for private passenger vehicles, as well as much of the other road transport fleet.

At present there is no fast charging station serving the highway between Devonport and Burnie, a significant gap in the network that the proposed site will fill.

The proposed development is unusual in being a fuel station proposing to incorporate EV charging from the initial development stage. AEVA would like to encourage all such developments to include EV charging and supporting this development would help establish this as a precedent. In fact councils should consider the inclusion of EV charging as a condition for any new fuel site development.

Penny
Penny Cocker
Chair, AEVA Tas



TASMANIAN TRANSPORT COUNCIL

ABN 65 801 033 601

CHAIRMAN:

Colin Howlett OAM Email: ttctas@ymail.com Phone: 0418 121 740

PO Box1563 Launceston 7250

09 August 2022

General Manager Central Coast Council 19 King Edward Street Ulverstone Tasmania 7315

RE: DA2022010/ LPS2022001

SECRETARY

Julie Wise

Email: ttctas@ymail.com
Phone: 0419 975 752

PO Box1563 Launceston 7250

The Tasmanian Transport Council want to advise that they are in support of DA2022010/ LPS2022001 as it is inline with our strategic framework.

Our Mission Statement reads as:

TTC – Road Safety: Provide safety for the community, working with business, communities, and government to achieve excellence in Road Safety for Transport in Tasmania.

The opportunity for drivers of Heavy Vehicles who are restricted with Log Books and breaks that have to be taken at prescripted times which often falls into areas (especially in Tasmania) that has no where for them to pull over and rest and check their loads, take breaks with bathroom facilities available.

Having a facility such as presented in this development application does not only cover off Heavy Vehicles as in Trucks but applies to Buses, especially tour buses where they need to offer their passengers breaks but not enough facilities are available.

You then have all other vehicles which also require this service as drivers travel all over the state also need rest areas and some where to stop to ensure their safety and the safety of all road users are taken care of to preserve everyone.

The application will offer a great deal to the transport industry and also the tourism industry, with many other's benefiting from the project.



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SECRETARY

Julie Wise

Email: ttctas@ymail.com
Phone: 0419 975 752

PO Box1563 Launceston 7250

We believe the scale and design of this development is required and will meet the needs of a lot of industries.

We look forward to working with you and the developers further to make this great development and a huge win for the Central Coast, Ulverstone and Tasmania.

Yours sincerely

Style lovet 1

Colin Howlett OAM Chair Tasmanian Transport Council Attn: The General Manager & Planning Authority Central Coast Council PO Box 220 Ulverstone 7315

Dear Sir/Madam,

Please find this as a representation of objection to the planning scheme amendment rezoning and development reference LSP2022001 & DA 2022010. Below are some of our concerns in relation to this application.

The development does not comply with strategic documents such as the Cradle Coast Regional Land Use Strategy. Introducing a local area provision to the land to try and make a development achievable when it does not comply with the local strategic documents is disappointing instead of applying for a development within the municipality in a more appropriate zone and location that would not introduce a land use conflict, directly alongside residential zones. This particular development contradicts the zone application guidelines released by the Tasmanian Planning Commission for the Local Business Zone. Particularly LBZ 4, LBZ3 and LBZ 2, this development will create a new spot zone that there is no strategic intention or vision. It will be detrimental to existing businesses in Ulverstone and West Ulverstone.

This development introduces a major land use conflict with the adjoining properties. Several properties have been bought in recent years and have undertaken their due diligence investigating their zones and neighbouring zones to ensure no such conflict would occur to their properties, and maintaining their basic residential amenity. This development will introduce light spill from illuminated signs and additional car and truck lights now shining through the existing residential dwellings.

This development will introduce a much larger noise pollution. Although it is alongside the highway corridor the new noise of cars and in particular truck engines, breaking entering (air breaks) the site at all hours and slowing in order to use the complex and then exiting the site. The servo noises such as air pumps for tyres being filled, buzzing lights for immediate neighbours.

The proposed traffic layout is a concern. It is not sufficient to condition the car parking and circulation without this being at full design stage, how does the public know what the layout will look like? This could alter the number of car parks and trigger further discretions that should be shared with the public. It is noted that State Growth as a referral agency have also commented that this still requires further modifications to be appropriate and is not appropriate in it's current state, the TIA also states this (the relied upon supporting document, for an approval). The mavourability of the site appears to be impossible to navigate by a truck and not fluid for cars. Will the local bus stop be relocated, if so where to?

Are the sight distances appropriate at the roundabout on South Road? Given the additional traffic that will be introduced into the area.

Will South Road have no parking zones introduced, as this will end up being used as overflow parking, when there is not sufficient room onsite and in the residential area?

Has a stormwater design been prepared, or will this be directed as overflow through adjoining properties?

Thank you for your time.

Yours Sincerely,

Rebecca and Robert Jetson.

Department of State Growth

INFRASTRUCTURE TASMANIA DIVISION

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Ph (03) 6166 4467
Email Luke.Middleton@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au



Central Coast Council PO Box 220 ULVERSTONE TAS 7315

By email: admin@centralcoast.tas.gov.au

Application for Draft Amendment and Permit - South Road, West Ulverstone (LPS2022001 and DA2022010)

Thank you for your letter of 23 June 2022, regarding an application for a combined draft amendment and permit for a new service station and restaurants at South Road, West Ulverstone.

State Growth has considered the proposed development and provides the following comments.

Strategic road network

The development is located adjacent to the Bass Highway, which forms part of the Burnie to Hobart Freight Corridor, Tasmania's highest volume freight and passenger route. The Corridor carries the State's highest freight volumes, the majority on road. It is critical that the Highway is protected from development that may impact efficiency and safety outcomes for users, including through new or intensified accesses onto the highway, and the provision of inappropriate signage that may distract drivers.

While the proposed location may be appropriate for the development of a service station and supporting activities, particularly for heavy vehicles, this needs to be balanced against the strategic merits of locating commercial development outside or on the fringes of existing urban and town centres, particularly when not supported by existing, high standard accesses. Locating development in these areas, away from existing commercial and industrial centres, may lead to ribbon development, to land use conflict with adjacent uses, and to future requests for road improvements or lower speed zones to accommodate a localised increase in traffic volumes and turning movements.

Limited access arrangements, Bass Highway

The Bass Highway is a proclaimed limited access road under the Roads and Jetties Act 1935 (RJA). Under the RJA, no access can legally be provided now or in the future to the Highway or the ramps in the vicinity of the South Road roundabout. This limitation is also recorded as a restrictive covenant on the title to the land, which is the subject of the application.

In order to provide access, the Department would support the transfer of management responsibility of a section of the south ramp (around 100m, as outlined in the development application) to the Central Coast Council. This would overcome the inability to approve the truck exit (egress) to this section of South Road as it would no longer form part of the Bass Highway and statutory limited access under the RJA would no longer apply.



Section of Bass Highway (South Road) requiring formal transfer to Central Coast Council

The proposed truck exit (egress) layout is of considerable width, noting the provided design vehicle turn paths, so it is likely that some reconfiguration to tighten the exit point could be made while still allowing adequate room for the design vehicle.

It is also expected that some form of physical device (for example, extension of the existing raised traffic island at the roundabout) will be necessary directly opposite to the proposed truck exit (egress) to prevent drivers from attempting to enter the site or to turn right at this point. Further adjustment of the northern kerb line would also be required to accommodate a minimum 1.5 metre median space from the end of the roundabout splitter island to the point where the right-turn lane approach island reaches 1.5 m in width.

The sight line to the east along South Road appears to be through a relatively high embankment in the verge area. This will need to be reviewed as part of the detailed design and any required earthworks, with consideration of any underground services undertaken to ensure sight lines are unobstructed. Similarly, the verge area along the site frontage will need to be designed so that there are no obstructions (such as signs, plantings etc.) and the area can be easily maintained to ensure a clear line of sight.

Removal of vegetation

The Bass Highway at West Ulverstone was duplicated in 2004/2005. The duplication included the development of landscaping plans for the South Road interchange, prepared in consultation with Council (see Attachment 1).

With the exception of several trees in the vicinity of the proposed truck exit (egress) on the South Road boundary, State Growth has not agreed to any vegetation removal within the Bass Highway reservation.

It is understood the applicant does not intend to remove any of the low-level vegetation or the existing manicured landscaping provided within the Highway reservation and will provide further detail regarding the removal of specific trees. This information will assist both State Growth and Council to assess the impact and appropriateness of any tree removal.

Proposed pylon sign

The proposed development includes a 20 metre tall, illuminated pylon sign, although it is understood the applicant intends to reduce the height of the sign to 15 metres.

The development application does not contain a visualisation or assessment of the impact of the proposed sign. This information would assist State Growth to understand the overall visual impact of the sign, including whether the sign will constitute a distraction to drivers, especially heading east where the illuminated sign will first be visible somewhere along the alignment of the Knights Road overpass.

Any assessment should:

- consider the relationship and impact of the proposed sign on existing directional signage and lighting through the interchange area, and
- whether the developer is or will be seeking additional advance direction signs on the road approaches to the site.

Stormwater and drainage management

State Growth provided Crown landowner consent on the basis that a drainage plan, including catchment area, flows and drainage design for any area discharging to the Bass Highway reservation was to be provided. This plan must provide details of any enlargement of the existing State Road drainage infrastructure to cater to additional drainage needs, noting that the costs associated with these works will be the responsibility of the applicant and must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister administering the RJA.

Other traffic and access related issues

While State Growth accepts the conclusions of the Traffic Impact Assessment (TIA), the following matters related to the section of South Road east of the western site access, require further discussion with Council as the road authority -

- The property opposite the subject site, I Hearps Road, currently has kerbside parking availability which
 would be prohibited under the proposed right turn lane arrangement (updated architectural package
 drawings 20337-TP01, TP03 and TP11). It is expected liaison with the owner of this property will be
 needed to determine their acceptance or otherwise. It may be that alternative parking arrangements, such
 as an indented kerbside area, is necessary.
- It is unclear if the road pavement in the current kerbside parking lane is of the same standard as the through lanes. The conversion of this space to a through traffic lane to accommodate the right-turn lane will likely need investigation in relation to existing pavement depth and could require full depth pavement construction work. At the accesses, it is likely that a full-width asphalt overlay would be required to address the expected high shear forces of large vehicles turning in and out of the site.
- The development application appears to show the existing bus stop at the site frontage converted to space for the westbound through lane, while the TIA indicates that this bus stop will not be impacted (Section 3.5.3 and drawings 20337-TP01, TP03 and TP11). It is expected that an indented bus stop to the requirements of LGAT standards will be necessary immediately to the west side of the eastern site access point.
- The existing kerb ramps just west of the current bus stop will be inappropriate due to the new right turn lane. These will likely need to be relocated east of the access to create a crossing point near to Hearps Road (ideally with a refuge island in the departure island of the right turn lane) with footpath links across, and beyond, the new access to suit. The position of the eastern site access may need to be shifted slightly west to accommodate this.
- There is no commentary on the proposed departure island for the right turn lane impacting the operation
 of the South Road and Hearps Road intersection. Investigation of an opposing right turn lane for Hearps
 Road would be worthwhile.

Knights Road off-ramp acoustic barrier

We understand some residents located along the northern side of Knights Road (adjacent to the Bass Highway off-ramp) have raised the potential for noise impacts generated by trucks using the off-ramp to access the site. Although not forming part of the application, the applicant has proposed an extension of the existing acoustic barrier by around 100 metres, which State Growth has considered. The applicant will need to assess the noise impacts and implement mitigation actions as appropriate, with all costs associated with that mitigation being borne by the proponent, including any necessary extension to both the existing acoustic barrier and crash barrier. Any works within the State Road reservation associated with such mitigation will require approval by a works permit issued through State Growth.

If you have any further questions in relation to this representation, please contact Luke Middleton, Project Manager Active Transport and Signage Infrastructure on 6166 4467 or luke.middleton@stategrowth.tas.gov.au.

