



Notice of Special Council Meeting and

# Agenda

29 AUGUST 2022

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To all Councillors

NOTICE OF MEETING

In accordance with the *Local Government (Meeting Procedures) Regulations 2015*, notice is given of a special meeting of the Central Coast Council to be held in the Council Chamber at the Administration Centre, 19 King Edward Street, Ulverstone on 29 August 2022. The meeting will commence at 6:00pm.

An agenda and associated reports and documents are appended hereto.

A notice of meeting was published in The Advocate newspaper, a daily newspaper circulating in the municipal area, on 24 August 2022 and listed on the Council's website.

A live stream of the meeting will be available on the Central Coast Council – TAS YouTube page, or via a link on Council's website and Facebook page.

Dated at Ulverstone this 24<sup>th</sup> Day of August 2022.

This notice of meeting and the agenda is given pursuant to delegation for and on behalf of the General Manager.



Ian Brunt  
EXECUTIVE SERVICES OFFICER

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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 this agenda 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

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## **AGENDA**

### **COUNCILLORS ATTENDANCE**

### **COUNCILLORS APOLOGIES**

### **EMPLOYEES ATTENDANCE**

### **GUEST(S) OF THE COUNCIL**

### **MEDIA ATTENDANCE**

### **PUBLIC ATTENDANCE**

### **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.

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## **OPENING PRAYER**

May the words of our lips and the meditations of our hearts be always acceptable in Thy sight, O Lord.

## **BUSINESS**

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## 1 MAYOR'S COMMUNICATIONS

### 1.1 Authority for special meeting

The Mayor reports as follows:

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

The Executive Services Officer reports as follows:

“A suggested resolution is submitted for consideration.”

- “That the Mayor's report be received.”
- .....
- .....

### 1.2 Declarations of interest

The Mayor reports 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 reports 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.”

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**2 DEPARTMENTAL BUSINESS**

COMMUNITY SERVICES

**2.1 Council acting as a planning authority**

The Mayor reports 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 Agenda Items 2.2 and 2.3 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 reports 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.

A suggested resolution is submitted for consideration.”

- “That the Mayor’s report be received.”

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.....  
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**2.2 Hotel Industry – alterations, additions and demolitions – Use Standards – 393 Leith Road, Forth – Application No. DA2021247**

The Director Community Services reports as follows:

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

<i>‘DEVELOPMENT APPLICATION NO.:</i>	DA2021247
<i>PROPOSAL</i>	Hotel Industry – alterations, additions and demolitions – Use Standards
<i>APPLICANT:</i>	Slippervic Pty Ltd
<i>LOCATION:</i>	393 Leith Road, Forth
<i>ZONE:</i>	Local Business
<i>PLANNING INSTRUMENTS:</i>	<i>Tasmanian Planning Scheme – Central Coast “the Planning Scheme” and Historic Cultural Heritage Act 1995</i>
<i>ADVERTISED:</i>	13 July 2022
<i>REPRESENTATIONS EXPIRY DATE:</i>	27 July 2022
<i>REPRESENTATIONS RECEIVED:</i>	Two
<i>42-DAY EXPIRY DATE:</i>	11 August 2022
<i>EXTENSION OF TIME:</i>	Granted until 29 August 2022
<i>DECISION DUE:</i>	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 247m<sup>2</sup> 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 3,307m<sup>2</sup> 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

### 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.

<b>Planner's comment</b>	
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	COMMENT
<b>14.3 Use Standards</b>	
<b>14.3.1 All uses</b>	
<p>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:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>(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.</p> <p>Refer to the "Issues" section of this report.</p> <p>(b) Compliant. The Applicant has advised hours of operation on a Sunday would be until 8.00pm.</p>

<p>14.3.1 -(A2)</p> <p>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:</p> <p>(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and</p> <p>(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.</p>	<p>(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.</p> <p>(b) Compliant by a condition to any permit issued.</p>
<p>14.3.1 -(A3)</p> <p>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:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>(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.</p> <p>Pack-up and loading of band equipment would be after 10.00pm.</p> <p>Refer to "Issues" section of this report.</p> <p>(b) Compliant. The Applicant has advised hours of operation on a Sunday would be until 8.00pm.</p>
<p><b>14.3.2 Discretionary uses</b></p>	
<p>14.3.2 -(A1)</p> <p>No acceptable solution.</p> <p>14.3.2 -(P1)</p>	<p>(a) Not applicable. Hotel Industry Use Class is Permitted.</p> <p>(b) Not applicable. Hotel Industry Use Class is Permitted.</p>

<p>A use listed as Discretionary must:</p> <p>(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and</p> <p>(b) be of an intensity that respects the character of the area.</p>	
<p><b>14.3.3 Retail impact</b></p>	
<p>14.3.3 -(A1)</p> <p>The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 250m<sup>2</sup> per tenancy.</p>	<p>Not applicable.</p> <p>Not a Bulky Goods or General Retail and Hire Use Class.</p>
<p><b>14.4 Development Standards for Buildings and Works</b></p>	
<p><b>14.4.1 Building height</b></p>	
<p>14.4.1 -(A1)</p> <p>Building height must be not more than 9m.</p>	<p>Compliant. Height would be 7.8m.</p>
<p><b>14.4.2 Setbacks</b></p>	
<p>14.4.2 -(A1)</p> <p>Buildings must be:</p> <p>(a) built to the frontage at ground level; or</p> <p>(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>(a) 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.</p> <p>Refer to “Issues” section of this report.</p> <p>(b) Not applicable. Satisfied by (a).</p>
<p>14.4.2 -(A2)</p> <p>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or</p>	<p>(a) Compliant. New development would be setback 4.2m from adjoining Low Density Residential Zone to the east.</p>

<p>Low Density Residential Zone, of not less than:</p> <p>(a) 4m; or</p> <p>(b) half the wall height of the building, whichever is the greater.</p>	<p>(b) Not applicable. Satisfied by (a).</p>
<p>14.4.2 -(A3)</p> <p>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.</p> <p><i>An exemption applies for air conditioners and heat pumps in this zone – see Table 4.6.</i></p>	<p>Compliant.</p> <p>No change to existing air extraction or refrigeration systems.</p>
<p><b>14.4.3 Design</b></p>	
<p>14.4.3 -(A1)</p> <p>New buildings must be designed to satisfy all the following:</p> <p>(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;</p> <p>(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;</p> <p>(c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and</p> <p>(d) provide external lighting to illuminate external vehicle parking areas and pathways.</p>	<p>(a) Compliant. No change to existing mechanical plant or other services such as heat pumps and the like.</p> <p>(b) Not applicable. No rooftop mechanical plant proposed.</p> <p>(c) Compliant. No security shutters or grills proposed.</p> <p>(d) Non-compliant. No lighting of the car parking area is proposed.</p> <p>Refer to “Issues” section of this report</p>

<p>14.4.3 -(A2)</p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <p>(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</p> <p>(b) if for a ground floor level façade facing a frontage:</p> <p>(i) have not less than 40% of the total surface area consisting of windows or doorways; or</p> <p>(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;</p> <p>(c) if for a ground floor level façade facing a frontage must:</p> <p>(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or</p> <p>(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</p> <p>(d) provide awnings over a public footpath if existing on the site or on adjoining properties.</p>	<p>(a) Compliant. Existing and new pedestrian entrance, providing direct access to the proposed entertainment area from Leith Road, is provided.</p> <p>(b) Compliant. Covered roofed area proposed – no discernible change to ground floor level to the façade facing the frontage.</p> <p>(c) Compliant. Roofed area proposed – no change to ground floor level façade facing a frontage.</p> <p>(d) Not applicable. No awnings on the site or on adjoining land.</p>
<p><b>14.4.4 Fencing</b></p>	
<p>14.4.4 -(A1)</p> <p>No acceptable solution.</p>	<p>Proposed 1.8m high timber post and iron, open fence on Leith Road frontage would be exempt under the Planning Scheme’s Clause</p>

<p><i>An exemption applies for fences in this zone – see Table 4.6</i></p>	<p>4.6.4 however, is subject to Tasmanian Heritage Council requirements – which is a discretionary matter. Refer to Tasmanian Heritage Council Notice of Decision – Annexure 7 that requires the fence height to be modified</p>
<p><b>14.4.5 Outdoor storage areas</b></p>	
<p>14.4.5 –(A1) 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.</p>	<p>Compliant. No outdoor storage area visible from any road or public open space adjoining the site.</p>
<p><b>14.4.6 Dwellings</b></p>	
<p>14.4.6 –(A1) A dwelling must have private open space that has an area not less than:</p> <ul style="list-style-type: none"> <li>(a) 24m<sup>2</sup> with a minimum horizontal dimension of not less than 4m; or</li> <li>(b) 8m<sup>2</sup> with a minimum horizontal dimension not less than 1.5m, if the dwelling is located wholly above ground floor level.</li> </ul>	<p>Not applicable. Not dwelling development.</p>
<p>14.4.6 –(A2) Each dwelling must be provided with a dedicated and secure storage space of not less than 6m<sup>3</sup>.</p>	<p>Not applicable. Not dwelling development.</p>
<p><b>14.5 Development Standards for Subdivision</b></p>	
<p><b>14.5.1 Lot design</b></p>	
<p>14.5.1 –(A1) Each lot, or a lot proposed in a plan of subdivision, must:</p>	<p>Not applicable. No subdivision proposed.</p>

<p>(a) have an area of not less than 200m<sup>2</sup> and:</p> <p>(i) be able to contain a minimum area of 10m x 12m clear of:</p> <p>a. all setbacks required by clause 14.4.2 A1 and A2; and</p> <p>b. easements or other title restrictions that limit or restrict development; and</p> <p>(ii) existing buildings are consistent with the setback required by clause 14.4.2 A1 and A2;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities; or</p> <p>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</p>	
<p>14.5.1-(A2)</p> <p>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.</p>	<p>Not applicable.</p> <p>No subdivision proposed.</p>
<p>14.5.1 -(A3)</p> <p>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.</p>	<p>Not applicable.</p> <p>No subdivision proposed.</p>

<b>14.5.2 Services</b>	
<p>14.5.2 -(A1)</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <p>(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</p> <p>(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,</p> <p>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p>Not applicable.</p> <p>No subdivision proposed.</p>
<p>14.5.2 -(A2)</p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p>Not applicable.</p> <p>No subdivision proposed.</p>
<p>14.5.2 -(A3)</p> <p>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.</p>	<p>Not applicable.</p> <p>No subdivision proposed.</p>

## CODES

CODES	NOT APPLICABLE	APPLICABLE
<b>C1.0 Signs Code</b>	<input checked="" type="checkbox"/>	
<b>C2.0 Parking and Sustainable Transport Code</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Refer to table below
<b>C3.0 Road and Railway Assets Code</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Refer to table below
<b>C4.0 Electricity Transmission Infrastructure Protection Code</b>	<input checked="" type="checkbox"/>	
<b>C5.0 Telecommunications Code</b>	<input checked="" type="checkbox"/>	
<b>C6.0 Local Historic Heritage Code</b>	<input checked="" type="checkbox"/>	
<b>C7.0 Natural Assets Code</b>	<input type="checkbox"/>	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.
<b>C8.0 Scenic Protection Code</b>	<input checked="" type="checkbox"/>	
<b>C9.0 Attenuation Code</b>	<input checked="" type="checkbox"/>	
<b>C10.0 Coastal Erosion Hazard Code</b>	<input checked="" type="checkbox"/>	
<b>C11.0 Coastal Inundation Hazard Code</b>	<input checked="" type="checkbox"/>	
<b>C12.0 Flood-Prone Areas Hazard Code</b>	<input type="checkbox"/>	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.
<b>C13.0 Bushfire-Prone Areas Code</b>	<input checked="" type="checkbox"/>	
<b>C14.0 Potentially Contaminated Land Code</b>	<input checked="" type="checkbox"/>	
<b>C15.0 Landslip Hazard Code</b>	<input checked="" type="checkbox"/>	
<b>C16.0 Safeguarding of Airports Code</b>	<input checked="" type="checkbox"/>	

**C2.0 Parking and Sustainable Transport Code**

CLAUSE	COMMENT	
<b>C2.5 Use Standards</b>		
<b>C2.5.1 Car parking numbers</b>	<b>Not Applicable</b>	<b>Assessment</b>
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(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</p>	<input type="checkbox"/>	<p>(a) Not applicable. Site is not subject to a parking precinct plan.</p> <p>(b) Not applicable. Site is not subject to a parking precinct plan.</p> <p>(c) Not applicable.</p> <p>(d)(i) &amp; (d)(ii)</p> <p>Compliant. Table C2.1 specifies the following for car parking provision for the site:</p> <p><u>Existing floor area:</u></p> <p>Indoor Dining area = 99m<sup>2</sup></p> <p>Outdoor dining area = 58.8m<sup>2</sup></p> <p>Public bar = 89m<sup>2</sup> with approximately 40m<sup>2</sup> of outdoor area</p> <p>(NB: 5 bedrooms not in use)</p> <p>Existing = 247m<sup>2</sup></p> <p><u>Proposed development</u></p> <p>The proposed area of new development would be 336m<sup>2</sup>.</p> <p>Total area of use on the site would be 583m<sup>2</sup>.</p>

<p>specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.</p>		<p>The Planning Scheme requires –</p> <ul style="list-style-type: none"> <li>– 1 space per 20m<sup>2</sup> of floor area;</li> <li>– 1 bicycle parking space per 100m<sup>2</sup> and</li> <li>– 1 motorcycle parking space for every 40 vehicles.</li> </ul> <p>The site requires the following number of parking spaces to be provided:</p> <p>Vehicles = 29 spaces</p> <p>Bicycle = 1 space</p> <p>Motorcycle = 1 spaces</p> <p>The development proposes a total of 8 motorcycle parking spaces, 5 bicycle parking spaces and 34 car parking spaces. Traditionally, the hotel has also relied on parking on the Leith Road road reserve.</p> <p>The Road Authority has advised this is able to continue.</p>
<p><b>C2.5.2 Bicycle parking numbers</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>Bicycle parking spaces must:</p> <p>(a) be provided on the site or within 50m of the site; and</p>	<p style="text-align: center;"><input type="checkbox"/></p>	<p>(a) Satisfied by (b).</p> <p>(b) Compliant. Table C2.1 specifies the number of</p>

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

<p>(b) General Retail and Hire uses up to 100m<sup>2</sup> floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>		
<p><b>C2.6 Development Standards for Buildings and Works</b></p>		
<p><b>C2.6.1 Construction of parking areas</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b> All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(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.</p>	<p style="text-align: center;"><input type="checkbox"/></p>	<p>(a) Compliant as per condition that may be applied to any permit issued.</p> <p>(b) Compliant as per Site Plan and Infrastructure Services conditions to a permit.</p> <p>(c) Compliant as per condition that may be applied to any permit issued.</p>
<p><b>C2.6.2 Design and layout of parking areas</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1.1</b> Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <p style="padding-left: 20px;">(i) have a gradient in accordance with <i>Australian Standard AS 2890 – Parking facilities, Parts 1-6</i>;</p>	<p style="text-align: center;"><input type="checkbox"/></p>	<p>A1</p> <p>(a)(i) Compliant. Refer to (b).</p> <p>(a)(ii) Compliant. Refer to (b).</p> <p>(a)(iii) Compliant. Refer to (b).</p> <p>(a)(iv) Compliant. Refer to (b).</p> <p>(a)(v) Compliant. Refer to (b).</p> <p>(a)(vi) Compliant. Refer to (b).</p>

<p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(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;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-</i></p>		<p>(a)(vii) Compliant. Refer to (b).</p> <p>(b) Condition to be applied to any permit issued.</p> <p>A1.2</p> <p>(a) Compliant. Refer to (c).</p> <p>(b) Compliant. Refer to (c).</p> <p>(c) Condition to be applied to any permit issued.</p>
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<p><i>street parking for people with disabilities.</i><sup>1</sup></p> <p><sup>1</sup> Requirements for the number of accessible car parking spaces are specified in part D3 of the <i>National Construction Code 2016</i>.</p>		
<p><b>C2.6.3 Number of accesses for vehicles</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses,</p> <p>whichever is the greater.</p>	<p><input type="checkbox"/></p>	<p>(a) Compliant. One vehicle access proposed.</p> <p>(b) Not applicable. Satisfied by (a).</p>
<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p><input checked="" type="checkbox"/></p>	<p>Land is Local Business Zone.</p>
<p><b>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>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 <i>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</i>.</p>	<p><input checked="" type="checkbox"/></p>	<p>Land is Local Business Zone.</p>

C2.6.5 Pedestrian access	Not Applicable	Assessment
<p><b>A1.1</b></p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p>	<input type="checkbox"/>	<p>(a)(i) A 1.1m wide pathway as shown on Site Plan.</p> <p>(a)(ii) Compliant by condition to any permit issued.</p> <p>(b) Compliant by condition to any permit issued.</p>
<p><b>A1.2</b></p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<input type="checkbox"/>	<p>Compliant.</p>
C2.6.6 Loading bays	Not Applicable	Assessment
<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002 Parking Facilities Part 2: Parking facilities- Off-street commercial vehicle</i></p>	<input type="checkbox"/>	<p>Compliant. Loading bay for small van to be provided adjacent the stage.</p>

<p>facilities, for the type of vehicles likely to use the site.</p>		
<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS2890. 2- 2002 Parking Facilities Part 2: Parking facilities- Off-street commercial vehicle facilities.</i></p>	<input type="checkbox"/>	<p>Compliant. Commercial vehicles are able to enter and exit in a forward direction.</p>
<p><b>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <p>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</p> <p>(b) be located within 50m from an entrance;</p> <p>(c) be visible from the main entrance or otherwise signed; and</p> <p>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>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.</i></p>	<input checked="" type="checkbox"/>	<p>Not applicable. One bicycle space required (5 to be provided).</p>
<p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p style="padding-left: 20px;">(i) 1.7m in length;</p> <p style="padding-left: 20px;">(ii) 1.2m in height; and</p>	<input checked="" type="checkbox"/>	<p>Not applicable. One bicycle space required (5 to be provided).</p>

<p>(iii) 0.7m in width at the handlebars;</p> <p>(b) 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</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		
<p><b>C2.6.8 Siting of parking and turning areas</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p><input type="checkbox"/></p>	<p>Compliant. Parking is located behind building line.</p>
<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>	<p><input checked="" type="checkbox"/></p>	<p>Land is Local Business Zone.</p>

<b>C2.7 Parking Precinct Plan</b>		
<b>C2.7.1 Parking precinct plan</b>	<b>Not Applicable</b>	<b>Assessment</b>
<p><b>A1</b></p> <p>Within a parking precinct plan, on-site parking must:</p> <p>(a) not be provided; or</p> <p>(b) not be increased above existing parking numbers.</p>	<input checked="" type="checkbox"/>	Not within a Parking Precinct Plan.

**C3.0 Road and Railway Assets Code**

CLAUSE	COMMENT	
<b>C3.5 Use Standards</b>		
<b>C3.5.1 – Traffic generation at a vehicle crossing, level crossing or new junction</b>	<b>Not Applicable</b>	<b>Assessment</b>
<p><b>A1.1</b></p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require</p> <p>(c) a new junction;</p> <p>(d) a new vehicle crossing; or</p> <p>(e) a new level crossing; or</p> <p><b>A1.2</b></p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issues by the road authority; or</p> <p><b>A1.3</b></p> <p>For the rail network, written consent for a new private level crossing to serve the use and</p>	<input type="checkbox"/>	<p><b>A1.1</b></p> <p>Not applicable. No traffic generation onto a Category 1 road or Limited Access Road.</p> <p><b>A1.2</b></p> <p>Compliant. Road Authority is satisfied with the proposed development.</p> <p><b>A1.3</b></p> <p>Not applicable. No new rail crossing required.</p> <p><b>A1.4</b></p> <p>(a) Non-compliant. An increase in events would result in an increase in vehicle traffic movements to and from the site.</p>

<p>development has been issued by the rail authority; and</p> <p><b>A1.4</b></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road; and</p> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		<p>(b) Not applicable.</p> <p><b>A1.5</b></p> <p>Compliant.</p> <p>Vehicles would be able to enter and exit in a forward motion.</p>
<p><b>C3.6 Development Standards for Buildings and Works</b></p>		
<p><b>C3.6.1. Habitable buildings for sensitive uses within a road or railway attenuation area.</b></p>	<p><b>Not Applicable</b></p>	<p><b>Assessment</b></p>
<p><b>A1</b></p> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use must be:</p> <p>(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;</p> <p>(b) an extension which extends no closer to the existing or future major road or rail network than:</p> <p>(i) the existing habitable building; or</p> <p>(ii) an adjoining habitable building for a sensitive use; or</p> <p>(c) located or designed so that external noise levels are not more than the level</p>	<p style="text-align: center;"><input checked="" type="checkbox"/></p>	<p>No sensitive use buildings proposed.</p>

in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual 2<sup>nd</sup> edition July 2008.</i>		
<b>C3.7 Development Standards for Subdivision</b>		
<b>C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area</b>	<b>Not Applicable</b>	<b>Assessment</b>
<b>A1</b> 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.	☒	No subdivision of land proposed.

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

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

<b>CCO-Table C6.3 Local Historic Landscape Precincts</b>	This table is not used in this Local Provisions Schedule.
<b>CCO-Table C6.4 Places or Precincts of Archaeological Potential</b>	This table is not used in this Local Provisions Schedule.
<b>CCO-Table C6.5 Significant Trees</b>	This table is not used in this Local Provisions Schedule.
<b>CCO-Table C8.1 Scenic Protection Areas</b>	This table is not applicable to this application.
<b>CCO-Table 8.2 Scenic Road Corridors</b>	This table is not used in this Local Provisions Schedule.
<b>CCO-Table C11.1 Coastal Inundation Hazard Bands AHD levels</b>	This table is not applicable to this application.
<b>CCO-Applied, Adopted or Incorporated Documents</b>	This table is not used in this Local Provisions Schedule.
<b>CCO-Site-Specific Qualifications</b>	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 semi-enclosed 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
<p>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.</p> <p>Concern that if the hotel is able to operate loud music with a large number of patrons 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.</p> <p>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, would be highly detrimental to the liveability of our home, greatly reducing the amenity of our home.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

	unreasonable loss of amenity to the Low Density Residential zone.	
2	<p>The hours requested, Friday &amp; 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.</p>	Refer to comments above.
3	<p>The current schedule is acceptable as, whilst the music is loud, it occurs at infrequent intervals.</p>	Noted.
4	<p>When bands play at the Bridge Hotel it is not only the music, but the sound of the crowds that carry to our property.</p> <p>We question the accuracy of the noise report that says sound would be 52 decibels.</p>	Refer to comments above.
5	<p>Even after the music finishes, some patrons leave at 1.00am in the morning, screaming goodbyes, doing burnouts and being generally disruptive.</p> <p>If this was to occur every weekend, it would be disruptive to our sleep and our safety at work.</p>	<p>This is a matter for the Manager of the hotel, who states the new semi-outdoor area would function until 11.00pm.</p> <p>Public nuisance is a matter for Tasmania Police.</p>
6	<p>A secondary issue is there will be 100 plus patrons sitting</p>	Refer to comments above.

<p>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.</p> <p>Crowd noise will be additional on top of music noise.</p>	
<p>REPRESENTATION NO. 2</p>	
<p>1 Our dwelling is situated in a peaceful village setting (640 Forth Road).</p> <p>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.</p> <p>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.</p> <p>We would like to have a noise buffer erected along our adjoining boundary.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>The Council’s EHO’s professional advice is accepted, stating that the NVC report is not robust in its assessment methodology (for</p>

	<p>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.</p> <p>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.</p>
--	--

*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 reports as follows:

“A copy of the Annexures referred to in the Manager Land Use Planning report having been circulated to all Councillors, a suggested resolution is submitted for consideration.”

■ “That the application for Hotel Industry – alterations, additions and demolitions – Use Standards at 393 Leith Road, Forth – Application No. DA2021247 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.”

