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Public Question Time Devonport City Council Monday 22nd May 2023

Requesting Questions On Notice

Denise Pretty 0429 129 363 41 Bluff Road, Devonport

I request being able to attend Council Meeting on Monday 22nd May 5:30pm Level II, 137 Rooke Street, Devonport.

I handed in a handwritten complaint Monday 8th May 2023 regarding hooning up at Bluff Road Coastal Reserve, Mersey Lighthouse lower tier carpark opposite Tiagarra Aboriginal Cultural Centre. Hoons tear up the ground while they drive recklessly and dangerously across the reserve running down Pademelon and Wallaby in appalling, senseless, deliberate acts of cruelty. Over a 4-week period, predominantly weekends in which 5 Pademelon/Wallaby have been killed. The Pademelon/Wallaby on Sunday 7th May had been disembowelled, entrails laid horizontally in a straight line across the ground in display

My question to which I seek a response is

Will the Devonport City Council place bollards and or carefully placed boulders to prevent vehicles accessing the open grassed reserve. In doing so it will immediately bring an end to a disgraceful, unacceptable situation and protect the wildlife.

Thank you
Denise Pretty

QsoN RBV 22 May 2022 to send

FROM R. B. VELLACOTT (Financial RATEPAYER)
11 COCKER PLACE DEVONPORT 7310

TO THE GENERAL MANAGER, MAYOR AND COUNCILORS
DEVONPORT CITY COUNCIL
COUNCIL CHAMBERS
ROOKE ST DEVONPORT 7310

Subject Question on Notice for DCC meeting 22 May 2023

QUESTION 1: Subject - Local Government Induction Program for Councilors

I note that it was reported in The Advocate 29 April 2023 that only one Burnie councilor had finished the induction training program ;will the Mayor please inform, as of this date 12 /04/23 , how many of the Devonport Councilors have attended and completed the program ?

Please include all above and the answer in the DCC 22 May 2023 meeting Agenda.

R. B. Vellacott

Robert .B. (Bob) Vellacott (14 May 2023)



8 September 2022

To whom it may concern,

I write to express Football Tasmania's full support for the Devonport City Strikers Football Club in their bid to upgrade the Valley Road facilities. These upgrades will not only accommodate a growing community-based club but strengthen the venue's ability to host high-level, grassroots and elite football.

Football Tasmania views Valley Road as the regional facility for football with the ability to host high-level events including the Devonport National SAP Festival, the Australia Cup, player pathway programs and the Devonport Cup junior tournament, however further upgrades are needed for the venue to realise its full potential.

These upgrades would also make Valley Road an ideal training camp venue for National Youth Teams and allow for the continued growth of the city's strong grassroots football community. The upgrades will allow Devonport to attract in the future top flite football including mens and womens A League games.

In the short term, strong opportunities exist for the north-west coast to be a part of and benefit from the legacy of the 2023 FIFA Women's World Cup, with a Pre-Competition Camp providing significant benefits.

Prior to the official basecamp period, many of the larger teams will begin training in Australia. Devonport's safe, secure and secluded location is a strong attraction, and an upgraded Valley Road will give the region the best possible chance to be a part of this iconic event.

The social and community benefits this will bring to Devonport with increased awareness, economic activity, local pride, participation and club image are boundless.

If you have any questions about the above, please don't hesitate to contact me.

Kind regards,

A handwritten signature in blue ink, appearing to read "Matt Bulkeley".

Matt Bulkeley
Chief Executive Officer
Football Tasmania



1300 GoUnited

275 Melrose Drive,
Melbourne Airport VIC 3045

WMG Holdings Co Pty. Ltd.
ABN 87 631 286 238

6 October 2022

To whom it may concern,

Devonport Strikers, Valley Road Facilities Upgrade

On behalf of the Western United Football Club, I write to fully support the Devonport Strikers in their bid to develop the Valley Road facilities into a genuine regional sporting hub.

These upgrades will not only accommodate a growing community-based club but strengthen the venue's ability to host elite football content, including matches, training and pre-season camps.

An upgraded facility in Devonport would provide a purpose-built football facility with the capability to host in season A league Women's matches. Western United FC looks forward to the prospect of bringing A League Women's content to an upgraded Valley Road in the future to complement our existing suite of matches in the state.

There will be significant economic, social, and cultural benefits for the city and surrounding regions if this was to occur with benefits to community football significant.

If this is to occur, however, further upgrades are required to ensure Valley Road meets league standards and club requirements.

Western United FC has a strong supporter base in Geelong, and with the Spirit of Tasmania to begin sailing between Geelong and Devonport in late October 2022, this connection provides a tremendous tourism opportunity for Western United FC fans to visit Devonport if matches are to be held at Valley Road.

If you have any questions, please don't hesitate to contact me.

Kind regards,

A handwritten signature in blue ink, appearing to read 'Chris Pehlivanis'.

Chris Pehlivanis
CEO Western United FC



Principal Partner





To whom it may concern

28 November 2022

Devonport Junior Soccer Association would like to extend their support to the Devonport City Strikers in their application to the Devonport City Council for their request for funding to continue the upgrades at the Valley Road Regional Sports Complex.

The Devonport City Strikers are the regional feeder club for Devonport Junior Soccer players in our annual school roster and our Development Centre participants. The upgrades will benefit players as they continue their playing careers from junior soccer and encourage their families to become part of the soccer community.

With the continued growth of the DJSA Devonport Cup, we foresee the use of upgraded facilities as a benefit for DJSA and Devonport Strikers in the future.

For Devonport as a whole, upgrades will also allow Valley Road to hold higher profile sporting events in our community and encourage increased participation at all ages and levels.

We wish the Devonport Strikers all the best with their application.

A handwritten signature in blue ink, appearing to read "Bidwell".

Richard Bidwell
DJSA President.



Valley Road Regional Sports Complex

Realising a Significant Regional Sporting and Community Asset for Devonport and the North-West Coast

Contents

- Executive Summary
- The Valley Road Master Plan Journey
- Devonport Sports Master Infrastructure Plan 2035
- Football Tasmania's Statewide Infrastructure Master Plan
- Football Current and Future Needs
- Football Current Economic Benefits
- Football Non-Economic Benefits
- The Opportunities
- Current and Proposed Operating Model
- Development Overview
- Annexures – Letter of Support Football Tasmania
 - Letter of Intent Western United Football Club
 - Letter of Support Devonport Junior Soccer Association.

Executive Summary

The Devonport City Soccer Club, with the full support of Football Tasmania, is formally seeking an allocation to Valley Road of \$4.5 million of the allocated funding committed to the implementation of the Devonport City Council Sports Master Infrastructure Plan 2035.

This funding in addition to the \$3 million committed by the Tasmanian Government, will help ensure that this complex becomes a regional facility for football, and the broader community of the north west coast.

Football (Soccer) is the largest participation sport in Devonport and growing and is by far the largest driver of sport related economic activity contributing over \$1.2 million annually.

Valley Road has been identified as a high priority project in the Devonport City Council Sports Master Infrastructure Plan 2035 and as the Regional Centre for Football by Football Tasmania.

The Project will provide Devonport with a first rate facility capable of attracting top flite sporting content as well as underpinning local sport and community needs.

The project is fully costed and “shovel ready” with the further investment in the facility having the potential to deliver additional direct economic benefits to Devonport in

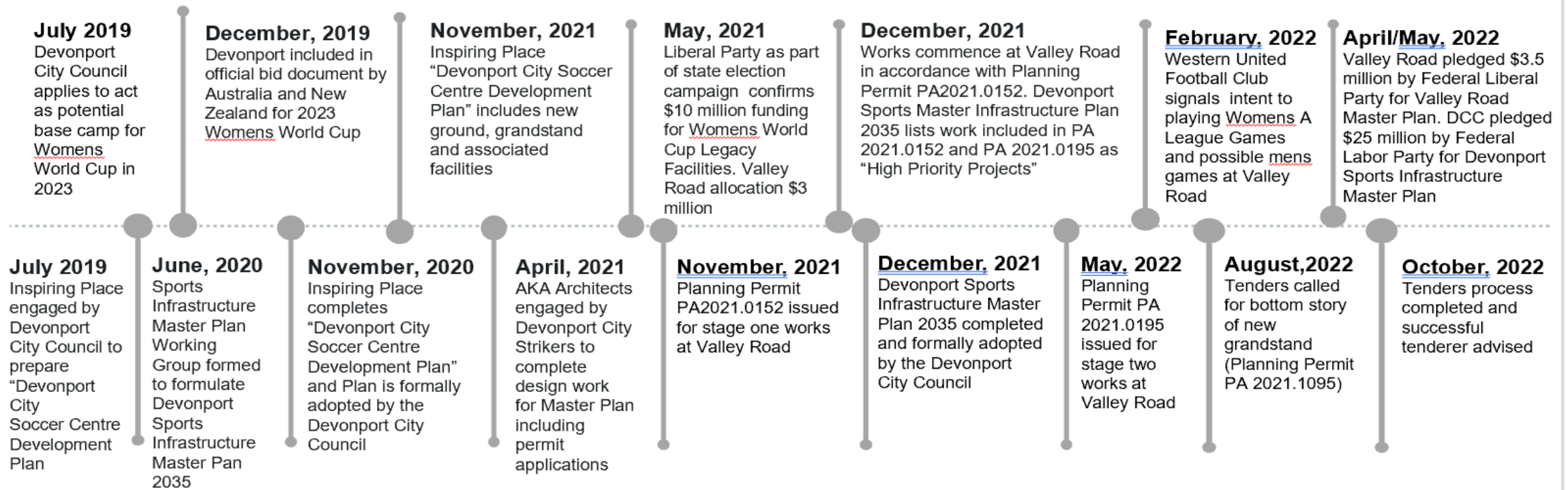
excess of \$2 million annually.



The Valley Road Master Plan Journey



The Valley Road Master Plan Journey





The Devonport Sports Infrastructure Master Plan 2035



Devonport Sports Infrastructure Master Plan 2035

1.2 Guiding Principles

In response to the key findings and vision, Master Plan projects have been prioritised based on three Guiding Principles:

1. Maximise Carrying Capacity

This means increasing facility use at all available times and efficiently utilising spaces/land available.

2. Multi-use Facilities

This means developing accessible, inclusive, multi-use facilities for sport, recreation and broader community activities.

3. Strategic Investment

This means working in partnership to create financially viable facilities that deliver positive social, environmental, and economic outcomes.

2.1 Master Plan Scope

Key Objectives:

- Improve community health and wellbeing through fostering sport participation via the provision of accessible, inclusive facilities.
- Consider the wider social, economic, and environmental impacts and benefits in precinct and facility planning.
- Create spaces that can be used for community activities that complement sport and recreation.
- Enhance the quality of facilities to meet infrastructure and sporting standards.
- Identify and prioritise facility improvements to inform future precinct planning.
- Foster partnerships for capital development and management of facilities.

Priority	Extent to Which Project Satisfies Guiding Principles 1-3	Indicative Commencement Timeframe
High	>66%	2022-25
Medium	50-66%	2026-30
Low	<50%	2022+ (as funding opportunities arise)


Source: Devonport Sports Infrastructure Master Plan 2035

High Priority Projects

Projects that scored greater than 66% on average across all guiding principles.
Project planning to commence 2022-25.

Precinct	Ref	Project	Sport / Potential Sport	Guiding Principles			CAPEX Estimate \$'000	OPEX Estimate \$'000
				1	2	3		
Devonport Recreation Centre	16	Review and renew Centre with the aim of developing a contemporary integrated indoor sport, recreation, and community space	Basketball & other high ball sports, Squash, Table Tennis, Martial Arts, Recreation & community activities				20,000+	1,200+
Byard Park	11	Upgrade off-field amenities: gender neutral change rooms, all abilities access, club room expansion	Cricket AFL (Juniors)				1,500+	90+
Meercroft Park	1	Light a minimum of one field	Touch Football Football				400	24
East Devonport Recreation Centre & Girdlestone Park	17	Investigate construction of additional multi-use indoor and outdoor spaces, creating one precinct aimed at increasing community health and wellbeing through delivery of integrated sports and community activities.	Volleyball, Badminton & other high ball sports, AFL, Athletics, Gymnastics, Roller sports Recreation and community activities				20,000+	1,200+
Valley Rd Football Centre	23	Complete Stage One and Two of the NW Coast Regional Football Complex Development Plan	Football				6,000+	360+
Maidstone Park	18	Investigate feasibility of a new multi-use indoor stadium at the Devonport Netball Centre	Netball & other high ball sports, Futsal, Community Activities				9,000+	540+
Meercroft Park	2	Undertake a risk assessment to determine need for portable or fixed fencing on road boundaries of grounds No.1, 9 and 16	Football				150	9
Byard Park	12	Undertake a risk assessment to determine need for portable or fixed fencing on close boundaries to Gunn and George Streets	AFL (Juniors)				150	9
Byard Park	13	Installation of lights (training standard)	AFL				400	24
Devonport Oval	5	Expand indoor cricket nets, integrate emerging sports	Cricket				500	30
TBD	29	Investigate outdoor synthetic small-sided pitches, consider integrating in multi-use facility, public open space	Football				TBD	TBD
				Sub Total			58,100+	3,486+

Source: Devonport Sports Infrastructure Master Plan 2035



Football Tasmania's Statewide Infrastructure Master Plan



Football Tasmania's Statewide Infrastructure Master Plan

Regional Centre Capable of Hosting A League Games

Football Tasmania is focused on the strategic priority of having facilities in the north-west, north and south, capable of hosting elite level football.

These facilities would also supplement the needs of grassroots football in each region through being a regional centre capable of hosting key local matches and events as well as national events.

Valley Road is the identified facility for the northwest coast.

Further upgrades to the facility would ensure the venue can host Australia Cup , A-League Men's and Women's matches, National Youth team camps as well as the potential of National Youth Championships and Senior Competitions.

When Tasmania has our own A-League club a redeveloped Valley road will allow for matches to be played at Valley Road as a part of a planned regional dispersal of content across the state. This is consistent with the strategic direction nationally of increasing access to high level football content in regional Australia. The ACT and Tasmania have been identified as the next potential entrants into an expanded A League competition.





Football Current and Future Needs



Football Current and Future Needs

- Existing facilities not fit for purpose
- Facilities not meeting current and forecast capacity requirements
- Current facilities do not meet FIFA standards (ground size)
- Current and forecast growth in participation
- Opportunity to attract additional national and international tournaments, festivals and concerts
- Host A league mens and womens games
- Host Australia Cup games
- Regional centre for football on the North West Coast
- One of two major football facilities in Tasmania
- National standard facility
- Australia Cup game against Wellington Phoenix Club required to hire \$40k of infrastructure assets
- Lighting below required 500 lux levels
- Club to field addition state league team, 3 state league teams, mens womens and under 21's, 12 teams overall in various competitions across the state



Football Current and Future Needs

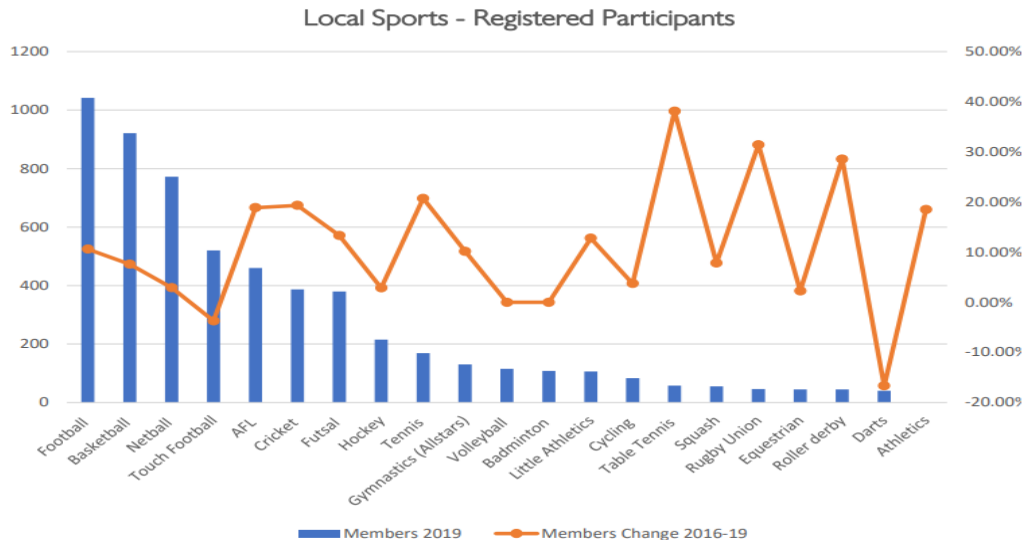
(2022 Participation 1,121, 7.5% Increase 2019)

4.4 Local Participation Rates

The following data provided by local sporting clubs and state sporting organisations¹⁵ is for ‘formal registered participants’ within each sporting code and activity. It does not include recreational participation, school participation or social activity in sport and recreation, which for some activities contribute a greater level of participation than formalised sporting registration (e.g., football, tennis).

The top 10 sports by participation in 2019 were:

- Football (soccer)
 - Netball
 - Basketball
 - Touch Football
 - Australian Football (AFL)
- Cricket
 - Futsal
 - Hockey
 - Tennis
 - Gymnastics (Allstars)



Sport	Members 2019	% of Population#	Members 3 Year Change*	Members 5 Year Change*
Football	1042	4.07%	10.6%	1-5%
Basketball	921	3.59%	7.59%	20-50%
Netball	772	3.01%	2.90%	1-5%
Touch Football	520	2.03%	-3.7%	10-20%
AFL	460	1.79%	18.86%	5-20%
Cricket	387	1.51%	19.33%	5-20%
Futsal	380	1.48%	13.33%	10-20%
Hockey	215	0.84%	2.87%	10-20%
Tennis	169	0.66%	20.71%	10-20%
Gymnastics (Allstars)	130	0.51%	10.17%	10-20%
Volleyball	115	0.44%	Not available	20-50%
Badminton	108	0.42%	Not available	1-5%
Little Athletics	106	0.41%	12.77%	10-20%
Cycling	83	0.32%	3.75%	10-20%
Table Tennis	58	0.23%	38.10%	50-100%
Squash	55	0.21%	7.84%	50-100%
Rugby Union	46	0.18%	31.43%	20-50%
Equestrian	45	0.18%	2.27%	1-5%
Roller derby	45	0.18%	28.57%	50-100%
Darts	40	0.16%	-16.67%	1-5%
Athletics (Triathlon Tasmania, Triathlon Australia, Cradle Coast Triathlon & Multisport)	2627 includes one day members	NA majority participants out of area	18.49%	10-20%

#Based on 2019 Estimated Resident Population for Devonport of 25,633.
*Member growth in the 3 and 5 years prior to 2019 provided by Club/SSO. This has not been verified.

Football Current and Future Needs

Participation Rate (2019)

Devonport	Tasmania*	National#
4.07%	3.24%	4.6%

*Football Tasmania participation rate, includes social players and officials

#Australian Sports Commission, 2020, AusPlay profiles

Football Tasmania aims to grow participation across the state from 2019-2030 as follows:

- Grow annual participation by 2%
- Increase female participation to at least 30% of total participants.
- Substantially improve equity of access to football
- Increase the number of active coaches and referees with accreditation by 15%
- Improve player and referee retention by 25%

		2021	2020	2020-2021 YoY Change	
TAS PARTICIPATION		TOTAL	TOTAL	YoY Change	YoY %
OUTDOOR (registered through MFC)	MINIROOS	7,140	5,750	1,390	24%
	YOUTH	3,018	2,833	185	7%
	SENIOR	2,066	1,852	214	12%
TOTAL OUTDOOR		12,224	10,435	1,789	17%
OTHER FORMATS	FUTSAL	2,750	1,841	909	49%
	SOCIAL/SUMMER	3,150	3,000	150	5%
OFFICIALS/ VOLUNTEERS	COACHES	1,098	797	301	38%
	REFEREES	267	265	2	1%
	VOLUNTEERS	471	1,607	-1,136	-71%
SCHOOLS	PROGRAMMES + COMPETITIONS	9,995	3,170	6,825	215%
PROMOTIONAL EXPERIENCES	COMMUNITY EVENTS + MATCHDAY	1,685	1,700	-15	-1%
SPECIFIC DIVERSITY & INCLUSION EVENTS/ TOURNAMENTS	MULTICULTURAL, ALL ABILITIES, INDIGENOUS	0	0	0	
TOTAL PARTICIPATION		31,640	22,815	8,825	39%
TOTAL WOMEN AND GIRLS		4,958	4,187	771	18%

Football Current and Future Needs

Estimate of Pitches Desired

The projected number of pitches refer to turf pitches only. One artificial pitch will have the carrying capacity of two grass pitches. Recommended population provision ratio in metropolitan Melbourne is 1 field to every 4,000 to 8,000 people (depending on the location). Junior soccer plays on smaller sized pitches hence the rate adopted is 1:2,000. Ratio for full-sized pitches adopted is 1:6,000.

JUNIOR SOCCER (small sized pitches)

Projected Participation and Pitches Desired	2019	+ 10%	+ 20%	+ 30%
Registered players	846	931	1,117	1,452
Current number turf pitches	14	14	14	14
Provision rate (players per pitch)	66	66	66	66
Number pitches desired	13	14	17	22
Shortfall	-1	0	3	8

SENIORS (full-sized pitches)

Projected Participation and Pitches Desired	2019	+ 10%	+ 20%	+ 30%
Registered players	196	216	259	336
Current number turf pitches utilised	3	3	3	3
Provision rate (players per pitch)	66	66	66	66
Number pitches desired	3	3	4	5
Shortfall	0	0	1	2

Projected Population and Pitches Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number pitches	14	14	14	14
Provision rate (people per pitch)	2,000	2,000	2,000	2,000
Number pitches desired	13	13	14	15
Shortfall	-1	-1	0	1

Projected Population and Pitches Desired	2019	+ 5%	+ 10%	+ 15%
Population	25,633	26,915	28,196	29,478
Current number pitches utilised	3	3	3	3
Provision rate (people per pitch)	6,000	6,000	6,000	6,000
Number pitches desired	4	4	5	5
Shortfall	1	1	2	2

Source: Devonport Sports Infrastructure Master Plan 2035



Football Current Economic Benefits



Football Current Economic Benefits > \$1.2 Million Annually

Football Largest Driver of Sport Related Economic Activity in Devonport

Event	Date	Benefit per night/day \$	Competitors	families/partners ratio	Nights	Benefit \$
Devonport Cup - Soccer	10-12 June, 2023	\$ 262.00	900	2.20	1.25	\$ 648,450
Devonport Triathlon	15-19 March, 2023	\$ 262.00	200	2.50	3	\$ 393,000
National SAP Festival - Soccer	24 -26 February, 2023	\$ 262.00	250	2.50	2	\$ 327,500

Source: Devonport City Council



Actual 2022

Event	Benefit per night/day \$	Competitors	families/p artners ratio	Nights	Benefit \$
Devonport Cup - Soccer	\$ 262.00	1,200	2.20	1.25	\$ 864,600
National SAP Festival - Soccer	\$ 262.00	250	2.50	2	\$ 327,500

Forecast 2023

Event	Benefit per night/day \$	Competitors	families/p artners ratio	Nights	Benefit \$
Devonport Cup - Soccer	\$ 262.00	1,250	2.20	1.25	\$ 900,625
National SAP Festival - Soccer	\$ 262.00	300	2.50	2.50	\$ 491,250



Football Non Economic Benefits



General Social and Community Benefits

Development of the Valley Road Regional Football Complex will bring the following Social and Community Benefits:

- Increased awareness of Devonport region as a travel/tourism destination, heightened national status
- Increase in permanent level of local interest and participation in football and sport in general in Devonport
- Strengthening of regional values and traditions
- Increased local pride and community spirit
- Festive atmosphere during events
- Increased economic activity
- Enhanced image and reputation for city
- Creating role models who motivate and inspire children and adults to be active and play sport
- Attract National Sporting Content
- Modern outdoor sporting area attracting community, sporting and entertainment events
- Sporting Tourism
- National and International Carnivals



Grassroots Football Benefit

In addition to helping Devonport attract elite level football content, an upgraded Valley Road Regional Sports Complex will also allow for the continued growth of the city's strong grassroots football community.

Devonport is an excellent location for junior grassroots football initiatives including the Devonport Cup and National SAP festival.

In 2022 the Devonport Cup attracted 90 teams from all across the state, including more than 30 from the Greater Hobart region.

The National SAP Festival has also been a great event over a number of years, attracting teams from the NT, WA, Northern NSW and South Australia. With

As a direct result of events such as these, large numbers of families invest into the local economy through accommodation, meals and activities.

Valley Road is a critically important venue for these events, and upgrades will ensure it is able to support their growth and continued contribution to the economy and community.

The upgrades will also have a profound impact at a senior level, where Devonport City Strikers compete in statewide leagues for men, women and under 21 level. These teams both inspire junior players to participate in the World Game, as well as bring community and economic activity to Devonport through attendance at regular season matches and special events such as the Australia Cup.

Development of Valley Road would allow the significant benefit of expanding the football pathways right through to the A League



Continuing the Growth of Female Football

There is no doubt that the FIFA Women's World Cup in 2023 will be a game changer for the development of football for women and girls in this state

Almost 30% of participants in Tasmania are female - the highest proportion of any state and territory in Australia.

Football Tasmania is committed to working with clubs like Devonport to capitalise in the once in a lifetime opportunity to accommodate significant growth, improve infrastructure and promote more opportunities for women and girls to take on leadership roles in our sport.

Devonport is a leader in this space and is building on their strong foundations to offer seamless pathways for talented female player and coaches.

An upgraded Valley Road facility will ensure that all women and girls in Devonport who want to play football will be able to participate at a level which suits them, from social to elite competition.

With womens A League content to be played at Valley Road the female playing pathway will be expanded right through to A League level allowing our female players to realise their sporting dreams.





The Opportunities



2023 FIFA Women's World Cup

Despite Valley Road not being shortlisted to be a basecamp throughout the tournament, strong opportunities still exist for the north-west coast to be a part of the action, and benefit from the legacy of the 2023 FIFA Women's World Cup.

- **Pre-tournament training camps**

Many of the larger teams playing at the World Cup will begin training in Australia or New Zealand prior to the official basecamp period.

Arrangements for these pre-tournament training camps fall outside the scope of FIFA's strict venue requirements, and are instead negotiated with participating countries.

With Devonport's safe, secure and secluded location likely to appeal to teams, an upgraded Valley Road is important to give the region the best possible chance of attracting visiting countries before the tournament.

- **Practice matches**

An upgraded Valley Road also stands a strong chance of hosting practice matches in the lead up to the tournament, bringing further economic and exposure benefits.

Under FIFA rules, pre-tournament practice matches are not allowed to be held at venues being used for the tournament, meaning other suitable venues across the nation will be in stronger demand.



Beyond the World Cup – A future of Elite Football in Devonport

Importantly, beyond the World Cup, an upgraded Valley Road Regional Sports Complex will unlock Devonport as a location for future elite-level football content, as well as other sporting codes and community events. Devonport has an enviable reputation at a national level which can be further leveraged.

- **Western United**

Already, Western United has proposed to play up to three matches in its inaugural Women's A-League season in Tasmania.

Devonport has been identified as an ideal community to host one or more of these matches, however the upgrades are required in order to ensure Valley Road meets league standards.

If this is to occur, the facility will also be well placed to host future Western United Men's A-League fixtures, with the league showing a willingness to reduce minimum stadium requirements in order to generate increased regional interest in the competition.

- **Tasmanian A-League team**

With a Tasmanian A-League team considered by many to be a strong chance in the coming years, having facilities across the state able to host matches and training will vital to the proposal's success. With two additional teams likely to participate in the A League over the next 2 to 3 years the ACT and Tasmania are considered the front runners. Games would be played in Devonport as part of plan for regional dispersal of content.

- **Australia Cup**

Devonport Strikers' history of strong performances in the Australia Cup suggest future high-profile fixtures at Valley Road are likely. Permanent upgrades to facilities will allow the club to put Devonport's best foot forward without the expenses incurred bringing in temporary infrastructure to be able to hold the fixtures such as against Wellington Phoenix.



AUSTRALIA

Economic Impact – Driving Visitation to Devonport

Sporting events are very important contributors to local and regional economies. A successful well run event can provide significant economic, cultural and social benefits.

Devonport is well positioned to host top flite football content in addition to developing further festival/carnival content. The Devonport City Soccer Club believes there is an opportunity in the market to develop an over 35's carnival drawing on teams from around Australia. The opportunity has been initially labelled the "Cradle Coast Classic"

In relation to top flite football there is the opportunity to host up to two Womens A League games and one Mens A League game through the Western United and Tasmania relationship. Should Tasmania be successful in entering a team in the A League over the next two to three years there is the opportunity to host more A League content with the possibility of up four games or more per year.

These opportunities will drive economic benefits to Devonport in excess of \$2 million per year.

In addition to direct economic benefits, the profile and exposure generated by media coverage, particularly for international opportunities such as World Cup pre-tournament content, has the potential to drive visitation to Devonport to a whole new level.

Economic modelling for each opportunity enabled by a Valley Road upgrade is available next page.



Devonport to Geelong – Western United's Spirited connection

Western United has a strong supporter base in Geelong, having played a number of home games there while the club finalises plans for a permanent base.

With the Spirit of Tasmania to begin sailing between Geelong and Devonport in late October 2022, this connection provides a tremendous tourism opportunity for Western United fans to visit Devonport if matches are to be held at Valley Road.

It is envisaged this opportunity could be leveraged even further through a partnership arrangement between Spirit of Tasmania, Western United, Devonport City Council and City of Greater Geelong.

Economic Impact

Potential economic benefits in excess of \$2 million

- Western United Mens A League Games estimated direct impact on output \$464K, impact on value added \$210k, average daily spend of \$120 based on \$50 average spend per attendee with one third of attendees staying overnight at estimated night/day benefit of \$262.
- Western United Womens A League Games estimated direct impact on output \$232k, impact on value added \$105k
- Tasmanian team A league games estimated direct impact on output \$619k, impact on value added \$281k, assumed attendance 4,000
- Over 35 “Cradle Coast Classic” 15 teams with 1 family/partner ratio over 4 days at average benefit night/day of \$262. Estimated economic benefit \$419k
- Womens World Cup pre tournament training camp 200 participants and support personnel over 4 days at average benefit nights/day of \$262. Estimated economic benefit \$210k

The proposed Mens A League event is planned to start on January 1st, 2023 and to run for 1 day. It is an event of Region significance and is estimated to attract 3000 visitors during the day, with an average spend per person per day of \$120. This equals a total visitor spend of \$360,000 attributed to this event. Assuming the event will be held in Tasmania, it is calculated to have the following potential impact:

Event Impact Summary			
Tasmania - Modelling the effect of \$360,000 from a Sports and Recreation Activities event with Region significance			
	Output (\$)	Value-added (\$)	Local Jobs (annual jobs)
Direct impact	309,456	138,521	3.3
Industrial impact	114,345	51,563	0.6
Consumption impact	40,374	20,408	0.2
Total impact on Tasmania economy	464,176	210,492	4
Source: National Institute of Economic and Industry Research (NIEIR) ©2021. Compiled and presented in economy.id by .id (informed decisions).			

The proposed Womens A League event is planned to start on January 1st, 2023 and to run for 1 day. It is an event of Region significance and is estimated to attract 1500 visitors during the day, with an average spend per person per day of \$120. This equals a total visitor spend of \$180,000 attributed to this event. Assuming the event will be held in Tasmania, it is calculated to have the following potential impact:

Event Impact Summary			
Tasmania - Modelling the effect of \$180,000 from a Sports and Recreation Activities event with Region significance			
	Output (\$)	Value-added (\$)	Local Jobs (annual jobs)
Direct impact	154,728	69,261	1.6
Industrial impact	57,173	25,781	0.3
Consumption impact	20,187	10,204	0.1
Total impact on Tasmania economy	232,088	105,246	2
Source: National Institute of Economic and Industry Research (NIEIR) ©2021. Compiled and presented in economy.id by .id (informed decisions).			



Current and Proposed Operating Model

Operating Model

Financial Capacity

- At the time of writing, average annual operational costs for sports facilities, is 6.6% of the construction cost, plus an additional 2.5-3% for utilities
- Facility improvements, in particular significant upgrades or new developments will increase the overall operational cost, i.e., depreciation, maintenance, rates, utilities and other outgoings
- On average across asset classes, a \$10M capital investment would require 9.1% of the build cost in operational expenditure. This is 3% above what Council currently invests.
- This is unlikely to be financially viable for Council, hence 'user pays', 'outsourced', shared or other alternative operational models should be reviewed or explored during project development, where these are currently not in place.

Source: Devonport Sports Infrastructure Master Plan 2035

Valley Road Operating Model

- Historically low level of investment by the Devonport City Council (Council) in Valley Road in comparison to other facilities \$424K, Devonport Oval \$11.47 million.
- Devonport City Soccer Club (DCSC) has invested approximately \$5million into the Valley Road Complex, very active in seeking funding from all levels of Government
- DCSC maintains all of the assets that it owns
- Majority of depreciation and operating costs borne by the DCSC, low Council OPEX as compared to other sporting facilities
- DCSC leases the land from Council, Council maintains main playing pitch

Historical Investment in Sporting Assets

The value of sporting assets in ownership of the Devonport City Council as of 31 March 2021 are as follows.

Precinct	ASSET VALUE EXCLUDING LAND VALUE				
	Asset Cost	Depreciation	Carrying Value*	% Asset Consumed	
Devonport Oval	\$11,469,500	\$6,857,318	\$4,612,183	60%	/
Devonport Recreation Centre	\$8,898,731	\$5,829,792	\$3,068,939	66%	
Meercroft Park	\$1,617,502	\$710,706	\$906,797	44%	/
Girdlestone Park	\$4,424,874	\$2,709,378	\$1,715,497	61%	/
Maidstone Park	\$2,114,124	\$1,160,996	\$953,128	55%	/
East Devonport Recreation Centre	\$2,541,685	\$1,199,695	\$1,341,991	47%	
Byard Park	\$792,958	\$515,017	\$277,941	65%	
Valley Road Football Centre	\$424,188	\$130,597	\$293,591	31%	
Don Recreation Ground	\$257,038	\$130,102	\$126,937	51%	
Total	\$32,540,601	\$19,243,599	\$13,297,002	59%	

Source: Devonport Sports Master Infrastructure Plan 2035

Grants Received Devonport City Soccer Club

Year	Purpose	Amount \$	Federal Government \$	Football Tasmania \$	Devonport Council \$	State Government \$
2015	Synthetic Pitch and Lighting	1,250,000.00	1,250,000.00			
2019	External Awning	10,500.00		10,500.00		
2019	New Changerooms	435,000.00	385,000.00	10,000.00	40,000.00	
2019	Player Shelters	6,120.00				6,120.00
2019	PA System	7,500.00			7,500.00	
2020	Storage Facility	21,645.00	11,000.00			10,645.00
2020	Seating	7,700.00			7,700.00	
2020	Upgrade Old Changerooms	45,789.00			10,789.00	35,000.00
2021	Survey and Architect Fees	29,320.00			29,320.00	
2021	Solar Panels	27,500.00				27,500.00
2021	Commercial Kitchen	75,000.00				75,000.00
2021	Fencing	25,000.00				25,000.00
2022	Womens World Cup Legacy Funding	3,000,000.00				3,000,000.00
2022	Media Tower	15,000.00			15,000.00	
		4,956,074.00	1,646,000.00	20,500.00	110,309.00	3,179,265.00



Development Overview



Project Costings

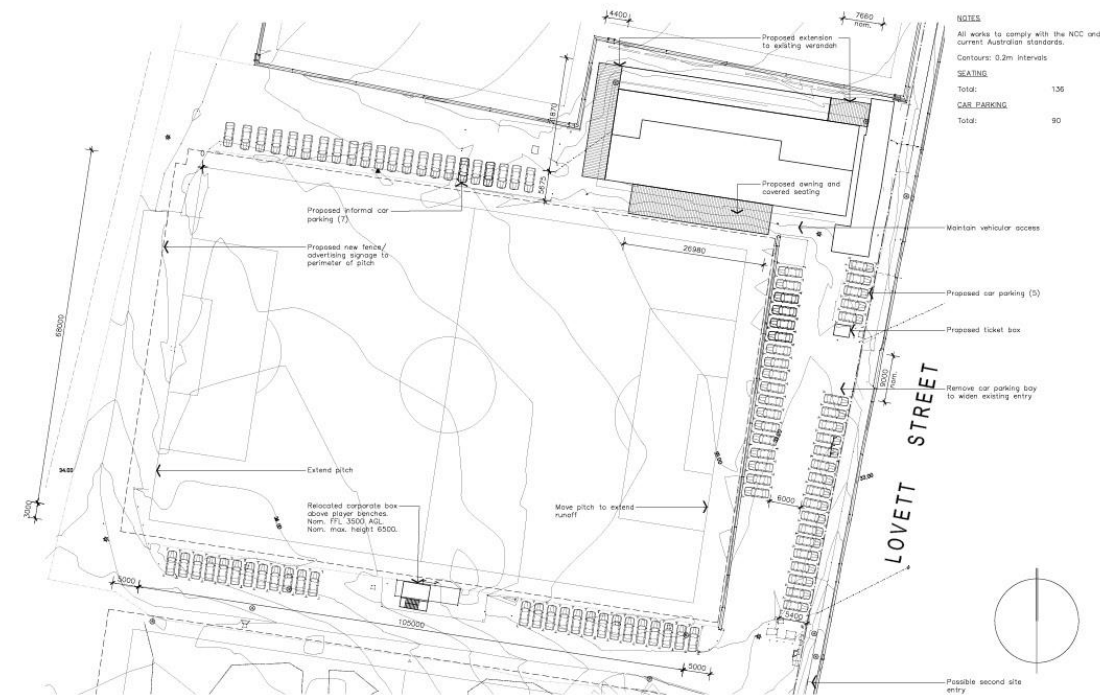
- **Total Project Costings:**
 - Stage 1 \$7.5 million
 - Stage 2 Increase seating Capacity to 4-5K \$2.5 million
 - **Total \$10.0 million**
-
- **Stage 1 Breakdown:**
 - Bottom Floor Grandstand \$3.5 million
 - Top Floor Grandstand \$3.0 million
 - Upgrade Existing Infrastructure and Lighting \$1.0 million
 - **Total \$7.5 million**
-
- **Funding:**
 - State Government \$3.0 million
 - Devonport City Council \$4.5 million
 - **Total \$7.5 million**



Stage One: DA No. 1 (Approved)

Scope of works:

- Extension of main playing pitch to meet FIFA requirements
- New fencing to existing main pitch
- Relocation of existing storage facilities
- Demolition of existing grandstand
- Widen entrance to facility
- Provision of 136 individual undercover seats at front of existing clubrooms
- Commercial kitchen upgrade
- New ticket box
- New emergency exit to synthetic pitch
- Upgrade of existing clubroom facilities
- Extension of existing awning around full perimeter of existing clubrooms



Stage One: DA No. 2 (Approved)

Scope of works:

- Two new 25m lighting towers
- Upgrade main pitch lighting with LED lights, increasing lighting capacity to 500 lux
- Provision of three (3) U/A car parks
- Development of new grandstand and associated facilities including -
 - 814 grandstand seats
 - two FIFA-standard changerooms
 - referee facilities
 - medical facilities
 - gymnasium
 - public toilet facilities including U/A facilities
 - meeting and media facilities
 - small function room
 - offices
 - kit room



Valley Road Regional Football Complex

3D Renders











Annexures



Valley Road Regional Sport Complex Project Overview

The opportunity

- Football currently largest driver of sports related economic activity in Devonport > \$1.2 million
- Potential to deliver a further \$2 million in economic activity through completion of the project
- Valley Road would be the regional centre for the sport and the preeminent rectangular sports facility in Tasmania
- Attract elite level sporting content i.e. A League content and national and international tournaments
- Sports tourism
- Host games for Tasmanian A League team
- Modern outdoor sporting arena attracting community, sporting and entertainment events

FOOTBALL PARTICIPATION RATES

- Largest participation sport in Australia 4.6% (2019)
- Largest participation sport in Tasmania 3.24% (2019)
- Largest participation sport in Devonport 4.07% (2019)
- 1,121 playing Football in Devonport in 2022 (7.5% growth since 2019)

The master plan journey to date

- July, 2019 – Inspiring Place engaged by Council to complete Devonport City Soccer Centre Development Plan
- November, 2020 – Devonport City Soccer Centre Development Plan formally adopted and approved by Council
- November, 2021 – Planning Permit PA2021.0152 issued
- December, 2021 – Devonport Sports Master Infrastructure Plan formally adopted and approved by Council.
- Valley Road listed as high priority project rating 73.5% , Devonport Recreation Centre rating 76.83%
- May, 2022 – Planning permit PA2021.0195 issued
- Present – Project fully costed and “shovel ready”

Proposed funding model and status

- \$3.0 million State Government – Funded
- \$3.0 million Federal Government – Current Request (Federal Government Council Grant)
- \$1.5 million Devonport City Council – Current Request

Operating model

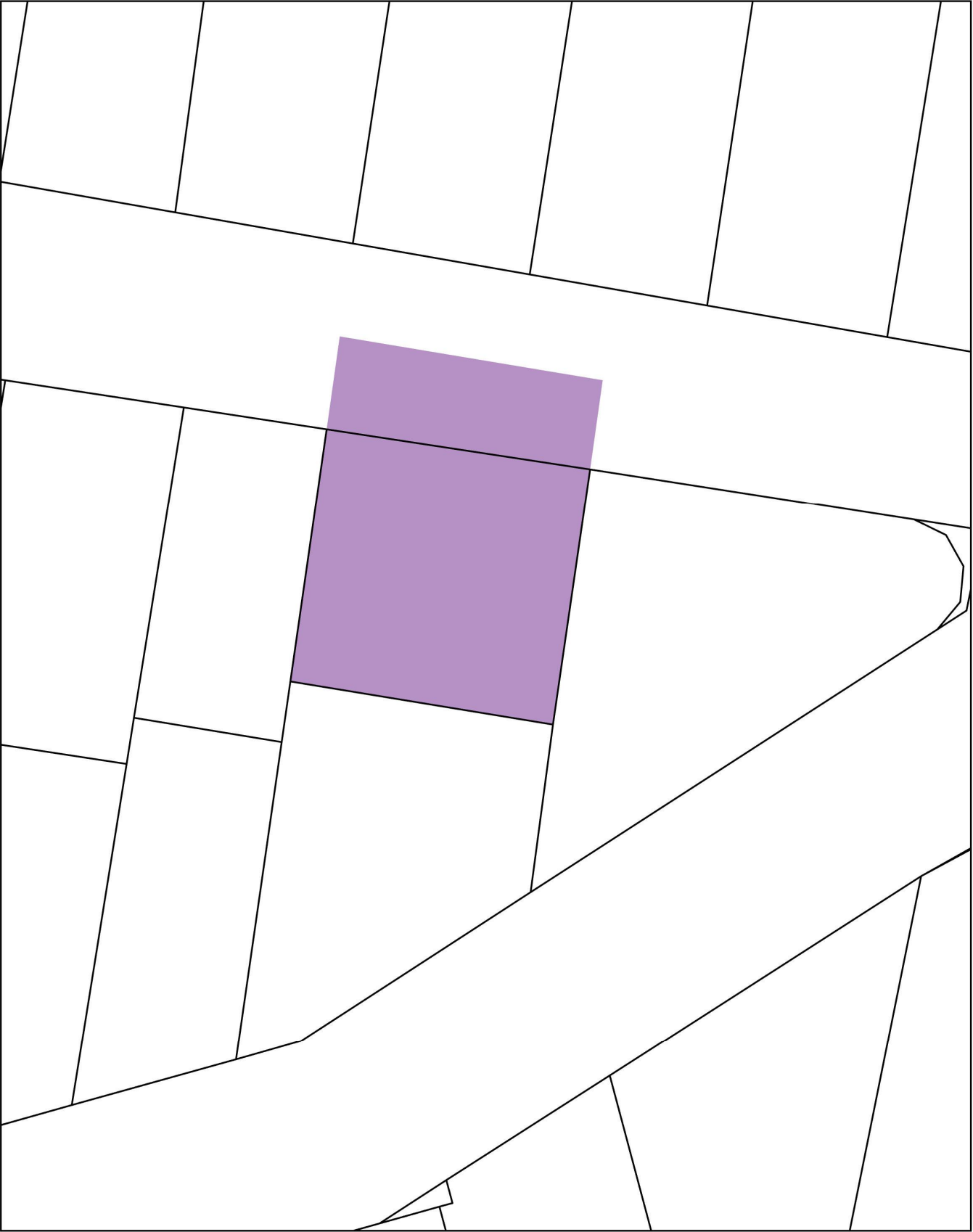
- DCSC has funded and owns majority of assets at Valley Road
- DCSC maintains all of the assets that it owns
- Majority of development and OPEX costs borne by DCSC, low OPEX compared to other Council facilities
- DCSC leases land from Council, Council maintains main playing pitch

General social and community benefits

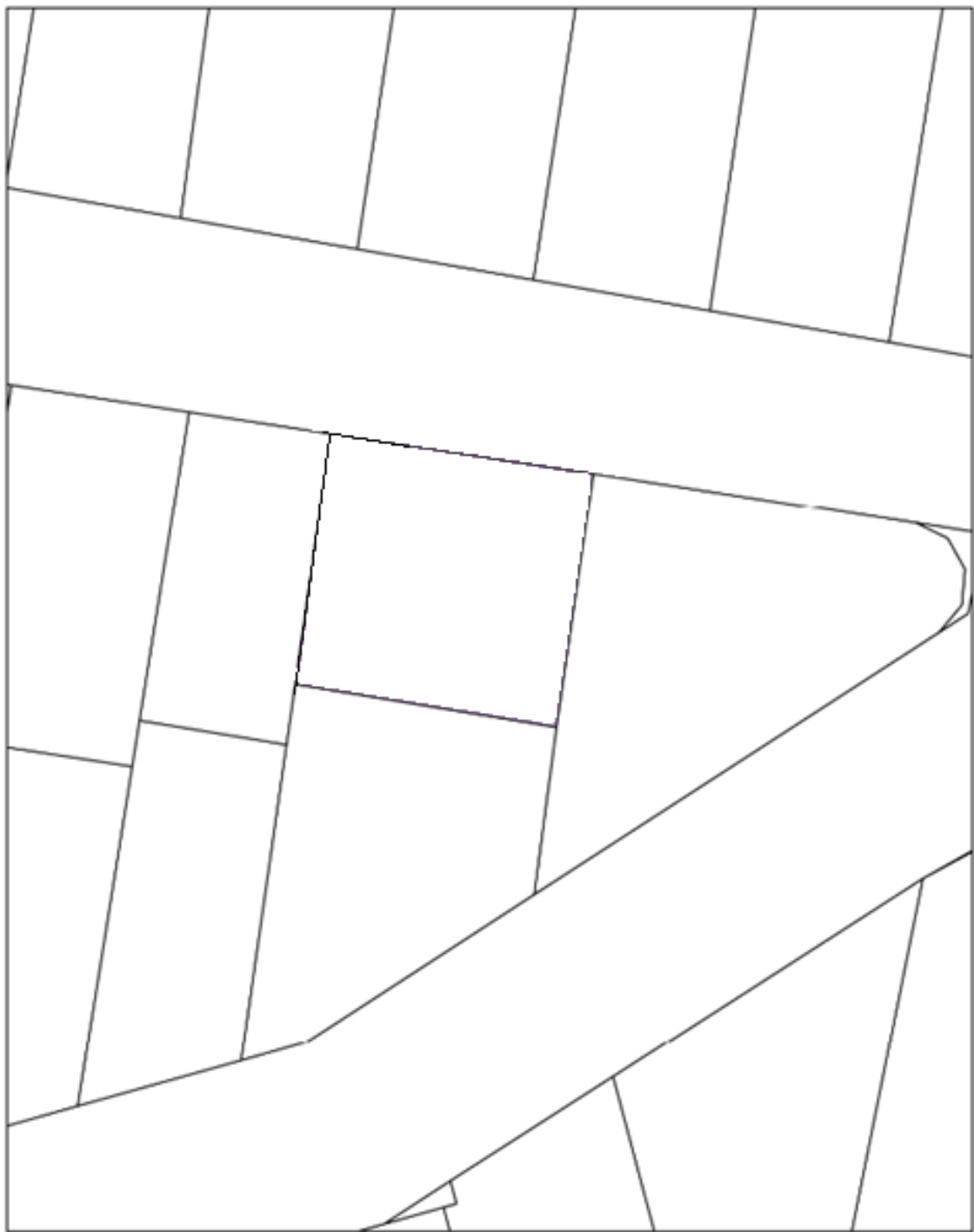
- Increased awareness of Devonport as a travel/tourism destination
- Increased level of local interest and sport participation levels
- Strengthening of local pride and community spirit
- Festive atmosphere during events
- Increased economic activity
- Enhanced image and reputation for the city
- Create role models who motivate and inspire children and adults to be active and play sport
- Attract National and International sporting content
- Modern outdoor sporting arena attracting community, sporting and entertainment events
- Sporting tourism

Achievements

- Devonport City Strikers Football Club most successful Club in the modern era in Tasmania:-
 - 5 Mens NPL State League titles in the last 7 years
 - 4 Lakoseljac Cup Titles in the last 7 years (FFA Cup Tasmania)
 - 4 FFA Cup Round of 32 appearances (last 32 Clubs in Australia)
 - 2 FFA Cup Round of 16 appearances (last 16 Clubs in Australia)
 - Only Tasmanian team to ever advance to the FFA Cup Round of 16
 - Only Tasmanian team to ever in play an A League team in competition (Wellington Phoenix at Valley Road, 2022)
- Club has 3 teams competing in State League competition, Mens, Womens and under 21's (Womens and under 21's added in last 3 years) in addition to 9 other teams competing across Northern Tasmania
- Host National Skills Acquisition (SAP) Carnival for the last 10 years
- Co-host largest junior football tournament in Tasmania



 Commercial



 Priority Vegetation Area

AM2023.05 - Assessment against the requirements of the Land Use Planning and Approvals Act 1993

Section 34 of the Land Use and Planning Approvals Act 1993 states that:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument –

(a) contains all the provisions that the SPPs specify must be contained in an LPS;

Response: The proposed amendment does not alter any provisions that the SPPs specify must be contained in an LPS.

(a) is in accordance with section 32;

Response: The proposed amendment is in accordance with section 32 which specifies the requirements of an LPS. The LPS will remain unaltered except in relation to the spatial application of the SPPs. The proposed changes are in keeping with the Guidelines for zone application.

(b) furthers the objectives set out in Schedule 1;

Response: The amendment meets these objectives as the proposal facilitates economic development through the fair, orderly and sustainable use and development of land. It will allow public involvement in resource management and planning through the statutory processes required. In addition the proposal allows for sound strategic planning and coordinated action by State and Local Government.

(d) is consistent with each State policy;

Response:

State Coastal Policy, 1996 – The proposal is not within 1km of the coast and is therefore not subject to this policy.

State Policy on Water Quality Management, 1997 – Any water runoff from the site will be dealt with through the existing stormwater system.

State Policy on the Protection of Agricultural Land, 2009 – The proposal does not involve agricultural land and is therefore not subject to the policy.

(da) satisfies the relevant criteria in relation to the TPPs;

Response: The TPPs are yet to be adopted.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

Response: The proposed amendment is consistent with the Cradle Coast Regional Land Use Strategy – *Living on the Coast* in that the LPS was prepared taking the strategy into consideration. In addition the proposal will allow for the provision of convenience goods and services for the local community which is consistent with the strategy in regard to its recommendations around business and commercial activity.

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates;

Response: The proposal is in keeping with Strategy 2.1.1 in that it will deliver appropriate land use in conjunction with review of the planning scheme.

- (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;**

Response: The proposal will not impact any adjacent municipal areas.

- (h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.**

Response: There will be no impact regarding the safety requirements set out in the Gas Safety Act, 2019.

- (2A) A relevant planning instrument satisfies the relevant criteria in relation to the TPPs if –**

- (a) where the SPPs and the relevant regional land use strategy have not been reviewed under section 30T(1) or section section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made – the relevant planning instrument is consistent with the TPPs, as in force before the relevant planning instrument is made; and**
- (b) whether or not the SPPs and the applicable regional land use strategy have been reviewed under section 30T(1) or section section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made – the relevant planning instrument complies with each direction, contained in the TPPs in accordance with section 12B(3) , as to the manner in which the TPPs are to be implemented into the LPSs.**

Response: The Tasmanian Planning Policies are yet to be implemented.

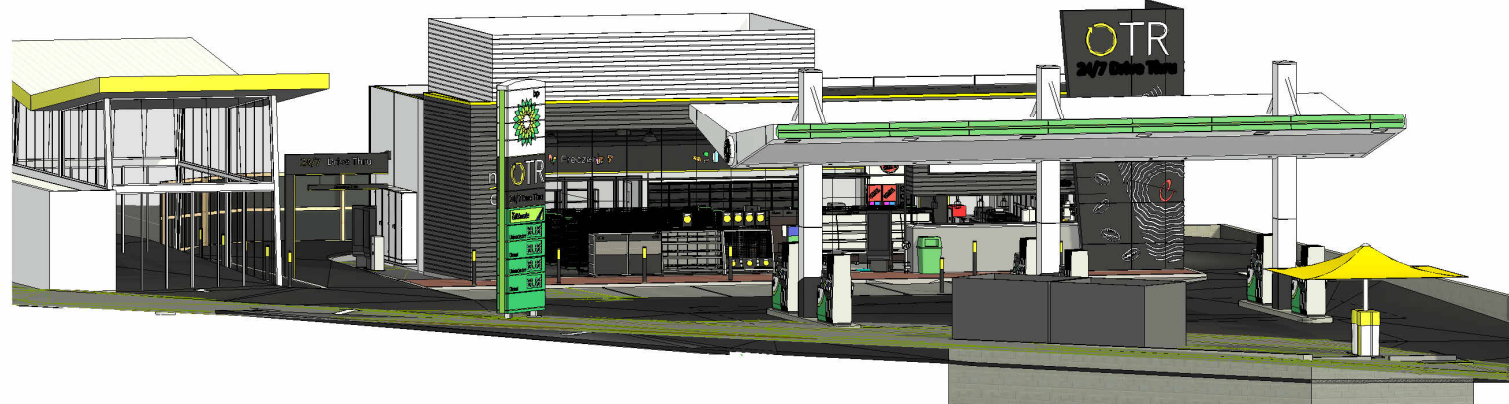
- (3) An amendment of an LPS, or a draft amendment of an LPS, is taken to meet the LPS criteria if the amendment of the LPS, or the draft amendment of the LPS, if made, will not have the effect that the LPS, as amended, will cease to meet the LPS criteria.**

Response: The proposed amendments to the LPS will not result in the LPS ceasing to meet the LPS criteria.

Second response to request for information

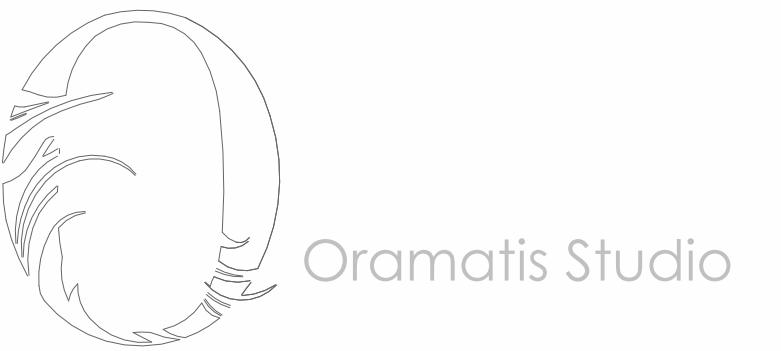
PROPOSED OTR SERVICE STATION

2-8 DON RD DEVONPORT TAS 7310

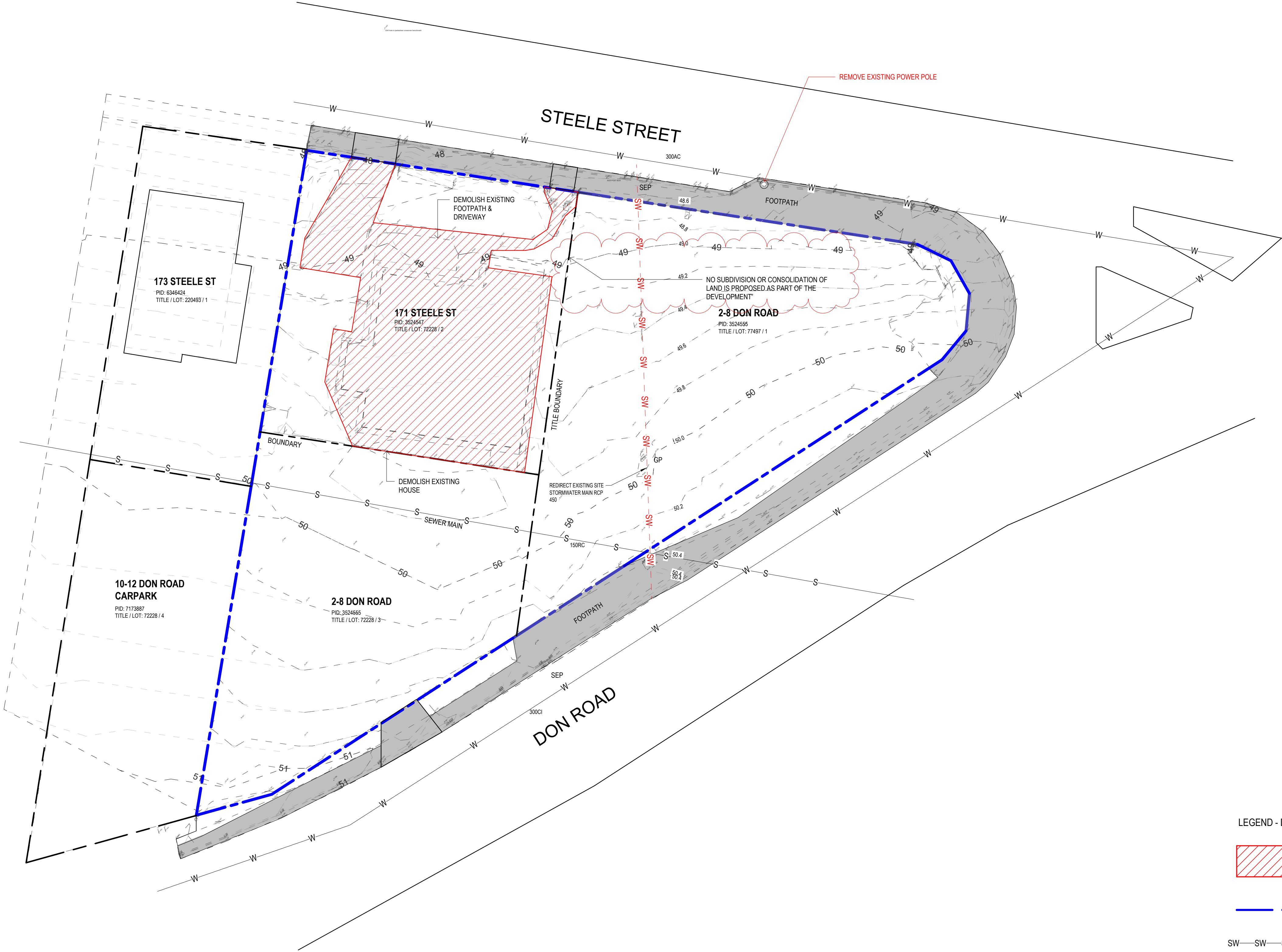


Owner(S) or Client	PC INFRASTRUCTURE	Title Reference	77497/1,72228/3 & 72228/2
Building Classification	CLASS 6	Zoning	Commercial
Designer	PCI	Land Size	2512 m²
Total Floor Area	251 m²	Design Wind Speed	TBC
Alpine Area	N/A	Soil Classification	TBC
Other Hazards	N/A	Climate Zone	7
		Corrosion Environment	TBC
		Bushfire Attack Level(BAL)	N/A

ID	DRAWING NAME	REV
DA00	COVER PAGE	
DA01	DEMOLITION PLAN	E
DA02	PROPOSED SITE PLAN	E
DA03	SITE ELEVATION	E
DA04	SITE ELEVATION	C
DA05	SITE SECTION	E
DA06	SIGNAGE ELEVATIONS	C
DA07	SHADOW STUDY	



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DEMOLITION PLAN
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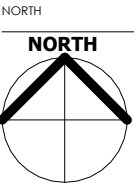
GENERAL NOTES
Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
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REV	DESCRIPTION	DATE
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022
E	RESPONSE TO TASWATER RFI	06/04/23

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OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

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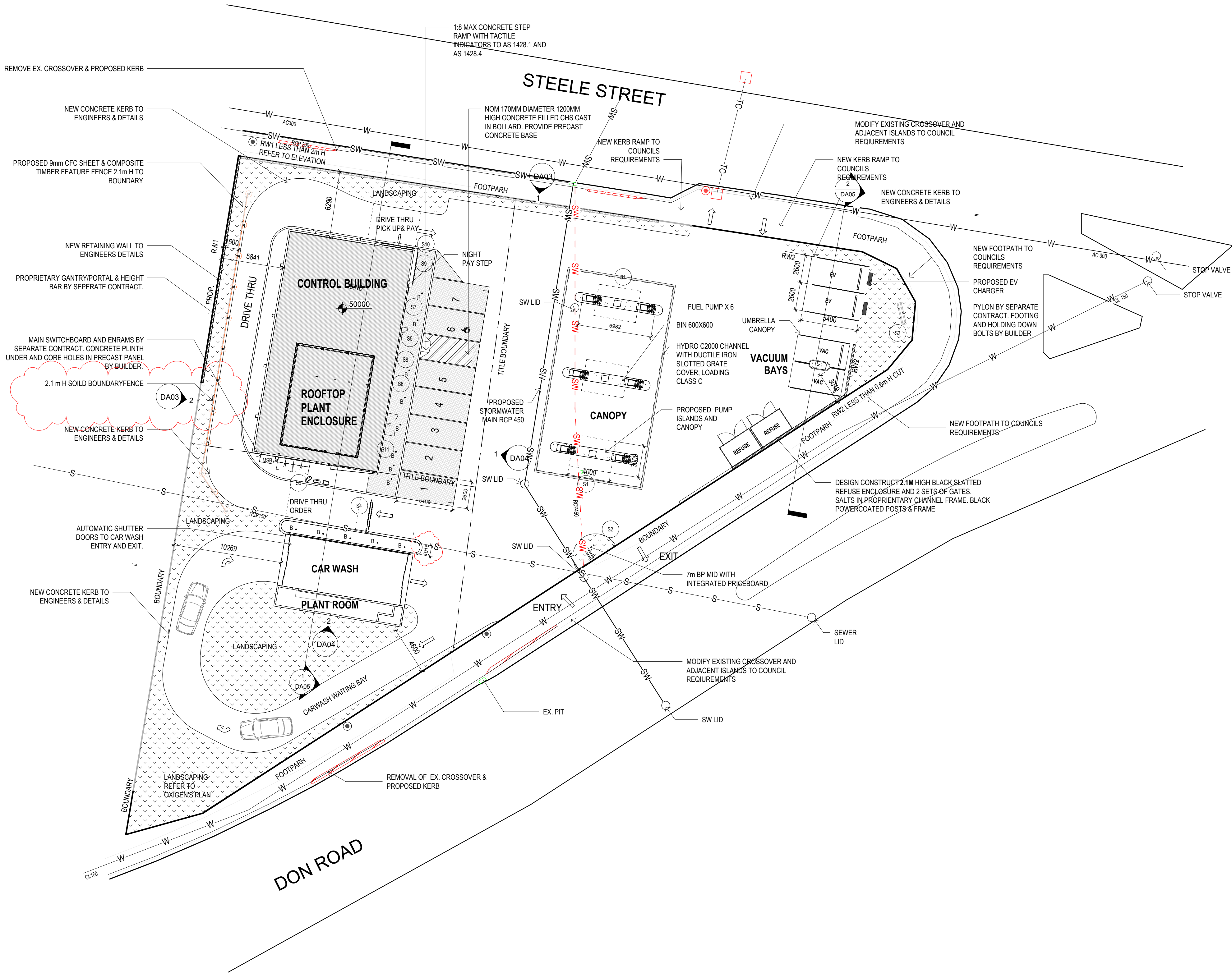
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DA01

DRAWING NAME
DEMOLITION PLAN



ALL GARDEN BEDS NEED TO BE CLEAR 250MM FROM TOP OF KERB AND CLEAR FROM CONCRETE & BUILDING MATERIALS.