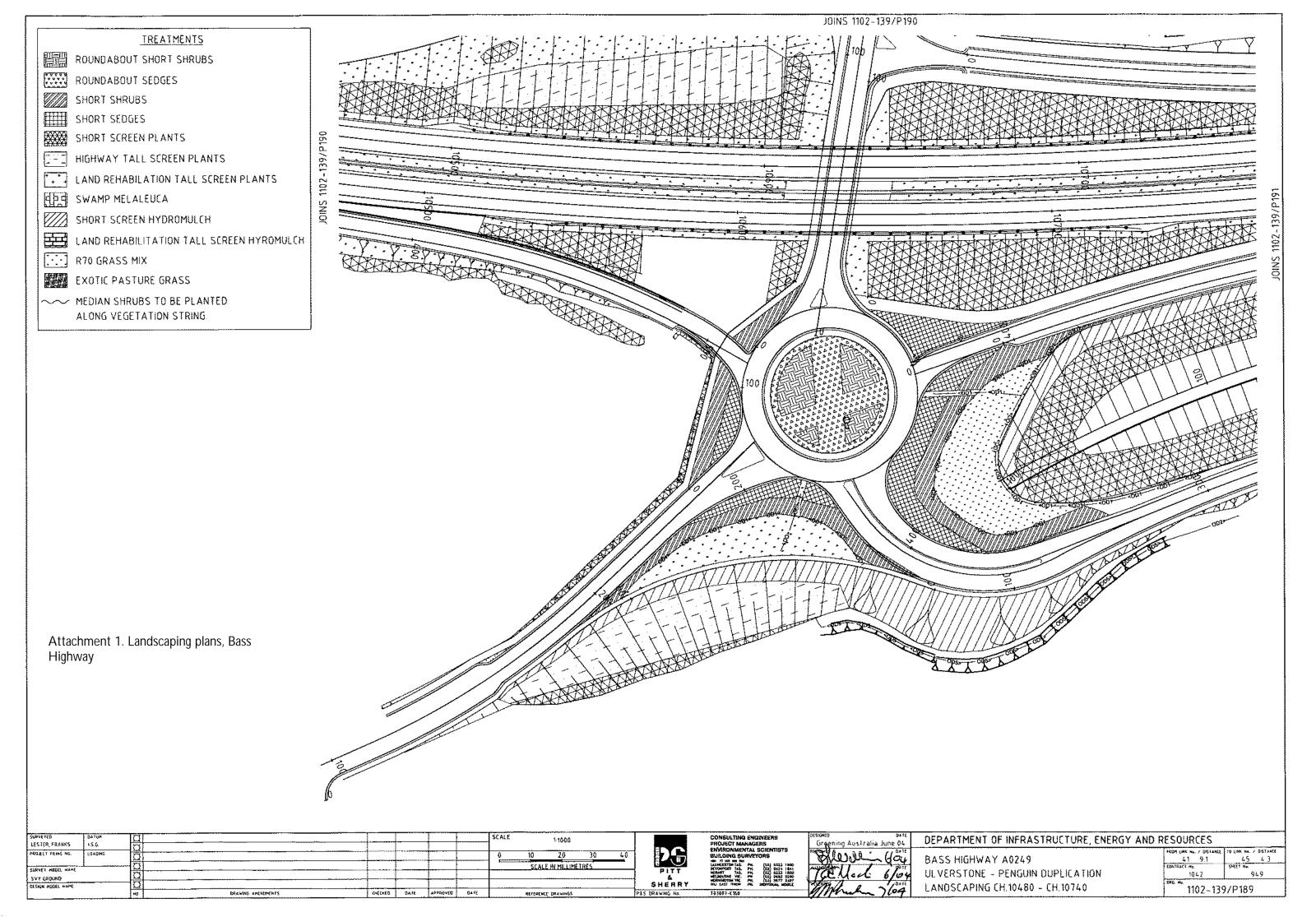
Yours sincerely

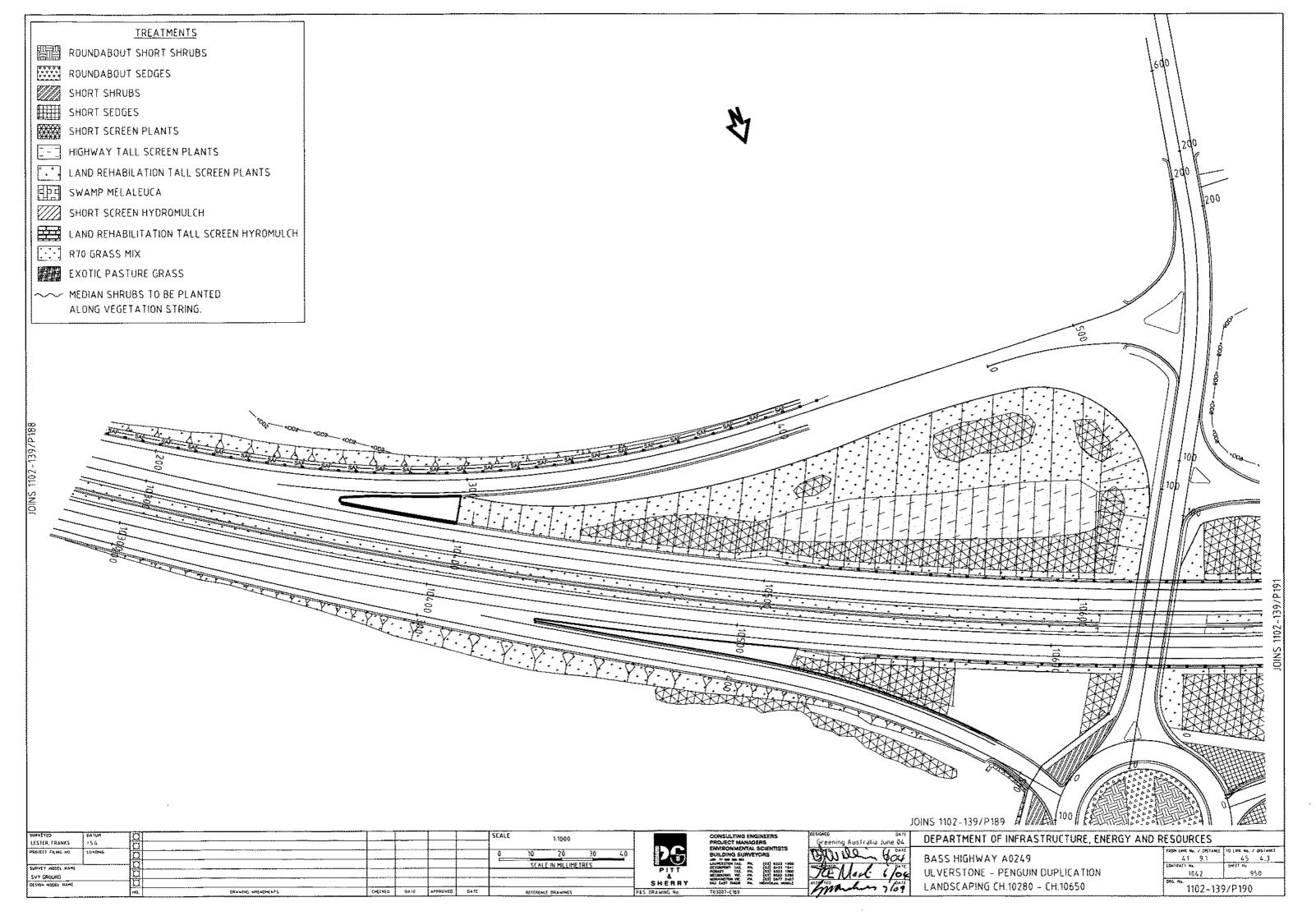
James Verrier

DIRECTOR, TRANSPORT SYSTEMS POLICY AND PLANNING

9 August 2022

Attachment I – Landscaping plans, Bass Highway, West Ulverstone









File No: AD3703

General Manager
Central Coast Council
planning@centralcoast.tas.gov.au

Attn: Planning Department

Dear Sir/Madam,

PLANNING APPLICATION DA2022010 – SOUTH ROAD WEST ULVERSTONE – Draft Amendment to Central Coast Local Provisions Schedule

I write in relation to the abovementioned planning application that is currently on public exhibition. Please consider this submission as a representation on behalf of the Tasmania Fire Service.

The application seeks planning approval for a combined draft Amendment to the Central Coast Local Provisions Schedule (LPS) and a development application for a service station, including truck refuelling stations and electric car recharging stations, two food service restaurants and illuminated signs. The site is designated as being within a bushfire-prone area under the Planning Scheme and subsequently the application must comply with Section E1.0 Bushfire-Prone Areas Code.

The planning application appears to be incomplete as it's missing certain information required under E1.0 Bushfire-Prone Areas Code. To comply with the Code, either a certified exemption or a certified bushfire hazard management plan is required. It is understood that neither has been included with the application.

Without this documentation, the application fails to demonstrate compliance with clause E1.5.2 of the Planning Scheme. It is therefore considered appropriate for the Tasmanian Planning Commission to refuse to grant a permit for this development.

If you would like to discuss this matter further, please contact me on 0418 356 446 or at bfp@fire.tas.gov.au.

Yours sincerely,

P. MAOR

Chris Moore

PLANNING & ASSESSMENT OFFICER

20 July 2022

State Headquarters Cnr Argyle and Melville Streets | GPO Box 1526 Hobart Tasmania 7001 | Phone (03) 6173 2740

Southern Region 1040 Cambridge Road, Cambridge Tasmania 7170 | Phone (03) 6166 5500

Northern Region 339 Hobart Road Youngtown Tasmania 7249 | Phone (03) 6777 3666 | Fax (03) 6345 5860

North West Region 15 Three Mile Line | PO Box 1015 Burnie Tasmania 7320 | Phone (03) 6477 7250 Fax (03) 6433 1551



From: Council Referrals <Council.Referrals@tasnetworks.com.au>

Sent: Thursday, 7 July 2022 2:11 PM

To: Planning

Subject: RE: Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

Good afternoon

For your information, in relation to this development TasNetworks has responded to a previous Council Referral as per details below:

Based on the information provided, the development is likely to adversely affect TasNetworks' operations.

As with any development of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to this development. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks Early Engagement team at early.engagement@tasnetworks.com.au at their earliest convenience.

Please contact me if you have any further questions.

Kind regards Georgie



Georgie Coleman

Customer Relationship 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

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From: planning@centralcoast.tas.gov.au <planning@centralcoast.tas.gov.au>

Sent: Thursday, 23 June 2022 2:22 PM

To: New Supply Applications < New Supply. Applications@tasnetworks.com.au>

Subject: Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

WARNING: This email originated from an **EXTERNAL** source. Please do not click links, open attachments or reply unless you recognise the sender and know the content is safe.

Good afternoon

Please find letter attached.

Kind regards

Kellie

Land Use Planning Team
CENTRAL COAST COUNCIL
PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315
03 6429 8952

www.centralcoast.tas.gov.au [centralcoast.tas.gov.au] | f Find us on Facebook [facebook.com]

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From: Jane Adams <Jane.Adams@tasrail.com.au>

Sent: Tuesday, 28 June 2022 6:12 PM

To: Planning

Subject: FW: Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

Attachments: TasRail 23062022.pdf

Hi Kellie

Thank you for sending through the attached notice.

I have had a quick look through the documentation and I can't see where the amendments would have an impact to TasRail? Can you advise if I have missed anything that I should be looking for? I note that the proposal is not in close proximity to the railway but I just want to check with you.

Kind regards,

Jane Adams



Property and Licencing Co-ordinator | Property

Phone: 03 6335 2604

11 Techno Park Drive, Kings Meadows, Tasmania, 7249

jane.adams@tasrail.com.au

From: planning@centralcoast.tas.gov.au <planning@centralcoast.tas.gov.au>

Sent: Thursday, 23 June 2022 2:23 PM

To: Online Enquiries <onlineenquiries@tasrail.com.au>

Subject: Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

Good afternoon

Please find letter attached.

Kind regards

Kellie

Land Use Planning Team
CENTRAL COAST COUNCIL
PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315
03 6429 8952

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From: Andrew Webb <awebb@post.com>
Sent: Monday, 20 June 2022 12:12 PM

To: Admin

Subject: Concern - Development LPS2022001 & DA2022010

To whom it may concern,

I am deeply concerned with the proposal to establish a 24hr service station on South Road, West Ulverstone. I live near the site, which will be visible from the entire south face of my house, and I travel past the site multiple times per day.

I would like my concerns raised to the Central Coast Council for due consideration with these applications before they are approved.

These concerns include the following:

1. The amount of noise being generated by the site.

I appreciate a noise abatement wall is being established for the adjoining property, but the other side of South Road is entirely unprotected, and due to the elevation, this will not just affect properties on South Road, but also those adjacent to Hearps Rd (including two new large estates), all the way up to Upper Maud St (at the top of the ridge). A noise abating wall along South Road will not be tall enough to reduce this noise, which is likely to be significant given the design expressely caters to larger vehicles.

(The noise during construction will also be a significant imposition for these residents.)

2. Distance from existing business district.

The planning application asserts that this development may be considered an extension of the West Ulverstone business precinct. This is an inappropriate description, given it is not continuous to the existing district (mostly around Queen St - at least 1km away), with a significant amount of residential use occurs between the two areas. The area proposed is entirely bounded by low density residences, and not in keeping with the area.

3. Necessity

There are a number of service stations (5) and food outlets already servicing the Ulverstone population. According to Tas Gov predictions, Ulverstone is not tipped to significantly grow over the next 10 years, so the existing provisions should be sufficient. Large vehicle access service stations are available in Burnie and Devonport, which are within 20min drive. In fact, it could be argued that over the next 20 years, the demand for petrol will decrease, as the cost of petrol increases and we look to better, more sustainable means of transportation. Cental Coast Council has been making good efforts towards ecological sustainability - an extra, unnecessary petrol station does not seem to be in keeping with this focus.

4. Location

The proposed site is in a quiet low-density residential area, not near Ulverstone's industrial area, and is is not in keeping with the character or needs of the area. Heavy vehicles (besides buses) do not currently travel down South Road or in the area. The proposal would make much more sense if it were located on the eastern end of Ulverstone near the heavy commercial/industrial precinct, not in the currently location.

5. Illumination

The proposal to allow illumination of signage until 11pm will have a negative impact on the surrounding residents. Most of the homes built in the area were designed with larger windows for the benefit of seeing the valley where the proposal is located. Any illuminated signage from dusk until dawn will be highly visible in these homes.

6. Environmental impact

The illumination of the area will impact the local wildlife. The proposed site is home to a number of protected species, including possums, kookaburras (you can hear them every morning!), echidna and wallabies. High levels of illumination, combined with petrol fumes, will likely significantly impact the local fauna. Central Coast has an opportunity to show the world how well we can create environmentally sustainable living - a petrol station would be a step backwards.

5. Arguments for local business growth

The population of Ulverstone is mostly static, so the demand for petrol supply is not growing. Adding an additional service station and food outlet will negatively impact existing businesses by competing for customers, rather than create overall business / wage growth. At most, it may generate some entry-level food/retail service roles, which are not areas of concern locally. The tenants will likely not be locally owned, so proceeds will not be re-invested into Ulverstone.

6. Non-compliances

I observe with interest that quite a number of non-compliances have been noted by Central Coast Council Planning Department. These expectations are there for a reason, developed with community consultation over many years, and applied to all incoming applicants. While there are always workarounds possible (eg prohibiting vegetation removal), the Council should have grave concerns about the number of non-compliances in this case. It is clear the developer has not considered the needs of the local area (such as proposing huge amounts of 24/7 illuminated signage), and is likely to consider even less if it gets approved.