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**2.3 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 reports as follows:

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

<i>‘PLANNING INSTRUMENT:</i>	<i>Land Use Planning and Approvals Act 1993</i> (the Act)
<i>REPRESENTATIONS RECEIVED:</i>	81 (1 received prior to public notification)
<i>ADVERTISED:</i>	25 June 2022 and 16 July 2022
<i>ANNEXURE 1</i>	Copies of the representations received
<i>ANNEXURE 2</i>	Summary of each representation received and Planning Authority’s statement on each
<i>ANNEXURE 3</i>	Copy of draft permit DA2022010 approved by the Planning Authority

*ANNEXURE 4*

20 June 2022

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 202m<sup>2</sup> ancillary fuel shop/convenience store with amenities;
- (b) two drive-through takeaway food outlets with floor areas of 257m<sup>2</sup> and 194m<sup>2</sup> 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 south-western 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 18m<sup>2</sup> (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 be 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.
- 2 Amend the Conditions to Permit DA2022010. A copy of an amended Permit is attached at Annexure 4.
- 3 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*.

The report is supported.”

The Executive Services Officer reports as follows:

“A copy of the Annexures referred to in the Manager Land Use Planning’s report having been circulated to all Councillors, a resolution is submitted for consideration.”

■ “That the Planning Authority:

- 1 Not make any changes to the draft LPS Amendment LPS2022001.
- 2 Amend the Conditions to Permit DA2022010. A copy of an amended Permit is attached at Annexure 4.
- 3 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.*

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# Associated Reports And Documents

# Annexure 1



Central Coast Council



CENTRAL COAST COUNCIL  
19 King Edward St  
Ulverstone  
TAS 7315  
Telephone: 03 6429 8900  
Facsimilie: 03 6425 1224  
admin@centralcoast.tas.gov.au



7-Sep-2021

**393 LEITH ROAD,  
FORTH  
DA2021247**

### IMPORTANT

This map was produced on the GEOCENTRIC DATUM OF AUSTRALIA 1994 (GDA94), which has superseded the Australian Geographic Datum of 1984 (AGD66/84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes GDA94 coordinates, and satellite derived (GPS) coordinates based on the World Geodetic Datum 1984 (WGS84), are the same.

### Disclaimer

This map is not a precise survey document

All care is taken in the preparation of this plan; however, Central Coast Council accepts no responsibility for any misprints, errors, omissions or inaccuracies. The information contained within this plan is for pictorial representation only. Do not scale. Accurate measurement should be undertaken by survey.

© The List 2021.

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**20 m**

Scale =  
**1:888.300**



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## Application for Planning

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### *S.57 Land Use Planning and Approvals Act 1993 and Historic Cultural Heritage Act 1995*

The following application has been received:

Application No.: **DA2021247**

Location: **393 Leith Road, Forth**

Proposal: **Hotel Industry - alterations, additions  
and demolitions**

Performance Criteria: **Use Standards**

The application may be inspected at the Administration Centre, 19 King Edward Street, Ulverstone during Office hours and on the council's website: [www.centralcoast.tas.gov.au](http://www.centralcoast.tas.gov.au). Any person may make representation in relation to the applications (in accordance with S.57(5) of the Act) by writing to the General Manager, PO Box 220, Ulverstone 7315 or by email to [admin@centralcoast.tas.gov.au](mailto:admin@centralcoast.tas.gov.au) and quoting the Application No. *Any representations received by the Council are classed as public documents and will be made available to the public where applicable under the Local Government (Meeting Procedures) Regulations 2015.*

The representation must be made on or before **27 July 2022**

Date of Notification: **13 July 2022**

**CENTRAL COAST COUNCIL**

PO Box 220  
49 King Edward Street  
ULVERSTONE TASMANIA 7315  
Ph: (03) 6429 8900  
Email: [planning@centralcoast.tas.gov.au](mailto:planning@centralcoast.tas.gov.au)  
www: [centralcoast.tas.gov.au](http://centralcoast.tas.gov.au)



CENTRAL COAST COUNCIL

**Land use Planning and Approvals Act 1993**  
**Central Coast Interim Planning Scheme 2013**  
**PLANNING PERMIT APPLICATION**

Office use only:

Zone:

Permit Pathway – NPR/Permitted/Discretionary

**Use or Development Site:**

Site Address

393 Leith Rd Forth

Certificate of  
Title Reference

Land Area

3307.

Heritage Listed Property

NO

YES

**Applicant(s)**

First Name(s)

Trent Desmond

Surname(s)

Allen

Company name  
(if applicable)

Slippervic PTY LTD

Contact No:

0438694468

Postal Address:

21 Blackwood Lane Quiba

Email address:

trent@forthpubtas.com

Please tick box to receive correspondence and any relevant information regarding your application via email.

**Owner(s)** (note – if more than one owner, all names must be indicated)

First Name(s)

Trent Desmond  
Timothy Gordon

Middle Names(s)

Surname(s)

Allen

Company name (if applicable)

TG &LJ Allen Family Trust

Postal Address:

21 Blackwood lane Quiba 7310 Tas

**PERMIT APPLICATION INFORMATION** (If insufficient space for proposed use and development, please attach separate documents)

"USE" is the purpose or manner for which land is utilised.

Proposed Use **BAR, LIVE MUSIC, DINING - OUTDOOR.**

Use Class   
 Office use only

"Development" is the works required to facilitate the proposed use of the land, including the construction or alteration or demolition of buildings and structures, signs, any change in ground level and the clearing of vegetation.

**Proposed Development** (please submit all documentation in PDF format to [planning@centralcoast.tas.gov.au](mailto:planning@centralcoast.tas.gov.au) separating A4 documents & forms from A3 documents).

**ALTERATIONS AND ADDITIONS TO THE  
EXISTING BRIDGE HOTEL, INCLUDING SOME  
DEMOLITION. NO VEGETATION REMOVAL.**

**Value of the development** – (to include all works on site such as outbuildings, sealed driveways and fencing)

\$ **600,000** Estimate/ Actual

Total floor area of the development **155 NEW + 568 EXISTING** m<sup>2</sup>

**Notification of Landowner**

**If land is NOT in the applicant's ownership**

I, \_\_\_\_\_, declare that the owner/each of the owners of the land has been notified of the intention to make this permit application.

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

**If the application involves land within a Strata Corporation**

I, \_\_\_\_\_, declare that the owner/each of the owners of the body corporation has been notified of the intention to make this permit application.

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

**If the application involves land owned or administered by the CENTRAL COAST COUNCIL**

Central Coast Council consents to the making of this permit application.

General Managers Signature \_\_\_\_\_ Date \_\_\_\_\_

**If the permit application involves land owned or administered by the CROWN**

I, \_\_\_\_\_ the Minister  
responsible for the land, consent to the making of this permit application.

Minister (Signature) \_\_\_\_\_ Date \_\_\_\_\_

*NB: If the site includes land owned or administered by the Central Coast Council or by a State government agency, the consent in writing (a letter) from the Council or the Minister responsible for Crown land must be provided at the time of making the application - and this application form must be signed by the Council or the Minister responsible.*

**Applicants Declaration**

I/ we Timothy Gordon Allen & Trent Desmond Allen  
declare that the information I have given in this permit application to be true and correct to the best of my knowledge.

Signature of Applicant/s   Date 28/03/2021

<b>Office Use Only</b>	
Planning Permit Fee	\$ .....
Public Notice Fee	\$ .....
Permit Amendment / Extension Fee	\$ .....
No Permit Required Assessment Fee	\$ .....
<b>TOTAL</b>	<b>\$ .....</b>
Validity Date	

## INFRASTRUCTURE SERVICES INFORMATION REQUEST

### Site of Proposed Development

Street Address

393 Leith Rd Forth Tas 7310

Certificate of Title  
Reference

CT 241340/1

### Applicant

Contact Name

Trent Allen

Company

TJ & LJ Allen Family Trust

Postal Address

21 Blackwood Lane Quiba 7310 Tas

Phone No.

0364282239

Mobile No.

0438694468

Email Address

trent@forthpubtas.com

Does the development propose to construct a new crossover?

YES

NO

Does the development propose to increase existing crossover width to more than 3.6m?

Does the development require removal of any vegetation from within the road reserve or outside the property boundary?

### Applicant Declaration

I, Trent Allen (Print Name)

declare the information I have given in this application to be true and correct to the best of my knowledge.

Signature of  
Applicant



Date

28/03/2021

SEARCH OF TORRENS TITLE

VOLUME 241340	FOLIO 1
EDITION 4	DATE OF ISSUE 05-Jan-2016

SEARCH DATE : 14-Jul-2020

SEARCH TIME : 09.24 AM

DESCRIPTION OF LAND

Town of FORTH  
 Lot 1 on Plan 241340  
 Derivation : Part of 1A-3R-10Ps (Section B) Gtd to C.G. Casey.  
 Part of 9A-0R-37Ps (Section B) Gtd to J.W. Simmons.  
 Prior CT 3560/11

SCHEDULE 1

M545168 TRANSFER to SLIPPERVIC PTY LTD Registered  
 05-Jan-2016 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 E32025 MORTGAGE to Commonwealth Bank of Australia  
 Registered 05-Jan-2016 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OS-D 435

VOL. FOL.

ANNEXURE TO CERTIFICATE OF TITLE

3300 11

REGISTERED NUMBER

Acting Recorder of Titles

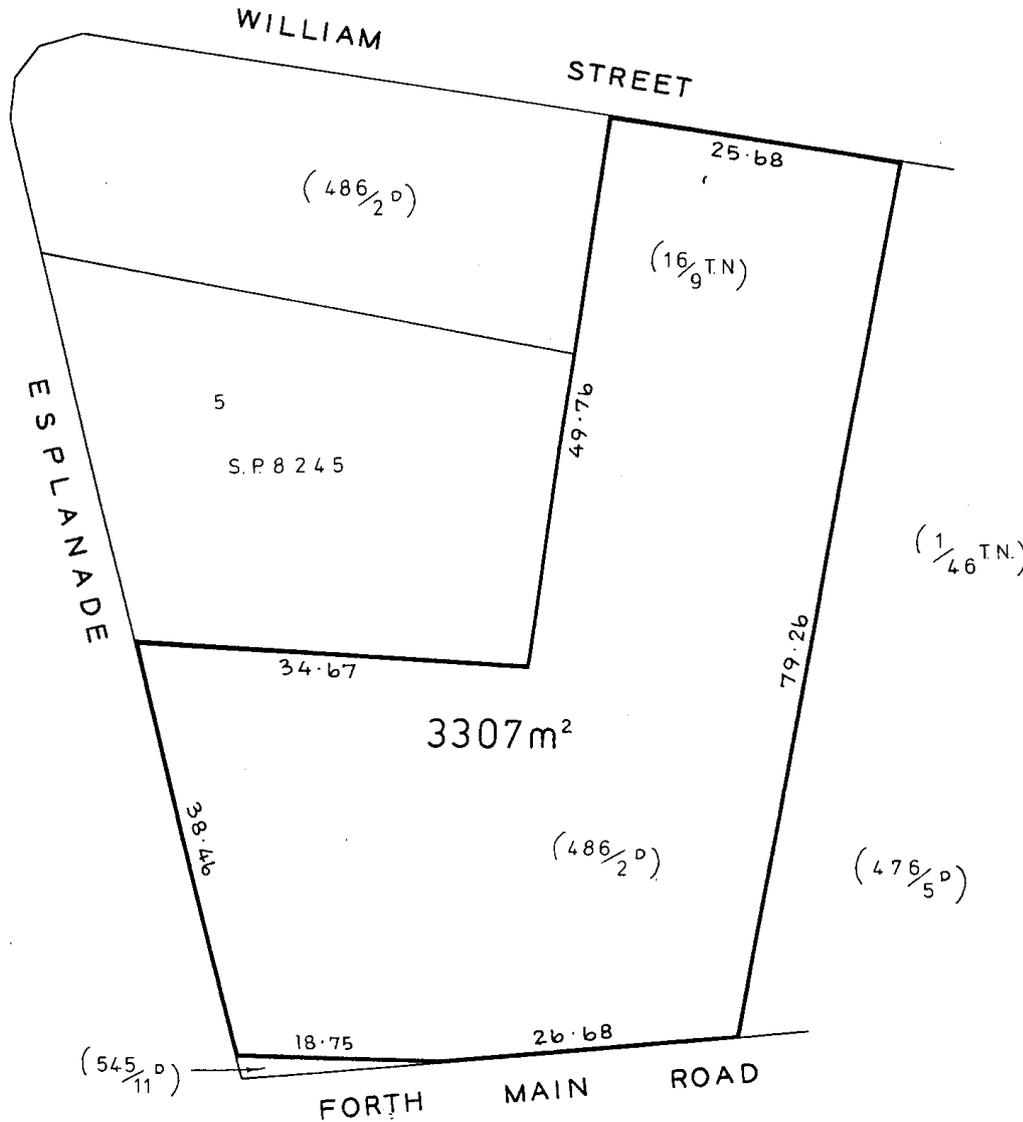
**241340**



Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

TWN. FORTH  
SEC. B  
MEAS. IN METRES

S. P 8 2 4 5





Central Coast Council



CENTRAL COAST COUNCIL  
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 Ulverstone  
 TAS 7315  
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7-Sep-2021

**393 LEITH ROAD,  
 FORTH  
 DA2021247**

**IMPORTANT**

This map was produced on the GEOCENTRIC DATUM OF AUSTRALIA 1994 (GDA94), which has superseded the Australian Geographic Datum of 1984 (AGD66/84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes GDA94 coordinates, and satellite derived (GPS) coordinates based on the World Geodetic Datum 1984 (WGS84), are the same.

**Disclaimer**

This map is not a precise survey document  
 All care is taken in the preparation of this plan; however, Central Coast Council accepts no responsibility for any misprints, errors, omissions or inaccuracies. The information contained within this plan is for pictorial representation only. Do not scale. Accurate measurement should be undertaken by survey.  
 © The List 2021.  
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**20 m**

Scale =  
**1:888.300**

## DEVELOPMENT APPLICATION REPORT

### **Project**

New Development- Existing Hotel

### **The site**

The site, a Torrens Title Volume 241340, Folio 1 and is located within the Local Business Zone of the Tasmanian Planning Scheme - Central Coast

### **The Development**

Details of the proposed development are as follows

1. New Stage & Amenities
2. Covered Music Area
3. Covered External Dining & Seating

### **Response to FIR Request**

#### 1 (i)- Proposed Hours of Operation

Friday nights until 11pm (music curfew of 10pm)  
Saturday nights until 11pm (music curfew of 10pm)  
Sunday nights until 8pm (music curfew of 6pm)

#### Existing Hotel Hours

7 days 11am until late  
Lunch Tue-Sun 12-2pm  
Dinner Tue-Sat 5:30-8pm  
Sun 5:30-7:30pm

(ii) The Hours of operation will rely on the Performance criteria in relation to the following

#### 14.3.3 -P1

- a) The timing, duration or extent of vehicle movements
- b) Noise, lighting and other emissions

### **Response:**

Vehicle Movements will continue as normal for the day-to-day operation of the hotel with no change expected. It is expected that vehicle movements will increase when events are held as is currently the case for scheduled live music events with off street parking provided on the adjoining vacant area of land providing direct 2-way access to William St. It is proposed that the parking area will be formalised as part of the proposed development. Existing on street parking will remain unchanged.

14.3.3 -P2

- a) The level of illumination and duration of Lighting
- b) The distance to habitable rooms of an adjacent dwelling

**Response:**

The Proposed new development will aim to reduce the levels of light illumination onto adjoining residential properties with the proposed enclosed roof structure. The Distance to the habitable rooms of adjoining dwellings will remain as per existing distances of between 50- 90m

14.3.3 -P3

- a) The time and duration of commercial vehicle movements
- b) The number and frequency of commercial vehicle movements
- c) The size of commercial vehicles involved
- d) Manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise.
- e) Any noise mitigation measures between the vehicles
- f) Potential conflicts with other traffic

**Response:**

Truck movements to the site will continue as per the current delivery schedule consisting of a weekly rubbish and recycling collection, weekly goods & stock delivery, generally when a concert or event is being set-up, a single (Tri-axle Rigid Truck) of equipment is on site with stage & music equipment. The proposed development will allow for greater storage of music & stage equipment on site and will maintain the current weekly truck movements but will aim to reduce the concert/ event truck movements to a smaller van.

(iii) Refer to Amended plans provided. Setback is deemed to comply with proposed wall height.

(iv) Existing heat pumps and refrigeration system will remain as existing.

(v) Parking has been calculated for the Proposed new development as Use – Function centre / Public Hall / theatre allowing for 1 car pace per 15m<sup>2</sup> of the proposed development floor area, with additional spaces allowed for staff, Accessible parking & Bicycle Parking. Parking space dimensions have been designed in accordance with this code.

2 Parking layout provided

3 Stormwater drainage has been added to the site plan and will connect into existing system

**Response to additional FIR Request**

- 1, Refer to attached Acoustic report
- 2, Refer to attached Lighting report
- 3, Refer to attached Schedule of Events for 2022

**Codes**

Parking and sustainable Transport Code

**Attachments**

*Associated Reports*

Yours Faithfully,

07.03.22

**Leigh Dell - Accredited Building Practitioner - Tasmania - Building Designer- ACC No. CC5932 G**

## Proposed hours of operation (outdoor undercover area)

### The Bridge Hotel Forth

Friday nights until 11pm (music curfew of 10pm)

Saturday nights until 11pm (music curfew of 10pm)

Sunday nights until 8pm (music curfew of 6pm)

### Schedule of Events planner

Below are events that are booked so far for 2022 specifically for the outdoor area. I've listed whether they are a band or acoustic

Friday 25<sup>th</sup> of February – Casey Barnes (band country rock) doors 6pm finish 10pm

Sunday 13<sup>th</sup> of March- The Vanns (Band Indie) 3pm doors 6pm finish

Saturday 2<sup>nd</sup> of April- The Delta Riggs (blues Rock band (6pm doors 10pm finish) **Date on Hold**

Saturday 8<sup>th</sup> of April- Kim Churchill (folk acoustic) 6 pm doors 10pm finish) **date on hold**

Saturday 30<sup>th</sup> of April – The Dreggs (folk acoustic) 6pm doors 10 pm finish

May no dates

**June blanked out from weather**

**July Blanked out from weather**                      **Hopefully construction phase**

**August Blanked out from Weather**

Friday September 2<sup>nd</sup> – Amber Lawrence (country acoustic)

Saturday September 10<sup>th</sup> – The Smith St Band – (Pub Rock) 6pm doors 10 pm finish

Saturday October 8<sup>th</sup> – Oktoberfest 3<sup>rd</sup> annual – 12pm -8:30pm

Friday 18<sup>th</sup> of November -Lee Kernaghan live outdoors Rescheduled from Feb 4<sup>th</sup>

Saturday 27<sup>th</sup> of November – Boom Crash opera (pop Rock Band) 6pm doors 10pm finish

December – Clear atm but am looking at holding The Hotels 150 year celebration concert around that time.

Obviously there are only about 10 dates on that schedule ( covid hasn't helped that) but also winter doesn't help it either as its just too unpredictable to successfully put anything on

I suppose the magic question is how often am I going to utilise the area!

Will it be every weekend? Yes, is the answer if I'm operating inside what is set out in the noise report under 65db.

For instances

At the end of September id like to hold an AFL grand final day in the area with a big screen and long tables. Then on the Sunday have someone playing an acoustic set in the afternoon.

Another example of multiple uses over a weekend could see an interstate band on the Friday finish at 10pm then on the Saturday could be an engagement party with an acoustic artist playing in the background.

For the month of December, we are always knocking back big xmas party bookings as we can't fit them in the Lounge. The new area would allow us to be able to cater for this Demand.

Over the last 4 years I've learnt that less is more in terms of booking bands, however I believe I can utilise the new area in other ways not just with live music.

I estimate a cost of approx. \$150-\$200k to finish the proposed works

I'm Happy to chat further with you on this matter if you need any clarification .

Thanks Trent.

Managing Director – The Bridge Hotel Forth

-





RETAIN EXISTING BLUESTONE V-DRAIN AND ASPHALT FOOTPATH. CONNECT IN NEW ALL WEATHER SEALED ACCESS DRIVEWAY TO CARPARK.

Adjoining Property  
 8 William Street  
 Forth Tas 7310  
 Property ID - 6378661  
 Title Ref - 92391/16

Adjoining Property  
 640 Forth Road  
 Forth Tas 7310  
 Property ID - 6378303  
 Title Ref - 252652/1

Adjoining Property  
 389 Leith Road  
 Forth Tas 7310  
 Property ID - 6378098  
 Title Ref - 8245/5

Adjoining Property  
 389 Leith Road  
 Forth Tas 7310  
 Property ID - 6378098  
 Title Ref - 237453/1

'Bridge Hotel'  
**No 398**  
 Leith Road  
 Forth Tas 7310  
 Property ID - 6378071  
 Title Ref - 241340/1  
 Lot Area 3070m²

**PHASING LEGEND**

- EXISTING BUILDINGS
- PART OF PHASE 1 WORKS  
-STAGE  
-GREEN ROOM
- PART OF PHASE 2 WORKS  
-MAIN UNDERCOVER AREA ROOF  
-SHIPPING CONTAINERS + ROOF
- PART OF PHASE 3 WORKS  
-COVERED AREA GF ENTRY  
-COVERED AREA 1ST FLOOR + WC  
-PROPOSED AMENITIES  
-COVERED WAY TO AMENITIES

**PLANS TO BUILD**

**L.M.DELL ACC. No. CC5932 G**  
 Level 2, 73 Paterson street, Launceston Tas  
 7250, P.O Box 378  
 Tel - 633 89914 - Mob - 0400 655 771  
 Email - leigh@planstobuild.com.au

**COLLABORATION PARTNER**

**Cataract Designs**  
 A 65 Bashin Rd, West Launceston TAS 7250  
 E ph@cataractdesigns.com.au  
 M 0400 094 643  
 Licence No. 870617396

Rev	Amendment	Date
DA1	ISSUED FOR APPROVAL	28/04/2021
DA2	ISSUED FOR APPROVAL	8/03/2022
DA3	ISSUED FOR APPROVAL	4/05/2022



**ALTERATIONS & ADDITIONS, BRIDGE HOTEL**  
**at 393 LEITH RD FORTH, TAS 7310 for TRENT ALLEN**



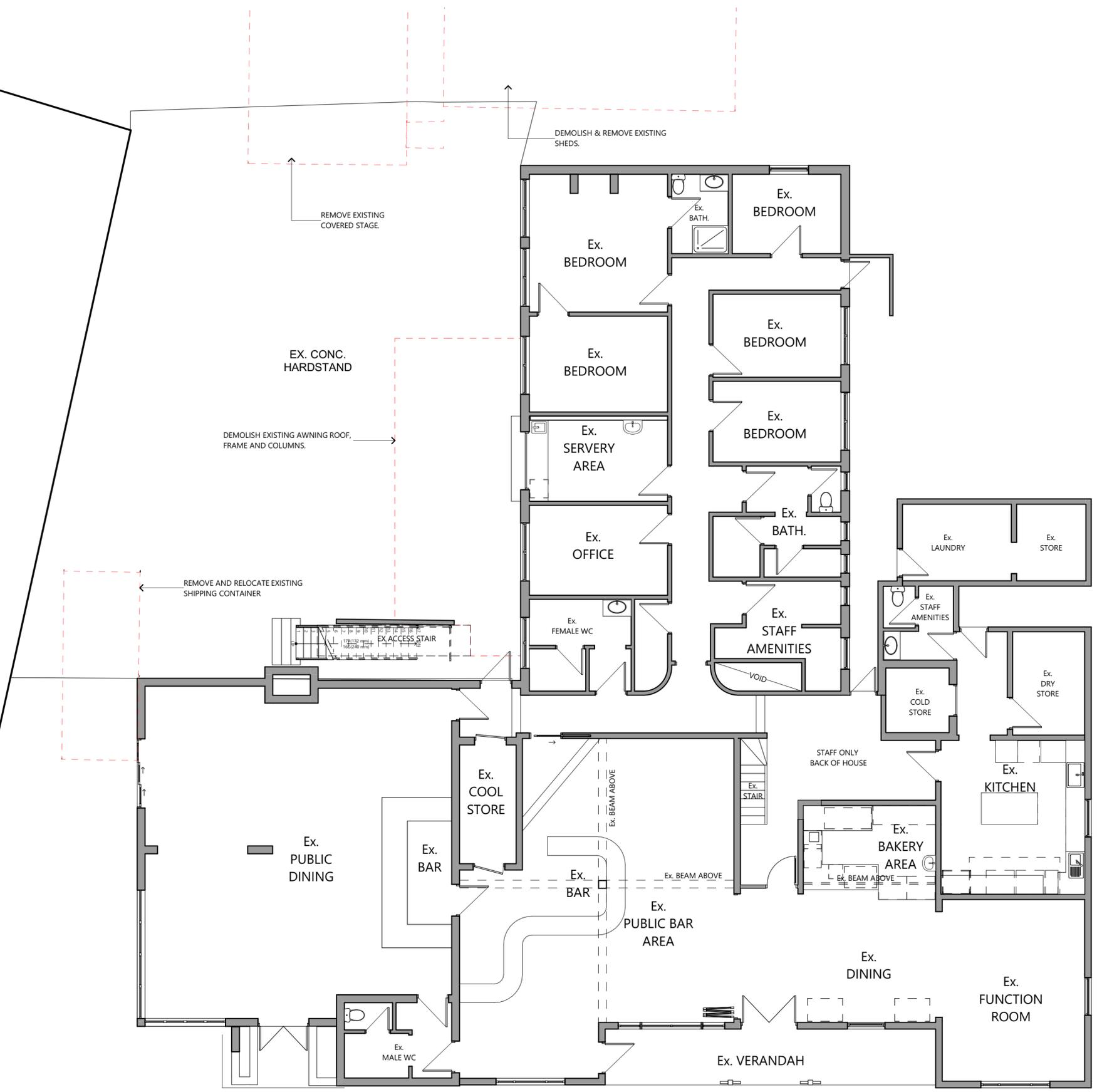
**DEMOLITION LEGEND**

-  WALLS, WINDOWS DOORS AND JOINERY SHOWN DOTTED IS TO BE DEMOLISHED AND REMOVED
-  EXISTING WALLS RETAINED

THE CONTRACTOR SHALL CARRY OUT THE REQUIRED DEMOLITION OF THE EXISTING BUILDING ELEMENTS NOMINATED ON THIS PLAN IN STRICT ACCORDANCE WITH THE DOCUMENTATION & AS2601 - THE DEMOLITION OF STRUCTURES.