ALL IRRIGATION CONDUITS TO BE 50MM PVC CLASS 9. ALL CONDUITS NEED TO BE EXPOSED AT EACH END FOR LOCATING WITH STRAIGHT RUNS BELOW SURFACE LEVEL.

GRADE UP TO ALL SURFACE MOUNTED FEATURES IN ACCORDANCE WITH STANDARD DRAWINGS

AREAS OF UNDERGROUND TANKS SHALL REMAIN ISOLATED TO TRAFFIC UNTIL PAVEMENT SLABS ARE LAID.

DEMOLISH ALL EXISTING BUILDINGS STRUCTURES & PAVEMENTS ACROSS THE SITE, UNLESS NOTED OTHERWISE. REMOVE ALL REDUNDANT UNDERGROUND SERVICES, FOOTING & THE LIKE.

LEGEND - SITE PLAN

- B BOLLARD TO STANDARD DETAILS
- RW1 1.8M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- RW2 1.0M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- SW SW SEWER MAIN
- S S STORMWATER MAIN
- S - - - S DEMOLISHED STORMWATER MAIN
- W W WATER MAIN
- EXISTING POWER POLE
- POWER POLE TO BE DEMOLISH

PROPOSED SITE PLAN
1 : 200

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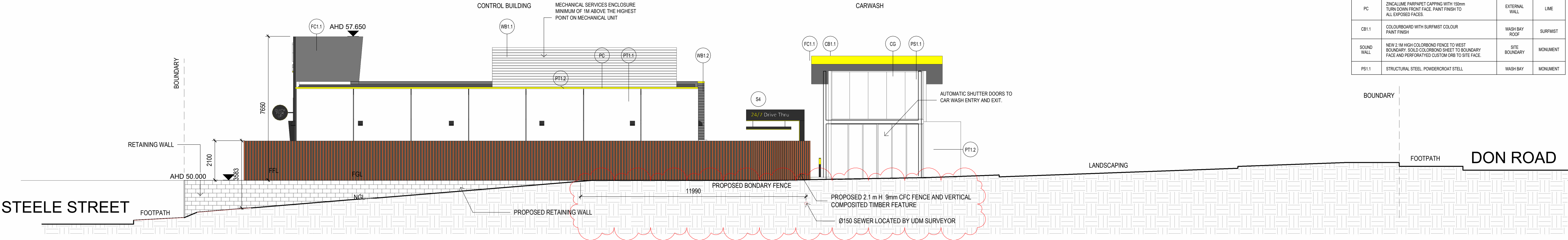
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B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022
D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22
E	RESPONSE TO TASWATER RFI	06/04/23

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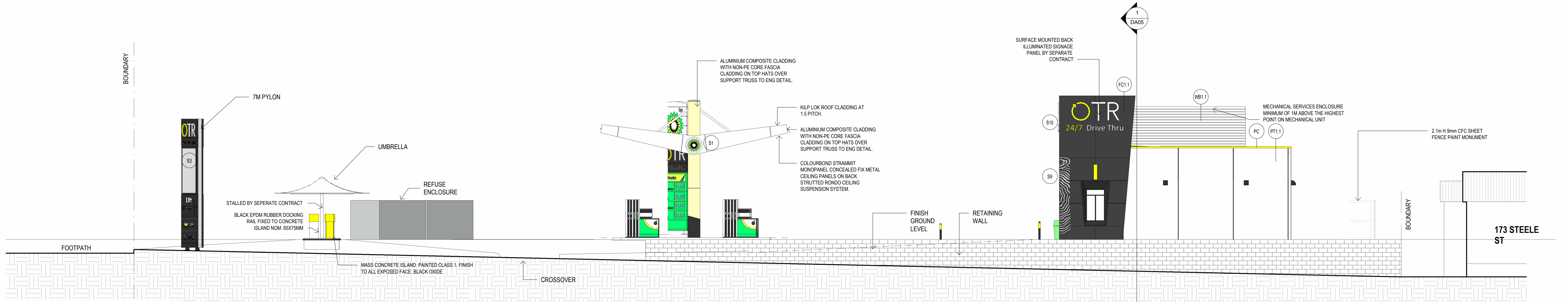
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DRAWING NUMBER
DA02
DRAWING NAME
PROPOSED SITE PLAN



EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PAINTED PERCAST WALL PANELS TO END DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND TYPING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	82X85X15 BMT STEEL STUDWORK AT 80MM CENTRES. HARDES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	9mm CFC SHEET CLADDING ON TOP HATS TO FRAMING TO ENG DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO ENG DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CAPPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLOURBOARD WITH SURFMIST COLOUR	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLOURBOND FENCE TO WEST BOUNDARY. SOLID COLOURBOND SHEET TO BOUNDARY FACE AND PERFORATED CUSTOM ORB TO SITE FACE	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT

WEST ELEVATION
1 : 100



NORTH ELEVATION
1 : 100



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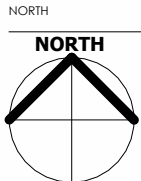
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REV	DESCRIPTION	DATE
D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22
E	RESPONSE TO TASWATER RFI	06/04/23

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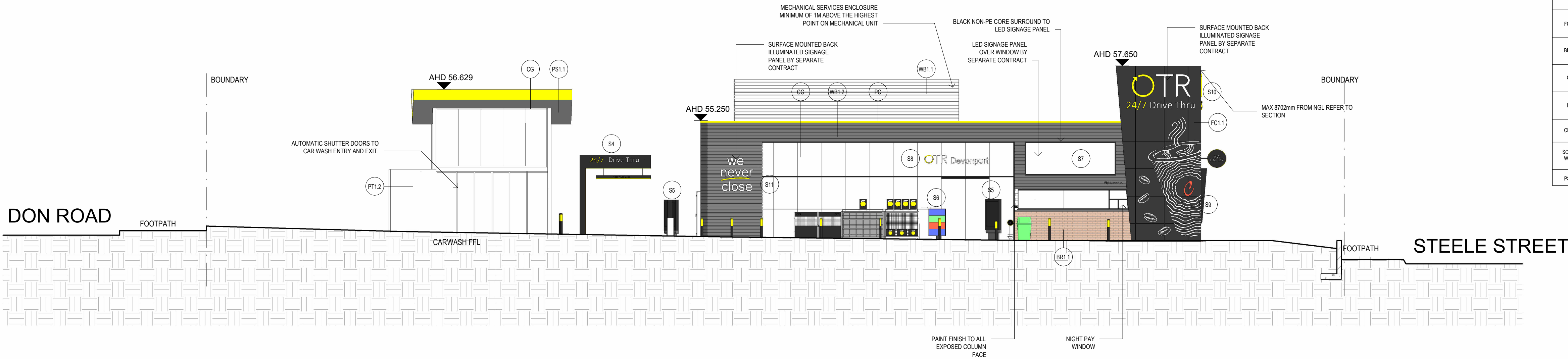
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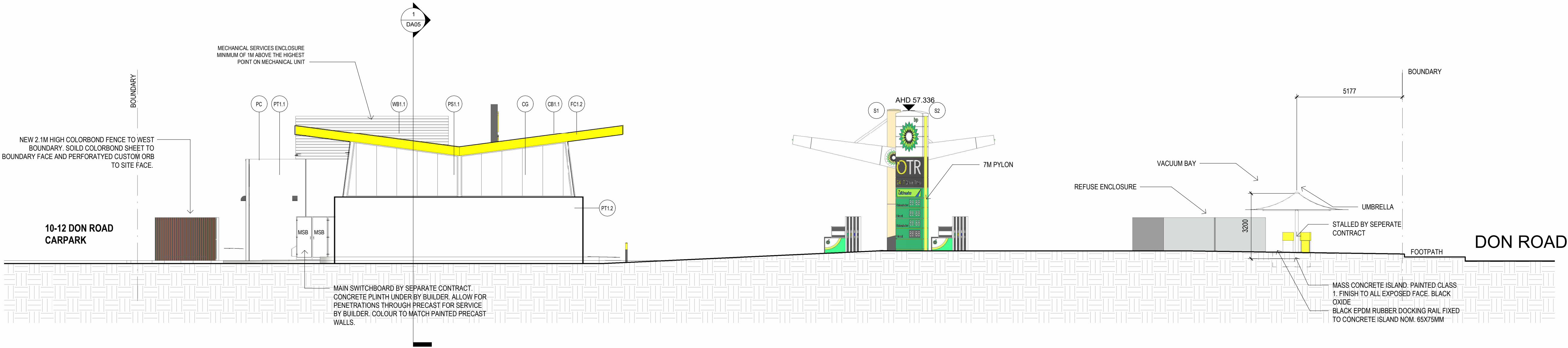
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Author

DRAWING NUMBER
DA03

DRAWING NAME
SITE ELEVATION



EAST ELEVATION
1 : 100



SOUTH ELEVATION CAR WASH
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PANDED PERCAST WALL PANELS TO END DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PANDED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FANNING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	62X35X1.15 BMT STEEL STUDWORK AT 600MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8966 CFC SHEET CLADDING ON TOP HATS TO FINISHING TO END DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PANDED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO END DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CARPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLORBOND WITH SURFMIST COLOUR PAINT FINISH	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATED CUSTOM ORB TO SITE FACE.	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT



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PROJECT

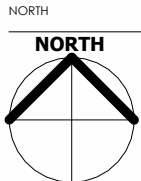
OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE



PLOT DATE

6/04/2023 9:47:24 AM

REVISION

C

PROJECT ID

2237

CHECKED BY

A HILL

SCALE

As indicated A1

DRAWN BY

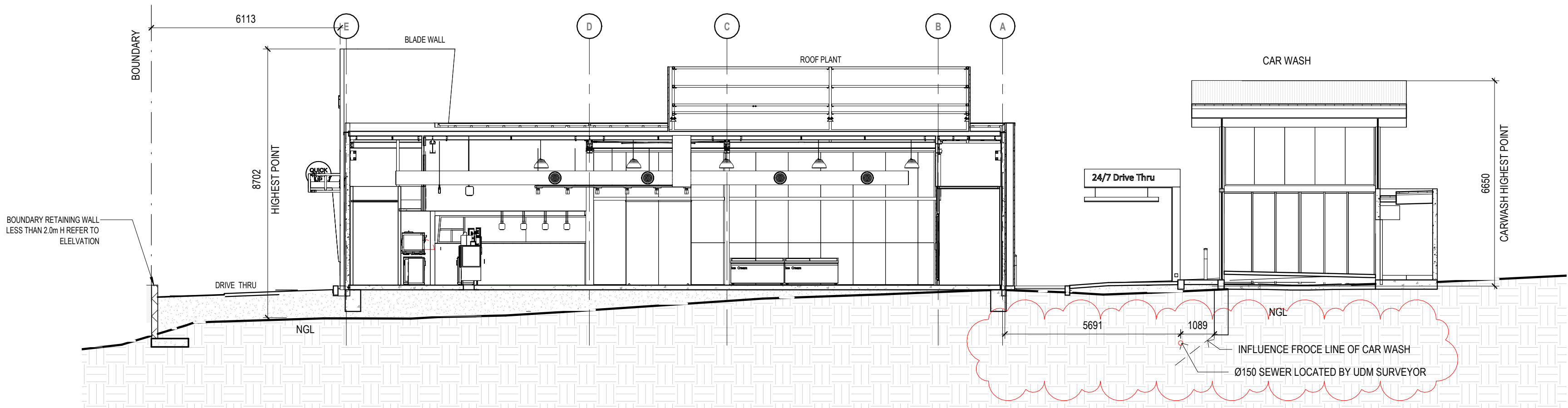
Author

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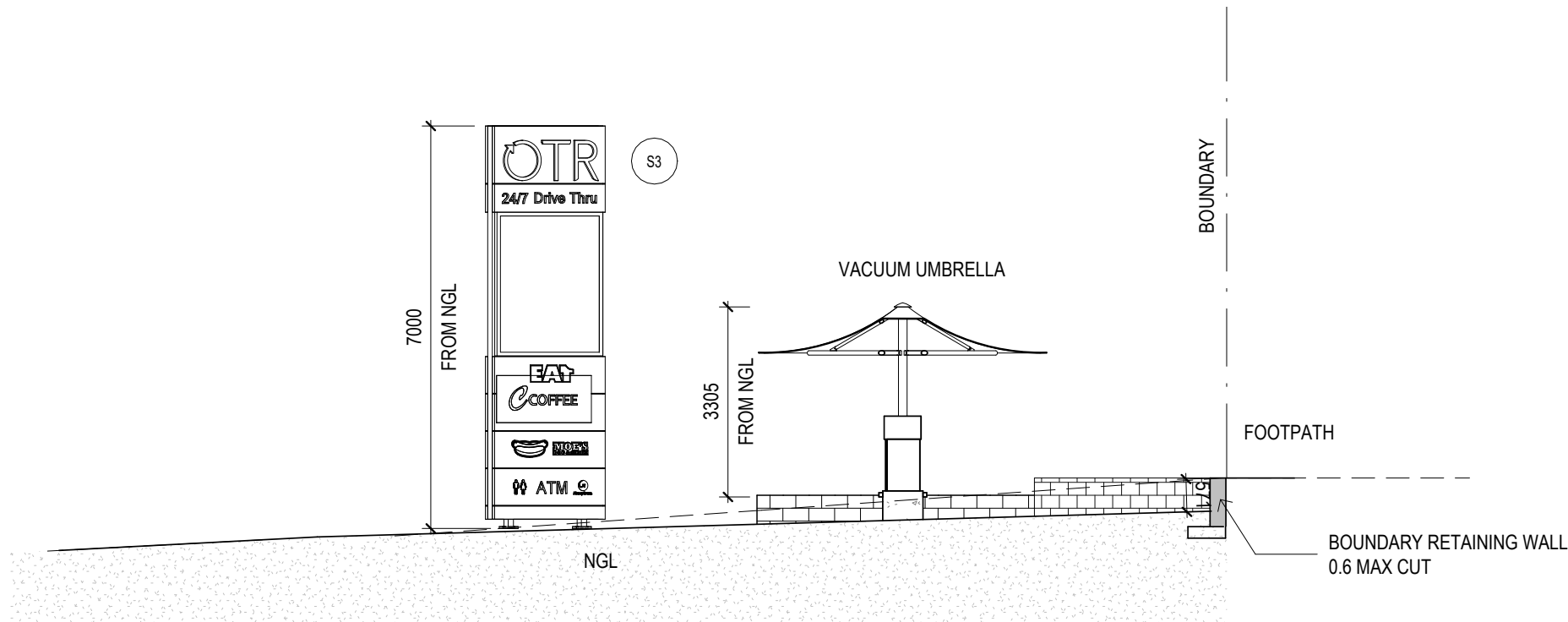
DA04

DRAWING NAME

SITE ELEVATION



SECTION1
1 : 100



SECTION 2
1 : 100

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REV	DESCRIPTION	DATE
E	RESPONSE TO TASWATER RFI	06/04/23

PROJECT

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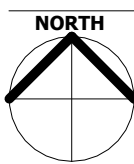
ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE

NORTH



PLOT DATE

6/04/2023 9:47:25 AM

REVISION

E

PROJECT ID

2237

CHECKED BY

A HILL

SCALE

1 : 100 @ A1

DRAWN BY

Author

DRAWING NUMBER

DA05

DRAWING NAME

SITE SECTION

SIGNAGE ELEVATIONS



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REV	DESCRIPTION	DATE
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT

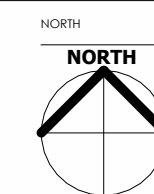
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ADDRESS

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CLIENT

PC INFRASTRUCTURE



PLOT DATE

6/04/2023 9:47:29 AM

REVISION

C

PROJECT ID

2237

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SCALE

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DRAWN 8

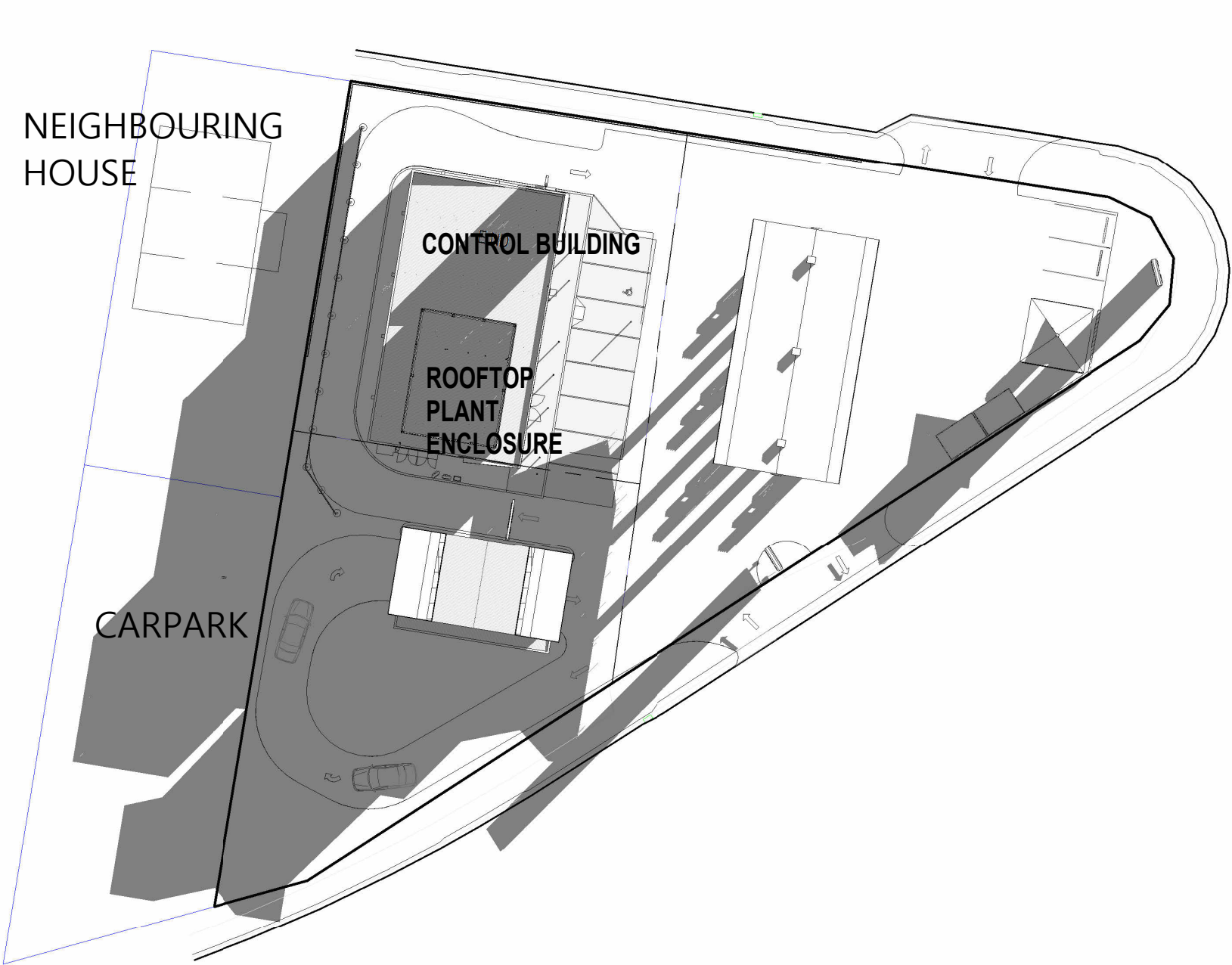
Author

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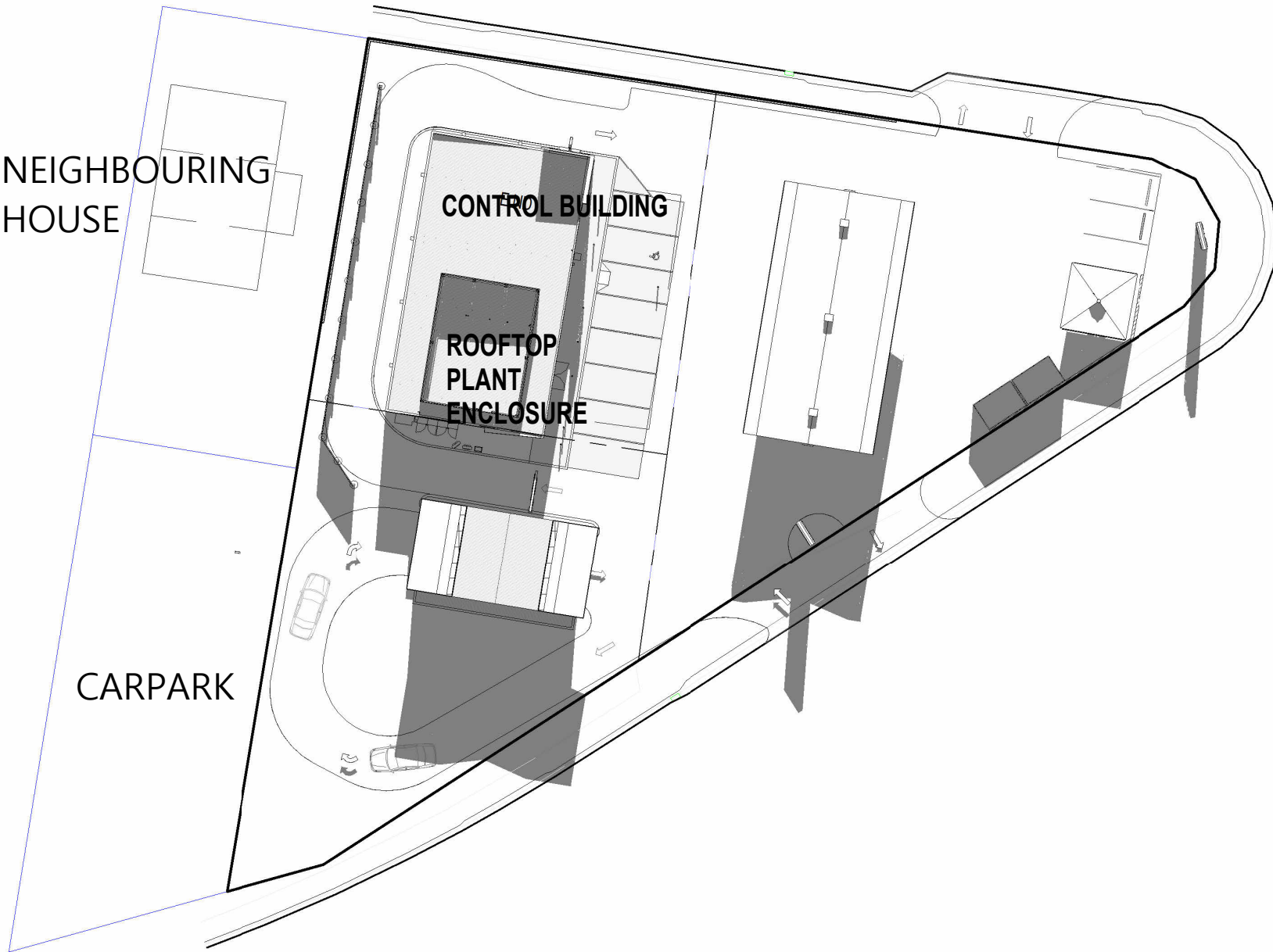
DA06

DRAWING NAME

SIGNAGE ELEVATIONS



SHADOW DIAGRAM 9am JUNE 21
1 : 400



SHADOW DIAGRAM 12pm JUNE 21
1 : 400



SHADOW DIAGRAM 3pm JUNE 21
1 : 400

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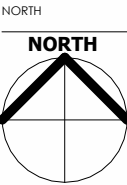
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REV	DESCRIPTION	DATE

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE



PLOT DATE
6/04/2023 9:47:46 AM

REVISION

PROJECT ID
2237

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SCALE
1 : 400 @ A1

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CLI

DRAWING NUMBER
DA07
DRAWING NAME
SHADOW STUDY

PROPOSED SITE PLAN
1 : 200

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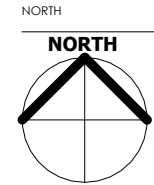
GENERAL NOTES
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REV	DESCRIPTION	DATE
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022
D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22
E	RESPONSE TO TASWATER RFI	27/02/23

PROJECT
OTR DEVONPORT

ADDRESS
171 DON ROAD, DEVONPORT

CLIENT
OTR DEVONPORT



PLOT DATE
27/02/2023 11:10:49 AM
REVISION
E

PROJECT ID
20
CHECKED BY
[Signature]

SCALE
AS SHOWN A1
DRAWN BY
[Signature]

DRAWING NUMBER
DA02
DRAWING NAME
PROPOSED SITE PLAN

CALCULATIONS

- A. REQUIRED PEAK DAY FLOW RATE (3.0 L/S) AT 400KPA
- CONTROL BUILDING (0.5 L/S)
- CAR WASH (2.0 L/S)
- IRRIGATION (0.5 L/S)
- B. PEAK DAY USAGE IN L/DAY: 5KL
- C. PROBABLE SIMULTANEOUS WATER DEMAND (PSD) = 3.0 L/S (ASSUMED SAME AS PEAK FLOW RATE AS NO FIXTURES ARE PROPOSED)
- D. NO FIRE FLOW RATE REQUIRED FOR BUILDING LESS THAN 500M². IN SOME INSTANCES, THE BUILDING SURVEYOR REQUESTS A FIRE HOSE REEL TO BE INSTALLED. IF THIS IS THE CASE, THE REQUIRED PRESSURE AND FLOW FOR A HOSE REEL OPERATING IS 0.45L/S @ 220KPA. FACTORING IN FRICTION LOSSES IN PIPEWORK WE WOULD REQUIRE 0.45L/S @ APPROXIMATELY 350KPA AT THE POINT OF CONNECTION
- E. NO SUBDIVISION IS PROPOSED. THE DEVELOPMENT SITE WILL BE OWNED AND OCCUPIED BY A SOLE PROPRIETOR

LEGEND

-  S AUTHORITY SEWER MAIN
 W AUTHORITY WATER MAIN



PRELIMINARY

Project: OTR Service Station
Project No: 23022
Revision: PRELIMINARY ISSUE
Date: 03.04.23

ALL GARDEN BEDS NEED TO BE CLEAR 250MM FROM TOP OF KERB AND CLEAR FROM CONCRETE & BUILDING MATERIALS.




ALL IRRIGATION CONDUITS TO BE 50MM PVC CLASS 9. ALL CONDUITS NEED TO BE EXPOSED AT EACH END FOR LOCATING WITH STRAIGHT RUNS BELOW SURFACE LEVEL.

GRADE UP TO ALL SURFACE MOUNTED FEATURES IN ACCORDANCE WITH STANDARD DRAWINGS

AREAS OF UNDERGROUND TANKS SHALL REMAIN ISOLATED TO TRAFFIC UNTIL PAVEMENT SLABS ARE LAID.

DEMOLISH ALL EXISTING BUILDINGS STRUCTURES & PAVEMENTS ACROSS THE SITE, UNLESS NOTED OTHERWISE. REMOVE ALL REDUNDANT UNDERGROUND SERVICES, FOOTING & THE LIKE.

LEGEND - SITE PLAN

- B BOLLARD TO STANDARD DETAILS
- RW1 1.8M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- RW2 1.0M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- SW — SW SEWER MAIN
- S — S STORMWATER MAIN
-  S DEMOLISHED STORMWATER MAIN
- W — W WATER MAIN
-  EXISTING POWER POLE
-  POWER POLE TO BE DEMOLISH

Melbourne Office 8 Gwynne St Cremorne VIC 3121	Geelong Office Suite 2, 12-14 Union St Geelong VIC 3220	Gippsland Office 154 Macleod St Bairnsdale VIC 3875	T +61 3 9429 3111 E mail@ratio.com.au ABN 93 983 380 225
--	---	---	---

Planning, Transport, Urban Design & Waste Management

8 December 2022

Carolyn Milnes
Senior Town Planner
Devonport City Council
137 Rooke Street,
DEVONPORT TASMANIA 7310

Sent via email

RFI Response

**Amendment AM2022.05 & Permit Application No. PA2022.0134
2-8 Don Road & 171 Steele Street, Devonport**

Dear Carolyn

We continue to act for PC Infrastructure Pty Ltd, the applicant in this matter. Reference is made to Council's correspondence dated 24 October 2022 requesting further information. In response to this request, we enclose:

- Updated Architectural Plans prepared by PC Infrastructure Pty Ltd and dated 1 December 2022 with the following changes:
 - The setback of the acoustic wall has been increased from 0.6 m to 1.5 m.
 - The materials of the acoustic wall have changed from 'colorbond sheet' to 'composite timber' to improve its visual appearance.
 - The crossover to Steele Street has increased in width to allow tanker turning.
- Updated Landscape Plan prepared by ADS Architects and dated 5 December 2022.
- A Traffic Cover Letter prepared by Ratio Consultants and dated December 2022 addressing the traffic issues raised.
- A revised Planning Submission prepared by Ratio Consultants and dated December 2022 with an updated response to Clause 17.3.1 (P1) in Pages 53-54 & 62 and Clause 17.4.2 (P2) in Page 58.

In addition to the above, we make the following clarifications:

1. The retaining wall on the western boundary will be contained within the boundaries of the subject site.
2. The landscaping over the road reserve shown in previous versions of the architectural plans has been deleted.

We would also like to request Council's Planning Department to reconsider its intention to condition the hours of operation of the proposal for the reasons below:

- We have provided extensive justification against the requirements of Clause 17.3.1 (P1) including an acoustic report prepared by a qualified and experience consultant.
- To this date, Council has not provided planning grounds for its position.

ratio:

19127P_Cover letter_RFI response P1

ratio.com.au

- We also would like to reiterate that the *need* for the proposed operational hours is not a planning ground.
- Finally, we would support a condition to the permit requiring a lighting report, in the case there are any doubts in relation to the lighting impacts of the proposal.

We would appreciate your attention to the request above. If you have any further queries, please do not hesitate to contact me either by telephone or by email at maria.lasso@ratio.com.au.

Yours Sincerely



Maria Lasso
Senior Planner

ratio:

19127P_Cover letter_RFI response P2

ratio.com.au

ratio:

Report prepared for:
PC Infrastructure Pty Ltd

December 2022

**2-8 Don Road & 171 Steele Street,
Devonport**

Section 40T Submission

Combined Planning Scheme
Amendment and Permit
Application

r:

planning:report

ratio:consultants
8 Gwynne Street
Cremorne VIC 3121
ABN 93 983 380 225

Prepared for:
PC Infrastructure Pty Ltd
Our reference: 19127PR001

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1 Introduction:

1.1 Instruction

Ratio Consultants has been engaged by PC Infrastructure Pty Ltd, the permit applicant, to prepare a town planning report with respect to an application under Section 40(T) of the *Land Use Planning and Approvals Act 1993* for:

- The rezoning of No. 171 Steele Street from **General Residential** to **Commercial**; and
- The use and development of the site (171 Steele Street & 8-10 Don Road) as an 'OTR' service station with an ancillary car wash.

1.2 Investigation and Research

In the course of preparing this report, we have:

- Reviewed and responded to the relevant Objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*;
- Assessed the proposed amendment against the Local Provisions Schedule criteria of Section 34 of the *Land Use Planning and Approvals Act 1993*;
- Reviewed and responded to the State Policies and National Environmental Protection Measures as designated under the *State Policies and Projects Act 1993*;
- Reviewed and responded to the Cradle Coast Regional Land Use Strategy 2010-2030;
- Assessed the proposed use and development against the relevant controls and policies contained within the Devonport Planning Scheme;
- Virtually inspected the subject site and surrounds;
- Reviewed the architectural plans prepared by Oramatis Studio;
- Reviewed the Traffic Impact Assessment prepared by Ratio Consultants;
- Reviewed the Environmental Noise Assessment prepared by Marshall Day Acoustics and dated 13 July 2022;
- Reviewed the Environmental Site Assessment prepared by Fyfe; and
- Reviewed the Landscape Plan prepared by Oxigen Pty Ltd.



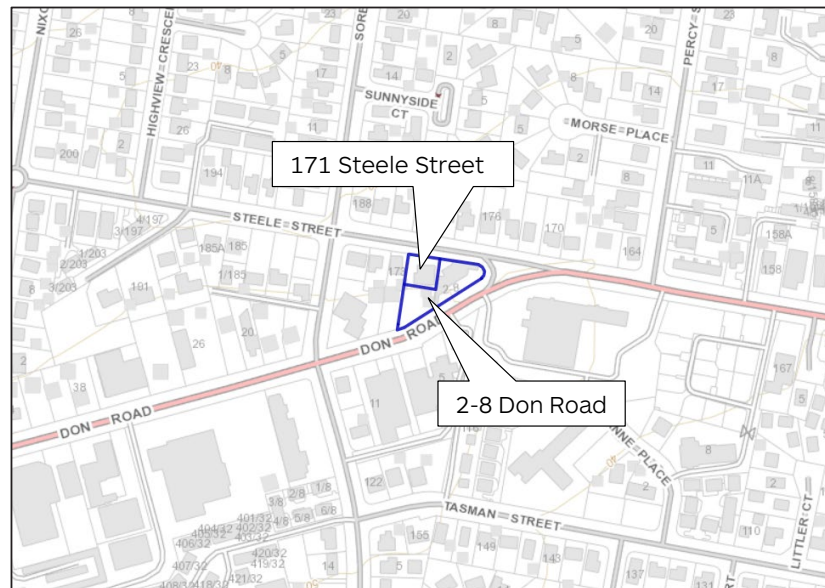
2 Site Analysis:

2.1 Subject Site

The subject site comprises 2-8 Don Road and 171 Steele Street, Devonport. The site is located on the north-western side of Don Road and the southern side of Steele Street (refer to **Figure 2.1**). Combined, it is roughly triangular in shape and has wide frontages to both streets.

The allotments are formally referred to as Lot 1 on Diagram 77497 and Lots 2 and 3 on Diagram 72228.

Figure 2.1: Cadastral map of the subject site and surrounds



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

The key features of the subject site are as follows:

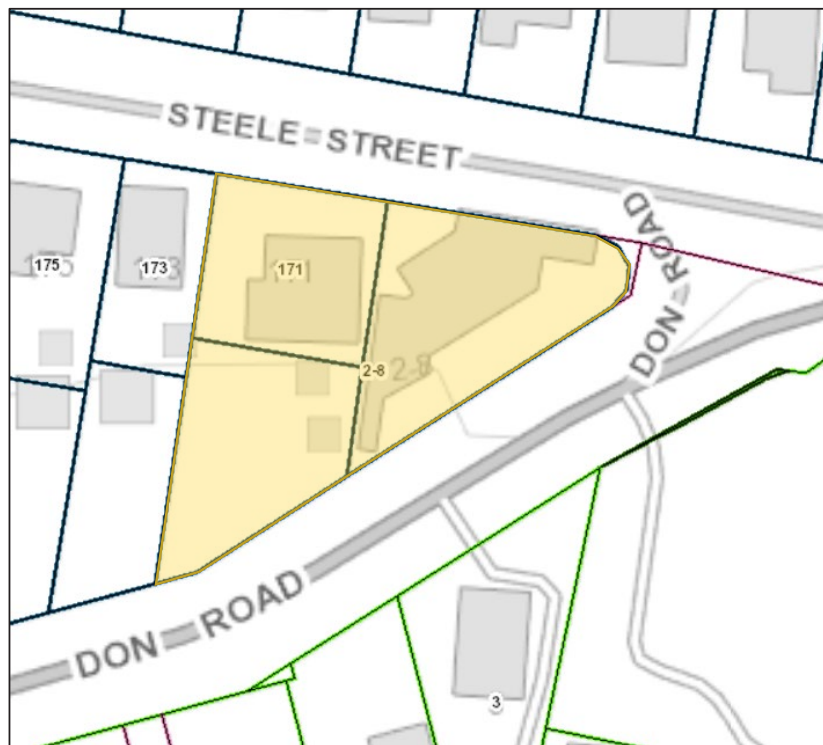
2-8 Don Road

- 2-8 Don Road is a consolidated allotment comprising two irregularly shaped lots on the north-western side of Don Road (refer to **Figure 2.2** and **Figure 2.6** below).
- It is irregularly shaped and has a total area of 1,791.41 square metres and frontage width to Don Road of approximately 87 metres.
- Both lots are currently vacant, however, previously there was a single storey brick building on No. 2 (eastern lot) with two small outbuildings on No. 8 (western lot). Refer to **Photo 1**, **Photo 2**, **Photo 3**, and **Photo 4** below. We understand the historic use of part of the site was for the purpose of a service station.
- Vehicle crossings currently exist on the south-western side of the site to Don Road and on the northern side to Steele Street.
- The site falls by approximately 3.6 metres from south to north and by approximately 2.4 metres from south-west to north-east.
- There are no easements, covenants or restrictions registered on the Certificate of Title.
- There is a sewer main which traverses the site horizontally (east-west) as well as a stormwater main that traverses the site vertically (north-south).

171 Steele Street

- 171 Steele Street is rectangular, with the following dimensions (refer also to **Figure 2.2** and **Figure 2.6** below):
 - North (Steele Street): 26.9 metres.
 - East: 26.2 metres
 - South: 26.9 metres
 - West: 25.9 metres
- The site has a total area of approximately 700.18 square metres.
- It is currently occupied by a single storey rendered brick dwelling (refer to **Photo 5** below).
- Vehicular access is provided via a single width crossing on the western side of the frontage.
- The site falls by approximately 2 metres from south to north.
- There are no easements, covenants or restrictions registered on the Certificate of Title.

Figure 2.2: Cadastral map of the subject site



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 1: No. 2-8 Don Road as viewed from the intersection of Don Road and Steele Street, looking west



Photo 2: No. 2-8 Don Road as viewed from No. 10-12 Don Road car park, looking north-east



Photo 3: Historical photo of No. 2-8 Don Road as viewed from Don Road looking south-west



Source: <https://www.google.com/streetview/>

Photo 4: Historical photo of No. 2.8 Don Road as viewed from Don Road looking north-east



Source: <https://www.google.com/streetview/>

Photo 5: No. 171 Steele Street as viewed from Steele Street, looking south-east



2.2 Current Planning Controls

Zoning

2-8 DON ROAD

2-8 Don Road is currently zoned **Commercial** (refer to **Figure 2.3**). The site frames the northern end of Don Road which is also zoned **Commercial** on both sides for a length of approximately 800 metres.

171 STEELE STREET

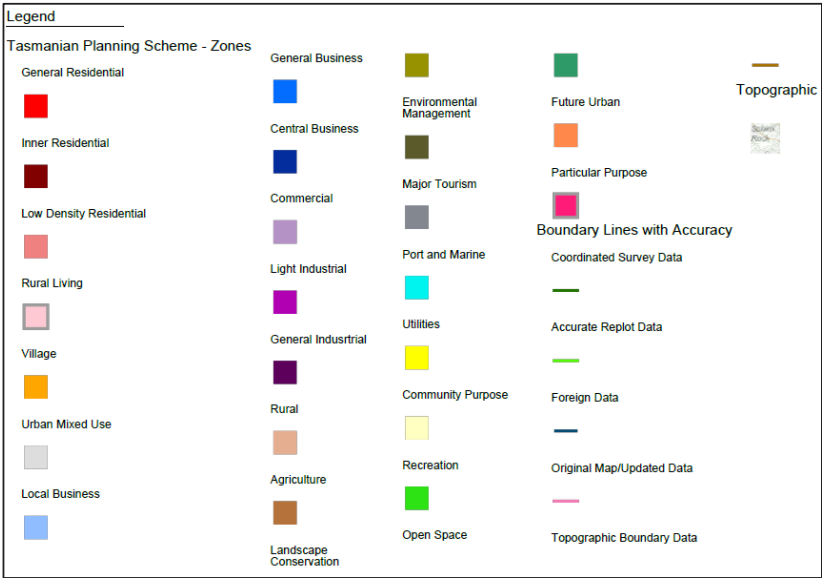
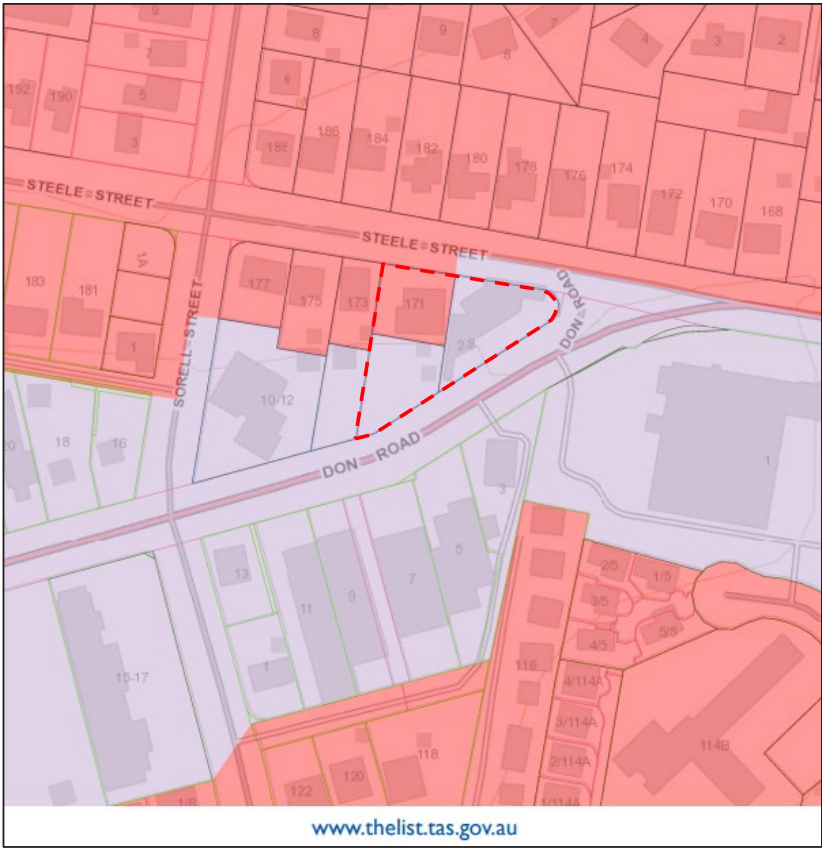
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

Overlays

Both lots are affected by the **Airport Obstacle Limitation Area Code Overlay**, which generally affects land to the south-west of Devonport Airport (refer to **Figure 2.4**).

A small western portion of 171 Steele Street is also affected by the **Priority Vegetation Code Overlay** (refer to **Figure 2.5**).

Figure 2.3: Zoning map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>



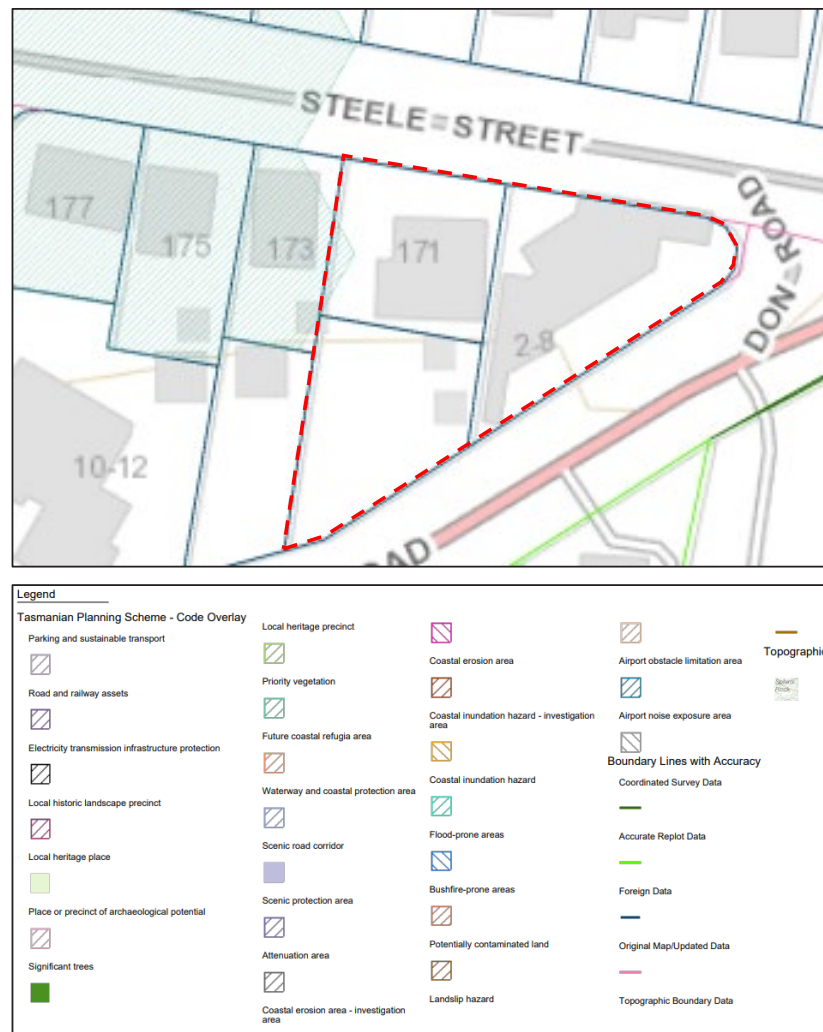
Figure 2.4: Airport Obstacle Limit Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>



Figure 2.5: Priority Vegetation Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

2.3 Surrounding Land

Don Road

As discussed above, land to the south and west of the site along both sides of Don Road is within the **Commercial Zone**. This section of Don Road is an established commercial precinct which includes a range of land uses but primarily Bulky Goods Sales and Business and Professional Services.

Built form along Don Road is accordingly also varied. Generally, buildings are single storey, of a commercial/industrial expression and most are set back from Don Road to provide for paved car parking.

Business identification signage is prominent.

Refer to **Photo 6** and **Figure 2.7** below.

Photo 6: Don Road looking south-west, from the south of the subject site



Steele Street

Land along Steele Street is within the **General Residential Zone**, as mentioned above. Within the vicinity of the subject site, built form is predominantly characterised by single storey detached residential dwellings of various construction.

Along the southern side of Steele Street, residential properties typically share at least one boundary with an adjoining commercial use on Don Road.

Refer to **Photo 7** and **Figure 2.6** below.

Photo 7: Steele Street looking west, from the east of the subject site



Adjoining Properties

With respect to the immediately surrounding land:

NORTH

- To the immediate north of the subject site is Steele Street, a local road with a single lane of traffic in each direction.
- Further north are Nos. 176 – 182 Steele Street which are a series of detached single storey residential dwellings (refer to **Photo 8**).

Photo 8: Residential dwellings opposite the site to the north



EAST

- To the immediate east of the subject site is the continuation of Steele Street, beyond the intersection with Don Road.
- Further east is No. 1 Don Road which is occupied by a used car dealership (refer to **Photo 9**).

Photo 9: View east of the subject site



SOUTH

- To the immediate south of the site is Don Road, a local road with a single lane of traffic in each direction.
- Further south are Nos. 3 – 13 Don Road comprising a series of properties with various land uses, including residential and bulky goods retail (refer to **Photo 10**).

Photo 10: Properties opposite the site on Don Road



WEST

- To the immediate west of 2-8 Don Road is No. 10-12 Don Road, which comprises two offices within a single storey commercial building on a large allotment with extensive paving for car parking (refer to **Photo 11**).

Photo 11: 10-12 Don Road



Source: <https://www.google.com/streetview/>

- To the immediate west of 171 Steele Street is No. 173 Steele Street which is occupied by a single storey detached residential dwelling (refer to **Photo 12**).

Photo 12: No. 173 Steele Street



2.4 Locational Attributes

The broader locality includes a range of commercial, transport, community and recreational services, including (measured 'as the crow flies'):

- Don Reserve, located approximately 1km west.
- Bass Highway, located approximately 1.6km south-west.
- Hillcrest Primary School, located approximately 940 metres south-west.
- Tas TAFE, located approximately 840 metres south-east.
- Devonport central business district, located approximately 1.6km east.

Figure 2.6: Aerial photograph of the subject site and adjoining properties



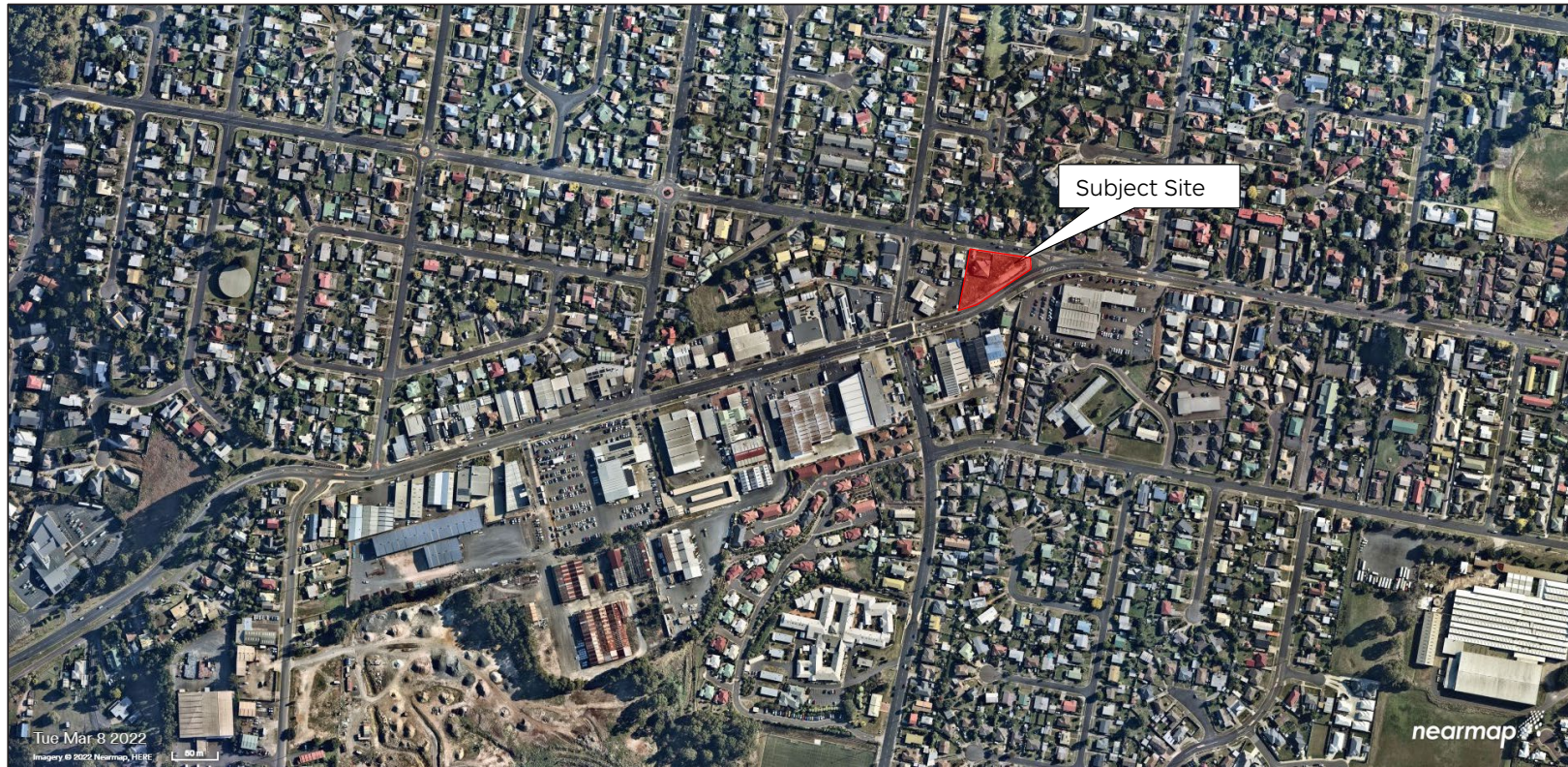
Source: <https://www.nearmap.com/au/en>



Section 40T Report – 2-8 Ron Road & 171 Steele Street, Devonport

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Figure 2.7: Aerial photograph of Don Road



Source: <https://www.nearmap.com/au/en>

3 The Proposed Planning Scheme Amendment:

3.1 Purpose of and Rationale for the Proposed Amendment

As outlined in Section 1.1 of this report, it is proposed to amend the planning scheme to rezone the land at No. 171 Steele Street from **General Residential** to **Commercial** (as shown below in **Figure 3.1**) in order to facilitate the use of the whole site (171 Steele Street and 2-8 Don Road) as a service station. This is because the **General Residential Zone** prohibits the use of 171 Steele Street for Vehicle Fuel Sales and Service (pursuant to the Use Table at Clause 8.2 of the State Planning Provisions).

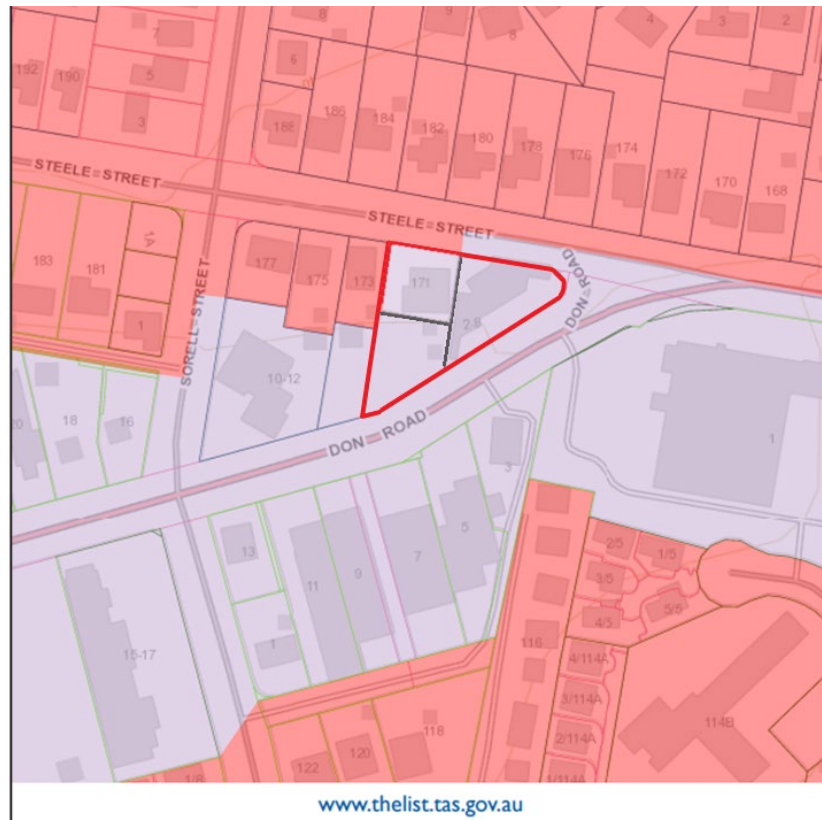
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- The dwelling at No. 171 Steele Street was historically associated with the activities undertaken at No. 2-8 Don Road which is evidenced by the fact that it gained vehicular access via Don Road through No. 2-8 until after that site was recently cleared.
- It is also apparent by the siting of the dwelling on the allotment where it is situated close to the eastern and southern boundaries.
- If No. 2-8 Don Road were to be developed for a commercial activity, the potential amenity impacts of this on the dwelling at 171 Steele Street will be exacerbated by its siting.
- Further to the above, the irregular double triangle shape of No. 2-8 Don Road makes it difficult in our view for a development of that site to comply with the setback requirement of Acceptable Solution 2 of Clause 17.4.2 which sets out a 4-metre setback from adjoining land within a **General Residential Zone**.
- It also follows that the siting of the dwelling at No.171 Steele Street means that compliance with Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme will also be potentially compromised as the dwelling will very likely receive a poor outlook from its eastern and southern vantages (see **Photo 13** below).
- In addition to side setback requirements, any development of 2-8 Don Road will also be disadvantaged by the shape of the allotment when it comes to front setbacks, particularly when accounting for the necessity of providing on site car parking.
- Rezoning 171 Steele Street to **Commercial** will therefore allow a consolidated development outcome to be achieved over the combined allotment which provides greater flexibility for any proposed design to address matters of building siting, impacts on the amenity of the adjoining residential use and the provision of car parking. Importantly, the rezoning as proposed will not result in a fragmentation of zoned land and will in effect 'square off' Commercial land as it relates to the Don Road commercial corridor.
- We also submit that the removal of No. 171 Steele Street from the **General Residential Zone** will not unreasonably disrupt the residential character of Steele Street, noting again that the overall subject site frames one side of the intersection with Don Road which is distinctly commercial in nature.
- From a land use planning perspective, we note that the proposed rezoning won't threaten or compromise the hierarchy of activity centres within Devonport as it will essentially be a minor extension of the existing commercial spine of Don Road.



- The proposal also won't cause the fragmentation of either the **General Residential** or the **Commercial Zone**.

Figure 3.1: Proposed zoning



Source: Edited extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 13: View of south and east interfaces of No. 171 Steele Street through the subject site



3.2 Land Use Planning and Approvals Act 1993

Section 40(T) – Permit application that requires amendment of LPS

This application for a planning scheme amendment and permit application is made pursuant to Section 40T of the *Land Use Planning and Approvals Act 1993*. The application is consistent with the relevant requirements of Section 40T as outlined in **Table 1** below.