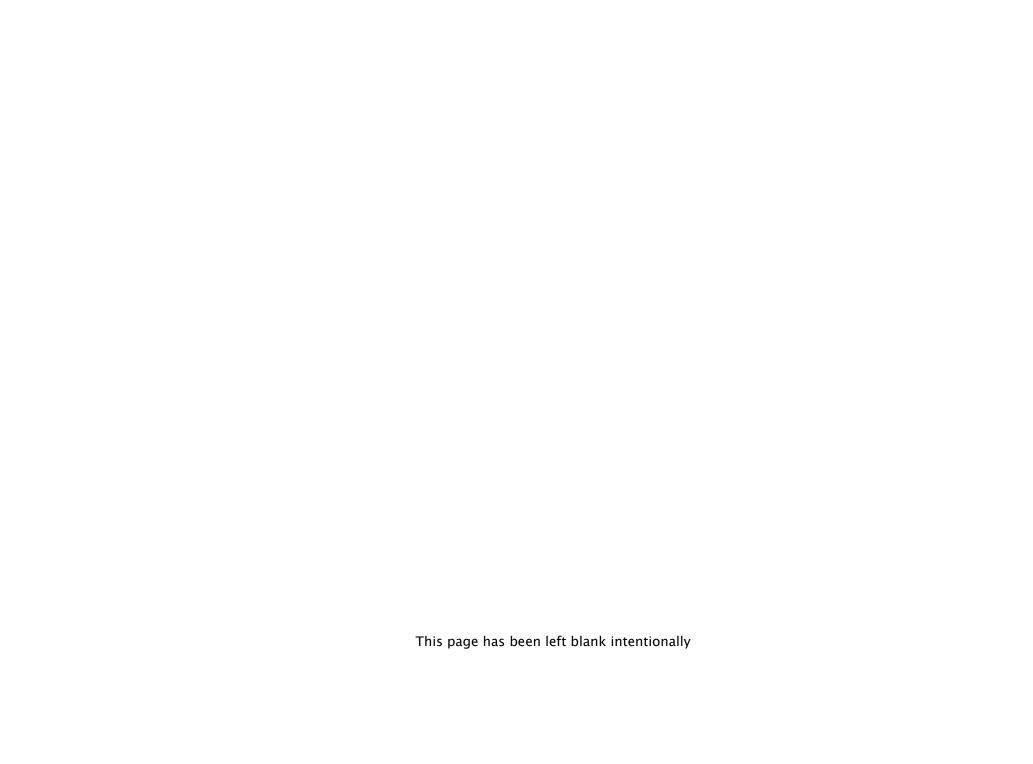
Please seriously consider the needs of the surrounding community and decline this proposal. The site should be used in much better ways to benefit the surrounding community.

I am happy to be contacted about my concerns via return email or on 0404355796.

Andrew Webb, B.Sc, MTS. awebb@post.com 0404355796. West Ulverstone resident.

ANNEXURE 2 s.40K and s.42 REPORT

Land Use Planning and Approvals Act 1993 – s.40K & s.42 report on representations to LPS2022001 – Combined Draft Amendment to the Central Coast Local Provisions Schedule to rezone land from Low Density Residential to Local Business and apply a Specific Area Plan over the South Road site; and Development Application DA2022010 – Vehicle Fuel Sales and Service (service station with truck refuelling station) and Food Services (two drive–through take away outlets) and Signs (24 x illuminated signs, including two x pylon signs, billboard, five x canopy signs, seven wall signs, three ground based signs and several other wayfinding signs) on the site at South Road, West Ulverstone (CT's 141816/1, 141816/7, 141816/8, 8023/110 & 8024/108)



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Representation No. 1			
LOES MATHER	LOES MATHER		
1 BLADEN-LEE CRESCENT, WEST ULVERSTONE			
MATTERS RAISED	PLANNING AUTHORITY		
e service station will have a positive impact on the area with	Noted.		
easier access to fuel, grocery items and fast food outlets.	It is considered the representation would have no effect on the draft Amendment or LPS as a whole.		
	Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.		
Representation No. 2			
ALAN APPLEBEE			
12 Knights Road, West Ulverstone			
Note: Alan Applebee, Along With Brian Tindal And 3–4 Others, Compiled This Representation That Has Also Been Used By Others In Making Representation			
MATTERS RAISED	PLANNING AUTHORITY		
1 The rezoning.	The rezoning of the land		
Requests the Tasmanian Planning Commission and Central	The Knights Road area, south of Bass Highway, was rezoned from		

Coast Council not approve the rezoning of the land from

Rural Living A to Low Density Residential in 2021 with the

Low Density Residential to Local Business for the operation of a "Mega Servo".

A substantial area of land north and south of the Bass Highway was rezoned from Rural Living A to Low Density Residential, including the "South Road" site. The rezoning was to allow for increased housing density and to utilise existing infrastructure. The land at South Road could potentially house 5–6 1,500m² house sites. To rezone the land to be Local Business is in total contradiction of the intention of the Tasmanian State Government's *Land Use Planning and Approval Act 1993*.

If the rezoning were to be approved, it would take residential land away that could be developed for housing.

introduction of the Central Coast LPS. This was to allow for an increase in residential density in an area that is fully serviced with water and sewer infrastructure and some stormwater infrastructure.

The rezoning of the Knights Road area is a matter separate to this application.

The rezoning of the subject site will be a matter for examination and determination by the Tasmanian Planning Commission.

2 The Use.

The proposed "Mega Servo" would be in an existing residential area with houses located directly opposite and adjacent, and other homes East (wards) along South Road.

There is also a substantial residential subdivision (Knights Road) to the south of Bass Highway in this area, directly opposite the "Mega Servo" site. These homes would be adversely affected by the "Mega Servo".

Use of the Land

The rezoning and the use of the land will be for the Tasmanian Planning Commission to examine and determine.

The Commission will be informed, at a public hearing, by the planning authority's reasoning for determining the amendment and application, the developer's application, submissions by the applicant and their planning consultants, Ireneinc, and representations made.

The 24 hour a day/7 days a week use would have no beneficial outcome to local residents or local businesses. The use should not be adjacent or within a residential zoned area.

- 3 List of unwanted impacts and concerns:
- (a) Noise and pollution from extra vehicles such as B-double trucks (maximum 26m long not 25m as stated in proposal), caravans and extra car traffic. Engine noise, breaking noise 24 hours/7 days week.
- (b) Home value depreciation.
- (c) Land size the land is not big enough to be able to accommodate B-double trucks and caravans and cars.
- (d) Traffic hazard there is not adequate room for the manoeuvring of B-double trucks exiting onto South Road. The turning angle is less than 90 degrees and trucks would be trying to navigate a very narrow road which is close to the end of the east bound slip lane. This could be a traffic hazard.
- (e) Ulverstone shopping precinct there would be no direct benefit to the Ulverstone shopping precinct, as most passing trade would carry on back to the Bass Highway and continue their journey.

Noise

The application is accompanied by a Noise Impact Assessment by Noise Vibrating Consulting (NVC). The consultant undertook noise monitoring from the site in November and October 2021, measuring existing ambient noise levels, and undertook noise modelling to determine the increase in noise from the proposed development. A summary of existing and predicted noise levels are tabled in the Noise Impact Assessment. The predicted noise levels at adjoining 141 South Road (location C), 137 South Road (location E) and Knights Road (location F) were acceptable. Location A was on the subject site. Location D was 1 Hearps Road, where night 'peak' levels are predicted to be 49dBA.

The consultant determined that, due to the proximity of the site to the Bass Highway, predicted noise emissions from the site were lower than existing ambient noise levels, and would, thus, cause minimal increase to the predicted overall noise levels at the tested residential receivers.

The report states that "noise sources for the model included existing traffic flow on roadways, heavy and light vehicle movements on the

- (f) Bus stop is the existing bus stop going to remain next to the development site? Also, South Road is a drop-off and pick-up for school children, including the Knights Road slip-lane area. What safety infrastructure will be installed at these locations?
- (g) Hearps Road intersection the junction of Hearps Road and South Road is directly opposite the entry to the South Road site. A traffic hazard could arise due to the development.
- (h) Water run-off how will surface water over a 15,000m² of hard surface be dealt with? There has been flooding of Brockmarsh Place in the past. Refer to photos attached to the representation.
- (i) Fast food outlets if the food outlets are to be open until 11.00pm then they would be a noisy hangout for young car enthusiasts and hoons. How would this situation be resolved?
- (j) Traffic congestion during peak hours. Having B-doubles and caravans using the roundabout and the increase in traffic flows over the residential road, day and night, is a safety issue.
- (k) Load limit what is the load limit for B-double trucks? can they be allowed onto an urban residential road?

site, heavy vehicles idling in the parking area and building mechanical plant. The results (Table 3 of the report) demonstrate that vehicle noise (particularly heavy vehicles) is the dominant noise source from the site at all residential receivers".

The report further states "the noise model assumes that vehicles are travelling along the movement path through the site at a constant speed, rather than in a fixed place". In reality, heavy vehicles in particular are likely to spend the majority of their time on site at the fuel bowser locations, drive through lane or parked"

It is not clear from the report if any predicted noise modelling included the increase in frequency and the breaking of heavy vehicles using of the Bass Highway's eastern and western slip lanes and the South Road roundabout, to enter and exit the subject site.

Manoeuvrability of trucks entering and egressing the site

In relation to comments regarding the manoeuvrability of B-Double trucks entering and exiting the site, the application is accompanied by a Traffic Impact Assessment (TIA) by SALT (Sustainable Transport Surveys Pty Ltd).

The TIA states the intersection of the Bass Highway's west bound slip lane with Knights Road and the South Road roundabout, are able to accommodate the anticipated type and level of vehicle movements, without modification.

- (l) The "Mega Servo" what happens when the "Mega Servo" is full? Where would the extra B-double and caravans go?
- (m) Light pollution the "Mega Servo" would be visible from several kilometres. This is not acceptable.
- (n) Litter is a litter patrol proposed to collect litter that seems to come from fast food outlets?
- (o) The EPA allows the operation of lawn mowers and similar noisy equipment between 7.00am to 8.00pm weekdays, 9.00am to 8.00pm Saturdays and 10.00am to 8.00pm Sundays and public holidays. Why is a proposed 24 hours/7 days a week "Mega Servo" allow to operate in a residential area, disregarding resident's wishes.
- (p) Noise barrier fencing will not reduce the effect of air brakes and engine braking when trucks stop at the end of Knights Road.
- (q) There are other more suitable locations to the east and west of the site where the use is far more suitable and would not disturb the local population and effect the wellbeing of people who have invested in the area.
- (r) Pedestrian crossings are required near the South Road roundabout.

The points of entry and egress onto South Road will require some modifications to the roadway pavement and lane layout. These matters are also addressed in the TIA and in representations by planning consultants, Ireneinc and the developer Keystone Developments – submission (Nos. 63 & 73(a) and 73(b) and Department State Growth's submission (No. 77).

Bus Stop

It is anticipated the South Road bus stop would need to be relocated further to the east, on South Road.

Hearps Road/South Road Intersection

Amended conditions of permit address this matter, requiring the submission of further detailed design, including line markings and signs, to the satisfaction of Council's Director Infrastructure Services. Refer to recommended amendment to the permit conditions – Annexure 4.

Stormwater

Council's Infrastructure Services seeks to modify some of the Conditions of the Permit in relation to stormwater management. Refer to recommended amendments to the permit conditions – Annexure 4.

Fast Food Outlets Hours of Operation and Litter

The use of land for "Food Services" in the "Local Business Zone" is a "Permitted" use. The management of litter from fast food outlets would be the responsibility of the site manager.

The *Tasmanian Planning Scheme*'s Acceptable Solution for hours of operation of a use in the zone is 7.00am to 9.00pm. Use/operations on the site beyond 9.00pm is a "Discretionary" matter under the *Tasmanian Planning Scheme* and the applicant seeks to have the proposed food outlets open until 11.00pm.

The use, and the proposed service station 24 hour day use, must not cause an unreasonable loss of amenity to residential zones due to noise, lighting, emissions or commercial vehicle movements.

Noise barrier fencing

Refer to the submission No. 77 by State Growth who state that any noise barriers, if required, would be at the developer cost.

Load Limits for B-Double trucks

B-Double trucks must travel on designated B-Double routes. South Road is not designated for B-Double truck movements. The section of South Road subject to the development proposal would need to be gazetted as part of the B-Double network, before B-Double trucks could use the roadway.

That portion of South Road would also need to be transferred from Department State Growth to Central Coast Council.

Pedestrian crossings near the roundabout.

Council's Infrastructure Services has requested that additional conditions be added to the permit. Refer to Recommendation section of this report and recommended amendments to the permit conditions – Annexure 4.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 3

CHRIS WELLS

129 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Chris Wells is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 4

ROBERT & ETHEL HAY

130A SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Robert and Ethel Hay is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

Additional but similar matters were also submitted:

- 1 where they live.
- Noise there is already considerable noise from heavy vehicles travelling the highway in the early hours of the morning. To bring similar traffic, including B-doubles into South Road would be like bringing them to our front door.

The complex would have a negative impact on the lifestyle of | It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Large traffic this close to our property would be bad for our health.