DEMOLITION WORKS SHALL BE UNDERTAKEN IN A SAFE & ENVIRONMENTALLY ACCEPTABLE MANNER. CONTRACTOR SHALL MAKE ALL ALLOWANCES AS REQUIRED FOR DEMOLITION, REMOVALS & RELOCATIONS TO SUIT THE NEW WORKS.

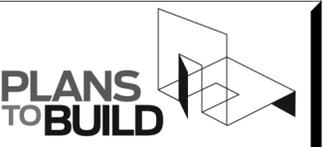
ALL ITEMS TO BE DEMOLISHED SHOWN DOTTED TYPICALLY. CONTACT DIAL BEFORE YOU DIG PRIOR TO ANY EXCAVATION WORKS. THE EXISTING RESIDENCE MAY CONTAIN ASBESTOS. ANY ASBESTOS SHALL BE REMOVED IN ACCORDANCE WITH WORK SAFE TASMANIA CODE OF PRACTICE CP113 & STATUTORY REGULATIONS



**GROUND FLOOR DEMOLITION PLAN**  
SCALE 1:100

**ALTERATIONS & ADDITIONS, BRIDGE HOTEL**

at 393 LEITH RD FORTH, TAS 7310 for **TRENT ALLEN**



**PLANS TO BUILD**

**L.M.DELL ACC. No. CC5932 G**  
Level 2, 73 Paterson street, Launceston Tas  
7250, P.O Box 378  
Tel - 633 89914 - Mob - 0400 655 771  
Email - leigh@planstobuild.com.au

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**COLLABORATION PARTNER**



**Cataract Designs**  
Licence No. 870617396

A 65 Basin Rd. West Launceston TAS 7250  
E ph@cataractdesigns.com.au  
M 0400 094 643

Rev	Amendment	Date
DA1	ISSUED FOR APPROVAL	28/04/2021
DA2		8/03/2022

PROJECT NUMBER: **187072**

SCALE: IF IN DOUBT ASK **SCALE @ A2**

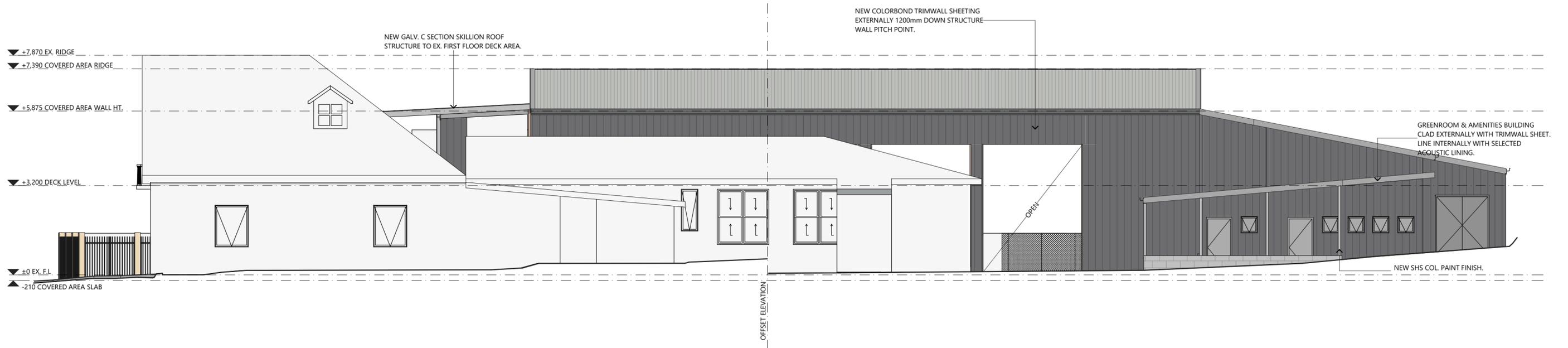
PRINT DATE: **8/03/2022**

DRAWING No: **A03-DA2**

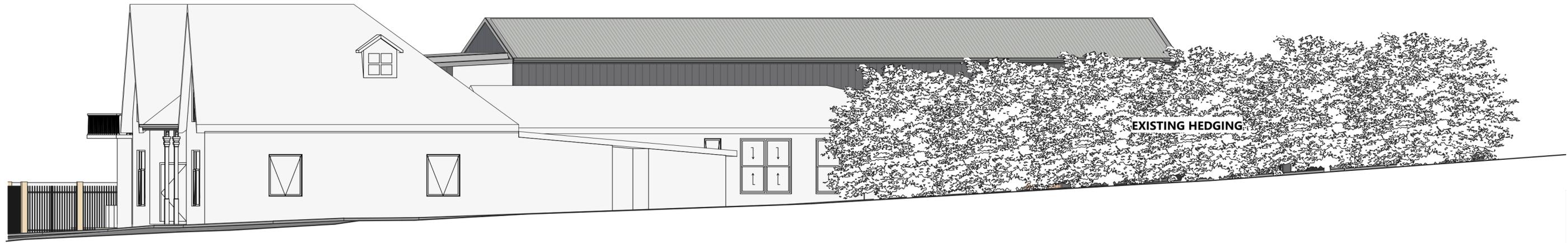








E04 SOUTHERN ELEVATION  
 A06 SCALE 1:100  
 0mm 1000 2000 3000 4000 5000



E05 FORTH RD ELEVATION 5  
 A06 SCALE 1:100  
 0mm 1000 2000 3000 4000 5000

**ALTERATIONS & ADDITIONS, BRIDGE HOTEL**  
**at 393 LEITH RD FORTH, TAS 7310 for TRENT ALLEN**

**PLANS TO BUILD**

**L.M.DELL ACC. No. CC5932 G**  
 Level 2, 73 Paterson street, Launceston Tas  
 7250, P.O Box 378  
 Tel - 633 89914 - Mob - 0400 655 771  
 Email - leigh@planstobuild.com.au

**COLLABORATION PARTNER**

**Cataract Designs**  
 A 65 Basin Rd. West Launceston TAS 7250  
 E ph@cataractdesigns.com.au  
 M 0400 094 643  
 Licence No. 870617396

Rev	Amendment	Date
DA1	ISSUED FOR APPROVAL	28/04/2021
DA2		8/03/2022

PROJECT NUMBER: **187072** SCALE: IF IN DOUBT ASK **SCALE @ A2** PRINT DATE: **8/03/2022** DRAWING No: **A07-DA2**





Attention: Trent Allen

## THE BRIDGE HOTEL — NOISE IMPACT ASSESSMENT

The owners of The Bridge Hotel, Forth are proposing additions and alterations to the venue, including the outdoor entertainment area and stage for live music. A development application (DA) has been submitted to the Central Coast Council, to which they have responded with a request for information, including a noise assessment examining the impacts of outdoor patron noise, and noise from music, at nearby residential dwellings. This letter presents the results of such an assessment, completed by NVC in November 2019.

### 1. BACKGROUND

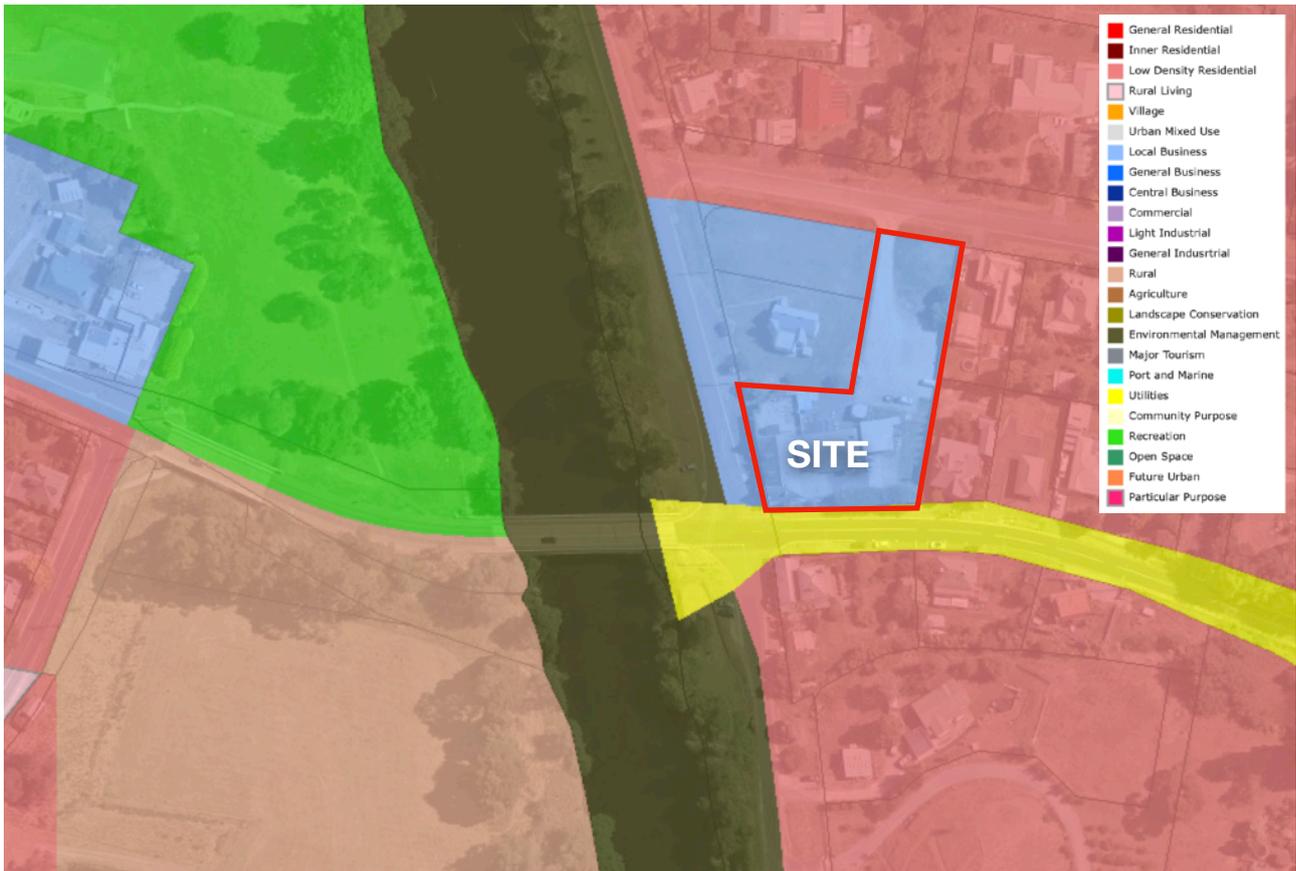
#### 1.1. Surrounding Area

The proposed site is an existing venue, The Bridge Hotel, located at 393 Leith Road, Forth, outlined in red in Figure 1. The site itself, the church at location A, and the vacant block directly to the north of the church, are all zoned Local Business under the Tasmanian Planning Scheme. The area to the north, south, and east of site, including locations B, C, D, E and F, is zoned Low Density Residential. The site is also surrounded by several other zoning types, as shown in Figure 2.



**FIGURE 1: SITE AND SURROUNDING AREA**

It is noted that Hotel Industry is a permitted use within a Local Business zone.



**FIGURE 2: TASMANIAN PLANNING SCHEME - ZONES**

The site itself is relatively flat, with the land to the east rising slightly from the level of site. The land drops down to the River Forth to the west of site, before rising to a similar level on the river’s western bank.

The nearest receivers to site are listed A to G in Figure 1, and summarised in Table 1, below.

**TABLE 1: DESCRIPTION OF NEAREST RECEIVERS**

Location	Description	Distance (m)	
		From existing stage	From proposed stage
A	Church / public hall	24	37
B	Private residence	47	51
C	Private residence (rented to seasonal workers)	52	44
D	Private residence (previously rented to seasonal workers and used as a shop)	28	13
E	Private residence	51	39
F	Private residence	83	92
G	Forth Village Store (shop, GPO, service station)	214	230

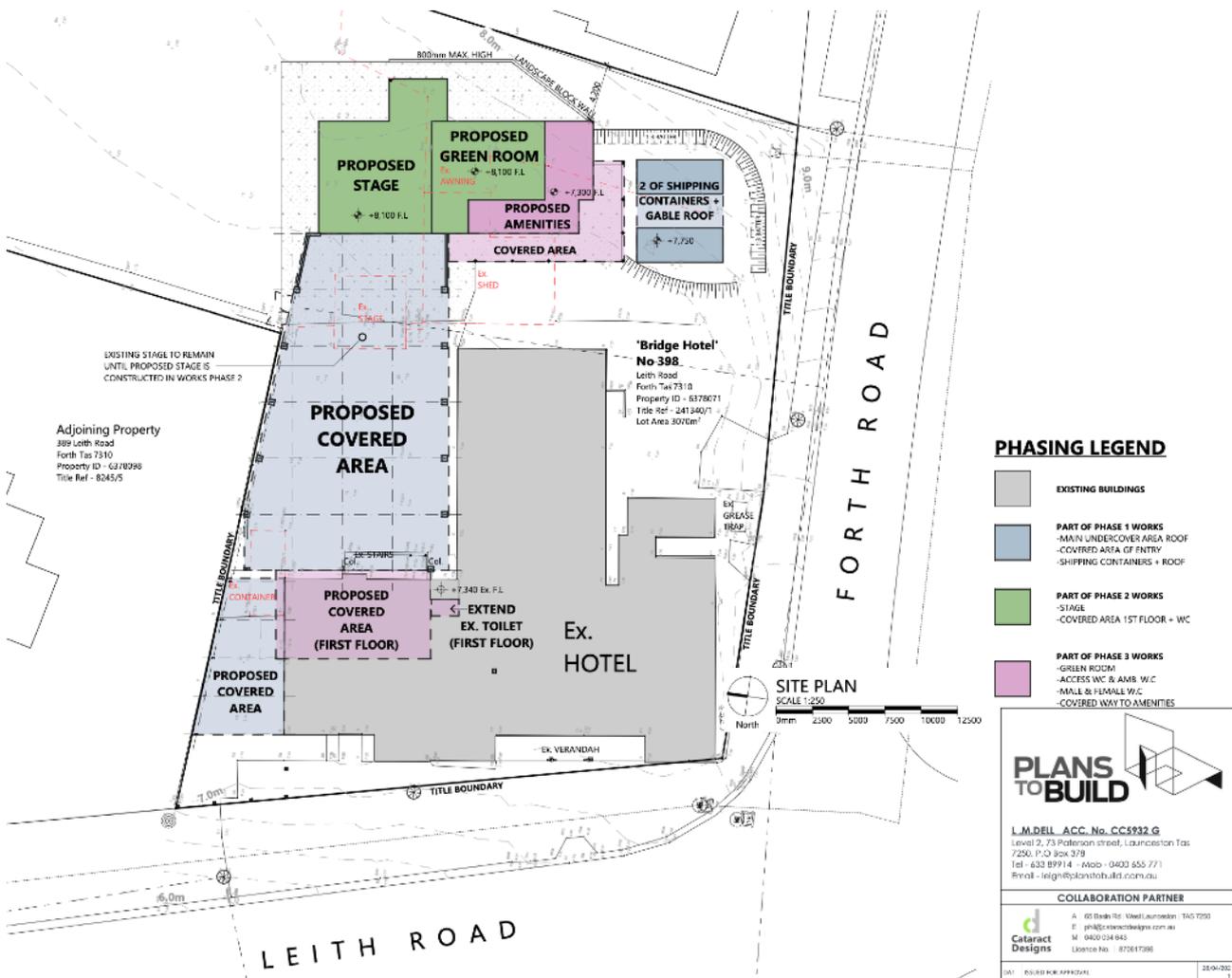
### 1.2. Existing Operations / Proposed Redevelopment

The Bridge Hotel currently operates regular outdoor live music events, and is seeking to redevelop the outdoor stage and patron area, to provide a larger undercover seating area and streamline operations for outdoor events.

The existing stage is located in the outdoor courtyard on the eastern side of the hotel building, and faces west-south-west. It is a free-standing structure, with minimal screening to the north, and a large 'shed' to the south, which provides some screening in that direction.

The site plan for the proposed redevelopment is shown in Figure 3, below, which has been taken from the DA drawing set<sup>1</sup>. The proposed stage is to be located approximately 8m further to the east compared to the existing stage, and is to be enclosed to the back and sides. The roof extends from the proposed stage/green room/amenities building to the covered area. Additionally, the 'wings' - walls extending from the sides of the stage towards the proposed covered area (see figure, below), are full-height, and thus provide screening from the speaker system to north and south. The northern side of the proposed covered area is largely open, aside from the existing low-level fence on the boundary. This structure is to be largely Colorbond cladding over a steel frame.

It is assumed that the loudspeaker system is to be equivalent to existing.



**FIGURE 3: PROPOSED SITE PLAN (RED DOTTED LINES SHOW EXISTING)**

Outdoor music operations are generally to be conducted in the afternoon, and are proposed to cease by 10:00PM on Friday and Saturday evenings, and 6:00PM Sundays.

<sup>1</sup> 393 LEITH RD FORTH DA SET, Plans To Build, Issue DA1, 29/06/2021

## 2. CRITERIA

Section 14 of the Tasmanian Planning Scheme - Central Coast (the Scheme) contains criteria for a Local Business zone. In particular, clause 14.3.1 details criteria specific to use standards (for all uses) within a Local Business zone, the objective of which is to ensure:

*“That uses do not cause unreasonable loss of amenity to residential zones.”*

To satisfy this objective relating to noise emissions, the following Acceptable Solutions criteria are stated under clause 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 an 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.”*

If the Acceptable Solutions criteria are not met, the following Performance Criteria are stated under 14.3.1-P1:

*“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*
- b. noise, lighting or other emissions.”*

From the above, it may be seen that operations within 7:00AM to 9:00PM Monday to Saturday, and 8:00AM to 9:00PM Sunday and Public Holidays are acceptable under the Scheme. For operations outside of these hours, additional sources are referred to, to define acceptable noise levels. The Tasmanian local or state government do not publish noise assessment criteria specific to noise from music, so in this instance the Victorian EPA assessment protocol<sup>2</sup> is referred to, which states the following under clause 91:

*“(91) The noise limit for music noise from outdoor entertainment venues and for music noise from outdoor entertainment events during standard operating hours, as defined in Regulations 128 and 129 is –*

- a. 65 dB(A) when the measurement point is located outdoors, within a noise sensitive area; and*
- b. 55 dB(A) when the measurement point is located indoors, in a sensitive room within a noise sensitive area.”*

The Environmental Protection Regulations state, under clause 128(2) (as noted above), that the *standard operating hours* for an outdoor entertainment venue are *“from 12 noon to 11:00pm on any day.”*

As such, provided outdoor events are within the hours of 12:00PM to 11:00PM, the relevant noise limit is 65 dBA at the nearest *noise sensitive area* (i.e. residential lot boundary).

## 3. PREDICTIVE NOISE MODELLING

Noise emissions from both amplified live music and patrons in the outdoor area have been predicted using iNoise software, which implements the ISO9613 algorithms for environmental noise. The predictions account for geometric divergence, barrier attenuation, atmospheric absorption, reflections/screening from buildings, and ground absorption. The following assumptions have been made in the predictions:

---

<sup>2</sup> *Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*, Publication 1826.4, May 2021, EPA Victoria.

- 1m topographical contours (from LIDAR data) have been used for the site and surrounding area.
- Two models have been implemented; one of the existing setup, and one of the proposed alignment, to allow comparison.
- The total capacity of the outdoor music area is unknown, so it has been assumed that there are 100 patrons speaking simultaneously, dispersed around the outdoor area.
  - A directivity factor of 3 has been applied to account for random orientation of patrons.
- Amplified live music noise has been modelled assuming the source is four speakers; with a main (full range) speaker and a subwoofer positioned at either side of the stage.
  - The main speakers are modelled using a typical directivity profile for a 15” drive unit, facing towards the audience, at a height of 2.5m above ground level.
  - The subwoofers are modelled as omnidirectional, located at 0.5m above ground level.
  - The one-third octave spectrum for the speakers and subwoofers has been taken from measurements made by NVC at similarly sized outdoor live music events.
  - The resulting output level from these sources, as modelled, is 95dBA at the mixing desk, assumed to be located nominally 10m from the stage. This is deemed typical for outdoor amplified music at a scale such as this proposal.
- The ground has been assumed to have a ground factor of 0 (100% reflective) within the site, and 0.5 (50% reflective) elsewhere.
- The building façades, fences, barriers and roof structure are modelled with a reflection factor of 0.8 (80% reflective).
- As per the Tasmanian Noise Measurement Procedures Manual, noise levels are predicted at 1.2m above ground level.

The results are summarised in Table 2, and shown in Figure 3 via coloured noise contours. Two contours are shown, defining acceptable levels (below 65 dBA) in green, and excessive levels (above 65 dBA) in red. Note the jagged appearance in some of the contours is an artefact of resolving the spatial resolution used to define the contour map (in this case a 5m square grid has been used), and not a physical effect.

**TABLE 2: SUMMARY OF PREDICTED NOISE LEVELS AT RECEIVERS**

Location	Sound Pressure Level [dBA]		
	Existing	Proposed	Difference
<b>A</b>	76	74	-2
<b>B</b>	53	52	-1
<b>C</b>	58	59	1
<b>D</b>	59	52	-7
<b>E</b>	60	52	-8
<b>F</b>	60	50	-10
<b>G</b>	54	60	6

It is noted that the live music noise (rather than patron noise) is predicted to be the dominant noise source at all receivers.