Table 1: Section 40T assessment

Provision	Response
<p>Subsection (1)</p> <p><i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i></p> <p>(a) <i>make an application to the planning authority for a permit, which permit could not be issued unless the LPS were amended as requested; and</i></p> <p>(b) <i>request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.</i></p>	<p>Complies</p> <p>This is a combined planning scheme amendment and permit application, whereby the use proposed is prohibited on part of the subject site (171 Steele Street) due to its current zoning.</p> <p>It is hereby requested that Council considers this request to amend the zoning of the land at 171 Steele Street at the same time as considering the permit application to use and development the subject site for Vehicle Fuel Sales and Service.</p>
<p>Subsection (2)</p> <p><i>An application for a permit</i></p>	<p>Complies</p> <p>This application for a permit is</p>



<i>under subsection (1) is to be in a form, if any, approved by the Commission.</i>	accompanied by a Council planning permit application form.
<p>Subsection (3)</p> <p><i>A planning authority must not refuse to accept a valid application for a permit, unless the application does not include a declaration that the applicant has –</i></p> <p>(a) <i>notified the owner of the intention to make the application; or</i></p> <p>(b) <i>obtained the written permission of the owner under subsection (6).</i></p>	<p>Complies</p> <p>The written consent of the landowner/s has been obtained pursuant to subsection (6). This is provided at Appendix B to this report.</p>
<p>Subsection (4)</p> <p><i>For the purposes of subsection (3), a valid application is an application that contains all relevant information required by the planning scheme applying to the land that is the subject of the application.</i></p>	<p>Complies</p> <p>This application contains all relevant information required by the planning scheme applying to the subject site.</p>
<p>Subsection (5)</p> <p><i>If –</i></p> <p>(a) <i>an undertaking is in respect of a combination of uses or developments or of one or more uses and one or more developments; and</i></p> <p>(b) <i>under a planning scheme any of those uses or developments requires a permit to be granted –</i></p> <p><i>a person may, in the one application under subsection (1), apply to the planning authority for a permit with respect to the undertaking.</i></p>	<p>Not applicable</p> <p>This application is for one use and development only.</p>
<p>Subsection (6)</p> <p><i>An application for a permit under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land and the</i></p>	<p>Complies</p> <p>This application is accompanied by the written consent of the landowner / signed consent form.</p>



<p><i>relevant planning scheme does not provide otherwise –</i></p> <p>(a) <i>be signed by each owner of the land; or</i></p> <p>(b) <i>be accompanied by the written permission of each owner of the land to the making of the request.</i></p>	
<p>Subsection (7)</p> <p><i>Subsection (6) does not apply to an application for a permit to carry out mining operations, within the meaning of the Mineral Resources Development Act 1995, if a mining lease or a production licence which authorises those operations has been issued under that Act.</i></p>	<p>Not applicable</p> <p>This is not an application for a permit to carry out mining operations.</p>

Section 34 – LPS criteria

Section 34(2) of the *Land Use Planning and Approvals Act 1993* contains the assessment criteria to be met by a draft amendment of the LPS. The compliance of this application with the relevant Section 34(2) criteria is set out in **Table 2** below.

Table 2: LPS criteria assessment

Criteria	Response
<p>Subsection (2)(a)</p> <p><i>contains all the provisions that the SPPs specify must be contained in an LPS; and</i></p>	<p>Complies</p> <p>This proposal seeks to rezone No. 171 Steele Street to the Commercial Zone and does not propose to override existing provisions in the SPPs.</p>
<p>Subsection (2)(b)</p> <p><i>is in accordance with section 32; and</i></p>	<p>Complies</p> <p>As above, the proposal seeks to rely on the existing SPP provisions through the application of an existing zone with no modifications.</p>
<p>Subsection (2)(c)</p> <p><i>further the objectives set out in Schedule 1; and</i></p>	<p>Complies</p> <p>An assessment of the proposal against the Objectives of Schedule 1 to the <i>Land Use Planning and Approvals Act 1993</i> is provided below at Section 3.3 of this report.</p>
<p>Subsection (2)(d)</p> <p><i>is consistent with each State</i></p>	<p>Complies</p> <p>An assessment against the 3</p>



<i>policy; and</i>	State Policies currently operational in Tasmania is provided below at Section 3.4 of this report.
Subsection (2)(da) <i>satisfies the relevant criteria in relation to the TPPs; and</i>	Not Applicable There are no current TPPs.
Subsection (2)(e) <i>as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Cradle Coast Regional Land Use Strategy 2010-2030 is provided below at Section 3.5 of this report.
Subsection (2)(f) <i>has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Devonport City Council's Strategic Plan 2009-2030 is provided below at Section 3.6 of this report.
Subsection (2)(g) <i>as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and</i>	Not applicable The subject site affected by this proposal is not located adjacent to another municipal area.
Subsection (2)(h) <i>has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.</i>	Not applicable The subject site is not located inside or close to a declared gas pipeline corridor.

3.3 Objectives of Schedule 1 to the Land Use Planning and Approvals Act 1993

The proposal is consistent with the relevant Objectives of Schedule 1 to the *Land Use Planning and Approvals Act 1993* as set out below:

Part 1 – Objectives of the Resource Management and Planning System of Tasmania

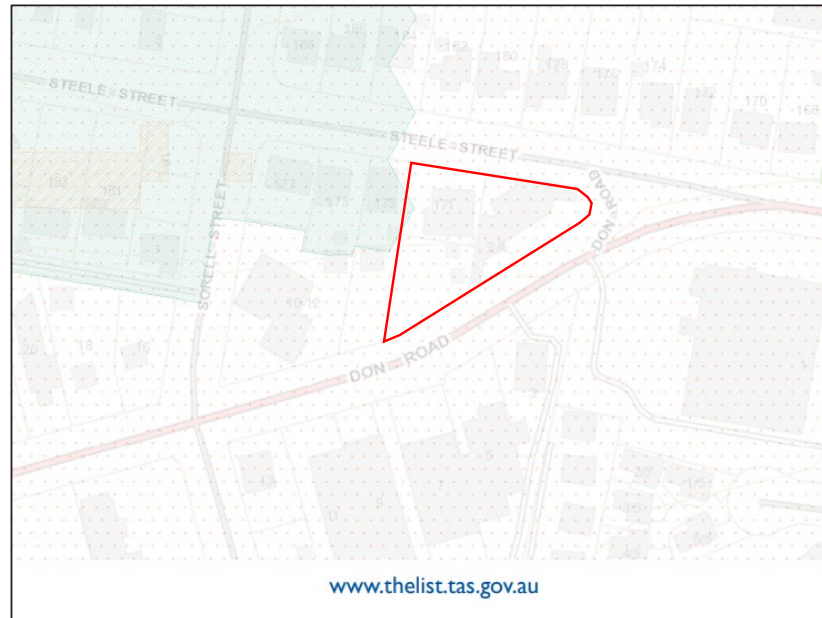
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

Whilst it is acknowledged that part of No. 171 Steele Street is affected by the Priority Vegetation Code Overlay, the proposal will not inhibit any identified natural or physical resources, ecological process or genetic



diversity. As depicted in **Figure 3.2** below, the subject site and surrounding properties are mapped in the '(FUR) urban areas' community type in TASVEG¹, which has no native floristic communities.

Figure 3.2: TASVEG map of subject site and adjoining properties



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

It is therefore submitted that the rezoning of No. 171 Steele Street as proposed will not result in or facilitate the loss of priority native vegetation. Refer also to **Photo 14** below, which shows the western portion of No. 171 Steele Street and its interface with No. 173 Steele Street where the Priority Vegetation Code Overlay applies.

Photo 14 demonstrates that there is no significant native vegetation on the site in this location and it therefore follows that the rezoning of this portion of the site to **Commercial** will not compromise the purpose of the Natural Assets code to protect native vegetation.

It is also noted that this application does not seek the removal of the Priority Vegetation Code Overlay from the subject site.

¹ Digital map of Tasmania's vegetation, Department of Natural Resources and Environment

Photo 14: Western interface of No. 171 Steele Street



(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

The development to be facilitated by the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** will result in an overall improved outcome for residential amenity than if 2-8 Don Road was to be developed individually and 171 Steele Street remained a residential dwelling. This is because, as noted in Section 3.1 of this report, the existing dwelling at No. 171 Steele Street is sited hard against its southern and eastern boundaries, meaning that it is very likely to receive a poor outlook and loss of daylight at these interfaces should 2-8 Don Road be developed. As mentioned, the shape of 2-8 Don Road exacerbates this potential issue because it compromises the ability of a development to comply with the residential interface setback requirement of Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme.

It is submitted that the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** is consistent with orderly planning principles. This is because it will form a consolidated development with No. 2-8 Don Road which frames the northern end of the Don Road commercial strip. As such, the proposal will not result in fragmentation or isolation of land in either zone. It is also noted that the treatment of Nos. 2-8 Don Road and 171 Steele Street as a consolidated site is consistent with its historic use as outlined in Section 2.1 of this report.

Finally, as discussed above in this section, the proposed rezoning will not result in or facilitate the loss of priority native vegetation and it is therefore considered to be consistent with the sustainable development of the land.

(c) to encourage public involvement in resource management and planning; and

This application is subject to the legislated public exhibition requirements of the *Land Use Planning and Approvals Act 1993* at Division 3 (Amendment of LPSS), Subdivision 2 (Public exhibition) and Section 40Z.



- (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*

As mentioned throughout sections 2 and 3 of this report, the proposed rezoning will facilitate the consolidated development of Nos. 2-8 Don Road and 171 Steele Street. This will achieve economic uplift for the existing vacant 2-8 Don Road site which might otherwise not be developed due to the constraints imposed by the irregular dimensions of the allotment.

- (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

This proposal is made in accordance with the framework set out by the *Land Use Planning and Approvals Act 1993*, which provides clear direction and guidance as to the roles of government, the community and the private sector in resource management and planning.

Part 2 – Objectives of the Planning Process Established by this Act

- (a) to require sound strategic planning and co-ordinated action by State and local government; and*

The amendment advances sound strategic planning by facilitating consolidated commercial development within an established commercial corridor.

- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

This proposal does not seek to alter the existing system of planning instruments in practice under the State Planning Provisions or Devonport Local Provisions. Instead, the proposal seeks to implement the **Commercial Zone** in its current form to part of the subject site.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

As outlined in the responses to Part 1 (a) and (b) above, the proposal will not cause unreasonable detriment to the environment through the loss of native vegetation, will facilitate fairer development outcomes with regards to residential amenity and will advance the economic development of currently unused land in the **Commercial Zone**.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

The proposal is not contrary to this objective, noting again that it relates only to the rezoning of land at No. 171 Steele Street and does not seek to alter any other aspect of the Devonport Local Provisions Schedule.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

The proposal achieves this objective by virtue of the established process for combined scheme amendment and permit applications set out by Section 40T of the *Land Use Planning and Approvals Act 1993*.

- (f) to promote the health and wellbeing of all Tasmanians and visitors*



to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and

As mentioned throughout sections 2 and 3 of this report, the proposal will facilitate a consolidated development outcome on a site which is otherwise highly constrained by its dimensions and zone interface contact. A consolidated outcome is desirable in this location because any development of 2-8 Don Road in isolation is likely to cause unreasonable detriment to the existing dwelling at No. 171 Steele Street by virtue of that dwelling's siting in combination with the irregular dimensions of No. 2-8 Don Road.

Further, as demonstrated in the supporting material to the planning application (application and landscape plans, traffic impact assessment, environmental noise assessment and contamination report), the development facilitated by this proposal will make efficient use of the site and result in an appropriate interface to and transition with the **General Residential Zone**.

(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and

The dwelling at No. 171 Steele Street is not identified as being of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value. Further, it does not contain any registered artifacts of Aboriginal or European heritage. The proposed rezoning of the land is therefore of no concern in this regard.

(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and

This proposal will not compromise the orderly provision and coordination of public utilities and other communities. In particular, the traffic impact assessment prepared to support the planning application demonstrates that the proposal results in acceptable traffic outcomes.

(i) to provide a planning framework which fully considers land capability.

This proposal is consistent with the planning framework set out by the *Land Use Planning and Approvals Act 1993*.

3.4 State Policies

There are currently three State Policies made by the Governor of Tasmania under the *State Policies and Projects Act 1993*.

Tasmanian State Coastal Policy 1996

The site affected by this proposal is located more than 1km away from the coastline and therefore this policy does not apply.

State Policy on Water Quality Management 1997

This policy seeks to implement water quality management principles to maintain and enhance water quality by mitigating pollution discharged to waterways, monitoring polluters and promoting integrated catchment management. It is noted that No. 171 Steele Street is not within an identified area of coastal hazard, flood hazard or a waterway and coastal protection area.



It is therefore submitted that the development of the land to be facilitated by the proposed amendment can be appropriately managed through the existing regulatory approvals framework to ensure that stormwater discharged from hard surfaces at the site without causing degradation of water quality or erosion.

State Policy on Protection of Agricultural Land 2009

The proposal is not affected by this policy.

3.5 Cradle Coast Regional Land Use Strategy 2010-2030

The subject site sits within the Devonport City Council municipal boundaries which is subject to the Cradle Coast Regional Land Use Strategy 2010-2030 (CCRLUS).

The purpose of the CCRLUS is to *'provide strategic foundation for land use planning in the Cradle Coast Region of northwest Tasmania which provides a perspective on planning issues of regional significance'*. The strategy promotes *'wise use of natural and cultural resources, a prosperous regional economy, liveable and sustainable communities and planned provision for infrastructure and services'*.

The vision of the CCRLUS is as follows:

- (a) *The Cradle Coast Region is a sustainable and dynamic place, where a diverse and secure economy remains competitive in a global environment by building on responsible use of natural and cultural advantages and reflecting big new ideas.*
- (b) *The Region's communities and centres are individually distinctive, but are also well connected, attractive, efficient, healthy, safe and viable. Communities offer a choice of options as accessible, functional and affordable places in which to live, work, visit and invest.*
- (c) *Communities celebrate their personal and collective identity and connectedness, value their health and well-being, and accommodate the rights and interests of all.*
- (d) *There is a culture of innovative and long-term thinking, with ready access to information, knowledge and learning promoting confidence and enabling creative actions that influence change and continuously prepare for the future.*
- (e) *The Region's air, water, land and complex natural systems, wild and human landscapes, economic and renewable resources, and social and cultural values are understood, respected and well cared for.*
- (f) *Coordinated action within and external to the Region delivers positive outcomes for land use and resource management, infrastructure and service provision, adaptation to climate change, and transition to renewable energies and efficient technologies.*

The achievement of the vision of the CCRLUS is guided by four policy groups which each set out a number of objectives, policies and strategies. Responses against each of the provisions that have relevance to this proposal are provided in the below tables.



Policy Group 1: Wise Use of Resources – Respect for what is valued

STRATEGIC OUTCOMES

Use and development of natural and cultural resources in the Cradle Coast Region –

- *safeguards the life supporting properties of air, water and land.*
- *maintains and enhances the health and security of biodiversity and ecological processes.*
- *provides sustainable access to natural resources and assets in support of human activity and economic prosperity.*
- *recognises and respects natural and cultural heritage.*
- *promotes the optimum use of land and resources.*

Table 3: Policy Group 1 (Wise Use of Resources – Respect for what is valued) Assessment

Land Use Policies for a Changing Climate

Land use planning processes for mitigation and adaption –

- a) *Promote outcomes which reduce carbon emissions and increase energy efficiency in a manner consistent with and appropriate to furthering declared Commonwealth and State policies and targets.*
- b) *Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, health care, retail and personal services and social and recreation facilities, including –*
 - i. *a greater mix and less dispersal or segregation in the nature and distribution of land use.*
 - ii. *provision of local activity centres where there is a concentrated mix of activity for shopping, working, studying, recreation and socialising clustered at readily accessible locations.*
 - iii. *improvement in the level of internal connectedness and convenience for pedestrian, cycle and public transport options.*
 - iv. *increase in urban densities for residential and commercial use.*
 - v. *location of employment opportunities within a greater number of centres and at a rate commensurate with local need.*
 - vi. *minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations.*
- c) *Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work. The mix and locations of these may need to be more flexible in remote locations isolated from reliable and accessible road and rail freight networks.*
- d) *Promote energy efficient urban places and facilitate energy efficient buildings through design and construction requirements for subdivision layout, building disposition, and the use of materials and landscaping which maximise solar access and natural lighting,*



natural heating, cooling and ventilation, and the use of low energy and recovered materials, energy and resources.

- e) *Facilitate non-carbon energy alternatives, renewable energy and energy recovery projects which enhance transition to a carbon-neutral society, including –*
 - i. *stand-alone commercial scale installations in locations where there will be an acceptable level of impact on cultural, economic and natural resource values and on the amenity of designated sensitive use areas.*
 - ii. *installations forming a directly associated and subservient part of a use or development.*
 - iii. *domestic-scale installations in all locations.*
- f) *Facilitate carbon capture and storage, including by geological sequestration, soil carbon in agriculture, reafforestation and control on the clearing of vegetation.*
- g) *Apply sound risk management practices.*

Response:

The proposed rezoning will enable the delivery of a consolidated development outcome which is adaptable and contributes to the realisation of a compact city and provision of commercial services required to support both the local and broader community of Devonport.

In particular, we note that considerable provision for electric vehicle charging infrastructure is made in the proposed design response, and this is an aspect of the facility's offerings that can be expanded to meet increasing demand.

The proposed rezoning to **Commercial** is also consistent with the policy direction to promote compact urban expansion as the site is strategically located at the northern end of the Don Road commercial strip.

Land Use Policies for Water Management

Land use planning processes –

- a) *Use catchments as the ecological and hydrological unit of meaningful scale for planning and land management.*
- b) *Identify the surface water and ground water features, hydrological function, and natural features and areas necessary for the ecological and hydrological integrity of catchments.*
- c) *Require catchments, natural water courses and water bodies be adequately buffered against likelihood for resource development, economic activity, utilities and settlement to have adverse effect on –*
 - i. *existing and known likely drinking water supplies.*
 - ii. *surface water, ground water, and water bodies susceptible to impact due to extraction of water or the addition of nutrients, sediments and pollutants.*
 - iii. *hydrological function of water, including its chemical and physical properties, and its biological interaction with the*



environment.

- d) *Limit modification of natural drainage systems, including change in channel alignment and in the nature of the stream beds and flow rates.*
- e) *Impact on water quality by runoff from adjacent use or development.*
- f) *Promote sustainable water use practices including water harvesting and recycling such as Water Sensitive Urban Design for stormwater and waste water.*
- g) *Require retention and rehabilitation of native vegetation within riparian and foreshore areas.*
- h) *Require urban and rural land use or development incorporate measures to manage diffuse and point source pollution from storm water and waste water discharge in accordance with the Tasmanian State Policy on Water Quality Management 1997 and the Tasmanian State Stormwater Strategy 2010.*

Response:

We note that the land subject to this rezoning proposal does not form part of a catchment. Accordingly, it is submitted that there are no implications for water management within the region arising from the proposed rezoning. We note that any development of the land will be subject to any drainage and water sensitive urban design objectives of the planning scheme or other similar controls.

Land Use Policies for Land

Land use planning processes –

- a) *Recognise land is an irreplaceable and exhaustible resource.*
- b) *Ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social for the region's communities benefit at least cost to natural values.*
- c) *Identify land for –*
 - i. *Protection and conservation.*
 - ii. *Primary production.*
 - iii. *Economic activity.*
 - iv. *Settlement.*
 - v. *Community, transport and utility infrastructure.*
 - vi. *Tourism and recreation.*

Response:

The proposal to rezone 171 Steele Street to **Commercial** is consistent with the above policies as it will facilitate a consolidated development outcome at the northern end of an existing commercial shopping strip within the same zone. It is also noted that the site has no identified cultural, aesthetic or geographical value which would be compromised by the **Commercial Zone**.

Land Use Policies for Air



Land use planning processes recognise the importance of clean air to climatic and biological health and –

- a) Maintain standards for natural air quality within the Region.*
- b) Promote development which satisfies or exceeds applicable regulatory standards for air quality.*
- c) Buffer development with potential to create adverse effects by nuisance and pollutant emissions from settlement areas.*

Response

There will be no implications for air quality in the region as a result of the proposed rezoning. In particular, it is noted that the **Commercial Zone** includes use and development standards which are designed to mitigate the potential impacts of nuisance and pollutant emissions on adjoining residential land.

Policy Group 2: Support for Economic Activity – A diverse and robust economy

STRATEGIC OUTCOMES

Prosperity and liveability of the Cradle Coast Region is achieved through economically, socially and environmentally sustainable development. Land use planning –

- Facilitates regional business through arrangements for the allocation, disposition and regulation of land use which promote diversification, innovation and entrepreneurship and avoid unnecessary restraint on competition and cost for compliance.*
- Promotes use and development which maximises the Region's economic potential in key sectors with deep capacity and potential for sustained growth and economic return or a clear strategic advantage.*
- Improves the social and environmental sustainability of the State and regional economy by allowing economic development and employment opportunities in a range of locations while respecting the link between a healthy environment and a healthy economy.*
- Supports and grows liveable regional communities through coordinate action aligned with State and regional economic development plans specific to the issues, challenges and opportunities of the Region.*

Table 4: Policy Group 2 (Support for Economic Activity – A diverse and robust economy) Assessment

Land Use Policies for Economic Activity and Jobs

Land use planning processes for –

3.3.1 Economic Activity

- a) Facilitate supply of employment land in all settlement areas for industrial, business and institutional use including in residential locations and recognise the unique economic circumstances that exist on King Island.*
- b) Recognise the implication of enhanced capacity in digital communication to diminish location dependencies for economic activity and provide the Region with competitive equality and*



- opportunity for new business ventures in non-traditional sites.*
- c) *Ensure locations for employment use accommodate new forms and changing patterns of economic activity.*
 - d) *Promote provision of employment land in locations where –*
 - i. *Land is physically capable of development.*
 - ii. *Transport access and utilities can be provided at reasonable economic, social and environmental cost.*
 - iii. *There is an access to resource, energy, communication, and workforce.*
 - iv. *Sufficient separation can be provided to buffer impact on natural values, economic resources and adjoining settlement.*
 - v. *Local strategy on King Island identifies a need for alternative approaches to recognise the unique circumstances of the local island economy.*
 - e) *Protect designated economic activity and employment lands against intrusion by alternate forms of use or development.*
 - f) *Indicate necessary infrastructure must be planned or available and protected to support current and forecast employment needs.*
 - g) *Convert employment land to non-employment use only where –*
 - i. *The land is not required for the employment purpose for which it is designated; or*
 - ii. *The land is incapable of effective use for employment purposes over the long- term; and*
 - iii. *Conversion will not adversely affect the overall efficiency of other employment land in the vicinity;*
 - iv. *There is a need for the conversion; and*
 - v. *The land is suitable for the proposed alternative purpose.*

Response:

This amendment proposal seeks to include what could be considered as surplus land within the **Commercial Zone** at the northern edge of an established linear retail strip which contributes to local employment in the region. It is therefore sound and will enrich economic outcomes in the locality without causing unreasonable detriment to its surrounds nor detract from the economic viability of other identified centres.

Land use planning processes for –

3.3.9 Business and Commercial Activity

- a) *Facilitate convenient access in each settlement area to food and convenience goods retailers and services.*
- b) *Promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand, and relationship to the wider regional market.*
- c) *In this regard Devonport, Burnie, Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will provide regional or district business and commercial service roles in addition to*



meeting local demand.

- d) Facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context.*
- e) Promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need.*
- f) Maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones.*
- g) Promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality.*
- h) Prevent linear commercial development.*
- i) Prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas.*
- j) Provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods.*
- k) Restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres.*
- l) Require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse effect on established town centres and the regional pattern of retail and service provision.*

Response:

This proposal is consistent with business and commercial activity policies as follows:

- It represents a modest extension to an existing patch of commercial zoned land at the edge of an established centre.
- The **Commercial Zone** applies to all land in this section of Don Road.
- The rezoning will not result in 'leakage' of commercial and retailing activities from preferred areas.
- The modest additional commercially zoned land will facilitate the consolidated development of a service station which will serve a local catchment and will not detract from other commercial activity within the region.
- As an established commercial strip, Don Road can accommodate the additional traffic generation associated with the proposal.
- The development outcome to be consolidated by the proposed rezoning will utilise the site's two street frontages and it is therefore submitted that the proposal will not inappropriately contribute to linear commercial development (noting that Don Road is an existing linear commercial strip).



Policy Group 3: Places for People – Liveable and sustainable communities

STRATEGIC OUTCOMES

Regional settlements provide liveable and sustainable communities where –

- *The growth and development of centres is contained to create functional places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified economic, natural or cultural value.*
- *The pattern of settlement provides a network of compact, well connected and separate centres each with individual character and identity.*
- *Land supply is matched to need and there is a balance of infill and expansion.*
- *There is coordinated and equitable access to provision of regional level services.*
- *Each settlement provides an appropriate level of local development and infrastructure facilities to meet locally specific daily requirements in employment, education, health care, retail, and social and recreation activity for its resident population.*
- *Each settlement provide a healthy, pleasant and safe place in which to live, work and visit.*
- *There is diversity and choice in affordable and accessible housing.*
- *People and property are not exposed to unacceptable levels of risk.*
- *Transport, utility and human service infrastructure is planned and available to meet local and regional need.*
- *Energy and resource efficiency is incorporated into the design, construction and operation of all activities.*

Table 5: Policy Group 3 (Places for People – Liveable and sustainable communities) Assessment

Land Use Policies for Managing Growth and Development
<p><i>Land use planning processes for –</i></p> <p>4.3.1 Urban Settlement Areas</p> <p>a) <i>Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.</i></p> <p>b) <i>Promote established settlement areas as the focus for growth and development.</i></p> <p>c) <i>Promote optimum use of land capability and the capacity of available and planned infrastructure service.</i></p> <p>d) <i>Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.</i></p> <p>e) <i>Accommodate growth and development for each of the centres identified in Table B4.5 through either –</i></p> <p>i. <i>A Stable Growth Strategy which promotes growth and development within the established boundaries of the</i></p>



- nominated settlement area without priority for intensification;
or*
- ii. A Contained Growth Scenario which promotes a mix of intensification and strategically planned expansion on the established boundaries of the nominated settlement centre.*
- f) Provide a pattern of settlement which maintain –*
 - i. Separated towns, villages and communities.*
 - ii. Visual and functional transitional space between each individual centre.*
 - iii. Absence of linear development or expansion aligned to coastline, ridgeline, or river or road frontage.*
- g) Implement structure plans and regulatory instruments for each centres which –*
 - i. Identify arrangements for intensification through infill, redevelopment and conversion of vacant and under-developed land, including for intensity of buildings and density of population.*
 - ii. Identify arrangements for the expansion of urban boundaries when –*
 - a. There is insufficient capacity within existing designated land to accommodate forecast growth.*
 - b. Areas of expansion are contiguous with established settlement areas.*
 - c. Sequence of release is progressive from established settlement areas and consistent with the capacity and orderly provision of infrastructure services.*
 - d. Compact urban form is retained.*
 - iii. Embed opportunity for a mix of use and development within each centre sufficient to meet daily requirements for employment, education, health care, retail, personal care and social and recreation activity.*
 - iv. Avoid encroachment or adverse impact on places of natural or cultural value within the designated urban boundary.*
 - v. Avoid exclusion or restraint on areas significant for natural or cultural value, resource development or utilities in the vicinity of the designated urban boundary.*
 - vi. Minimise exposure of people and property to unacceptable levels of risk to health or safety.*
 - vii. Promote active and healthy communities through arrangements for activity centres, public spaces, and subdivision layout which facilitate walking and cycling.*
 - viii. Buffer the interface between incompatible use or development.*
 - ix. Facilitate any agreed outcomes for future character.*
 - x. Facilitate reduced carbon emission and improved energy efficiency through requirements for the orientation and placement of lots and buildings, access to solar energy and daylight, and the application of energy generation and efficiency technology and construction techniques.*



- xi. Acknowledge the transient and cyclic nature of resource-based activity in towns such as Rosebery, Zeehan and Grassy and require the legacy of new development for housing, commercial, community, recreation and utility infrastructure does not unreasonable burden the permanent population.*
- xii. Acknowledge the specialist role of centres such as Cradle village, Strahan, Stanley and Waratah as tourist destinations and require new development be consistent with this purpose without alienation or disadvantage to ability for the centre to remain a liveable community for the permanent resident population.*

Response:

The proposed amendment is consistent with policies for managing growth and development as follows:

- The rezoning affects one average sized allotment within the established settlement area of Devonport and as such is consistent with a Stable Growth Strategy.
- The rezoned land will form part of a development on a corner allotment which will read as the northern edge of the established commercial precinct on Don Road.
- The transition between the site and adjoining residentially zoned land is consistent with typical corner site arrangements.
- The rezoning does not inappropriately contribute to, exacerbate or cause linear commercial development.
- The proposal does not encroach on culturally, environmentally or socially significant land.
- The proposal seeks only to rezone the land and does not seek to modify the other use and development controls of the planning scheme which are in place to ensure that best practice risk mitigation is embedded within the planning process.

Land Use Policies for Protecting People and Property

Land use planning processes for risk management –

- a) Recognise land exposed to future or enhanced risk is a valuable and strategic resource that should not be sterilised by unnecessarily excluding use or development.*
- b) Establish the priority for risk management is to protect the lives of people, the economic value of buildings, the functional capacity of infrastructure, and the integrity of natural systems.*
- c) Avoid new essential service, sensitive or inappropriately located use or development on undeveloped land exposed to or affected by a high level of an existing, likely future or enhanced risk, including from inundation and erosion by the sea, flooding, bush fire or landslip.*
- d) Limit opportunity for expansion of existing essential service, sensitive or inappropriately located use and development onto land exposed to or affected by an existing, likely future or enhanced level of risk.*
- e) Limit opportunity for redevelopment and intensification of existing*



essential service, sensitive or inappropriately located use or development on land exposed to or affected by an existing, likely future or enhanced level of risk unless the impact can be managed to be no greater or less than the existing situation.

- f) Promote guidelines and technical measures that which will assist to reduce impact of an existing, likely future or enhanced level of risk and make existing strategically significant places, uses, development and infrastructure assets less vulnerable, including provision for protection, accommodation and abatement, or retreat.*
- g) Require a hazard risk assessment for new or intensified use or development on land exposed to an existing, likely future or enhanced risk, such assessment to address the nature and severity of the hazard, the specific risk factors for the proposed use or development, and the measures required to mitigate any risk having exceedance probability of greater than 1% at any time over the life of the development.*
- h) Ensure current and future landowners and occupiers are put on notice of the likelihood for a future or enhanced level of risk.*

Response:

The land subject to this amendment is not identified as being subject to potential hazards which would expose future development to unacceptable levels of risk (e.g. through landslip, flooding, erosion or bushfires).

Land Use Policies for Facilitating Access to Business and Community Services

Land use planning processes –

- a) Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population.*
- b) Locate business and community service activity reliant for operational efficiency on a regional-scale population or on a single or limited number of sites at Burnie or Devonport, and at Latrobe, Ulverstone, Sheffield, Wynyard, Smithton, Currie and Queenstown.*

Response:

It is submitted that through the facilitation of a consolidated site (on land which is otherwise constrained due to its irregular shape), the proposed rezoning will contribute to a mix of use and development within the locality.

Policy Group 4: Planned Provision for Infrastructure – Support for growth and development

STRATEGIC OUTCOMES

Economic prosperity, liveable settlement and environmental health is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that –



- Ensures infrastructure is planned and available commensurate with the use and development of land.
- Prioritises optimum use of existing infrastructure over provision of new or expanded services.
- Protects the function, capacity and security of existing and planned infrastructure corridors, facilities and sites.

Table 6: Policy Group 4 (Planned Provision for Infrastructure – Support for growth and development) Assessment

Land Use Policies for Integrated Land Use and Planning
<p><i>Land use planning processes –</i></p> <ul style="list-style-type: none"> a) <i>Are integrated and coordinated with strategies, policies and programs contained in or derived from the Tasmanian Infrastructure Strategy planning processes.</i> b) <i>Recognise existing and planned infrastructure provision for services and utilities.</i> c) <i>Promote compact contained settlement areas to –</i> <ul style="list-style-type: none"> i. <i>Assist climate change adaptation and mitigation measures.</i> ii. <i>Optimise investment in infrastructure provision.</i> d) <i>Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to the need of communities and economic activity.</i> e) <i>Require the scale and sequence of growth and development be in accordance with arrangements for the provision of infrastructure.</i> f) <i>Require use or development optimise capacity and function in available and planned infrastructure services and utilities.</i> g) <i>Restrict use or development in locations where provision or upgrade in capacity or function of infrastructure services and utilities cannot be economically or sustainably provided.</i> h) <i>Recognise strategic and substantial infrastructure assets such as airports, railways, major roads and seaports as a distinct land use category.</i> i) <i>Protect infrastructure assets, corridors, facilities sites and systems from use or development likely to create conflict or interference to the operational capacity, function or security of services and utilities, including for road and rail corridors, airport and seaport land, energy generation and distribution corridors, and water catchment and storage areas.</i> j) <i>Minimise permit and assessment requirements for works involving replacement or improvement in the capacity, function or safety of existing infrastructure.</i> k) <i>Limit use or development which has no need or reason to locate on land within an infrastructure corridor, facility or site.</i> l) <i>Promote infrastructure corridors, sites and facilities that –</i> <ul style="list-style-type: none"> i. <i>Minimise adverse effect on areas of natural or cultural value.</i> ii. <i>Minimise adverse effect on the amenity, health and safety of designated settlement areas.</i>



- iii. *Minimise exposure to likely risk from natural hazards.*
- iv. *Collocate services and facilities.*

Response:

The proposed amendment is consistent with policies for integrated land use and planning as follows:

- The subject site is within an established settlement area with good access to infrastructure.
- The additional commercial land created by this proposal is modest and will not place unsustainable demand on the local infrastructure network, including transport systems.
- The proposal does not negatively impact infrastructure and service provision in the region in any other way.

Land use Policies for Transport Systems – Moving freight and people

Land use planning processes for –

5.4.1 Integrated Planning

Are aligned to the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals to deliver connected communities and efficient and safe movement of people and freight in a manner that will drive economic growth, social inclusion and meet climate change challenges.

5.4.4 Road Transport

- a) *Recognise the strategic importance of major road freight and passenger transport corridors identified in the Tasmanian State Road Hierarchy 2006; and*
 - i. *Limit access between priority roads and adjoining land; and*
 - ii. *Limit creation of junctions with local roads.*
 - iii. *Avoid ribbon development aligned along frontages to major transport corridors.*
 - iv. *Direct use or development dependent on high volume freight capacity to locations with ability to readily integrate with major freight routes.*
 - v. *Restrict use or development dependent on high volume freight capacity in locations where there is not an appropriate standard of road freight capacity.*
- b) *Require local road networks provide a high level of accessibility and connectedness to local destinations, including for pedestrian, cycle and public transport.*
- c) *Require traffic generating use or development make arrangements for vehicular access, freight and passenger handling, parking of vehicles, pedestrian and cycle access, and connection to public transport.*
- d) *Promote mixed use communities and use of communication and digital technologies to minimise frequency and distance of travel for daily requirements for employment, education, health care, retail and personal services, and social and recreation activity.*



Response:

The proposal will not compromise the delivery of the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals. Further, it is appropriately located along a main arterial road with good access to the settlement catchment and regional transport networks.

3.6 Devonport City Council Strategic Plan 2009-2030

The overarching vision of Devonport City Council's Strategic Plan 2009-2030 is:

Devonport will be a thriving and welcoming regional City, living lightly by river and sea.

The vision is to be achieved through the delivery of the following five goals:

- *Goal 1 – Living lightly on our environment.*
- *Goal 2 – Building a unique city.*
- *Goal 3 – Growing a vibrant economy.*
- *Goal 4 – Building quality of life.*
- *Goal 5 – Practicing excellence in Governance.*

It is submitted that the proposed planning scheme amendment to rezone No. 171 Steele Street from **General Residential** to **Commercial** is not at odds with the vision and goals of Council's strategic plan. In particular, this proposal will contribute to the local economy by facilitating economic uplift to an otherwise vacant site.



4 The Proposed Use and Development:

4.1 Overview

It is proposed to use and develop the site for the purpose of a Service Station (OTR Devonport - Vehicle Fuel Sales and Services) with an ancillary convenience shop and car wash.

4.2 OTR Service Station and Associated Car Wash Operation Details

- Total floor area of 261.14sq.m for the service station control building and 80.1sq.m for the car wash area (includes the plant room).
- Service station operating 24 hours, seven days a week.
- Commercial fuel deliveries and waste collection will be limited to:
 - 7am to 9pm, Monday to Saturday.
 - 8am to 9pm, Sunday and public holidays.
- Vacuum hours will be limited to:
 - 7am to 10pm, Monday to Sunday.

We note that the proposed convenience shop and car wash uses are ancillary to the primary use of the site for the purpose of a service station.

The control building will also be provided with a drive-through component which will offer the OTR-branded food product range available in the store. This product range includes coffee, juice and other beverages, prepared foods such as sandwiches, pies, salads and wraps and other snacks, and convenience grocery items from the OTR in-store range. The proposed development does not include any element that would result in it falling within the defined land use term “convenience restaurant” or “take away food premises”. “Branded” fast-food items such as KFC, McDonalds and Hungry Jacks will not be provided from the drive-through, or at all on the site.

4.3 Access and Car Parking

The Transport Impact Assessment prepared by Ratio Consultants Pty Ltd details the traffic and access arrangements for the site. By way of summary, access to the site will be via both Don Road and Steele Street (both two-way access).

The proposal includes a total of 9 x shared parking spaces (including 2 x spaces for electric vehicle charging).

Queuing parking spaces / bays are further provided to both the control building and automated car wash, including a drive-thru for take away coffee from the control building.

4.4 Built Form

- All existing buildings on the site (171 Steele Street) are proposed to be demolished.
- It is proposed to construct a new OTR service station building and associated petrol bowser canopy and car wash (automatic).
- The service station building (control building) is to include a drive-thru facility. With respect to each building, we offer the following:
 - The single storey OTR service station / convenience shop has a maximum overall height of 9.07 metres (above natural ground



level) to the top of the blade wall.

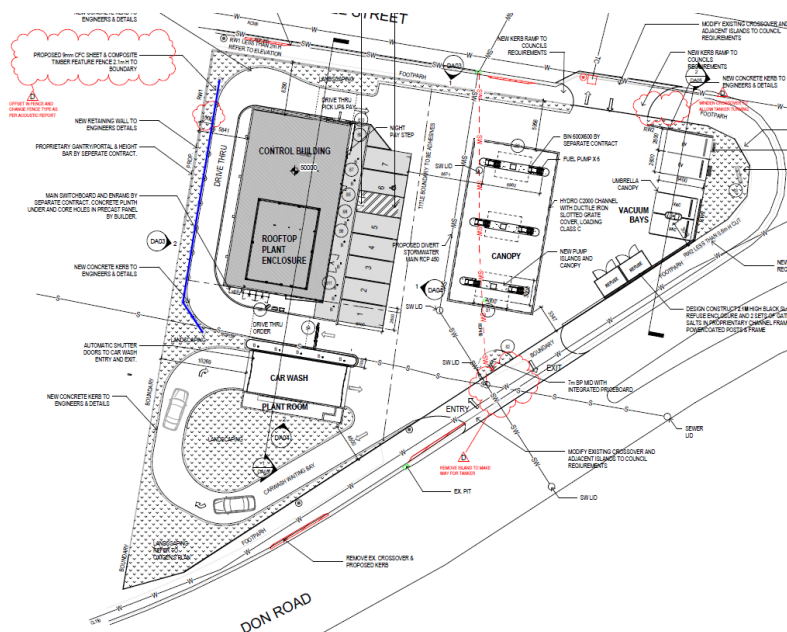
- The control building is setback a minimum 6.36 metres from the site's northern boundary (Steele Street) and 5.85 metres from the site's western boundary (interface with No. 173 Steele Street). Pedestrian access to the building is provided to the eastern façade whilst the drive wraps around the building's west.
 - The petrol canopy which provides weather protection to 3 x double sided petrol bowzers (6 fuel pumps total). The structure includes a maximum overall height of 8.6 metres and minimum setbacks of approximately 6 metres to the north (Steele Street), 22.18 metres from the east (corner of Don Road and Steele Street) and 3.36 metres from the south (Don Road).
 - The associated car wash facility is located south of the control building with a minimum setback of approximately 5 metres from the south boundary (Don Road) and 10.42 metres to the west boundary (shared with No. 10-12 Don Road). The facility comprises a singular automatic washing bay and has a maximum height of 6.6 metres.
 - The car wash building will be acoustically treated to ensure its impact on the adjoining residential property is suitably mitigated – we defer to the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics for further details on proposed treatments.
 - A separate vacuum facility will be provided to the north of the refuse enclosure.
- A dedicated refuse storage enclosure is provided along the Don Road frontage, ensuring that waste storage is appropriately screened.
 - The site will be levelled to AHD 50m which will require the construction of retaining walls along the western and northern boundaries. The retaining wall along the western boundary will have a maximum height of 1.9 metres.
 - A 2.175-metre-high sound proofing wall is proposed to be constructed to the west of the drive through and setback 1.5 metres from the common boundary with No. 173 Steele Street to mitigate noise impacts associated with the drive-through facility, as per the recommendation of the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics.
 - The sound proofing wall will have an overall height of approximately 2.1 metres.
 - As shown in **Figure 4.1** below, the sound proofing wall will be setback from the western boundary 1.5 metres.
 - Building materials to the various buildings to be erected onsite include precast concrete, fibre cement wall cladding, face brickwork, fibre weatherboard wall cladding, timber-look cladding and glazing.
 - Full perimeter screening is to be provided for rooftop mechanical services on the control building (see the Environmental Noise Assessment prepared by Marshall Day Acoustics for details).
 - A flat roof form is proposed to the service station whilst the petrol bowser canopy adopts two skillion roof forms from a central supporting pole.
 - A new landscaping scheme is proposed for the site, with emphasis of the provision of canopy trees through the site (refer to Landscape



Plan prepared by Oxygen for full details). We note that there are no existing canopy trees on the site or adjacent to the site which would be affected by the proposal.

- The site's Don Road, Steele Street and common boundaries with 173 Steele Street and 10-12 Don Road are to be absent of fencing.

Figure 4.1: Location of proposed acoustic fence



Source: Architectural Plans

4.5 Advertising Signage

The proposed OTR service station and associated car wash includes an array of business identification signage.

Signage is to include:

- **S1:** An illuminated canopy sign with a display area of 0.6sqm, located on the southern and northern façades of the petrol canopy and raised by 4.49m above ground level.
- **S2:** An illuminated blade sign (petrol price display) located adjacent to the proposed vehicle crossing to Don Road with an overall height of 7 m.
- **S3:** An illuminated blade sign (including a central LED screen) located east of the electric vehicle charging points and with an overall height of 7m.
- **S4:** A pole 'gantry' sign with illuminated display area of 1.8sqm, located at the entrance to the drive through. The underside of the sign is raised by 3.16m above ground level and the overall height of the structure is 3.74m.
- **S5:** An illuminated (digital/LED) blade sign with a display area of 1.26sqm, located on the between the drive-thru and the southern wall of the control building. The structure has an overall height of 1.79m.
- **S6:** A pole sign (non-illuminated) with a display area of 1.19sqm, located next to the pedestrian entrance of the control building. The

structure has an overall height of 1.39m.

- **S7:** An illuminated (digital/LED) wall sign with a display area of 6sqm, located above the pedestrian entrance of the control building and raised by 2.74m above ground level.
- **S8:** A wall sign (non-illuminated) with a display area of 1.12sqm, located on the eastern façade of the control building and raised by 3.09m above ground level.
- **S9:** A painted wall sign (coffee art) with an approximate display area of 14.48sqm located on the eastern side of the blade wall of the control building and raised by 200mm above ground level.
- **S10:** An illuminated wall sign with a display area of 5.14sqm located on the northern side of the blade wall of the control building and raised by 5.79m above ground level.
- **S11:** An illuminated wall sign with a display area of 2.09sqm located on the eastern wall of the control building and raised by 2m above ground level.



5 Planning Controls:

5.1 Applicable Planning Policy

The State Planning Provisions and Local Provisions Schedule policies which apply to this application are outlined in **Table 7** below.

Table 7: Applicable planning policies

Statutory Planning Controls – Devonport Planning Scheme	
State Planning Provisions	
Categorising Use or Development	<p>Pursuant to Table 6.2 (Use Classes) of Clause 6.2, the proposed uses are defined as follows:</p> <ul style="list-style-type: none"> — Service Industry (car wash): <i>Use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.</i> — Vehicle Fuel Sales and Service (service station): <i>Use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.</i> <p>Pursuant to Clause 6.2.2, the ancillary car wash and retail components are a subservient part of another use (Vehicle Fuel Sales and Service) and must therefore be categorised into that Use Class for the purposes of this application.</p>
Commercial Zone (p182)	<p>Clause 17.1: The purpose of the Commercial Zone is:</p> <p>17.1.1 <i>To provide for retailing, service industries, storage, and warehousing that require:</i></p> <ul style="list-style-type: none"> a) <i>Large floor or outdoor areas for the sale of goods or operational requirements; and</i> b) <i>High levels of vehicle access and parking for customers.</i> <p>17.1.2 <i>To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.</i></p> <p>Pursuant to Clause 17.2 (Use Table), a planning permit is required for “Vehicle Fuel Sales and Service” which is a discretionary use within the zone. Clauses 17.3.1 & 17.3.2 set out the applicable Use Standards and Clause 17.4 the applicable Development Standards for Buildings and Works under the Commercial Zone.</p>



Codes	<p>The following Codes are applicable to the proposal:</p> <ul style="list-style-type: none">— 1.0 Signs Code— 2.0 Parking and Sustainable Transport Code— 3.0 Road and Railway Assets Code— 7.0 Natural Assets Code— 14.0 Potentially Contaminated Land Code— 16.0 Safeguarding of Airports Code
Devonport Local Provisions Schedule	
There are no Local Provisions Schedule clauses relevant to this application.	



6 Planning Scheme Assessment:

6.1 Commercial Zone

The proposal to use and develop the site for Vehicle Fuel Sales and Service (service station) is generally consistent with the relevant purposes of the **Commercial Zone**. Importantly, the proposal demonstrates a high level of compliance with the applicable acceptable solutions within **Clauses 17.3** and **17.4** as detailed below. Where compliance with an applicable acceptable solution is not achieved, the development satisfies the relevant “performance criteria”.

Clause 17.1 – Zone Purpose

The proposed use of the land for Vehicle Fuel Sales and Service is consistent with the purpose of the **Commercial Zone** as this is a retailing/servicing type use that requires a large outdoor area for both operational requirements and vehicle access and car parking.

Further, the proposed use will not compromise or distort the role of other activity centres in the activity centre hierarchy (this is discussed in more detail at Section 3.5 of this report).

Clause 17.3 – Use Standards

As flagged in Section 4.3 of this report, Vehicle Fuel Sales and Service is a discretionary use in the **Commercial Zone**. An assessment of the proposal against the relevant use standards of **Clause 17.3** is provided in **Table 8** below.

Table 8: Clause 17.3 Use Standards Assessment

17.3.1 – All Uses	
Objective: <i>That uses do not cause an unreasonable loss of residential amenity to residential zones.</i>	
Acceptable Solution A1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of:</i> <ol style="list-style-type: none"> <i>7.00am to 9.00pm Monday to Saturday; and</i> <i>8.00am to 9.00pm Sunday and public holidays</i> 	Performance Criteria P1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i> <ol style="list-style-type: none"> <i>the timing, duration or extent of vehicle movements; and</i> <i>noise, lighting or other emissions.</i>
Assessment - Complies with P1 The subject site is within 50m of a General Residential Zone.	



As detailed in Section 4 of this report, the proposed OTR station will operate 24/7.

The submitted Environmental Noise Assessment prepared by Marshall Day Acoustics outlines a number of management and noise mitigation measures to be implemented to ensure that the use does not cause unreasonable detriment to adjoining residential properties. These include (but are not limited to):

- Erection of a 2.1-metre-high acoustic fence / sound wall (with minimum surface density of 12kg/m²).
- Full perimeter screening of all roof top mechanical services to the control building.
- Mechanical services on the roof of the control building to be located as far as practical from the sensitive interfaces.
- Vehicular accessways designed to minimise the likelihood of wheel impact noise.
- Auto car-wash provided with acoustically treated shutter doors which will remain closed at all times and when in use.
- The walls and roof of the auto car-wash to be acoustically treated.
- Fuel deliveries and waste collection to be restricted to 7am-10pm, seven days.

Accordingly, the proposal meets Performance Criteria P1 as the above mitigation techniques will provide suitable protection to the sensitive interface to the west. In particular, the acoustic fence, rooftop services screening and drive-through design will suitably protect the adjoining property from sound and light impacts associated with the 24/7 service station and car wash.

Acceptable Solution

A2

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

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

Performance Criteria

P2

External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- a) *the level of illumination and duration of lighting; and*
- b) *the distance to habitable rooms of an adjacent dwelling.*

Assessment - Complies with P2

External lighting is required between the hours of 11:00pm and 6:00am to facilitate the 24/7 nature of the proposed use. It will be limited to what is required for the safe operation of the service station for customers and staff.

Lighting will be suitably baffled and is limited to the petrol bowser canopy and the control building/drive through. As mentioned above, it is considered that the 2.1m high acoustic wall will provide suitable baffling of any light spill towards the adjoining property to the west,



noting also that the control building (to which lights will be affixed) has a minimum setback of 5.8 metres from the western boundary. Whilst not considered necessary, we would not object to a lighting report being requested as part of the permit conditions.

Acceptable Solution

A3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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.

Performance Criteria

P3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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;
- 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 vehicle movement areas and the adjoining residential area; and
- f) potential conflicts with other traffic.

Assessment - Complies with A3

As noted in Section 4 of this report, commercial deliveries will be limited to the hours nominated in Acceptable Solution A3 of 17.3.1.

17.3.2 – Discretionary Uses

Objective:

That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

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



	<p>a) <i>the characteristics of the site;</i></p> <p>b) <i>the size and scale of the proposed use;</i></p> <p>c) <i>the functions of the activity centre and the surrounding activity centres; and</i></p> <p>d) <i>the extent that the proposed use impacts on other activity centres.</i></p>
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Assessment – Complies with P1

We note that the proposed discretionary use is suitable for the subject site, having regard to its existing physical characteristics of the land (frontage to an arterial road, proximity to similar commercial/industrial style uses, proximity to Bass Hwy etc).

It is not considered that the use of the site as a service station will compromise or distort the activity centre hierarchy of the site's location. The service station use is complementary to the role of Don Road which is serviced predominantly by bulky goods retailing and professional services/offices.

Further, this type of use is considered to be more suited to a lower order local activity area such as Don Road rather than a higher order centre such as the Devonport CBD which is expected to accommodate higher order services in human health, education, cultural and community functions, industry, transport, business and commerce, retail, administration and recreation².

Response to Council's concerns

Council has requested further justification in relation to the suitability of the site for a 24-hour operation as follows:

“Council does not believe a 24 hour operation is suitable for the subject site given the surrounding residential uses. Please provide further justification in this regard”

Following discussions with Council, it appears Council is satisfied with the application's response regarding the impact of external lighting; however, additional justification has been requested in relation to noise emissions.

To the above request, we submit the following:

- With a few exceptions, the majority of the properties within the Commercial Zone along Don Road (and other areas of Devonport) abut properties within the General Residential Zone. It is therefore important to note that the surrounding residential uses are a common characteristic of commercial zones and not an abnormality of the subject site.
- Notwithstanding this, the suitability of the site for a 24-hour operation having regard to its amenity impacts can only be considered in the context of **Clause 17.3.1**.
- The OTR Service Station, the control building and associated drive-through are proposed to operate 24 hours, seven days a week. Other components of the proposal will operate within normal hours generally in accordance with the relevant acceptable solution. Therefore, the assessment of the

² Per the Cradle Coast Regional Land Use Strategy.



performance criteria (P1) is only relevant to the impacts of the OTR Service Station, the control building and the associated drive-through.

- The Environmental Noise Assessment, the Traffic Impact Assessment, and the Planning Submission collectively demonstrate compliance with **Clause 17.3.1 (P1)**.
- Given that the Tasmanian Planning Scheme does not provide specific criteria relating to noise emissions, the use of the Tasmanian Environmental Protection Policy (Noise) 2009 (EPP) and the Environmental Management and Pollution Control (Noise) Regulations 2016 has been widely accepted by TASCAT³ to guide desirable maximum noise levels for different activities.
- The Environmental Noise Assessment submitted relies on the above regulatory framework for its assessment.
- The methodology, assumptions, and findings of the acoustic assessment are summarised as follows:

Methodology

- A detailed 3-dimensional acoustic model of the site and surrounding environment has been conducted, accounting for typical worst-case day and night operation scenarios and atmospheric conditions.

Receptors

- Six receptors are identified and considered in the assessment. These are: Four properties on the northern side of Steele St (No. 176, No. 178, No. 180, and No. 182 Steele Street), the property adjoining the site to the west (No. 173 Steel Street) and No. 3 Don Road on the southern side of Don Road.

Noise sources

- The assessment considered the noise generated during the night period by the operation of the fixed equipment, drive through, the customer ordering device (COD) and the mechanical services including night-time activity associated with patrons and vehicles.
- Sources applicable to the day period are also included in the assessment but not described in this summary.

Applicable targets

- The Environment Protection Policy (Noise) 2009 provides the relevant assessment criteria used to evaluate noise impacts. The following residential noise limits for the night period (10 pm to 7 am) are applicable:
 - Fixed equipment – 40 dB LAeq
 - Cumulative site noise including carpark vehicle activities – 45 dB LAeq.
 - Sleep disturbance – 60 dB LAeq.

Operational scenarios and assumptions

- The assessment considered a typical worst-case scenario where the highest noise level occurs as follows:
 - Drive through operation and use of COD.
 - Parking activity including patron voices and worst-case patron car scenario including car door slam.
 - Continuous operation of all mechanical services.

³ Marching Ants (Tas) Pty Ltd v Launceston City Council and Ors [2021]

- Seven (7) vehicles per hour are estimated between 10 pm and 7 am with an average COD operation time of 16 seconds.
- The operation scenarios adequately consider the timing, duration, and extent of vehicle movements in accordance with item (a) of the performance criteria.

Predicted noise levels

- Based on the mitigation measures recommended, the cumulative predicted noise level for the night period is between 40 to 44 LAeq.
- The maximum noise levels from night-time activities meet the design sleep disturbance level (60 dB LAeq), except for a minor 2 dB variation for receptors 1 to 3 which is considered negligible. Night-time activities included in this estimation include normal and worst-case car activity, vehicles passing by, conversations and the drive-through COD.

Conclusion

- The report concludes that the proposal meets relevant Tasmania EPA legislation and guidelines based on the following recommendations:
 - Noise mitigation features and managerial controls including (but not limited to) a 2.1 m high acoustic fence and full perimeter screening of all mechanical services.
 - Fuel deliveries and waste collections to occur during the day/evening period.
 - Vacuum units to operate during the day/evening period only.

Quality assurance

- Marshall Day Acoustics are qualified environmental noise and military aircraft noise specialists with extensive experience in the preparation of noise assessments.
- The Environmental Noise Assessment, therefore, demonstrates that the use will not cause unreasonable detriment to adjoining residential properties by way of noise.
- The Traffic Impact Assessment submitted demonstrates that the estimated vehicle movements generated by the proposal do not adversely compromise the performance of the surrounding road network. Therefore, the impact of the proposal in terms of additional vehicle movements is not considered to cause an unreasonable loss of amenity to properties within residential zones by way of increased traffic.
- Accordingly, Clause 17.3.1 (P1) is met.

Clause 17.4 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **Clause 17.4** is provided in **Table 9** below.

Table 9: Clause 17.4 Development Standards Assessment

17.4.1 – Building Height

Objective:

That building height:

- a) is compatible with the streetscape; and*



b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i>	
Acceptable Solution A1 <i>Building height must not be more than 12m.</i>	Performance Criteria P1 <i>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</i> <ul style="list-style-type: none"> <i>a) the topography of the site;</i> <i>b) the height, bulk and form of existing building on the site and adjacent properties;</i> <i>c) the bulk and form of proposed buildings;</i> <i>d) the apparent height when viewed from the adjoining road and public places; and</i> <i>e) any overshadowing of public places.</i>
Assessment – Complies with A1 The proposed development has a maximum height of 9.36 metres (to the top of the blade wall of the control building).	
Acceptable Solution A2 <i>Building height:</i> <ul style="list-style-type: none"> <i>a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</i> <i>b) within 10m of an Inner Residential Zone must be not more than 9.5m.</i> 	Performance Criteria P2 <i>Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to:</i> <ul style="list-style-type: none"> <i>a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i> <i>b) overlooking and reduction of privacy; and</i> <i>c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</i>
Assessment – Complies with A2 All proposed buildings and works located within 10 metres of the adjoining residential property to the west are less than 8.5 metres high. We note that the part of the control building which is within 10 metres of the adjoining residential property includes some of the area surrounded by rooftop screening. The screening is 2.1 metres high which results in an overall height of around 8.89 metres, however, as	



this is screening and not solid built form, we consider that Acceptable Solution A2 has been met.

17.4.2 - Setbacks

Objective:

That building setback:

- a) *is compatible with the streetscape; and*
- b) *does not cause an unreasonable loss of amenity to adjoining residential zones.*

Acceptable Solution

A1

Buildings must have a setback from a frontage of:

- a) *not less than 5.5m;*
- b) *not less than existing buildings on the site; or*
- c) *not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*

Performance Criteria

P1

Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

- a) *the topography of the site;*
- b) *the setback of buildings on adjacent properties; and*
- c) *the safety of road users.*

Assessment – Complies with P1

As depicted on Sheet DA02 of the submitted architectural plans, the control building and auto carwash have been carefully positioned to ensure efficiency and safety of vehicular movements throughout the site. The proposal technically does not meet the Acceptable Solution because the car wash building is setback less than 5.5 metres from Don Road (5 metres) and there was no existing building on this allotment. Notwithstanding, this is an appropriate outcome having regard to the commercial character of Don Road and the irregular shape of the allotment.

Acceptable Solution

A2

Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than:

- a) *4m; or*
 - b) *half the wall height of the building,*
- whichever is the greater.*

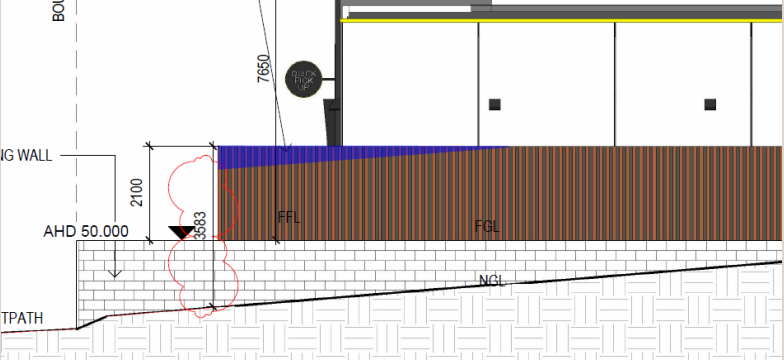
Performance Criteria

P2

Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, having regard to:

- a) *overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;*
- b) *overlooking and reduction of privacy to the adjoining property; or*
- c) *visual impacts caused by the apparent scale, bulk or proportions of the building*



	<i>when viewed from the adjoining property.</i>
<p>Assessment – Complies with P2</p> <p>The control building is setback from the western boundary by 5.822 metres and has a wall height of 6.77 metres at this interface in accordance with A2.</p> <p>The sound proofing wall has a height of 2.1 metres, however, measured to the natural ground level, it reaches 3.5 m at its tallest point. A 3.5 m structure should be setback 1.75 metres from the residential interface to meet A2. The sound proofing wall is setback 1.5 m, therefore, a variation of 0.25 m is sought.</p> <p>The area of non-compliance is limited to the sections of the wall that exceed 3 m as seen in the image below:</p> 	
<p>The proposed sound proofing wall will not result in an unreasonable loss of amenity by way of overshadowing, overlooking or visual impact for the following reasons:</p> <ul style="list-style-type: none">— The variation sought is of 0.25 m for a length of approximately 5.8 m (18% of the boundary length), which is reasonably minor.— Overshadowing diagrams have been provided demonstrating the majority of shadows are cast in the morning over the driveway and parking areas of No. 173.— The wall will be in composite timber to improve its visual appearance to the street and adjoining properties.— The 1.5 m setback provided will allow planting to assist in the presentation of the site to the residential interface. Please refer to the details provided in the landscaping plan.	
<p>Acceptable Solution</p> <p>A3</p> <p><i>Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.</i></p>	<p>Performance Criteria</p> <p>P3</p> <p><i>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining</i></p>



	<p>residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the characteristics and frequency of emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any proposed mitigation measures.
<p>Assessment – Complies with A3</p> <p>All services are to be provided on the roof of the control building, will be appropriately screened, and will be located more than 10 metres away from adjoining residential properties.</p>	
<p>17.4.3 - Design</p>	
<p>Objective:</p> <p><i>That building design is compatible with the streetscape.</i></p>	
<p>Acceptable Solution</p> <p>A1</p> <p><i>Buildings must be designed to satisfy all the following:</i></p> <ul style="list-style-type: none"> a) <i>provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</i> b) <i>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;</i> c) <i>roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;</i> d) <i>not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;</i> e) <i>provide awnings over a public footpath if existing on the site or on adjoining properties; and</i> 	<p>Performance Criteria</p> <p>P1</p> <p><i>Buildings must be designed to be compatible with the streetscape, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>how the main pedestrian access to the building addresses the street or other public places;</i> b) <i>minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;</i> c) <i>minimising the visual impact of roof-top service infrastructure, excluding lift structures;</i> d) <i>installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and other alternatives are not practical;</i> e) <i>the need for provision of awnings over a public footpath; and</i>

f) <i>provide external lighting to illuminate external vehicle parking areas and pathways.</i>	f) <i>providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</i>
<p>Assessment – Complies with A1</p> <p>The proposed development has been designed to satisfy the requirements of A1:</p> <ul style="list-style-type: none"> — The pedestrian entrance to the control building is provided on its southern interface and will be clearly visible from Formby Road (north-bound) and from the car park area and petrol bowsters, which are publicly accessible. — All mechanical plant/services are to be provided on the roof of the control building and will be appropriately visually and acoustically screened. — No window shutters or grilles are proposed. — There are no projecting awnings over the public footpath at either of the adjoining properties. — External lighting will be provided to illuminate the vehicle parking areas and accessways. 	
17.4.4 - Fencing	
<p>Objective:</p> <p><i>That fencing:</i></p> <ul style="list-style-type: none"> a) <i>is compatible with the streetscape; and</i> b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i> 	
<p>Acceptable Solution</p> <p><i>No Acceptable Solution.</i></p>	<p>Performance Criteria</p> <p><i>P1</i></p> <p><i>A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>its height, design, location and extent;</i> b) <i>its degree of transparency; and</i> c) <i>the proposed materials and construction.</i>
<p>Assessment – Not Applicable</p> <p>There is no fencing proposed within the Don Road or Steele Street frontages.</p>	
<p>Acceptable Solution</p> <p><i>A1</i></p> <p><i>Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must:</i></p>	<p>Performance Criteria</p> <p><i>P1</i></p> <p><i>Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to:</i></p>



a) have a height above existing ground level of not more than 2.1m; and not contain barbed wire.	a) their height, design, location and extent; and the proposed materials and construction.
Assessment – Not applicable There is no fencing proposed to the common boundaries with 173 Steele Street and 10-12 Don Road.	
17.4.5 – Outdoor Storage Areas	
Objective: <i>That outdoor storage areas do not detract from the appearance of the site or surrounding area.</i>	
Acceptable Solution A1 <i>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.</i>	Performance Criteria P1 <i>Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.</i>
Assessment – Complies with P1 The only outdoor storage area associated with this proposal that will be visible from the public realm are the refuse enclosures located adjacent to Don Road. Having regard to the shape of the subject site we note that there are minimal opportunities to situate this enclosure where it will not be visible. It is considered therefore that containing refuse to an enclosure is an appropriate outcome with regards to visual amenity.	
17.4.6 - Landscape	
Objective: <i>That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.</i>	
Acceptable Solution A1 <i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</i> <ol style="list-style-type: none"> <i>to a depth of not less than 5.5m; or</i> <i>not less than the frontage of an existing building if it is a lesser distance.</i> 	Performance Criteria P1 <i>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</i> <ol style="list-style-type: none"> <i>the width of the setback;</i> <i>the width of the frontage;</i> <i>the topography of the site;</i> <i>existing vegetation on the site;</i> <i>the location, type and growth</i> <i>the proposed vegetation; and</i>

	g) the character of the streetscape and surrounding area.
Assessment – Complies with P1 The proposal is technically unable to meet A1 due to its corner location which makes matching the setback of the dwelling at No. 173 Steele Street not feasible. Notwithstanding, as demonstrated in the submitted landscape plan, a high-quality landscaping outcome is provided, noting in particular that the development will significantly improve existing conditions where there is no formal landscaping.	