- The traffic visiting fast food outlets until 11.00pm will bring "hooning" to our neighbourhood.
- 4 Home value depreciation. The development will devalue homes in the area.
- 5 Traffic hazard- there have already been crashes at the roundabout. The "Mega Outlet" will escalate this problem.
- 6 Ulverstone Shopping centre there will be no direct benefit to the Ulverstone shopping centre as the target is passing traffic and trucks.
- 7 Lighting the proposed lights are totally unacceptable.
- 8 Garden supply facility an application for a garden supply facility on the same land was rejected due to noise and yet this application will be for 24 hours a day. Why approve this development on this occasion?
- 9 Urge Council to decline the approval and leave the land for residential development.

PETER F BEATTIE

11 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Peter Beattie is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 6

ELIZABETH JORDAN

5 MIAMI PLACE, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Elizabeth Jordan is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION NO. 7

SUE HAMILTON

159 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Sue Hamilton is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

RACHEL LIMBRICK

139 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Rachel Limbrick is a copy of that submitted by Representor No. 2.

Ref It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4 to matters raised for Rep No. 2.

REPRESENTATION No. 9

LYNETTE DINSDALE

17 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Lynette Dinsdale is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 10

PETER RICHARDS

8 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Peter Richards is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

RICKY STUART VENN

13 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Ricky Stuart Venn is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 12

R. W. ORDERS

1 MIAMI PLACE, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from R. W. Orders is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 13

SIMON MCKERCHER

2 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Simon McKercher is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

BARBARA FEBEY

114 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Barbara Febey is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 15

RODNEY GALE

114 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Rodney Gale is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION NO. 16

CHRISTINE CRISP

122 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Christine Crisp is a copy of that submitted by Representor No. 2.

Refer to matters raised and Planning Authority's comments for Rep No. 2.

REPRESENTATION NO. 17

VICTOR ARTHUR

2B BLADEN-LEE CRESCENT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Victor Arthur is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION NO. 18

XUE SHU ZHU

35 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Xue Shu Zhu is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

CAROL SALTMARSH

3 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Carol Saltmarsh is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 20

JOHN SALTMARSH

3 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from John Saltmarsh is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 21

PETER & REINA BOONSTRA

3 GRANGE COURT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Peter & Reina Boonstra is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

NANCY VIVIANI

38 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Nancy Viviani is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 23

IAN PICKFORD

85 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Ian Pickford is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 24

KERRI PICKFORD

85 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Kerri Pickford is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Dallas & Cynthia Burke

114 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Dallas & Cynthia Burke is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 26

MALCOLM & MAVIS CALVERT

8 GRANGE COURT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Malcolm & Mavis Calvert is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 27

DEREK ONLEY

92 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Derek Onley is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

KATIE DAVIS

134 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Katie Davis is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 29

MRS M J RUSHER

104 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Mrs M J Rusher is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION NO. 30

JEFFREY MELHUISH

135 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Jeffrey Melhuish is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

JOY HARRISON

124 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Joy Harrison is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 32

PAUL SCARFE

128 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Paul Scarfe is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 33

GRAHAM MURRAY

111 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Graham Murray is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

CAROLINE MARIE APPLEBEE

12 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Caroline Marie Applebee is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 35

KAREN GROOM

34 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Karen Groom is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 36

M & B HANCOCK

103 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from M & B Hancock is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

SUE ROBERTSON

127 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Sue Robertson is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 38

N G POZENEL

1 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from N G Pozenel is a copy of that submitted by Representor No. 2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 39

CATHRYN PEARSON

74 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Cathryn Pearson is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

JENNIFER PENDER

55 LAKIN STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Jennifer Pender is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 41

HARRY MARSHALL

6 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Harry Marshall is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 42

PAUL & MICHELE JAMIESON

27 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Paul & Michele Jamieson is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

REPRES	Representation No. 43		
PA HEI	Pa Heinrich & He Ralston		
1A BLA	1 A BLADEN-LEE CRESCENT, WEST ULVERSTONE		
Матте	rs Raised	PLANNING AUTHORITY	
Object .	Extra traffic on South Road that would be created by the development. increased truck and car noise pollution. light pollution. roadside littering from take-away food wrapping and other rubbish.	The issues raised are similar to those raised in representation No. 2. Refer to matters raised for Rep No. 2. It is considered the representation would have no effect on the draft Amendment or LPS, as a whole. Recommend no modification of the draft Amendment. Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.	
	drivers doing burnouts. South Road is an urban street and not suitable for large trucks. Service station signs that would be an ugly addition to the area. Can trucks turn into the site without impinging into the adjacent lane?		

	The detention basin would catch run-off. What happens when there is heavy rain. Is the oil/petrol/diesel runoff removed or does it flow into the stormwater system and into the Leven River?	
	There may be an adverse impact on the EPBC Act listed vulnerable Southern Bell Frog (litoral raniformis). It is known to live from Ellis Street to Knights Road and Bladen-Lee Crescent. It may live on the site.	
	Can the sewage treatment plant in Knights Road handle the increase in sewerage pollution?	
REPRE	ESENTATION No. 44	
LYNE	DA JOHNSON	
4 BLA	ADEN-LEE CRESCENT, WEST ULVERSTONE	
Матт	ers Raised	PLANNING AUTHORITY
	cts to the proposal to rezone land and to the proposed lopment for the following reasons:	The rezoning of the land to Local Business The rezoning of the subject site from Low Density Residential to
	the recent rezoning of land South and North of the Bass Highway, including the subject site, was to allow for an increase in the density of housing in the area, to promote Ulverstone as a place to live and encourage people to engage with the town and the services it provides. The land	Local Business will be a matter for examination and determination by the Tasmanian Planning Commission.

has the potential to house approximately 5-6, 1,500m² housing sites. This would be an asset to Ulverstone.

- . To rezone the land to Local Business is in contradiction to the intentions of the Act (LUPAA).
- . The development would be located within an existing residential area with houses directly opposite and along South Road and south of the Bass Highway. The 24 hours/7 days a week service station and food outlet would be more suitably located in an industrial area, not within a residential area.
- . Other areas of concern are:
 - . Air pollution from heavy vehicles and emission from fast food outlets;
 - . Land pollution chemicals and wash-offs from vehicles entering the site;
 - . Noise pollution from the acceleration and deceleration of trucks, B-doubles, cars, motorcycles on entering and leaving the Bass Highway and South Road;
 - Light pollution with 24 hours, 15m high signs the light pollution will impact on residents and wildlife.

Other issues relating to the development proposal are similar in nature to those raised under representation No. 2. Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

The light pollution will be seen for kilometres, such as West Gawler;

- . Visual pollution will create a landscape that will not be conducive to the surrounding area;
- Traffic hazards the land area and location is not adequate to accommodate B-doubles, trucks and caravans entering and exiting the site. The turning angle appears to be less than 90 degrees which creates issues with larger vehicles trying to safely manoeuvre the narrow road, which is close to the east bounded slip road;
- . What happens to the bus stop?
- . Hearps Road T-junction this intersection would become a traffic hazard. With the recent residential subdivision and increase in traffic, Hearps Road junction will see safety issues;
- . Traffic congestion existing roundabout, slip lanes and roads would become congested;
- . Load limit what will be the load limit for trucks on South Road?

Ulverstone is a town for the people. The development will "refuel cars and bodies" and they will keep driving. We need people to come INTO our town - to live here and shop here. Rezoning will contribute to a reason to not venture into the town centre.

REPRESENTATION No. 45

IAN JOHNSTON

4 BLADEN-LEE CRESCENT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Ian Johnston is a copy of that submitted by Representor No. 44.

Refer to matters raised for Rep No. 44.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

PAULA CLINTON

5 GRANGE COURT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Paula Clinton is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 47

MADELINE & DAVID HOGGART

3 MIAMI PLACE, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from madeleine & David Hoggart is a copy of that submitted by Representor No. 2.

Refer to matters raised Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

REPRESENTATION No. 48

PHILIP CLINTON

5 GRANGE COURT, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Philip Clinton is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

Additional, similar maters are also raised - see below:

Mr Clinton has been a heavy vehicle owner and operator for 55 years.

It is ludicrous that such a proposal for a Mega Servo could be considered in a residential area. The 24 hour truck stop would be only 10 minutes from the Howth roundabout truck rest area and under 1 hour from Elizabeth Town, where a 24 hour servo is being constructed.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Both of these are not in built-up areas and have safer entry and exits.

There are adequate heavy vehicle refilling stations in Devonport, Ulverstone and South Burnie – all in Industrial/Commercial sites; not residential.

The heavy vehicle weighing station east of Ulverstone would be a better site.

The slipway to and from the Bass Highway would be continually congested with vehicles attempting to enter and exit the roundabout. The roundabout its far too tight, and with 5 entry and exits, it is just not feasible.

At present, exiting the highway from both directions is dangerous as vehicles do not give way to vehicles driving from Knights Road.

The area is a busy bus route and there will be more children in the area with the completion of the Hearps Road subdivision.

JARROD

HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Jarrod is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 50

AR & DE SMITH

144 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED	PLANNING AUTHORITY
Objects to the proposed development for the following reasons:	Manoeuvrability of trucks entering and egressing the site
(a) The plan submitted, shows the proposal will prevent all east	In relation to comments regarding the manoeuvrability of B-Double trucks entering and exiting the site, the application is accompanied

bound traffic from turning right into Hearps Road from South Road. Also preventing south bound traffic turning right into South Road from Hearps Road, to access the highway.

- (b) The roundabout is a place where road rules are often disregarded. This will worsen with an increase in traffic.
- (c) One can smell petrol fumes when walking by other service stations. This is concerning as the site may be the same experience.
- (d) Visitor traffic requiring refuelling may be redirected away from the Ulverstone CBD.
- (e) Wivenhoe has a 24 hour refuelling station a few hundred metres from the highway.
- (f) Latrobe, Sassafras, Elizabeth Town and Kempton all have petrol stations adjacent the highway. Epping Forest has a 24 hour station next to the highway and in Campbelltown, stations are adjacent both sides of the main road.

by a Traffic Impact Assessment (TIA) by SALT (Sustainable Transport Surveys Pty Ltd).

The TIA states that the intersection of the Bass Highway's west bound slip lane with Knights Road, and the South Road roundabout, are able to accommodate the anticipated type and level of vehicle movements, without modification.

The points of entry and egress onto South Road will require some modifications to the roadway pavement and lanes. These matters are also addressed in the TIA and in representations by planning consultants, Ireneinc and the developer Keystone Developments – submission (Nos. 63 & 73(a) and 73(b) and Department State Growth's submission (No. 77).

Hearps Road/South Road Intersection

Amended conditions of permit address this matter, requiring the submission of further detailed design, including line markings and signs, to the satisfaction of Council's Director Infrastructure Services. Refer to recommended amendment to the permit conditions – Annexure 4.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 51

KEN & LOUISE O'BRIEN

189 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

The development has not taken into account the traffic congestion and increase in inconvenience in exiting from Hearps Road onto South Road, in either direction.

The plan indicates traffic entering the development site, coming from the roundabout, has to turn right at the same entry point as the traffic approaching from the opposite direction, being Ulverstone CBD and surrounding area.

At the same point, traffic exiting the site, to go to Ulverstone, again converge at the site entry/exit and the Hearps Road intersection opposite. This traffic congestion will impact vehicles turning out of Hearps Road. The two new site crossovers are too close.

There are 2 bus stops located either side of this "intersection" on South Road.

PLANNING AUTHORITY

Manoeuvrability of trucks entering and egressing the site

Refer to comments made - Rep No. 50.

Bus Stop

It is anticipated the South Road bus stop would need to be relocated further to the east, on South Road.

Hearps Road/South Road Intersection

Refer to comments made - Rep No. 50.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

There are 2 separate housing developments underway that will use the Hearps Road/South Road intersection.

Refer to photographs submitted with the representation that show the development site, the Hearps Road & South Road intersection and the new subdivisions under construction.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 52

RC & LG BRUMBY PTY LTD

1 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from RC & LG Brumby is a copy of that submitted by Representor No. 2.

Refer to matters raised and Planning Authority's comments for Rep No. 2.

Additional matters are also raised - see below:

Our home is 25m from the access road (off Bass Highway) and extra traffic, especially B-double traffic will make our home unliveable.

Matters to consider are:

- (a) road noise, include a higher volume of traffic;
- (b) diesel fumes very bad for our health;

Noise

The application is accompanied by a Noise Impact Assessment by Noise Vibrating Consulting (NVC). The consultant undertook noise monitoring from the site in November and October 2021, measuring existing ambient noise levels, and undertook noise modelling to determine the increase in noise from the proposed development. A

- (c) lights at night;
- (d) road duct pollution;
- (e) littering and loitering because of the food outlets;
- (f) engine breaking noise;
- (g) it is the wrong zoning; and
- (h) devaluation of our property.

If the development was to proceed, we need a 90m long, 2.1m high barrier along the north boundary of our property, so as to stop noise, fumes and dust.

Another screen, 100m long 4m high on the south side of the highway.

There needs to be a tree plantation 8m wide along the south side of the highway for 100m.

summary of existing and predicted noise levels are tabled in the Noise Impact Assessment. The predicted noise levels at adjoining 141 South Road (location C), 137 South Road (location E) and Knights Road (location F) were acceptable. Location A was on the subject site. Location D was 1 Hearps Road, where night 'peak' levels are predicted to be 49dBA.

The consultant determined that, due to the proximity of the site to the Bass Highway, predicted noise emissions from the site were lower than existing ambient noise levels, and would, thus, cause minimal increase to the predicted overall noise levels at the tested residential receivers.

The report states that "noise sources for the model included existing traffic flow on roadways, heavy and light vehicle movements on the site, heavy vehicles idling in the parking area and building mechanical plant. The results (Table 3 of the report) demonstrate that vehicle noise (particularly heavy vehicles) is the dominant noise source from the site at all residential receivers".