**FIGURE 4: PREDICTED NOISE EMISSIONS FROM LIVE MUSIC NOISE**

#### 4. ASSESSMENT

In assessing the likelihood of this noise to impact upon residential amenity, the following comments are relevant:

- The Bridge Hotel has operated in the area long-term, including the operation of outdoor live music events. It is the only such venue in the immediate area.
- During this period, The Bridge Hotel has not received any complaints pertaining to noise emissions from regular live music events.
- NVC has been informed that the proprietor maintains a good relationship with the neighbouring property owners, and that the neighbours are frequent patrons at live music events.
- The noise modelling (see section 3) demonstrates that noise emissions at the residential neighbours are predicted to comply with the noise limits specified in the VIC EPA noise policy for outdoor entertainment noise.
  - Noise levels at the residential receivers (B, C, D, E, F) are predicted to be between 50 and 59 dBA. This is significantly below the identified criterion of 65 dBA.
  - In addition, noise emissions with the proposed stage alignment are predicted to be reduced compared to existing at all the residential neighbours aside from location C, where the noise level is predicted to increase by 1 dB. Note a difference of 1 dB is considered generally imperceptible.
  - The model does not include any specific noise control aside from the structures included in the drawing set. If noise emissions are found to be problematic, several additional measures are possible to be implement for noise control, such as:

- The 'wings' extending from the sides of the stage towards the audience area are relatively short, and as such provide only minimal screening to the north and south. The length of these wings may be increased to provide additional screening.
  - The inside of the stage structure, including the wings, may be lined with acoustic absorptive material, such as 25mm Autex Quietspace or equivalent.
  - The use of a cardioid (directional) subwoofer system/array could be considered, which offers the opportunity to reduce noise at C, D and E in particular.
  - A barrier fence may be constructed between the existing main building and the 'proposed amenities' building, to screen the stage area to the south.
- Outdoor live music is proposed to cease by 10PM Friday and Saturdays and 6PM Sundays. Noise emissions from this activity are then during the day and evening time only, and thus can not cause sleep disturbance.

Combining the above, it is taken that the noise from outdoor live music is not likely to be unreasonable in regard to its volume, intensity or duration. Further, being the predominant venue for music in the region, the time and place of these noise emissions is considered reasonable. It is therefore unlikely to cause an unreasonable impact upon residential amenity.

In summary, outdoor live music is acceptable under clause 14.3.1-A1 of the Scheme between 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays. Predicted noise emissions from outdoor live music are acceptable under the identified VIC EPA criteria, and therefore comply with clause 14.3.1-P1 of the Scheme.

The proposed redevelopment is thus deemed to comply with clause 14.3.1 of the Tasmanian Planning Scheme - Central Coast.

Should you have any queries, please do not hesitate to contact me directly.

Kind regards,



**Jack Pitt**



December 27, 2021

Re: DA2021247 - 393 Leith Road, Forth  
Lighting Impacts

To Whom It May Concern,

My name is Richard Neville; I am the owner and senior designer of Mandylights Pty. Ltd.; Australia's largest entertainment lighting design firm. Mandylights has been an industry leader for over fifteen years, has offices in Australia and the United Kingdom and has credits ranging from whole-city illumination for *Vivid Sydney* to world tours for international artists including *Ricky Martin*, *The Backstreet Boys* and *5 Seconds of Summer*. I am a member of the Association of Lighting Designers (UK) #1989, and a founding member of the Australasian Lighting Industry Association. Personally, I have over twenty years of experience as a professional entertainment lighting designer. I have also had the pleasure of lighting previous events at the Forth premises as the touring design for Australian band *Pnau*.

## **Potential Impacts of Stage Lighting and Effects**

There are numerous potential impacts of stage lighting and effects on surrounding areas; all of which have simple methods of mitigation that can reduce impact on surrounding properties to zero.

However, given the stage's location where it directly faces the existing hotel building, Mandylights expects very little light spill from the stage to affect neighbouring properties.

### Potential impacts include:

- "Overshot" of moving lights and effects where direct coloured, high intensity light spills onto surrounding properties.
- Increase in ambient light levels where indirect light levels are raised around the perimeter of the property.
- Theatrical effects such as fog machines may cause occasional clouds of non-toxic smoke to leave the property.

### Recommended mitigation strategies:

Mandylights recommends that the venue adopts policies where:



- 1) All lighting effects must be “intelligent” where their exact position can be controlled at all times via an industry standard lighting console. This is common practice within the industry and should be mandated with a policy that fixtures must not be directed to project light beyond the property’s boundary where they may impact surrounding properties.
- 2) Haze machines (that produce long-hanging clouds of smoke) are prohibited in outdoor locations
- 3) Fog machines (that produce shorter-lasting clouds of smoke) should use “fast dispersing” fog fluid that ensures no fog will drift beyond the property.
- 4) Effects that produced uncontrolled light spill such as “blindings” are banned from use.

These four simple policies will ensure that lighting impacts on surrounding properties shall be almost entirely avoided. These policies are fairly standard in venues that neighbour residential premises around Australia.

## **Potential Impacts of Lights Within Covered Area**

### Potential impacts include:

- Direct light spill onto surrounding properties
- Increase in ambient light levels where indirect light levels are raised around the perimeter of the property.

### Recommended mitigation strategies:

- The property should install suitable commercial lighting fixtures that use snoots, topmast, barn doors or similar industry-standard beam shaping accessories to ensure that no direct light spills outside of the property. This should be done during installation and the “focus” of these lights should be checked each time a light is moved or adjusted.
- Lighting fixtures should be “focused” by a suitably qualified electrician to minimise ambient light spill wherever possible.

## **Potential Impacts of Lights from Vehicular Movements**

Mandylights does not see any increased impact from vehicular lighting due to movements on the property as a result of the proposed plans.



## Conclusion

In conclusion, Mandylights does not see any significant lighting impacts from the proposed expansion if the small number of standard mitigations are followed.

Please do not hesitate to contact me directly if any further information is required.

Kind Regards



Richard Neville  
Managing Director

# FCSE TASMANIA PTY LTD

civil & structural engineering



13<sup>th</sup> of May 2022

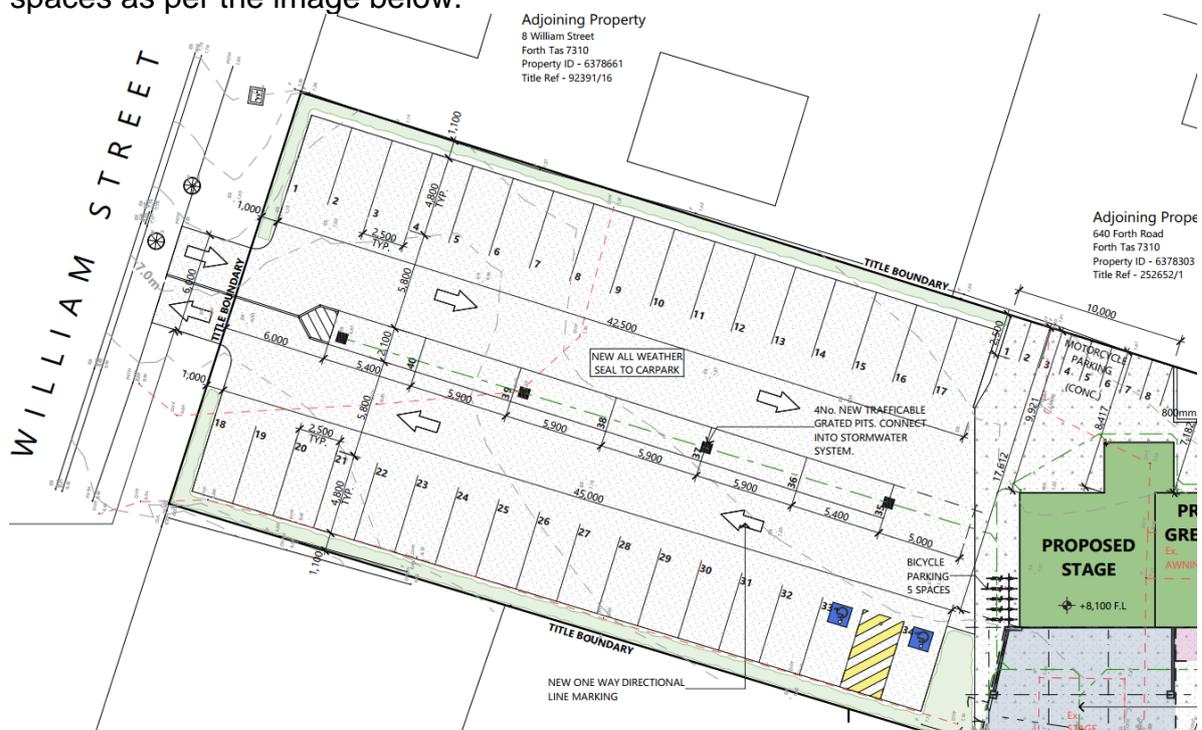
Central Coast Council  
PO Box 220,  
Ulverstone, TAS. 7315

## DA2021247 Parking Assessment, Bridge Hotel, 393 Leith Road, Forth

Dear Sir/Madam,

I have been engaged by Mr Trent Allen to undertake an assessment of carparking requirements in accordance with the Use and Development provisions of C2.0 Parking and Sustainable Transport Code of the Tasmanian Planning Scheme - Central Coast as per your letter of 10<sup>th</sup> of March 2022.

It is noted that the development application to date incorporates an assessment of the additional car parking spaces required for the proposed new under cover event area of approx.  $24 \times 14 = 336\text{m}^2$ . This required 23 spaces based on the planning scheme requirement of 1 space per  $15\text{m}^2$  of floor area. The existing gravel carpark is being upgraded with delineated space for 40 carparks including 2 accessibility spaces as per the image below.



The proposed carpark complies with the Australian Standards for Carparking and includes 6 central spaces and appropriate isle widths.

ABN 98 118 678 667

• m 0429 418 739 • [chris@csetas.com.au](mailto:chris@csetas.com.au)

Office Address – 127 Leith Road, Leith • Mailing Address PO Box 49, Turners Beach 7315

Existing floor areas that require car parking allocations under the planning scheme are:-

- Dining Area 58.8m<sup>2</sup> in outdoor area
- Dining Area 99m<sup>2</sup> in indoor area
- Public Bar Area 89m<sup>2</sup> indoor including provision of about 40m<sup>2</sup> for outdoor areas

Total 247m<sup>2</sup>

The accommodation area is not presently used due to substandard rooms.

The planning scheme requires 1 carparking space per 15m<sup>2</sup> of floor area including outdoor areas along with bike parking of 1 space per 75m<sup>2</sup>.

All up areas are 247 + 336 = 583m<sup>2</sup>. Total spaces required is 39 car and 8 motorbike spaces which are provided in the plan.

Provision of dry kerb around the carpark with all fall to centre and low grass or concrete is expected between the kerb and boundary fences.

Motorbike parking requires 2.5m x 1.2m wide. For 8 parks the width is 9.6m. This is shown on the plan.

2 disabled parks are also included in this plan.

Notwithstanding the above compliance with acceptable parking requirements, the Bridge Hotel has a long and established use of Leith Road. Paved parking of approximately 80m on the west side of the road and 50m on the east side is available. Additional parking is available on grassed verges beyond this to the north.

These areas are capable of accommodating another  $130/2.5 = 52$  carparks



Parking Provisions at the Bridge Hotel satisfy clause P1.1 of the performance criteria in the following ways:-

- a) Compliant carparking is available in the designated carpark.
- b) Large events have significant overflow capacity in on street parking.
- c) Taxis, buses and designated drivers reduce the demand for carparking spaces and are frequently used by patrons now.
- d) Not applicable
- e) No site constraints
- f) To meet AS2890.5 (the On Street Carparking Standard) requirements the cars should be able to park with nose up to 12.6m from the road centreline. West side car parks easily meet this requirement while east side parks are about 1m short of this standard. This deficiency has been accepted practice in numerous councils where the road is low speed and volume which is the case in this instance.

Provision of 11.5m gives  $11.5 - 5.4 - 3 = 3.1\text{m}$  for a vehicle to reverse and see approaching traffic before they obstruct the land, which is an adequate provision. To improve safety consideration should be given to making parking reverse in only for all on street parking. This is prudent given that patrons don't park further off the road than they think is needed for their own safety. As per the image above they do not use the extra space available on the west side of the road.



- g) Carparking is an established use and the existing church is no longer operational. No concerns about carparking use in the streetscape are likely.
- h) The Bridge Hotel events are known to be popular. The proposed development provides all weather performance and event space that reduces the operator's liability and weather exposure. Off street carparking being formalized and making on street carparking reverse in only will improve safety.

### **Recommendation**

Compliant off street carparking is available for the new and existing uses at the Bridge Hotel in the off street car park as shown on Plans to Build Plan A01-DA3.

The following upgrades are highlighted for consideration:

- On street parking safety can be improved with reverse in signage displayed at regular intervals along the area used by the hotel.

Should you have any queries please do not hesitate to give me a call.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chris Martin". The signature is fluid and cursive, with a prominent initial "C" and "M".

Chris Martin BE(Hons), MBA (Tech Mgt), FIEAust, CPEng

Senior Civil & Structural Engineer  
Director – CSE Tasmania Pty Ltd

CC Trent Allen <trent@forthpubtas.com>

# Connect with Classifieds

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Phone: 1300 363 789  
Email: classifieds@theadvocate.com.au



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Self Service

### In Memoriam

**ARGENT**  
Alice  
13.7.2000  
*A caring and gentle soul, a kind and forgiving heart.*  
Treasured mother of Tim.

**RAWLINGS**  
Dean  
13/07/2018  
*"I miss you terribly"*  
Shirley.

**SUTTON**  
Adele (Red)  
July 13, 2021  
One year has passed, and every day we think of you. So sadly missed.  
Mum, Dad, Jeremy, your much loved son Ryder and extended families.  
*Forever in our hearts.*

### Wanted to Buy

**TROUT** Lures, Tassie devils, lofty cobras, and sting lures, etc. Ph. 0408 362 175.

**PUT THE FEELS IN WITH EMOJI NOW AVAILABLE**

### Local Government

**CENTRAL COAST COUNCIL**  
19 King Edward Street, Ulverstone Tasmania 7315  
Tel: 03 6429 8300  
admin@centralcoast.tas.gov.au  
www.centralcoast.tas.gov.au

#### APPLICATIONS FOR PLANNING PERMITS

*5.57 Land Use Planning and Approvals Act 1993 and Historic Cultural Heritage Act 1995.*

The following application has been received:

Application No.: DA2021247  
Location: 393 Leith Road, Forth  
Proposal: Hotel Industry - alterations, additions and demolitions  
Performance: Use Standards  
Criteria: Use Standards

*5.57 Land Use Planning and Approvals Act 1993.*

The following application has been received:

Application No.: DA2022181  
Location: 7 Heathcote Street, Ulverstone  
Proposal: Residential - verandah and shed and demolition of existing verandah and shed  
Performance: Reliance on C7.0 Natural Assets Code  
Criteria: C7.0 Natural Assets Code

The applications may be viewed at the Administration Centre during office hours and on the Council's website. Any person may make representation in relation to an application [in accordance with s.57(5) of the Act] by writing to the General Manager at PO Box 220, Ulverstone 7315 or by email to admin@centralcoast.tas.gov.au by no later than 27 July 2022.

Date of notification: 13 July 2022.

SANDRA AYTON  
General Manager

### Local Government

**KENTISH COUNCIL**

#### APPLICATION FOR PLANNING PERMIT

The following application has been received under Section 57 of the *Land Use Planning & Approvals Act 1993*:

Application No: K-DA 068/2022  
Site: Lot 1 Staverton Road, Promised Land (CT112343/1)  
Residential - proposed Dwelling

The application and associated material will be available for inspection at the Council office during normal office hours or at [www.kentish.tas.gov.au](http://www.kentish.tas.gov.au) for a period of 14 days from the date of publication of this notice. In accordance with Section 57(5) of the *Land Use Planning & Approvals Act 1993* any person may make representation in relation to the proposal by letter addressed to the General Manager or email addressed to [council@kentish.tas.gov.au](mailto:council@kentish.tas.gov.au) by close of business on 27 July 2022.

Dated at Sheffield this 13 July 2022.

Gerald Monson  
General Manager

### Local Government

**DEVONPORT CITY COUNCIL**  
137 Rooka Street, Devonport TAS 7310  
Phone: 03 6424 0511  
[www.devonport.tas.gov.au](http://www.devonport.tas.gov.au)

#### APPLICATION FOR PLANNING PERMIT

Planning applications have been made for the following proposals:

Application No: PA2022.0111  
Proposal: Residential (single dwelling)  
Address: 72 Laycock Road, Spreyton

Application No: PA2022.0112  
Proposal: Residential (single dwelling)  
Address: 24 Cameray Street, East Devonport

Application No: PA2022.0113  
Proposal: Illuminated signage  
Address: 68 Best Street, Devonport

The applications can be viewed at the Council offices or on Council's website. Section 57(5) of the *Land Use Planning and Approvals Act 1993* provides that representations can be made in writing to the undersigned at PO Box 604, Devonport or [council@devonport.tas.gov.au](mailto:council@devonport.tas.gov.au) by close of business on 26/07/2022.

Jeffrey Griffith  
ACTING GENERAL MANAGER

### Death Notices

**CROSS**  
Carolyn Anne  
18.6.1968 ~ 9.7.2022  
Peacefully and fearlessly left us to join the infinite and eternal choir.  
Dearly cherished wife of Adrian Loone.  
Loved daughter of Peter and Christine Cross (dec).  
Beloved sister of Kate and Luke, Janine and Ed, Andrew and Annette and Deb and Jethro. Adored Auntie Caz of Zoe, Gabe and Evan.  
Maraki: To do tasks with soul, creativity and love.

### Death Notices

**SMITH**  
Moyan Estelle  
Loved sister of Elaine and auntie of Michael and Roslyn, Chris and Jean, Bronwyn and Peter & their families.  
*Forever in our hearts.*

### Funeral Notices

**CLARKE**  
Margaret Isabel  
27/05/1934  
-28/06/2022  
Steri and family invite you to Margaret's Memorial Service, this Sunday July 17th at Westbury Baptist Church, Franklin Street, Westbury.  
Starting at 10am, in conjunction with the normal service.  
*"Don't grieve for me for now I'm free. I'm following the path God made for me. I took his hand I heard him call, then turned and bid farewell to all."*

**FLOWER**  
Eva Ann  
Dearly loved and loving sister-in-law of Marlene and John James.  
*Sadly missed.*

**FRENCH**  
Bruce  
Members of the North West Tasmanian RSL Bowls Association are deeply saddened by the passing of Bruce who was a Life Member, past President and Patron of the Association.  
Sincere condolences to his family.

**SMITH**  
Moyan Estelle  
Much loved sister of Elaine, Cynthia, Jennifer, Gary, Helen, Robyn and Richard.  
Passed away peacefully on Monday 11th July 2022.

### WANTED

We are looking to buy quality late model used caravans & pop tops  
Call 03 6232 2344  
Jayco Hobart  
Cnr Amy St/Main Rd Moonah

### Property

**FOR LEASE BY EXPRESSIONS OF INTEREST**  
Cafe/Tasting Centre  
Located within the Duck River Pavilions Heritage Centre at Smithton, the cafe/tasting centre is available for someone looking to enter into the tourism/hospitality industry or to expand a current venture.  
This is a great opportunity to become part of the thriving Tasmanian food and tourism industry.  
Full details available from Crighton Horton on 0408 834 652

**Elders** 60 Reibey Street, Ulverstone 7315

### Livestock

**Ulverstone Pet Food**  
Stock wanted, suitable for pet food.  
Ph. 6425 5822 or 0408 141 972 (AH).

**HAVE YOU PLACED YOUR QR CODE IN YOUR AD**

### Local Government

**LATROBE COUNCIL**

#### APPLICATIONS FOR PLANNING PERMIT

The following applications have been received under Section 57 of the *Land Use Planning & Approvals Act 1993*:

Application No.: L-DA142/2022  
Site: 4 Cornelius Road, Sassafras  
Proposal: Residential - proposed Outbuilding

Application No.: L-DA157/2022  
Site: Lot 2 Kays Road, Sassafras (CT146079/2)  
Proposal: Residential - proposed Outbuilding

Application No.: L-DA159/2022  
Site: 1 St George Crescent, Shearwater  
Proposal: Residential - proposed Additional Dwelling

Application No.: L-DA161/2022  
Site: 2 Henry Street, Latrobe  
Proposal: Equipment & Machinery Sales and Hire - proposed two Warehouses.

Application No.: L-DA163/2022  
Site: 156 Thompsons Road, Latrobe  
Proposal: Domestic Animal Breeding - placement of fill to create Attenuation Barriers

Application No.: L-DA165/2022  
Site: Lot 7 Bakers Beach Road, Bakers Beach  
Proposal: Domestic Animal Breeding Boarding or Training and Residential - proposed Dog Breeding and Boarding Facility, single Dwelling and Hay & Machinery Sheds

Application No.: L-DA172/2022  
Site: 445 Great Bend Road, Latrobe  
Proposal: Extractive Industry - proposed Extractive Use to Remove Flood Deposited Shingle Beds.

The applications and associated materials will be available for inspection at the Council office during normal office hours or at [www.latrobe.tas.gov.au](http://www.latrobe.tas.gov.au) for a period of 14 days from the date of publication of this notice. In accordance with Section 57(5) of the *Land Use Planning & Approvals Act 1993* any person may make representation in relation to the proposals by letter addressed to the General Manager or email addressed to [council@latrobe.tas.gov.au](mailto:council@latrobe.tas.gov.au) by close of business 27 July 2022.

Dated at Latrobe this 13 July 2022.

Gerald Monson  
GENERAL MANAGER

### Public Notices

**NOTICE FOR CLAIMS**  
LEONARD LESLIE GILLIE late of 213 Clayton Drive, Spreyton in Tasmania who died on 19/02/2022. Creditors, next of kin and others having claims in respect of the property of the abovenamed deceased are required by the Executor, Nigel Leslie Gillie, C/- Friend & Edwards Lawyers, 28a King Edward Street, Ulverstone in Tasmania, to send particulars of their claim in writing to the Registrar of the Supreme Court of Tasmania, GPO Box 167, Hobart in Tasmania on or before 20/08/2022 after which date the Executor may distribute the assets having regard only to the claims of which the Executor then has notice.  
Dated this 13/07/2022.

FRIEND & EDWARDS Lawyers  
Solicitors to the Estate

**Put the feels in with Emoji!**

# Annexure 3

---

**From:** [REDACTED]  
**Sent:** Sunday, 24 July 2022 7:35 PM  
**To:** Admin; Planning; [REDACTED]  
**Subject:** Opposition to planning Application for Bridge Hotel, Leith Rd, Forth

Dear Ms Ayton,

My name is [REDACTED] and I live with my husband, [REDACTED], at 643 Forth Rd, Forth, directly opposite the Bridge Hotel, listed in the planning application as property B. Although we have no objection to the building itself, we do have concerns about its usage and the the ability of its design it to prevent any loss of amenity to us. We are concerned that if the hotel is able to operate loud music, with a large number of patrons, in the open, outdoor space, as is currently being proposed, it will greatly reduce the enjoyability of our home. The noise generated from not only the music, but 100 plus extra hotel guests will be invasive; limiting our ability to relax and enjoy quiet entertainment within our own home. We do not wish to adversely affect the running of the Bridge Hotel but wish that anything that can be done to minimise the disruption from this proposal is done at the outset. The hours requested, Friday and Saturdays between 7am and 10pm and Sundays between 8am and 6pm are full days covering the entire weekend, allowing no time for us to be able to enjoy our space when we too are having a break from work and needing some quiet and relaxation after a busy week's work.

At the moment the current schedule is acceptable, while the music is loud, it occurs at such infrequent intervals that it is not a problem. My husband and I both love music and attend music events semi-regularly. This does not change the fact that when bands do play at the Bridge Hotel, the sound of not only the music, but the crowd, carries to our property. Although the sound report indicates that the volume is currently at 52 decibels, I would question the accuracy of this figure. The volume of the music is such that it can be clearly heard across all areas of our property forcing us to raise our voices to speak to each. Inside our home, the sound of both the music and the crowd is still clearly audible even with the windows and door shut. As all of our living areas and the master bedrooms are all north facing, large events occurring all weekend, every weekend will be highly detrimental to the liveability of our home.