Response to Council's concerns

Council has raised concerns with the proposal's compliance with Clause 17.4.2 P2 (c) as follows:

"(...) the combined fence and retaining wall does not satisfy the requirements of clause 17.4.2 P2 (c) of the planning scheme. The proposal will need to be designed in such a way as to offer visual relief from the scale of what is proposed."

The materials of the sound proofing wall have been changed from colourbond to composite timber to improve its visual appearance. The wall is no longer located along the western boundary, it has been amended to have a setback of at least 1.5 metres to the common boundary to the west and landscaping proposed within this setback. An updated assessment against 17.4.2 (P2) has been provided in this report.

6.2 Signs Code

C1.1 – Purpose

As described in Section 4 of this report, the proposed service station provides for an array of business identification signage to suit the proposal.

The array of signs proposed are consistent with the purpose of the **Signs Code** for the following reasons:

- Proposed signage proliferation is appropriate for the locality, having regard to the prominence of the site and its existing conditions, where extensive signage and corporate branding is provided.
- The proposed signs are compatible with the visual amenity of the area, again noting that the amount of new signage proposed is generally consistent with existing conditions at the site and along Don Road.
- The proposed signs, including the LED signs, will not disrupt or compromise the safety and efficiency or vehicular and pedestrian movements.

C1.3 – Definition of Terms

This application proposes the following signage types (noting replacement and upgrading of some existing signage which occupies the site), as defined in **C1.3.1** and **Table C1.3**:

- **1 x Illuminated Canopy Sign.** A canopy sign is defined as 'a sign attached to the perimeter of a canopy on a building for the purpose of shielding from the elements such as, signs on the fascia of canopy over a service station' (S1).



- 3 x **Illuminated Blade Signs**. A blade sign is defined as 'a sign that projects vertically from the ground by a single form in which the supports/structure of the sign are concealed' (S2, S3 & S5).
- 2 x **Pole Signs** (includes 1 that is **illuminated**). A pole sign is defined as 'a sign supported by one or more vertical supports, independent of any building or other structure' (S4 & S6).
- 5 x **Wall Signs** (includes 3 that are **illuminated**). A wall sign is defined as 'a sign attached to a wall of a building' (S7, S8, S9, S10 & S11).
- An **Illuminated Sign** is defined as 'a sign that uses a light source or sources to display or highlight the content. This includes internally illuminated signs such as neon signs, light boxes and LED (light emitting diode) screens or panels and signs lit by an external source such as a light bulb or floodlight'.

C1.6 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **C1.6** is provided in **Table 10** below.

Table 10: Sign Code Development Standards Assessment

C1.6.1 – Design and Siting of Signs	
Objective: <i>That:</i> <ul style="list-style-type: none"> a) Signage is well designed and site; and b) Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area. 	
Acceptable Solution A1 <i>A sign must:</i> <ul style="list-style-type: none"> a) Be located within the applicable zone for the relevant sign type set out in Table C1.6 ;and b) Meet the sign standards for the relevant sign type set out in Table C1.6, <i>excluding for the following sign types, for which there is no Acceptable Solution:</i> <ul style="list-style-type: none"> i. Roof sign; ii. Sky sign; and iii. Billboard. 	Performance Criteria P1.1 <i>A sign must:</i> <ul style="list-style-type: none"> a) Be located within an applicable zone for the relevant sign type as set out in Table C1.6 ;and b) Be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> i. The size and dimensions of the sign; ii. The size and scale of the building upon which the sign is proposed; iii. The amenity of surrounding properties; iv. The repetition of messages or information; v. The number and density of signs on the



	<p>site and on adjacent properties; and</p> <p>vi. The impact on the safe and efficient movement of vehicles and pedestrians.</p> <p>P1.2</p> <p>If a roof sign, sky sign or billboard, the sign must:</p> <p>a) Be located within the applicable zone for the relevant sign type set out in Table C1.6;</p> <p>b) Meet the sign standards for the relevant sign type in Table C1.6; and</p> <p>c) Not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</p> <p>i. The size and dimensions of the sign;</p> <p>ii. The size and scale of the building upon which the sign is proposed;</p> <p>iii. The amenity of surrounding properties;</p> <p>iv. The repetition of messages or information;</p> <p>v. The number and density of signs on the site and on adjacent properties; and</p> <p>vi. The impact on the safe and efficient movement of vehicles and pedestrians.</p>
<p>Assessment – Complies with P1.1, P1.2 Not Applicable</p> <p>P1.1</p> <p>This development proposes the following types of signs, which are all allowable under the Commercial Zone in accordance with Table C1.6:</p> <ul style="list-style-type: none"> — Pole sign (illuminated) — Walls signs (illuminated); — Wall signs (non-illuminated); — Canopy sign (illuminated); 	



- Blade signs (non-illuminated); and
- Blade signs (illuminated).

Further, each sign is compatible with the commercial streetscape, having regard to sizes and dimensions, scale, amenity, visual clutter and safety and the existing site conditions and suite of signage which currently occupies the commercial developed site and adjoining properties.

The following proposed signs do not meet the **Table C1.6** Sign Standards:

- Signs 2 and 3 are Blade signs which each exceed the height and width requirements of the **Table C1.6** standards. The standards seek a maximum width of 1.2m and a maximum height of 3.6m. These signs are typical examples of signs that are ubiquitous with petrol stations and it is submitted that they will be consistent with the commercial character of Don Road. They have been appropriately situated so as not to interfere with one another or inappropriately draw the attention of road users.
- Sign 4 (Pole sign) has a clearance between the underside of the sign and ground level which exceeds 2.4m. It is considered that there are no implications for neighbourhood character or visual amenity as a result of this non-compliance. Sign 4 is located at the entrance to the drive-through and requires a large area of clearance to facilitate vehicular movements. It is submitted that this is not at odds with the character of Don Road where vehicular accommodation (paved car parks, accessways etc.) is a dominant feature. It is also noted that the other pole sign (Sign 6) fully complies with the **Table C1.6** standards.
- Signs 7, 9 and 10 are wall signs which have display areas greater than 4.5sqm. We consider that the extent of wall signage proposed is appropriate to the scale of the proposed control building and is consistent with the commercial character of Don Road, where large business identification signs are a consistent feature.

The remaining signs are consistent with the relevant sign standards of **Table C1.6**.

Acceptable Solution

A2

A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.

Performance Criteria

P2

A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:

- The topography of the site and the surrounding area;*
- The relative location of buildings, habitable rooms of dwellings and private open space;*
- Any overshadowing; and*
- The nature and type of the sign.*

Assessment – Complies with A2



All proposed signs are located more than 2 metres from the nearest residential property.

Acceptable Solution

A3

The number of signs for each business or tenancy on a road frontage of a building must be no more than:

- a) *1 of each sign type, unless otherwise stated in Table C1.6;*
- b) *1 window sign for each window;*
- c) *3 if the street frontage is less than 20m in length; and*
- d) *if the street frontage is 20m or more,*

excluding the following sign types, for which there is no limit:

- i. *Name plate; and*
- ii. *Temporary sign.*

Performance Criteria

P3

The number of signs for each business or tenancy on a street frontage must:

- a) *Not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and*
- b) *Not involve the repetition of messages or information.*

Assessment – Complies with P3

The proposal does not meet the acceptable solution as there are more than 1 of each sign type (wall signs, pole/pylon signs and blade signs) facing a road.

Notwithstanding, proposed signage has been sensitively designed as an integral design feature, creating visual interest and appropriately identifying the function and purpose of the development. As stated above, the proliferation of signs proposed is consistent with the existing signage provision at the site and is also consistent with the character of this area.

C1.6.2 – Illuminated Signs

Objective:

That:

- a) *Illuminated signs are compatible with the streetscape;*
- b) *The cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and*
- c) *Any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.*

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or



	<p><i>efficiency of a road, and must be compatible with the streetscape, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) The location of the sign;</i> <i>b) The size of the sign;</i> <i>c) The intensity of the lighting;</i> <i>d) The hours of operation of the sign;</i> <i>e) The purpose of the sign;</i> <i>f) The sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</i> <i>g) The intended purpose of the changing message of the sign;</i> <i>h) The percentage of the sign that is illuminated with changing messages;</i> <i>i) Proposed dwell time; and</i> <i>j) Whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</i>
<p>Assessment – Complies with P1</p> <p>The proposed illuminated signs comply with Performance Criteria 1 as follows:</p> <ul style="list-style-type: none"> — The 8 proposed illuminated signs are all located appropriately so as not to conflict with one another and cause visual clutter. — The 3 illuminated wall signs are modestly sized, whilst the LED sign within the blade is of a suitable scale and is consistent with modern facilities. — The intensity of lighting will be at a level suitable to the site's location, having regard to its surrounding context and its physical relationship to the intersection of Don Road and Steele Street. — The illuminated signs will operate 24/7 in accordance with the service station operations. — The signs purposes are to better identify the building during night hours. — The sensitivity of the area is limited, and importantly, none of the three illuminated signs are oriented to face any nearby residential properties. — The intended purpose of the changing message of the LED display within the pylon is to advertise products and sales on offer in the control building. The changing messages will be limited to text and will not be animated. — The LED display accounts for approximately 26% of the total area of the blade (S3), which is not unreasonable. — A maximum dwell time of 30 seconds is proposed for images on the LED screen. 	



- The signs will be visible from the intersection, but importantly, they are sufficiently setback within the site to ensure that they do not cause distraction or conflict with the signalised intersection.

Acceptable Solution

A2

An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.

Performance Criteria

No Performance Criterion.

Assessment – Complies with A2

None of the illuminated signs will feature flashing, movement or animation.

6.3 Parking and Sustainable Transport Code

We defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to all matters relating to parking and sustainable transport.

Significantly, the proposal is fully compliant with the car parking requirements of **Table C2.1**, and an independent car parking demand assessment has found that the provision of 9 x on-site car spaces will be sufficient for the likely demand generated by the use.

The submitted traffic report confirms that the proposal provides appropriate vehicular access and parking and will not result in unreasonable impacts on the surrounding road network.

6.4 Road and Railway Assets Code

As above, we defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to the impact of the proposed development on the local traffic network.

The submitted Traffic Impact Assessment finds that the additional traffic generated by the proposed development is not expected to compromise the safety and function of the surround road network, and thus the proposal is consistent with the purpose and relevant standards of **Code 3.0**.

6.5 Natural Assets Code

In accordance with **C7.2**, this code does not apply to development of land within a priority vegetation area if the land is in the **Commercial Zone**. Accordingly, given that this application seeks to rezone No. 171 Steele Street from **General Residential** to **Commercial**, **Code 7.0** does not apply.

We also note the following:

- There is no proposed removal of native vegetation from within the part of the site affected by the **Priority Vegetation Code Overlay**.
- This code only applies to development within the **General Residential Zone** if the application includes subdivision.



6.6 Potentially Contaminated Land Code

C14.1 – Purpose & C14.2 – Application

The purpose of the **Potentially Contaminated Land Code** is *'to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment'*.

The proposed use and development of the land for Vehicle Fuel Sales and Service is consistent with this purpose, as demonstrated by its compliance with the standards of **C14.6** which are assessed below.

This code applies to the following application types on land that *'has been identified as having been used, or may have been used, for a potentially contaminating activity, or as land onto which it is likely that contamination from a potentially contaminating activity has migrated'*:

- Use of the land for a 'sensitive' (residential) or 'specified' (passive recreation and sports and recreation) use; and
- Development.

Given that development is proposed, an Environmental Site Assessment prepared by Fyfe was commissioned to identify whether the site has potential contamination based on its historical use as a service station.

We defer to the findings and recommendation of the assessment, which state:

- The 'corner of the site' (2 Don Road) was historically used as a service station that ceased operations in 2000.
- There was groundwater contamination caused by fuel releases on the site.
- The site was remediated voluntarily and later through regulation commenced by the EPA under a Site Management Notice (SMN 8867/1).
- SMN 8867/1 was revoked in 2015 after the EPA concluded that no further monitoring was required.
- Accordingly, the assessment finds that the site is suitable for the proposed use and development.
- It concludes that the entire site is *therefore concluded to not present a risk to human health or the environment and is suitable for its proposed commercial use without the need for any further assessment or remediation. Some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.*

C14.6 – Potentially Contaminated Land Development Standards

An assessment of the proposal against the relevant development standards of **C14.6** is provided in **Table 11** below.

Table 11: Potentially Contaminated Land Development Standards Assessment

C14.6.1 – Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012

Objective:

That works involving excavation of potentially contaminated land, excluding on land subject to the Macquarie Point Development



Corporation Act 2012, do not adversely impact on human health or the environment.

Acceptable Solution

A1

Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m³ of site disturbance.

Performance Criteria

P1

Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to:

- a) An environmental site assessment that demonstrates there is no evidence the land is contaminated;*
- b) An environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or*
- c) An environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:

 - i. Any specific remediation and protection measures required to be implemented before excavation commences; and*
 - ii. A statement that the excavation does not adversely impact on human health or the environment.**

Assessment – Complies with P1

As outlined in the Environmental Site Assessment prepared by Fyfe.

6.7 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code does not apply to this proposal as the overall proposed development height is less than 140 metres AHD, which is the AHD height specified for this area in the Devonport Local Provisions Schedule.



7 Conclusion:

The rezoning of No. 171 Steele Street to **Commercial** in order to facilitate the proposed service station is worthy of support, noting that the amendment is consistent with the requirements of the *Land Use Planning and Approvals Act 1993*.

The proposal represents a well-considered, modest design that will deliver an improvement to the existing commercial conditions on the site, particularly through the introduction of landscaping and the consolidation of built form.

The proposed signage proliferation is appropriate to the scale of the building and will not contribute to unreasonable visual clutter in the commercial area.

In our opinion, the proposal substantially satisfies the various relevant Zone and Overlay Code standards. The proposal also strikes an appropriate balance between achieving economic uplift for the existing area and introduction of a new service-related land use whilst being sensitively designed to mitigate external amenity impacts as much as reasonably required and possible.

It follows that we believe that the proposal should be supported.



Appendix A Certificates of Title



Appendix B Landowner Consent Form



ratio:consultants
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Cremorne VIC 3121
ABN 93 983 380 225

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F +61 3 9429 3011
E mail@ratio.com.au

ratio:

Dear Carolyn,

8 December 2022

Carolyn Miles
Senior Town Planner
Devonport City Council

Email: cmiles@devonport.tas.gov.au

**2-8 Don Road and 171 Steele Street, Devonport
Response to Council Request for Further Information
(Council Ref: PA2022.0134)**

Ratio has prepared this letter in order to respond to transport engineering matters raised in the Devonport City Council's (Council) Request for Further Information (RFI) email (dated 24 October 2022), in relation to the proposed service station development at 2-8 Don Road and 171 Steele Street in Devonport.

The comments in Council's most recent correspondence represent the remaining issues that this letter seeks to resolve and provide further clarification for the benefit of Council.

The relevant remaining Council comments are reproduced in **bold** and are followed by Ratio's further response to each matter.

A right turn slot is required heading west on Don Road due to it being an arterial road with a 60km/h speed limit. This is to ensure the safety and efficiency of the road network and to be designed in accordance with Australian Standard 1742.

Typically, if there is an opportunity to provide an improved access outcome for a service station site, our office would recommend the design modifications in order to achieve this outcome.

However, in this instance, it is not feasible to provide a right turn lane for the following reasons:

- There is not sufficient width in the roadway.
- The right turn lane would not meet Austroads guidelines and therefore likely to have some safety risk.

In addition, we have undertaken a swept path check and we can confirm that there is an ability for a car to be waiting to turn right into the site whilst another car passes in the through lane.

We also note that the traffic generation anticipated during the peak hour periods is 15 right turn movements into the site from Don Road in the peak hour.

r:

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1

This is approximately one vehicle movement every four minutes. Indeed, the SIDRA modelling undertaken within the application indicated that there are minimal queues and delays on this approach.

For reference, the SIDRA summary tables are provided in Figure 1 and 2 below.

Figure 1: Future AM Peak – Don Road Site Access (Post Development)

Approach	Movement	AM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.15	2	1
	Right	0.15	2	8
Site Access	Left	0.05	2	8
	Right	0.05	2	11
Don Road (W)	Left	0.24	0	6
	Through	0.24	0	0
Intersection		0.24		

Figure 2: Future PM Peak – Don Road Site Access (Post Development)

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	1	1
	Right	0.16	1	7
Site Access	Left	0.04	1	7
	Right	0.04	1	10
Don Road (W)	Left	0.17	0	6
	Through	0.17	0	0
Intersection		0.17		

Given the traffic modelling suggests that there are no queues or delays at this intersection (i.e. vehicles are not expected to be waiting during the peak hour to turn right in), there is an ability for a vehicle to pass whilst another vehicle is turning right as per the attached swept paths, the current arrangements are considered to be satisfactory.

Swept paths are required demonstrating how vehicles can move out of marked parking bays when the bowsters are occupied, along with swept paths demonstrating how vehicles can exit onto Don Road when the bowsters are occupied.

The car parking spaces and associated aisle have been designed in accordance with the requirements of the Planning Scheme.

Given the above, typically no swept paths would need to be undertaken as the car parking space design is compliant with the relevant design



requirements. However, in order to confirm the appropriateness of the design, an updated swept path assessment has been undertaken as per Council's request.

For reference, the swept paths are attached to this document.

It is Council's intention to install a roundabout at the Steele and Sorell Street intersection, designed to cater for 12.5m buses. This may restrict access to the site via Steele Street for the tanker and require it to enter the site from Don Road and exit the site to the right onto Steele Street.

In light of the above it may be beneficial to remove the separation between the Don Road entry and exit points to allow easier access for the tanker.

In order to provide an alternative access arrangement in light of the above, the proposed crossover to Steele Street has been widened, as shown on the updated site layout plan attached as Appendix A, to facilitate left in access from Steele Street.

This removes the need for Tankers to access the site via the Steele Street / Sorell Street intersection.

A swept path assessment has been undertaken, attached as Appendix B, which demonstrates the ability for the tanker to access and egress the subject site in a suitable manner.

We trust that the preceding discussion, provides a detailed response to the issues raised.

However, should you have any queries regarding this letter or require further information, please do not hesitate to contact either Sam Lewis or the undersigned on (03) 9429 3111.

Yours sincerely,



**Chris Greenland
Senior Associate
Ratio Consultants Pty Ltd**



Appendix A Amended Architectural Plan:





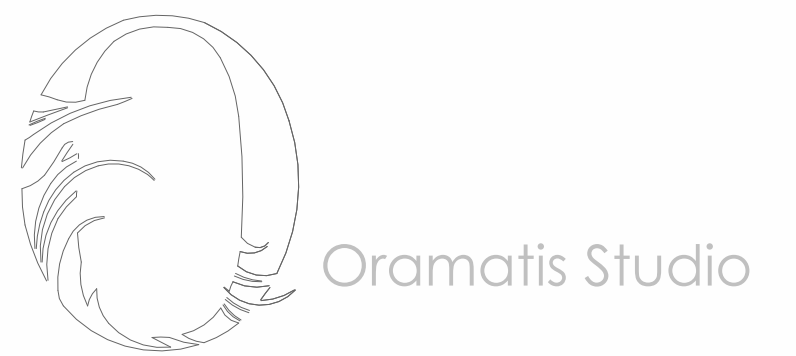
PURPOSED OTR SERVICE STATION

2-8 DON RD DEVONPORT TAS 7310

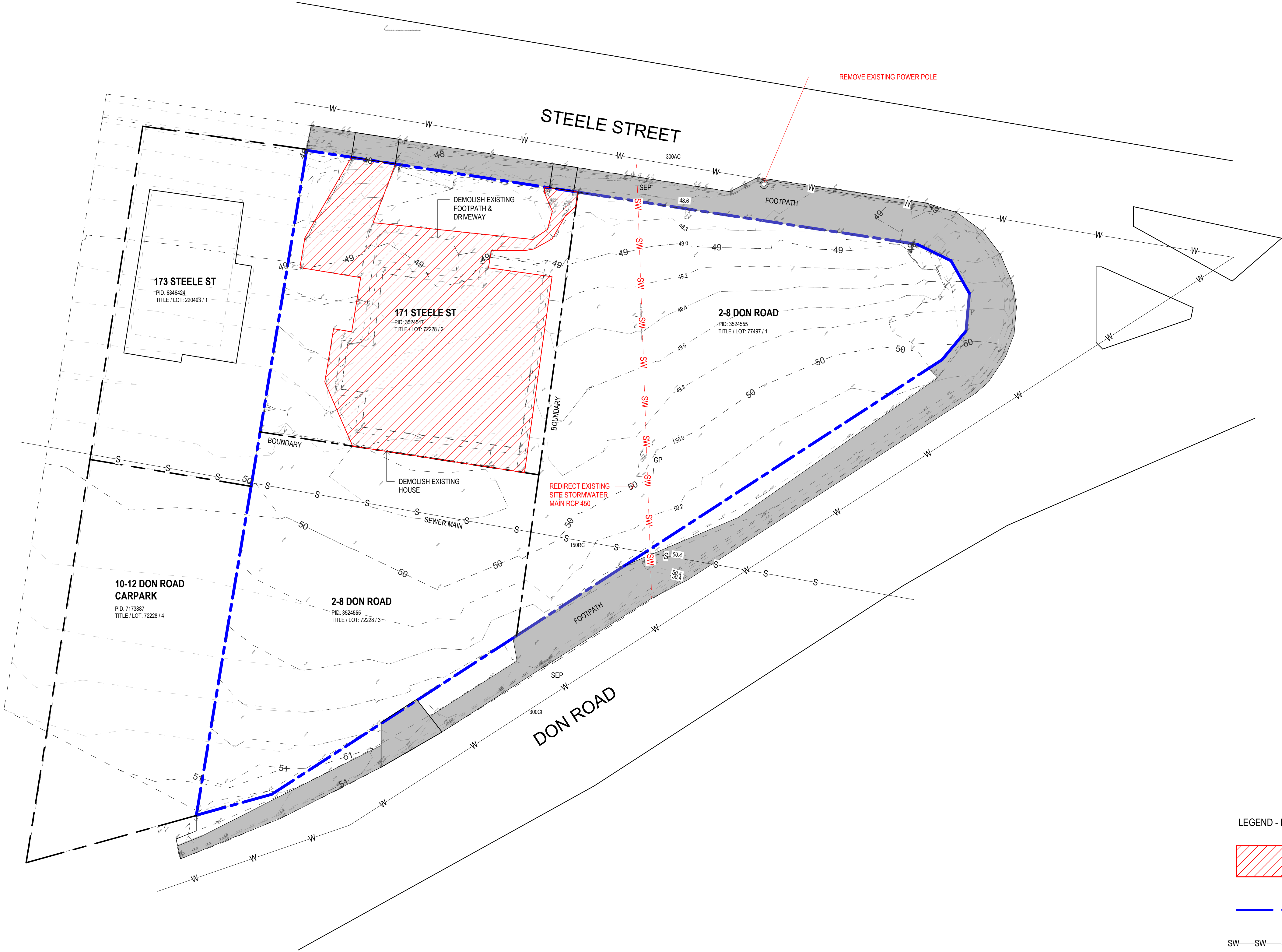
Owner(S) or Client	PC INFRASTRUCTURE	Title Reference	77497/1,72228/3 & 72228/2
Building Classification	CLASS 6	Zoning	Commercial
Designer	PCI	Land Size	2512 m ²
Total Floor Area	251 m ²	Design Wind Speed	TBC
Alpine Area	N/A	Soil Classification	TBC
Other Hazards	N/A	Climate Zone	7
		Corrosion Environment	TBC
		Bushfire Attack Level(BAL)	N/A



ID	DRAWING NAME	REV
DA00	COVER PAGE	
DA01	DEMOLITION PLAN	B
DA02	PROPOSED SITE PLAN	D
DA03	SITE ELEVATION	D
DA04	SITE ELEVATION	C
DA05	SITE SECTION	
DA06	SIGNAGE ELEVATIONS	C
DA07	SHADOW STUDY	



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DEMOLITION PLAN
1 : 200

LEGEND - DEMOLITION

EX. ELEMENTS TO BE DEMOLISH

SITE BOUNDARY LINE

SW—SW—SW—SW—SW

STORMWATER MAIN

S—S—S—S—S

SEWER MAIN

W—W—W—W—W

WATER MAIN

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REV	DESCRIPTION	DATE
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PROJECT

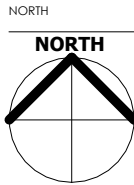
OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE



PLOT DATE

1/12/2022 5:23:50 PM

REVISION

B

PROJECT ID

2237

CHECKED BY

A. HILL

SCALE

As indicated A1

DRAWN BY

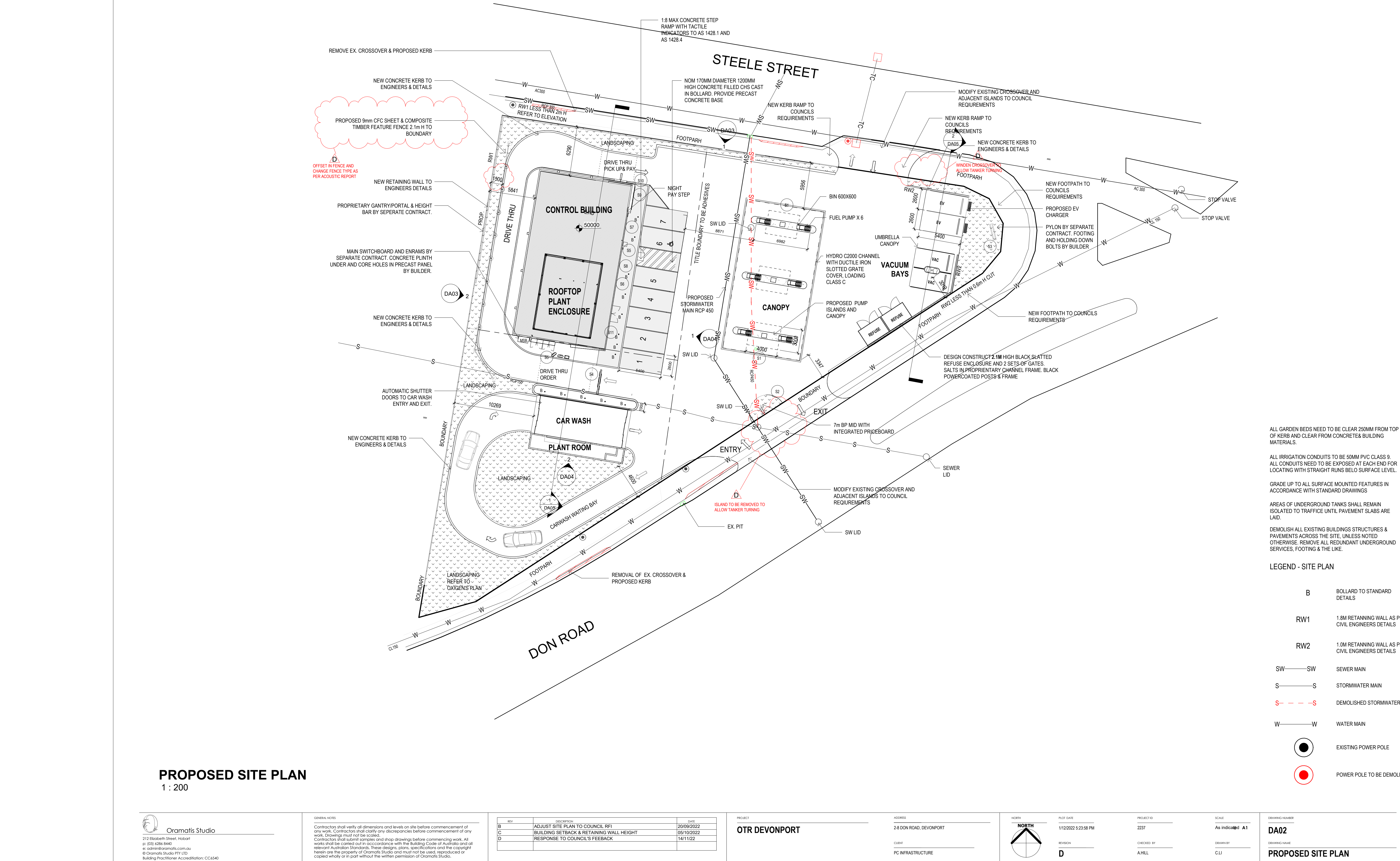
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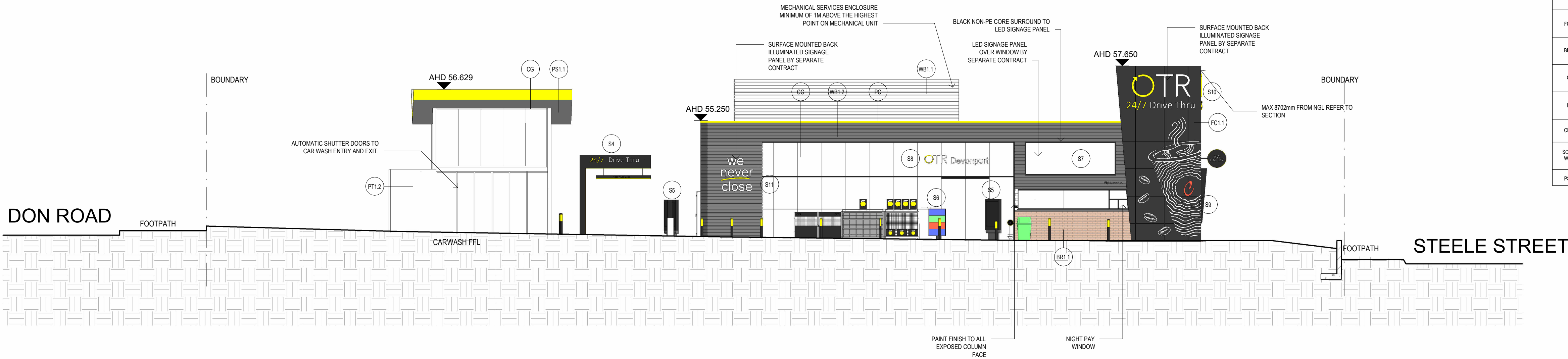
DRAWING NAME

DEMOLITION PLAN

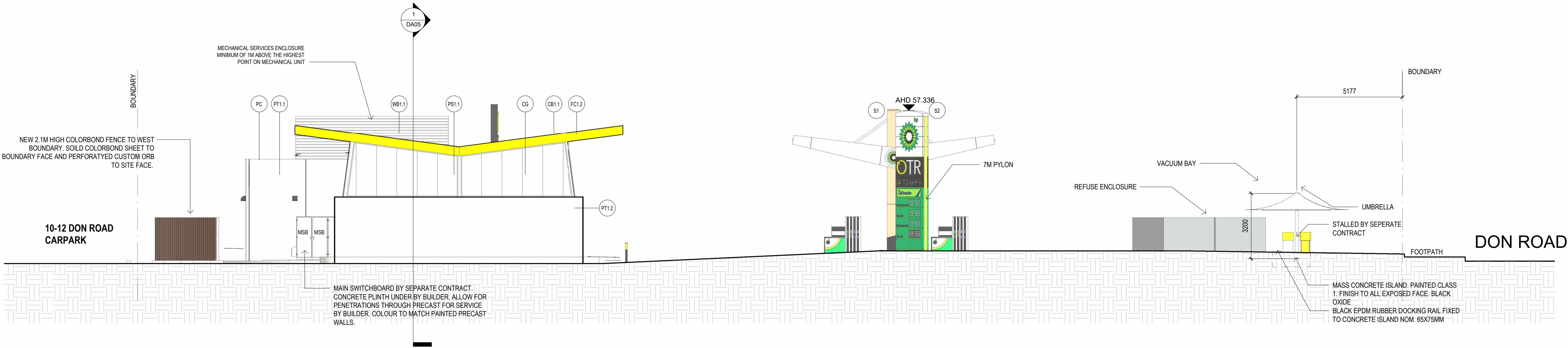




 Oramatis Studio	GENERAL NOTES	<table border="1"><thead><tr><th>REV</th><th>DESCRIPTION</th><th>DATE</th></tr></thead><tbody><tr><td>D</td><td>RESPONSE TO COUNCIL'S FEEDBACK</td><td>14/11/22</td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></tbody></table>	REV	DESCRIPTION	DATE	D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22							PROJECT	ADDRESS	<div>NORTH </div>	PLOT DATE	PROJECT ID	SCALE	DRAWING NUMBER
	REV	DESCRIPTION	DATE																		
D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22																			
212 Elizabeth Street, Hobart p: (03) 6286 8440 e: admin@oramatis.com.au © Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540	Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled. Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.		OTR DEVONPORT	2-8 DON ROAD, DEVONPORT		1/12/2022 5:24:16 PM	2237	As indicated A1	DA03												
				CLEINT	<div></div>	REVISION	CHECKED BY	DRAWN BY	DRAWING NAME												
				PC INFRASTRUCTURE	<div></div>	D	A HILL	Author	SITE ELEVATION												



EAST ELEVATION
1 : 100



SOUTH ELEVATION CAR WASH
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PANDED PERCAST WALL PANELS TO ENG DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PANDED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FANNING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	62X35X1.15 BMT STEEL STUDWORK AT 600MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8966 CFC SHEET CLADDING ON TOP HATS TO FINISHING TO ENG DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PANDED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO ENG DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CARPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLORBOND WITH SURFMIST COLOUR PAINT FINISH	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATYED CUSTOM ORB TO SITE FACE.	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT



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REV	DESCRIPTION	DATE
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT

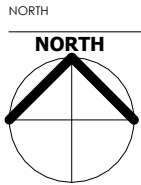
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ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE



PLOT DATE

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REVISION

C

PROJECT ID

2237

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A HILL

SCALE

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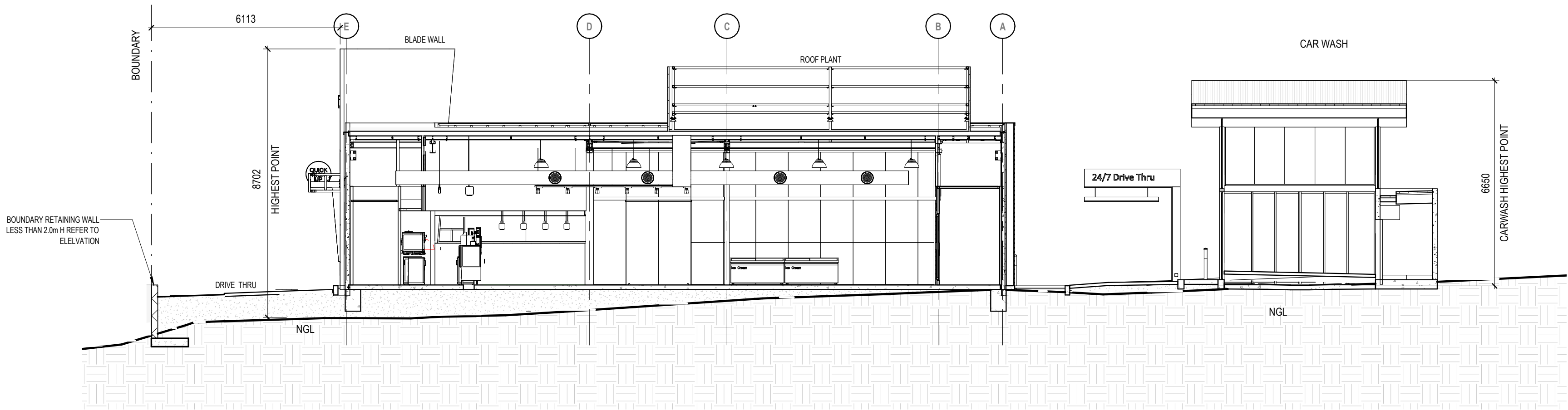
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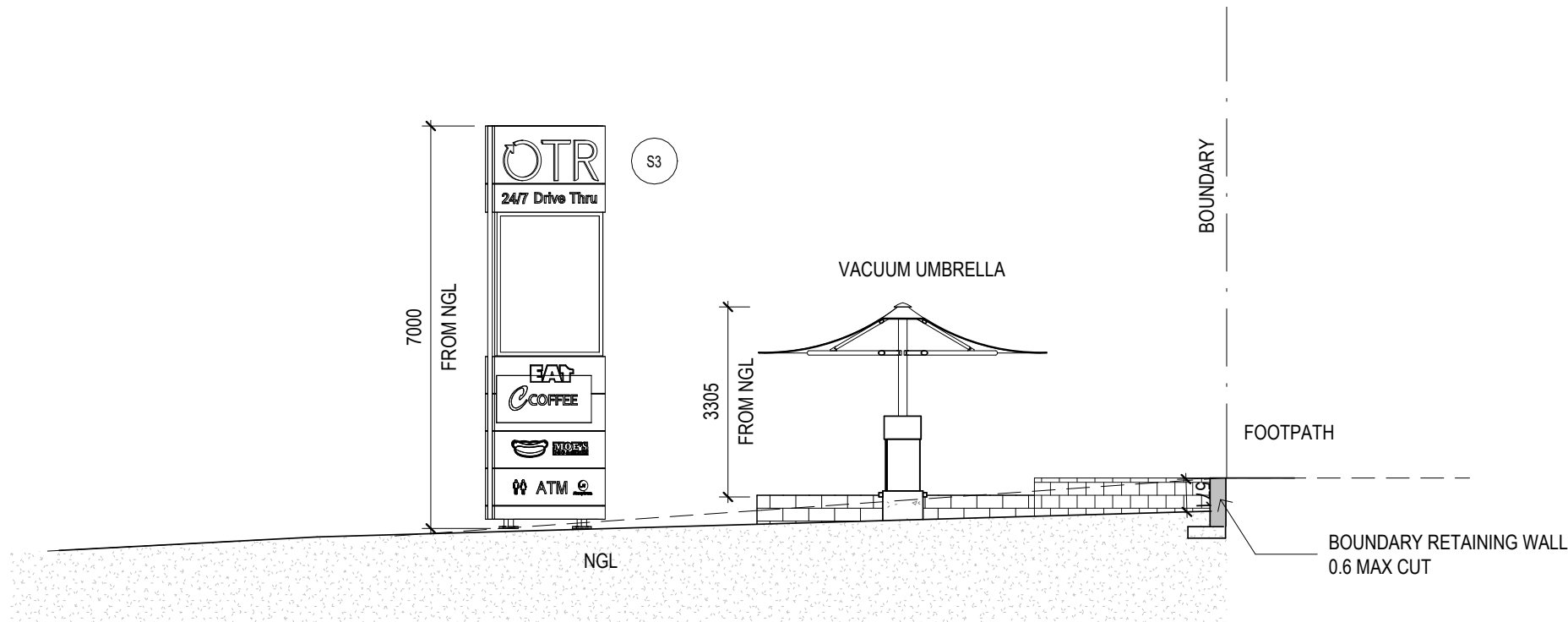
DA04

DRAWING NAME

SITE ELEVATION



SECTION 1
1 : 100



SECTION 2
1 : 100

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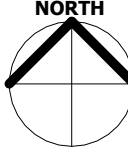
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2-8 DON ROAD, DEVONPORT

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PC INFRASTRUCTURE

NORTH



PLOT DATE

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PROJECT ID

2237

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Author

DRAWING NUMBER

DA05

DRAWING NAME

SITE SECTION

SIGNAGE ELEVATIONS

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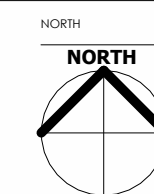
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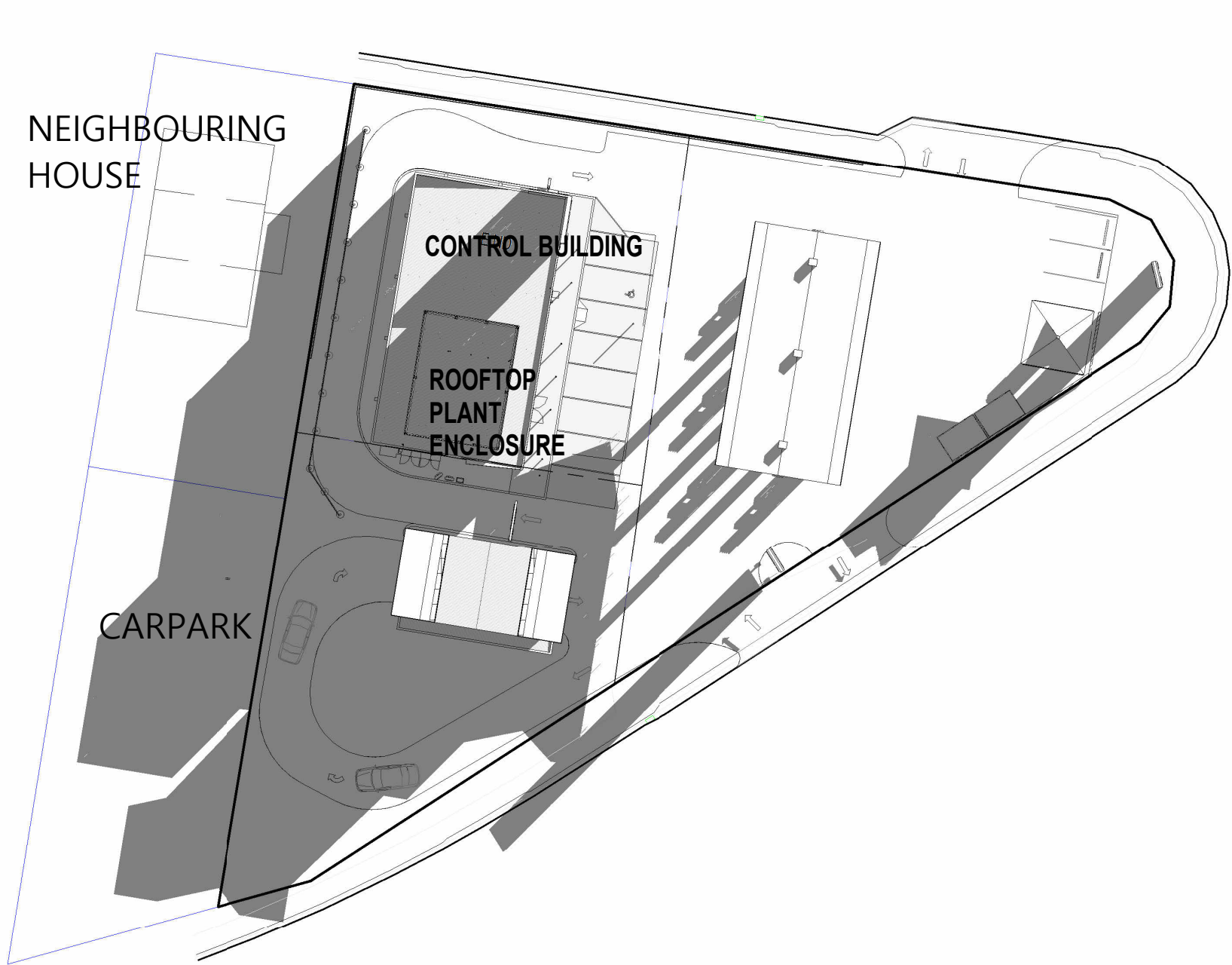
Author

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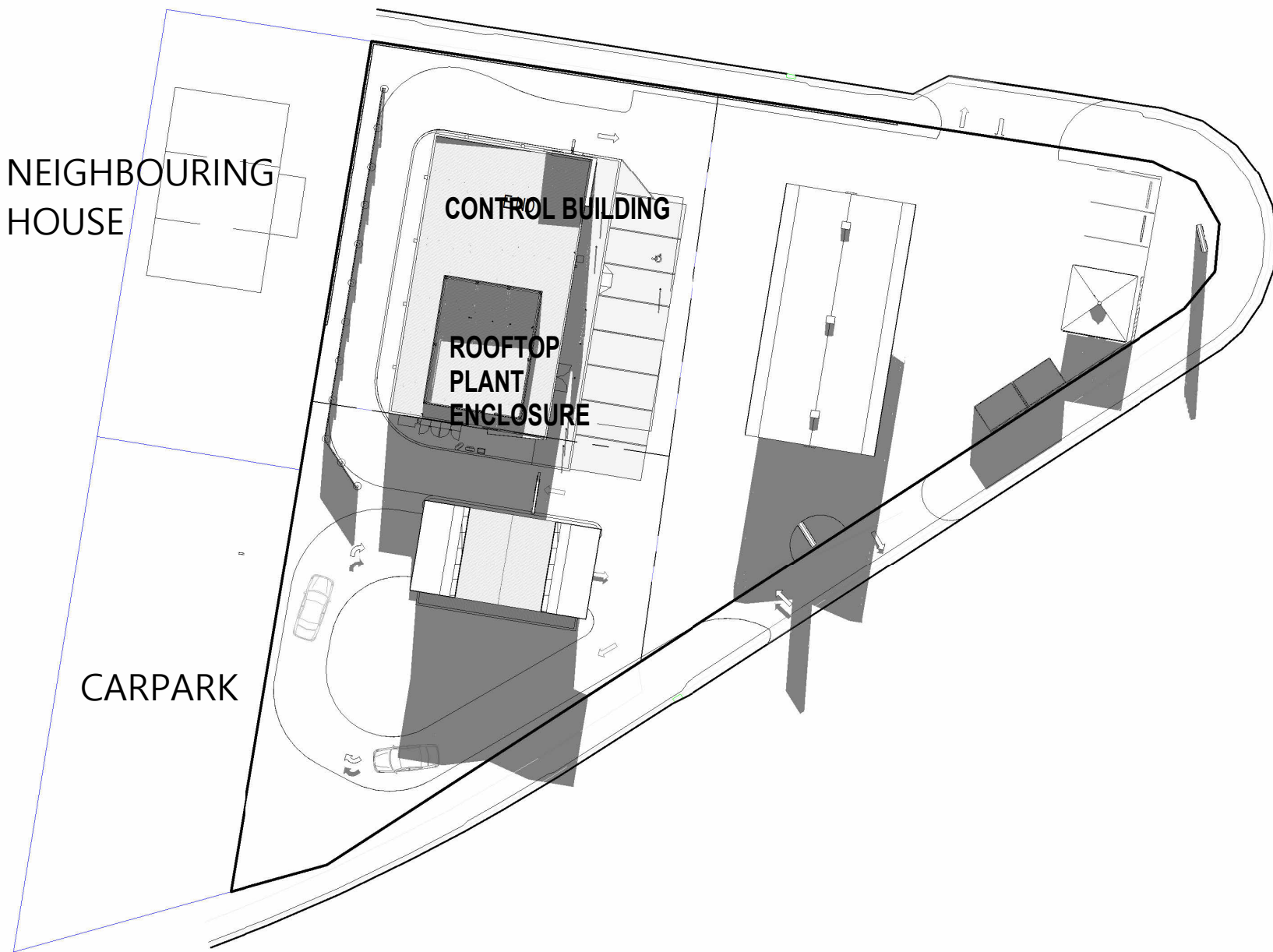
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DRAWING NAME

SIGNAGE ELEVATIONS



SHADOW DIAGRAM 9am JUNE 21
1 : 400



SHADOW DIAGRAM 12pm JUNE 21
1 : 400



SHADOW DIAGRAM 3pm JUNE 21
1 : 400

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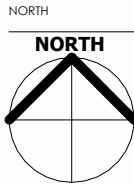
GENERAL NOTES
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PC INFRASTRUCTURE



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CLI

DRAWING NUMBER
DA07

DRAWING NAME
SHADOW STUDY

Appendix B Swept Path Assessment:



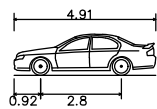


C:\USERS\SAMUEL\ONE DRIVE - RATIO CONSULTANTS\DESKTOP\WORK FOLDER\19127T - SK01\19127T - SK05.DWG
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ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.91m
Overall Width 2.8m
Overall Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Service Station Development
2-8 Don Road, Devonport, Tasmania
Swept Path Assessment

NOTE:
1) Base Plan Received on 06/12/2022
2) Maximum Design Speed 10km/h

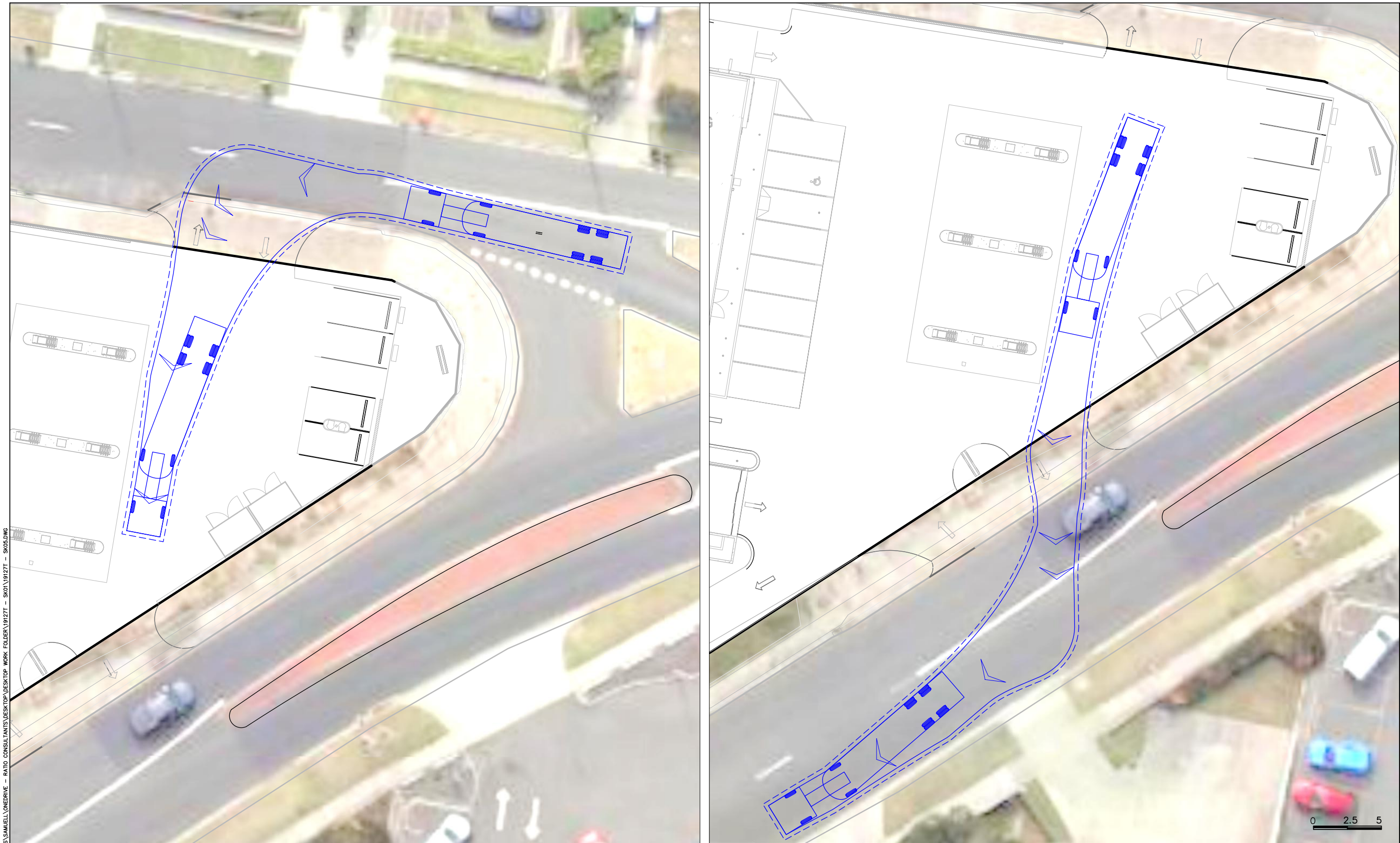
RATIO REFERENCE
19127T - SK05/SD

SHEET No.
1 of 2

SCALE
1:250@A3

DATE
06/12/2022





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ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
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TELEPHONE (03)9429 3111
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Proposed Service Station Development
2-8 Don Road, Devonport, Tasmania
Swept Path Assessment - 16.4m Truck

NOTE:
1) Base Plan Received on 06/12/2022
2) Maximum Design Speed 10km/h

RATIO REFERENCE
19127T - SK05/SD

SHEET No.
2 of 2

SCALE
1:250@A3

DATE
06/12/2022



First response to request for information

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Planning, Transport, Urban Design & Waste Management.

12 October 2022

Carolyn Milnes
Senior Town Planner
Devonport City Council
137 Rooke Street,
DEVONPORT TASMANIA 7310

Sent via email

RFI Response
Amendment AM2022.05 & Permit Application No. PA2022.0134
2-8 Don Road & 171 Steele Street, Devonport

Dear Carolyn

We continue to act for PC Infrastructure Pty Ltd, the applicant in this matter.

Reference is made to Council's correspondence dated 26 August 2022 requesting further information.

In response to this request, we enclose:

- Updated architectural plans prepared by PC Infrastructure Pty Ltd and dated 6 October 2022.
- An updated Transport Impact Assessment prepared by Ratio Consultants and dated 3 October 2022.
- A revised Planning Submission prepared by Ratio Consultants and dated October 2022.

The enclosed package of plans and reports has been updated to respond to Council's information requests as follows:

1. The architectural plans have been updated to include the height and setback annotations requested.
2. The blade sign has been reduced to a maximum of 7 m in height.
3. Shadow diagrams of the proposed fence have been added in drawing No. DA07.
4. The Transport Impact Assessment has been updated, and a response is provided for each matter raised. Please refer to the summary on Page 6.
5. Further justification in relation to the proposal's impact on the amenity of the surrounding residential uses has been provided in the revised Planning Submission under 6.1 Commercial Zone on Page 53.

We trust the information provided reasonably meets your requirements.

If you have any further queries, please do not hesitate to contact me either by telephone or by email at maria.lasso@ratio.com.au.

Yours Sincerely



Maria Lasso
Senior Planner

ratio:

19127P_Cover letter_RFI response P1

ratio.com.au

ratio:

Report prepared for:
PC Infrastructure Pty Ltd

October 2022

**2-8 Don Road & 171 Steele Street,
Devonport**

Section 40T Submission

Combined Planning Scheme
Amendment and Permit
Application

r:

planning:report

ratio:consultants
8 Gwynne Street
Cremorne VIC 3121
ABN 93 983 380 225

Prepared for:
PC Infrastructure Pty Ltd
Our reference: 19127PR001

ratio:consultants pty ltd

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1 Introduction:

1.1 Instruction

Ratio Consultants has been engaged by PC Infrastructure Pty Ltd, the permit applicant, to prepare a town planning report with respect to an application under Section 40(T) of the *Land Use Planning and Approvals Act 1993* for:

- The rezoning of No. 171 Steele Street from **General Residential** to **Commercial**; and
- The use and development of the site (171 Steele Street & 8-10 Don Road) as an 'OTR' service station with an ancillary car wash.

1.2 Investigation and Research

In the course of preparing this report, we have:

- Reviewed and responded to the relevant Objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*;
- Assessed the proposed amendment against the Local Provisions Schedule criteria of Section 34 of the *Land Use Planning and Approvals Act 1993*;
- Reviewed and responded to the State Policies and National Environmental Protection Measures as designated under the *State Policies and Projects Act 1993*;
- Reviewed and responded to the Cradle Coast Regional Land Use Strategy 2010-2030;
- Assessed the proposed use and development against the relevant controls and policies contained within the Devonport Planning Scheme;
- Virtually inspected the subject site and surrounds;
- Reviewed the architectural plans prepared by Oramatis Studio;
- Reviewed the Traffic Impact Assessment prepared by Ratio Consultants;
- Reviewed the Environmental Noise Assessment prepared by Marshall Day Acoustics and dated 13 July 2022;
- Reviewed the Environmental Site Assessment prepared by Fyfe; and
- Reviewed the Landscape Plan prepared by Oxigen Pty Ltd.



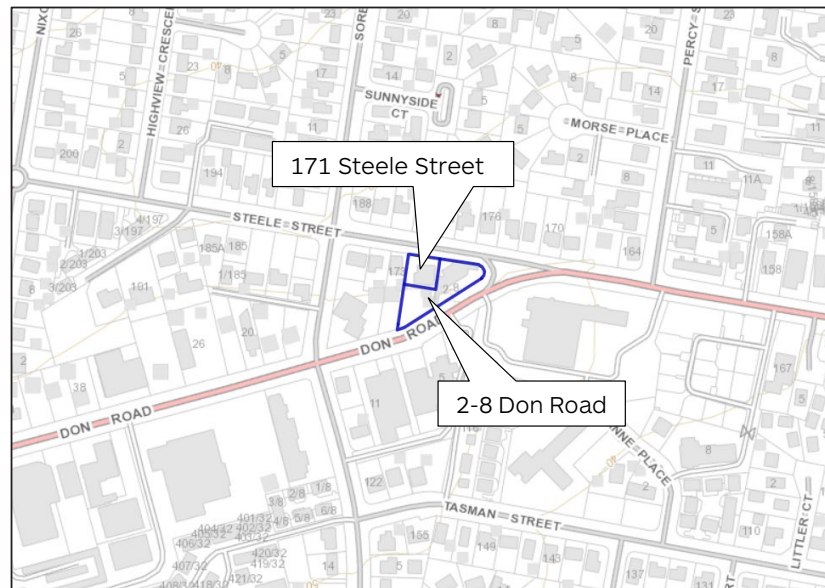
2 Site Analysis:

2.1 Subject Site

The subject site comprises 2-8 Don Road and 171 Steele Street, Devonport. The site is located on the north-western side of Don Road and the southern side of Steele Street (refer to **Figure 2.1**). Combined, it is roughly triangular in shape and has wide frontages to both streets.

The allotments are formally referred to as Lot 1 on Diagram 77497 and Lots 2 and 3 on Diagram 72228.