The report further states "the noise model assumes that vehicles are travelling along the movement path through the site at a constant speed, rather than in a fixed place". In reality, heavy vehicles in particular are likely to spend the majority of their time on site at the fuel bowser locations, drive through lane or parked"

It is not clear from the report if any predicted noise modelling included the increase in frequency and the breaking of heavy

vehicles using of the Bass Highway's eastern and western slip lanes and the South Road roundabout, to enter and exit the subject site.

Noise barrier fencing and vegetation

Refer to the submission No. 77 by Department State Growth who state that any noise barriers, if required, would be at the developer's cost.

The planting of additional of vegetation in the highway reserve would need to be with the consent of Department State Growth, at the developers cost.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Representation No. 53		
Selwyn Sinfield		
No Address Supplied		
MATTERS RAISED	PLANNING AUTHORITY	
As a truck driver of 56 years, I would like to make known my support for the proposed truck rest area/roadhouse on South Road. This type of facility is well overdue in many parts of Tasmania. Some existing businesses have inadequate toilet facilities. Aus. Roads has guidelines for the placement of rest areas. A rest area is required at approximately 100km intervals. Aus. Roads advise that, where possible, large trucks such as B-doubles, should not cross oncoming (highway) traffic to enter a roadhouse. The Ulverstone site is well paced, using the existing infrastructure and roundabout for large trucks to get off the highway.	It is considered the representation would have no effect on the draft Amendment or LPS as a whole. Recommend no modification to the draft Amendment as a result of the representation.	

REDD	ECENIT	ATION	No	54
IXLFN	LOLINI	AHON	INO.	JT

LYNETTE DINSDALE

17 KNIGHTS ROAD, WEST ULVERSTONE

I would like to put forward that the length of a noise barrier be considered, to help shut out visual and noise (impacts) from highway activity.

PLANNING AUTHORITY

Noise barrier fencing and vegetation

Refer to the submission No. 77 by Department State Growth who state that any noise barriers, if required, would be at the developer's cost.

The planting of additional of vegetation in the highway reserve would need to be with the consent of Department State Growth, at the developer's cost.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

TONY & LEEANN GILLIAM

118 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Tony & Leeann Gilliam is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 56

BRIAN & HILDER TINDAL

10 KNIGHTS ROAD, WEST ULVERSTONE

Matters Raised	PLANNING AUTHORITY
Rezoning the land to be Local Business and to propose a "Mega Servo" would be in total contradiction to the Planning Scheme as follows:	The rezoning, use and development of the land will be for the Tasmanian Planning Commission to examine and determine.

"14.3.3 - Discretionary uses -

<u>Objective</u>

Uses listed as Discretionary do not:

- (a) Cause an unreasonable loss of amenity to adjoining residential zones; and
- (b) compromise or distort the activity centre hierarchy".

Performance Criteria P1

"A use listed as Discretionary must:

- (a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and
- (b) be of an intensity that respects the character of the area".

Performance Criteria P2

A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:

- (a) the characteristics of the site;
- (b) the need to encourage activity at a pedestrian level;

The Commission will be informed, at a public hearing, by the planning authority's reasoning for determining the amendment and application, the developer's application, submissions by the applicant and their planning consultants, Ireneinc, and representations made.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

- (c) the size and scale of the proposed use;
- (d) the functions of the activity centre and the surrounding activity centres; and
- (e) the extent that the proposed use impacts on other activity centres".

Amenity

Means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.

Quotes from the Department of Justice - Fact Sheet No. 3:

"Residential development

Clear policy intent has been to avoid undermining the purpose of key urban development zones by the inappropriate application of codes.

To enhance liveability, residential areas also allow for a range of small-scale businesses and retail uses to activate and encourage walkability within our communities. The zone requirements also ensure appropriate amenity is maintained by ensuring any business and retail uses are of an appropriate scale for residential use."

A reasonable person would conclude that a 24 hour/7 days a week "Mega Servo" does not comply with Clause 14.3.2 or the Department's statement or be the intent of the Planning Scheme or be in the best interests of the local community. The recent rezoning of land in this area from Rural Living to Low Density Residential was to allow for a greater density of residential development in the area.	
As an example, I used to travel between Sydney and Taree on the NSW coast. After a highway and "Mega Servo" was established between Sydney and Taree, I stopped going into Taree as the "Mega Servo" had all that a traveller needed.	
The biggest winner is the developer. Towns are made up of individuals who care about the community and wish to support local business.	
There is not enough direct benefit to the Ulverstone shopping precinct if this developer were to be approved.	
Issues for local residents: (a) Noise pollution and extra vehicles. (b) Bus stop – where will it be relocated too?	The issues raised are similar in nature to those raised in representation No. 2. Refer to Rep No. 2. It is considered the representation would have no effect on the draft
	Amendment or LPS, as a whole.

(c) The developer should provide sound proofing to all houses on the northern side of Knights Road that back onto the slip lane.

(d) Hoons – this problem will escalate with fast food outlets until 11.00pm, 6 days a week.

(e) Property values will be impacted in a negative manner. What compensation for property owners?

- (f) Water runoff and sewerage what will happen in storm events, along with the extra water from Hearps Road housing development.
- (g) There is currently flooding in Brockmarsh Place and blocked drains. Odours suggest the sewerage plant is struggling to cope.
- (h) EPA sets hours for noise from chainsaws, lawn mowers. Why would a 24 hour service station be allowed to operate in an existing General Residential Zone (30m away) and Low Density Residential Zone.

It does not have to conform to the same rules as residents. It does not conform to the meaning of amenity under Clause 14.3.2.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

- (i) Light pollution this would increase as the "Mega Servo" would be open 24 hours/7 days a week. Would be visible form several kilometres away. The lighting arrangements do not conform to Clause 14.3.2.
- (j) Anxiety and Stress the development would exacerbate health issues and anxiety caused by this development.
- (k) Litter litter and fast-food outlets go hand in hand. How will the developer curb unwanted litter if this was to be approved?
- (l) Long term viability of the "Mega Servo" I expect the servo would have a limited life due to the worldwide goals to reduce fossil fuels and promote clean energy. In the meantime, this would destroy the amenity of the area.
- (m) The residence at 1 Knights Road would be most affected, due to B-Double trucks using the slip road. Homes in Knights Road, Bladen-Lee Crescent, Grange Court, Levenview Court and Brockmarsh Place have not been considered in the application.
- (n) Where does overflow traffic go if the servo is full? Ulverstone ratepayers should not have to bear maintenance and repair, over time, of a B-Double road (South Road).
- (o) Development is more suited to industrial areas on a main highway, away from residential areas/zones.

Representation No. 57 Unknown		
MATTERS RAISED	PLANNING AUTHORITY	
The representation has no name or address and is invalid.		
REPRESENTATION NO. 58 ERIC LYTTON 6A FAIRLIGHT PLACE, WEST ULVERSTONE		
MATTERS RAISED	PLANNING AUTHORITY	
The project is unacceptable for the area and is likely to cause noise and airborne pollution and create hazards for road users.	It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.	
A truck stop is being built by the State Government at Howth, a location much more suitable, easily and safely accessed and would have little impact on residents. The proposal countermands Council's <i>Climate Change Action Plan 2010</i> by encouraging people to travel to purchase their fast food.	Recommend no modification of the draft Amendment. Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.	
The project should be located away from residential areas with easy access to the highway.		

HENK & JOHANNA VAN VOORTHUIZEN

4 GRANGE COURT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Henk & Johanna van Voorthuizen is a copy of that submitted by Representor No. 2, with some additions.

Refer to matters raised for Rep No. 2 and additional comments below.

Where else would a 24 hour/7 days a week "Mega Servo" be considered in a residential area?

The existing truck weighing station east of Ulverstone is a better location.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

GWEN MARSHALL

14 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Gwen Marshall is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 61

DALE MARSHALL

14 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Dale Marshall is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 62

JOE RATTRAY

51 LAKIN STREET, WEST ULVERSTONE

MATTERS RAISED	PLANNING AUTHORITY
Hearps Road is used by a large number of residents to access Bass Highway when proceeding to Burnie or Devonport and to travel into Ulverstone town centre. Increased residential development is occurring in Hearps Road and surrounding streets.	
The road markings on South Road may not be conducive to safe movement from Hearps Road, to and from South Road.	

IRENEINC ON BEHALF OF KEYSTONE DEVELOPMENTS PTY LTD

SUBMISSION BY THE PLANNING CONSULTANT IN RESPONSE TO SOME KEY CONCERNS RAISED THROUGH THE PROPONENT'S PUBLIC CONSULTATION PROCESS AND IN RESPONSE TO SOME CONDITIONS PLACED ON THE DRAFT PERMIT

MATT	ers Raised	PLANNING AUTHORITY	
Noise (a)	The site has been designed to accommodate B-Double trucks to ensure that the facilities are appropriate, should such vehicles require access. The majority of vehicles accessing the site via Knights Road will be smaller commercial vehicles, which generally do not require engine braking. The basis for this assertion is that most transport companies in Tasmania which operate B-Doubles also provide dedicated refuelling stations.	It is considered the representation would have no effect on the draft Amendment or LPS, as a whole. Recommend no modification of the draft Amendment. Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.	
(b)	The developer is negotiating with State Growth to increase the length of the existing sound barrier on the southern side of the Bass Highway and provide additional landscaping between the off-ramp and the residence along Knights Road, to minimise noise and emissions for the existing Bass Highway.		

Land value depreciation -

It is anticipated the development will add value to existing/future properties by providing quick and easy access to day-to-day goods.

Traffic hazards/ congestion/parking -

Concern has been raised as to the capacity of South Road to support additional and/or larger vehicle movements. Larger vehicles are likely to access the site from the west, of Bass Highway, meaning that these vehicles would use a small section of South Road. The TIA states the existing road conditions are considered to be appropriate to cater for these movements, provided some widening of the road is undertaken as illustrated in the application.

Impact on existing services/facility in Ulverstone -

The Ulverstone town centre provides many community services/facilities including retail shopping and food outlets. The development does not seek to compete with these services and the extent of use and development on the site has been restricted through a Specific Area Plan.

Bus stop -

The bus stop can be retained. Modified drawings illustrating this will be submitted as part of any subsequent conditions and design process.

Stormwater runoff -

The proposal includes a large detention basin to ensure post development flows for the site will not exceed pre-development flows.

Hours of operation -

A key component of the development is the 24 hour service station. Concerns have been raised as to anti-social behaviour occurring on the site as a result of the late night operations.

The site will be well lit and monitored with CCTV and, due to the 24 hour operation, it is anticipated that anti-social behaviour will in fact be discouraged.

Light spill -

External lighting is required for safety and operational reasons, given the 24 hour nature of the service station component. Lighting locations are well set back from property boundaries and oriented, as far as practicable, away from residential areas. Lighting will be baffled to ensure light spill is minimised.

Planning Permit Conditions -

Condition No. 14 - removal of vegetation in Bass Highway road reserve.

Ireneinc comment – The applicant is preparing additional survey information and liaising with State Growth to identify which trees require removal and their locations, to ensure visibility of the signage in the south-western corner of the site.

Condition No. 26 - need to construct a pedestrian walkway.

Ireneinc comment – Amended drawings have been prepared which demonstrate compliance with Condition No. 26.

Condition No. 27 - Roadside parking near 1 Hearps Road.

Ireneinc comment - SALT engineers have indicated that retaining the northern cat parking would push the road reserve further into the site, resulting in a 'pinch point' at 141 South Road, with only a 1.4m wide verge. This means any new footpath in this location would need to be constructed to the road edge, increasing risk to pedestrians. This would also make it difficult to fit in a bus bay.

The current configuration proposed a more efficient design.

Condition No. 28 - Review of road line marking at the intersection of Hearps Road and South Road.

Ireneinc comment – SALT engineers confirm that vehicles are able to legally turn right out of Hearps Road, across the marking islands.

Condition No. 29 – The western exit for large trucks encroaches the opposite lane on South Road. Road design must incorporate proper manoeuvring for vehicles.

Ireneinc comment - As outlined in the TIA, B-doubles are "checking vehicles" rather than "design vehicles" which means they are able to cross centre lines. Notwithstanding, the vehicle crossover can be modified such that turn paths for B-Doubles do not encroach into the opposite lane on South Road.

Condition No. 30 - off ramp and Knights Road intersection.

Ireneinc comment - Further investigations have been undertaken and it has been determined that B-Double vehicles can manoeuvre appropriately at the roundabout and the Bass Highway off-ramp to Knights Road.

No upgrades are required.

REPRESENTATION No. 64

RODGER W TAGGART

115 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED PLANNING AUTHORITY

The representation from Roger Taggart is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 65

DYLAN & MELAYNE CASSIDY

5 LEVENVIEW COURT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Dylan & Melayne Cassidy is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

CAROLYN MARTENS

18 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Carolyn Martens is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 67

ANTHONY MARTENS

18 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Anthony Martens is a copy of that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made in relation road and stormwater matters. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 68

CHARLES GREGORY

24 JEANNETTE COURT, LENAH VALLEY

MATTERS RAISED	PLANNING AUTHORITY
I would like to register my support for the Amendment to the Planning Scheme for this location. I am the owner of an electric vehicle and a strong supporter of organisations that assist with the growth of EV ownership, particularly across regional Tasmania. The proposal includes fast vehicle chargers (3). Others on the NW	It is considered the representation would have no effect on the draft
are located in city centres. This is the first adjacent to the highway. There are no other EV fast (50+ kW) chargers in Ulverstone or Penguin. The Council can support their environmental and sustainability goals with minimal financial contribution of their own.	

REPRESENTATION No. 69

CLAIRE DAVIS

139 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

Concern about the negative impact the development would have on the amenity of the local area. In particular, increase in noise, excess lighting and extended hours of operation.

Also, the significant change of use that this proposal requires.