Even when the music finishes it still takes time for the patrons to leave the hotel. There have been multiple occasions this year where the last of the patrons leave at 1am; screaming their goodbyes, doing burnouts and being generally noisy and disruptive as they depart. If this were to occur every weekend it will cause interrupted sleep, potentially affecting our health and well being. My husband is a shift worker, having some shifts on the weekend, if he is getting insufficient or disrupted sleep before these shifts it could potentially impact on his ability to perform his job as well as his safety.

While the music is of concern, a secondary issue is that there will be an extra 100 or more patrons sitting outside. The events that the management of the hotel are planning on holding, such as Grand Final Events and engagement parties are generally where guests consume alcohol in higher than average quantities. This tends to make crowds louder than the same number of people at an event where there is no or limited alcohol. If these people were inside an enclosed building the impact would be mitigated, however, the fact that they will be in an open, outside area means that the noise they create will carry to our property. Although this will be well below that of music being pumped through the speaker system, it will still be loud enough to be disruptive.

We will no longer be able to have a quiet cup of coffee in our garden. We will no longer be able to sit and listen to the birds. We will no longer be able to have a quiet chat in the garden, listening to the creek running without the invasive noise of patrons and music coming from across the road. This will have cause a massive reduction in our ability to enjoy ourselves in our own private space.

In summary, we knew when we purchased our home that we were moving across the road from a pub that was also a live music venue. We researched this and decided that the frequency of events was such that any impact from them would be acceptable. With the new plans indicating increased music events and large crowds I am concerned the disruption caused will be unreasonable, greatly reducing the amenity of our home. We would like to resolve any potential noise issue at the planning stage. We do not want to hinder the owners of the Bridge Hotel or in any way to impede their ability to run their business successfully, conversely we do not want any reduction to the enjoyment we get from our home.

Kind Regards,

[REDACTED]  
643 Forth Rd, Forth

---

**From:** Grada Robertson <gro42768@gmail.com>  
**Sent:** Monday, 25 July 2022 9:18 PM  
**To:** Admin  
**Subject:** DA2021247

Attn: General Manager/Sandra Ayton

Dear Sandra,

We wish to submit a submission with reference to Planning Application No. DA202124.

We own the property adjoining the Forth Hotel to the east at 640 Forth Rd.

We are concerned about the noise which will be generated by the music events to be organised and held by the hotel.

Our property is zoned low-density residential and situated in a peaceful village setting.

It is concerning that they are planning on having loud outdoor music events several nights a week.

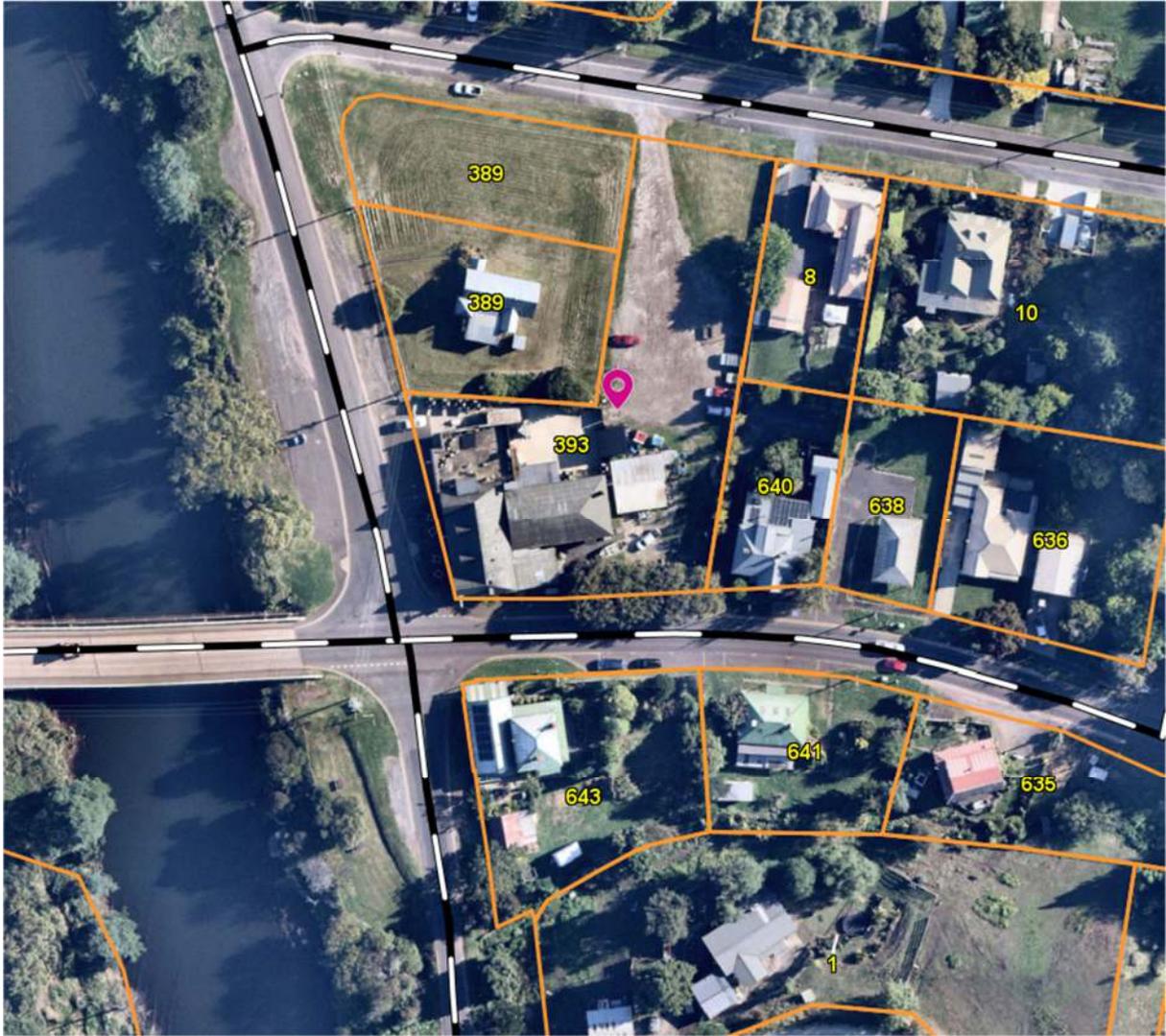
In the past, these types of events have been sporadic and usually only once in one week.

When speaking with other residents who live in other areas of Forth, they have all mentioned the noise from these types of events being excessively loud and some of them live on the west side of the village and not next door.

We would like to have a high noise buffer erected along the adjoining boundary of our property and the hotel if this planning proposal is to go ahead.

Yours sincerely Peter and Grada Robertson

# Annexure 4



393 Leith Road, Forth



Zone Map – 393 Leith Road, Forth and surrounds



Bridge Hotel – rear car park area



Bridge Hotel – rear car park area and adjoining church



Bridge Hotel – 393 Leith Road, Forth



Bridge Hotel – 393 Leith Road, Forth



Bridge Hotel – 393 Leith Road, Forth



Adjoining dwelling at 640 Forth Road, Forth



Dwelling adjoining the hotel car park area - 8 William Street, Forth

## Annexure 5

134 Macquarie Street (GPO Box 618)  
Hobart Tasmania 7001  
Phone: 1300 850 332 (local call cost)  
Email: [enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)  
Web: [www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

**Name:** Bridge Hotel  
**Status:** Permanently Registered  
**Tier:** State

**THR ID Number:** 707  
**Municipality:** Central Coast Council  
**Boundary:** Whole of Title

### Location Addresses

393 LEITH RD, FORTH 7310 TAS

### Title References

241340/1

### Property Id

6378071



Untitled  
No copyright on file



Untitled  
No copyright on file

### **Statement of Significance:** (non-statutory summary)

No Statement is provided for places listed prior to 2007

### **Why is it significant?:**

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

**a) The place is important to the course or pattern of Tasmania's history.**

No Data Recorded

**b) The place possesses uncommon or rare aspects of Tasmania's history.**

No Data Recorded

**c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.**

No Data Recorded

**d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.**

Bridge Hotel is of historic heritage significance because of its ability to demonstrate the principal characteristics of a single storey weatherboard Victorian Rustic Gothic hotel building.

**e) The place is important in demonstrating a high degree of creative or technical achievement.**

No Data Recorded

- f) **The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.**

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

- g) **The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.**

No Data Recorded

- h) **The place is important in exhibiting particular aesthetic characteristics.**

No Data Recorded

**Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.**

**Please refer to the Heritage Council's Works Guidelines ([www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)) for information about the level of approval required and appropriate outcomes.**

**Heritage Advisors are also available to answer questions and provide guidance on [enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au) or Tel 1300850332**

**This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.**

#### **Setting:**

This building is a significant element in the streetscape.

#### **Description:**

This is a weatherboard hotel building with a steeply pitched primary hipped roof and a projecting gable both ends of the building. Between the gabled roofs is a verandah with the main entry door and double hung windows. The gabled ends appear to have later larger windows and there are some dormer windows to the rear.

#### **History:**

No Data Recorded

## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	DA2021247	<b>Council notice date</b>	4/07/2022
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2022/01042-CC	<b>Date of response</b>	18/07/2022
<b>TasWater Contact</b>	Ahmad Khateib	<b>Phone No.</b>	0476 184 094
<b>Response issued to</b>			
<b>Council name</b>	CENTRAL COAST COUNCIL		
<b>Contact details</b>	planning@centralcoast.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	393 LEITH RD, FORTH	<b>Property ID (PID)</b>	6378071
<b>Description of development</b>	Alterations and additions to hotel - staged		
<b>Schedule of drawings/documents</b>			
	<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>
	Plans To Build	Site Plan A01	DA3
	Plans To Build	Ground Floor Plan A04	DA2
<b>Conditions</b>			
<b>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
1.	A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.		
	<b>Advice:</b> Existing sewer connection to be studied for the ability to serve the new amenities by gravity.		
2.	Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.		
3.	Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.		
<b>DEVELOPMENT ASSESSMENT FEES</b>			
4.	The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.		
	The payment is required within 30 days of the issue of an invoice by TasWater.		

## Advice

### General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

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

### Service Locations

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

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.  
Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit [www.taswater.com.au/Development/Service-location](http://www.taswater.com.au/Development/Service-location) for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

## Declaration

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

## TasWater Contact Details

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

PLANNING REF: DA2021247  
THC WORKS REF: 7926  
REGISTERED PLACE NO: 707  
APPLICANT: Slippervic Pty Ltd  
DATE: 16 August 2022

## NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: Bridge Hotel, 393 Leith Road, Forth.  
Proposed Works: Alterations (including minor demolition) and additions.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA2021247, advertised on 13/07/2022, subject to the following conditions:

- 1. The new awning roofs proposed for the north side and for above (i.e., first floor level) the existing dining room are not approved (i.e., must be deleted from the proposal).**

Reason for condition

To ensure the character of the circa 1962 part of the heritage buildings are not encroached upon, and to ensure the new work is less visible from the streetscape.

- 2. The ridge of the new big covered area shall not exceed +6.2m (reduced from +7.39m).**

Reason for condition

To reduce the bulk and height of the new shed form, so as not to overwhelm the heritage building when seen from the front and sides.

- 3. The north gutter of the new big covered area shall remain sloped at the same angle as shown, for the full length of the new big covered area, with the highest point of the gutter not exceeding +4.7m (to match drop in ridge in Condition 2 above).**

Reason for condition

To reduce the bulk and height of the new shed form, so as not to overwhelm the heritage building when seen from the front and sides.

- 4. The fence and gates proposed to enclose the outdoor area at the north-west corner of the dining room must be of a height not exceeding 1250mm and be of a simple and visually unobtrusive design.**

Reason for condition

To ensure that the new fence does not obscure public views to the heritage building and is of a design and configuration that complements the character of the place's architecture, consistent with the 'appropriate outcomes' of section 12.1 of the Works Guidelines.

**5. Amended drawings demonstrating compliance with the requirements of Conditions 1 to 4 must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager prior to the commencement of works.**

Reason for condition

To ensure that the documentation is amended to meet the requirements of the Tasmanian Heritage Council's conditions.

Advice

1. An application to alter the north boundary is unlikely to be supported, as currently the angled boundary matches the set-out of the adjacent church (and the land being excised is part of the church property so the heritage values of the church should be taken into consideration). The angle currently ensures the side wall/gutter of the new big covered area becomes lower as it gets nearer to the street. It is recommended that the applicant look at John Wardle's Bruny Island Shearers' Quarters as an example of an angled eave form.

2. The top of wall/eaves gutter of the east boundary structure (i.e., the back wall of the Green Room/Stage) could be reduced to +3.2m (even if this means the loading dock roof is flat). There seems no reason why this wall should be 4.2-4.5m high.

Should you require clarification of any matters contained in this notice, please contact Heritage Tasmania's Works Manager, Ian Boersma, on 0429 979 586 or 1300 850 332.



Genevieve Lilley  
*Under delegation of the Tasmanian Heritage Council*

# Annexure 8

---

**From:** Mary-Ann Edwards  
**Sent:** Wednesday, 17 August 2022 2:14 PM  
**To:** Kellie Malone  
**Subject:** Review of Noise Impact Assessment report by EHO

Hi Kellie

This email from EHO will be Annexure No. 8 for the Bridge Hotel

**Mary-Ann Edwards**

Manager Land Use Planning

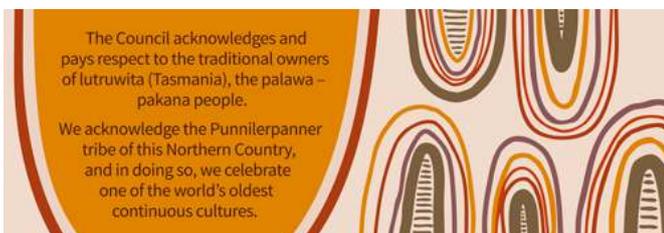
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**From:** Freja Petersen <freja.petersen@centralcoast.tas.gov.au>  
**Sent:** Monday, 15 August 2022 4:13 PM  
**To:** Mary-Ann Edwards <Mary-Ann.Edwards@centralcoast.tas.gov.au>  
**Cc:** Daryl Connelly <daryl.connelly@centralcoast.tas.gov.au>  
**Subject:** FW: Bridge Hotel proposal DA2021247 (addition)

Hi Mary-Anne,

My first concern is that The Bridge Hotel is at the base of a valley and this has not been addresses in the report.

Valleys and water ways tend to carry sound a lot further then plains and also carries further in the evening and in cooler temperatures which was also not addressed in the report. The site locations mentioned in the report are all flat areas and the nearby hillsides were not considered.



65db is the same level as a busy room of people talking, where live music or a concert can range from 90db – 120+ dB with 100dB being the ideal noise level for an event. A level of 65db is potentially unachievable and in turn, the applicant would constantly be in breach of their permit conditions.

I am concerned with some of the distances not being entirely accurate. From the corner of that amenities block to the corner of the building to the east is only approximately 8.5m however in Table 1 Location D it states 13m. From the northern boundary to the church is approximately 10m where the report states 37. What was there datum point for these measurements?

The report has not specified the wattage/power level of the speaker system. 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 65db levels. Furthermore, this has not accounted for change in Hertz levels which can affect the distance the sound travels.

The report does state that music will cease by 10pm, however, it has no mention on general noise of the increased number of patrons (this 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 that proposed mitigation.

The Guidelines for concerts, events and organised gatherings published by the Western Australia Department of Health 2009 (page 76), Noise Management Plan suggests that the likely response [from the community] from 55dB(A) onwards is a "few complaints, increasing in sensitive areas and later hours" to "considerable level of complaints, less in tolerant areas". It also limits the dB(A) to 95dB(A) at the mixing box. According to the *Regulatory Strategies for Managing Noise from Outdoor Music Concerts* (2016) paper published by Brisbane City Council, state that people are more tolerant of noise if the noise is infrequent and the community is notified before an event. Although Tasmania does not have a guideline in place for such events, the *Environmental Management and Pollution Control Act 1994* does define 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, not specific sound level needs to be reached.

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

The Environmental Protection Policy (Noise) 2009 also suggests varying dB levels depending on where in a premises the noise can be heard.

[https://epa.tas.gov.au/Documents/EPP\\_Noise\\_2009.pdf](https://epa.tas.gov.au/Documents/EPP_Noise_2009.pdf)

Kind Regards

Freja Petersen

Freja Petersen  
Environmental Health Officer

CENTRAL COAST COUNCIL  
PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315  
03 6429 8935

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**Freja Petersen**  
Environmental Health Officer  
CENTRAL COAST COUNCIL  
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---

**From:** Mary-Ann Edwards <[Mary-Ann.Edwards@centralcoast.tas.gov.au](mailto:Mary-Ann.Edwards@centralcoast.tas.gov.au)>  
**Sent:** Friday, 5 August 2022 1:15 PM  
**To:** Freja Petersen <[freja.petersen@centralcoast.tas.gov.au](mailto:freja.petersen@centralcoast.tas.gov.au)>  
**Subject:** Bridge Hotel proposal DA2021247

Hi Freja

I have asked another Planner, Theresia Williams, to look at the Bridge Hotel DA and get back to me with her comments.

She is asking for Council's EHO comments regarding the proposal

Would you be able to please put together a memo of your consideration of the Noise & Lighting reports? And any comments and recommendations?

By mid next week?

I think Theresia may be moving towards suggesting a permit be conditioned. We shall see.

**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:** Loes Mather <loesmather55@gmail.com>  
**Sent:** Thursday, 7 July 2022 1:10 PM  
**To:** Admin  
**Subject:** Re Major Service Station Complex

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

Division .....  
Rec'd 04 AUG 2022  
File No .....  
Doc. Id .....

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 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 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

Re: Reference LSP2022001 and DA2022010

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner.

**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 Ulverstone shopping precinct** 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 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??

**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 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??

**14 Light pollution** 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

**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??

**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.



**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 foot path on South Road.

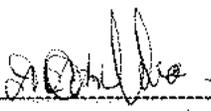
**21 Bus Stops**

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**.

Yours sincerely

Alan Applebee

Signed  -----

**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



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S. S. S. S. S.

PAGE 1 OF 2 PHOTOS

PAGE 5 OF 6





©DanaLee

PAGE 2 OF 2 PHOTOS.

PAGE 6 OF 6.



Date 6/7/2022

Name Chris Wells

Email S.Wells4@bigpond.com

Address 129 South Road  
Ulverstone

Phone 0448 785 490

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 12 JUL 2022

File No .....

Doc. Id .....

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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 **DEVOPEMENT APPLICATION**

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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??

P.T.O.

Re: Reference LSP2022001 and DA2022010

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner. What monetary 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 trucks large caravans, cars etc. accessing this site from a narrow residential road.

**5 Traffic hazard** 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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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 7/7/2022

Name ROBERT + ETHEL HAY

Email hayebb@bigpond.com

Address 130A SOUTH ROAD  
WEST ULVERSTONE

Phone 64255363

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 08 JUL 2022

File No .....

Doc. Id .....

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Your sincerely Signed R. Nay A. Hay

7<sup>th</sup> 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 lifestyle 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 well 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 through 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 occasion.
9. We would urge the Council and all other bodies involved in reviewing this application to decline the approval and leave the land for housing development.
10. The applicants claim to have canvassed people who live in nearby areas. We live 2<sup>nd</sup> house from Hearps Road and they never came near us. How close do they call close.

Yours sincerely

Robert and Ethel Hay

130A South Road

West Ulverstone

Tas 7315

*R Hay*      *E Hay*

Date 10/17/2022

Name PETER F. BATTIE

Email \_\_\_\_\_

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ULVERSTONE

Phone 0438009761

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

**CENTRAL COAST COUNCIL**

Division .....

Rec'd **11 JUL 2022**

File No .....

Doc. Id .....

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*PTO*

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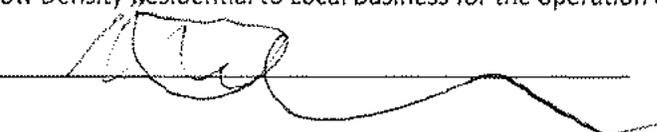
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Date 7/7/2022

Name ELIZABETH JORDAN

Email lizivan@bigpond.net.au

Address 5 MIAMI PLACE

Phone 6425 1271

ULVERSTONE 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 Sueeverham1957@gmail.com

Address 159 Upper meuld St.

Phone 0448256396

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

CENTRAL COAST COUNCIL

Division .....

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Date 6/7/2022

Name Rachel Limbrick

Email Srlimbrick@hotmail.com

Address 139 South road West  
Ulverstone.

Phone 0417529806

To The General manager  
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Your sincerely Signed

*R. Dumbreck*

Date 4/7/2022

Name Lynette Dinsdale

Address 17 Knights Road  
West Ulverstone

Email \_\_\_\_\_

Phone 04 5678 1006

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

**CENTRAL COAST COUNCIL**

Division .....

Rec'd **11 JUL 2022**

File No .....

Doc. Id .....

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Re: Reference LSP2022001 and DA2022010

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Re: Reference LSP2022001 and DA2022010

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Date 8/7/2022

Name Peter RICHARDS

Email \_\_\_\_\_

Address 8 Knights Road  
Ulverstone 7315

Phone 64251105

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 08 JUL 2022

File No .....

Doc. Id .....

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Date 8/7/2022

Name RICK V STUART VENN

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 08 JUL 2022

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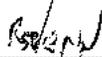
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Date 07/07/2022

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Address 1 Miami Place  
Ulverstone 7315

Phone 0417310046

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

CENTRAL COAST COUNCIL

Division .....

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Date 1 / /2022

Name Simon MCKERCHER

Email SIMON.MCKERCHER@CC-COUNCIL.COM.AU

Address 2 HEARPS RD

Phone

ULVERSTONE

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 07 JUL 2022

File No .....

Doc. Id .....

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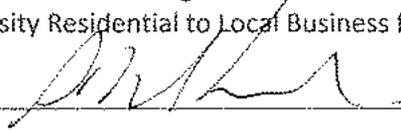
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Your sincerely Signed 

Date 5/7/2022

Name Barbara Feber

Email \_\_\_\_\_

Address 114 South Rd  
Ulverstone 7315

Phone 0408512617

CENTRAL COAST COUNCIL

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

Division .....

Rec'd - 5 JUL 2022

File No .....

Doc. Id .....

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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P.T.O.

Re: Reference LSP2022001 and DA2022010

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Your sincerely Signed B Levey

Date 7/17/2022  
Name Rodney Gale  
Address 15 KNIGHTS RD.

Email \_\_\_\_\_  
Phone 0488 298595

CENTRAL COAST COUNCIL

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

Division .....  
Rec'd 12 JUL 2022  
File No .....  
Doc. Id .....

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Rodney Gale

7/7/22

Date 11/17/2022

Name CHRISTINE CRISP

Email \_\_\_\_\_

Address 122 UPPERMAN STREET  
WEST ULVERSTONE

Phone 64254276

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 13 JUL 2022

File No .....

Doc. Id .....

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Your sincerely Signed  \_\_\_\_\_

Date 11/07/2022

Name VICTOR ARTHUR

Email vicartho@gmail.com

Address 2B BLADEN-LEE CRESCENT

Phone 0481 488 048

WISSETILVERSTONE

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

**CENTRAL COAST COUNCIL**

Division .....

Rec'd 14 JUL 2022

File No .....

Doc. Id .....

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Your sincerely Signed 

*pedestrians walking from Knights Rd area into Ulverstone have to cross over two dangerous slip roads plus South Rd. increased traffic will multiply this danger.*

Date / /2022

Name XUE SHU ZHU

Email \_\_\_\_\_

Address 35 HEARPS RD.

Phone \_\_\_\_\_

ULVERSTONE 7315

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 14 JUL 2022

File No .....