Figure 2.1: Cadastral map of the subject site and surrounds



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

The key features of the subject site are as follows:

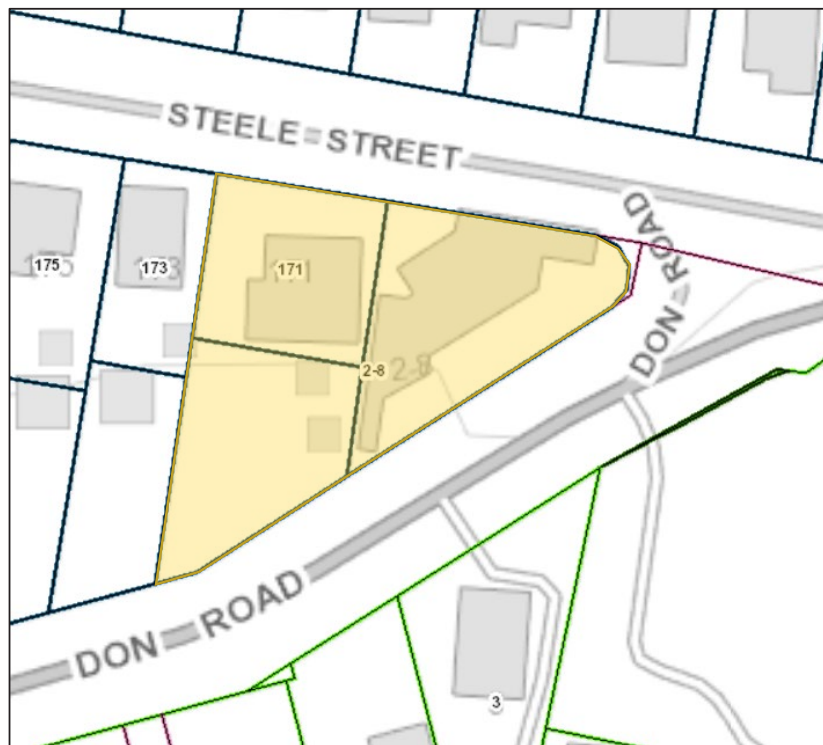
2-8 Don Road

- 2-8 Don Road is a consolidated allotment comprising two irregularly shaped lots on the north-western side of Don Road (refer to **Figure 2.2** and **Figure 2.6** below).
- It is irregularly shaped and has a total area of 1,791.41 square metres and frontage width to Don Road of approximately 87 metres.
- Both lots are currently vacant, however, previously there was a single storey brick building on No. 2 (eastern lot) with two small outbuildings on No. 8 (western lot). Refer to **Photo 1**, **Photo 2**, **Photo 3**, and **Photo 4** below. We understand the historic use of part of the site was for the purpose of a service station.
- Vehicle crossings currently exist on the south-western side of the site to Don Road and on the northern side to Steele Street.
- The site falls by approximately 3.6 metres from south to north and by approximately 2.4 metres from south-west to north-east.
- There are no easements, covenants or restrictions registered on the Certificate of Title.
- There is a sewer main which traverses the site horizontally (east-west) as well as a stormwater main that traverses the site vertically (north-south).

171 Steele Street

- 171 Steele Street is rectangular, with the following dimensions (refer also to **Figure 2.2** and **Figure 2.6** below):
 - North (Steele Street): 26.9 metres.
 - East: 26.2 metres
 - South: 26.9 metres
 - West: 25.9 metres
- The site has a total area of approximately 700.18 square metres.
- It is currently occupied by a single storey rendered brick dwelling (refer to **Photo 5** below).
- Vehicular access is provided via a single width crossing on the western side of the frontage.
- The site falls by approximately 2 metres from south to north.
- There are no easements, covenants or restrictions registered on the Certificate of Title.

Figure 2.2: Cadastral map of the subject site



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 1: No. 2-8 Don Road as viewed from the intersection of Don Road and Steele Street, looking west



Photo 2: No. 2-8 Don Road as viewed from No. 10-12 Don Road car park, looking north-east



Photo 3: Historical photo of No. 2-8 Don Road as viewed from Don Road looking south-west



Source: <https://www.google.com/streetview/>

Photo 4: Historical photo of No. 2.8 Don Road as viewed from Don Road looking north-east



Source: <https://www.google.com/streetview/>

Photo 5: No. 171 Steele Street as viewed from Steele Street, looking south-east



2.2 Current Planning Controls

Zoning

2-8 DON ROAD

2-8 Don Road is currently zoned **Commercial** (refer to **Figure 2.3**). The site frames the northern end of Don Road which is also zoned **Commercial** on both sides for a length of approximately 800 metres.

171 STEELE STREET

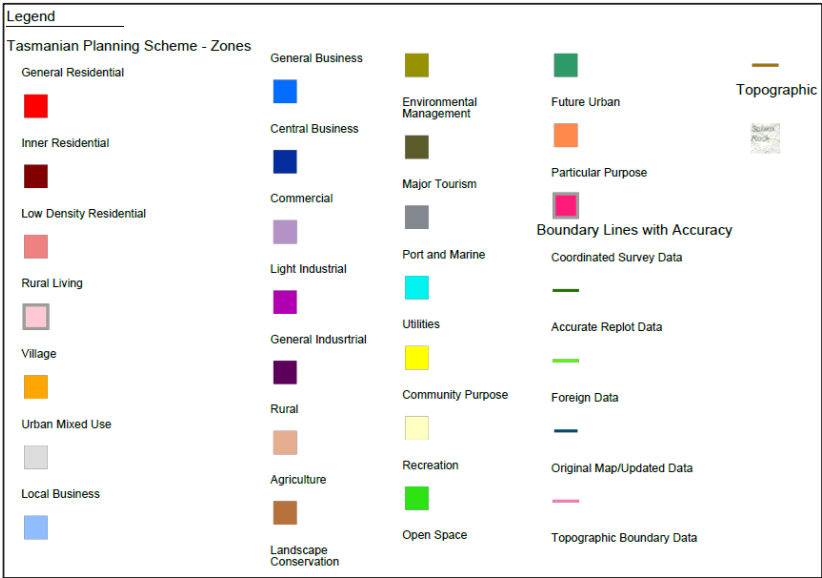
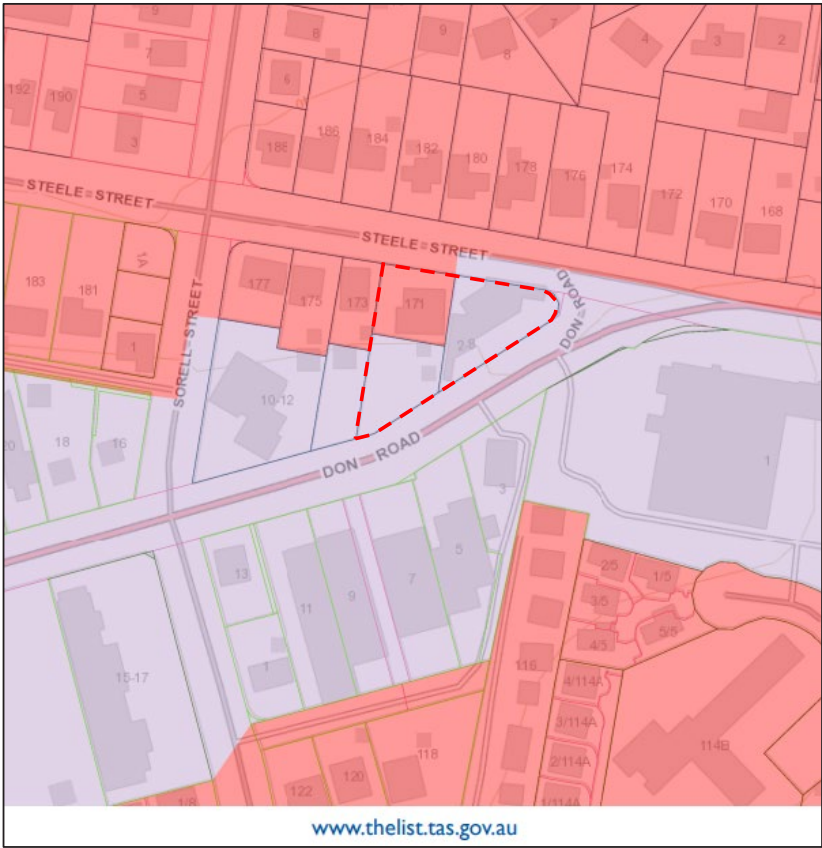
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

Overlays

Both lots are affected by the **Airport Obstacle Limitation Area Code Overlay**, which generally affects land to the south-west of Devonport Airport (refer to **Figure 2.4**).

A small western portion of 171 Steele Street is also affected by the **Priority Vegetation Code Overlay** (refer to **Figure 2.5**).

Figure 2.3: Zoning map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>



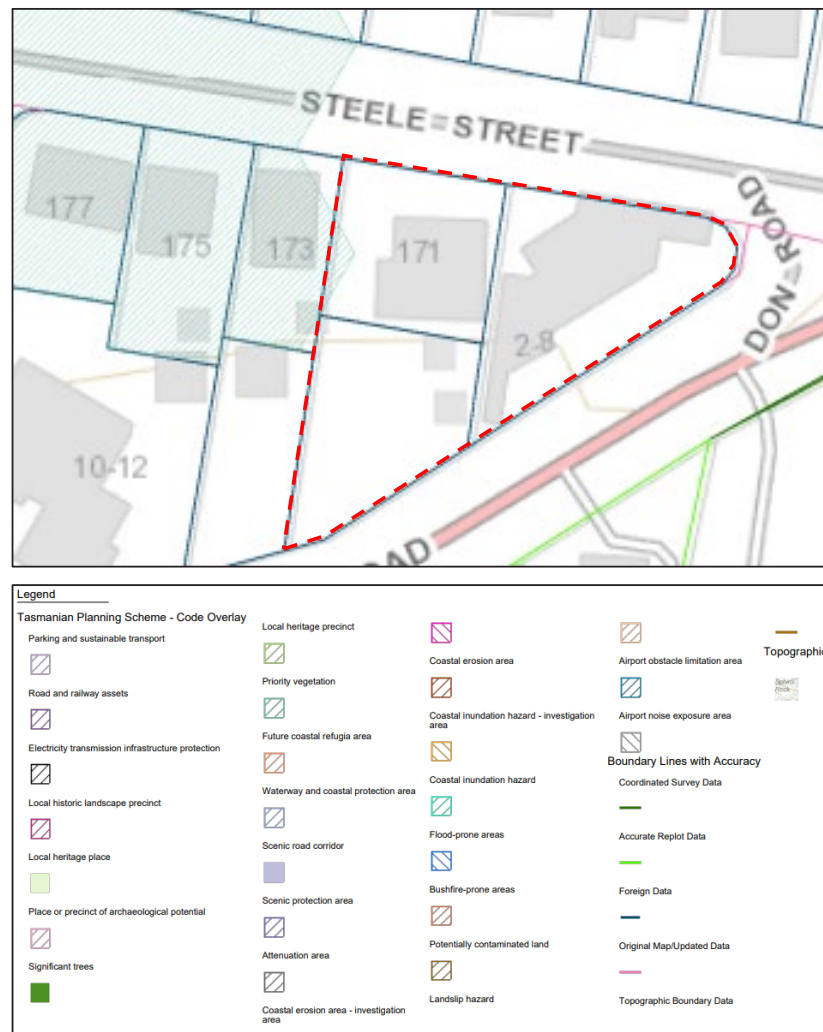
Figure 2.4: Airport Obstacle Limit Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>



Figure 2.5: Priority Vegetation Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

2.3 Surrounding Land

Don Road

As discussed above, land to the south and west of the site along both sides of Don Road is within the **Commercial Zone**. This section of Don Road is an established commercial precinct which includes a range of land uses but primarily Bulky Goods Sales and Business and Professional Services.

Built form along Don Road is accordingly also varied. Generally, buildings are single storey, of a commercial/industrial expression and most are set back from Don Road to provide for paved car parking.

Business identification signage is prominent.

Refer to **Photo 6** and **Figure 2.7** below.

Photo 6: Don Road looking south-west, from the south of the subject site



Steele Street

Land along Steele Street is within the **General Residential Zone**, as mentioned above. Within the vicinity of the subject site, built form is predominantly characterised by single storey detached residential dwellings of various construction.

Along the southern side of Steele Street, residential properties typically share at least one boundary with an adjoining commercial use on Don Road.

Refer to **Photo 7** and **Figure 2.6** below.

Photo 7: Steele Street looking west, from the east of the subject site



Adjoining Properties

With respect to the immediately surrounding land:

NORTH

- To the immediate north of the subject site is Steele Street, a local road with a single lane of traffic in each direction.
- Further north are Nos. 176 – 182 Steele Street which are a series of detached single storey residential dwellings (refer to **Photo 8**).

Photo 8: Residential dwellings opposite the site to the north



EAST

- To the immediate east of the subject site is the continuation of Steele Street, beyond the intersection with Don Road.
- Further east is No. 1 Don Road which is occupied by a used car dealership (refer to **Photo 9**).

Photo 9: View east of the subject site



SOUTH

- To the immediate south of the site is Don Road, a local road with a single lane of traffic in each direction.
- Further south are Nos. 3 – 13 Don Road comprising a series of properties with various land uses, including residential and bulky goods retail (refer to **Photo 10**).

Photo 10: Properties opposite the site on Don Road



WEST

- To the immediate west of 2-8 Don Road is No. 10-12 Don Road, which comprises two offices within a single storey commercial building on a large allotment with extensive paving for car parking (refer to **Photo 11**).

Photo 11: 10-12 Don Road



Source: <https://www.google.com/streetview/>



- To the immediate west of 171 Steele Street is No. 173 Steele Street which is occupied by a single storey detached residential dwelling (refer to **Photo 12**).

Photo 12: No. 173 Steele Street



2.4 Locational Attributes

The broader locality includes a range of commercial, transport, community and recreational services, including (measured 'as the crow flies'):

- Don Reserve, located approximately 1km west.
- Bass Highway, located approximately 1.6km south-west.
- Hillcrest Primary School, located approximately 940 metres south-west.
- Tas TAFE, located approximately 840 metres south-east.
- Devonport central business district, located approximately 1.6km east.

Figure 2.6: Aerial photograph of the subject site and adjoining properties



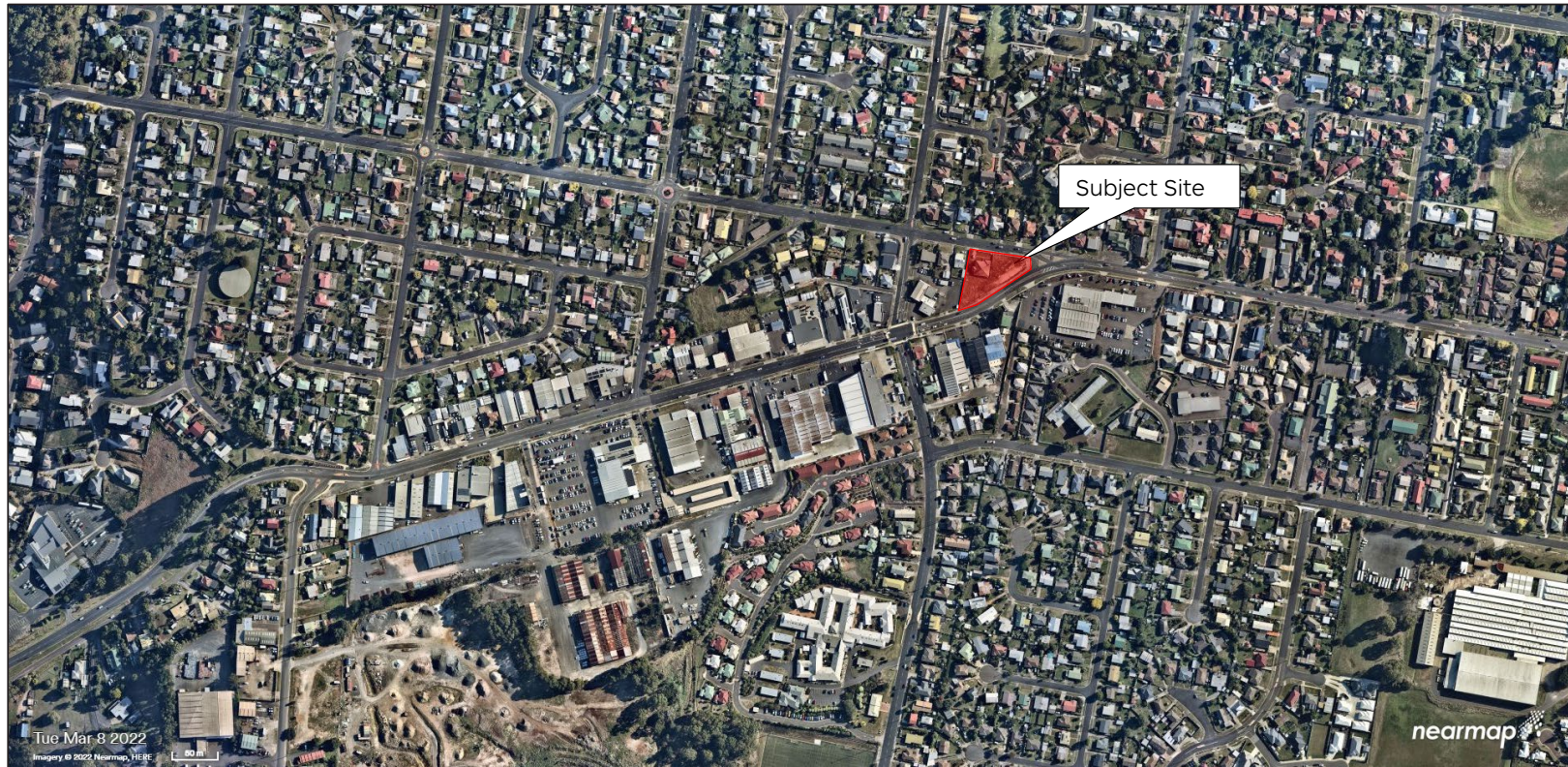
Source: <https://www.nearmap.com/au/en>



Section 40T Report – 2-8 Ron Road & 171 Steele Street, Devonport

18

Figure 2.7: Aerial photograph of Don Road



Source: <https://www.nearmap.com/au/en>

3 The Proposed Planning Scheme Amendment:

3.1 Purpose of and Rationale for the Proposed Amendment

As outlined in Section 1.1 of this report, it is proposed to amend the planning scheme to rezone the land at No. 171 Steele Street from **General Residential** to **Commercial** (as shown below in **Figure 3.1**) in order to facilitate the use of the whole site (171 Steele Street and 2-8 Don Road) as a service station. This is because the **General Residential Zone** prohibits the use of 171 Steele Street for Vehicle Fuel Sales and Service (pursuant to the Use Table at Clause 8.2 of the State Planning Provisions).

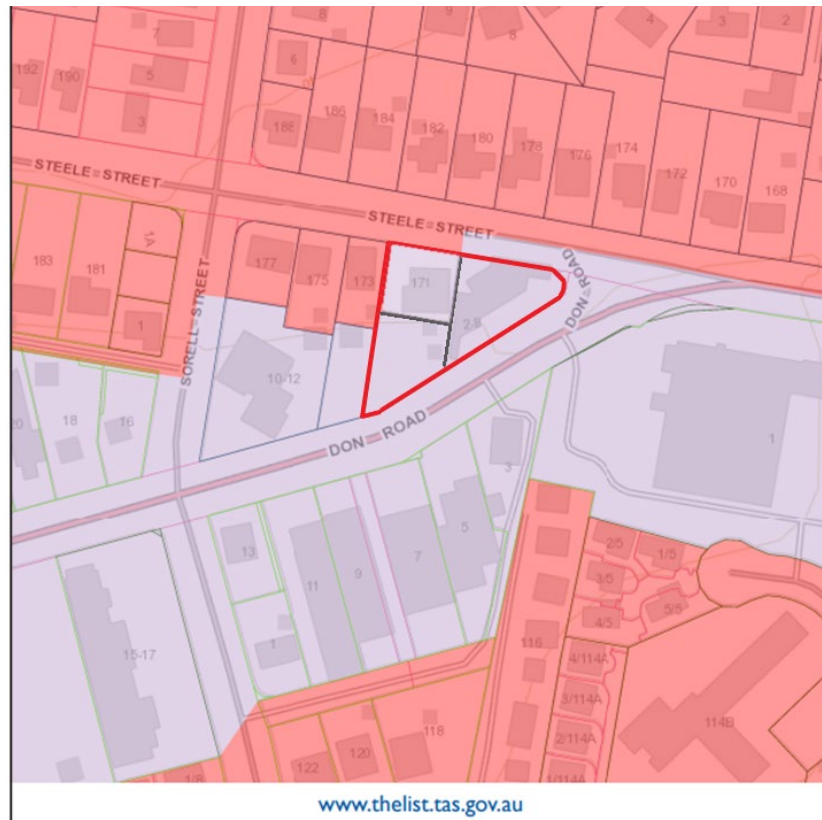
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- The dwelling at No. 171 Steele Street was historically associated with the activities undertaken at No. 2-8 Don Road which is evidenced by the fact that it gained vehicular access via Don Road through No. 2-8 until after that site was recently cleared.
- It is also apparent by the siting of the dwelling on the allotment where it is situated close to the eastern and southern boundaries.
- If No. 2-8 Don Road were to be developed for a commercial activity, the potential amenity impacts of this on the dwelling at 171 Steele Street will be exacerbated by its siting.
- Further to the above, the irregular double triangle shape of No. 2-8 Don Road makes it difficult in our view for a development of that site to comply with the setback requirement of Acceptable Solution 2 of Clause 17.4.2 which sets out a 4-metre setback from adjoining land within a **General Residential Zone**.
- It also follows that the siting of the dwelling at No. 171 Steele Street means that compliance with Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme will also be potentially compromised as the dwelling will very likely receive a poor outlook from its eastern and southern vantages (see **Photo 13** below).
- In addition to side setback requirements, any development of 2-8 Don Road will also be disadvantaged by the shape of the allotment when it comes to front setbacks, particularly when accounting for the necessity of providing on site car parking.
- Rezoning 171 Steele Street to **Commercial** will therefore allow a consolidated development outcome to be achieved over the combined allotment which provides greater flexibility for any proposed design to address matters of building siting, impacts on the amenity of the adjoining residential use and the provision of car parking. Importantly, the rezoning as proposed will not result in a fragmentation of zoned land and will in effect 'square off' Commercial land as it relates to the Don Road commercial corridor.
- We also submit that the removal of No. 171 Steele Street from the **General Residential Zone** will not unreasonably disrupt the residential character of Steele Street, noting again that the overall subject site frames one side of the intersection with Don Road which is distinctly commercial in nature.
- From a land use planning perspective, we note that the proposed rezoning won't threaten or compromise the hierarchy of activity centres within Devonport as it will essentially be a minor extension of the existing commercial spine of Don Road.



- The proposal also won't cause the fragmentation of either the **General Residential** or the **Commercial Zone**.

Figure 3.1: Proposed zoning



Source: Edited extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 13: View of south and east interfaces of No. 171 Steele Street through the subject site



3.2 Land Use Planning and Approvals Act 1993

Section 40(T) – Permit application that requires amendment of LPS

This application for a planning scheme amendment and permit application is made pursuant to Section 40T of the *Land Use Planning and Approvals Act 1993*. The application is consistent with the relevant requirements of Section 40T as outlined in **Table 1** below.

Table 1: Section 40T assessment

Provision	Response
<p>Subsection (1)</p> <p><i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i></p> <p>(a) <i>make an application to the planning authority for a permit, which permit could not be issued unless the LPS were amended as requested; and</i></p> <p>(b) <i>request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.</i></p>	<p>Complies</p> <p>This is a combined planning scheme amendment and permit application, whereby the use proposed is prohibited on part of the subject site (171 Steele Street) due to its current zoning.</p> <p>It is hereby requested that Council considers this request to amend the zoning of the land at 171 Steele Street at the same time as considering the permit application to use and development the subject site for Vehicle Fuel Sales and Service.</p>
<p>Subsection (2)</p> <p><i>An application for a permit</i></p>	<p>Complies</p> <p>This application for a permit is</p>



<i>under subsection (1) is to be in a form, if any, approved by the Commission.</i>	accompanied by a Council planning permit application form.
<p>Subsection (3)</p> <p><i>A planning authority must not refuse to accept a valid application for a permit, unless the application does not include a declaration that the applicant has –</i></p> <p>(a) <i>notified the owner of the intention to make the application; or</i></p> <p>(b) <i>obtained the written permission of the owner under subsection (6).</i></p>	<p>Complies</p> <p>The written consent of the landowner/s has been obtained pursuant to subsection (6). This is provided at Appendix B to this report.</p>
<p>Subsection (4)</p> <p><i>For the purposes of subsection (3), a valid application is an application that contains all relevant information required by the planning scheme applying to the land that is the subject of the application.</i></p>	<p>Complies</p> <p>This application contains all relevant information required by the planning scheme applying to the subject site.</p>
<p>Subsection (5)</p> <p><i>If –</i></p> <p>(a) <i>an undertaking is in respect of a combination of uses or developments or of one or more uses and one or more developments; and</i></p> <p>(b) <i>under a planning scheme any of those uses or developments requires a permit to be granted –</i></p> <p><i>a person may, in the one application under subsection (1), apply to the planning authority for a permit with respect to the undertaking.</i></p>	<p>Not applicable</p> <p>This application is for one use and development only.</p>
<p>Subsection (6)</p> <p><i>An application for a permit under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land and the</i></p>	<p>Complies</p> <p>This application is accompanied by the written consent of the landowner / signed consent form.</p>



<p><i>relevant planning scheme does not provide otherwise –</i></p> <p><i>(a) be signed by each owner of the land; or</i></p> <p><i>(b) be accompanied by the written permission of each owner of the land to the making of the request.</i></p>	
<p>Subsection (7)</p> <p><i>Subsection (6) does not apply to an application for a permit to carry out mining operations, within the meaning of the Mineral Resources Development Act 1995, if a mining lease or a production licence which authorises those operations has been issued under that Act.</i></p>	<p>Not applicable</p> <p>This is not an application for a permit to carry out mining operations.</p>

Section 34 – LPS criteria

Section 34(2) of the *Land Use Planning and Approvals Act 1993* contains the assessment criteria to be met by a draft amendment of the LPS. The compliance of this application with the relevant Section 34(2) criteria is set out in **Table 2** below.

Table 2: LPS criteria assessment

Criteria	Response
<p>Subsection (2)(a)</p> <p><i>contains all the provisions that the SPPs specify must be contained in an LPS; and</i></p>	<p>Complies</p> <p>This proposal seeks to rezone No. 171 Steele Street to the Commercial Zone and does not propose to override existing provisions in the SPPs.</p>
<p>Subsection (2)(b)</p> <p><i>is in accordance with section 32; and</i></p>	<p>Complies</p> <p>As above, the proposal seeks to rely on the existing SPP provisions through the application of an existing zone with no modifications.</p>
<p>Subsection (2)(c)</p> <p><i>further the objectives set out in Schedule 1; and</i></p>	<p>Complies</p> <p>An assessment of the proposal against the Objectives of Schedule 1 to the <i>Land Use Planning and Approvals Act 1993</i> is provided below at Section 3.3 of this report.</p>
<p>Subsection (2)(d)</p> <p><i>is consistent with each State</i></p>	<p>Complies</p> <p>An assessment against the 3</p>



<i>policy; and</i>	State Policies currently operational in Tasmania is provided below at Section 3.4 of this report.
Subsection (2)(da) <i>satisfies the relevant criteria in relation to the TPPs; and</i>	Not Applicable There are no current TPPs.
Subsection (2)(e) <i>as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Cradle Coast Regional Land Use Strategy 2010-2030 is provided below at Section 3.5 of this report.
Subsection (2)(f) <i>has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Devonport City Council's Strategic Plan 2009-2030 is provided below at Section 3.6 of this report.
Subsection (2)(g) <i>as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and</i>	Not applicable The subject site affected by this proposal is not located adjacent to another municipal area.
Subsection (2)(h) <i>has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.</i>	Not applicable The subject site is not located inside or close to a declared gas pipeline corridor.

3.3 Objectives of Schedule 1 to the Land Use Planning and Approvals Act 1993

The proposal is consistent with the relevant Objectives of Schedule 1 to the *Land Use Planning and Approvals Act 1993* as set out below:

Part 1 – Objectives of the Resource Management and Planning System of Tasmania

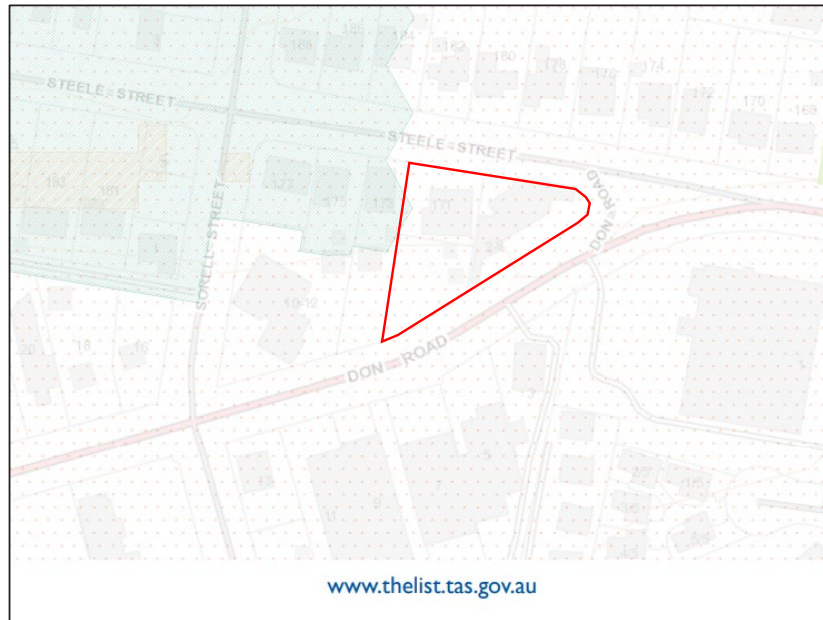
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

Whilst it is acknowledged that part of No. 171 Steele Street is affected by the Priority Vegetation Code Overlay, the proposal will not inhibit any identified natural or physical resources, ecological process or genetic



diversity. As depicted in **Figure 3.2** below, the subject site and surrounding properties are mapped in the '(FUR) urban areas' community type in TASVEG¹, which has no native floristic communities.

Figure 3.2: TASVEG map of subject site and adjoining properties



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

It is therefore submitted that the rezoning of No. 171 Steele Street as proposed will not result in or facilitate the loss of priority native vegetation. Refer also to **Photo 14** below, which shows the western portion of No. 171 Steele Street and its interface with No. 173 Steele Street where the Priority Vegetation Code Overlay applies.

Photo 14 demonstrates that there is no significant native vegetation on the site in this location and it therefore follows that the rezoning of this portion of the site to **Commercial** will not compromise the purpose of the Natural Assets code to protect native vegetation.

It is also noted that this application does not seek the removal of the Priority Vegetation Code Overlay from the subject site.

¹ Digital map of Tasmania's vegetation, Department of Natural Resources and Environment

Photo 14: Western interface of No. 171 Steele Street



(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

The development to be facilitated by the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** will result in an overall improved outcome for residential amenity than if 2-8 Don Road was to be developed individually and 171 Steele Street remained a residential dwelling. This is because, as noted in Section 3.1 of this report, the existing dwelling at No. 171 Steele Street is sited hard against its southern and eastern boundaries, meaning that it is very likely to receive a poor outlook and loss of daylight at these interfaces should 2-8 Don Road be developed. As mentioned, the shape of 2-8 Don Road exacerbates this potential issue because it compromises the ability of a development to comply with the residential interface setback requirement of Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme.

It is submitted that the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** is consistent with orderly planning principles. This is because it will form a consolidated development with No. 2-8 Don Road which frames the northern end of the Don Road commercial strip. As such, the proposal will not result in fragmentation or isolation of land in either zone. It is also noted that the treatment of Nos. 2-8 Don Road and 171 Steele Street as a consolidated site is consistent with its historic use as outlined in Section 2.1 of this report.

Finally, as discussed above in this section, the proposed rezoning will not result in or facilitate the loss of priority native vegetation and it is therefore considered to be consistent with the sustainable development of the land.

(c) to encourage public involvement in resource management and planning; and

This application is subject to the legislated public exhibition requirements of the *Land Use Planning and Approvals Act 1993* at Division 3 (Amendment of LPSS), Subdivision 2 (Public exhibition) and Section 40Z.

- (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*

As mentioned throughout sections 2 and 3 of this report, the proposed rezoning will facilitate the consolidated development of Nos. 2-8 Don Road and 171 Steele Street. This will achieve economic uplift for the existing vacant 2-8 Don Road site which might otherwise not be developed due to the constraints imposed by the irregular dimensions of the allotment.

- (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

This proposal is made in accordance with the framework set out by the *Land Use Planning and Approvals Act 1993*, which provides clear direction and guidance as to the roles of government, the community and the private sector in resource management and planning.

Part 2 – Objectives of the Planning Process Established by this Act

- (a) to require sound strategic planning and co-ordinated action by State and local government; and*

The amendment advances sound strategic planning by facilitating consolidated commercial development within an established commercial corridor.

- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

This proposal does not seek to alter the existing system of planning instruments in practice under the State Planning Provisions or Devonport Local Provisions. Instead, the proposal seeks to implement the **Commercial Zone** in its current form to part of the subject site.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

As outlined in the responses to Part 1 (a) and (b) above, the proposal will not cause unreasonable detriment to the environment through the loss of native vegetation, will facilitate fairer development outcomes with regards to residential amenity and will advance the economic development of currently unused land in the **Commercial Zone**.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

The proposal is not contrary to this objective, noting again that it relates only to the rezoning of land at No. 171 Steele Street and does not seek to alter any other aspect of the Devonport Local Provisions Schedule.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

The proposal achieves this objective by virtue of the established process for combined scheme amendment and permit applications set out by Section 40T of the *Land Use Planning and Approvals Act 1993*.

- (f) to promote the health and wellbeing of all Tasmanians and visitors*



to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and

As mentioned throughout sections 2 and 3 of this report, the proposal will facilitate a consolidated development outcome on a site which is otherwise highly constrained by its dimensions and zone interface contact. A consolidated outcome is desirable in this location because any development of 2-8 Don Road in isolation is likely to cause unreasonable detriment to the existing dwelling at No. 171 Steele Street by virtue of that dwelling's siting in combination with the irregular dimensions of No. 2-8 Don Road.

Further, as demonstrated in the supporting material to the planning application (application and landscape plans, traffic impact assessment, environmental noise assessment and contamination report), the development facilitated by this proposal will make efficient use of the site and result in an appropriate interface to and transition with the **General Residential Zone**.

(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and

The dwelling at No. 171 Steele Street is not identified as being of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value. Further, it does not contain any registered artifacts of Aboriginal or European heritage. The proposed rezoning of the land is therefore of no concern in this regard.

(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and

This proposal will not compromise the orderly provision and coordination of public utilities and other communities. In particular, the traffic impact assessment prepared to support the planning application demonstrates that the proposal results in acceptable traffic outcomes.

(i) to provide a planning framework which fully considers land capability.

This proposal is consistent with the planning framework set out by the *Land Use Planning and Approvals Act 1993*.

3.4 State Policies

There are currently three State Policies made by the Governor of Tasmania under the *State Policies and Projects Act 1993*.

Tasmanian State Coastal Policy 1996

The site affected by this proposal is located more than 1km away from the coastline and therefore this policy does not apply.

State Policy on Water Quality Management 1997

This policy seeks to implement water quality management principles to maintain and enhance water quality by mitigating pollution discharged to waterways, monitoring polluters and promoting integrated catchment management. It is noted that No. 171 Steele Street is not within an identified area of coastal hazard, flood hazard or a waterway and coastal protection area.



It is therefore submitted that the development of the land to be facilitated by the proposed amendment can be appropriately managed through the existing regulatory approvals framework to ensure that stormwater discharged from hard surfaces at the site without causing degradation of water quality or erosion.

State Policy on Protection of Agricultural Land 2009

The proposal is not affected by this policy.

3.5 Cradle Coast Regional Land Use Strategy 2010-2030

The subject site sits within the Devonport City Council municipal boundaries which is subject to the Cradle Coast Regional Land Use Strategy 2010-2030 (CCRLUS).

The purpose of the CCRLUS is to *'provide strategic foundation for land use planning in the Cradle Coast Region of northwest Tasmania which provides a perspective on planning issues of regional significance'*. The strategy promotes *'wise use of natural and cultural resources, a prosperous regional economy, liveable and sustainable communities and planned provision for infrastructure and services'*.

The vision of the CCRLUS is as follows:

- (a) *The Cradle Coast Region is a sustainable and dynamic place, where a diverse and secure economy remains competitive in a global environment by building on responsible use of natural and cultural advantages and reflecting big new ideas.*
- (b) *The Region's communities and centres are individually distinctive, but are also well connected, attractive, efficient, healthy, safe and viable. Communities offer a choice of options as accessible, functional and affordable places in which to live, work, visit and invest.*
- (c) *Communities celebrate their personal and collective identity and connectedness, value their health and well-being, and accommodate the rights and interests of all.*
- (d) *There is a culture of innovative and long-term thinking, with ready access to information, knowledge and learning promoting confidence and enabling creative actions that influence change and continuously prepare for the future.*
- (e) *The Region's air, water, land and complex natural systems, wild and human landscapes, economic and renewable resources, and social and cultural values are understood, respected and well cared for.*
- (f) *Coordinated action within and external to the Region delivers positive outcomes for land use and resource management, infrastructure and service provision, adaptation to climate change, and transition to renewable energies and efficient technologies.*

The achievement of the vision of the CCRLUS is guided by four policy groups which each set out a number of objectives, policies and strategies. Responses against each of the provisions that have relevance to this proposal are provided in the below tables.



Policy Group 1: Wise Use of Resources – Respect for what is valued

STRATEGIC OUTCOMES

Use and development of natural and cultural resources in the Cradle Coast Region –

- *safeguards the life supporting properties of air, water and land.*
- *maintains and enhances the health and security of biodiversity and ecological processes.*
- *provides sustainable access to natural resources and assets in support of human activity and economic prosperity.*
- *recognises and respects natural and cultural heritage.*
- *promotes the optimum use of land and resources.*

Table 3: Policy Group 1 (Wise Use of Resources – Respect for what is valued) Assessment

Land Use Policies for a Changing Climate

Land use planning processes for mitigation and adaption –

- a) *Promote outcomes which reduce carbon emissions and increase energy efficiency in a manner consistent with and appropriate to furthering declared Commonwealth and State policies and targets.*
- b) *Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, health care, retail and personal services and social and recreation facilities, including –*
 - i. *a greater mix and less dispersal or segregation in the nature and distribution of land use.*
 - ii. *provision of local activity centres where there is a concentrated mix of activity for shopping, working, studying, recreation and socialising clustered at readily accessible locations.*
 - iii. *improvement in the level of internal connectedness and convenience for pedestrian, cycle and public transport options.*
 - iv. *increase in urban densities for residential and commercial use.*
 - v. *location of employment opportunities within a greater number of centres and at a rate commensurate with local need.*
 - vi. *minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations.*
- c) *Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work. The mix and locations of these may need to be more flexible in remote locations isolated from reliable and accessible road and rail freight networks.*
- d) *Promote energy efficient urban places and facilitate energy efficient buildings through design and construction requirements for subdivision layout, building disposition, and the use of materials and landscaping which maximise solar access and natural lighting,*



natural heating, cooling and ventilation, and the use of low energy and recovered materials, energy and resources.

- e) *Facilitate non-carbon energy alternatives, renewable energy and energy recovery projects which enhance transition to a carbon-neutral society, including –*
 - i. *stand-alone commercial scale installations in locations where there will be an acceptable level of impact on cultural, economic and natural resource values and on the amenity of designated sensitive use areas.*
 - ii. *installations forming a directly associated and subservient part of a use or development.*
 - iii. *domestic-scale installations in all locations.*
- f) *Facilitate carbon capture and storage, including by geological sequestration, soil carbon in agriculture, reafforestation and control on the clearing of vegetation.*
- g) *Apply sound risk management practices.*

Response:

The proposed rezoning will enable the delivery of a consolidated development outcome which is adaptable and contributes to the realisation of a compact city and provision of commercial services required to support both the local and broader community of Devonport.

In particular, we note that considerable provision for electric vehicle charging infrastructure is made in the proposed design response, and this is an aspect of the facility's offerings that can be expanded to meet increasing demand.

The proposed rezoning to **Commercial** is also consistent with the policy direction to promote compact urban expansion as the site is strategically located at the northern end of the Don Road commercial strip.

Land Use Policies for Water Management

Land use planning processes –

- a) *Use catchments as the ecological and hydrological unit of meaningful scale for planning and land management.*
- b) *Identify the surface water and ground water features, hydrological function, and natural features and areas necessary for the ecological and hydrological integrity of catchments.*
- c) *Require catchments, natural water courses and water bodies be adequately buffered against likelihood for resource development, economic activity, utilities and settlement to have adverse effect on –*
 - i. *existing and known likely drinking water supplies.*
 - ii. *surface water, ground water, and water bodies susceptible to impact due to extraction of water or the addition of nutrients, sediments and pollutants.*
 - iii. *hydrological function of water, including its chemical and physical properties, and its biological interaction with the*



environment.

- d) *Limit modification of natural drainage systems, including change in channel alignment and in the nature of the stream beds and flow rates.*
- e) *Impact on water quality by runoff from adjacent use or development.*
- f) *Promote sustainable water use practices including water harvesting and recycling such as Water Sensitive Urban Design for stormwater and waste water.*
- g) *Require retention and rehabilitation of native vegetation within riparian and foreshore areas.*
- h) *Require urban and rural land use or development incorporate measures to manage diffuse and point source pollution from storm water and waste water discharge in accordance with the Tasmanian State Policy on Water Quality Management 1997 and the Tasmanian State Stormwater Strategy 2010.*

Response:

We note that the land subject to this rezoning proposal does not form part of a catchment. Accordingly, it is submitted that there are no implications for water management within the region arising from the proposed rezoning. We note that any development of the land will be subject to any drainage and water sensitive urban design objectives of the planning scheme or other similar controls.

Land Use Policies for Land

Land use planning processes –

- a) *Recognise land is an irreplaceable and exhaustible resource.*
- b) *Ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social for the region's communities benefit at least cost to natural values.*
- c) *Identify land for –*
 - i. *Protection and conservation.*
 - ii. *Primary production.*
 - iii. *Economic activity.*
 - iv. *Settlement.*
 - v. *Community, transport and utility infrastructure.*
 - vi. *Tourism and recreation.*

Response:

The proposal to rezone 171 Steele Street to **Commercial** is consistent with the above policies as it will facilitate a consolidated development outcome at the northern end of an existing commercial shopping strip within the same zone. It is also noted that the site has no identified cultural, aesthetic or geographical value which would be compromised by the **Commercial Zone**.

Land Use Policies for Air



Land use planning processes recognise the importance of clean air to climatic and biological health and –

- a) Maintain standards for natural air quality within the Region.*
- b) Promote development which satisfies or exceeds applicable regulatory standards for air quality.*
- c) Buffer development with potential to create adverse effects by nuisance and pollutant emissions from settlement areas.*

Response

There will be no implications for air quality in the region as a result of the proposed rezoning. In particular, it is noted that the **Commercial Zone** includes use and development standards which are designed to mitigate the potential impacts of nuisance and pollutant emissions on adjoining residential land.

Policy Group 2: Support for Economic Activity – A diverse and robust economy

STRATEGIC OUTCOMES

Prosperity and liveability of the Cradle Coast Region is achieved through economically, socially and environmentally sustainable development. Land use planning –

- Facilitates regional business through arrangements for the allocation, disposition and regulation of land use which promote diversification, innovation and entrepreneurship and avoid unnecessary restraint on competition and cost for compliance.*
- Promotes use and development which maximises the Region's economic potential in key sectors with deep capacity and potential for sustained growth and economic return or a clear strategic advantage.*
- Improves the social and environmental sustainability of the State and regional economy by allowing economic development and employment opportunities in a range of locations while respecting the link between a healthy environment and a healthy economy.*
- Supports and grows liveable regional communities through coordinate action aligned with State and regional economic development plans specific to the issues, challenges and opportunities of the Region.*

Table 4: Policy Group 2 (Support for Economic Activity – A diverse and robust economy) Assessment

Land Use Policies for Economic Activity and Jobs

Land use planning processes for –

3.3.1 Economic Activity

- a) Facilitate supply of employment land in all settlement areas for industrial, business and institutional use including in residential locations and recognise the unique economic circumstances that exist on King Island.*
- b) Recognise the implication of enhanced capacity in digital communication to diminish location dependencies for economic activity and provide the Region with competitive equality and*



- opportunity for new business ventures in non-traditional sites.*
- c) *Ensure locations for employment use accommodate new forms and changing patterns of economic activity.*
 - d) *Promote provision of employment land in locations where –*
 - i. *Land is physically capable of development.*
 - ii. *Transport access and utilities can be provided at reasonable economic, social and environmental cost.*
 - iii. *There is an access to resource, energy, communication, and workforce.*
 - iv. *Sufficient separation can be provided to buffer impact on natural values, economic resources and adjoining settlement.*
 - v. *Local strategy on King Island identifies a need for alternative approaches to recognise the unique circumstances of the local island economy.*
 - e) *Protect designated economic activity and employment lands against intrusion by alternate forms of use or development.*
 - f) *Indicate necessary infrastructure must be planned or available and protected to support current and forecast employment needs.*
 - g) *Convert employment land to non-employment use only where –*
 - i. *The land is not required for the employment purpose for which it is designated; or*
 - ii. *The land is incapable of effective use for employment purposes over the long- term; and*
 - iii. *Conversion will not adversely affect the overall efficiency of other employment land in the vicinity;*
 - iv. *There is a need for the conversion; and*
 - v. *The land is suitable for the proposed alternative purpose.*

Response:

This amendment proposal seeks to include what could be considered as surplus land within the **Commercial Zone** at the northern edge of an established linear retail strip which contributes to local employment in the region. It is therefore sound and will enrich economic outcomes in the locality without causing unreasonable detriment to its surrounds nor detract from the economic viability of other identified centres.

Land use planning processes for –

3.3.9 Business and Commercial Activity

- a) *Facilitate convenient access in each settlement area to food and convenience goods retailers and services.*
- b) *Promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand, and relationship to the wider regional market.*
- c) *In this regard Devonport, Burnie, Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will provide regional or district business and commercial service roles in addition to*



meeting local demand.

- d) Facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context.*
- e) Promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need.*
- f) Maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones.*
- g) Promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality.*
- h) Prevent linear commercial development.*
- i) Prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas.*
- j) Provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods.*
- k) Restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres.*
- l) Require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse effect on established town centres and the regional pattern of retail and service provision.*

Response:

This proposal is consistent with business and commercial activity policies as follows:

- It represents a modest extension to an existing patch of commercial zoned land at the edge of an established centre.
- The **Commercial Zone** applies to all land in this section of Don Road.
- The rezoning will not result in 'leakage' of commercial and retailing activities from preferred areas.
- The modest additional commercially zoned land will facilitate the consolidated development of a service station which will serve a local catchment and will not detract from other commercial activity within the region.
- As an established commercial strip, Don Road can accommodate the additional traffic generation associated with the proposal.
- The development outcome to be consolidated by the proposed rezoning will utilise the site's two street frontages and it is therefore submitted that the proposal will not inappropriately contribute to linear commercial development (noting that Don Road is an existing linear commercial strip).



Policy Group 3: Places for People – Liveable and sustainable communities

STRATEGIC OUTCOMES

Regional settlements provide liveable and sustainable communities where –

- *The growth and development of centres is contained to create functional places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified economic, natural or cultural value.*
- *The pattern of settlement provides a network of compact, well connected and separate centres each with individual character and identity.*
- *Land supply is matched to need and there is a balance of infill and expansion.*
- *There is coordinated and equitable access to provision of regional level services.*
- *Each settlement provides an appropriate level of local development and infrastructure facilities to meet locally specific daily requirements in employment, education, health care, retail, and social and recreation activity for its resident population.*
- *Each settlement provide a healthy, pleasant and safe place in which to live, work and visit.*
- *There is diversity and choice in affordable and accessible housing.*
- *People and property are not exposed to unacceptable levels of risk.*
- *Transport, utility and human service infrastructure is planned and available to meet local and regional need.*
- *Energy and resource efficiency is incorporated into the design, construction and operation of all activities.*

Table 5: Policy Group 3 (Places for People – Liveable and sustainable communities) Assessment

Land Use Policies for Managing Growth and Development
<p><i>Land use planning processes for –</i></p> <p>4.3.1 Urban Settlement Areas</p> <p>a) <i>Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.</i></p> <p>b) <i>Promote established settlement areas as the focus for growth and development.</i></p> <p>c) <i>Promote optimum use of land capability and the capacity of available and planned infrastructure service.</i></p> <p>d) <i>Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.</i></p> <p>e) <i>Accommodate growth and development for each of the centres identified in Table B4.5 through either –</i></p> <p>i. <i>A Stable Growth Strategy which promotes growth and development within the established boundaries of the</i></p>



- nominated settlement area without priority for intensification; or*
- ii. A Contained Growth Scenario which promotes a mix of intensification and strategically planned expansion on the established boundaries of the nominated settlement centre.*
- f) Provide a pattern of settlement which maintain –*
 - i. Separated towns, villages and communities.*
 - ii. Visual and functional transitional space between each individual centre.*
 - iii. Absence of linear development or expansion aligned to coastline, ridgeline, or river or road frontage.*
- g) Implement structure plans and regulatory instruments for each centres which –*
 - i. Identify arrangements for intensification through infill, redevelopment and conversion of vacant and under-developed land, including for intensity of buildings and density of population.*
 - ii. Identify arrangements for the expansion of urban boundaries when –*
 - a. There is insufficient capacity within existing designated land to accommodate forecast growth.*
 - b. Areas of expansion are contiguous with established settlement areas.*
 - c. Sequence of release is progressive from established settlement areas and consistent with the capacity and orderly provision of infrastructure services.*
 - d. Compact urban form is retained.*
 - iii. Embed opportunity for a mix of use and development within each centre sufficient to meet daily requirements for employment, education, health care, retail, personal care and social and recreation activity.*
 - iv. Avoid encroachment or adverse impact on places of natural or cultural value within the designated urban boundary.*
 - v. Avoid exclusion or restraint on areas significant for natural or cultural value, resource development or utilities in the vicinity of the designated urban boundary.*
 - vi. Minimise exposure of people and property to unacceptable levels of risk to health or safety.*
 - vii. Promote active and healthy communities through arrangements for activity centres, public spaces, and subdivision layout which facilitate walking and cycling.*
 - viii. Buffer the interface between incompatible use or development.*
 - ix. Facilitate any agreed outcomes for future character.*
 - x. Facilitate reduced carbon emission and improved energy efficiency through requirements for the orientation and placement of lots and buildings, access to solar energy and daylight, and the application of energy generation and efficiency technology and construction techniques.*



- xi. Acknowledge the transient and cyclic nature of resource-based activity in towns such as Rosebery, Zeehan and Grassy and require the legacy of new development for housing, commercial, community, recreation and utility infrastructure does not unreasonable burden the permanent population.*
- xii. Acknowledge the specialist role of centres such as Cradle village, Strahan, Stanley and Waratah as tourist destinations and require new development be consistent with this purpose without alienation or disadvantage to ability for the centre to remain a liveable community for the permanent resident population.*

Response:

The proposed amendment is consistent with policies for managing growth and development as follows:

- The rezoning affects one average sized allotment within the established settlement area of Devonport and as such is consistent with a Stable Growth Strategy.
- The rezoned land will form part of a development on a corner allotment which will read as the northern edge of the established commercial precinct on Don Road.
- The transition between the site and adjoining residentially zoned land is consistent with typical corner site arrangements.
- The rezoning does not inappropriately contribute to, exacerbate or cause linear commercial development.
- The proposal does not encroach on culturally, environmentally or socially significant land.
- The proposal seeks only to rezone the land and does not seek to modify the other use and development controls of the planning scheme which are in place to ensure that best practice risk mitigation is embedded within the planning process.

Land Use Policies for Protecting People and Property

Land use planning processes for risk management –

- a) Recognise land exposed to future or enhanced risk is a valuable and strategic resource that should not be sterilised by unnecessarily excluding use or development.*
- b) Establish the priority for risk management is to protect the lives of people, the economic value of buildings, the functional capacity of infrastructure, and the integrity of natural systems.*
- c) Avoid new essential service, sensitive or inappropriately located use or development on undeveloped land exposed to or affected by a high level of an existing, likely future or enhanced risk, including from inundation and erosion by the sea, flooding, bush fire or landslip.*
- d) Limit opportunity for expansion of existing essential service, sensitive or inappropriately located use and development onto land exposed to or affected by an existing, likely future or enhanced level of risk.*
- e) Limit opportunity for redevelopment and intensification of existing*



essential service, sensitive or inappropriately located use or development on land exposed to or affected by an existing, likely future or enhanced level of risk unless the impact can be managed to be no greater or less than the existing situation.

- f) Promote guidelines and technical measures that which will assist to reduce impact of an existing, likely future or enhanced level of risk and make existing strategically significant places, uses, development and infrastructure assets less vulnerable, including provision for protection, accommodation and abatement, or retreat.*
- g) Require a hazard risk assessment for new or intensified use or development on land exposed to an existing, likely future or enhanced risk, such assessment to address the nature and severity of the hazard, the specific risk factors for the proposed use or development, and the measures required to mitigate any risk having exceedance probability of greater than 1% at any time over the life of the development.*
- h) Ensure current and future landowners and occupiers are put on notice of the likelihood for a future or enhanced level of risk.*

Response:

The land subject to this amendment is not identified as being subject to potential hazards which would expose future development to unacceptable levels of risk (e.g. through landslip, flooding, erosion or bushfires).

Land Use Policies for Facilitating Access to Business and Community Services

Land use planning processes –

- a) Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population.*
- b) Locate business and community service activity reliant for operational efficiency on a regional-scale population or on a single or limited number of sites at Burnie or Devonport, and at Latrobe, Ulverstone, Sheffield, Wynyard, Smithton, Currie and Queenstown.*

Response:

It is submitted that through the facilitation of a consolidated site (on land which is otherwise constrained due to its irregular shape), the proposed rezoning will contribute to a mix of use and development within the locality.

Policy Group 4: Planned Provision for Infrastructure – Support for growth and development

STRATEGIC OUTCOMES

Economic prosperity, liveable settlement and environmental health is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that –



- Ensures infrastructure is planned and available commensurate with the use and development of land.
- Prioritises optimum use of existing infrastructure over provision of new or expanded services.
- Protects the function, capacity and security of existing and planned infrastructure corridors, facilities and sites.

Table 6: Policy Group 4 (Planned Provision for Infrastructure – Support for growth and development) Assessment

Land Use Policies for Integrated Land Use and Planning

Land use planning processes –

- a) Are integrated and coordinated with strategies, policies and programs contained in or derived from the Tasmanian Infrastructure Strategy planning processes.
- b) Recognise existing and planned infrastructure provision for services and utilities.
- c) Promote compact contained settlement areas to –
 - i. Assist climate change adaptation and mitigation measures.
 - ii. Optimise investment in infrastructure provision.
- d) Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to the need of communities and economic activity.
- e) Require the scale and sequence of growth and development be in accordance with arrangements for the provision of infrastructure.
- f) Require use or development optimise capacity and function in available and planned infrastructure services and utilities.
- g) Restrict use or development in locations where provision or upgrade in capacity or function of infrastructure services and utilities cannot be economically or sustainably provided.
- h) Recognise strategic and substantial infrastructure assets such as airports, railways, major roads and seaports as a distinct land use category.
- i) Protect infrastructure assets, corridors, facilities sites and systems from use or development likely to create conflict or interference to the operational capacity, function or security of services and utilities, including for road and rail corridors, airport and seaport land, energy generation and distribution corridors, and water catchment and storage areas.
- j) Minimise permit and assessment requirements for works involving replacement or improvement in the capacity, function or safety of existing infrastructure.
- k) Limit use or development which has no need or reason to locate on land within an infrastructure corridor, facility or site.
- l) Promote infrastructure corridors, sites and facilities that –
 - i. Minimise adverse effect on areas of natural or cultural value.
 - ii. Minimise adverse effect on the amenity, health and safety of designated settlement areas.



- iii. *Minimise exposure to likely risk from natural hazards.*
- iv. *Collocate services and facilities.*

Response:

The proposed amendment is consistent with policies for integrated land use and planning as follows:

- The subject site is within an established settlement area with good access to infrastructure.
- The additional commercial land created by this proposal is modest and will not place unsustainable demand on the local infrastructure network, including transport systems.
- The proposal does not negatively impact infrastructure and service provision in the region in any other way.

Land use Policies for Transport Systems – Moving freight and people

Land use planning processes for –

5.4.1 Integrated Planning

Are aligned to the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals to deliver connected communities and efficient and safe movement of people and freight in a manner that will drive economic growth, social inclusion and meet climate change challenges.

5.4.4 Road Transport

- a) *Recognise the strategic importance of major road freight and passenger transport corridors identified in the Tasmanian State Road Hierarchy 2006; and*
 - i. *Limit access between priority roads and adjoining land; and*
 - ii. *Limit creation of junctions with local roads.*
 - iii. *Avoid ribbon development aligned along frontages to major transport corridors.*
 - iv. *Direct use or development dependent on high volume freight capacity to locations with ability to readily integrate with major freight routes.*
 - v. *Restrict use or development dependent on high volume freight capacity in locations where there is not an appropriate standard of road freight capacity.*
- b) *Require local road networks provide a high level of accessibility and connectedness to local destinations, including for pedestrian, cycle and public transport.*
- c) *Require traffic generating use or development make arrangements for vehicular access, freight and passenger handling, parking of vehicles, pedestrian and cycle access, and connection to public transport.*
- d) *Promote mixed use communities and use of communication and digital technologies to minimise frequency and distance of travel for daily requirements for employment, education, health care, retail and personal services, and social and recreation activity.*



Response:

The proposal will not compromise the delivery of the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals. Further, it is appropriately located along a main arterial road with good access to the settlement catchment and regional transport networks.

3.6 Devonport City Council Strategic Plan 2009-2030

The overarching vision of Devonport City Council's Strategic Plan 2009-2030 is:

Devonport will be a thriving and welcoming regional City, living lightly by river and sea.

The vision is to be achieved through the delivery of the following five goals:

- *Goal 1 – Living lightly on our environment.*
- *Goal 2 – Building a unique city.*
- *Goal 3 – Growing a vibrant economy.*
- *Goal 4 – Building quality of life.*
- *Goal 5 – Practicing excellence in Governance.*

It is submitted that the proposed planning scheme amendment to rezone No. 171 Steele Street from **General Residential** to **Commercial** is not at odds with the vision and goals of Council's strategic plan. In particular, this proposal will contribute to the local economy by facilitating economic uplift to an otherwise vacant site.



4 The Proposed Use and Development:

4.1 Overview

It is proposed to use and develop the site for the purpose of a Service Station (OTR Devonport - Vehicle Fuel Sales and Services) with an ancillary convenience shop and car wash.

4.2 OTR Service Station and Associated Car Wash Operation Details

- Total floor area of 261.14sq.m for the service station control building and 80.1sq.m for the car wash area (includes the plant room).
- Service station operating 24 hours, seven days a week.
- Commercial fuel deliveries and waste collection will be limited to:
 - 7am to 9pm, Monday to Saturday.
 - 8am to 9pm, Sunday and public holidays.
- Vacuum hours will be limited to:
 - 7am to 10pm, Monday to Sunday.

We note that the proposed convenience shop and car wash uses are ancillary to the primary use of the site for the purpose of a service station.

The control building will also be provided with a drive-through component which will offer the OTR-branded food product range available in the store. This product range includes coffee, juice and other beverages, prepared foods such as sandwiches, pies, salads and wraps and other snacks, and convenience grocery items from the OTR in-store range. The proposed development does not include any element that would result in it falling within the defined land use term “convenience restaurant” or “take away food premises”. “Branded” fast-food items such as KFC, McDonalds and Hungry Jacks will not be provided from the drive-through, or at all on the site.

4.3 Access and Car Parking

The Transport Impact Assessment prepared by Ratio Consultants Pty Ltd details the traffic and access arrangements for the site. By way of summary, access to the site will be via both Don Road and Steele Street (both two-way access).

The proposal includes a total of 9 x shared parking spaces (including 2 x spaces for electric vehicle charging).

Queuing parking spaces / bays are further provided to both the control building and automated car wash, including a drive-thru for take away coffee from the control building.

4.4 Built Form

- All existing buildings on the site (171 Steele Street) are proposed to be demolished.
- It is proposed to construct a new OTR service station building and associated petrol bowser canopy and car wash (automatic).
- The service station building (control building) is to include a drive-thru facility. With respect to each building, we offer the following:
 - The single storey OTR service station / convenience shop has a maximum overall height of 9.07 metres (above natural ground



level) to the top of the blade wall.