- (a) Hours of operation would far exceed the allowable usage hours specified for development in close proximity to residential area, such as South Road. The construction of a 1.8m acoustic screen, to the north-eastern boundary, will do little to contain the noise pollution to neighbouring properties. Due to the slope of the land, many houses to the north will also be directly impacted by noise pollution travelling up slope. Vibration from idling heavy vehicles and other equipment will also not be mitigated sufficiently and has the potential to disturb all day and night.
- (b) Light pollution will impact the amenity if neighbouring properties.

PLANNING AUTHORITY

The rezoning, use and development of the land will be for the Tasmanian Planning Commission to examine and determine.

The Commission will be informed, at a public hearing, by the planning authority's reasoning for determining the amendment and application, the developer's application, submissions by the applicant and their planning consultants, Ireneinc, and representations made.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

(c)	Vegetation screening is stated as the only solution to reduce sound and light travelling across South Road. Yet this would, reduce the 'line of sight' visibility for drivers exiting the site.	
(d)	Concerned the impacts on Knights Road and South Road roundabout have not been properly considered.	
(e)	The development is out of character for the area. I live in this part of town because it is quiet and discrete in nature. Would result in site pollution for food outlets, lighting and noise.	
develo	Council to reconsider their decision to approve the opment. Instead, consider a best location for a truck stop at compromising residential homes.	
Міснеі	entation No. 70 Le Harwood Of Tasmania Transport Association x 2069, Spreyton	
MATTE	rs Raised	PLANNING AUTHORITY
applic	asmanian Transport Associated (TTA) writes in support of the ation to develop a service centre incorporating a heavy vehicle rest area and facilities at South Road.	It is considered the representation would have no effect on the draft Amendment or LPS as a whole. Recommend no modification to the draft Amendment and/or Permit
	TA is the peak body for freight transport across Tasmania. ership includes key freight operators, across road, rail,	be made as a result of the representation.

shipping, livestock, oversize/overmass, dangerous goods, refrigerated groceries and general freight across large, medium and small business.

Better facilities are essential to the safety and wellbeing of drivers.

A 2020 a TTA report highlighted that heavy vehicle driver rest areas fell well short of Australian guidelines. The Tasmanian Government, in 2020, released a Heavy Vehicle Driver Rest Area Strategy with recommendations. Initial funding was also announced.

The Strategy encourages collaboration between the public and private sector and encourage the establishment of new or expanded areas for heavy vehicle drivers to access toilets and refreshments and to rest.

Traffic data from a counter located west of the Knights Road underpass on the Bass Highway indicated more than 2,000 heavy vehicles a day pass, and an increase in the percentage of heavy vehicles on this route from 13.1% in 2018 to 14.8% in 2020.

Heavy vehicle drivers must be afforded appropriate and accessible areas and facilities, adjacent key freight routes. Highway upgrades have taken away some of these traditional facilities and by-passed townships.

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REPRE	SFNTA	MOITA	$N \cap$	71

CLIVE ATTWATER OF ELECTRIC HIGHWAY TASMANIA PTY LTD

LEVEL 1, 142-146 ELIZABETH STREET, HOBART

MATTERS RAISED

Electric Highway Tasmanian Pty Ltd (EHT) is a company that has developed an expanding fast charging network to enable drivers to travel freely to all parts of the state.

There are currently fast EV chargers at Devonport, Burnie and soon Sheffield, Cradle Mountain and Smithton. None serve the Central Coast. This is a gap in the market.

The prosed location has significant merit due to:

- (a) No fast EV charge stations located close to the highway on the northwest. The "roadhouse" site will be well positioned to serve northwest travellers. The site is easily accessed from both west and east.
- (b) The site is configured to meet short-term and long-term need, unlike other sites that have limited capacity to expand.
- (c) The site can be configured to allow charging to allow of EV's towing boats, caravans, commercial vehicles and large trucks, something other sites in town centres cannot do.

PLANNING AUTHORITY

It is considered the representation would have no effect on the draft Amendment or LPS as a whole.

Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.

(d)	By providing for future and current needs the site would meet			
	the Objectives of Schedule 1, Part 1 of the Resource			
	Management and Planning System of Tasmania:			

- "to promote the sustainable development of natural and physical resources and the maintenance of the ecological processes and genetic diversity"
- "to provide for the fair orderly and sustainable use and development if air, land and water"
- "to facilitate economic development in accordance with the objectives set out in (a) (b) (c)".

The project will facilitate the transition to the electrification of transport, met a gap in the market and encourage the take-up of electric vehicles.

REPRESENTATION No. 72

KURT KNOWLES OF HARCOURTS ULVERSTONE & PENGUIN

54 Main Road, Penguin

MATTERS RAISED	PLANNING AUTHORITY
I would like to express my positive thoughts on the property. I live in Hearps Road and I am selling a large subdivision in the same area. I believe the infrastructure would be a large boost, not only to	

transient customers from the highway, also for the local residents. There will be easier access to fuel and the odd grocery items. I believe it will have a positive outcome for property in the area.

Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.

REPRESENTATION NOS. 73(A) & 73(B)

KEYSTONE DEVELOPMENTS PTY LTD

THE DEVELOPER OF THE SOUTH ROAD SITE

MATTERS RAISED

Two representations were received from Keystone Developments Pty Ltd during the public notification period.

The representations from the developer, Keystone Developments Pty Ltd, gives background to community constant undertaken in relation to the proposed development, reasoning to the selection and acquisition of the site and the criteria that made it a choice location for the proposed development.

Other matters raised in the representation by Keystone Developments Pty Ltd are a copy of that submitted by Representor No. 68 - consultant's Ireneinc.

Refer to matters raised and Planning Authority's comments for Rep No. 63.

PLANNING AUTHORITY

It is considered the representation would have no effect on the draft Amendment or LPS as a whole.

Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.

REPRESENTATION No. 74

PENNY COCKER OF THE AUSTRALIAN ELECTRIC VEHICLE ASSOCIATION TASMANIAN BRANCH

226 FOUR SPRINGS ROAD, SELBOURNE

MATTERS RAISED	PLANNING AUTHORITY
The Australian Electric Vehicle Association (AEVA) has been in operation since 1973 and has had an active chapter in Tasmania since 2015. AEVA advocates for the electrification of transportation.	It is considered the representation would have no effect on the draft Amendment or LPS as a whole. Recommend no modification to the draft Amendment and/or Permit
There is not a fast charging station between Devonport and Burnie. The proposed site will fill this gap.	be made as a result of the representation.
The development is unusual in being a fuel station proposing to incorporate EV charging. AEVA would like to encourage such developments to include EV charging and this development would help establish a precedent.	

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COLIN HOWLETT, CHAIR OF THE TASMANIAN TRANSPORT COUNCIL

PO Box 1563, Launceston

PO BOX 1303, LAUNCESTON	
MATTERS RAISED	PLANNING AUTHORITY
The application will offer a great deal to the transport industry and the tourism industry.	It is considered the representation would have no effect on the draft Amendment or LPS as a whole.
The development provides opportunity for heavy vehicle drivers, who are restricted with Log Books and breaks that have to be taken at prescribed times, to pull over to rest, check loads and take toilet breaks.	Recommend no modification of the draft Amendment. Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.
This also applies to buses, especially tourist buses where passengers need breaks and not enough facilities are available.	
There are also drivers that travel all over the State who require this service.	

REPRESENTATION No. 76

REBECCA AND ROBERT JETSON

20 OLIVERS ROAD, WEST ULVERSTONE

MATTERS RAISED

Object to the rezoning and development.

Concerns are:

- (a) The development does not comply with strategic documents such as the Regional Land Use Strategy. Introducing a local area provision to the land, to try and make a development achievable is disappointing. The development should be applied to a more appropriate zone and location that would not introduce land use conflict directly alongside residential zones.
- (b) The development contradicts the Tasmanian Planning Commissions guidelines for the local Business Zone. In particular LBZ4, LBZ3 and LBZ2. The new spot will be created with no strategic intention or vision.
- (c) The development introduces major land use conflicts with adjoining properties.

PLANNING AUTHORITY

The rezoning, use and development of the land will be for the Tasmanian Planning Commission to examine and determine.

The Commission will be informed, at a public hearing, by the planning authority's reasoning for determining the amendment and application, the developer's application, submissions by the applicant and their planning consultants, Ireneinc, and representations made.

Noise

The application is accompanied by a Noise Impact Assessment by Noise Vibrating Consulting (NVC). The consultant undertook noise monitoring from the site in November and October 2021, measuring existing ambient noise levels, and undertook noise modelling to determine the increase in noise from the proposed development. A summary of existing and predicted noise levels are tabled in the Noise Impact Assessment. The predicted noise levels at adjoining 141 South Road (location C), 137 South Road (location E) and Knights Road (location F) were acceptable. Location A was on the subject

- (d) The development will introduce light spill for illuminated signs and additional car and truck lights.
- (e) The development will introduce larger noise pollution, particularly trucks braking to enter the site at all hours.
- (f) The proposed traffic layout is a concern. Although conditioned, how will the public know what the layout will look like? This could raise discretions the public know nothing about. Should be shared with the public.
- (g) Will the bus stop be relocated?
- (h) Are sight distances appropriate?
- (i) Has a stormwater design been prepared?

site. Location D was 1 Hearps Road, where night 'peak' levels are predicted to be 49dBA.

The consultant determined that, due to the proximity of the site to the Bass Highway, predicted noise emissions from the site were lower than existing ambient noise levels, and would, thus, cause minimal increase to the predicted overall noise levels at the tested residential receivers.

The report states that "noise sources for the model included existing traffic flow on roadways, heavy and light vehicle movements on the site, heavy vehicles idling in the parking area and building mechanical plant. The results (Table 3 of the report) demonstrate that vehicle noise (particularly heavy vehicles) is the dominant noise source from the site at all residential receivers".

The report further states "the noise model assumes that vehicles are travelling along the movement path through the site at a constant speed, rather than in a fixed place". In reality, heavy vehicles in particular are likely to spend the majority of their time on site at the fuel bowser locations, drive through lane or parked"

It is not clear from the report if any predicted noise modelling included the increase in frequency and the breaking of heavy vehicles using of the Bass Highway's eastern and western slip lanes and the South Road roundabout, to enter and exit the subject site.

Manoeuvrability of trucks entering and egressing the site

In relation to comments regarding the manoeuvrability of B-Double trucks entering and exiting the site, the application is accompanied by a Traffic Impact Assessment by SALT (Sustainable Transport Surveys Pty Ltd).

The TIA states that the intersection of the Bass Highway west bound slip lane with Knights Road and the South Road roundabout, are able to accommodate the anticipated type and level of vehicle movements, without modification.

The points of entry and egress onto South Road will require some modifications to the roadway pavement and lanes. These matters are also addressed in the TIA and representations by planning consultants, Ireneinc and the developer Keystone Developments – submission (Nos. 63 & 73(a) and 73(b) and Department State Growth's submission (No. 77).

Bus Stop

It is anticipated the South Road bus stop will need to be relocated further to the east, on South Road.

Hearps Road/South Road Intersection

Amended conditions of permit addresses this matter, requiring the submission of further detailed design, including line markings and

signs, to the satisfaction of the Director Infrastructure Services. Refer to recommended amendment to the permit conditions – Annexure 4.

Stormwater

Council's Infrastructure Services seeks to modify some of the Conditions of the Permit in relation to stormwater management. Refer to recommended amendments to the permit conditions – Annexure 4.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION No. 77

DEPARTMENT OF STATE GROWTH

GPO Box 536, Hobart

MATTERS RAISED

Strategic Road Network -

The development is located adjacent to the Bass Highway, which forms part of the Burnie to Hobart Freight Corridor. This is Tasmania's highest volume freight and passenger route.

It is critical the Corridor is protected from development that may impact efficiency and safety outcomes for users, including new or intensified accesses onto the highway and the provision of inappropriate signage that may distract drivers.

While the proposed location may be appropriate for a service station and supporting activities, particularly for heavy vehicles, this needs to be balanced with the strategic merits of locating commercial development outside or on the fringes of existing urban and town centres. Particularly when not supported by existing high standard accesses.

Locating development away from existing commercial and industrial centres may lead to ribbon development, land use conflicts with

PLANNING AUTHORITY

The Commission will examine matters raised by Department of State Growth before determining the application.

Pylon sign

The application does contain visualisations of proposed signage on the site.

Council Council's Infrastructure Services seeks to modify some of the Conditions of the Permit in relation to road layout and construction and stormwater management. Refer to recommended amendments to the permit conditions – Annexure 4.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

adjacent uses and future requests for road improvements or lower speeds to accommodate traffic volumes and turning movements.

Limited Access Arrangement, Bass Highway -

The Bass Highway is a proclaimed limited access road. No access can be legally provided now or in the future to the highway or the ramps in the vicinity of the South Road roundabout. This limitation is also a restrictive covenant on the title to the land which is subject to the application.

In order to provide access, the Department would support the transfer of management responsibility of a section of the south ramp to the Central Coast Council. This would overcome the inability to approve truck exit to this section of South Road, as it would no longer form a part of the Bass Highway.

Some form of physical devise would be required to stop drivers from entering the site (at the western exit location).

The sight lines to the east along South Road appear to be through a relatively high embankment. This would need to be reviewed, along with any required earthworks to ensure sight lines are unobstructed. The verge area would need to be designed so that there are no obstructions, such as signs, plantings etc.

Removal of Vegetation -

The Bass Highway at West Ulverston was duplicated in 2004/2005. The duplication included landscape plans for the interchange, prepared in consultation with Council.

With the exception of several trees in the vicinity of the truck exit, State Growth have not agreed to any vegetation removal in the Bass Highway reservation.