Doc. Id .....

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Your sincerely Signed



Date 8 / 7 / 2022

Name Carol Saltmarsh

Email ladybirdfly1@hotmail.com

Address 3 Knight RD

Phone 048105905

Ulverstone

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 13 JUL 2022

File No .....

Doc. Id .....

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Re: Reference LSP2022001 and DA2022010

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Date 13/July/2022

Name John Saltmarsh

Email ladybirdfly@hotmail.com

Address 3 Knights Road  
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Phone 0400425225

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

CENTRAL COAST COUNCIL

Division .....

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File No .....

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Date 11/7/2022

Name Peter + Reina Boonstra

Email rtpboonstra@gmail.com

Address 3 Grange Court

Phone home: 64592913

Ulverstone 7315

mob: 0417106097

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 14 JUL 2022

File No .....

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Doc. Id .....

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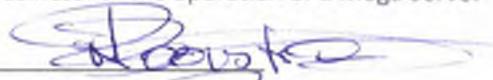
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Peter

  
Reina

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

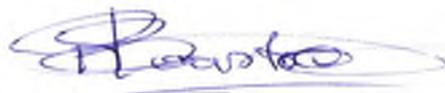
Ulverstone 7315

Email: [rtpboonstra@gmail.com](mailto:rtpboonstra@gmail.com)

Home ph: 64592913      Mob: 0417106097



Peter



Reina.

Date 07/07/2022

Name Mrs Nancy Viviani

Email nancy@netspace.net.au

Address 36 Hearps Road  
Ulverstone

Phone 0474 002445

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 13 JUL 2022

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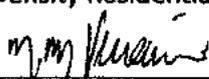
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Name Ian Pickford Email Kerrjp@bigpond.com  
Address 85 UPPER MAUD ST. Phone 0493400963  
WEST ULVERSTONE .7315.

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To The General manager  
Central Coast Council  
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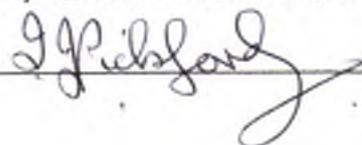
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Your sincerely Signed



Date 11 / 7 / 2022

Name KERRI PICKFORD

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7315

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 13 JUL 2022

File No .....

Doc. Id .....

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Date 11 / 7 / 2022

Name Dallas + Cynthia Burke

Email dandcburke@westnet.com.au

Address 114 Upper Maud st

Phone 0419109618

West Ulverstone

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 13 JUL 2022

File No .....

Doc. Id .....

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Date 11 July 2022

Name Malcolm Mavis CALVERT

Email mmcalvert@optusnet.com.au

Address 8 GRANGE COURT  
WEST ULVERSTONE. 7315

Phone 0418 140 610

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 12 JUL 2022

File No .....

Doc. Id .....

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A handwritten signature in black ink, appearing to be 'M. K. ...', written over a horizontal line.

Date / /2022

Name DEREK C. ONLEY

Email \_\_\_\_\_

Address 92 UPPER ROAD ST

Phone 64259359

ULVERSTONE 7315

CENTRAL COAST COUNCIL

To The General manager  
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Division .....

Rec'd 13 JUL 2022

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*PTO*

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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 06/07/2022

Name KATIE DAVIS

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ULVERSTONE

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 15 JUL 2022

File No .....

Doc. Id .....

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.

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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.

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P.T.O.

Re: Reference LSP2022001 and DA2022010

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Your sincerely Signed



---

Date 8/7/2022

Name MRS. M J. RUSHER.

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Address 104 UPPER MAUD ST  
WEST ULVERSTONE

Phone 0437 849 359.

CENTRAL COAST COUNCIL

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

Division .....

Date'd 15 JUL 2022

File No .....

Doc. Id .....

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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**PTO**

Re: Reference LSP2022001 and DA2022010

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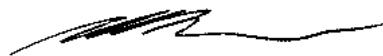
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Your sincerely Signed 

Date 7/7/2022

Name Jeffrey Melhuish

Email ~~jeff~~ gaymelhuish@bigpond.com

Address 135 SOUTH ROAD  
WEST ULVERSTONE

Phone 0476148234

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 11 JUL 2022

File No .....

Doc. Id .....

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P.T.O.

Re: Reference LSP2022001 and DA2022010

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Your sincerely Signed \_\_\_\_\_

Date 13/7/2022

Name Joy Harrison

Email joyharrison1@bigpond.com

Address 124 South Road

Phone (03) 64 255708

West Ulverstone

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 18 JUL 2022

File No .....

Dear Sir/ Madam

Doc. Id .....

Re: Reference LSP2022001 and DA2022010

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Re: Reference LSP2022001 and DA2022010

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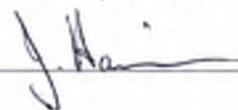
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Your sincerely Signed



Date 8/7/2022

Name Paul Scarfe

Email paul.scarfe@bigpond.com

Address 128 South Rd

Phone 0419541140

WEST ULVERSTONE

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 12 JUL 2022

File No .....

Doc. Id .....

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**6 Ulverstone shopping precinct** 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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**9 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 happening again??

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**14 Light pollution** 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??

**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 \_\_\_\_\_

Date 5/7/2022

Name Graham Murray

Email \_\_\_\_\_

Address 111 SOUTH Rd  
Ulverstone

Phone 0408398597

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 19 JUL 2022

File No .....

Dear Sir/ Madam

Doc. Id .....

Re: Reference LSP2022001 and DA2022010

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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.

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P.T.O.

Re: Reference LSP2022001 and DA2022010

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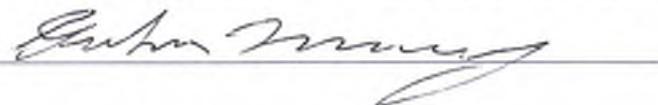
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Your sincerely

Signed



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

Division .....

Rec'd 18 JUL 2022

File No .....

Doc. Id .....

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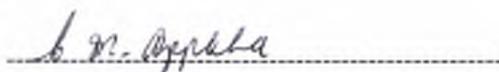
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Signed. Caroline Marie Applebee.



**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.**

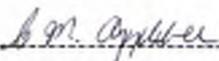
I believe this area to be a place where people have built or bought for the life style and serenity and mental wellbeing that they desire to live in this Municipality.

**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 -----

Date 19/ 7/2022

Name Karen Groom

Email karen.groom@outlook.com

Address 34 Heaps Road  
West Ulverstone 7315

Phone 0418 945 918

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

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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Re: Reference <sup>LPS</sup>ESP2022001 and DA2022010

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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  \_\_\_\_\_

Re: Reference LPS2022001 and DA2022010

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,

Signed:  \_\_\_\_\_

Date 18/07/2022

Name M. & B. HANCOCK

Email barbhancock70@gmail.com

Address 103 South Rd.

Phone 6425 7671

West Ulverstone.

CENTRAL COAST COUNCIL

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

Division .....  
Rec'd 20 JUL 2022  
File No .....  
Doc. Id .....

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Your sincerely Signed *AMIT Hancock*

Date 26/7/2022

Name Sue Robertson

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Address 127 South Rd  
West Ulverstone  
7315

Phone 0412869876

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

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Your sincerely Signed



Date 27/7/2022

Name N ROZENC

Email \_\_\_\_\_

Address 1 HEARDS RD

Phone 0467618553

ULVERSTONE

**CENTRAL COAST COUNCIL**

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

Division .....

Rec'd 27 JUL 2022

File No .....

Doc. Id .....

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Date 9/7/2022

Name CATHRYN PEARSON

Email katepear@hotmail.com

Address 74 UPPER MAUD ST

Phone 0458065681

WEST ULVERSTONE

THIS IS NOT A SUITABLE PLACE TO HAVE  
A ~~SUPER~~ SUPER SERVO.

To The General manager  
Central Coast Council  
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Ulverstone 7315

CENTRAL COAST COUNCIL

Division .....

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M. Kearson

Date 19/07/2022

Name Jennifer Pender

Email auntyjen8@gmail.com

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West Ulverstone

Phone 0482 679 713

CENTRAL COAST COUNCIL

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

Division .....

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File No .....

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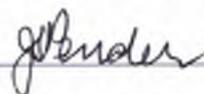
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Date 25/07/2022

Name HARRY MARSHALL

Email harry.marshall15@gmail.com

Address 6 KNIGHTS RD

Phone 0417557128

WEST ULVERSTONE

To The General manager  
Central Coast Council  
PO Box 220  
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CENTRAL COAST COUNCIL

Division .....

Rec'd 29 JUL 2022

File No .....

Doc. Id .....

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**5 Traffic hazard** 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 Ulverstone shopping precinct** 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.

**9 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 happening 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 Light pollution** 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??

**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 *M. G. Marshall*

Date 24/7/2022

Name Paul & Michele Jamieson Email bjmas3e@ddo.com.au

Address 27 Heaps Road Phone 0418122162  
West Ulverstone

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 28 JUL 2022

File No .....

Doc. Id .....

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 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

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner. What monetary 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 trucks large caravans, cars etc. accessing this site from a narrow residential road.

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**9 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 happening 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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**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 Light pollution** 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 Ramp Exit going up from under Pass (Knights Rd) absolute Disgrace.

**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

*Paul Andrew Johnson*

PA Heinrich and HE Ralston,  
1A Bladen-Lee Crescent  
West Ulverstone 7315  
20<sup>th</sup> 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

Dear Councillors

**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 19<sup>th</sup> 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 deceleration 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 above-mentioned 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](mailto:lyndajj@hotmail.com)

Ph: 0417508112

Dear Councillors

**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:

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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.

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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.

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Traffic hazards:

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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.

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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 to Local Business.

Yours Sincerely



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

Email: paula.clinton1@bigpond.com

Address: 5 Grange Court, West Ulverstone

Phone: 0428 112 381

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 03 AUG 2022

File No .....

Doc. Id .....

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

**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

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Your sincerely Signed  \_\_\_\_\_

Date: 2<sup>nd</sup> August 2022

Email: [paula.clinton1@bigpond.com](mailto:paula.clinton1@bigpond.com)

Name: Paula Clinton

Phone: 0428 112 381

Address: 5 Grange Court, West Ulverstone

Re: Reference: LSP2022001 and DA2022010

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Date 5/7/2022

Name MADELEINE D JAVO D HOGGART mail hoggart@icloud.com

Address 3 MIAMI PLACE Phone 0417349404

W ULVERSTONE  
7315

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 05 JUL 2022

File No .....

Dear Sir/ Madam

Doc. Id .....

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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.

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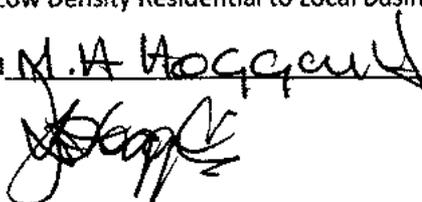
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\_\_\_\_\_

Date 02 / 08 /2022

Name: Philip Clinton

Email: paula.clinton1@bigpond.com

Address: 5 Grange Court, West Ulverstone

Phone: 0428 112 381

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 03 AUG 2022

File No .....

Doc. Id .....

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Date 23/7/2022

Name Sarrod

Email \_\_\_\_\_

Address Hearps Road  
West Ulverstone.

Phone \_\_\_\_\_

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 03 AUG 2022

File No .....

Doc. Id .....

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P.T.O.

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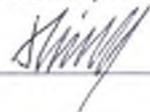
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This current T-junction is difficult to turn right from as there is little visibility east to oncoming traffic. It is likely that this will cause a waiting line of traffic during busy times, adding to driver frustration.

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 available 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.

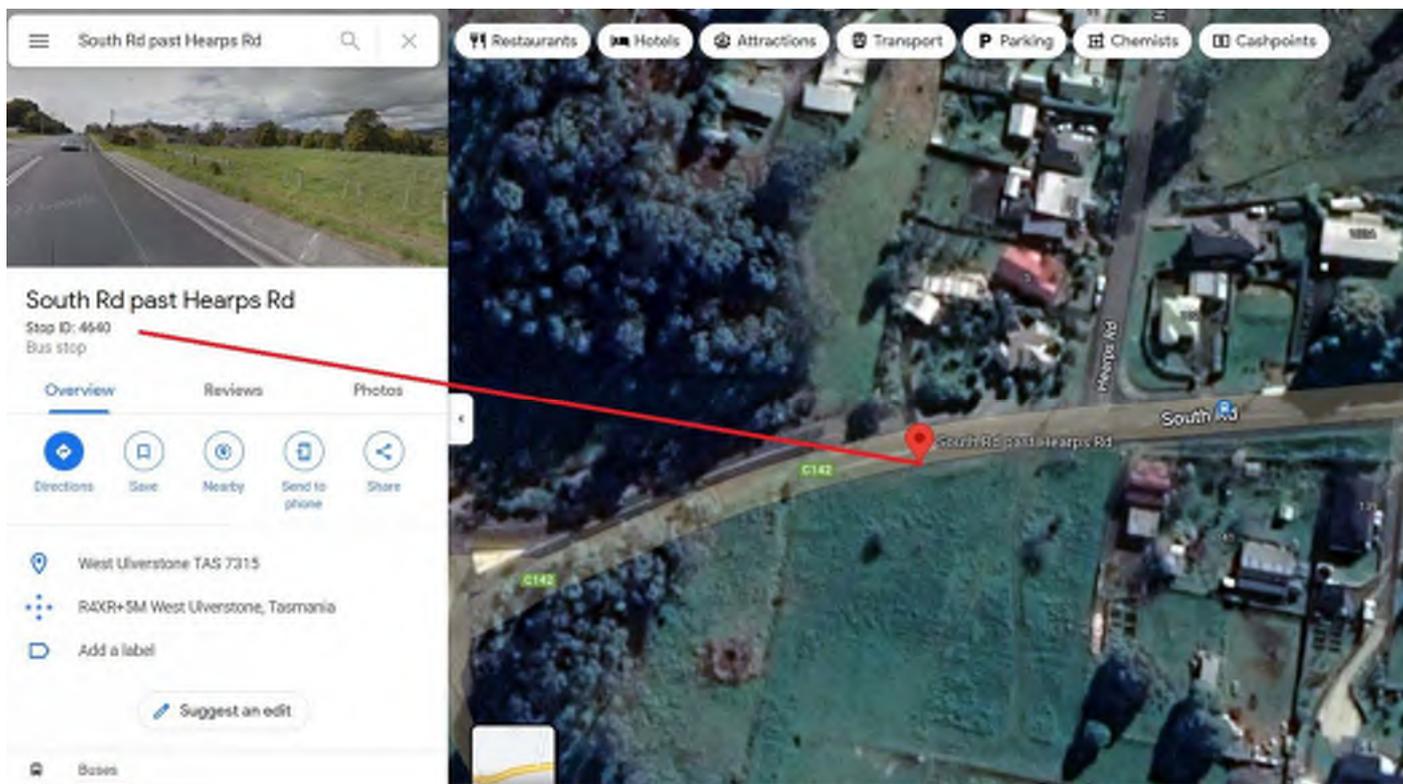
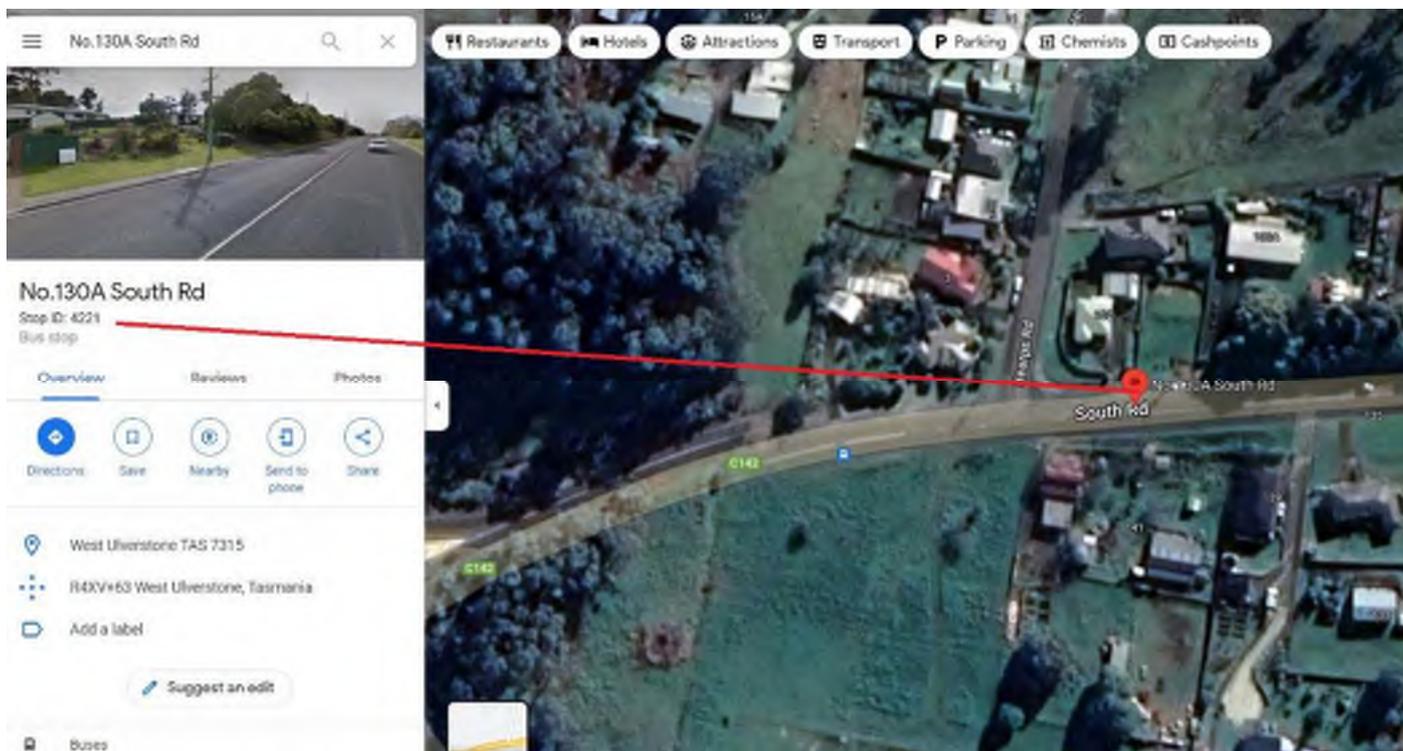
This should be redeveloped into something much safer and easier to use, move the development crossover entry/exit away from Hearps Road or perhaps a roundabout at Hearps Rd Intersection.

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 Ph : 6425 3608

Ulverstone

Tasmania

7315

Date 13/7/22

email: mail@brumbybuilders.com.au

web: brumbybuilders.com.au

CENTRAL COAST COUNCIL

## HIA AWARD WINNERS

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

DEVELOPMENT & REGULATORY SERVICES

Received: 13 JUL 2022

Application No: DA2022 010

Doc. Id .....

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:

- 1 Road noise including a higher volume of traffic.
- 2 Diesel fumes ( extremely bad for our health ) winds mostly north 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 )
- 7 Wrong Zoning
- 8 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 dust 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 13/7/2022

Name ROBERT BRUMBY

Address 1 KNIGHTS ROAD  
ULVERSTONE

email mail@brumbybuilders.com.au

Phone No 048130741

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 infrastructure.

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 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 establish their own home on already approved low residential land.

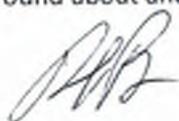
Further to the above I wish to comment on the proposed establishment of a Mega Servo on this parcel of land. As shown on the proposal submitted to Central Coast Council, the location is in an existing residential area with houses directly across the road from this proposed development site (within 30 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 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 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 monetary value of existing properties in a negative manner. What monetary compensation is being provided.

**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 trucks large caravan's cars etc. accessing this site from a narrow residential road.

**5 Traffic hazard** 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 Ulverstone shopping precinct** 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??

**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??

**9 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 happening 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??

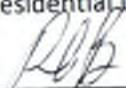
**14 Light pollution** would be increased and the Mega Servo would be visible from several kilometers away as far as West Gawler let alone the local area. Not acceptable

**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??

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 door 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.

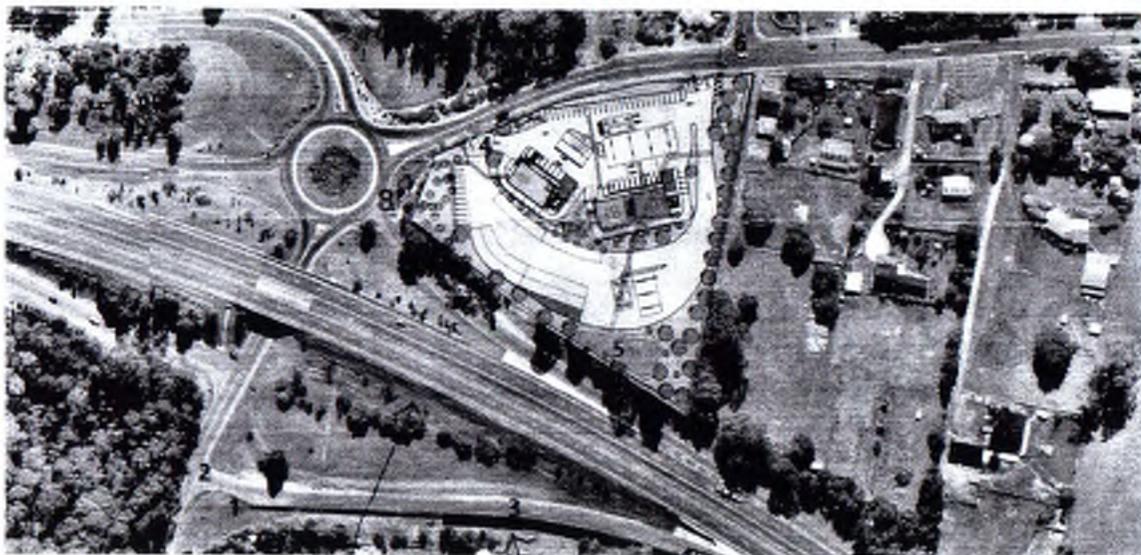
In conclusion I request the Tasmanian Planning Commission and Central Coast Council NOT approve the rezoning of the subject land from Low Density Residential to Local Business for the operation of a Mega Servo.

Your sincerely Signed 

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 amendments:

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
5. 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 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,

Quinten Villanueva

2.1 HIGH. SHOULD HAVE SOUND FENCE  
4.0 METER HIGH. SPEED SIGNS

info@keystoneddevelopments.com.au

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**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

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**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@keystoneddevelopments.com.au](mailto:info@keystoneddevelopments.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 5/8/2022

Name Tony + Keelan Gillam

Email \_\_\_\_\_

Address 118 South Road  
Ulverstone

Phone 64254979

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 05 AUG 2022

File No .....

Doc. Id .....

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 **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??

P.T.O.

Re: Reference LSP2022001 and DA2022010

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner. What monetary 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 trucks large caravans, cars etc. accessing this site from a narrow residential road.

**5 Traffic hazard** 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 Ulverstone shopping precinct** 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.

**9 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 happening 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 Light pollution** 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??

**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





Date 05 / 08 / 2022

Page 1 of 11

Mr. & Mrs. Brian & Hilda Tindal

Email [tindal1442@bigpond.com](mailto:tindal1442@bigpond.com)

10 Knights Road

Phone 6425 4354

West Ulverstone 7315

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 05 AUG 2022

File No .....

Doc. Id .....

Dear Sir/ Madam

Re: Reference LSP2022001 and DA2022010

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 **Discretionary Uses as per clause 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 *harmonious, pleasant or enjoyable*.

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 Uliverstone.

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, 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 Uliverstone 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 Uliverstone 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 Uliverstone 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 follows

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 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 amendments:

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.
5. 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 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,

Quinten Villanueva

info@keystonedevelopments.com.au

**Traffic hazard and safety issue.** 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?

**Bus Stop** 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?

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?

**Unwanted side effects.** 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.



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

**Water Runoff and Sewage** 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 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?

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 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.

Light pollution 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 stand out 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.

Anxiety and stress. 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.