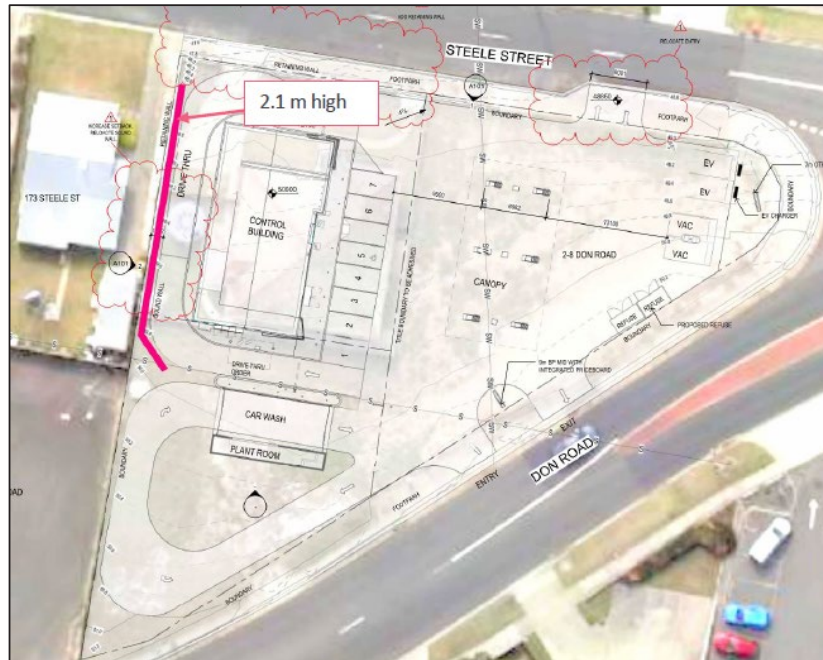
- The control building is setback a minimum 6.36 metres from the site's northern boundary (Steele Street) and 5.85 metres from the site's western boundary (interface with No. 173 Steele Street). Pedestrian access to the building is provided to the eastern façade whilst the drive wraps around the building's west.
 - The petrol canopy which provides weather protection to 3 x double sided petrol bowzers (6 fuel pumps total). The structure includes a maximum overall height of 8.6 metres and minimum setbacks of approximately 6 metres to the north (Steele Street), 22.18 metres from the east (corner of Don Road and Steele Street) and 3.36 metres from the south (Don Road).
 - The associated car wash facility is located south of the control building with a minimum setback of approximately 5 metres from the south boundary (Don Road) and 10.42 metres to the west boundary (shared with No. 10-12 Don Road). The facility comprises a singular automatic washing bay and has a maximum height of 6.6 metres.
 - The car wash building will be acoustically treated to ensure its impact on the adjoining residential property is suitably mitigated – we defer to the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics for further details on proposed treatments.
 - A separate vacuum facility will be provided to the north of the refuse enclosure.
- A dedicated refuse storage enclosure is provided along the Don Road frontage, ensuring that waste storage is appropriately screened.
 - The site will be levelled to AHD 50m which will require the construction of retaining walls along the western and northern boundaries.
 - A 2.175 metre high acoustic fence/sound proofing wall is proposed to be constructed adjacent to the western boundary which is shared with the residential property at No. 173 Steele Street to mitigate noise impacts associated with the drive-through facility, per the recommendation of the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics.
 - The fence will have an overall height of approximately 2.175 – 3.9 metres (varies due to the slope of natural ground level).
 - As shown in **Figure 4.1** below, the fence will be setback from the western boundary.
 - Building materials to the various buildings to be erected onsite include precast concrete, fibre cement wall cladding, face brickwork, fibre weatherboard wall cladding, timber-look cladding and glazing.
 - Full perimeter screening is to be provided for rooftop mechanical services on the control building (see the Environmental Noise Assessment prepared by Marshall Day Acoustics for details).
 - A flat roof form is proposed to the service station whilst the petrol bowser canopy adopts two skillion roof forms from a central supporting pole.
 - A new landscaping scheme is proposed for the site, with emphasis of the provision of canopy trees through the site (refer to Landscape Plan prepared by Oxigen for full details). We note that there are no



existing canopy trees on the site or adjacent to the site which would be affected by the proposal.

- The site's Don Road and Steele Street boundaries are to be absent of fencing.

Figure 4.1: Location of proposed acoustic fence



Source: Extract from Environmental Noise Assessment prepared by Marshall Day Acoustics

4.5 Advertising Signage

The proposed OTR service station and associated car wash includes an array of business identification signage.

Signage is to include:

- **S1:** An illuminated canopy sign with a display area of 0.6sqm, located on the southern and northern façades of the petrol canopy and raised by 4.49m above ground level.
- **S2:** An illuminated blade sign (petrol price display) located adjacent to the proposed vehicle crossing to Don Road with an overall height of 7 m.
- **S3:** An illuminated blade sign (including a central LED screen) located east of the electric vehicle charging points and with an overall height of 7m.
- **S4:** A pole 'gantry' sign with illuminated display area of 1.8sqm, located at the entrance to the drive through. The underside of the sign is raised by 3.16m above ground level and the overall height of the structure is 3.74m.
- **S5:** An illuminated (digital/LED) blade sign with a display area of 1.26sqm, located on the between the drive-thru and the southern wall of the control building. The structure has an overall height of 1.79m.
- **S6:** A pole sign (non-illuminated) with a display area of 1.19sqm, located next to the pedestrian entrance of the control building. The

structure has an overall height of 1.39m.

- **S7:** An illuminated (digital/LED) wall sign with a display area of 6sqm, located above the pedestrian entrance of the control building and raised by 2.74m above ground level.
- **S8:** A wall sign (non-illuminated) with a display area of 1.12sqm, located on the eastern façade of the control building and raised by 3.09m above ground level.
- **S9:** A painted wall sign (coffee art) with an approximate display area of 14.48sqm located on the eastern side of the blade wall of the control building and raised by 200mm above ground level.
- **S10:** An illuminated wall sign with a display area of 5.14sqm located on the northern side of the blade wall of the control building and raised by 5.79m above ground level.
- **S11:** An illuminated wall sign with a display area of 2.09sqm located on the eastern wall of the control building and raised by 2m above ground level.



5 Planning Controls:

5.1 Applicable Planning Policy

The State Planning Provisions and Local Provisions Schedule policies which apply to this application are outlined in **Table 7** below.

Table 7: Applicable planning policies

Statutory Planning Controls – Devonport Planning Scheme	
State Planning Provisions	
Categorising Use or Development	<p>Pursuant to Table 6.2 (Use Classes) of Clause 6.2, the proposed uses are defined as follows:</p> <ul style="list-style-type: none"> — Service Industry (car wash): <i>Use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.</i> — Vehicle Fuel Sales and Service (service station): <i>Use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.</i> <p>Pursuant to Clause 6.2.2, the ancillary car wash and retail components are a subservient part of another use (Vehicle Fuel Sales and Service) and must therefore be categorised into that Use Class for the purposes of this application.</p>
Commercial Zone (p182)	<p>Clause 17.1: The purpose of the Commercial Zone is:</p> <p>17.1.1 To provide for retailing, service industries, storage, and warehousing that require:</p> <ul style="list-style-type: none"> a) Large floor or outdoor areas for the sale of goods or operational requirements; and b) High levels of vehicle access and parking for customers. <p>17.1.2 To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.</p> <p>Pursuant to Clause 17.2 (Use Table), a planning permit is required for “Vehicle Fuel Sales and Service” which is a discretionary use within the zone. Clauses 17.3.1 & 17.3.2 set out the applicable Use Standards and Clause 17.4 the applicable Development Standards for Buildings and Works under the Commercial Zone.</p>



Codes	<p>The following Codes are applicable to the proposal:</p> <ul style="list-style-type: none">— 1.0 Signs Code— 2.0 Parking and Sustainable Transport Code— 3.0 Road and Railway Assets Code— 7.0 Natural Assets Code— 14.0 Potentially Contaminated Land Code— 16.0 Safeguarding of Airports Code
Devonport Local Provisions Schedule	
<p>There are no Local Provisions Schedule clauses relevant to this application.</p>	



6 Planning Scheme Assessment:

6.1 Commercial Zone

The proposal to use and develop the site for Vehicle Fuel Sales and Service (service station) is generally consistent with the relevant purposes of the **Commercial Zone**. Importantly, the proposal demonstrates a high level of compliance with the applicable acceptable solutions within **Clauses 17.3** and **17.4** as detailed below. Where compliance with an applicable acceptable solution is not achieved, the development satisfies the relevant “performance criteria”.

Clause 17.1 – Zone Purpose

The proposed use of the land for Vehicle Fuel Sales and Service is consistent with the purpose of the **Commercial Zone** as this is a retailing/servicing type use that requires a large outdoor area for both operational requirements and vehicle access and car parking.

Further, the proposed use will not compromise or distort the role of other activity centres in the activity centre hierarchy (this is discussed in more detail at Section 3.5 of this report).

Clause 17.3 – Use Standards

As flagged in Section 4.3 of this report, Vehicle Fuel Sales and Service is a discretionary use in the **Commercial Zone**. An assessment of the proposal against the relevant use standards of **Clause 17.3** is provided in **Table 8** below.

Table 8: Clause 17.3 Use Standards Assessment

17.3.1 – All Uses	
Objective: <i>That uses do not cause an unreasonable loss of residential amenity to residential zones.</i>	
Acceptable Solution A1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of:</i> <ol style="list-style-type: none"> <i>7.00am to 9.00pm Monday to Saturday; and</i> <i>8.00am to 9.00pm Sunday and public holidays</i> 	Performance Criteria P1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i> <ol style="list-style-type: none"> <i>the timing, duration or extent of vehicle movements; and</i> <i>noise, lighting or other emissions.</i>
Assessment - Complies with P1 The subject site is within 50m of a General Residential Zone.	

As detailed in Section 4 of this report, the proposed OTR station will operate 24/7.

The submitted Environmental Noise Assessment prepared by Marshall Day Acoustics outlines a number of management and noise mitigation measures to be implemented to ensure that the use does not cause unreasonable detriment to adjoining residential properties. These include (but are not limited to):

- Erection of a 2.1-metre-high acoustic fence / sound wall (with minimum surface density of 12kg/m²) adjacent to the western boundary.
- Full perimeter screening of all roof top mechanical services to the control building.
- Mechanical services on the roof of the control building to be located as far as practical from the sensitive interfaces.
- Vehicular accessways designed to minimise the likelihood of wheel impact noise.
- Auto car-wash provided with acoustically treated shutter doors which will remain closed at all times and when in use.
- The walls and roof of the auto car-wash to be acoustically treated.
- Fuel deliveries and waste collection to be restricted to 7am-10pm, seven days.

Accordingly, it is considered that the proposal meets Performance Criteria P1 as the above mitigation techniques will provide suitable protection to the sensitive interface to the west. In particular, the acoustic fence, rooftop services screening and drive-through design will suitably protect the adjoining property from sound and light impacts associated with the 24/7 service station and car wash.

Acceptable Solution

A2

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

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

Performance Criteria

P2

External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- a) *the level of illumination and duration of lighting; and*
- b) *the distance to habitable rooms of an adjacent dwelling.*

Assessment - Complies with P2

External lighting is required between the hours of 11:00pm and 6:00am to facilitate the 24/7 nature of the proposed use. It will be limited to what is required for the safe operation of the service station for customers and staff.

Lighting will be suitably baffled and is limited to the petrol bowser canopy and the control building/drive through. As mentioned above, it is considered that the 2.1m high acoustic wall will provide suitable



baffling of any light spill towards the adjoining property to the west, noting also that the control building (to which lights will be affixed) has a minimum setback of 5.8 metres from the western boundary.

Acceptable Solution

A3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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.

Performance Criteria

P3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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;
- 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 vehicle movement areas and the adjoining residential area; and
- f) potential conflicts with other traffic.

Assessment - Complies with A3

As noted in Section 4 of this report, commercial deliveries will be limited to the hours nominated in Acceptable Solution A3 of 17.3.1.

17.3.2 – Discretionary Uses

Objective:

That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

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



	<p>a) <i>the characteristics of the site;</i></p> <p>b) <i>the size and scale of the proposed use;</i></p> <p>c) <i>the functions of the activity centre and the surrounding activity centres; and</i></p> <p>d) <i>the extent that the proposed use impacts on other activity centres.</i></p>
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Assessment – Complies with P1

We note that the proposed discretionary use is suitable for the subject site, having regard to its existing physical characteristics of the land (frontage to an arterial road, proximity to similar commercial/industrial style uses, proximity to Bass Hwy etc).

It is not considered that the use of the site as a service station will compromise or distort the activity centre hierarchy of the site's location. The service station use is complementary to the role of Don Road which is serviced predominantly by bulky goods retailing and professional services/offices.

Further, this type of use is considered to be more suited to a lower order local activity area such as Don Road rather than a higher order centre such as the Devonport CBD which is expected to accommodate higher order services in human health, education, cultural and community functions, industry, transport, business and commerce, retail, administration and recreation².

Response to Council's concerns

Council has requested further justification in relation to the suitability of the site for a 24-hour operation as follows:

"Council does not believe a 24 hour operation is suitable for the subject site given the surrounding residential uses. Please provide further justification in this regard"

Following discussions with Council, it appears Council is satisfied with the application's response regarding the impact of external lighting; however, additional justification has been requested in relation to noise emissions

To the above request, we submit the following:

- With a few exemptions, the majority of the properties within the Commercial Zone along Don Road (and other areas of Devonport) abut properties within the General Residential Zone, therefore, it is important to note that the surrounding residential uses are a common characteristic of commercial zones and not an abnormality of the subject site.
- Notwithstanding this, the suitability of the site for a 24-hour operation having regard to its amenity impacts can only be considered in the context of **Clause 17.3.1**.
- The OTR Service Station, the control building and associated drive-through are proposed to operate 24 hours, seven days a week. Other components of the proposal will operate within normal hours generally in accordance with the relevant acceptable solution. Therefore, the assessment of the

² Per the Cradle Coast Regional Land Use Strategy.



performance criteria (P1) is only relevant to the impacts of the OTR Service Station, the control building and the associated drive-through.

- The Environmental Noise Assessment, the Traffic Impact Assessment, and the Planning Submission collectively demonstrate compliance with **Clause 17.3.1 (P1)**.
- To alleviate Council's concerns, the methodology, assumptions, and findings of the acoustic assessment are summarised as follows:

Methodology

- A detailed 3-dimensional acoustic model of the site and surrounding environment has been conducted, accounting for typical worst-case day and night operation scenarios and atmospheric conditions.

Receptors

- Six receptors are identified and considered in the assessment. These are: Four properties on the northern side of Steele St (No. 176, No. 178, No. 180, and No. 182 Steele Street), the property adjoining the site to the west (No. 173 Steel Street) and No. 3 Don Road on the southern side of Don Road.

Noise sources

- The assessment considered the noise generated during the night period by the operation of the fixed equipment, drive through, the customer ordering device (COD) and the mechanical services including night-time activity associated with patrons and vehicles.
- Sources applicable to the day period are also included in the assessment but not described in this summary.

Applicable targets

- The Environment Protection Policy (Noise) 2009 provides the relevant assessment criteria used to evaluate noise impacts. The following residential noise limits for the night period (10 pm to 7 am) are applicable:
 - Fixed equipment – 40 dB LAeq
 - Cumulative site noise including carpark vehicle activities – 45 dB LAeq.
 - Sleep disturbance – 60 dB LAeq.

Operational scenarios and assumptions

- The assessment considered a typical worst-case scenario where the highest noise level occurs as follows:
 - Drive through operation and use of COD.
 - Parking activity including patron voices and worst-case patron car scenario including car door slam.
 - Continuous operation of all mechanical services.
- Seven (7) vehicles per hour are estimated between 10 pm and 7 am with an average COD operation time of 16 seconds.
- The operation scenarios adequately consider the timing, duration, and extent of vehicle movements in accordance with item (a) of the performance criteria.

Predicted noise levels

- Based on the mitigation measures recommended, the cumulative predicted noise level for the night period is between 40 to 44 LAeq.



- The maximum noise levels from night-time activities meet the design sleep disturbance level (60 dB LAeq), except for a minor 2 dB variation for receptors 1 to 3 which is considered negligible. Night-time activities included in this estimation include normal and worst-case car activity, vehicles passing by, conversations and the drive-through COD.

Conclusion

- The report concludes that the proposal meets relevant Tasmania EPA legislation and guidelines based on the following recommendations:
 - Noise mitigation features and managerial controls including (but not limited to) a 2.1 m high acoustic fence and full perimeter screening of all mechanical services.
 - Fuel deliveries and waste collections to occur during the day/evening period.
 - Vacuum units to operate during the day/evening period only.

Quality assurance

- Marshall Day Acoustics are qualified environmental noise and military aircraft noise specialists with extensive experience in the preparation of noise assessments.
- The Environmental Noise Assessment, therefore, demonstrates that the use will not cause unreasonable detriment to adjoining residential properties by way of noise.
- The Traffic Impact Assessment submitted demonstrates that the estimated vehicle movements generated by the proposal do not adversely compromise the performance of the surrounding road network. Therefore, the impact of the proposal in terms of additional vehicle movements is not considered to cause an unreasonable loss of amenity to properties within residential zones by way of increased traffic.
- Accordingly, Clause 17.3.1 (P1) is met.

Clause 17.4 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **Clause 17.4** is provided in **Table 9** below.

Table 9: Clause 17.4 Development Standards Assessment

17.4.1 – Building Height	
Objective: <i>That building height:</i> <ul style="list-style-type: none"> a) <i>is compatible with the streetscape; and</i> b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i> 	
Acceptable Solution A1 <i>Building height must not be more than 12m.</i>	Performance Criteria P1 <i>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</i> <ul style="list-style-type: none"> a) <i>the topography of the site;</i>



	<ul style="list-style-type: none"> b) <i>the height, bulk and form of existing building on the site and adjacent properties;</i> c) <i>the bulk and form of proposed buildings;</i> d) <i>the apparent height when viewed from the adjoining road and public places; and</i> e) <i>any overshadowing of public places.</i>
Assessment – Complies with A1 The proposed development has a maximum height of 9.36 metres (to the top of the blade wall of the control building).	
Acceptable Solution A2 <i>Building height:</i> <ul style="list-style-type: none"> a) <i>within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</i> b) <i>within 10m of an Inner Residential Zone must be not more than 9.5m.</i> 	Performance Criteria P2 <i>Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to:</i> <ul style="list-style-type: none"> a) <i>overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i> b) <i>overlooking and reduction of privacy; and</i> c) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</i>
Assessment – Complies with A2 All proposed buildings and works located within 10 metres of the adjoining residential property to the west are less than 8.5 metres high. We note that the part of the control building which is within 10 metres of the adjoining residential property includes some of the area surrounded by rooftop screening. The screening is 2.1 metres high which results in an overall height of around 8.89 metres, however, as this is screening and not solid built form, we consider that Acceptable Solution A2 has been met.	
17.4.2 - Setbacks	
Objective: <i>That building setback:</i> <ul style="list-style-type: none"> a) <i>is compatible with the streetscape; and</i> b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i> 	

<p>Acceptable Solution</p> <p>A1</p> <p><i>Buildings must have a setback from a frontage of:</i></p> <ul style="list-style-type: none"> a) <i>not less than 5.5m;</i> b) <i>not less than existing buildings on the site; or</i> c) <i>not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</i> 	<p>Performance Criteria</p> <p>P1</p> <p><i>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>the topography of the site;</i> b) <i>the setback of buildings on adjacent properties; and</i> c) <i>the safety of road users.</i>
<p>Assessment – Complies with P1</p> <p>As depicted on Sheet DA02 of the submitted architectural plans, the control building and auto carwash have been carefully positioned to ensure efficiency and safety of vehicular movements throughout the site. The proposal technically does not meet the Acceptable Solution because the car wash building is setback less than 5.5 metres from Don Road (5 metres) and there was no existing building on this allotment. Notwithstanding, this is an appropriate outcome having regard to the commercial character of Don Road and the irregular shape of the allotment.</p>	
<p>Acceptable Solution</p> <p>A2</p> <p><i>Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than:</i></p> <ul style="list-style-type: none"> a) <i>4m; or</i> b) <i>half the wall height of the building,</i> <p><i>whichever is the greater.</i></p>	<p>Performance Criteria</p> <p>P2</p> <p><i>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i> b) <i>overlooking and reduction of privacy to the adjoining property; or</i> c) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</i>
<p>Assessment – Complies with A2</p> <p>The control building is setback from the western boundary by 5.822 metres and has a wall height of 6.77 metres at this interface. The proposal therefore easily complies with A2.</p>	
<p>Acceptable Solution</p> <p>A3</p> <p><i>Air extraction, pumping, refrigeration systems or compressors must be separated</i></p>	<p>Performance Criteria</p> <p>P3</p> <p><i>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within</i></p>



a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.	10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: <ul style="list-style-type: none"> a) the characteristics and frequency of emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any proposed mitigation measures.
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Assessment – Complies with A3

All services are to be provided on the roof of the control building, will be appropriately screened, and will be located more than 10 metres away from adjoining residential properties.

17.4.3 - Design**Objective:**

That building design is compatible with the streetscape.

Acceptable Solution**A1**

Buildings must be designed to satisfy all the following:

- a) *provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;*
- b) *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;*
- c) *roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;*
- d) *not include security shutters or grilles over windows or*

Performance Criteria**P1**

Buildings must be designed to be compatible with the streetscape, having regard to:

- a) *how the main pedestrian access to the building addresses the street or other public places;*
- b) *minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;*
- c) *minimising the visual impact of roof-top service infrastructure, excluding lift structures;*
- d) *installing security shutters or grilles over windows or doors on a façade facing the frontage or other public*



<p><i>doors on a façade facing the frontage or other public places;</i></p> <p>e) <i>provide awnings over a public footpath if existing on the site or on adjoining properties; and</i></p> <p>f) <i>provide external lighting to illuminate external vehicle parking areas and pathways.</i></p>	<p><i>spaces only if essential for the security of the premises and other alternatives are not practical;</i></p> <p>e) <i>the need for provision of awnings over a public footpath; and</i></p> <p>f) <i>providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</i></p>
---	---

Assessment – Complies with A1

The proposed development has been designed to satisfy the requirements of A1:

- The pedestrian entrance to the control building is provided on its southern interface and will be clearly visible from Formby Road (north-bound) and from the car park area and petrol bowsers, which are publicly accessible.
- All mechanical plant/services are to be provided on the roof of the control building and will be appropriately visually and acoustically screened.
- No window shutters or grilles are proposed.
- There are no projecting awnings over the public footpath at either of the adjoining properties.
- External lighting will be provided to illuminate the vehicle parking areas and accessways.

17.4.4 - Fencing**Objective:**

That fencing:

- a) *is compatible with the streetscape; and*
- b) *does not cause an unreasonable loss of amenity to adjoining residential zones.*

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:

- a) *its height, design, location and extent;*
- b) *its degree of transparency; and*
- c) *the proposed materials and construction.*

Assessment – Not Applicable

There is no fencing proposed within the Don Road or Steele Street frontages.

Acceptable Solution

A1

Performance Criteria

P1



Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must:	Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to:
a) have a height above existing ground level of not more than 2.1m; and not contain barbed wire.	a) their height, design, location and extent; and the proposed materials and construction.
Assessment – Complies with A1 All proposed common boundary fencing is to be no higher than 2.1 metres and will not contain barbed wire.	
17.4.5 – Outdoor Storage Areas	
Objective: <i>That outdoor storage areas do not detract from the appearance of the site or surrounding area.</i>	
Acceptable Solution 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.	Performance Criteria P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.
Assessment – Complies with P1 The only outdoor storage area associated with this proposal that will be visible from the public realm are the refuse enclosures located adjacent to Don Road. Having regard to the shape of the subject site we note that there are minimal opportunities to situate this enclosure where it will not be visible. It is considered therefore that containing refuse to an enclosure is an appropriate outcome with regards to visual amenity.	
17.4.6 - Landscape	
Objective: <i>That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.</i>	
Acceptable Solution A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: a) to a depth of not less than 5.5m; or	Performance Criteria P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: a) the width of the setback; b) the width of the frontage; c) the topography of the site;



- | | |
|--|---|
| b) <i>not less than the frontage of an existing building if it is a lesser distance.</i> | d) <i>existing vegetation on the site;</i>
e) <i>the location, type and growth</i>
f) <i>the proposed vegetation; and</i>
g) <i>the character of the streetscape and surrounding area.</i> |
|--|---|

Assessment – Complies with P1

The proposal is technically unable to meet A1 due to its corner location which makes matching the setback of the dwelling at No. 173 Steele Street not feasible. Notwithstanding, as demonstrated in the submitted landscape plan, a high-quality landscaping outcome is provided, noting in particular that the development will significantly improve existing conditions where there is no formal landscaping.

6.2 Signs Code**C1.1 – Purpose**

As described in Section 4 of this report, the proposed service station provides for an array of business identification signage to suit the proposal.

The array of signs proposed are consistent with the purpose of the **Signs Code** for the following reasons:

- Proposed signage proliferation is appropriate for the locality, having regard to the prominence of the site and its existing conditions, where extensive signage and corporate branding is provided.
- The proposed signs are compatible with the visual amenity of the area, again noting that the amount of new signage proposed is generally consistent with existing conditions at the site and along Don Road.
- The proposed signs, including the LED signs, will not disrupt or compromise the safety and efficiency of vehicular and pedestrian movements.

C1.3 – Definition of Terms

This application proposes the following signage types (noting replacement and upgrading of some existing signage which occupies the site), as defined in **C1.3.1** and **Table C1.3**:

- 1 x **Illuminated Canopy Sign**. A canopy sign is defined as ‘a sign attached to the perimeter of a canopy on a building for the purpose of shielding from the elements such as, signs on the fascia of canopy over a service station’ (S1).
- 3 x **Illuminated Blade Signs**. A blade sign is defined as ‘a sign that projects vertically from the ground by a single form in which the supports/structure of the sign are concealed’ (S2, S3 & S5).
- 2 x **Pole Signs** (includes 1 that is **illuminated**). A pole sign is defined as ‘a sign supported by one or more vertical supports, independent of any building or other structure’ (S4 & S6).
- 5 x **Wall Signs** (includes 3 that are **illuminated**). A wall sign is defined as ‘a sign attached to a wall of a building’ (S7, S8, S9, S10 & S11).



- An **Illuminated Sign** is defined as ‘a sign that uses a light source or sources to display or highlight the content. This includes internally illuminated signs such as neon signs, light boxes and LED (light emitting diode) screens or panels and signs lit by an external source such as a light bulb or floodlight’.

C1.6 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **C1.6** is provided in **Table 10** below.

Table 10: Sign Code Development Standards Assessment

C1.6.1 – Design and Siting of Signs	
Objective: <i>That:</i> <ul style="list-style-type: none"> a) <i>Signage is well designed and site; and</i> b) <i>Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.</i> 	
Acceptable Solution A1 <i>A sign must:</i> <ul style="list-style-type: none"> a) <i>Be located within the applicable zone for the relevant sign type set out in Table C1.6 ;and</i> b) <i>Meet the sign standards for the relevant sign type set out in Table C1.6,</i> <i>excluding for the following sign types, for which there is no Acceptable Solution:</i> <ul style="list-style-type: none"> i. <i>Roof sign;</i> ii. <i>Sky sign; and</i> iii. <i>Billboard.</i> 	Performance Criteria P1.1 <i>A sign must:</i> <ul style="list-style-type: none"> a) <i>Be located within an applicable zone for the relevant sign type as set out in Table C1.6 ;and</i> b) <i>Be compatible with the streetscape or landscape, having regard to:</i> <ul style="list-style-type: none"> i. <i>The size and dimensions of the sign;</i> ii. <i>The size and scale of the building upon which the sign is proposed;</i> iii. <i>The amenity of surrounding properties;</i> iv. <i>The repetition of messages or information;</i> v. <i>The number and density of signs on the site and on adjacent properties; and</i> vi. <i>The impact on the safe and efficient movement of vehicles and pedestrians.</i> P1.2

	<p><i>If a roof sign, sky sign or billboard, the sign must:</i></p> <ul style="list-style-type: none"> a) <i>Be located within the applicable zone for the relevant sign type set out in Table C1.6;</i> b) <i>Meet the sign standards for the relevant sign type in Table C1.6; and</i> c) <i>Not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</i> <ul style="list-style-type: none"> i. <i>The size and dimensions of the sign;</i> ii. <i>The size and scale of the building upon which the sign is proposed;</i> iii. <i>The amenity of surrounding properties;</i> iv. <i>The repetition of messages or information;</i> v. <i>The number and density of signs on the site and on adjacent properties; and</i> vi. <i>The impact on the safe and efficient movement of vehicles and pedestrians.</i>
<p>Assessment – Complies with P1.1, P1.2 Not Applicable</p> <p>P1.1</p> <p>This development proposes the following types of signs, which are all allowable under the Commercial Zone in accordance with Table C1.6:</p> <ul style="list-style-type: none"> — Pole sign (illuminated) — Walls signs (illuminated); — Wall signs (non-illuminated); — Canopy sign (illuminated); — Blade signs (non-illuminated); and — Blade signs (illuminated). <p>Further, each sign is compatible with the commercial streetscape, having regard to sizes and dimensions, scale, amenity, visual clutter and safety and the existing site conditions and suite of signage which currently occupies the commercial developed site and adjoining properties.</p>	



The following proposed signs do not meet the **Table C1.6** Sign Standards:

- Signs 2 and 3 are Blade signs which each exceed the height and width requirements of the **Table C1.6** standards. The standards seek a maximum width of 1.2m and a maximum height of 3.6m. These signs are typical examples of signs that are ubiquitous with petrol stations and it is submitted that they will be consistent with the commercial character of Don Road. They have been appropriately situated so as not to interfere with one another or inappropriately draw the attention of road users.
- Sign 4 (Pole sign) has a clearance between the underside of the sign and ground level which exceeds 2.4m. It is considered that there are no implications for neighbourhood character or visual amenity as a result of this non-compliance. Sign 4 is located at the entrance to the drive-through and requires a large area of clearance to facilitate vehicular movements. It is submitted that this is not at odds with the character of Don Road where vehicular accommodation (paved car parks, accessways etc.) is a dominant feature. It is also noted that the other pole sign (Sign 6) fully complies with the **Table C1.6** standards.
- Signs 7, 9 and 10 are wall signs which have display areas greater than 4.5sqm. We consider that the extent of wall signage proposed is appropriate to the scale of the proposed control building and is consistent with the commercial character of Don Road, where large business identification signs are a consistent feature.

The remaining signs are consistent with the relevant sign standards of **Table C1.6**.

Acceptable Solution

A2

A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.

Performance Criteria

P2

A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:

- a) *The topography of the site and the surrounding area;*
- b) *The relative location of buildings, habitable rooms of dwellings and private open space;*
- c) *Any overshadowing; and*
- d) *The nature and type of the sign.*

Assessment – Complies with A2

All proposed signs are located more than 2 metres from the nearest residential property.

Acceptable Solution

A3

The number of signs for each business or tenancy on a road

Performance Criteria

P3

The number of signs for each business or tenancy on a street frontage must:



<p><i>frontage of a building must be no more than:</i></p> <ul style="list-style-type: none"> a) <i>1 of each sign type, unless otherwise stated in Table C1.6;</i> b) <i>1 window sign for each window;</i> c) <i>3 if the street frontage is less than 20m in length; and</i> d) <i>if the street frontage is 20m or more,</i> <p><i>excluding the following sign types, for which there is no limit:</i></p> <ul style="list-style-type: none"> i. <i>Name plate; and</i> ii. <i>Temporary sign.</i> 	<ul style="list-style-type: none"> a) <i>Not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and</i> b) <i>Not involve the repetition of messages or information.</i>
<p>Assessment – Complies with P3</p> <p>The proposal does not meet the acceptable solution as there are more than 1 of each sign type (wall signs, pole/pylon signs and blade signs) facing a road.</p> <p>Notwithstanding, proposed signage has been sensitively designed as an integral design feature, creating visual interest and appropriately identifying the function and purpose of the development. As stated above, the proliferation of signs proposed is consistent with the existing signage provision at the site and is also consistent with the character of this area.</p>	
<p>C1.6.2 – Illuminated Signs</p>	
<p>Objective:</p> <p><i>That:</i></p> <ul style="list-style-type: none"> a) <i>Illuminated signs are compatible with the streetscape;</i> b) <i>The cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and</i> c) <i>Any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.</i> 	
<p>Acceptable Solution</p> <p><i>No Acceptable Solution.</i></p>	<p>Performance Criteria</p> <p><i>P1</i></p> <p><i>An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>The location of the sign;</i> b) <i>The size of the sign;</i> c) <i>The intensity of the lighting;</i>



	<p>d) <i>The hours of operation of the sign;</i></p> <p>e) <i>The purpose of the sign;</i></p> <p>f) <i>The sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</i></p> <p>g) <i>The intended purpose of the changing message of the sign;</i></p> <p>h) <i>The percentage of the sign that is illuminated with changing messages;</i></p> <p>i) <i>Proposed dwell time; and</i></p> <p>j) <i>Whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</i></p>
<p>Assessment – Complies with P1</p> <p>The proposed illuminated signs comply with Performance Criteria 1 as follows:</p> <ul style="list-style-type: none"> — The 8 proposed illuminated signs are all located appropriately so as not to conflict with one another and cause visual clutter. — The 3 illuminated wall signs are modestly sized, whilst the LED sign within the blade is of a suitable scale and is consistent with modern facilities. — The intensity of lighting will be at a level suitable to the site's location, having regard to its surrounding context and its physical relationship to the intersection of Don Road and Steele Street. — The illuminated signs will operate 24/7 in accordance with the service station operations. — The signs purposes are to better identify the building during night hours. — The sensitivity of the area is limited, and importantly, none of the three illuminated signs are oriented to face any nearby residential properties. — The intended purpose of the changing message of the LED display within the pylon is to advertise products and sales on offer in the control building. The changing messages will be limited to text and will not be animated. — The LED display accounts for approximately 26% of the total area of the blade (S3), which is not unreasonable. — A maximum dwell time of 30 seconds is proposed for images on the LED screen. — The signs will be visible from the intersection, but importantly, they are sufficiently setback within the site to ensure that they do not cause distraction or conflict with the signalised intersection. 	
<p>Acceptable Solution</p> <p>A2</p>	<p>Performance Criteria</p> <p>No Performance Criterion.</p>



An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.

Assessment – Complies with A2

None of the illuminated signs will feature flashing, movement or animation.

6.3 Parking and Sustainable Transport Code

We defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to all matters relating to parking and sustainable transport.

Significantly, the proposal is fully compliant with the car parking requirements of **Table C2.1**, and an independent car parking demand assessment has found that the provision of 9 x on-site car spaces will be sufficient for the likely demand generated by the use.

The submitted traffic report confirms that the proposal provides appropriate vehicular access and parking and will not result in unreasonable impacts on the surrounding road network.

6.4 Road and Railway Assets Code

As above, we defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to the impact of the proposed development on the local traffic network.

The submitted Traffic Impact Assessment finds that the additional traffic generated by the proposed development is not expected to compromise the safety and function of the surround road network, and thus the proposal is consistent with the purpose and relevant standards of **Code 3.0**.

6.5 Natural Assets Code

In accordance with **C7.2**, this code does not apply to development of land within a priority vegetation area if the land is in the **Commercial Zone**. Accordingly, given that this application seeks to rezone No. 171 Steele Street from **General Residential** to **Commercial**, **Code 7.0** does not apply.

We also note the following:

- There is no proposed removal of native vegetation from within the part of the site affected by the **Priority Vegetation Code Overlay**.
- This code only applies to development within the **General Residential Zone** if the application includes subdivision.

6.6 Potentially Contaminated Land Code

C14.1 – Purpose & C14.2 – Application

The purpose of the **Potentially Contaminated Land Code** is 'to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment'.



The proposed use and development of the land for Vehicle Fuel Sales and Service is consistent with this purpose, as demonstrated by its compliance with the standards of **C14.6** which are assessed below.

This code applies to the following application types on land that *'has been identified as having been used, or may have been used, for a potentially contaminating activity, or as land onto which it is likely that contamination from a potentially contaminating activity has migrated'*:

- Use of the land for a 'sensitive' (residential) or 'specified' (passive recreation and sports and recreation) use; and
- Development.

Given that development is proposed, an Environmental Site Assessment prepared by Fyfe was commissioned to identify whether the site has potential contamination based on its historical use as a service station.

We defer to the findings and recommendation of the assessment, which state:

- The 'corner of the site' (2 Don Road) was historically used as a service station that ceased operations in 2000.
- There was groundwater contamination caused by fuel releases on the site.
- The site was remediated voluntarily and later through regulation commenced by the EPA under a Site Management Notice (SMN 8867/1).
- SMN 8867/1 was revoked in 2015 after the EPA concluded that no further monitoring was required.
- Accordingly, the assessment finds that the site is suitable for the proposed use and development.
- It concludes that the entire site is *therefore concluded to not present a risk to human health or the environment and is suitable for its proposed commercial use without the need for any further assessment or remediation. Some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.*

C14.6 – Potentially Contaminated Land Development Standards

An assessment of the proposal against the relevant development standards of **C14.6** is provided in **Table 11** below.

Table 11: Potentially Contaminated Land Development Standards Assessment

C14.6.1 – Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012	
Objective: <i>That works involving excavation of potentially contaminated land, excluding on land subject to the Macquarie Point Development Corporation Act 2012, do not adversely impact on human health or the environment.</i>	
Acceptable Solution A1 <i>Excavation, excluding on land subject to the Macquarie Point</i>	Performance Criteria P1 <i>Excavation, excluding on land subject to the Macquarie Point</i>



<p><i>Development Corporation Act 2012, must involve less than 250m3 of site disturbance.</i></p>	<p><i>Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) An environmental site assessment that demonstrates there is no evidence the land is contaminated;</i> <i>b) An environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i> <i>c) An environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:</i> <ul style="list-style-type: none"> <i>i. Any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>ii. A statement that the excavation does not adversely impact on human health or the environment.</i>
<p>Assessment – Complies with P1</p> <p>As outlined in the Environmental Site Assessment prepared by Fyfe.</p>	

6.7 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code does not apply to this proposal as the overall proposed development height is less than 140 metres AHD, which is the AHD height specified for this area in the Devonport Local Provisions Schedule.



7 Conclusion:

The rezoning of No. 171 Steele Street to **Commercial** in order to facilitate the proposed service station is worthy of support, noting that the amendment is consistent with the requirements of the *Land Use Planning and Approvals Act 1993*.

The proposal represents a well-considered, modest design that will deliver an improvement to the existing commercial conditions on the site, particularly through the introduction of landscaping and the consolidation of built form.

The proposed signage proliferation is appropriate to the scale of the building and will not contribute to unreasonable visual clutter in the commercial area.

In our opinion, the proposal substantially satisfies the various relevant Zone and Overlay Code standards. The proposal also strikes an appropriate balance between achieving economic uplift for the existing area and introduction of a new service-related land use whilst being sensitively designed to mitigate external amenity impacts as much as reasonably required and possible.

It follows that we believe that the proposal should be supported.



Appendix A Certificates of Title



Appendix B Landowner Consent Form



Report Prepared for
PC Infrastructure Pty Ltd

3 October 2022

ratio:

**Proposed Service Station
Development**

**Proposed Rezoning and Planning
Permit Application**

2-8 Don Road & 171 Steele Street,
Devonport, Tasmania

r:

traffic:impact

ratio:consultants

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Prepared for:

PC Infrastructure Pty Ltd
Our reference: 19127T-REP01-F02

Version	Date	Issue	Prepared By	Checked By
F01	13/07/22	Final	S Lewis	C Greenland
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ratio:consultants pty ltd

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Appendices:

Appendix A	Development Plans
Appendix B	Existing SIDRA Assessment
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1 Introduction:

1.1 Introduction

Ratio Consultants was commissioned by PC Infrastructure Pty Ltd. (the permit applicant) to assess the traffic and parking implications of the proposed development at 2-8 Don Road and 171 Steele Street, Devonport in Tasmania.

The proposed development involves the demolition of the existing buildings and the construction of a 250sqm control building with a connected drive-through convenience retail service, six petrol bowsers, underground fuel tanks, nine on-site parking spaces, automatic car wash and a waste collection area.

For reference, a copy of the development plans are provided in Appendix A of this report.

This report has been prepared to undertake a transport impact assessment of the proposed development for a combined Planning Scheme Amendment (rezoning) and Planning Permit Application.

1.2 Planning History

The original version of this report (dated 13 July 2022) was included in the planning submission for the proposed development of the subject site.

Upon review of the material, Council issued a Request for Further Information (RFI) email (dated 26 August 2022). This updated version of the Traffic Impact Assessment report has been prepared to respond to the transport-related queries within Council's RFI email as follows:

"In regard to your application to rezone 171 Steele Street and concurrent application for Vehicle Fuel Sales and Service at 171 Steele Street and 2-8 Don Road, Council requires further information to enable your proposal to be further assessed.

Please supply the following information:

- *Updated Crash Analysis - the data presented is inaccurate (there was a fatality in the last five years).*

In addition to the above, the following issues are noted and require resolution:

- *In regard to the access point off Don Road, the traffic lanes in both directions on Don Road are single vehicle lanes;*
- *There is a traffic island on Don Road, this is not to be modified as indicated in the application site plan DA02;*
- *There is no room for passing a vehicle that is turning into the development site, causing traffic to back up; and,*
- *In regard to the proposed access point off Steele Street, this section of road is only 8m wide and it is not supported by the City Engineer to have the 16.4m truck enter or exit the site at this point."*

For reference, the locations within the updated Transport Impact Assessment Report that seek to address and respond to the above, are summarised in Table 1.1.



Table 1.1: Request for Information (RFI) and Relevant Response

Request for Information Item	Response	Location
Updated Crash Analysis – the data presented is inaccurate (there was a fatality in the last five years).	Accepted	Pages 11-12
In regard to the access point off Don Road, the traffic lanes in both directions on Don Road are single vehicle lanes.	Accepted	Page 9
There is a traffic island on Don Road, this is not to be modified as indicated in the application site plan DA02.	Accepted	Pages 18 & 27
There is no room for passing a vehicle that is turning into the development site, causing traffic to back up.	Contested, with further clarification provided	Pages 32-34
In regard to the proposed access point off Steele Street, this section of road is only 8m wide and it is not supported by the City Engineer to have the 16.4m truck enter or exit the site at this point.	Contested, with further clarification provided	Pages 18-19

Furthermore, other amendments have been provided within the site (since the original application) to respond to other (non-transport) matters raised.

1.3 Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

1. Existing traffic conditions surrounding the site.
2. Parking demand likely to be generated by the proposed development.
3. Suitability of the proposed parking in terms of supply and layout.
4. Traffic generation characteristics of the proposed development.
5. Proposed access arrangements for the site.
6. Transport impact of the development proposal on the surrounding road network.

1.4 References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by Oramatis Studio (Rev A, dated 20/09/2022)
- Council RFI email response (dated 26 August 2022).
- Tasmania Planning Scheme.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).



- Peak hour turning movement traffic count surveys at the Don Road / Steele Street intersection obtained on 5 July 2022.
- A desktop review of the subject site and its surrounds.
- Other documents as nominated.



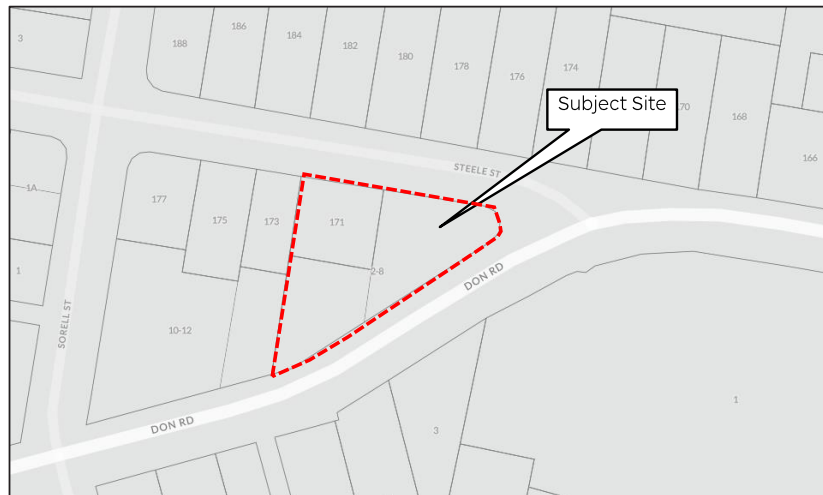
2 Existing Conditions:

2.1 Location and Environment

The subject site is located on the south-western corner of the Don Road/Steele Street intersection within Devonport, Tasmania.

The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Location

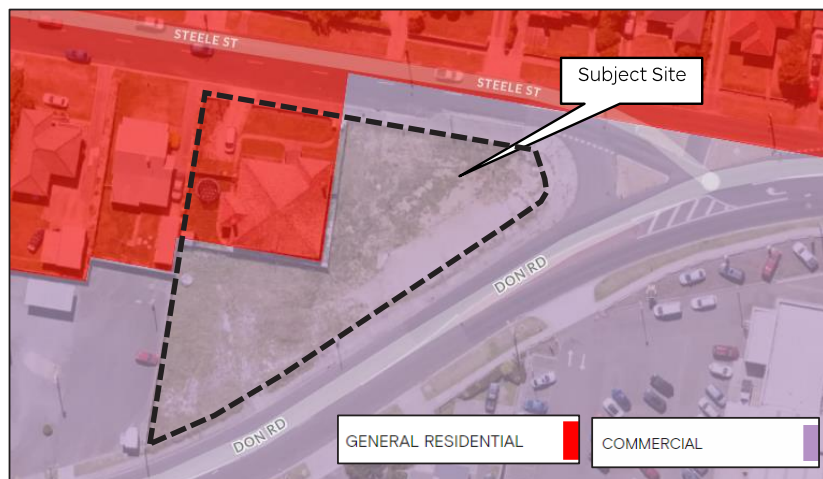


The site at 2-8 Don Road & 171 Steele Street is irregular in shape with frontage to Don Road of approximately 87m, a frontage to Steele Street of approximately 64m, for an overall site area of approximately 2,500sqm.

The site consists of two parcels with the north-western parcel zoned as General Residential and currently occupied by a single dwelling. The remaining land is zoned as Commercial and is currently vacant. The site is subject to an Airport Obstacle Limitation Area Overlay.

Figure 2.2 identifies the Devonport Planning Scheme Zones.

Figure 2.2: Planning Scheme Zones



Source: Planning Maps Online

As part of the development, the Applicant will be seeking a Planning Scheme Amendment (rezoning) for the General Residential zone to be Commercial zone for the site.

Figure 2.3 shows an aerial view of the site and its immediate surrounds.

Figure 2.3: Aerial View of the Site and Surrounds



Source: www.nearmap.com

2.2 Road Network

Don Road is an arterial road under the jurisdiction of Department of State Growth and operates in a northeast-southwest direction along the southern frontage of the site.

In the vicinity of the subject site, Don Road has a typical carriageway width of approximately 12m, accommodating one trafficable lane in each direction. The majority of the site's southern frontage to Don Road contains linemarking only to separate both lanes of traffic.

Don Road operates at a speed of 60km/hr and sealed footpaths are provided on both sides of the road. Additionally, the site currently has one long crossover that fronts the entire southern site frontage to Don Road.

Don Road carries approximately 10,000 vehicles per day¹ and is shown in Figure 2.4 and Figure 2.5.

¹ Based on peak hour traffic counts undertaken in July 2022 and assuming a peak-to-daily ratio of 8% for arterial roads.

Figure 2.4: Don Road (Looking North-East)



Figure 2.5: Don Road (Looking South-West)



Steele Street functions as a local road (under Devonport Council control) that generally runs in an east-west alignment along the northern boundary of the subject site.

Within the vicinity of the site, it has a carriageway width of approximately 10m, accommodating one lane of traffic in each direction. There are two existing site crossovers along the Steele Street frontage of the site.

Steele Street has a default speed limit applicable to a built-up area of 50km/hr. Sealed pedestrian footpaths are provided on both sides of the road.

Steele Street carries approximately 1,500 vehicles per day¹ and is shown in Figure 2.6 and Figure 2.7.

Figure 2.6: Steele Street (Looking West)



Figure 2.7: Steele Street (Looking East)



2.3 Sustainable Transport

Public Transport

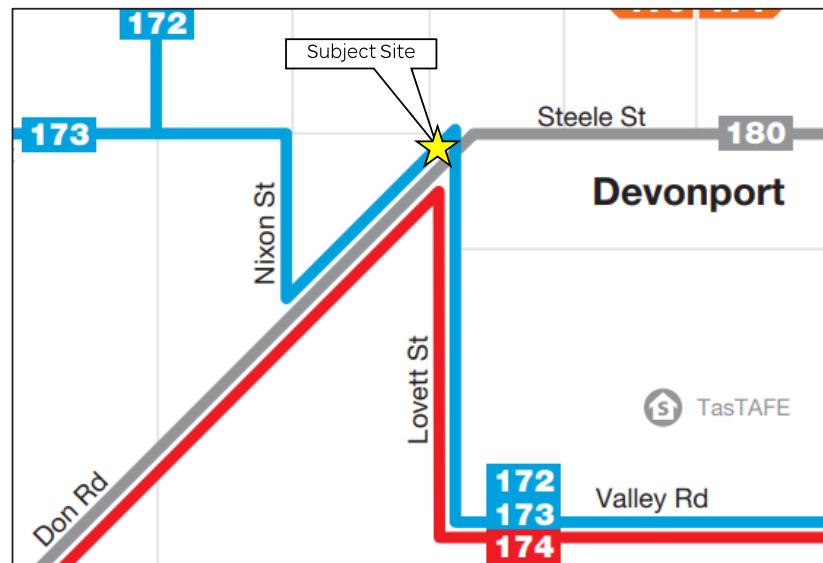
The site has convenient access to a range of public transport facilities with the following services provided within close proximity to the site:

Table 2.1: Public Transport Services - Bus

Route Number	Route Description	Nearest Stop	Walking Distance
172	Miandetta - Devonport	Don Road	225 metres
173	Miandetta - Devonport		
174	Miandetta - Devonport		
180	Ulverstone - Devonport		



Figure 2.8: Public Transport Map



Source: transport.tas.gov.au

2.4 Crash Analysis

A review has been conducted of the Tasmanian Crash Data database for the available data for any reported casualty crashes.

This database records all accidents causing injury that have occurred in Tasmania and categorises these accidents as follows:

- Fatal;
- Serious;
- Minor;
- First Aid Given; and,
- Property Damage Only.

In order to ensure the most recent data was used, information was sought from Council and access to all crashes occurring since 1 January 2011 was provided.

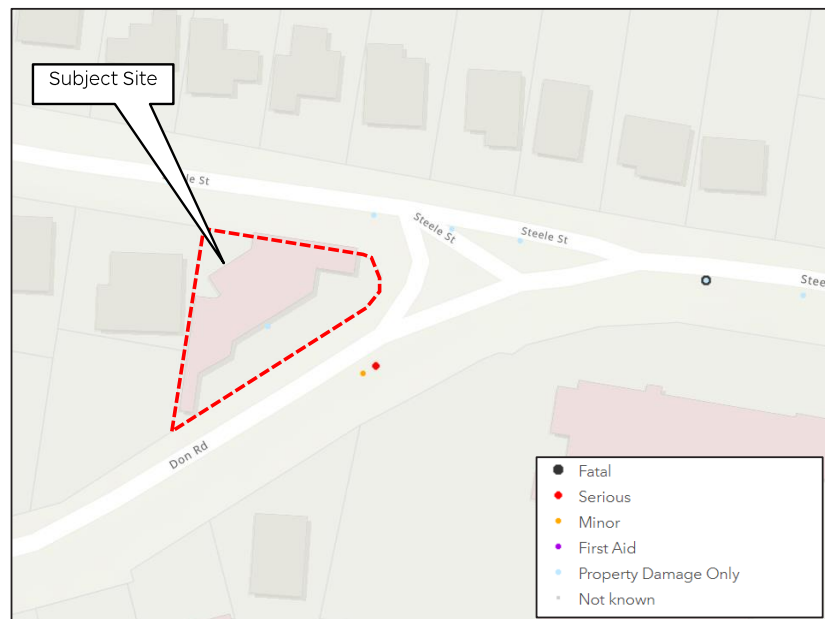
A summary of the accidents in the vicinity of the subject site since 1 January 2011 is presented in the below table. It should be noted that the industry standard review of accident data is typically for the previous five-year period.

Accordingly, the following review is considered to represent a thorough assessment.

Table 2.2: Summary of Crashes in the vicinity of the Subject Site (previous 5-year period)

Location	Accident No.				
	Fatal	Serious	Minor	First Aid	Property Damage
Site Frontage					
Don Road	0	1	1	0	0
Steele Street	0	0	0	0	2
Nearby Intersections					
Don Road / Steele Street	1	0	0	0	2
Total	1	1	1	0	4

Table 2.2 indicates that since 1 January 2011, a total of seven crashes were recorded in the immediate vicinity of the subject site. The crashes are shown graphically in Figure 2.9.

Figure 2.9: Accidents within Local Proximity of the Subject Site

A review of the crash history data indicates one fatality has been reported in the last 11 years to the east of the Steele Street / Don Road intersection.

Based on the timeframe of the accident data and the number of accidents there does not appear to be any crash trends that should warrant an unconventional site access strategy.

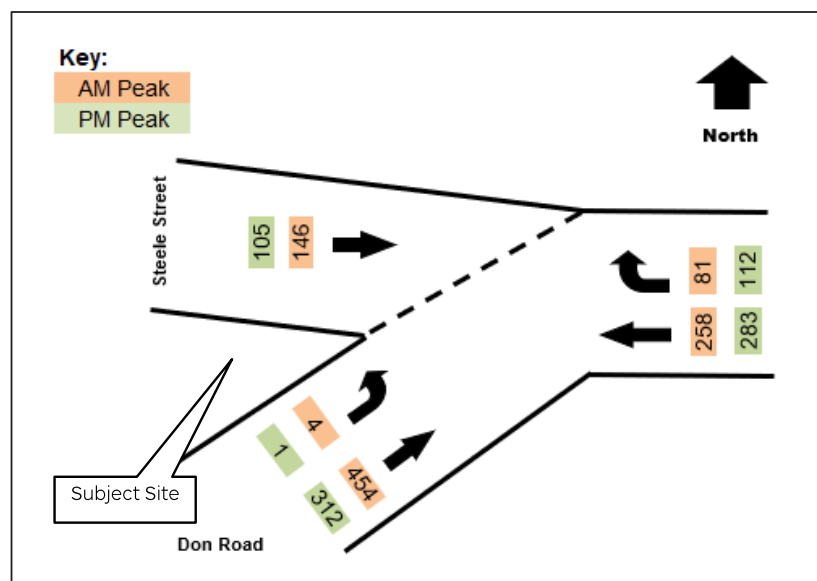
Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a relatively safe manner.

2.5 Traffic Conditions

To determine the existing traffic conditions in the vicinity of the subject site, Ratio Consultants commissioned turning movement counts at the Steele Street / Don Road intersection on Tuesday 5 July 2022 between 8:00am to 9:00am and 5:00pm to 6:00pm.

The results are presented in Figure 2.10.

Figure 2.10: Peak Hour Turning Movements – Tuesday 5 July 2022



Given that the Tasmanian school Term 2 does not conclude until 8 July 2022, the above traffic data is considered to represent typical road network operating conditions².

2.6 Existing Intersection Operation

General

An existing conditions peak hour intersection analysis has been undertaken of the Steele Street / Don Road intersection, using the analysis program SIDRA intersection.

SIDRA Parameters

The key parameters used to determine the operational capacity of an intersection are queue length, average delay and degree of saturation (or volume to capacity ratio).

Degree of Saturation (DoS) is a ratio of arrival (or demand) flow to capacity. DoS above 1.0 represent oversaturated conditions and a DoS below 1.0 represent undersaturated conditions.

The operational rating associated with the DoS is summarised in Table 2.3.

² Source: <https://www.education.tas.gov.au/about-us/term-dates/>

Table 2.3: Ratings of Degree of Saturation

Degree of Saturation (DoS)	Rating
Up to 0.6	Excellent
0.61 – 0.70	Very Good
0.71 – 0.80	Good
0.81 – 0.90	Fair
0.91 – 1.00	Poor
Greater than 1.00	Very Poor

Although operating conditions with a Degree of Saturation around 1.00 are undesirable, it is acknowledged that this level of congestion is typical of many metropolitan intersections during the AM and PM peak hours.

The 95th percentile queue length is the value below which 95 percent of all observed cycle queue lengths fall, or 5 percent of all observed queue lengths exceed.

Average Delay is the average time, in seconds, that all vehicles making a particular movement can expect to wait at an intersection.

Steele Street / Don Road

The results of the existing AM and PM peak hour SIDRA analysis are detailed in Appendix B and summarised in Table 2.4 and Table 2.5.

Table 2.4: Existing AM Peak SIDRA - Steele Street / Don Road

Approach	Movement	AM Peak		
		DoS	95 th ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.14	0	0
	Right	0.08	2	6
Steele Street	Left	0.15	4	7
Don Road (W)	Left	0.25	1	7
	Through	0.25	1	0
Intersection		0.25		

Table 2.5: Existing PM Peak SIDRA - Steele Street / Don Road

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	0	0
	Right	0.09	3	6
Steele Street	Left	0.09	3	6
Don Road (W)	Left	0.17	1	7
	Through	0.17	1	0
Intersection		0.17		

Based on the above, the Steele Street / Don Road intersection is currently operating within 'Excellent' conditions in each of the critical peak hour periods, with minimal increases to queues and delays projected.

3 The Proposal:

3.1 Combined Rezoning and Application

As stated earlier in this report, the development is seeking to apply for a combined rezoning/permit application for the proposed service station development.

3.2 Development Proposal

It is proposed to develop the land at 2-8 Don Road & 171 Steele Street in Devonport for the purpose of a service station with integrated convenience retail sales including drive-through facility for use by customers who wish to make retail purchases without leaving their car

More specifically, the development will incorporate the following land use yield and associate transport infrastructure, as summarised in Table 3.1.

Table 3.1: Land Use and Infrastructure Summary

Land Use		
Land Use Classification	Description	Size/No.
Service Station [1]	6 Bowsers	12 Refilling Points
	Control Building [2]	250 sqm
	Automatic Drive-Through Car Wash [3]	-
Transport Infrastructure		
Type	Description	Size/No.
Pedestrian Access	Along northern and southern boundary	-
Vehicle Access	Steele Street	Fully Directional
	Don Road (West) Don Road (East)	Ingress Only Egress Only
Parking	Car Spaces	9 spaces [4]
	Bicycle Spaces	2 spaces [5]
Loading	Loading and Waste for Control Building	Trucks up to 8.8m long (MRV)

[1] The land use term description for a service station states that “it may include the selling of food, drinks and other convenience goods”, as well as “washing of motor vehicles”, which accounts for the 282sqm control building and automatic car wash included as part of the service station use.

[2] The drive-through to the south of the control building is proposed to offer the OTR-branded food product range available in the store. There will be no indoor seating provided.

[3] No separate staffing requirement arises in relation to the car wash facility; the staff member or members on duty in the control building will be responsible for operation and supervision of the car wash facility.

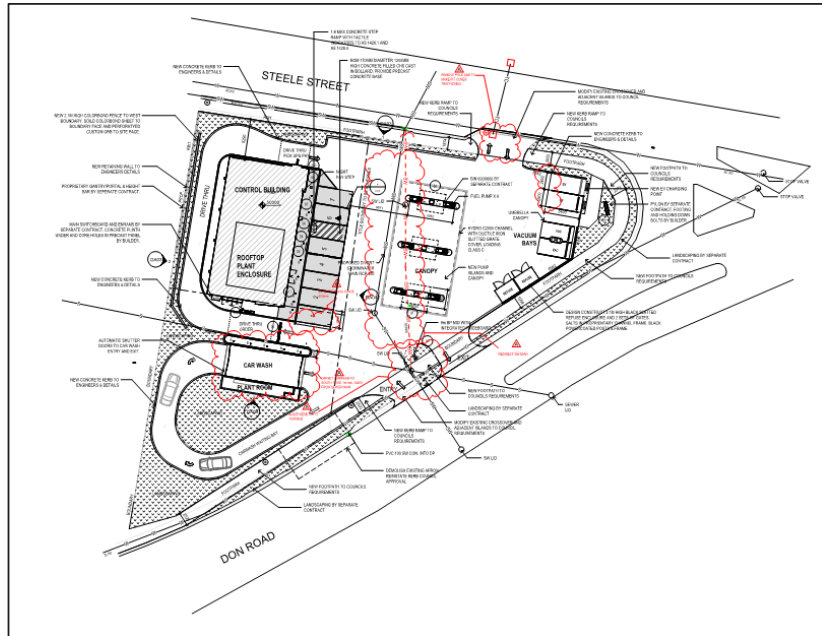
[4] Comprising 6 standard car parking spaces, 1 parking space for people with disabilities (car space 5) and 2 spaces for EV charging.

[5] To be recommended.



The proposed site layout excerpt is shown in Figure 3.1, with full site plan provided in Appendix A of this report.

Figure 3.1: Proposed Site Layout



3.3 Fuel Tanker Access

Access to the fill point for the underground fuel tanks are proposed to be provided to the south-east of the proposed pumps.