It is understood the applicant will provide further detail regarding the removal of specific trees. This information will assist State Growth assess the impact and appropriateness of tree removal.

Proposed Pylon Sign -

The development includes a proposed 20m high pylon sign. It is understood the applicant intend to reduce the height to 15m

The development does not contain a visualisation of the impact of the sign. This information would assist State Growth to understand the overall visual impact of the sign and whether it would distract drivers heading east.

Stormwater and Drainage Management -

State Growth have provided Crown landowner consent for drainage to the highway reservation on the basis a drainage plan, including catchment area, flows and drainage design for any area discharging to the Bass Highway be provided.

Other Traffic and Access Related Issues -

It is unclear if the road pavement in the current kerbside parking area near 1 Hearps Road is of the same standard as the through lanes. The conversion of this space to a through traffic lane to accommodate the right-hand turn lane will likely need investigation in relation to existing pavement depth and could require full depth pavement construction work.

It is likely a full-width asphalt overlay would be required to address the expected high sheer forces of large vehicles turning in and out of the site.

It is expected a bus stop to the east of the eastern side site access will be required.

There is no commentary on the proposed departure island for the right turn lane impacting the operation of the South Road/Hearps Road intersection.

Knights Road Off-Ramp Barrier -

It is understood some residents have raised the potential for noise impacts generated by trucks using the off-ramp to access the site. The applicant has proposed an extension of the existing acoustic barrier by around 100m (not in the application but in later correspondence to Knights Road residents).

The applicant would need to assess the noise impacts and implement mitigation actions, with costs associated with the mitigations being borne by the applicant, including any necessary extensions of both the existing acoustic barrier and crash barrier.

The application comprising LPS20220001 Amendment and DA20220101 was referred to all agencies, including TasFire, TasWater, TasNetworks, TasRail, State Growth (No.77), Crown Land Services and Department Natural Resources and Environment Tasmania.

The following responses were received:

REPRESENTATION No. 78

RESPONSE FROM TASFIRE

The site is designated as being within a bush-fire prone area under the Planning Scheme and subsequently the application must comply with E1.0 of the Bushfire-Prone Areas Code.

The application should have been accompanied by a Bushfire Hazard Management Plan.

PLANNERS COMMENT

This matter has been discussed with planning consultants, Ireneinc who represent the developer.

A Bushfire Hazard Management Plan has been commissioned by Ireneinc and will be made available to the Council and the Commission, prior to any hearing into the Amendment and development proposal.

REPRESENTATION No. 79

RESPONSE FROM TASNETWORKS

Based on the information provided, the development is unlikely to adversely affect TasNetworks' operations.

REPRESENTATION No. 80

RESPONSE FROM TASRAIL

The proposal is not in close proximity to the railway. The proposal would not have any impact on TasRail operations.

REPRESENTATION NO. 81 - RECEIVED PRIOR TO THE BEGINNING OF THE PUBLIC NOTIFICATION PERIOD

ANDREW WEBB

SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED		PLANNING AUTHORITY	
(a)	Noise to be generated by the site.	Noise	
(b)	The distance of the development from the existing business district. The necessity for an additional service station and food outlets in Ulverstone is questioned. There are already heavy vehicle stations in Burnie and Devonport.	The application is accompanied by a Noise Impact Assessment by Noise Vibrating Consulting (NVC). The consultant undertook noise monitoring from the site in November and October 2021, measuring existing ambient noise levels, and undertook noise modelling to determine the increase in noise from the proposed development. A summary of existing and predicted noise levels are tabled in the Noise Impact Assessment. The predicted noise levels at adjoining 141 South Road (location C), 137 South Road (location E) and Knights	

- (d) The location is in a quiet low density residential area. Not in an industrial area. It is not in keeping with the character or needs of the area.
- (e) The proposal to allow illumination until 11.00pm will have a negative impact on the surrounding residents.
- (f) The illumination of the site will impact on residents and wildlife
- (g) The population of Ulverstone is largely static so the demand for petrol supply is not growing. Tenancies will (most likely) not be locally owned.
- (h) The Council should have concerned with the number of non-compliances (discretionary matters) for the development.

Road (location F) were acceptable. Location A was on the subject site. Location D was 1 Hearps Road, where night 'peak' levels are predicted to be 49dBA.

The consultant determined that, due to the proximity of the site to the Bass Highway, predicted noise emissions from the site were lower than existing ambient noise levels, and would, thus, cause minimal increase to the predicted overall noise levels at the tested residential receivers.

The report states that "noise sources for the model included existing traffic flow on roadways, heavy and light vehicle movements on the site, heavy vehicles idling in the parking area and building mechanical plant. The results (Table 3 of the report) demonstrate that vehicle noise (particularly heavy vehicles) is the dominant noise source from the site at all residential receivers".

The report further states "the noise model assumes that vehicles are travelling along the movement path through the site at a constant speed, rather than in a fixed place". In reality, heavy vehicles in particular are likely to spend the majority of their time on site at the fuel bowser locations, drive through lane or parked"

It is not clear from the report if any predicted noise modelling included the increase in frequency and the breaking of heavy vehicles using of the Bass Highway's eastern and western slip lanes and the South Road roundabout, to enter and exit the subject site.

The representation from Andrew Webb is similar in nature to that submitted by Representor No. 2.

Refer to matters raised for Rep No. 2.

It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.

Recommend no modification of the draft Amendment.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions - Annexure 4.

CENTRAL COAST
COUNCIL

PO Bo:
19 Kir
Ulvers
Tel 03

Minute no. 258.2022

PO Box 220 19 King Edward Street Ulverstone Tasmania 7315 Tel 03 6429 8900

admin@centralcoast.tas.gov.au

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PLANNING PERMIT - DA2022010

(S57 Land Use Planning & Approvals Act 1993)

Tasmania Keystone Developments Pty Ltd Phil Gartrell of Ireneinc Planning & Urban Design C/- 49 Tasma Street NORTH HOBART TAS 7000

Details of planning application

Property Address:

South Road, West Ulverstone (CT's 141816/1, 141816/7, 141816/8,

8023/110 & 8024/108)

Development/Uses:

Vehicle Fuel Sales and Service (service station with truck refueling station) and Food Services (2 drive-through take away restaurants) and Signs (2 x illuminate pylon signs, 1 x freestanding illuminated billboard, 5 x illuminated canopy signs, 7 x illuminated wall signs,

and several other wayfinding signs on the site.

Use Classes:

Vehicle Fuel Sales and Service and Food Services

Zone:

Local Business

Planning Instrument:

Tasmanian Planning Scheme - Central Coast

Decision

The Council, in its role as the Planning Authority, at its meeting held on Monday, 20 June 2022 (Minute No. 180/2022) made a decision on the abovementioned application.

Approved with Conditions. Authorised by the Planning Authority.

The decision is reproduced as follows:

- The development must be in accordance with the Site Plans, Floor Plans and El evations by TRG Australia as submitted by the Applicant date stamped 2 May 2022, unless modified by a Condition of this permit.
- 2 Use of the land for Food Services must be between 6.00am and 11.00pm each day.
- 3 All parking parking spaces must:
 - (a) be constructed with a durable all-weather pavement;
 - (b) be drained to the public stormwater system, or contain stormwater on the site; and
 - (c) be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
- 4 All car parking and vehicle manoeuvring areas must comply with *Australian Standard AS2890 Parking facilities, Parts 1–6.*

- A 2.1m high noise attenuation fence must be erected along the full length of the eastern side boundary of the site, adjoining the Low Density Residential Zone.
- The pylon signs facing South Road and the Bass Highway must not be greater than 20m high above existing ground level.
- Pylon signs must not project more than 1.2m beyond the boundary of the site.
- Wall signs must not extend beyond the wall or above the top of the wall to which it is attached and must not occupy more than 25% of the wall area.
- 9 Illuminated signs visible from adjacent roads must not create the effect of flashing, animation or movement.
- Lighting and illuminated signs associate with the two (2) drive–through food restaurants must cease at 11.00pm each day.
- No third party signage is permitted. Promotional material on the Billboard sign must be related to the uses approved for the site under this permit and must not contain third party advertising or promotion.
- Total height of the Billboard sign must not extend more than 9m above existing ground level.
- Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
- The removal of native vegetation from the Bass Highway road reserve, along the southern and western boundaries of the Lot, is prohibited. The removal of native vegetation is permitted for the construction of the exit crossover onto South Road.
- The developer must liaise with the Council's Parks/Recreation Officer on 6429 8974 to minimise the impact of development on the existing vegetation within the South Road and Knight Road reservations.
- The development must be in accordance with recommendations of the Traffic Impact Assessment by SALT.
- 17 The development must be in accordance with recommendations of the Noise Impact Assessment by NVC.
- The development must be in accordance with recommendations of the Stormwater Management Plan and Civil Documentation by Flussing Engineers.
- The development must be in accordance with recommendations of the Waste Management Plan by SALT.

INFRASTRUCTURE SERVICES

- The kerb crossovers and driveways (In/Out access on eastern side and Out access on the western side) to and from the proposed development on South Road must be in location as shown on Proposed Site Plan (Drawing No: TP03, Revision: P10).
- 21 Kerb crossovers must be constructed in accordance with the Tasmanian Standard Drawing TSD-R14-v3 Urban Roads Approved Concrete Kerbs and Channels Profile

- Dimensions and must be submitted for approval by Council's Director Infrastructure Services.
- Driveways must be constructed in accordance with the Tasmanian Standard Drawing TSD-R09-v3 Urban Roads Driveways, in a plain concrete finish and must be submitted for approval by Council's Director Infrastructure Services.
- 23 Kerb crossover and footpath made redundant must be reinstated to match with the existing structures.
- A footpath is to be constructed along the front boundary of the proposed development extending to the property's eastern boundary.
- Footpaths (new and relocated) must be constructed in accordance with Tasmanian Standard Drawing TSD-R11-v3 Urban Roads Footpaths.
- Provision of a pedestrian walkway/access must be made from the footpath to the proposed development.
- The property opposite to the proposed site, being 1 Hearps Road, West Ulverstone currently has roadside parking which will be prohibited under the proposed right turn lane arrangement. The road design must consider the extension of the required road section width on the side of the development site (southern side of South Road) to prevent the loss of the existing parking space. The design must be submitted for approval by Council's Director Infrastructure Services.
- The proposed marking islands (after the right turning lane) along the intersection of South Road and Hearps Road must be reviewed. The provision of road marking and signage, considering each directional traffic movement, must be submitted for approval by Council's Director Infrastructure Services.
- The Traffic Impact Assessment (Appendix 2: Swept Path Diagram) indicates that the proposed exit on the western side of the lot encroaches the opposite lane on South Road for 25m B–Double Vehicle. The road design must incorporate the proper manoeuvring for vehicles up–to 25m B–Double. The design must be submitted for approval by Council's Director Infrastructure Services.
- The existing off-ramp intersection on Knights Road (South of Bass Highway) is to be assessed for traffic manoeuvring up-to 25m B-Double vehicles. If required, this intersection is to be re-designed and constructed by the developer. The design must be submitted for approval by Council's Director Infrastructure Services.
- 31 All works and designs listed above shall be at the developer's/property owner's cost.
- 32 Sight triangle areas adjacent to the driveway access must be kept clear of obstructions to visibility, in accordance with the Tasmanian Standard Drawing TSD-RF-01-v3 Guide to Intersection and Domestic Access Sight Distance Requirements.
- Stormwater run-off from buildings and hard surfaces, including from vehicle parking and manoeuvring areas, must be collected, and discharged to the State Road drainage system as proposed, with consent from the relevant authority, and must not cause a nuisance to neighbouring properties.

- Prior to commencement of works, as per the council's Stormwater Detention Policy 2022, submit plans, calculations and design for an on-site stormwater detention storage system for approval by Council's Director Infrastructure Services. The system must be designed by a suitably qualified person addressing the Council's stormwater detention criteria.
- Prior to commencement of works, if required, submit an application 'Install Stormwater Connection Point' for any work associated with existing stormwater infrastructure. Such works must be undertaken by the Council, unless alternative arrangements are approved by Council's Director Infrastructure Services, at the developer's cost. Drainage costings as listed in the Council's Fees and Charges register apply.
- Whilst site/building works are occurring, and until all exposed soil areas are permanently stabilised against erosion, the developer must minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and work areas in accordance with the 'Soil and Water Management on Standard Building and Construction Sites Fact Sheet 2' published by the Department of Natural Resources and Environment Tasmania.
- Any works associated with roads, stormwater infrastructures, footpaths, kerb and channel, nature strips or street trees must be undertaken by the Council, unless alternative arrangements are approved by the Council's Director Infrastructure Services, at the developer's cost.
- Any damage or disturbance to roads, stormwater infrastructures, footpaths, kerb and channel, nature strips or street trees resulting from activity associated with the development must be rectified to the satisfaction of the Council's Director Infrastructure Services, at the developer's cost.

Please Note

- A Planning Permit remains valid for two years. If the use and/or development has not substantially commenced within this period, an extension may be granted if a request is made before this period expires. If the Permit lapses, a new application must be made.
- "Substantial commencement" is the submission and approval of a Building Permit or engineering drawings and the physical commencement of infrastructure works on the site, or an arrangement of a Private Works Authority or bank guarantee to undertake such works.
- Prior to commencement of works, submit an application for 'Roadworks Authority' (or a 'Private Works Authority', if applicable). Roadworks Authority Rates as listed in the Council's Fees and Charges register apply.
- 4 Prior to commencement of works in the road reservation, obtain a 'Works in Road Reservation (Permit)' in accordance with the Council's *Work in Road Reservation Policy*.
- Concern has been raised by Department of State Growth regarding the existing bus stop, to be converted to space for the westbound through lane, with no indication of where the bus stop is to be relocated. The TIA indicates that this will not be impacted

by the proposed road work. This concern needs to be addressed and any changes in the bus stop location authorised by the relevant authority

If you wish to appeal against any of the Permit conditions, you must lodge an appeal with the Resource and Planning Stream of TASCAT, GPO Box 1311, Hobart 7001 within 14 days from the date of this advice (refer s.61 of the *Land Use Planning and Approvals Act 1993*). The appeal must be in writing and lodged with the prescribed fee – please contact TASCAT (ph 1800 657 500) about procedures and further information regarding lodgement of an appeal.