Litter: 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 if 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.

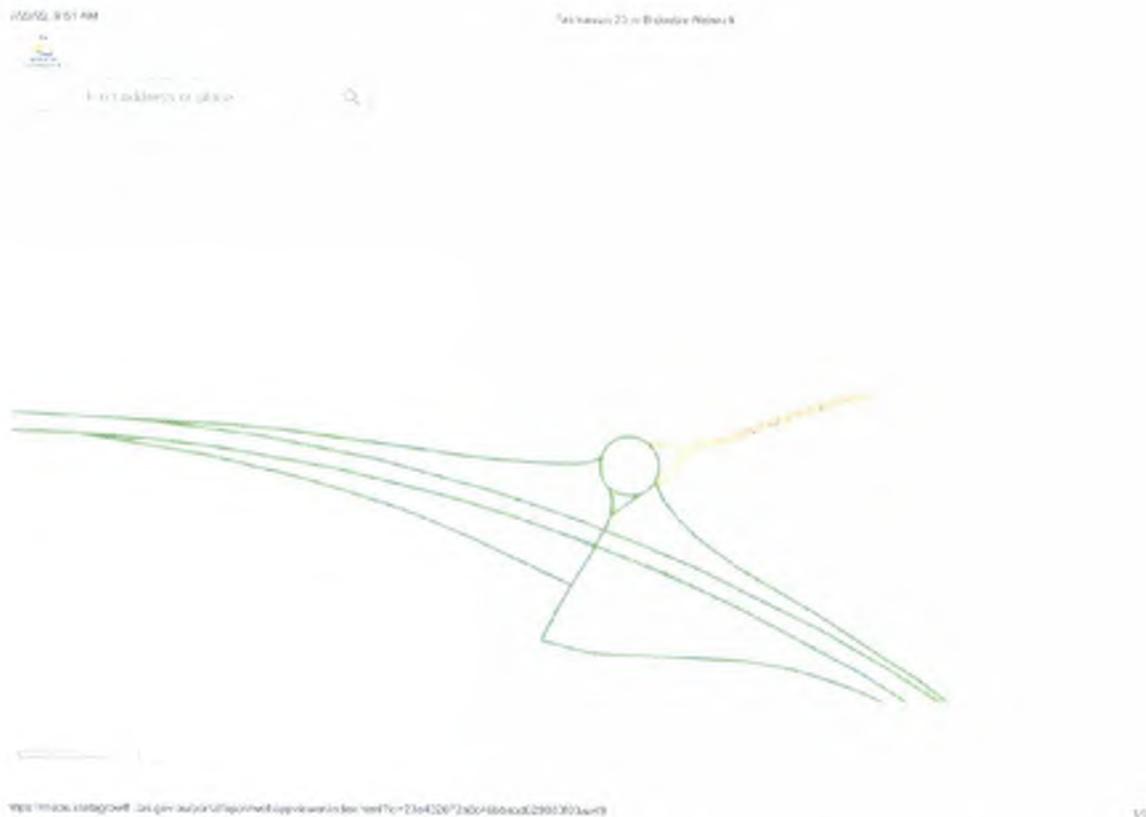
There are several houses in Knights Rd, Bladen-Lee Crescent, Grange Ct, Levenview Ct and Brockmarsh Place. All these homes would be adversely impacted by this proposed Mega Servo development in one way or another if proposal is approved.

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 is 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.

**Employment** As far as creating employment is concerned, whether the 24/7 Mega Servo is 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** I 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

Signed

Hilda Tindal

Date / /2022

Name \_\_\_\_\_

Email \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

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

CENTRAL COAST COUNCIL

Division .....

Rec'd 07 JUL 2022

File No .....

Doc. Id .....

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 **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??

P.T.O.

Re: Reference LSP2022001 and DA2022010

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner. What monetary 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 trucks large caravans, cars etc. accessing this site from a narrow residential road.

**5 Traffic hazard** 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 Ulverstone shopping precinct** 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.

**9 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 happening 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 Light pollution** 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??

**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:** 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 .....

Rec'd 08 AUG 2022

File No .....

Doc. Id .....

Date: 5<sup>th</sup> August 2022

Email: [jandhvanvoorthuizen@gmail.com](mailto:jandhvanvoorthuizen@gmail.com)

Name: Henk and Johanna  
van Voorthuizen

Address: 4 Grange Court- Ulverstone

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.

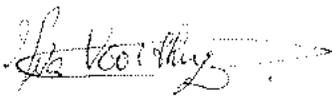
Besides agreeing with all previous objections and concerns from other people involved regarding this project, we would like to add.....

- 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.?

Please consider

Yours sincerely

Henk and Johanna van Voorthuizen



Date 6/8/2022

Name Gwen Marshall

Email \_\_\_\_\_

Address 14 Knights Road  
Ulverstone TAS 7315

Phone 64251596

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

**CENTRAL COAST COUNCIL**

Division .....

Rec'd **08 AUG 2022**

File No .....

Doc. Id .....

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Re: Reference LSP2022001 and DA2022010

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The land above that is subject to rezoning could potentially house approx. 5 or 6 x 1500sq/m housing sites.

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Your sincerely

Signed



Date 08/08/2022

Name DALE

Email \_\_\_\_\_

Address 14 KNIGHTS RD  
ULVERSTONE

Phone 0438 142 426

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 08 AUG 2022

File No .....

Doc. Id .....

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Re: Reference LSP2022001 and DA2022010

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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 *D Marshall*

CENTRAL COAST COUNCIL

Joe Rattray  
51 Lakin Street  
West Ulverstone  
7 August 2022

Division .....  
Rec'd 08 AUG 2022  
File No .....  
Doc. Id .....

General Manager  
Central Coast Council

REFERENCE: Development Applications LPS2022001 / DA2022010

LOCATION: South Road in the vicinity of Hearps 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 West Ulverstone residents for access to the Bass Highway when proceeding to Burnie or Devonport and also when travelling to the town centre.

At present there is significant residential development occurring in Hearps Road and surrounding streets.

With the anticipated increase to traffic movements generated by this development added to the existing traffic flow it is considered that the road markings associated with the proposed South Road development may not be conducive for the safe movement of Hearps Road traffic to and from South Road.

To improve this situation perhaps consideration should be given to the provision of an exclusive right turn lane on South Road at Hearps Road to better accommodate traffic travelling from the town centre . Such treatment to be similar to that provided at the South Road / Jowett Street junction.

The provision of a gap in the proposed South Road centre road markings, which are shown on plan to continue past the Hearps Road junction, may also justify consideration.

Yours Sincerely

Joe Rattray



8<sup>th</sup> August 2022

Mary-Anne Edwards  
Central Coast Council  
PO Box 220  
ULVERSTONE, TAS 7315

	<b>CENTRAL COAST COUNCIL LAND USE PLANNING</b>
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 require 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 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 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.

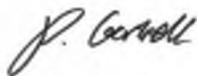
**Condition 30**

*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 6234 9281.

Yours sincerely,



Phil Gartrell  
Senior Planner  
IRENEINC PLANNING & URBAN DESIGN

Date 8/8/2022

Name RODGER W. TAGGART

Email rodgertaggart@gmail.com

Address 115 UPPER MAUD ST.  
W. ULVERSTONE 7315

Phone 0415 758 658

CENTRAL COAST COUNCIL

To The General manager  
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PO Box 220  
Ulverstone 7315

Division .....

Rec'd 08 AUG 2022

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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

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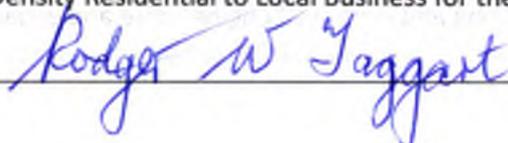
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Date 14/7/2022

Name Dylan + Melayne Cassidy

Email melayne\_pica@hotmail.com

Address 5 Levenview Court  
West Ulverstone

Phone 0400 620021

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

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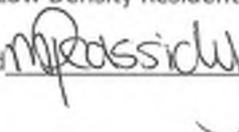
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Date 5/7 /2022

Name Carolyn Martins

Email carolyn.martins@hotmail.com

Address 18 Knights Rd  
Ulverstone

Phone 0407520018

CENTRAL COAST COUNCIL

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

Division .....

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**5 Traffic hazard** 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 Ulverstone shopping precinct** 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.

**9 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 happening 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 Light polluton** 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??

**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 \_\_\_\_\_



Date 11/16/2022

Name Anthony Martens

Email tony.martens@hotmail.com

Address 18 knights rd  
West Ulverstone

Phone 0423 000 132

CENTRAL COAST COUNCIL

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

Division .....

Rec'd 08 AUG 2022

File No .....

Doc. Id .....

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 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

**3 Home Value deprivation** With a Mega Servo adjacent existing residential area, I believe would impact on the monetary value of existing properties in a negative manner. What monetary 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 \_\_\_\_\_

---

**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

8<sup>th</sup> 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.

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](mailto:ed@tta.org.au)  
Web: [www.tta.org.au](http://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](mailto: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,



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 of 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**

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**From:** Mary-Ann Edwards  
**Sent:** Wednesday, 13 July 2022 2:41 PM  
**To:** Planning  
**Subject:** FW: Ulverstone Service Centre  
**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](mailto:sandra.ayton@centralcoast.tas.gov.au)>  
**Sent:** Friday, 8 July 2022 9:37 AM  
**To:** Cheryl Fuller <[cheryl.fuller@centralcoast.tas.gov.au](mailto:cheryl.fuller@centralcoast.tas.gov.au)>; SLT <[SLT@centralcoast.tas.gov.au](mailto: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  
03 6429 8901

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**From:** [qvillanueva@keystoneddevelopments.com.au](mailto:qvillanueva@keystoneddevelopments.com.au) <[qvillanueva@keystoneddevelopments.com.au](mailto:qvillanueva@keystoneddevelopments.com.au)>

**Sent:** Friday, 8 July 2022 9:24 AM

**To:** Jan Bonde <[Jan.Bonde@centralcoast.tas.gov.au](mailto:Jan.Bonde@centralcoast.tas.gov.au)>; Garry Carpenter <[garry.carpenter@centralcoast.tas.gov.au](mailto:garry.carpenter@centralcoast.tas.gov.au)>; John Beswick <[john.beswick@centralcoast.tas.gov.au](mailto:john.beswick@centralcoast.tas.gov.au)>; Amanda Diprose <[amanda.diprose@centralcoast.tas.gov.au](mailto:amanda.diprose@centralcoast.tas.gov.au)>; Tony van Rooyen <[tony.vanRooyen@centralcoast.tas.gov.au](mailto:tony.vanRooyen@centralcoast.tas.gov.au)>; Casey Hiscutt <[casey.hiscutt@centralcoast.tas.gov.au](mailto:casey.hiscutt@centralcoast.tas.gov.au)>; Annette Overton <[annette.overton@centralcoast.tas.gov.au](mailto:annette.overton@centralcoast.tas.gov.au)>; Philip Viney <[philip.viney@centralcoast.tas.gov.au](mailto:philip.viney@centralcoast.tas.gov.au)>

**Cc:** Sandra Ayton <[sandra.ayton@centralcoast.tas.gov.au](mailto:sandra.ayton@centralcoast.tas.gov.au)>

**Subject:** Ulverstone Service Centre

Dear Mayor and Councillors,

Upon viewing the Council meeting online on the 20<sup>th</sup> 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 27<sup>th</sup> 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 6<sup>th</sup> 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
5. 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,

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**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.



9<sup>th</sup> August 2022

Mary-Anne Edwards  
Central Coast Council  
PO Box 220  
**ULVERSTONE, TAS 7315**

Dear General Manager,

**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 underserved 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.

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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 require 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

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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**

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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**

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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**

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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**

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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.

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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](http://www.aeva.asn.au)

To: The General Manager  
Central Coast Council  
[admin@centralcoast.tas.gov.au](mailto: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

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Chairperson  
Penny Cocker  
0466 269 636

Secretary  
Christopher Walkden  
0417 587 935

Treasurer  
Clive Attwater  
0439 941 934



# **TASMANIAN TRANSPORT COUNCIL**

ABN 65 801 033 601

**CHAIRMAN:**

Colin Howlett OAM  
Email: [tctas@ymail.com](mailto:tctas@ymail.com)  
Phone: 0418 121 740  
PO Box1563 Launceston 7250

**SECRETARY**

Julie Wise  
Email: [tctas@ymail.com](mailto:tctas@ymail.com)  
Phone: 0419 975 752  
PO Box1563 Launceston 7250

09 August 2022

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

**RE: DA2022010/ LPS2022001**

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 prescribed 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.



# **TASMANIAN TRANSPORT COUNCIL**

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**SECRETARY**

Julie Wise  
Email: [tctas@ymail.com](mailto:tctas@ymail.com)  
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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

Colin Howlett OAM  
Chair  
Tasmanian Transport Council

9th August 2022

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](mailto:Luke.Middleton@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)



Central Coast Council  
PO Box 220  
ULVERSTONE TAS 7315

By email: [admin@centralcoast.tas.gov.au](mailto: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 I).

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, 1 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](mailto:luke.middleton@stategrowth.tas.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'J. Verrier', is positioned above the typed name.

James Verrier  
**DIRECTOR, TRANSPORT SYSTEMS POLICY AND PLANNING**

9 August 2022

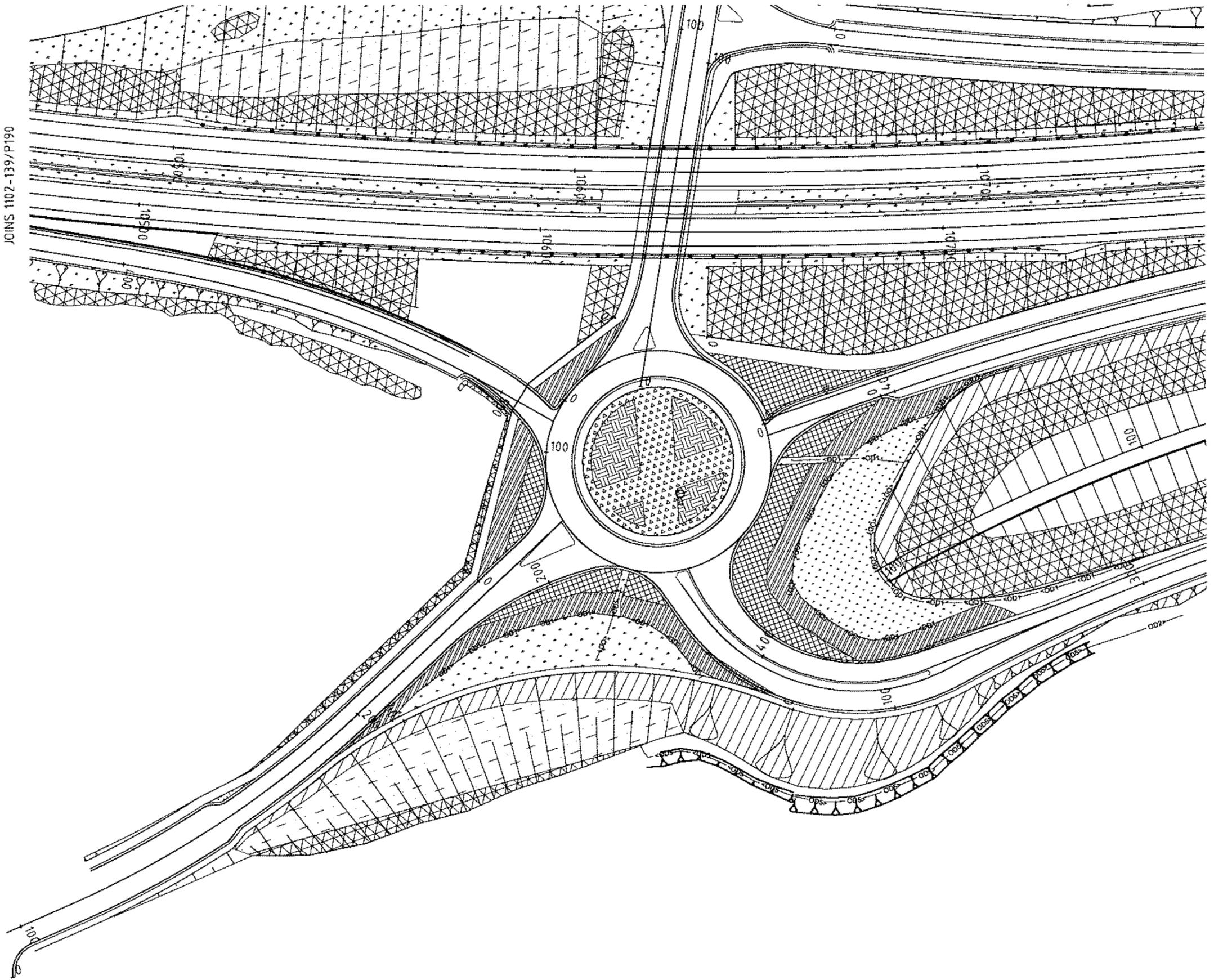
Attachment I – Landscaping plans, Bass Highway, West Ulverstone

JOINS 1102-139/P190

JOINS 1102-139/P191

**TREATMENTS**

	ROUNDBOUT SHORT SHRUBS
	ROUNDBOUT SEDGES
	SHORT SHRUBS
	SHORT SEDGES
	SHORT SCREEN PLANTS
	HIGHWAY TALL SCREEN PLANTS
	LAND REHABILITATION TALL SCREEN PLANTS
	SWAMP MELALEUCA
	SHORT SCREEN HYDROMULCH
	LAND REHABILITATION TALL SCREEN HYDROMULCH
	R70 GRASS MIX
	EXOTIC PASTURE GRASS
	MEDIAN SHRUBS TO BE PLANTED ALONG VEGETATION STRING.



SURVEYED LESTER, FRANKS		DATUM A.S.G.		SCALE 1:1000		SCALE IN MILLIMETRES		CONSULTING ENGINEERS PROJECT MANAGERS ENVIRONMENTAL SCIENTISTS BUILDING SURVEYORS		DESIGNED Greening Australia June 04		DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES	
PROJECT FRANK NO.		LOADING		CHECKED		DATE		APPROVED		DATE		FROM LINK NO. / DISTANCE 41 9.1	
SURVEY MODEL NAME		SVY GROUND		NO		DRAWING AMENDMENTS		REFERENCE DRAWINGS		P&S DRAWING No. T03007-E16B		TO LINK NO. / DISTANCE 45 4.3	
DESIGN MODEL NAME		NO		NO		NO		NO		CONTRACT NO. 104.2		SHEET NO. 94.9	
NO		NO		NO		NO		NO		BASS HIGHWAY A0249 UL VERSTONE - PENGUIN DUPLICATION LANDSCAPING CH.10480 - CH.10740		DRG. No. 1102-139/P189	





Tasmania Fire Service

Bushfire Risk Unit

File No: AD3703

General Manager  
Central Coast Council  
[planning@centralcoast.tas.gov.au](mailto: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](mailto:bfp@fire.tas.gov.au).

Yours sincerely,

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

[www.fire.tas.gov.au](http://www.fire.tas.gov.au)



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**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](mailto: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

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**Sent:** Thursday, 23 June 2022 2:22 PM  
**To:** New Supply Applications <[NewSupply.Applications@tasnetworks.com.au](mailto:NewSupply.Applications@tasnetworks.com.au)>  
**Subject:** Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

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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:** 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

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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](mailto:jane.adams@tasrail.com.au)

---

**From:** [planning@centralcoast.tas.gov.au](mailto:planning@centralcoast.tas.gov.au) <[planning@centralcoast.tas.gov.au](mailto:planning@centralcoast.tas.gov.au)>  
**Sent:** Thursday, 23 June 2022 2:23 PM  
**To:** Online Enquiries <[onlineenquiries@tasrail.com.au](mailto:onlineenquiries@tasrail.com.au)>  
**Subject:** Planning Application DA2022010 - Tasmania Keystone Developments Pty Ltd

Good afternoon

Please find letter attached.

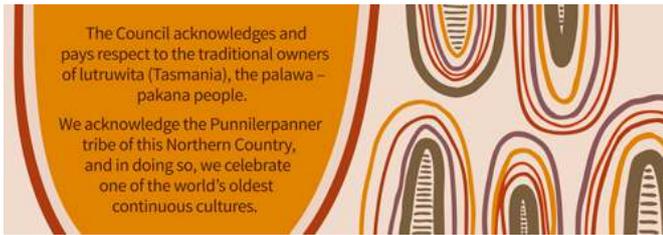
Kind regards

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 expressly 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. Central 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 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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<p>REPRESENTATION NO. 1</p> <p>LOES MATHER</p> <p>1 BLADEN-LEE CRESCENT, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>The service station will have a positive impact on the area with easier access to fuel, grocery items and fast food outlets.</p>	<p>Noted.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS as a whole.</p> <p>Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.</p>
<p>REPRESENTATION NO. 2</p> <p>ALAN APPLEBEE</p> <p>12 KNIGHTS ROAD, WEST ULVERSTONE</p> <p>NOTE: ALAN APPLEBEE, ALONG WITH BRIAN TINDAL AND 3-4 OTHERS, COMPILED THIS REPRESENTATION THAT HAS ALSO BEEN USED BY OTHERS IN MAKING REPRESENTATION</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>1 The rezoning.</p> <p>Requests the Tasmanian Planning Commission and Central Coast Council not approve the rezoning of the land from</p>	<p><b>The rezoning of the land</b></p> <p>The Knights Road area, south of Bass Highway, was rezoned from Rural Living A to Low Density Residential in 2021 with the</p>

<p>Low Density Residential to Local Business for the operation of a “Mega Servo”.</p> <p>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 1,500m<sup>2</sup> house sites. To rezone the land to be Local Business is in total contradiction of the intention of the Tasmanian State Government’s <i>Land Use Planning and Approval Act 1993</i>.</p> <p>If the rezoning were to be approved, it would take residential land away that could be developed for housing.</p>	<p>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.</p> <p>The rezoning of the Knights Road area is a matter separate to this application.</p> <p>The rezoning of the subject site will be a matter for examination and determination by the Tasmanian Planning Commission.</p>
<p>2 The Use.</p> <p>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.</p> <p>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”.</p>	<p><b>Use of the Land</b></p> <p>The rezoning and the use of the land will be for the Tasmanian Planning Commission to examine and determine.</p> <p>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.</p>

<p>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.</p>	
<p>3 List of unwanted impacts and concerns:</p> <p>(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.</p> <p>(b) Home value depreciation.</p> <p>(c) Land size – the land is not big enough to be able to accommodate B-double trucks and caravans and cars.</p> <p>(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.</p> <p>(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.</p>	<p><b>Noise</b></p> <p>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.</p> <p>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.</p> <p>The report states that “noise sources for the model included existing traffic flow on roadways, heavy and light vehicle movements on the</p>

<p>(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?</p> <p>(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.</p> <p>(h) Water run-off – how will surface water over a 15,000m<sup>2</sup> of hard surface be dealt with? There has been flooding of Brockmarsh Place in the past. Refer to photos attached to the representation.</p> <p>(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?</p> <p>(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.</p> <p>(k) Load limit – what is the load limit for B-double trucks? can they be allowed onto an urban residential road?</p>	<p>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”.</p> <p>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”</p> <p>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.</p> <p><b>Manoeuvrability of trucks entering and egressing the site</b></p> <p>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).</p> <p>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.</p>
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<p>(l) The “Mega Servo” – what happens when the “Mega Servo” is full? Where would the extra B–double and caravans go?</p> <p>(m) Light pollution – the “Mega Servo” would be visible from several kilometres. This is not acceptable.</p> <p>(n) Litter – is a litter patrol proposed to collect litter that seems to come from fast food outlets?</p> <p>(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> <p>(p) Noise barrier fencing will not reduce the effect of air brakes and engine braking when trucks stop at the end of Knights Road.</p> <p>(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.</p> <p>(r) Pedestrian crossings are required near the South Road roundabout.</p>	<p>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 &amp; 73(a) and 73(b) and Department State Growth’s submission (No. 77).</p> <p><b>Bus Stop</b></p> <p>It is anticipated the South Road bus stop would need to be relocated further to the east, on South Road.</p> <p><b>Hearps Road/South Road Intersection</b></p> <p>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.</p> <p><b>Stormwater</b></p> <p>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.</p>
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### **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.