A fuel delivery vehicle can enter the site and prop whilst allowing sufficient room for vehicles to safely and easily pass the delivery vehicle. A swept path assessment identified that a 16.4 metre OTR tanker can enter the site via Steele Street and depart the site via the egress to Don Road.

Council raised concerns over accessing the site via Steele Street stating that *"in regard to the proposed access point off Steele Street, this section of road is only 8m wide and it is not supported by the City Engineer to have the 16.4m truck enter or exit the site at this point."*

Steele Street is an 8m wide street and as such can easily and legally cater for a 16.4m OTR tanker manoeuvring through the road network.

Steele Street is proposed to only cater for entry movements for the 16.4m OTR tanker to the site, the swept path assessment contained within the Appendices confirms that the 16.4m OTR tanker can enter the site only utilising one lane. Accordingly, the use of Steele Street to access the site is considered to be acceptable.

It should also be noted that Council raised concerns over the proposed modification to the traffic island on Don Road, as previously indicated.

Accordingly, the proposed egress to Don Road has been relocated to the south-west to provide a greater separation from the site to the traffic island thus removing any impacts to the traffic island.

The above is considered to be a suitable access strategy and a suitable response to Council's concerns over the impact to the Don Road traffic island.

3.4 Design Recommendations

In order to achieve the best possible traffic engineering design outcome for the proposal, a number of design recommendations are proposed by our office.

The design recommendations are shown on Sheet 1 of Appendix C and are detailed below:

- If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.
- It is recommended that wheel stops and bollards are placed in the required places to prevent vehicle overhang adjacent to the control building.
- It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.



4 Car Parking Assessment:

4.1 Planning Scheme Assessment

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

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or,

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

Based on the above, Table C2.1 requires the following car parking provision for the development proposal:

- Service station (fuel sales) – 4 spaces per service bay + 1 space per 5 employees.

The proposed development generates a requirement for 1 car space noting that no service bays are provided. At no time will the number of staff on site at any one time exceed 5 people.

During peak trading hours, no more than 3 staff will be on-site at any one time.

The provision of 9 on-site car parking spaces exceeds the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme and is therefore considered satisfactory.

4.2 Car Parking Demand Assessment

Notwithstanding the above Planning Scheme requirements, a car parking demand assessment has been undertaken to determine if the on-site car parking provision is likely to meet the demands associated with the proposal.



The service station land use term description indicates that it may include the selling of food, drinks and other convenience goods.

As such, the control building shown on the development plans is included as part of the service station use, and not as a separate convenience shop tenancy.

It is noted that a large majority of typical service station users will stop at the bowser to refill, walk to the convenience shop to pay and then depart the site in their vehicle, without the need for any formal car parking spaces.

With respect to the connected drive-through convenience retail facility, it should be noted that this facility is proposed to offer the OTR-branded food product range available in the store.

As such, the drive-through convenience retail facility will not require any additional car parking, as vehicles will be continually moved through as the order is completed.

An approximate guide to understanding the potential peak car parking demands that could be expected by the control building that supports the service station could be determined by car parking rates applied to a convenience shop land use that has similar characteristics.

Adopting an industry-standard car parking rate of 3.5 spaces per 100sqm to the 250sqm control building results in a car parking demand of up to eight car parking spaces.

Overall, based on the above discussions, the proposed car parking provision for nine on-site spaces is considered to be satisfactory, noting that car parking has been located appropriately around the site so that there is a sufficient supply in close proximity to meet the demands of each of the relevant land uses.

Indeed, advice provided by the Applicant, who has developed and/or operates similar sites in Victoria, South Australia and Western Australia, indicates this provision is expected to be more than sufficient.

4.3 DDA Car Parking

In addition to the statutory car parking requirements in the Planning Scheme, the Building Code of Australia (BCA) outlines the requirements for the provision of car parking for people with disabilities.

An assessment of the BCA disabled car parking requirements for the development proposal is outlined in Table 4.2.

Table 4.1: BCA Car Parking Requirements

Description	Use	BCA Disabled Parking Requirements
Shop	Class 6	1 space for every 50 car parking spaces or part thereof

Parking spaces for people with disabilities can be included in the total number of spaces required by the Planning Scheme.

The on-site provision of one space for people with a disability meets the BCA requirement and is considered appropriate.

5 Access and Car Parking Layout:

5.1 Design Overview Assessment

An assessment against the relevant design standards of the Planning Scheme is provided below:

5.2 Car Parking Layout

An assessment against the relevant design standards of the Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme is provided below.

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

“Parking, access ways, manoeuvring and circulation spaces must either:

- a) *comply with the following:*
 - (i) *have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*
 - (ii) *provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
 - (iii) *have an access width not less than the requirements in Table C2.2;*
 - (iv) *have car parking space dimensions which satisfy the requirements in Table C2.3;*
 - (v) *have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*
 - (vi) *have a vertical clearance of not less than 2.1m above the parking surface level; and*
 - (vii) *excluding a single dwelling, be delineated by line marking or other clear physical means; or,*
- b) *comply with Australian Standard AS 2890- Parking facilities, Parts 1-6”.*

The following is relevant with respect to the development proposal:

- i. The gradients comply with the relevant requirements of AS2890 as demonstrated in Section 5.3.
- ii. All vehicles can enter and exit the site in a forward direction.
- iii. Table C2.2 requires an internal access width not less than 4.5m for the first 7m from the roadway carriageway and 3m thereafter; and at changes of direction or intersections have an internal radius not less than 4m or a width more than 4.2m.

In this case the typical access width is in excess of 4.5m along the aisles that connect to Steele Street and Don Road. The drive-through facility is a minimum width of 3.5m and the radii on all turns exceeds 4m.
- iv. Table C2.3 requires parking dimensions of 5.4m length x 2.6m width with combined access and manoeuvring width of 6.4m for 90-degree parking.



In this case all parking spaces comply with the requirements with the exception of car space length, noting that car spaces are proposed to be 4.9m. In this respect, the proposal provides car spaces with a length of 4.9m accessed via a 9.5m aisle.

Given the excessive aisle width (to cater for the occasional tanker movement), the 4.9m long spaces are easily accessible due to the manoeuvring area that an aisle provides (particularly noting that the standard requires a minimum aisle width of 6.4m).

If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.

- v. Refer to iv above.
- vi. The vertical clearance exceeds 2.1m above the parking surface level.
- vii. Line marking is provided on all on-site car parking spaces.

Australian Standards Assessment. Refer to Sections 5.3, 5.4, 5.5 and 5.6. The car parking layout meets the requirements of the relevant Australian Standards for car parking.

Based on the above assessment the development meets the requirements of Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme.

5.3 Car Parking and Manoeuvring

The car parking layout was assessed against the requirements of AS2890.1.

Australian Standards, AS2890.1 requires the following minimum dimensions for User Class 3 (short-term city and town centre parking, parking stations, hospital and medical centres):

- Minimum space width – 2.6 metres.
- Minimum space length – 5.4 metres.
- Minimum aisle width – 5.8 metres.

All car parking space widths and aisle widths exceed these minimum values.

All car parking spaces lengths are 4.8m which is below the minimum requirement of AS2890.1. The reduced length is considered appropriate, as discussed in Section 5.2 in this report. However, if it is sought by Council, there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.

The car parking spaces and manoeuvring area are therefore considered appropriate and broadly meets the requirements of AS2890.1.

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%).

All parking spaces and manoeuvring areas have slopes that are less than the above values.



5.4 Commercial Parking

The Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme states:

“The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2– 2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site”.

Deliveries for the convenience shop and drive-through associated with the service station are typically completed by vehicles ranging between a 6.4m long small rigid vehicle (SRV) and an 8.8m medium rigid vehicle (MRV) in size.

The development facilitates the delivery of fuel by a 16.4m long fuel tanker.

AS2890.2 requires that the loading bay service area is dependent on a combination of:

- a) *The maximum size of vehicle likely to use the facility.*
- b) *The frequency with which vehicles of different classification use the facility; and,*
- c) *Whether the public road from which the facility is accessed is a major or minor road.*

Loading is proposed to be conducted within car parking spaces outside of peak hours whilst waste is proposed to be collected from the refuse collection area to the eastern corner of the subject site.

Typically, the underground fuel tank stores at a petrol station are refilled by a 16.4m OTR Tanker delivery truck. The refilling point for the underground tanks is located adjacent to the east of the fuel bowzers.

It is understood that the site will have one fuel truck delivery per week, on average.

A swept path assessment has been undertaken to demonstrate that a 16.4m OTR Tanker is able to enter the site via the access to Steele Street, prop adjacent to the tanks refilling point and exit the site via the Don Road egress point, even if the fuel bowzers and adjoining car parking spaces are occupied.

A swept path assessment also confirms that a vehicle (B99) will be able to enter the site and utilise the bowzers while the tanker is stationary.

Given that the fuel deliveries are generally scheduled to take place outside of peak periods, it is evident that sufficient access will be maintained through the site while the tanker is parked for refilling.

The proposed access and manoeuvring arrangements therefore comply with 3.2.3 of AS2890.2. Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme is met.

5.5 Accessible Parking

The development provides a total of one disabled parking space, located adjacent to the Control Building.

The dimensions and layout of the accessible parking spaces comply with the requirements of AS2890.6 (specifically noting the requirement for a ‘shared space’ adjacent to the accessible parking space).



5.6 Motorcycle Parking

No motorcycle parking spaces are proposed.

The Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme states *“the number of on-site motorcycle parking spaces for all users must be no less than the number specified in Table C2.4”*.

The requirements of Table C2.4 are summarised as follows:

Table 5.1: Statutory Motorcycle Parking Requirement

No. of Car Parking Spaces Required for a Use	No. of Motorcycle Parking Spaces Required for a Use
0-20 spaces	No Requirement
21-40 spaces	1 space
41 or more spaces	1 space for every 20 car spaces

In this instance, the required number of spaces is zero spaces.

The provision of zero motorcycle parking spaces therefore complies with the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

5.7 Car Parking Layout Summary

The car parking layout broadly meets the relevant requirements of AS2890.1, AS2890.2, AS2890.3 and AS2890.6. Noting that if it is sought by Council, there is sufficient spare width within the aisle to provide for the 5.4m long car parking spaces if required.

The car parking layout therefore meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

5.8 Pedestrian Access

The Acceptable Solution A1.1 of Clause C2.6.5 of the Planning Scheme states:

“Uses that require 10 or more car parking spaces must:

- 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:*
 - i. *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
 - ii. *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
- b) *be signed and line marked at points where pedestrians cross access ways or parking aisles”.*

As the development provides nine car parking spaces, it does not trigger the requirement to provide for the footpath, signage and linemarking.

The development was assessed against the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme, which states:



“Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- a) the characteristics of the site;*
- b) the nature of the use;*
- c) the number of parking spaces;*
- d) the frequency of vehicle movements;*
- e) the needs of persons with a disability;*
- f) the location and number of footpath crossings;*
- g) vehicle and pedestrian traffic safety;*
- h) the location of any access ways or parking aisles; and,*
- i) any protective devices proposed for pedestrian safety.*

The following is relevant with respect to P1:C2.6.5:

- a) The site layout and pedestrian facilities is considered typical of a service station. Petrol stations typically have pedestrian movements within the car parking manoeuvring area (i.e. a customer walking from the bowser to the control building to pay for fuel). The low-speed environment and general awareness of this activity makes this safe and acceptable.
- b) The nature of the use is typical of a petrol station and control building. There will be a degree of familiarity with the use of the development site due to the resemblances with similar sites.
- c) The site has a total of 9 on-site car parking spaces. The number of parking spaces is relatively low and therefore there will be generally low vehicle / pedestrian conflict. Cars will also park at the fuel bowser sites which are separated from the general parking spaces.
- d) The frequency of vehicles relates to the traffic generation and the turnover of the parking spaces and fuel bowsers near the pedestrian aisles. The drive-through component of the site will generate the highest peak generation.
- e) One disabled parking space is located immediately adjacent to the control buildings access. The path along the front of the building complies with gradient requirements of AS2890.6.
- f) No internal footpath crossings are provided.
- g) Refer to (a) and (b) above. The low-speed environment and general awareness of this activity makes the pedestrian environment safe and acceptable given the nature of the land uses of the development.
- h) Refer to (a) above.
- i) No protective devices are provided due to site constraints. Wheel stops will be installed to prevent vehicles from encroaching onto the footpath.

On this basis the car parking layout and pedestrian facilities meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.



5.9 Access Impact

The traffic generation associated with the development will be split across two vehicular accesses to the site.

Generally, the additional traffic generation at each access will be 60 vehicles per peak hour, with six movements considered to be 'new' vehicle movements assuming that both accesses will have equal volumes.

The Acceptable Solution A1.1 of Clause C3.5.1 of the Planning Scheme states:

"For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing".

The proposed development reuses two existing vehicular accesses to the site. The Acceptable Solution A1.1 of Clause C3.5.1 of the Planning Scheme is met.

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states:

"Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road".

Table C3.1 states that the acceptable increase in daily traffic volume at a vehicle crossing on major roads is 10% or 10 vehicles per day, whichever is greater.

The increased daily traffic generation is estimated to be greater than 10%, therefore the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not met. The Performance Criteria P1 of Clause C3.5.1 states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and,*
- (h) any advice received from the rail or road authority".*

The following is relevant with respect to the development proposal:

a. Increase in traffic. The increase in traffic is estimated to be in the order of 120 vehicles per hour. The peak increase is estimated to be 12 vehicles per hour (two-way movements). The configuration of the accesses will result in safe and efficient traffic movements.

b. Nature of traffic. The traffic generated by the development will be similar in nature to the previous use of the site and consistent with the traffic in the surrounding transport network.



c. Nature of road. Don Road is a major highway. It has sufficient spare capacity to cater for the traffic generated by the development proposal. Steele Street is also considered to have sufficient capacity to cater for the traffic generated by the development proposal.

d. Speed limit and traffic flow or road. The posted speed limit of Don Road is 60km/hr. The posted speed limit of Steele Street is 50km/hr.

e. Alternative access. No alternative access is considered necessary.

f. Need for use. The need for the development has not been assessed in this report.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

h. Road authority advice. The road authority has not provided specific advice in relation to the development proposal.

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

5.10 Swept Path Assessment

Fuel Tanker Access

Access to the fill point for the underground fuel tanks will be provided to the south-east of the proposed pumps.

A fuel delivery vehicle can enter the site and prop whilst allowing sufficient room for vehicles to safely and easily pass the delivery vehicle.

A swept path assessment has been conducted of the service station access and circulation arrangements using the 'Autodesk Vehicle Tracking' software.

A 16.4 metre OTR Tanker was used in the assessment of the fuel delivery vehicle movements, whilst a B99 (99.8th percentile vehicle) was used in the assessment of all other vehicle movements.

The swept path assessment identified that a 16.4 metre OTR tanker can enter the site via Steele Street and depart the site via the egress to Don Road.

It should be noted that Council raised concerns over the proposed modification to the traffic island on Don Road, as previously indicated.

Accordingly, the proposed egress to Don Road has been relocated to the south-west to provide a greater separation from the site to the traffic island thus removing any impacts to the traffic island.

The above is considered to be a suitable access strategy and a suitable response to Councils concerns over the impact to the Don Road traffic island.

Drive-Through Arrangements

The drive-through facility has a minimum width of 3.5 metres which exceeds the access way width (3.0m) requirements set out in the Tasmania Planning Scheme.



The swept path assessment, presented in Appendix C, confirms that the drive-through facility has been designed to accommodate a B99 (99.8th percentile vehicle).

Automatic Car Wash Arrangements

The drive-through car wash facility has a minimum width of 3.5 metres which exceeds the access way width (3.0m) requirements set out in the Tasmania Planning Scheme.

The swept path assessment, presented in Appendix C, confirms that the drive-through facility has been designed to accommodate a B99 (99.8th percentile vehicle).

5.11 Summary

The assessment indicates that the access arrangements and car parking layouts have been designed appropriately and in general accordance with the requirements of the Tasmania Planning Scheme and/or AS/NZS 2890.1:2004.



6 Bicycle Parking:

6.1 Bicycle Parking Requirement

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

“Bicycle parking spaces must:

- a) be provided on the site or within 50m of the site; and
- b) be no less than the number specified in Table C2.1”.

The requirements of Table C2.1 are set out in Table 6.1.

Table 6.1: Statutory Bicycle Parking Requirement

Use	Size/No.	Statutory Parking Rate	Statutory Requirement
Service Station	5 employees	1 bicycle space per 5 employees	1 space
Total			1 space

On the basis of the above, the development has a statutory requirement to provide one bicycle parking space.

It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.

The provision of two bicycle parking spaces would exceed the bicycle parking requirements of the requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme. and is therefore considered satisfactory once implemented.



7 Traffic Assessment:

7.1 Traffic Generation

Traffic attracted to service stations generally comprises a combination of passing trips on the arterial network and new / diverted trips, attracted specifically to the site for the purposes of purchasing fuel or convenience items.

The subject site has excellent exposure to passing traffic along both Don Road and Steele Street. As such, it is expected that most customers will be passing trade, taking advantage of the facilities offered as part of a broader trip purpose.

Traffic surveys undertaken by other traffic engineering consultants indicate that service stations typically generate traffic at a rate of up to 20 vehicle movements per two-sided fuel bowser during peak hours.

These trips will be split equally between inbound and outbound vehicle movements.

Adopting this rate, the proposed service station and kiosk would be estimated to generate up to **120 vehicle movements** per hour to/from the site during the peak hour periods.

It should be noted that customers of the retail component of the control building are expected to be entirely part of multi-purpose trips to the site (i.e. vehicles already visiting the petrol station).

Therefore, this use is not expected to generate any additional vehicle movements to the site, other than those already accounted for in the above traffic generation estimates.

7.2 Characteristics Trip Type

An important characteristic of the traffic generation of service stations is the different types of trips which may occur.

These different trip types correspond to:

- 'Primary Trips'
- 'Link-diverted Trips'
- 'Non-link-diverted Trips'

Primary trips and link-diverted trips involve a vehicle either making a special trip or a modification of the route to an existing trip.

Non-link-diverted trips, on the other hand, correspond to those trips which do not involve a diversion from the route that would otherwise have been taken, or in other words are trips generated by passing traffic.

The important distinction here is that it is only primary trips and link diverted trips which impact upon the external road network.

Non-link-diverted trips are already present on the adjacent road network, and although these trips need to be considered in the design of access driveways, turning lanes and so on, they do not constitute additional traffic per se.

A significant proportion of traffic is anticipated to access the site during the road network peak hour as non-link-diverted trips and as such, it is anticipated that few additional trips would be generated along Don Road or Steele Street.



Indeed, up to 90% of traffic using a service station are likely to be passer-by trips based on the RTA guideline. Of these trips, all are assumed to be non-link-diverted trips. The balance of trips are assumed to be 'primary trips' (i.e. new to the network).

Due to the location of the service station, it is reasonable to assume that 90% of the trips will be passer by trips with 10% of trips being primary trips.

7.3 Traffic Assessment

Based on the preceding assessment, the estimated peak hour traffic generated by the development is summarised in Table 7.1.

Table 7.1: Estimated Peak Hour Trip Generation

	Weekday AM Peak Period			Weekday PM Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Service Station	60	60	120	60	60	120
Passer by trips (90%)	-54	-54	-108	-54	-54	-108
Total	6	6	12	6	6	12

As shown in the preceding table, it is anticipated that the development may generate up to 12 'new' vehicle movements during the critical AM and PM peak hour periods.

7.4 Traffic Impact

Based on the conservative assessment, without removing trips associated with the existing use, the proposed development is estimated to generate in the order of 12 'new' vehicle movements on the frontage roads during the peak periods.

The additional 12 'new' vehicle movements expected during the peak hours represent an average additional traffic movement every 5 minutes during the busiest operating times, with reduced volumes at all other times.

Assuming trips are equally distributed across the two site access points, results in an estimated increase on Steele Street and Don Road of up to six vehicle movements during the peak periods, equivalent to one additional traffic movement every 10 minutes.

This level of traffic will be imperceptible in the context of the existing function of both Steele Street and Don Road.

As such, it is expected the development traffic can readily be accommodated in a safe and effective manner.

Despite the relatively low increase in traffic anticipated, a SIDRA assessment of the Don Road / Steele Street intersection in post-development conditions has been undertaken to provide a robust assessment of the traffic impact.



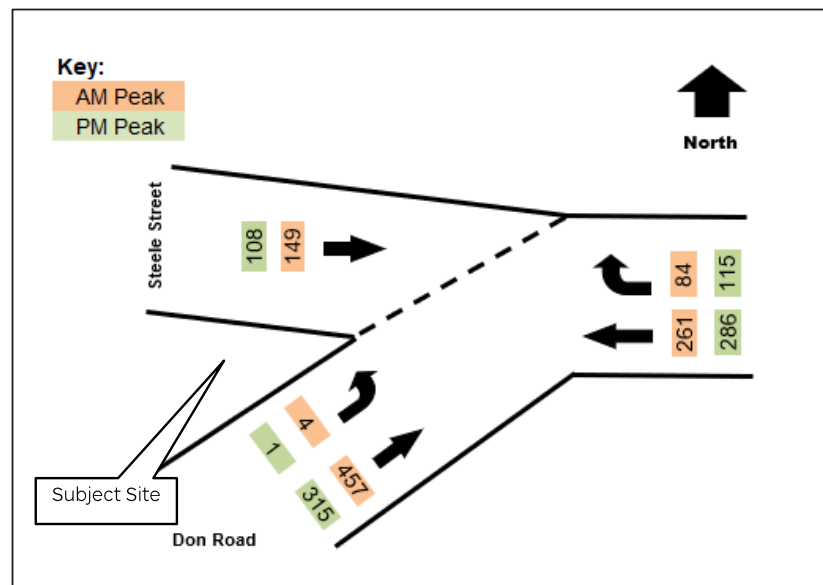
7.5 Traffic Distribution

For the purposes of this assessment, it has conservatively been assumed that all 'new' traffic will be utilising the Steele Street / Don Road intersection to access the site.

However, in reality it is highly likely that a portion of traffic will access / egress to the subject site to/from the west without passing through the Steele Street / Don Road intersection.

The resultant anticipated post development peak hour traffic volumes at the Steele Street / Don Road intersection are shown in Figure 7.1.

Figure 7.1: Post Development Traffic Volumes



7.6 Intersection Analysis

Steele Street / Don Road

The results of the post development AM and PM peak hour SIDRA analysis are detailed in Appendix D and summarised in Table 7.2 and Table 7.3.

Table 7.2: Future AM Peak SIDRA - Steele Street / Don Road

Approach	Movement	AM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.15	0	0
	Right	0.08	2	7
Steele Street	Left	0.16	4	7
Don Road (W)	Left	0.25	1	7
	Through	0.25	1	0
Intersection		0.25		

Table 7.3: Future PM Peak SIDRA - Steele Street / Don Road

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	0	0
	Right	0.09	3	6
Steele Street	Left	0.10	3	6
Don Road (W)	Left	0.17	1	7
	Through	0.17	1	0
Intersection		0.17		

Based on the above, the Steele Street / Don Road intersection is anticipated to continue to operate within 'Excellent' conditions in each of the critical peak hour periods, with minimal increases to queues and delays projected.

The preceding analysis indicates that the proposed development will have a negligible impact on the existing conditions of the Steele Street / Don Road intersection.

The proposed access arrangements from the subject site to the adjacent local road network are considered appropriate.

Having regard to the above analysis and discussion, against the existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety and function of the surrounding road network.

7.7 Response to Councils Concerns

Council raised concerns over vehicles accessing the site stating that *"there is no room for passing a vehicle that is turning into the development site, causing traffic to back up."*

In order to alleviate Council's concern, a SIDRA analysis of the Steele Street and Don Road site accesses has been undertaken to determine the impact of development generated traffic on the wider road network.

For the purposes of the SIDRA assessments, it has been assumed that trips are equally distributed across the two site access points.

Steele Street / Site Access

The results of the post development AM and PM peak hour SIDRA analysis are detailed in Appendix E and summarised in Table 7.4 and Table 7.5.

Table 7.4: Future AM Peak SIDRA - Steele Street / Site Access

Approach	Movement	AM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Site Access	Left	0.03	1	6
	Right	0.03	1	6
Steele Street (E)	Left	0.05	0	6
	Through	0.05	0	0
Steele Street (W)	Through	0.09	1	0
	Right	0.09	1	6
Intersection		0.09		

Table 7.5: Future PM Peak SIDRA - Steele Street / Site Access

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Site Access	Left	0.03	1	6
	Right	0.03	1	6
Steele Street (E)	Left	0.07	0	6
	Through	0.07	0	0
Steele Street (W)	Through	0.07	1	1
	Right	0.07	1	6
Intersection		0.07		

Based on the above, the Steele Street / Site Access intersection is anticipated to operate within 'Excellent' conditions in each of the critical peak hour periods, with minimal queues and delays projected.

The preceding analysis indicates that the proposed development will have a negligible impact on the existing conditions of Steele Street.

The proposed access arrangements from the subject site to Steele Street are considered appropriate and as such the likelihood for vehicles seeking to pass is considered to be minimal with maximum delays of six seconds projected.

Having regard to the above analysis and discussion, against the existing traffic volumes in the vicinity of the site, the traffic generated by the proposed development could not be expected to compromise the safety and function of Steele Street.

Don Road / Site Access

The results of the post development AM and PM peak hour SIDRA analysis are detailed in Appendix E and summarised in Table 7.6 and Table 7.7.



Table 7.6: Future AM Peak SIDRA – Don Road / Site Access

Approach	Movement	AM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.15	2	1
	Right	0.15	2	8
Site Access	Left	0.05	2	8
	Right	0.05	2	11
Don Road (W)	Left	0.24	0	6
	Through	0.24	0	0
Intersection		0.24		

Table 7.7: Future PM Peak SIDRA – Don Road / Site Access

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	1	1
	Right	0.16	1	7
Site Access	Left	0.04	1	7
	Right	0.04	1	10
Don Road (W)	Left	0.17	0	6
	Through	0.17	0	0
Intersection		0.17		

Based on the above, the Don Road / Site Access intersection is anticipated to operate within 'Excellent' conditions in each of the critical peak hour periods, with minimal queues and delays projected.

The preceding analysis indicates that the proposed development will have a negligible impact on the existing conditions of Don Road.

The proposed access arrangements from the subject site to Don Road are considered appropriate and as such the likelihood for vehicles seeking to pass is considered to be minimal with maximum delays of eight seconds projected.

Having regard to the above analysis and discussion, against the existing traffic volumes in the vicinity of the site, the traffic generated by the proposed development could not be expected to compromise the safety and function of Don Road.

The above is considered to be a suitable access strategy and a suitable response to Council's concerns over the impact to Don Road and Steele Street.



8 Conclusion:

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposed development is for a service station incorporating:
 - 6 bowsers (12 petrol filling points).
 - Control building of 250sqm floor area including retail display, sales and storage areas, customer amenities and drive-through.
 - Automatic Car Wash.
- The proposed development generates a statutory car parking requirement for one space.
- It is noted that the vast majority of petrol station users will stop at the bowser to refill, walk to the convenience shop to pay and then depart the site in their vehicle, without the need for any formal on-site car parking spaces.
- Notwithstanding the above, it is anticipated that the site could generate a car parking demand of up to 9 car parking spaces.
- The proposed supply of nine on-site car parking spaces meets the anticipated car parking demand is considered to be satisfactory.
- The proposed parking layout and site access arrangements are consistent with the requirements set out in the Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- Notwithstanding the above and in order to achieve the best possible traffic engineering design outcome for the proposal, a number of design recommendations are proposed by our office. The design recommendations are shown on Sheet 1 of Appendix C and are detailed below:
 - If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.
 - It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.
- CAD-based swept path assessment have been completed to demonstrate that key vehicle movements can be completed by the relevant design vehicles throughout the site, with adequate clearance to adjacent structures.
- No on-site bicycle parking is statutorily required by the proposed development. Notwithstanding, it is recommended that one bicycle hoop (two bicycle parking spaces) be provided in close proximity to the control building to cater for any potential bicycle parking demands.
- Loading and waste collection can be completed by up to and including an 8.8m long MRV. The loading area will cater for all loading and waste collection needs.
- The 16.4m OTR Tanker will be able to enter the site from Steele Street, prop near the fuel filling point and exit via Don Road in an on-site clockwise direction, whilst allowing vehicle ingress and egress movements at all times.
- It is anticipated that the proposed development will generate 12 'new' vehicle movements during the critical weekday AM and PM peak hour periods, with the remaining traffic being passing traffic that is already on the road network.



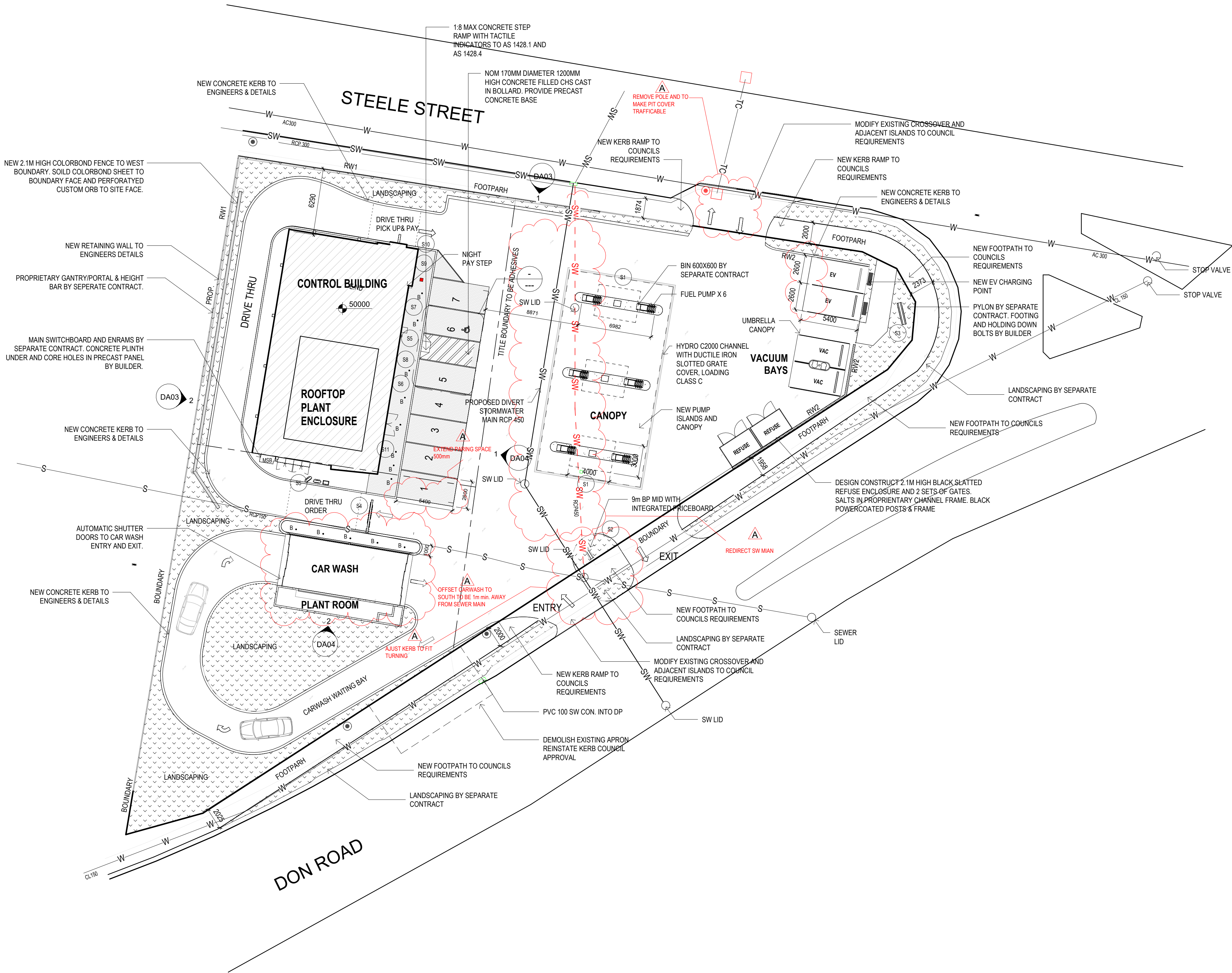
- It should also be noted that customers for the retail component of the control building are expected to entirely part of the multi-purpose trips to the site (i.e. vehicles already visiting the service station).
- Against the existing traffic volumes on Steele Street and Don Road, the estimated site generated vehicle movements through the access points cannot be expected to adversely compromise the performance of the surrounding road network. Indeed, the additional 12 'new' vehicle movements expected during the peak hours represent an average additional traffic movement each 5 minutes during the busiest times, with reduced volumes at all other times.
- It should also be noted that the existing use of the site generates traffic in its own right. As such, the increase in traffic of 12 'new' vehicle movements is considered negligible to the operation of the external road network.

Overall, the proposed development is not expected to create adverse traffic or parking impacts in the precinct.



Appendix A Development Plans





ALL GARDEN BEDS NEED TO BE CLEAR 250MM FROM TOP OF KERB AND CLEAR FROM CONCRETE & BUILDING MATERIALS.

ALL IRRIGATION CONDUITS TO BE 50MM PVC CLASS 9. ALL CONDUITS NEED TO BE EXPOSED AT EACH END FOR LOCATING WITH STRAIGHT RUNS BELOW SURFACE LEVEL.

GRADE UP TO ALL SURFACE MOUNTED FEATURES IN ACCORDANCE WITH STANDARD DRAWINGS

AREAS OF UNDERGROUND TANKS SHALL REMAIN ISOLATED TO TRAFFIC UNTIL PAVEMENT SLABS ARE LAID.

DEMOLISH ALL EXISTING BUILDINGS STRUCTURES & PAVEMENTS ACROSS THE SITE, UNLESS NOTED OTHERWISE. REMOVE ALL REDUNDANT UNDERGROUND SERVICES, FOOTING & THE LIKE.

LEGEND - SITE PLAN

- B BOLLARD TO STANDARD DETAILS
- RW1 1.8M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- RW2 1.0M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- SW SW SEWER MAIN
- S S STORMWATER MAIN
- S - - - S DEMOLISHED STORMWATER MAIN
- W W WATER MAIN
- EXISTING POWER POLE
- POWER POLE TO BE DEMOLISH

PROPOSED SITE PLAN
1 : 200

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Building Practitioner Accreditation: CCA540

GENERAL NOTES
Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
A	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE

PLANT
NORTH

PLANT DATE
30/09/2022 1:12:32 PM

REVISION
A

PROJECT ID
2237

CHECKED BY
A HILL

SCALE
As indicated A1

DRAWN BY
CLI

DRAWING NUMBER
DA02

DRAWING NAME
PROPOSED SITE PLAN

Appendix B Existing SIDRA Assessment



SITE LAYOUT

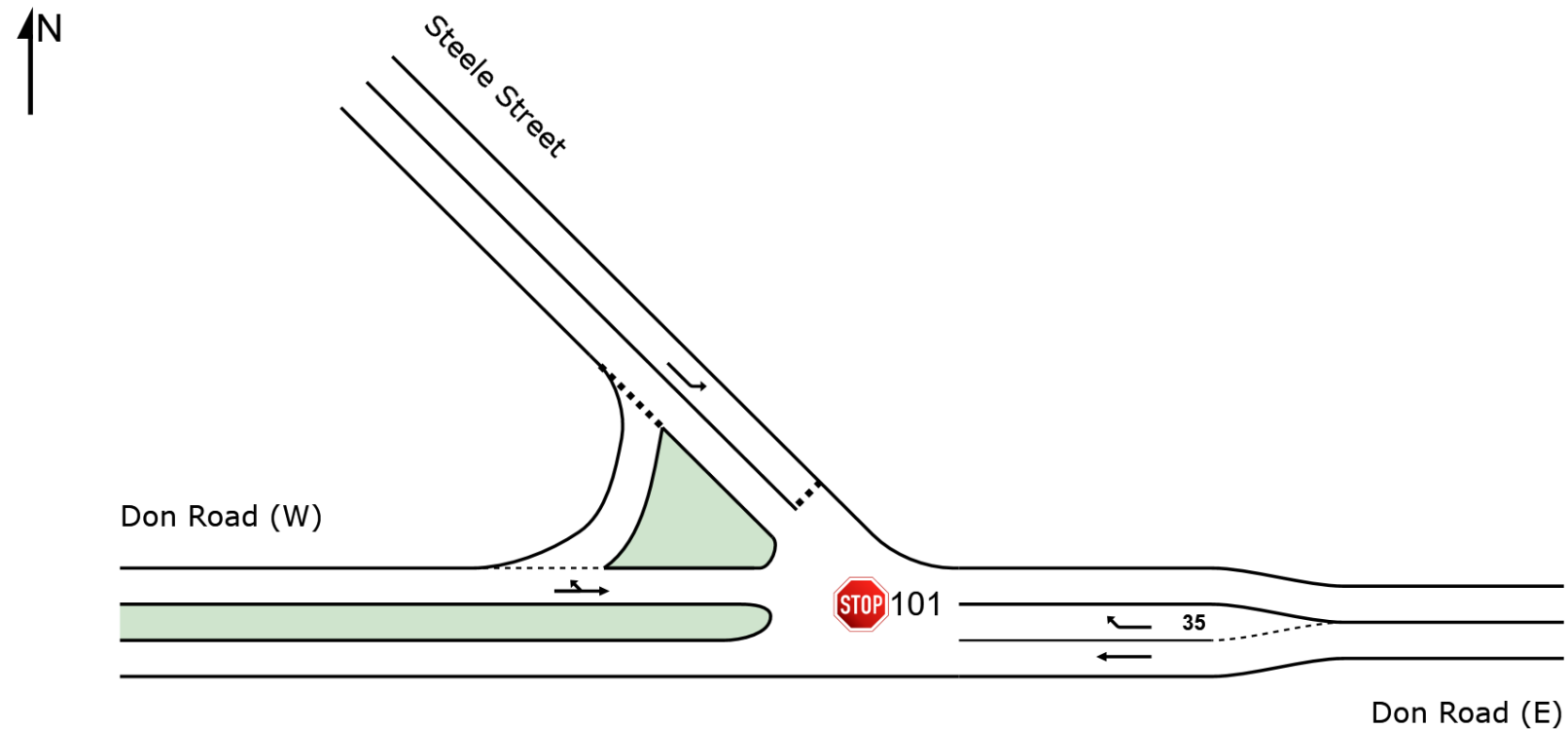
 **Site: 101 [Steele Street / Don Road - Existing AM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

MOVEMENT SUMMARY

Site: 101 [Steele Street / Don Road - Existing AM Peak (Site Folder: General)]

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	259	2.0	273	2.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	81	0.0	85	0.0	0.077	6.4	LOS A	0.3	2.3	0.50	0.66	0.50	52.9
Approach		340	1.5	358	1.5	0.143	1.6	NA	0.3	2.3	0.12	0.16	0.12	58.1
NorthWest: Steele Street														
27a	L1	146	0.0	154	0.0	0.151	7.0	LOS A	0.6	4.2	0.49	0.71	0.49	52.2
Approach		146	0.0	154	0.0	0.151	7.0	LOS A	0.6	4.2	0.49	0.71	0.49	52.2
West: Don Road (W)														
10b	L3	4	0.0	4	0.0	0.251	7.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.8
11	T1	454	2.0	478	2.0	0.251	0.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.9
Approach		458	2.0	482	2.0	0.251	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.9
All Vehicles		944	1.5	994	1.5	0.251	1.7	NA	0.6	4.2	0.12	0.17	0.12	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

MOVEMENT SUMMARY

 **Site: 101 [Steele Street / Don Road - Existing PM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	283	2.0	298	2.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	112	0.0	118	0.0	0.089	5.7	LOS A	0.4	2.8	0.41	0.60	0.41	53.1
Approach		395	1.4	416	1.4	0.156	1.6	NA	0.4	2.8	0.12	0.17	0.12	57.8
NorthWest: Steele Street														
27a	L1	105	0.0	111	0.0	0.091	6.1	LOS A	0.4	2.5	0.39	0.62	0.39	52.6
Approach		105	0.0	111	0.0	0.091	6.1	LOS A	0.4	2.5	0.39	0.62	0.39	52.6
West: Don Road (W)														
10b	L3	1	0.0	1	0.0	0.169	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
11	T1	312	0.0	328	0.0	0.169	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
Approach		313	0.0	329	0.0	0.169	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		813	0.7	856	0.7	0.169	1.6	NA	0.4	2.8	0.11	0.16	0.11	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

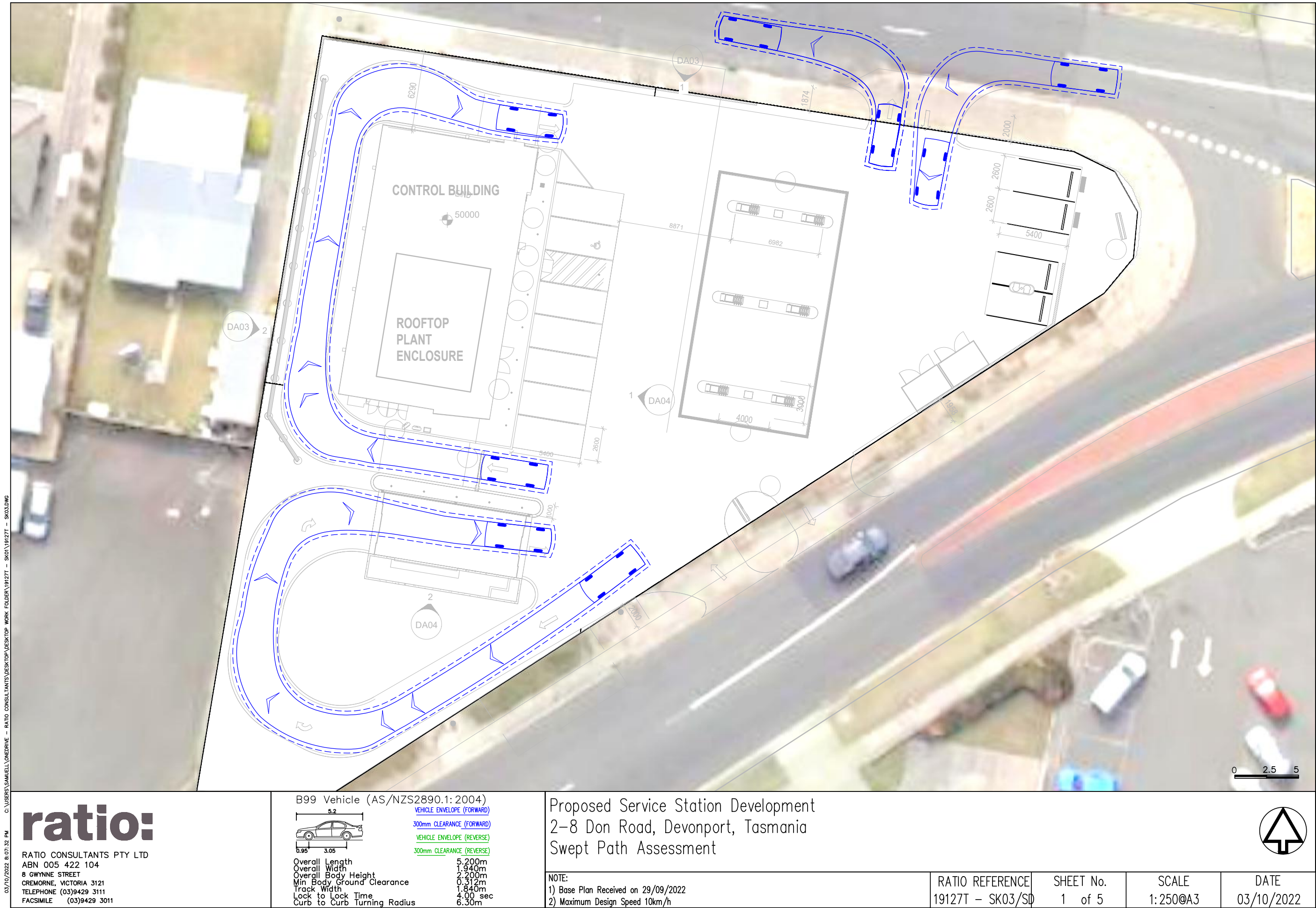
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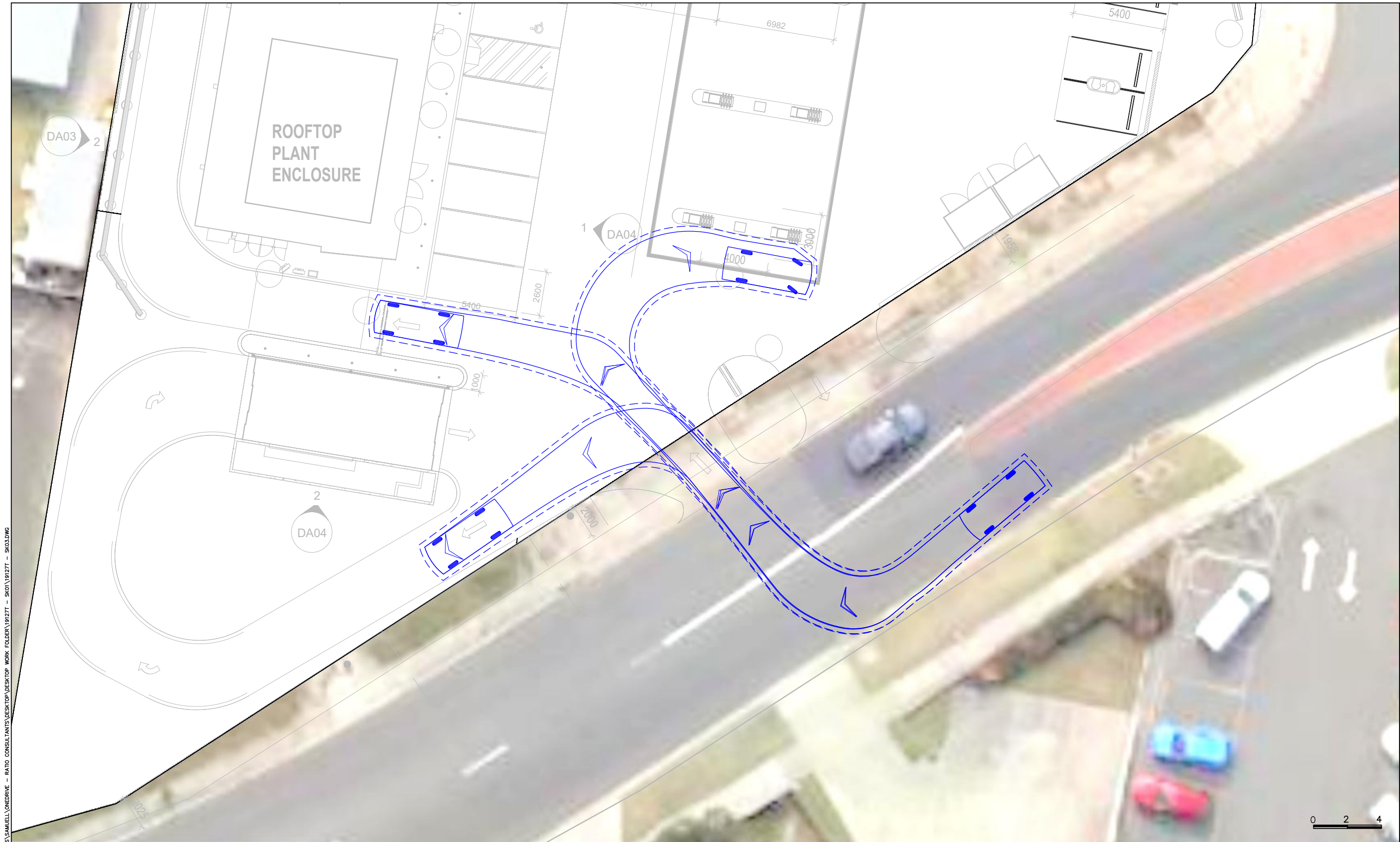
Organisation: RATIO CONSULTANTS PTY LTD | Licence: PLUS / 1PC | Processed: Wednesday, 6 July 2022 7:28:44 PM

Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

Appendix C Swept Path Assessment





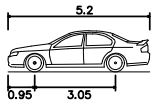


03/10/2022 8:07:33 PM C:\USERS\SAMUELL\ONE DRIVE - RATIO CONSULTANTS\DESKTOP\WORK FOLDER\19127T - SK03\19127T - SK03.DWG

ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Service Station Development
2-8 Don Road, Devonport, Tasmania
Swept Path Assessment

NOTE:
1) Base Plan Received on 29/09/2022
2) Maximum Design Speed 10km/h

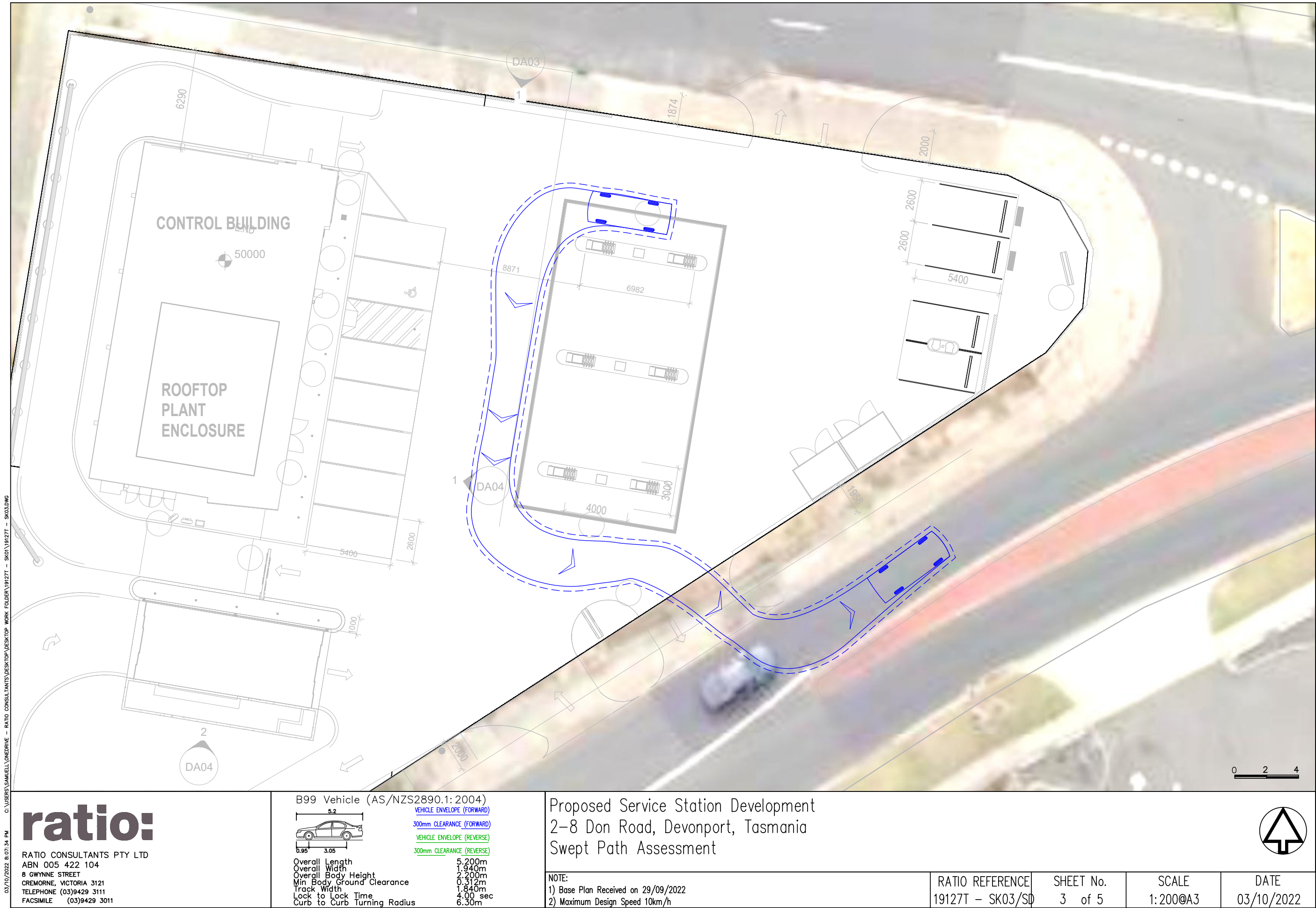
RATIO REFERENCE
19127T - SK03/SD

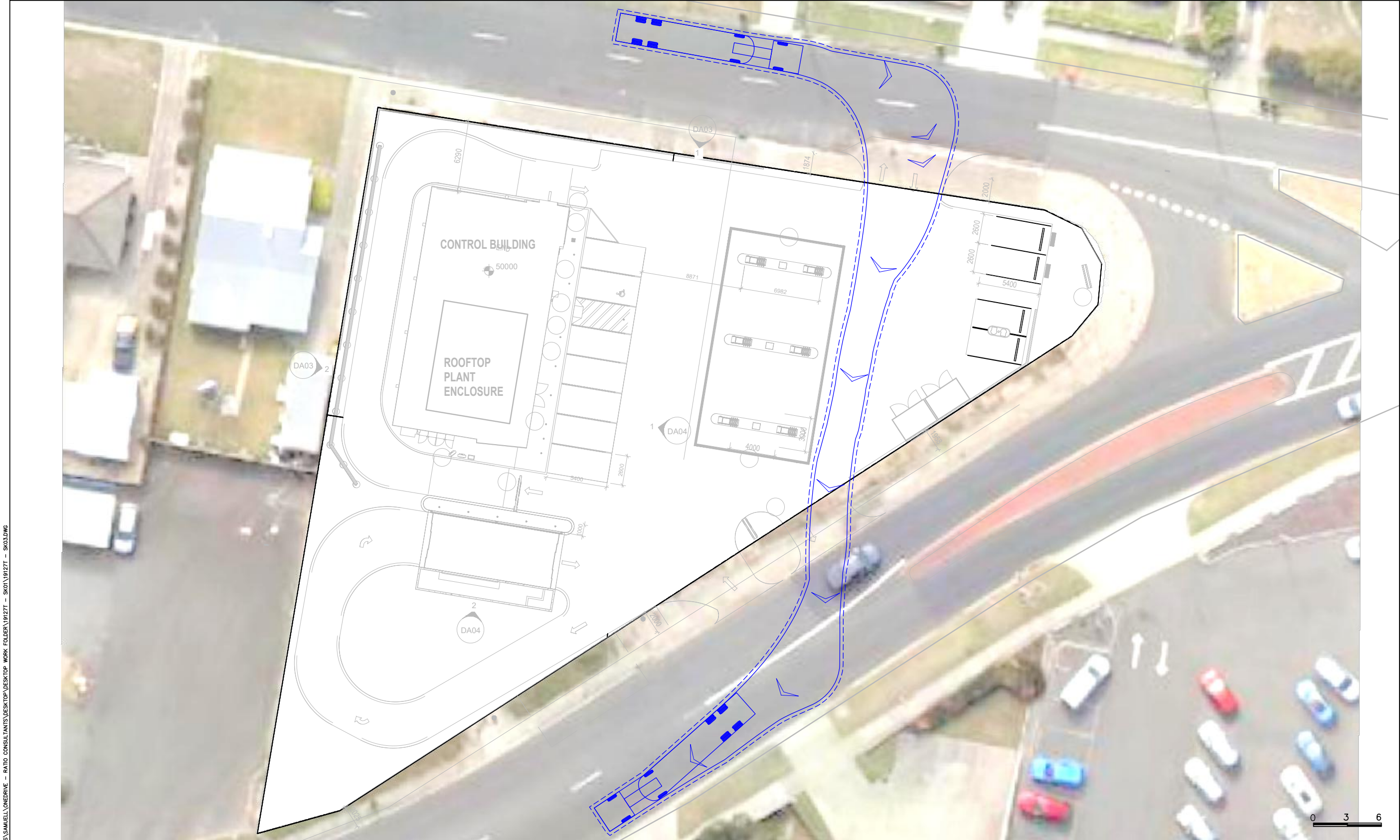
SHEET No.
2 of 5

SCALE
1:200@A3

DATE
03/10/2022







ratio:

RATIO CONSULTANTS PTY LTD

ABN 005 422 104

8 GWYNNE STREET

CREMORNE, VICTORIA 3121

TELEPHONE (03)9429 3111

FACSIMILE (03)9429 3011

03/10/2022 8:07:35 PM

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Proposed Service Station Development
2-8 Don Road, Devonport, Tasmania
Swept Path Assessment – 16.4m Truck

NOTE:

1) Base Plan Received on 29/09/2022

2) Maximum Design Speed 10km/h

RATIO REFERENCE

19127T – SK03/SD

SHEET No.