Name:	Signed:	Date:
Sandra Ayton	Sandia Lyten	20 June 2022
Title:	()	Permit No.
GENERAL MAI	NAGER	DA202201 0



Submission to Planning Authority Notice

Council Planning Permit No.	DA2022010 and PSA2022001		Council notice date	19/01/2022		
TasWater details						
TasWater Reference No.	TWDA 2022/00067-CC		Date of response	03/02/2022		
TasWater	Phil Papps	Diama Na	0474 931 272			
Contact	Scott Taylor (Trade Waste)	Phone No.	0419 958 316			
Response issued to						
Council name	CENTRAL COAST COUNCIL					
Contact details	planning@centralcoast.tas.gov.au					
Development deta	Development details					
Address	SOUTH ROAD, ULVERSTONE	SOUTH ROAD, ULVERSTONE		7374398		
Description of development	Combined Planning Scheme Amendment & Service Station & Restaurants					
Schedule of drawing	ngs/documents	Residence of the second				
Prepar	ed by Drawing/	document No.	Revision No.	Date of Issue		

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Trg Design	Proposed Site Plan / TP03	P8	22/12/2021
Flussig Engineers	Services Arrangement / H100	P0	16/11/2021
Flussig Engineers	Sewer Plan / H200 - 201	P0	16/11/2021
Flussig Engineers	Water Supply Plan / H 300	P0	16/11/2021
Ireneinc	Planning Report		Jan 2022

Conditions

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

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

CONNECTIONS, METERING & BACKFLOW

- 1. A suitably sized water supply with metered connection(s) and sewerage system and connection(s) to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- 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 use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

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



6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

ASSET CREATION & INFRASTRUCTURE WORKS

- 7. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
- 8. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
- 9. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- 10. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
- 11. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
- 12. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 13. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
- 14. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.



- 15. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
- 16. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 17. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

- 18. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) and the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
 - <u>Advice:</u> Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
- 19. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed new TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and/or lot creation requirements.
- 20. Prior to the issue of a Consent to Register a Legal Document / Certificate of Water & Sewerage Compliance (Building and or Plumbing) from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) to cover existing/proposed TasWater infrastructure as required by condition 19. All costs and expenses related to the transfer of easement(s) to TasWater are to be paid by the developer.
- 21. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant m ust submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
 - a. the exact location of the existing sewerage infrastructure,
 - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

56W CONSENT

22. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pur suant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which if applicable is built within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

23. The applicant or landowner as the case may be, must pay a development assessment fee of \$699.36 and a Consent to Register a Legal Document fee of \$154.42 to TasWater, as approved by the Economic Regulator and the fees 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.

The location of this infrastructure as shown on the GIS is indicative only.

- (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.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show if applicable footings of proposed buildings located over or with in 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) Footings must be outside of easements and no closer than 1.0m from the outside pipewall of TasWater infrastructure;
- (c) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (d) A note on the plan indicating how the pipe location and depth were ascertained.
- (e) The location of the property service connection and sewer inspection opening (IO).

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices i.e. Oil Water Separator;
- Spel OWS are not suitable to discharge to TasWater sewer Network
- Schematic drawings and specification (including the size and type) of any proposed p re-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

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



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

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

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

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



PO Box 220 19 King Edward Street Ulverstone Tasmania 7315 Tel 03 6429 8900

 $\underline{admin@centralcoast.tas.gov.au}$

www.centralcoast.tas.gov.au

PLANNING PERMIT – DA2022010

(S57 Land Use Planning & Approvals Act 1993)

Tasmania Keystone Developments Pty Ltd Phil Gartrell of Ireneinc Planning & Urban Design C/- 49 Tasma Street NORTH HOBART TAS 7000

Details of planning application

Property Address: South Road, West Ulverstone (CT's 141816/1, 141816/7, 141816/8,

8023/110 & 8024/108)

Development/Uses: Vehicle Fuel Sales and Service (service station with truck refueling

station) and Food Services (2 drive-through take away restaurants) and Signs (2 x illuminate pylon signs, 1 x freestanding illuminated billboard, 5 x illuminated canopy signs, 7 x illuminated wall signs,

and several other wayfinding signs on the site.

Use Classes: Vehicle Fuel Sales and Service and Food Services

and Signs

Zone: Local Business

Planning Instrument: Tasmanian Planning Scheme - Central Coast

Decision

The Council, in its role as the Planning Authority, at its meeting held on Monday, 29 August 2022 (Minute No. XXXX/2022) made a recommendation that conditions for permit DA2022010 be amended.

The amended permit is reproduced as follows:

- The development must be in accordance with the Site Plans, Floor Plans and Elevations by TRG Australia as submitted by the Applicant date stamped 2 May 2022, unless modified by a Condition of this permit.
- 2 Use of the land for Food Services must be between 6.00am and 11.00pm each day.
- 3 All parking parking spaces must:
 - (a) be constructed with a durable all-weather pavement;
 - (b) be drained to the public stormwater system, or contain stormwater on the site; and
 - (c) be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
- 4 All car parking and vehicle manoeuvring areas must comply with *Australian Standard AS2890 Parking facilities, Parts 1–6*.

- A 2.1m high noise attenuation fence must be erected along the full length of the eastern side boundary of the site, adjoining the Low Density Residential Zone.
- The pylon signs facing South Road and the Bass Highway must not be greater than 15m high above existing ground level.
- Pylon signs must not project more than 1.2m beyond the boundary of the site.
- Wall signs must not extend beyond the wall or above the top of the wall to which it is attached and must not occupy more than 25% of the wall area.
- 9 Illuminated signs visible from adjacent roads must not create the effect of flashing, animation or movement.
- Lighting and illuminated signs associate with the two (2) drive-through food restaurants must cease at 11.00pm each day.
- No third party signage is permitted. Promotional material on the Billboard sign must be related to the uses approved for the site under this permit and must not contain third party advertising or promotion.
- Total height of the Billboard sign must not extend more than 9m above existing ground level.
- Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
- The removal of native vegetation from the Bass Highway road reserve, along the southern and western boundaries of the Lot, is prohibited. The removal of native vegetation is permitted for the construction of the exit crossover onto South Road.
- The developer must liaise with the Council's Parks/Recreation Officer on 6429 8974 to minimise the impact of development on the existing vegetation within the South Road and Knight Road reservations.
- The development must be in accordance with recommendations of the Traffic Impact Assessment by SALT.
- 17 The development must be in accordance with recommendations of the Noise Impact Assessment by NVC.
- The development must be in accordance with recommendations of the Stormwater Management Plan and Civil Documentation by Flussing Engineers.
- The development must be in accordance with recommendations of the Waste Management Plan by SALT.

Infrastructure Services:

- All proposed new kerb crossovers and driveway accesses must be located as shown on "Proposed Site Plan" (drawing no. TP03, Revision P10).
- The western crossover must be a left turn only exit from the site.
- All new kerb crossovers and driveways that will be located in the road reserve must be designed by a suitably qualified and experienced civil engineer to suit the proposed

heavy vehicle loads. Design drawings of these elements must be submitted to and approved by Council's Director Infrastructure Services prior to any works commencing.

- All proposed concrete kerbs, footpaths, crossovers, driveways etc. located in the road reserve must have a plain (not coloured/exposed aggregate/stencilled etc) finish.
- Where any existing kerb crossover is made redundant, the kerb and footpath in the area must be re-constructed to match adjacent kerb and footpath elements.
- A pedestrian footpath must be retained or constructed in the road reservation on the southwest side of South Road from the east boundary of the site to the existing pedestrian crossover located on the Bass Highway on-ramp. The footpath must be designed and constructed in accordance with TSD-R11-v3 and to a higher standard (designed by a suitably and experienced civil engineer) where heavy vehicles cross it.
- Provision of pedestrian walkway/access must be made from the road reservation footpath to the proposed development.
- A pedestrian crossing must be constructed at the traffic island on the north-east corner of the Knights Road/South Road roundabout to allow pedestrians to safely cross South Road. This crossing must incorporate kerb crossovers and island treatment generally in accordance with TSD-R18-v3 & TSD-R20-v3 and be designed by a suitably qualified and experienced civil engineer to the satisfaction of Council's Director Infrastructure Services.
- Provision of roadside parking on South Road, outside 1 Hearps Road, is to be maintained. If necessary, South Road must be widened to accommodate roadside parking at this location in addition to the proposed right turn lane.
- The geometric design of all entrances and exits from the site must be designed to accommodate proposed vehicle movements. Swept paths of vehicles exiting from the western exit must not encroach into the eastbound lane of South Road. Design drawings demonstrating suitable swept paths must be submitted and approved by Council's Director Infrastructure Services prior to works commencing.
- The existing off-ramp intersection on Knights Road (South of Bass Highway) is to be assessed for traffic manoeuvring up to 25m B-double. If required, this intersection is to be redesigned and submitted for approval by Council's Director Infrastructure Services.
- The existing bus stop on South Road in front of the proposed development must be provided for in the proposed design (allowing for westbound traffic on South Road to continue unobstructed if a bus is at the stop and a truck is in the eastbound right turn lane). Alternatively, the bus stop must be located to the satisfaction of all relevant authorities after consultation with bus company users.
- The South Road pavement from the west exit from the site to the east entry/exit must be thoroughly assessed for suitability to carry heavy, turning vehicles by a suitably qualified and experienced civil engineer to the satisfaction of Council's Director Infrastructure Services and in accordance with best design practice. If required, upgrades are to be designed and documented by a suitably qualified and experienced civil engineer in accordance with best design practice and approved by Council's Director Infrastructure Services prior to commencement of works.

- 33 Sight triangle areas adjacent to the driveway access must be kept clear of obstructions to visibility, in accordance with the Tasmanian Standard Drawing TSD-RF-01-v3 Guide to Intersection and Domestic Access Sight Distance Requirements.
- All areas of roadside vegetation and nature strips are to be retained or reinstated to the satisfaction of Council's Director Infrastructure Services.
- Stormwater run-off from all buildings and hard surfaces, including from vehicle parking and manoeuvring areas, must be collected, and discharged to the Bass Highway drainage system as proposed.
- The developer must obtain consent from Department of State Growth to discharge stormwater to the Bass Highway corridor prior to commencing works.
- Prior to commencement of works, submit final plans, calculations, and design for an onsite stormwater detention system to the satisfaction of Council's Director Infrastructure Services. The system must be designed by a suitably qualified and experienced professional generally in accordance with Council's *Stormwater Detention Policy 2022* except that flows discharging from the site must not increase in any storm event up to and including a 1% AEP event.
- The developer must maintain the on-site stormwater detention system for the life of the development.
- The developer must maintain the on-site stormwater quality treatment systems in accordance with the manufacturers guidelines for the life of the development.
- During site/building works and until all exposed soil areas are permanently stabilised against erosion, the developer must minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and work areas in accordance with the 'Soil and Water Management on Standard Building and Construction Sites Fact Sheet 2' published by the Department of Natural Resources and Environment Tasmania.
- Works associated with roads, stormwater infrastructures, footpaths, kerb and channel, nature strips or street trees must be undertaken by the Council, unless alternative arrangements are approved by the Council's Director Infrastructure Services, at the developer's cost.
- Damage or disturbance to roads, stormwater infrastructures, footpaths, kerb and channel, nature strips or street trees resulting from activity associated with the development must be rectified to the satisfaction of the Council's Director Infrastructure Services, at the developer's cost.
- The developer must liaise with the Council's Parks/Recreation Officer to minimise the impact of development on the existing vegetation within the South Road and Knights Road road reservations.
- 44 All works or activity conditioned above shall be at the developer/property owner's expense.

Please Note

- A Planning Permit remains valid for two years. If the use and/or development has not substantially commenced within this period, an extension may be granted if a request is made before this period expires. If the Permit lapses, a new application must be made.
- 2 "Substantial commencement" is the submission and approval of a Building Permit or engineering drawings and the physical commencement of infrastructure works on the site, or an arrangement of a Private Works Authority or bank guarantee to undertake such works.
- Prior to commencement of works, submit an application for 'Roadworks Authority' (or a 'Private Works Authority', if applicable). Roadworks Authority Rates as listed in the Council's Fees and Charges register apply.
- 4 Prior to commencement of works in the road reservation, obtain a 'Works in Road Reservation (Permit)' in accordance with the Council's *Work in Road Reservation Policy*.
- Concern has been raised by Department of State Growth regarding the existing bus stop, to be converted to space for the westbound through lane, with no indication of where the bus stop is to be relocated. The TIA indicates that this will not be impacted by the proposed road work. This concern needs to be addressed and any changes in the bus stop location authorised by the relevant authority.

If you wish to appeal against any of the Permit conditions, you must lodge an appeal with the Resource and Planning Stream of TASCAT, GPO Box 1311, Hobart 7001 within 14 days from the date of this advice (refer s.61 of the *Land Use Planning and Approvals Act 1993*). The appeal must be in writing and lodged with the prescribed fee – please contact TASCAT (ph 1800 657 500) about procedures and further information regarding lodgement of an appeal.

Name:	Signed:		Date:
Sandra Ayton			
Title:			Permit No.
GENERAL MANAGER			DA2022010