	<p>That portion of South Road would also need to be transferred from Department State Growth to Central Coast Council.</p> <p><b>Pedestrian crossings near the roundabout.</b></p> <p>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.</p>
<p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>	
<p>REPRESENTATION NO. 3</p> <p>CHRIS WELLS</p> <p>129 SOUTH ROAD, WEST ULVERSTONE</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>The representation from Chris Wells is a copy of that submitted by Representor No. 2.</p> <p>Refer to matters raised for Rep No. 2.</p>	

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. 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 Represor No. 2.

Refer to matters raised for Rep No. 2.

Additional but similar matters were also submitted:

- 1 The complex would have a negative impact on the lifestyle of where they live.
- 2 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.

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.

<p>Large traffic this close to our property would be bad for our health.</p> <p>3 The traffic visiting fast food outlets until 11.00pm will bring “hooning” to our neighbourhood.</p> <p>4 Home value depreciation. The development will devalue homes in the area.</p> <p>5 Traffic hazard– there have already been crashes at the roundabout. The “Mega Outlet” will escalate this problem.</p> <p>6 Ulverstone Shopping centre – there will be no direct benefit to the Ulverstone shopping centre as the target is passing traffic and trucks.</p> <p>7 Lighting – the proposed lights are totally unacceptable.</p> <p>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?</p> <p>9 Urge Council to decline the approval and leave the land for residential development.</p>	
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REPRESENTATION NO. 5

PETER F BEATTIE

11 HEARPS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Peter Beattie is a copy of that submitted by Represor 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 Represor 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 8

RACHEL LIMBRICK

139 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Rachel Limbrick is a copy of that submitted by Represor 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 Represor 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 11

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 Rep 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 Rep 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 14

BARBARA FEBEY

114 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Barbara Febey is a copy of that submitted by Represor 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 Represor 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. 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.

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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 19

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.

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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 22

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.

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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 25

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 Represor 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 Represor 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 28

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.

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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 31

JOY HARRISON

124 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Joy Harrison is a copy of that submitted by Represor 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 Represor 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 34

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 Represor 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 Represor 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 37

SUE ROBERTSON

127 SOUTH ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Sue Robertson is a copy of that submitted by Represor 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 Represor 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. 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 40

JENNIFER PENDER

55 LAKIN STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Jennifer Pender is a copy of that submitted by Represor 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 Represor 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 43

PA HEINRICH & HE RALSTON

1A BLADEN-LEE CRESCENT, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

Objection to the following matters:

- . 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.
- . 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 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.

<ul style="list-style-type: none"> <li>. 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?</li> <li>. There may be an adverse impact on the EPBC Act listed vulnerable Southern Bell Frog (<i>litoral raniformis</i>). It is known to live from Ellis Street to Knights Road and Bladen-Lee Crescent. It may live on the site.</li> <li>. Can the sewage treatment plant in Knights Road handle the increase in sewerage pollution?</li> </ul>	
<p>REPRESENTATION NO. 44</p> <p>LYNDA JOHNSON</p> <p>4 BLADEN-LEE CRESCENT, WEST ULVERSTONE</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>Objects to the proposal to rezone land and to the proposed development for the following reasons:</p> <ul style="list-style-type: none"> <li>. 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</li> </ul>	<p><b>The rezoning of the land to Local Business</b></p> <p>The rezoning of the subject site from Low Density Residential to Local Business will be a matter for examination and determination by the Tasmanian Planning Commission.</p>

<p>has the potential to house approximately 5-6, 1,500m<sup>2</sup> housing sites. This would be an asset to Ulverstone.</p> <ul style="list-style-type: none"> <li>. To rezone the land to Local Business is in contradiction to the intentions of the Act (LUPAA).</li> <li>. 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.</li> <li>. Other areas of concern are: <ul style="list-style-type: none"> <li>. Air pollution – from heavy vehicles and emission from fast food outlets;</li> <li>. Land pollution – chemicals and wash-offs from vehicles entering the site;</li> <li>. Noise pollution – from the acceleration and deceleration of trucks, B-doubles, cars, motorcycles on entering and leaving the Bass Highway and South Road;</li> <li>. Light pollution – with 24 hours, 15m high signs the light pollution will impact on residents and wildlife.</li> </ul> </li> </ul>	<p>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.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>
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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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

REPRESENTATION NO. 46

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

MADLINE & 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 matters 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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

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 is 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.

<p>REPRESENTATION NO. 49</p> <p>JARROD</p> <p>HEARPS ROAD, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>The representation from Jarrod is a copy of that submitted by Representor No. 2.</p> <p>Refer to matters raised for Rep No. 2.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>	
<p>REPRESENTATION NO. 50</p> <p>AR &amp; DE SMITH</p> <p>144 UPPER MAUD STREET, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>Objects to the proposed development for the following reasons:</p> <p>(a) The plan submitted, shows the proposal will prevent all east</p>	<p><b>Manoeuvrability of trucks entering and egressing the site</b></p> <p>In relation to comments regarding the manoeuvrability of B-Double trucks entering and exiting the site, the application is accompanied</p>

<p>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.</p> <p>(b) The roundabout is a place where road rules are often disregarded. This will worsen with an increase in traffic.</p> <p>(c) One can smell petrol fumes when walking by other service stations. This is concerning as the site may be the same experience.</p> <p>(d) Visitor traffic requiring refuelling may be redirected away from the Ulverstone CBD.</p> <p>(e) Wivenhoe has a 24 hour refuelling station a few hundred metres from the highway.</p> <p>(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.</p>	<p>by a Traffic Impact Assessment (TIA) by SALT (Sustainable Transport Surveys Pty Ltd).</p> <p>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.</p> <p>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 &amp; 73(a) and 73(b) and Department State Growth's submission (No. 77).</p> <p><b>Hearps Road/South Road Intersection</b></p> <p>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.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p>
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	Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.
<p>REPRESENTATION NO. 51</p> <p>KEN &amp; LOUISE O'BRIEN</p> <p>189 UPPER MAUD STREET, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>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.</p> <p>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.</p> <p>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.</p> <p>There are 2 bus stops located either side of this “intersection” on South Road.</p>	<p><b>Manoeuvrability of trucks entering and egressing the site</b></p> <p>Refer to comments made – Rep No. 50.</p> <p><b>Bus Stop</b></p> <p>It is anticipated the South Road bus stop would need to be relocated further to the east, on South Road.</p> <p><b>Hearps Road/South Road Intersection</b></p> <p>Refer to comments made – Rep No. 50.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p>

<p>There are 2 separate housing developments underway that will use the Hearps Road/South Road intersection.</p> <p>Refer to photographs submitted with the representation that show the development site, the Hearps Road &amp; South Road intersection and the new subdivisions under construction.</p>	<p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>
<p>REPRESENTATION NO. 52</p> <p>RC &amp; LG BRUMBY PTY LTD</p> <p>1 KNIGHTS ROAD, WEST ULVERSTONE</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>The representation from RC &amp; LG Brumby is a copy of that submitted by Representor No. 2.</p> <p>Refer to matters raised and Planning Authority’s comments for Rep No. 2.</p> <p>Additional matters are also raised – see below:</p>	
<p>Our home is 25m from the access road (off Bass Highway) and extra traffic, especially B-double traffic will make our home unliveable.</p> <p>Matters to consider are:</p> <ul style="list-style-type: none"> <li>(a) road noise, include a higher volume of traffic;</li> <li>(b) diesel fumes – very bad for our health;</li> </ul>	<p><b>Noise</b></p> <p>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</p>

<p>(c) lights at night;</p> <p>(d) road duct pollution;</p> <p>(e) littering and loitering because of the food outlets;</p> <p>(f) engine breaking noise;</p> <p>(g) it is the wrong zoning; and</p> <p>(h) devaluation of our property.</p> <p>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.</p> <p>Another screen, 100m long 4m high on the south side of the highway.</p> <p>There needs to be a tree plantation 8m wide along the south side of the highway for 100m.</p>	<p>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.</p> <p>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.</p> <p>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".</p> <p>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"</p> <p>It is not clear from the report if any predicted noise modelling included the increase in frequency and the breaking of heavy</p>
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	<p>vehicles using of the Bass Highway's eastern and western slip lanes and the South Road roundabout, to enter and exit the subject site.</p> <p><b>Noise barrier fencing and vegetation</b></p> <p>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.</p> <p>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.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>
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<p>REPRESENTATION NO. 53</p> <p>SELWYN SINFIELD</p> <p>NO ADDRESS SUPPLIED</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>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.</p> <p>Some existing businesses have inadequate toilet facilities.</p> <p>Aus. Roads has guidelines for the placement of rest areas. A rest area is required at approximately 100km intervals.</p> <p>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.</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS as a whole.</p> <p>Recommend no modification to the draft Amendment as a result of the representation.</p>

REPRESENTATION NO. 54

LYNETTE DINSDALE

17 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

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.

Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.

<p>REPRESENTATION NO. 55</p> <p>TONY &amp; LEEANN GILLIAM</p> <p>118 SOUTH ROAD, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>The representation from Tony &amp; Leeann Gilliam is a copy of that submitted by Represor No. 2.</p> <p>Refer to matters raised for Rep No. 2.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>	
<p>REPRESENTATION NO. 56</p> <p>BRIAN &amp; HILDER TINDAL</p> <p>10 KNIGHTS ROAD, WEST ULVERSTONE</p>	
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.

<p>“14.3.3 – Discretionary uses –</p> <p><u>Objective</u></p> <p>Uses listed as Discretionary do not:</p> <p>(a) Cause an unreasonable loss of amenity to adjoining residential zones; and</p> <p>(b) compromise or distort the activity centre hierarchy”.</p> <p><u>Performance Criteria P1</u></p> <p>“A use listed as Discretionary must:</p> <p>(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and</p> <p>(b) be of an intensity that respects the character of the area”.</p> <p><u>Performance Criteria P2</u></p> <p>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the need to encourage activity at a pedestrian level;</p>	<p>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.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>
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- (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.”

<p>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.</p> <p>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.</p>	
<p>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.</p> <p>The biggest winner is the developer.</p> <p>Towns are made up of individuals who care about the community and wish to support local business.</p> <p>There is not enough direct benefit to the Ulverstone shopping precinct if this developer were to be approved.</p>	
<p>Issues for local residents:</p> <p>(a) Noise pollution and extra vehicles.</p> <p>(b) Bus stop – where will it be relocated too?</p>	<p>The issues raised are similar in nature to those raised in representation No. 2.</p> <p>Refer to Rep No. 2.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p>

<p>(c) The developer should provide sound proofing to all houses on the northern side of Knights Road that back onto the slip lane.</p> <p>(d) Hoons – this problem will escalate with fast food outlets until 11.00pm, 6 days a week.</p> <p>(e) Property values will be impacted in a negative manner. What compensation for property owners?</p> <p>(f) Water runoff and sewerage – what will happen in storm events, along with the extra water from Hearps Road housing development.</p> <p>(g) There is currently flooding in Brockmarsh Place and blocked drains. Odours suggest the sewerage plant is struggling to cope.</p> <p>(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.</p> <p>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.</p>	<p>Recommend no modification of the draft Amendment.</p> <p>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.</p>
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| <ul style="list-style-type: none"> <li>(i) Light pollution – this would increase as the “Mega Servo” would be open 24 hours/7 days a week. Would be visible from several kilometres away. The lighting arrangements do not conform to Clause 14.3.2.</li> <li>(j) Anxiety and Stress – the development would exacerbate health issues and anxiety caused by this development.</li> <li>(k) Litter – litter and fast-food outlets go hand in hand. How will the developer curb unwanted litter if this was to be approved?</li> <li>(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.</li> <li>(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.</li> <li>(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).</li> <li>(o) Development is more suited to industrial areas on a main highway, away from residential areas/zones.</li> </ul> |  |
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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
<p>The project is unacceptable for the area and is likely to cause noise and airborne pollution and create hazards for road users.</p> <p>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.</p> <p>The proposal countermands Council's <i>Climate Change Action Plan 2010</i> by encouraging people to travel to purchase their fast food.</p> <p>The project should be located away from residential areas with easy access to the highway.</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>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.</p>

<p>REPRESENTATION NO. 59</p> <p>HENK &amp; JOHANNA VAN VOORTHUIZEN</p> <p>4 GRANGE COURT, WEST ULVERSTONE</p>	
MATTERS RAISED	PLANNING AUTHORITY
<p>The representation from Henk &amp; Johanna van Voorthuizen is a copy of that submitted by Representor No. 2, with some additions.</p> <p>Refer to matters raised for Rep No. 2 and additional comments below.</p>	
<p>Where else would a 24 hour/7 days a week “Mega Servo” be considered in a residential area?</p> <p>The existing truck weighing station east of Ulverstone is a better location.</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>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.</p>

REPRESENTATION NO. 60

GWEN MARSHALL

14 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Gwen Marshall is a copy of that submitted by Represor 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 Represor 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.

REPRESENTATION NO. 63

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

MATTERS RAISED

PLANNING AUTHORITY

Noise, Pollution and additional vehicle movements –

- (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.
- (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.

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.

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.

REPRESENTATION NO. 66

CAROLYN MARTENS

18 KNIGHTS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

The representation from Carolyn Martens is a copy of that submitted by Represor 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 Represor 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, LENA 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 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.

The development proposal includes 3 EV charging stations.

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. 69

CLAIRE DAVIS

139 UPPER MAUD STREET, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

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.

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.

<p>(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.</p> <p>(d) Concerned the impacts on Knights Road and South Road roundabout have not been properly considered.</p> <p>(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.</p> <p>Urge Council to reconsider their decision to approve the development. Instead, consider a best location for a truck stop without compromising residential homes.</p>	
<p>REPRESENTATION NO. 70</p> <p>MICHELLE HARWOOD OF TASMANIA TRANSPORT ASSOCIATION</p> <p>PO BOX 2069, SPREYTON</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>The Tasmanian Transport Associated (TTA) writes in support of the application to develop a service centre incorporating a heavy vehicle driver rest area and facilities at South Road.</p> <p>The TTA is the peak body for freight transport across Tasmania. Membership includes key freight operators, across road, rail,</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS as a whole.</p> <p>Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.</p>

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.

REPRESENTATION NO. 71

CLIVE ATTWATER OF ELECTRIC HIGHWAY TASMANIA PTY LTD

LEVEL 1, 142-146 ELIZABETH STREET, HOBART

MATTERS RAISED

PLANNING AUTHORITY

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 proposed 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.

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.

<p>(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:</p> <ul style="list-style-type: none"> <li>- “to promote the sustainable development of natural and physical resources and the maintenance of the ecological processes and genetic diversity”</li> <li>- “to provide for the fair orderly and sustainable use and development of air, land and water”</li> <li>- “to facilitate economic development in accordance with the objectives set out in (a) (b) (c)”.</li> </ul> <p>The project will facilitate the transition to the electrification of transport, meet a gap in the market and encourage the take-up of electric vehicles.</p>	
<p>REPRESENTATION NO. 72  KURT KNOWLES OF HARCOURTS ULVERSTONE &amp; PENGUIN  54 MAIN ROAD, PENGUIN</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>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</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS as a whole.</p>

<p>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.</p>	<p>Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.</p>
<p>REPRESENTATION NOS. 73(A) &amp; 73(B)          KEYSTONE DEVELOPMENTS PTY LTD          THE DEVELOPER OF THE SOUTH ROAD SITE</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>Two representations were received from Keystone Developments Pty Ltd during the public notification period.</p> <p>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.</p> <p>Other matters raised in the representation by Keystone Developments Pty Ltd are a copy of that submitted by Representor No. 68 - consultant's Ireneinc.</p> <p>Refer to matters raised and Planning Authority's comments for Rep No. 63.</p>	<p>It is considered the representation would have no effect on the draft Amendment or LPS as a whole.</p> <p>Recommend no modification to the draft Amendment and/or Permit be made as a result of the representation.</p>

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.

There is not a fast charging station between Devonport and Burnie. The proposed site will fill this gap.

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.

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. 75

COLIN HOWLETT, CHAIR OF THE TASMANIAN TRANSPORT COUNCIL

PO BOX 1563, LAUNCESTON

MATTERS RAISED

PLANNING AUTHORITY

The application will offer a great deal to the transport industry and the tourism industry.

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.

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.

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. 76  
 REBECCA AND ROBERT JETSON  
 20 OLIVERS ROAD, WEST ULVERSTONE

MATTERS RAISED

PLANNING AUTHORITY

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.

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

<p>(d) The development will introduce light spill for illuminated signs and additional car and truck lights.</p> <p>(e) The development will introduce larger noise pollution, particularly trucks braking to enter the site at all hours.</p> <p>(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.</p> <p>(g) Will the bus stop be relocated?</p> <p>(h) Are sight distances appropriate?</p> <p>(i) Has a stormwater design been prepared?</p>	<p>site. Location D was 1 Hearps Road, where night 'peak' levels are predicted to be 49dBA.</p> <p>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.</p> <p>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".</p> <p>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"</p> <p>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.</p>
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**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

	<p>signs, to the satisfaction of the Director Infrastructure Services. Refer to recommended amendment to the permit conditions – Annexure 4.</p> <p><b>Stormwater</b></p> <p>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.</p> <p>It is considered the representation would have no effect on the draft Amendment or LPS, as a whole.</p> <p>Recommend no modification of the draft Amendment.</p> <p>Recommended that modification of conditions to the permit DA2022010 be made. Refer to recommended amendments to the permit conditions – Annexure 4.</p>
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REPRESENTATION NO. 77

DEPARTMENT OF STATE GROWTH

GPO BOX 536, HOBART

MATTERS RAISED

PLANNING AUTHORITY

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

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 device 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 shear 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.	
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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.

<p>REPRESENTATION NO. 79</p> <p>RESPONSE FROM TASNETWORKS</p>	
<p>Based on the information provided, the development is unlikely to adversely affect TasNetworks' operations.</p>	
<p>REPRESENTATION NO. 80</p> <p>RESPONSE FROM TASRAIL</p>	
<p>The proposal is not in close proximity to the railway. The proposal would not have any impact on TasRail operations.</p>	
<p>REPRESENTATION NO. 81 – RECEIVED PRIOR TO THE BEGINNING OF THE PUBLIC NOTIFICATION PERIOD</p> <p>ANDREW WEBB</p> <p>SOUTH ROAD, WEST ULVERSTONE</p>	
<p>MATTERS RAISED</p>	<p>PLANNING AUTHORITY</p>
<p>(a) Noise to be generated by the site.</p> <p>(b) The distance of the development from the existing business district.</p> <p>(c) The necessity for an additional service station and food outlets in Ulverstone is questioned. There are already heavy vehicle stations in Burnie and Devonport.</p>	<p>Noise</p> <p>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</p>

<p>(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.</p> <p>(e) The proposal to allow illumination until 11.00pm will have a negative impact on the surrounding residents.</p> <p>(f) The illumination of the site will impact on residents and wildlife</p> <p>(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.</p> <p>(h) The Council should have concerned with the number of non-compliances (discretionary matters) for the development.</p>	<p>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.</p> <p>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.</p> <p>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".</p> <p>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"</p> <p>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.</p>
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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.

## 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:

- 1 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 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*.

- 5 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.
- 6 The pylon signs facing South Road and the Bass Highway must not be greater than 20m high above existing ground level.
- 7 Pylon signs must not project more than 1.2m beyond the boundary of the site.
- 8 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.
- 10 Lighting and illuminated signs associate with the two (2) drive-through food restaurants must cease at 11.00pm each day.
- 11 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.
- 12 Total height of the Billboard sign must not extend more than 9m above existing ground level.
- 13 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.
- 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.
- 15 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.
- 16 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.
- 18 The development must be in accordance with recommendations of the Stormwater Management Plan and Civil Documentation by Flussing Engineers.
- 19 The development must be in accordance with recommendations of the Waste Management Plan by SALT.

#### INFRASTRUCTURE SERVICES

- 20 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.

- 22 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.
- 24 A footpath is to be constructed along the front boundary of the proposed development extending to the property's eastern boundary.
- 25 Footpaths (new and relocated) must be constructed in accordance with Tasmanian Standard Drawing TSD-R11-v3 Urban Roads Footpaths.
- 26 Provision of a pedestrian walkway/access must be made from the footpath to the proposed development.
- 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.
- 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.
- 29 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.
- 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.
- 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.
- 33 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.

- 34 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.
- 35 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.
- 36 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.
- 37 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.
- 38 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.

<b>Please Note</b>
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- 1 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.
- 3 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*.
- 5 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:*

Sandra Ayton

*Signed:*



*Date:*

20 June 2022

*Title:*

GENERAL MANAGER

*Permit No.*

DA202201 0

## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	DA2022010 and PSA2022001	<b>Council notice date</b>	19/01/2022
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2022/00067-CC	<b>Date of response</b>	03/02/2022
<b>TasWater Contact</b>	Phil Papps Scott Taylor (Trade Waste)	<b>Phone No.</b>	0474 931 272 0419 958 316
<b>Response issued to</b>			
<b>Council name</b>	CENTRAL COAST COUNCIL		
<b>Contact details</b>	planning@centralcoast.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	SOUTH ROAD, ULVERSTONE	<b>Property ID (PID)</b>	73 74398
<b>Description of development</b>	Combined Planning Scheme Amendment & Service Station & Restaurants		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
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 / H300	P0	16/11/2021
Ireneinc	Planning Report	--	Jan 2022
<b>Conditions</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> 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.			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
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.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to 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.			
<b>TRADE WASTE</b>			
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.  
*Advice: 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 must 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 pursuant 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](http://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 within 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 pre-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

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

## 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:

- 1 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*.

- 5 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.
- 6 The pylon signs facing South Road and the Bass Highway must not be greater than 15m high above existing ground level.
- 7 Pylon signs must not project more than 1.2m beyond the boundary of the site.
- 8 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.
- 10 Lighting and illuminated signs associate with the two (2) drive-through food restaurants must cease at 11.00pm each day.
- 11 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.
- 12 Total height of the Billboard sign must not extend more than 9m above existing ground level.
- 13 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.
- 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.
- 15 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.
- 16 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.
- 18 The development must be in accordance with recommendations of the Stormwater Management Plan and Civil Documentation by Flussing Engineers.
- 19 The development must be in accordance with recommendations of the Waste Management Plan by SALT.

#### Infrastructure Services:

- 20 All proposed new kerb crossovers and driveway accesses must be located as shown on "Proposed Site Plan" (drawing no. TP03, Revision P10).
- 21 The western crossover must be a left turn only exit from the site.
- 22 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.

- 23 All proposed concrete kerbs, footpaths, crossovers, driveways etc. located in the road reserve must have a plain (not coloured/exposed aggregate/stencilled etc) finish.
- 24 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.
- 25 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.
- 26 Provision of pedestrian walkway/access must be made from the road reservation footpath to the proposed development.
- 27 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.
- 28 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.
- 29 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.
- 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. If required, this intersection is to be redesigned and submitted for approval by Council's Director Infrastructure Services.
- 31 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.
- 32 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.
- 34 All areas of roadside vegetation and nature strips are to be retained or reinstated to the satisfaction of Council's Director Infrastructure Services.
- 35 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.
- 36 The developer must obtain consent from Department of State Growth to discharge stormwater to the Bass Highway corridor prior to commencing works.
- 37 Prior to commencement of works, submit final plans, calculations, and design for an on-site 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.
- 38 The developer must maintain the on-site stormwater detention system for the life of the development.
- 39 The developer must maintain the on-site stormwater quality treatment systems in accordance with the manufacturers guidelines for the life of the development.
- 40 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.
- 41 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.
- 42 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.
- 43 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.

<b>Please Note</b>
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- 1 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.
- 3 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*.
- 5 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:*

Sandra Ayton

*Signed:*

*Date:*

*Title:*

GENERAL MANAGER

*Permit No.*

DA2022010