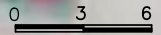
4 of 5

SCALE

1:300@A3

DATE

03/10/2022



Appendix D Future SIDRA Assessment



SITE LAYOUT

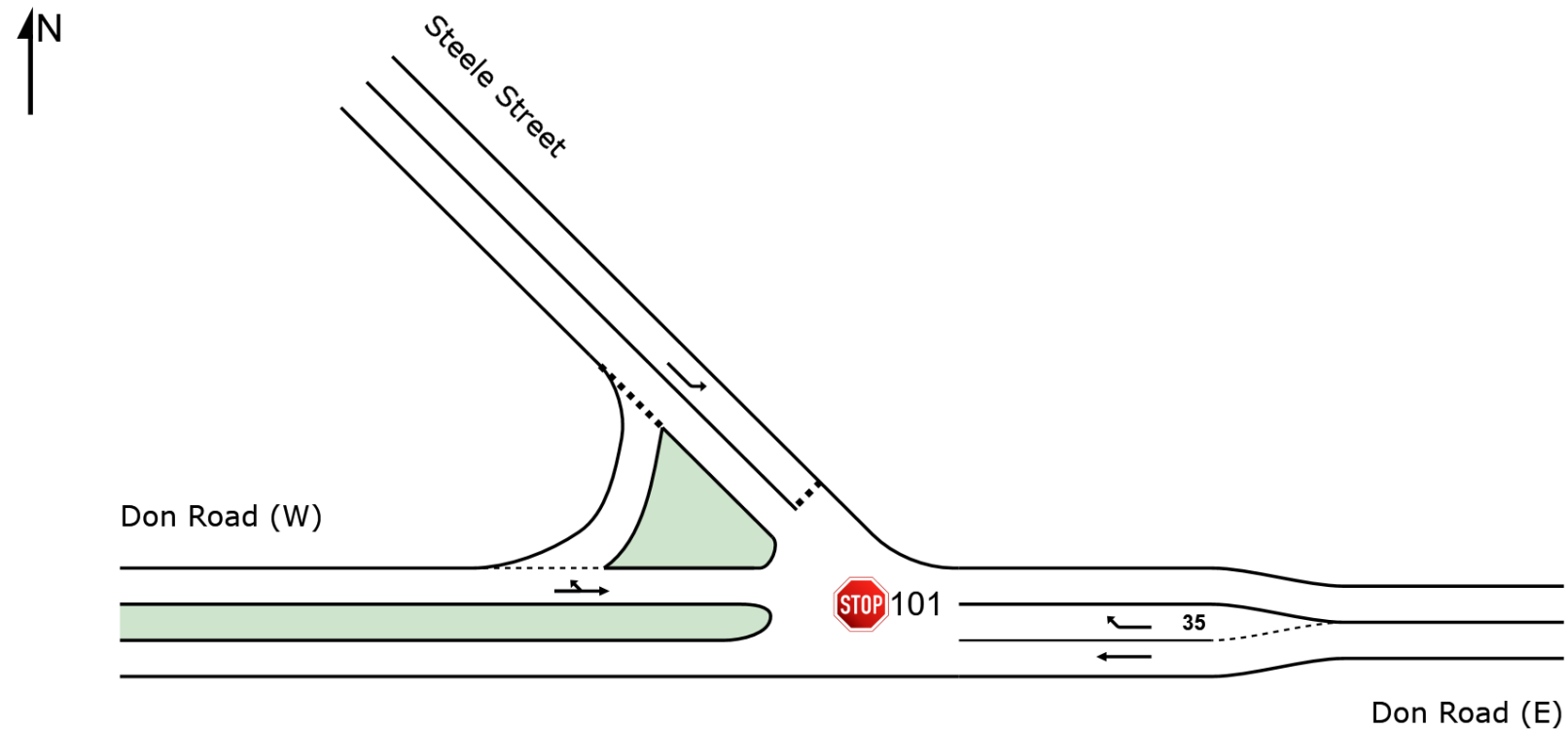
 **Site: 101 [Steele Street / Don Road - Future AM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

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MOVEMENT SUMMARY

Site: 101 [Steele Street / Don Road - Future AM Peak (Site Folder: General)]

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	262	2.0	276	2.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	84	0.0	88	0.0	0.080	6.5	LOS A	0.3	2.4	0.50	0.66	0.50	52.9
Approach		346	1.5	364	1.5	0.145	1.6	NA	0.3	2.4	0.12	0.16	0.12	58.0
NorthWest: Steele Street														
27a	L1	149	0.0	157	0.0	0.155	7.0	LOS A	0.6	4.3	0.49	0.71	0.49	52.1
Approach		149	0.0	157	0.0	0.155	7.0	LOS A	0.6	4.3	0.49	0.71	0.49	52.1
West: Don Road (W)														
10b	L3	4	0.0	4	0.0	0.253	7.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.8
11	T1	457	2.0	481	2.0	0.253	0.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.9
Approach		461	2.0	485	2.0	0.253	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.9
All Vehicles		956	1.5	1006	1.5	0.253	1.7	NA	0.6	4.3	0.12	0.17	0.12	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

MOVEMENT SUMMARY

 **Site: 101 [Steele Street / Don Road - Future PM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	286	2.0	301	2.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	115	0.0	121	0.0	0.092	5.7	LOS A	0.4	2.9	0.42	0.60	0.42	53.1
Approach		401	1.4	422	1.4	0.157	1.7	NA	0.4	2.9	0.12	0.17	0.12	57.8
NorthWest: Steele Street														
27a	L1	108	0.0	114	0.0	0.095	6.2	LOS A	0.4	2.6	0.39	0.62	0.39	52.6
Approach		108	0.0	114	0.0	0.095	6.2	LOS A	0.4	2.6	0.39	0.62	0.39	52.6
West: Don Road (W)														
10b	L3	1	0.0	1	0.0	0.173	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
11	T1	315	2.0	332	2.0	0.173	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
Approach		316	2.0	333	2.0	0.173	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		825	1.5	868	1.5	0.173	1.6	NA	0.4	2.9	0.11	0.17	0.11	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

Appendix E Site Access SIDRA Assessment

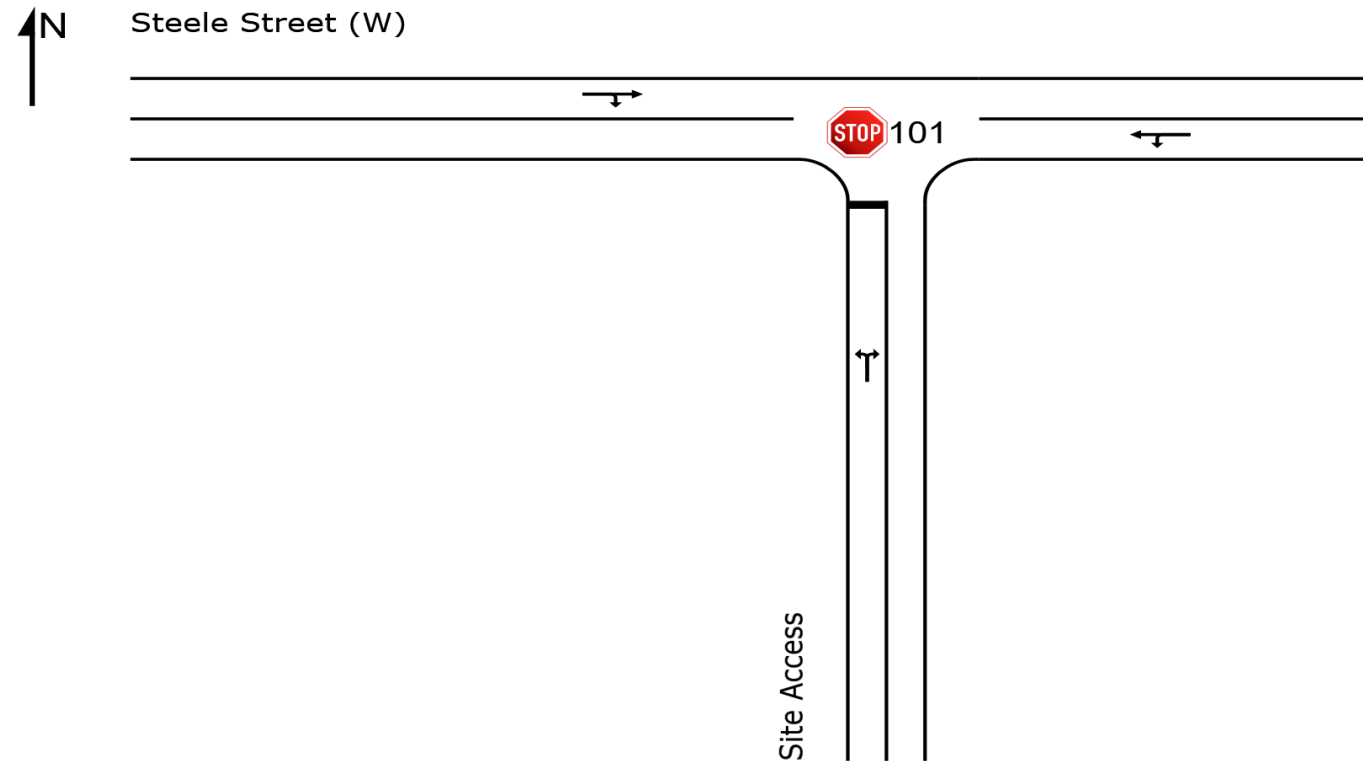


SITE LAYOUT

 **Site: 101 [Steele Street / Site Access - Future AM Peak (Site Folder: General)]**

New Site
Site Category: (None)
Stop (Two-Way)

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MOVEMENT SUMMARY

 **Site: 101 [Steele Street / Site Access - Future AM Peak (Site Folder: General)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Site Access														
1	L2	15	0.0	16	0.0	0.030	5.7	LOS A	0.1	0.7	0.22	0.89	0.22	49.2
3	R2	15	0.0	16	0.0	0.030	6.1	LOS A	0.1	0.7	0.22	0.89	0.22	30.4
Approach		30	0.0	32	0.0	0.030	5.9	LOS A	0.1	0.7	0.22	0.89	0.22	43.6
East: Steele Street (E)														
4	L2	15	0.0	16	0.0	0.055	5.5	LOS A	0.0	0.0	0.00	0.09	0.00	45.5
5	T1	88	2.0	93	2.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	58.7
Approach		103	1.7	108	1.7	0.055	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.0
West: Steele Street (W)														
11	T1	149	2.0	157	2.0	0.089	0.0	LOS A	0.1	0.7	0.05	0.06	0.05	58.8
12	R2	15	0.0	16	0.0	0.089	5.8	LOS A	0.1	0.7	0.05	0.06	0.05	55.2
Approach		164	1.8	173	1.8	0.089	0.6	NA	0.1	0.7	0.05	0.06	0.05	58.5
All Vehicles		297	1.6	313	1.6	0.089	1.2	NA	0.1	0.7	0.05	0.15	0.05	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 **Site: 101 [Steele Street / Site Access - Future PM Peak (Site Folder: General)]**

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Site Access														
1	L2	15	0.0	16	0.0	0.030	5.8	LOS A	0.1	0.7	0.25	0.88	0.25	49.3
3	R2	15	0.0	16	0.0	0.030	6.0	LOS A	0.1	0.7	0.25	0.88	0.25	30.5
Approach		30	0.0	32	0.0	0.030	5.9	LOS A	0.1	0.7	0.25	0.88	0.25	43.7
East: Steele Street (E)														
4	L2	15	0.0	16	0.0	0.069	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	46.2
5	T1	116	2.0	122	2.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	58.9
Approach		131	1.8	138	1.8	0.069	0.6	NA	0.0	0.0	0.00	0.07	0.00	58.5
West: Steele Street (W)														
11	T1	108	2.0	114	2.0	0.067	0.1	LOS A	0.1	0.7	0.07	0.07	0.07	58.4
12	R2	15	0.0	16	0.0	0.067	5.9	LOS A	0.1	0.7	0.07	0.07	0.07	54.8
Approach		123	1.8	129	1.8	0.067	0.8	NA	0.1	0.7	0.07	0.07	0.07	58.0
All Vehicles		284	1.6	299	1.6	0.069	1.3	NA	0.1	0.7	0.06	0.16	0.06	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SITE LAYOUT

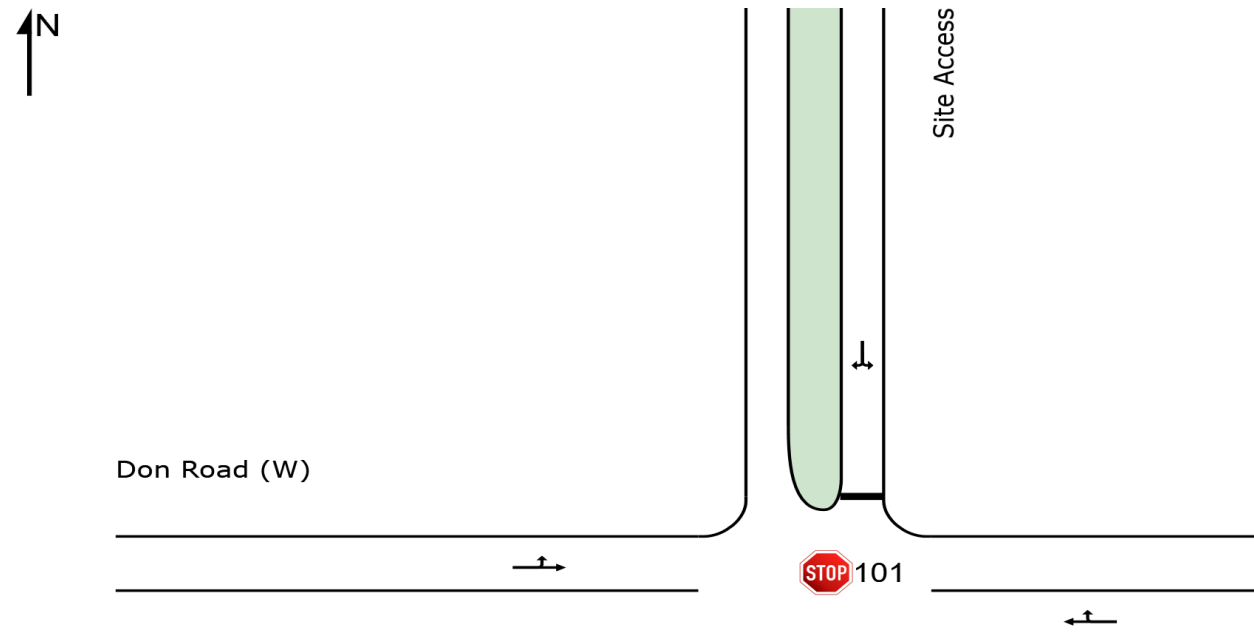
 **Site: 101 [Don Road / Site Access - Future AM Peak (Site Folder: General)]**

Don Road / Site Access

Site Category: (None)

Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: 101 [Don Road / Site Access - Future AM Peak (Site Folder: General)]

Don Road / Site Access

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	261	5.0	275	5.0	0.149	0.2	LOS A	0.2	1.3	0.08	0.03	0.08	59.3
6	R2	15	0.0	16	0.0	0.149	7.9	LOS A	0.2	1.3	0.08	0.03	0.08	55.6
Approach		276	4.7	291	4.7	0.149	0.7	NA	0.2	1.3	0.08	0.03	0.08	59.2
North: Site Access														
7	L2	15	0.0	16	0.0	0.054	7.8	LOS A	0.2	1.3	0.54	0.95	0.54	45.9
9	R2	15	0.0	16	0.0	0.054	11.2	LOS B	0.2	1.3	0.54	0.95	0.54	45.9
Approach		30	0.0	32	0.0	0.054	9.5	LOS A	0.2	1.3	0.54	0.95	0.54	45.9
West: Don Road (W)														
10	L2	15	0.0	16	0.0	0.244	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	30.1
11	T1	461	5.0	485	5.0	0.244	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		476	4.8	501	4.8	0.244	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.7
All Vehicles		782	4.6	823	4.6	0.244	0.7	NA	0.2	1.3	0.05	0.06	0.05	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Don Road / Site Access - Future PM Peak (Site Folder: General)]

Don Road / Site Access

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	286	5.0	301	5.0	0.159	0.1	LOS A	0.2	1.1	0.06	0.03	0.06	59.5
6	R2	15	0.0	16	0.0	0.159	7.0	LOS A	0.2	1.1	0.06	0.03	0.06	55.9
Approach		301	4.8	317	4.8	0.159	0.5	NA	0.2	1.1	0.06	0.03	0.06	59.3
North: Site Access														
7	L2	15	0.0	16	0.0	0.044	6.8	LOS A	0.1	1.0	0.46	0.91	0.46	47.2
9	R2	15	0.0	16	0.0	0.044	9.5	LOS A	0.1	1.0	0.46	0.91	0.46	47.2
Approach		30	0.0	32	0.0	0.044	8.2	LOS A	0.1	1.0	0.46	0.91	0.46	47.2
West: Don Road (W)														
10	L2	15	0.0	16	0.0	0.170	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	30.1
11	T1	316	5.0	333	5.0	0.170	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		331	4.8	348	4.8	0.170	0.3	NA	0.0	0.0	0.00	0.03	0.00	58.2
All Vehicles		662	4.5	697	4.5	0.170	0.7	NA	0.2	1.1	0.05	0.07	0.05	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

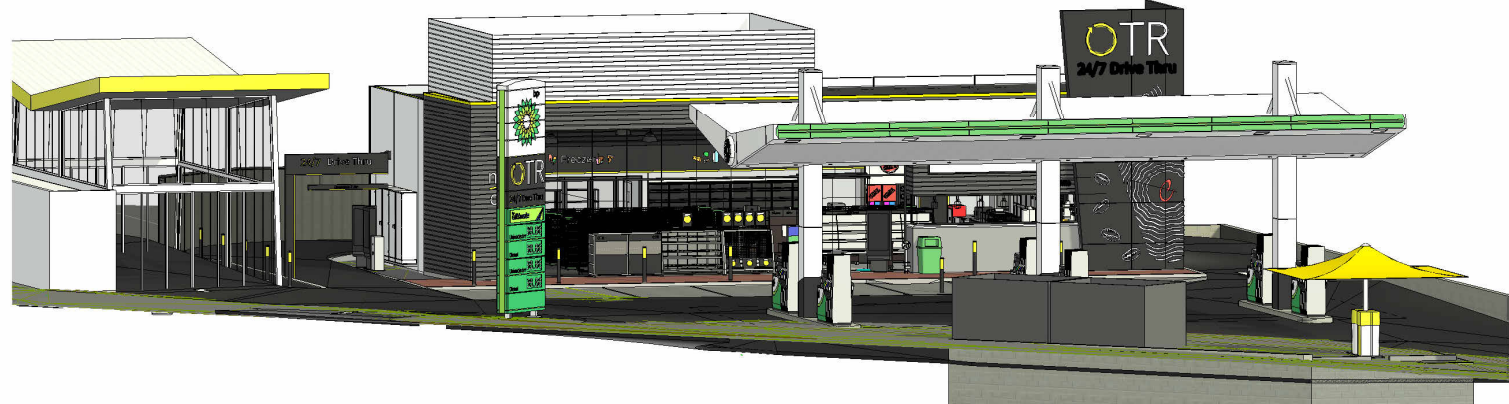
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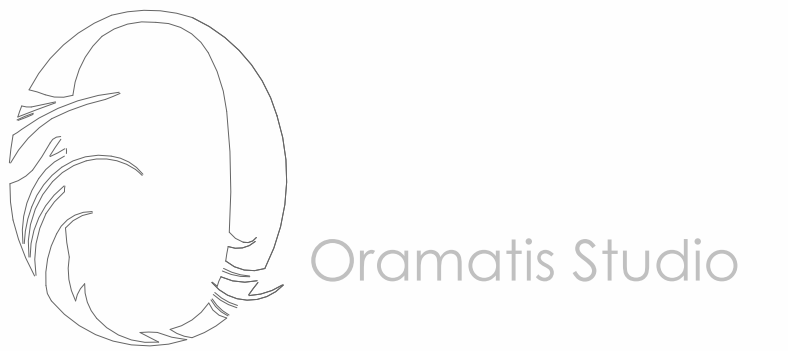
PURPOSED OTR SERVICE STATION

2-8 DON RD DEVONPORT TAS 7310

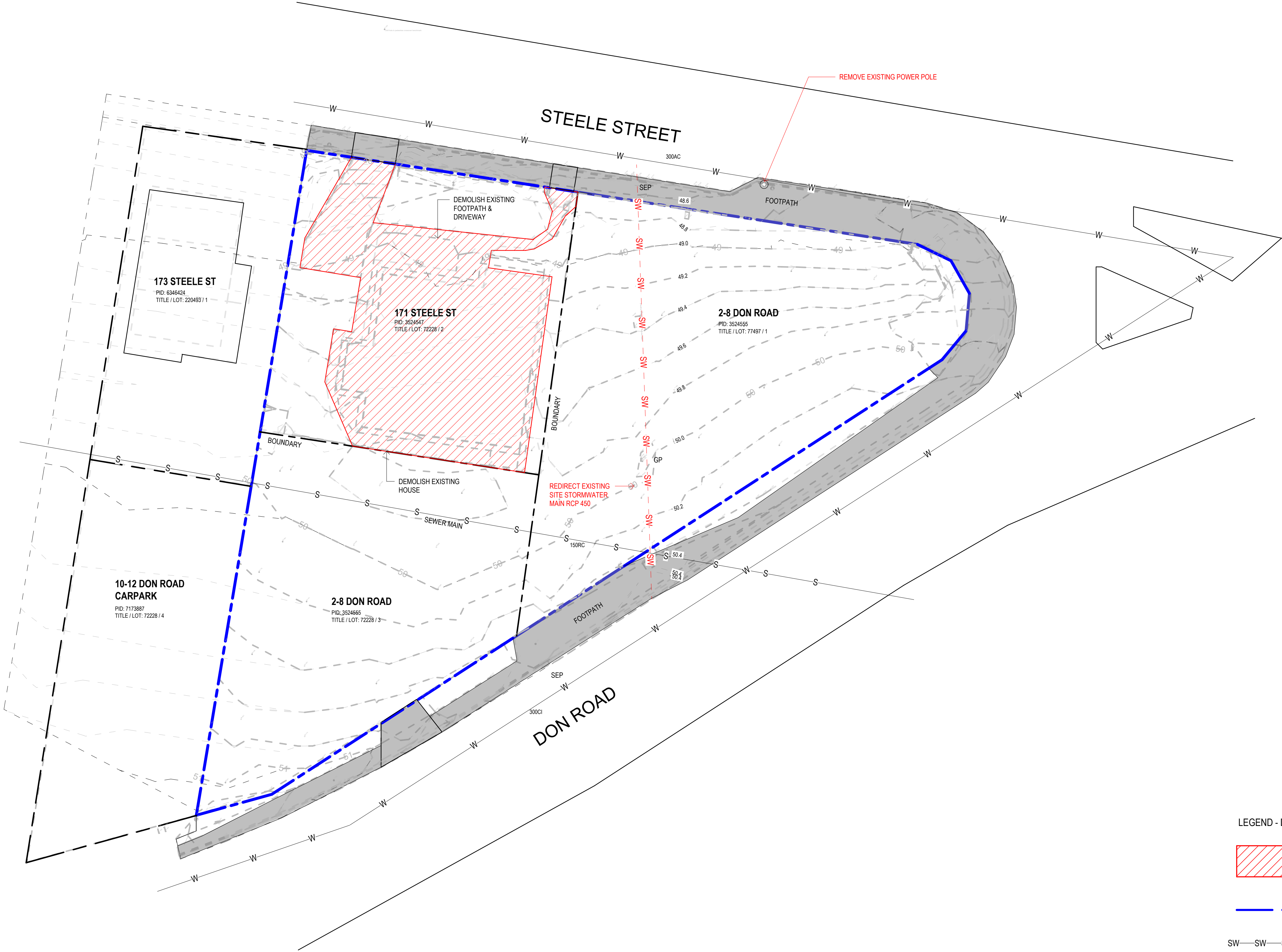


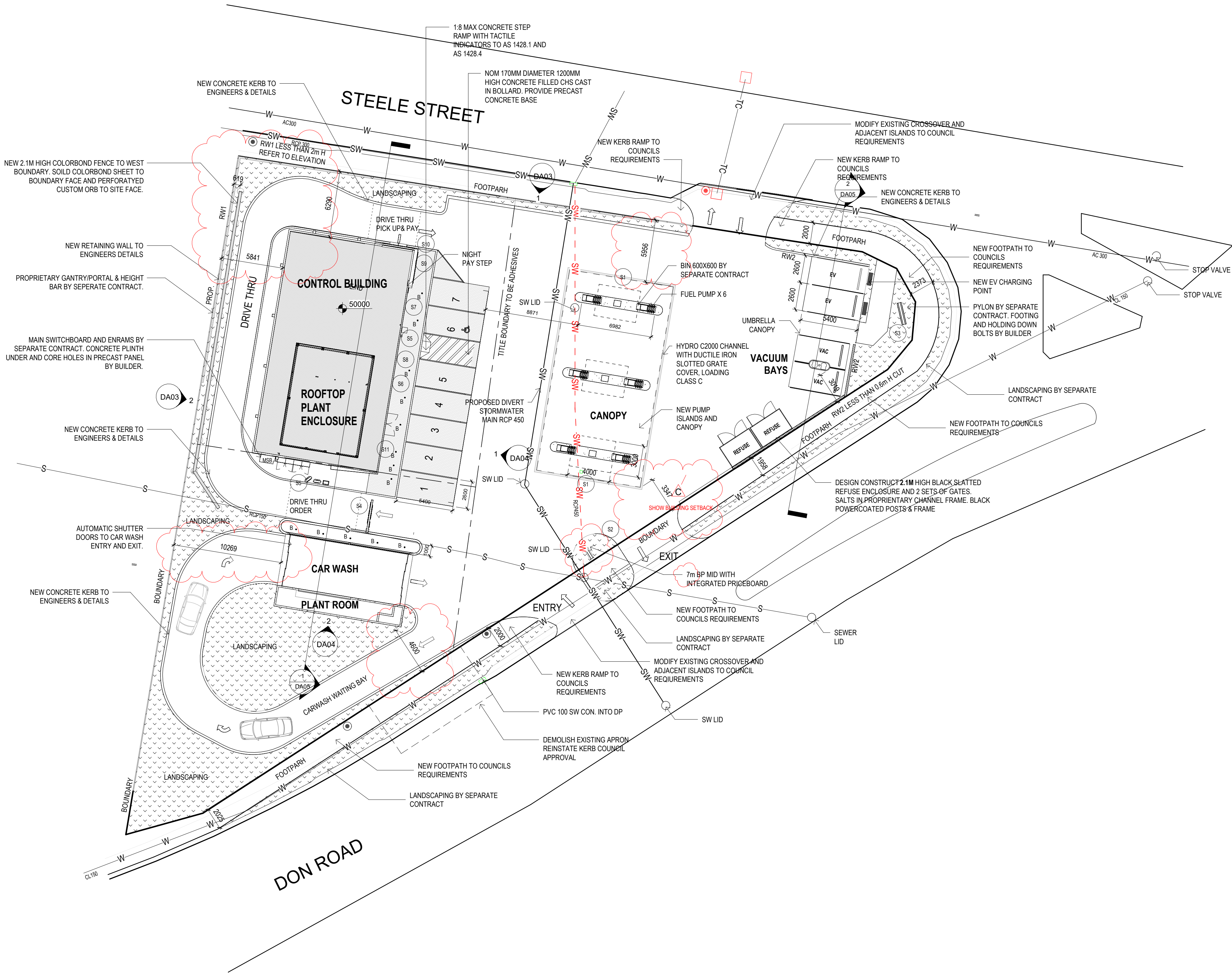
Owner(S) or Client	PC INFRASTRUCTURE	Title Reference	77497/1,72228/3 & 72228/2
Building Classification	CLASS 6	Zoning	Commercial
Designer	PCI	Land Size	2512 m ²
Total Floor Area	251 m ²	Design Wind Speed	TBC
Alpine Area	N/A	Soil Classification	TBC
Other Hazards	N/A	Climate Zone	7
		Corrosion Environment	TBC
		Bushfire Attack Level(BAL)	N/A

ID	DRAWING NAME	REV
DA00	COVER PAGE	
DA01	DEMOLITION PLAN	B
DA02	PROPOSED SITE PLAN	C
DA03	SITE ELEVATION	C
DA04	SITE ELEVATION	C
DA05	SITE SECTION	
DA06	SIGNAGE ELEVATIONS	C
DA07	SHADOW STUDY	C



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ALL GARDEN BEDS NEED TO BE CLEAR 250MM FROM TOP OF KERB AND CLEAR FROM CONCRETE & BUILDING MATERIALS.

ALL IRRIGATION CONDUITS TO BE 50MM PVC CLASS 9. ALL CONDUITS NEED TO BE EXPOSED AT EACH END FOR LOCATING WITH STRAIGHT RUNS BELOW SURFACE LEVEL.

GRADE UP TO ALL SURFACE MOUNTED FEATURES IN ACCORDANCE WITH STANDARD DRAWINGS

AREAS OF UNDERGROUND TANKS SHALL REMAIN ISOLATED TO TRAFFIC UNTIL PAVEMENT SLABS ARE LAID.

DEMOLISH ALL EXISTING BUILDINGS STRUCTURES & PAVEMENTS ACROSS THE SITE, UNLESS NOTED OTHERWISE. REMOVE ALL REDUNDANT UNDERGROUND SERVICES, FOOTING & THE LIKE.

LEGEND - SITE PLAN

- B BOLLARD TO STANDARD DETAILS
- RW1 1.8M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- RW2 1.0M RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
- SW SW SEWER MAIN
- S S STORMWATER MAIN
- S - - - S DEMOLISHED STORMWATER MAIN
- W W WATER MAIN
- EXISTING POWER POLE
- POWER POLE TO BE DEMOLISH

PROPOSED SITE PLAN
1 : 200

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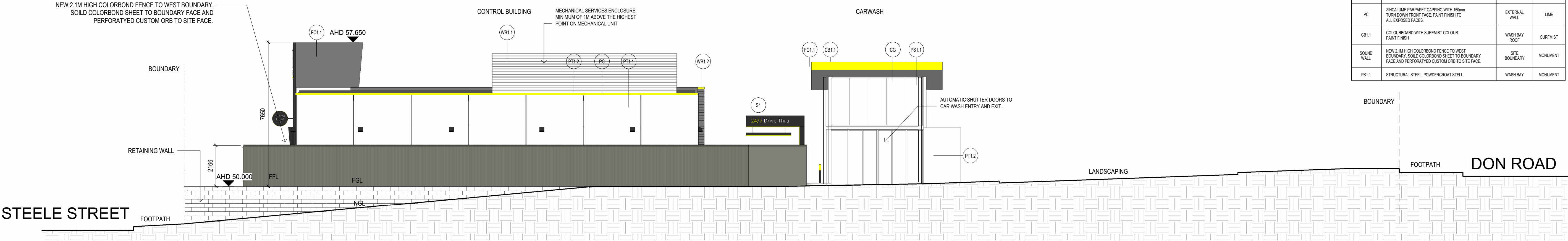
REV	DESCRIPTION	DATE
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT
OTR DEVONPORT
ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE

PLOT DATE
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REVISION
C

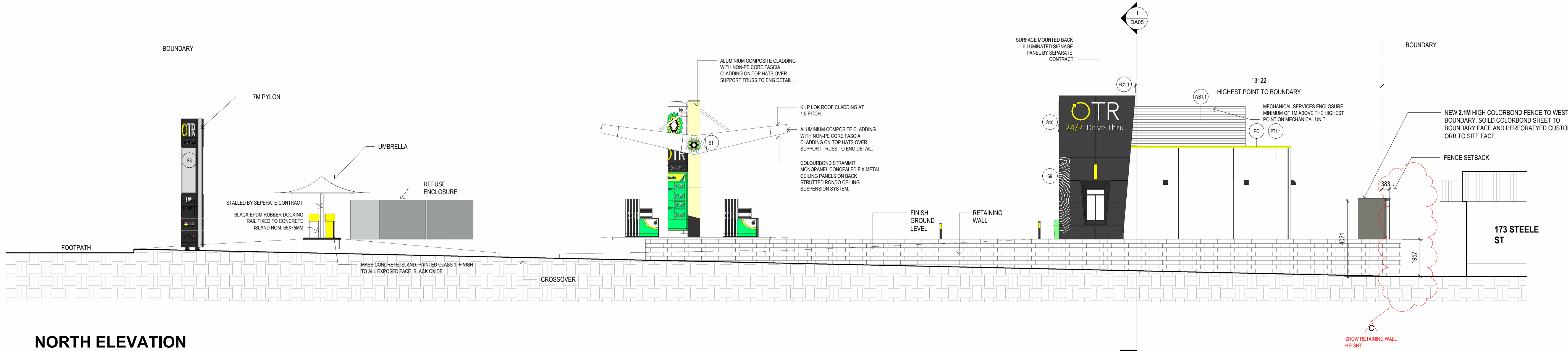
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2237
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SCALE
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DRAWN BY
CLI

DRAWING NUMBER
DA02
DRAWING NAME
PROPOSED SITE PLAN



WEST ELEVATION
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PANDED PERCAST WALL PANELS TO END DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PANDED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND TYPING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	82X85X1.15 BMT STEEL STUDWORK AT 80MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm CFC SHEET CLADDING ON TOP HATS TO FRAMING TO END DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PANDED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO END DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CAPPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLOURBOARD WITH SURFMIST COLOUR	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATED CUSTOM ORB TO SITE FACE	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT



NORTH ELEVATION
1 : 100



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C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

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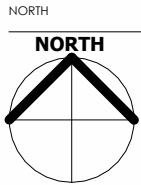
OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE



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REVISION
C

PROJECT ID
2237

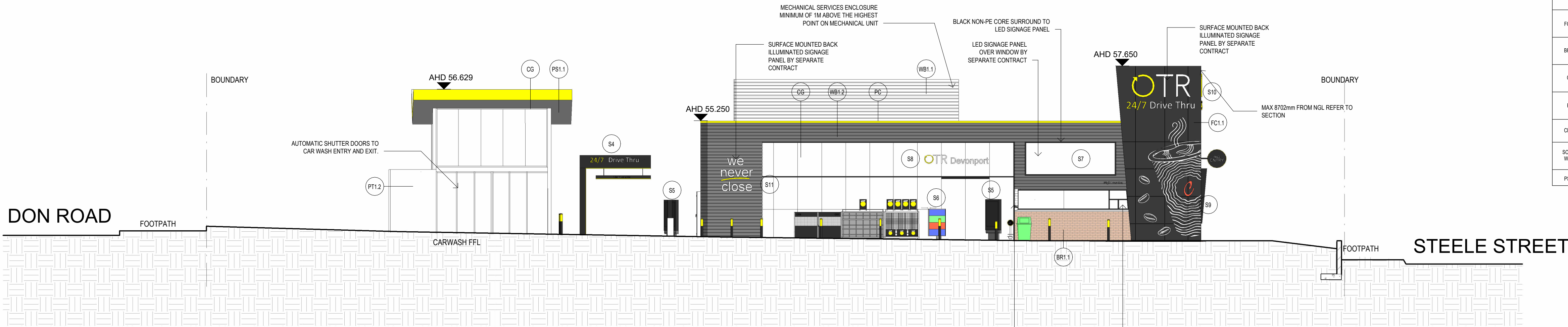
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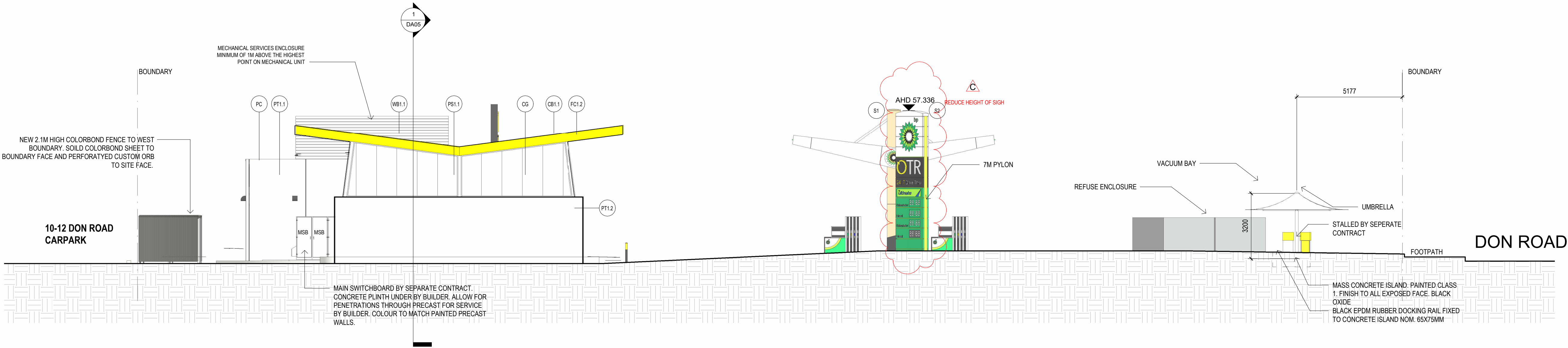
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Author

DRAWING NUMBER
DA03

DRAWING NAME
SITE ELEVATION



EAST ELEVATION
1 : 100



SOUTH ELEVATION CAR WASH
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PAINTED PERCAST WALL PANELS TO ENG DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FANNING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	62X35X1.15 BMT STEEL STUDWORK AT 600MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm CFC SHEET CLADDING ON TOP HATS TO FINISHING TO ENG DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO ENG DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CARPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLORBOND WITH SURFMIST COLOUR PAINT FINISH	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATED CUSTOM ORB TO SITE FACE.	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT



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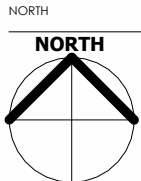
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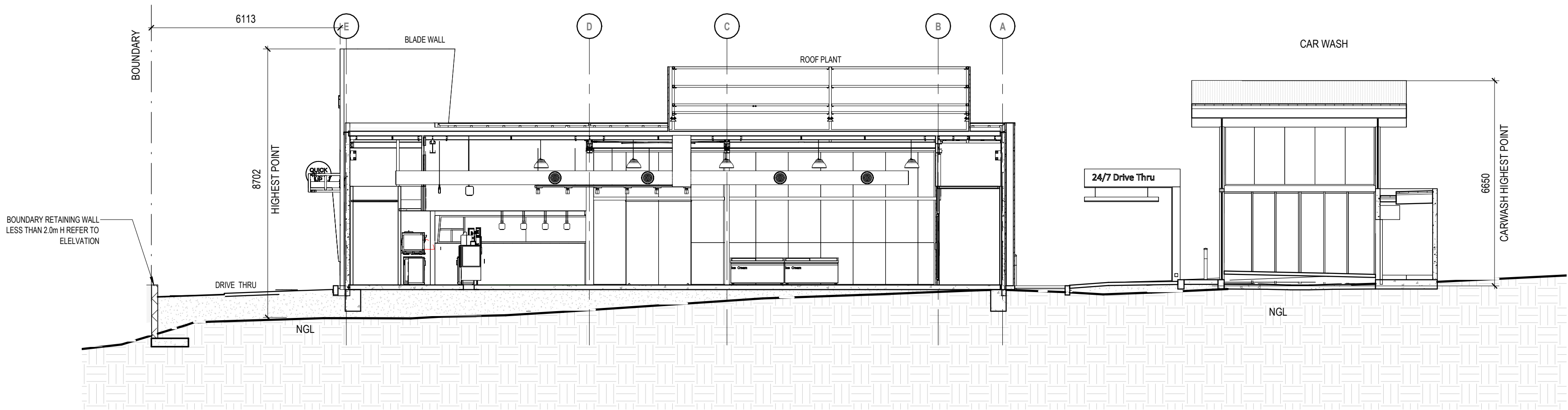
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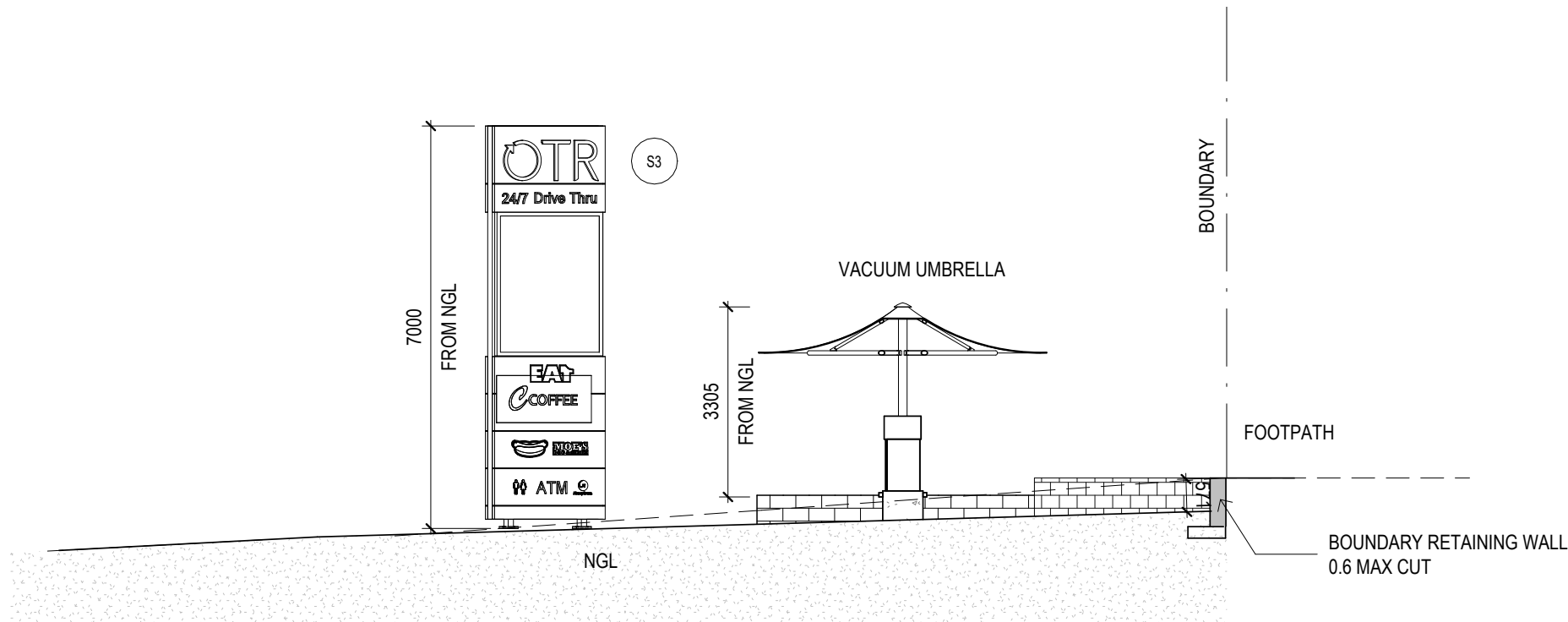
DA04

DRAWING NAME

SITE ELEVATION



SECTION 1
1 : 100



SECTION 2
1 : 100

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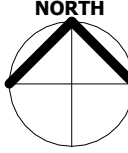
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NORTH



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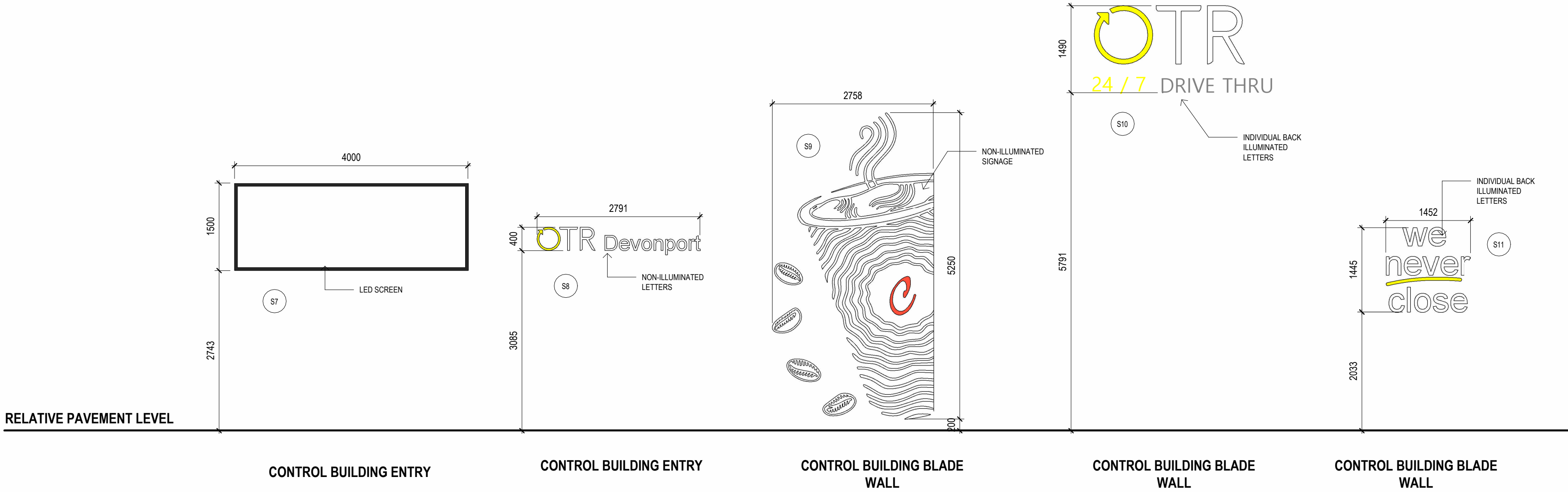
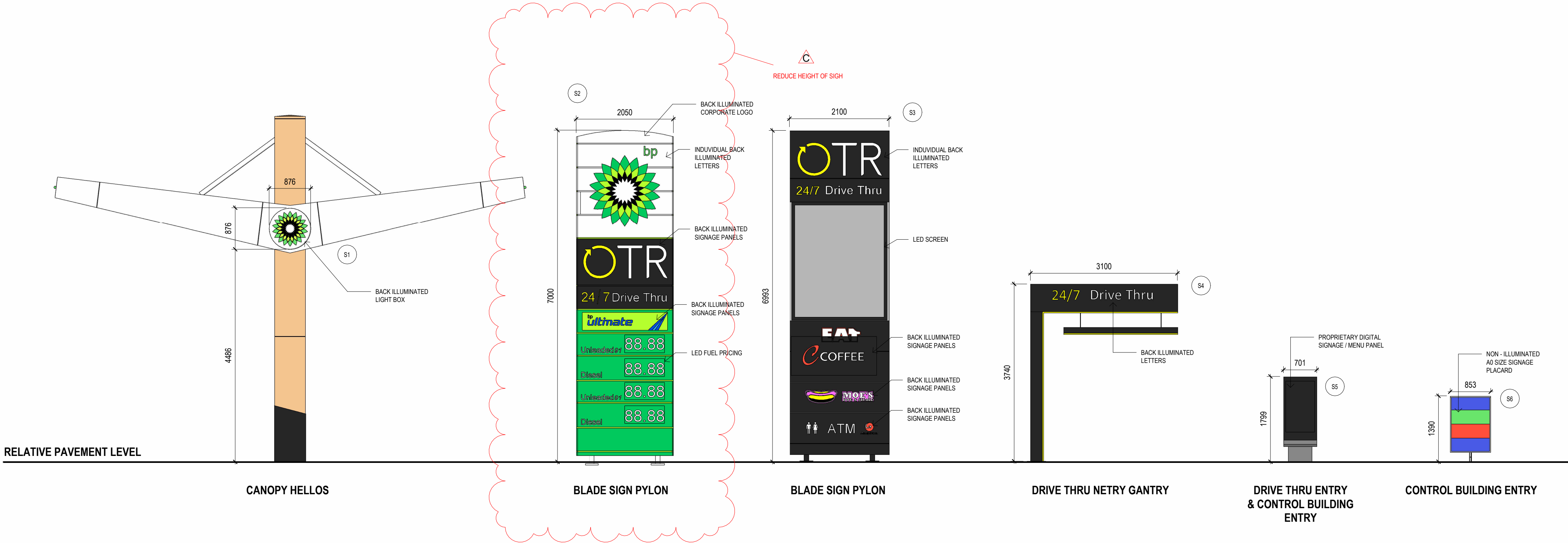
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DA05

DRAWING NAME

SITE SECTION



SIGNAGE ELEVATIONS
1 : 50

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NORTH



PLOT DATE

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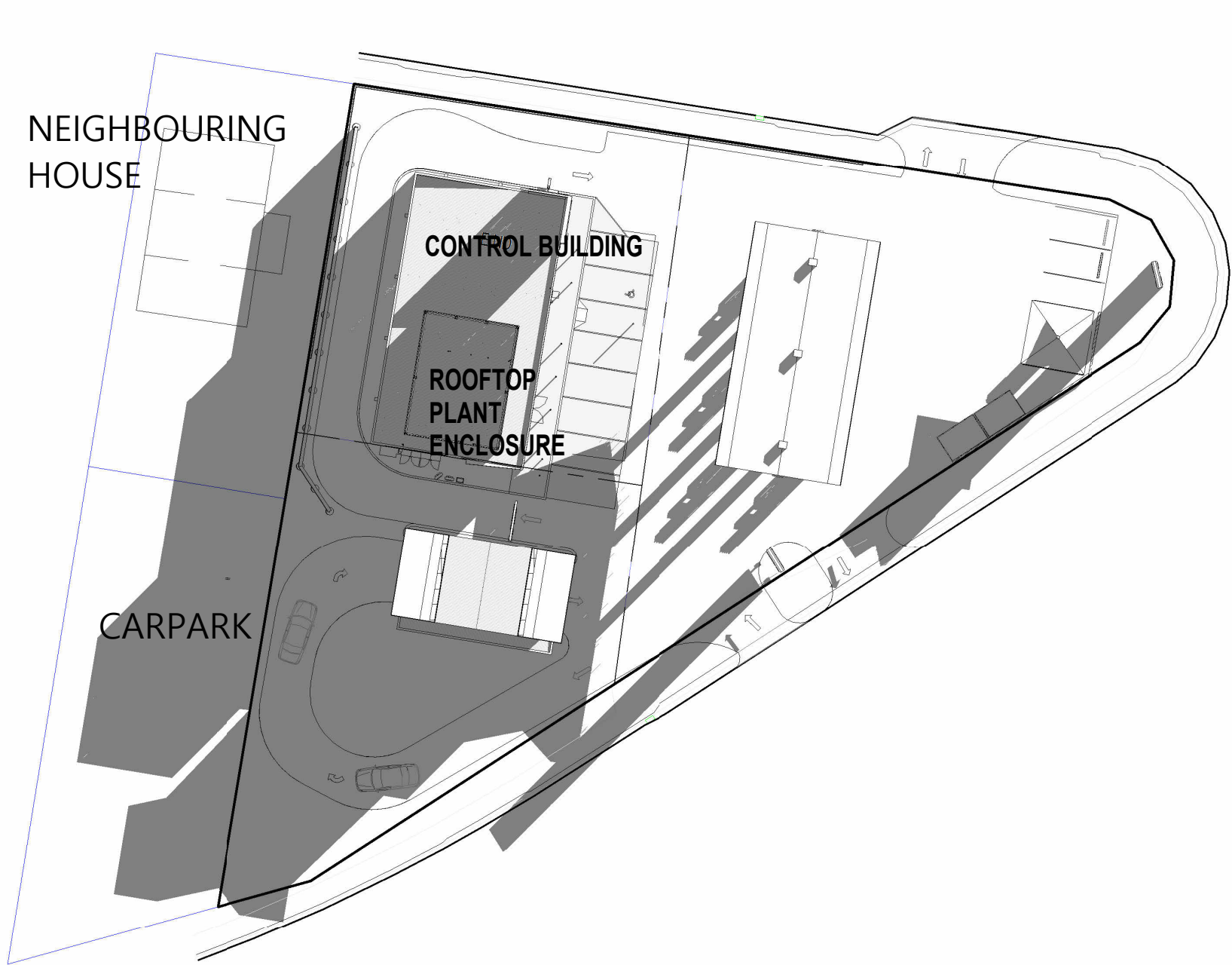
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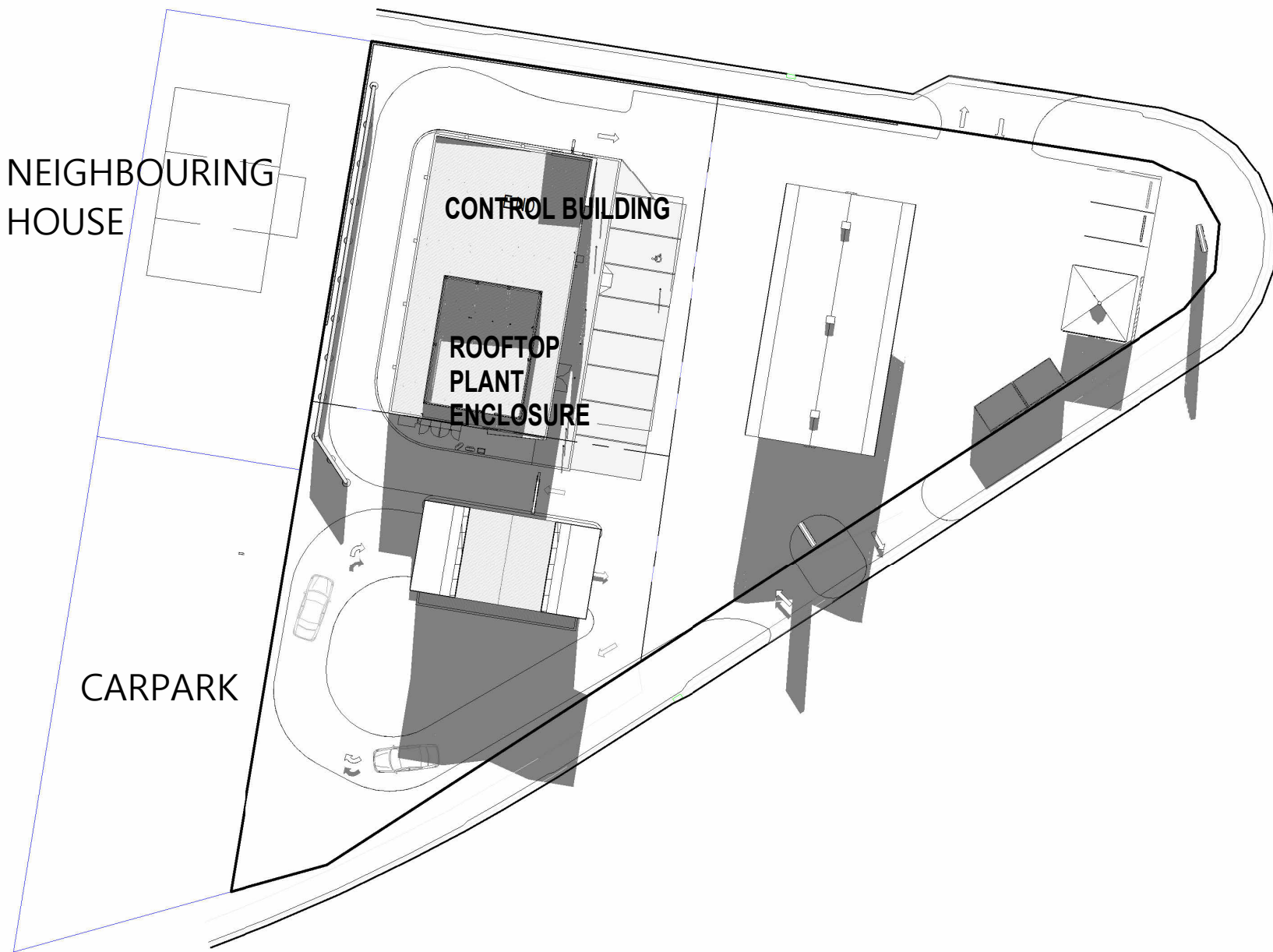
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DRAWING NAME

SIGNAGE ELEVATIONS



SHADOW DIAGRAM 9am JUNE 21
1 : 400



SHADOW DIAGRAM 12pm JUNE 21
1 : 400



SHADOW DIAGRAM 3pm JUNE 21
1 : 400

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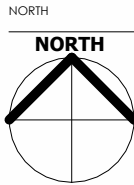
GENERAL NOTES
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REV	DESCRIPTION	DATE
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT
OTR DEVONPORT

ADDRESS
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CLIENT
PC INFRASTRUCTURE



PLOT DATE
6/10/2022 12:18 PM

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C

PROJECT ID
2237

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SCALE
1 : 400 @ A1

DRAWN BY
Author

DRAWING NUMBER
DA07

DRAWING NAME
SHADOW STUDY

Original application detail

Office use
Application no. _____
Date received: _____
Fee: _____
Permitted/Discretionary



Devonport City Council

Land Use Planning and Approvals Act 1993 (LUPAA)

Tasmanian Planning Scheme - Devonport

Application for Planning Permit

Use or Development Site

Street Address: 2-8 Don Road & 171 Steele Street, Devonport

Certificate of Title Reference No.: Lots 2 and 3 on Diagram 72228 & Lot 1 on Diagram 77497

Applicant's Details

Full Name/Company Name: PC Infrastructure Pty Ltd

Postal Address: 270 The Parade, Kensington SA 5068

Please direct all correspondence to Ratio Consultants who act on behalf of PC Infrastructure in this matter - contact details below

Telephone: 03 9429 3111 / 0400 241 820 - Justin Scriha, Ratio Consultants

Email: justin.scriha@ratio.com.au

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: _____

COOPER FAMILY ASSETS PTY LTD

DUNHAM INVESTMENTS PTY LTD

Postal Address: 48-54 Oldaker Street, Devonport TAS 7310

PO Box 318, Burnside SA 5066

Telephone: 03 6424 3568 / 0418 820 853

Email: _____

ABN: 47 611 446 016

PO Box 604

137 Rooke Street

Devonport TAS 7310

Telephone 03 6424 0511

www.devonport.tas.gov.au

council@devonport.tas.gov.au

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

Please provide one copy of all plans with your application.

Assessment of an application for a Use or Development

What is proposed?:

Proposed combined planning scheme amendment and permit application pursuant to Section 40T.

Amendment seeks to rezone 171 Steele Street from General Residential to Commercial.

Permit application seeks the use and development of the site as a service station (Vehicle Fuel Sales and Service) and ancillary car wash.

Description of how the use will operate:

It is proposed for the service station to operate on a 24/7 basis.

Use Class (Office use only):

Applications may be lodged by email to Council - council@devonport.tas.gov.au
The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

Application fee	
Completed Council application form	
Copy of the current certificate of title, including title plan and schedule of easements	
Any written permission and declaration of notification required under s.52 of LUPAA	
A site analysis and site plan at an acceptable scale on A3 or A4 paper (1 copy) showing:	
• The existing and proposed use(s) on the site	
• The boundaries and dimensions of the site	
• Topography including contours showing AHD levels and major site features	
• Natural drainage lines, watercourses and wetlands on or adjacent to the site	
• Soil type	
• Vegetation types and distribution including any known threatened species, and trees and vegetation to be removed	
• The location, capacity and connection point of any existing services and proposed services	
• The location of easements on the site or connected to the site	
• Existing pedestrian and vehicle access to the site	
• The location of existing and proposed buildings on the site	
• The location of existing adjoining properties, adjacent buildings and their uses	
• Any natural hazards that may affect use or development on the site	
• Proposed roads, driveways, parking areas and footpaths within the site	
• Any proposed open space, common space, or facilities on the site	
• Proposed subdivision lot boundaries (where applicable)	
• Details of any proposed fencing	
Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 on A3 or A4 paper (1 copy) showing:	
• Setbacks of buildings to property (title) boundaries	
• The internal layout of each building on the site	
• The private open space for each dwelling	
• External storage spaces	
• Parking space location and layout	
• Major elevations of every building to be erected	
• The relationship of the elevations to existing ground level, showing any proposed cut or fill	
• Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites	
• Materials and colours to be used on roofs and external walls	
Details of any signage proposed	

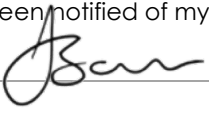
Value of use and/or development

\$ 3,100,000

Notification of Landowner/s (s.52 *Land Use Planning and Approvals Act 1993*)

If land is not in applicant's ownership

I, Justin Scriha of Ratio Consultants declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: 

Date: 14 July 2022

If the application involves land owned or administered by the Devonport City Council

Devonport City Council consents to the making of this permit application.

General Manager's signature: _____

Date: _____

If the application involves land owned or administered by the Crown

Crown consent must be included with the application.


Signature

I apply for consent to carry out the use and development described in this application. I declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected; and
- more information may be requested in accordance with s.54 (1) of LUPAA.

PUBLIC ACCESS TO PLANNING DOCUMENTS - *DISCRETIONARY* PLANNING APPLICATIONS (s.57 of LUPAA)

I understand that all documentation included with a discretionary application will be made available for inspection by the public.

Applicant's signature: 

Date: 14 July 2022

PRIVACY ACT

The personal information requested on this form is being collected by Council for processing applications under the *Land Use Planning and Approvals Act 1993* and will only be used in connection with the requirements of this legislation. Council is to be regarded as the agency that holds the information.

Fee & payment options

DD

Pay by Direct Deposit – BSB: 067-402 Account No. 000 000 13 – Please quote your application number.



Pay in Person at Service Tasmania – Present this notice to any Service Tasmania Centre, together with your payment. See www.service.tas.gov.au for opening hours.



Pay by Phone – Please contact the Devonport City Council offices on 64240511 during office hours, Monday to Friday.



Pay by Post – Cheques should be made payable to Devonport City Council and posted to PO Box 604, Devonport, Tasmania, 7310.

ratio:

Report prepared for:
PC Infrastructure Pty Ltd

July 2022

**2-8 Don Road & 171 Steele Street,
Devonport**

Section 40T Submission

Combined Planning Scheme
Amendment and Permit
Application

r:

planning:report

ratio:consultants
8 Gwynne Street
Cremorne VIC 3121
ABN 93 983 380 225

Prepared for:
PC Infrastructure Pty Ltd
Our reference: 19127PR001

ratio:consultants pty ltd

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1 Introduction:

1.1 Instruction

Ratio Consultants has been engaged by PC Infrastructure Pty Ltd, the permit applicant, to prepare a town planning report with respect to an application under Section 40(T) of the *Land Use Planning and Approvals Act 1993* for:

- The rezoning of No. 171 Steele Street from **General Residential** to **Commercial**; and
- The use and development of the site (171 Steele Street & 8-10 Don Road) as an 'OTR' service station with an ancillary car wash.

1.2 Investigation and Research

In the course of preparing this report, we have:

- Reviewed and responded to the relevant Objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993*;
- Assessed the proposed amendment against the Local Provisions Schedule criteria of Section 34 of the *Land Use Planning and Approvals Act 1993*;
- Reviewed and responded to the State Policies and National Environmental Protection Measures as designated under the *State Policies and Projects Act 1993*;
- Reviewed and responded to the Cradle Coast Regional Land Use Strategy 2010-2030;
- Assessed the proposed use and development against the relevant controls and policies contained within the Devonport Planning Scheme;
- Virtually inspected the subject site and surrounds;
- Reviewed the architectural plans prepared by Oramatis Studio;
- Reviewed the Traffic Impact Assessment prepared by Ratio Consultants;
- Reviewed the Environmental Noise Assessment prepared by Marshall Day Acoustics and dated 13 July 2022;
- Reviewed the Environmental Site Assessment prepared by Fyfe; and
- Reviewed the Landscape Plan prepared by Oxigen Pty Ltd.



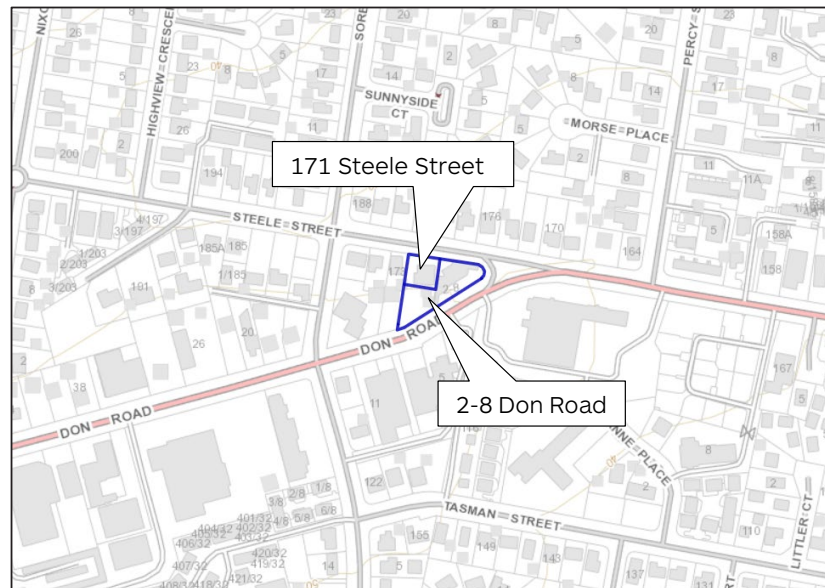
2 Site Analysis:

2.1 Subject Site

The subject site comprises 2-8 Don Road and 171 Steele Street, Devonport. The site is located on the north-western side of Don Road and the southern side of Steele Street (refer to **Figure 2.1**). Combined, it is roughly triangular in shape and has wide frontages to both streets.

The allotments are formally referred to as Lot 1 on Diagram 77497 and Lots 2 and 3 on Diagram 72228.

Figure 2.1: Cadastral map of the subject site and surrounds



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

The key features of the subject site are as follows:

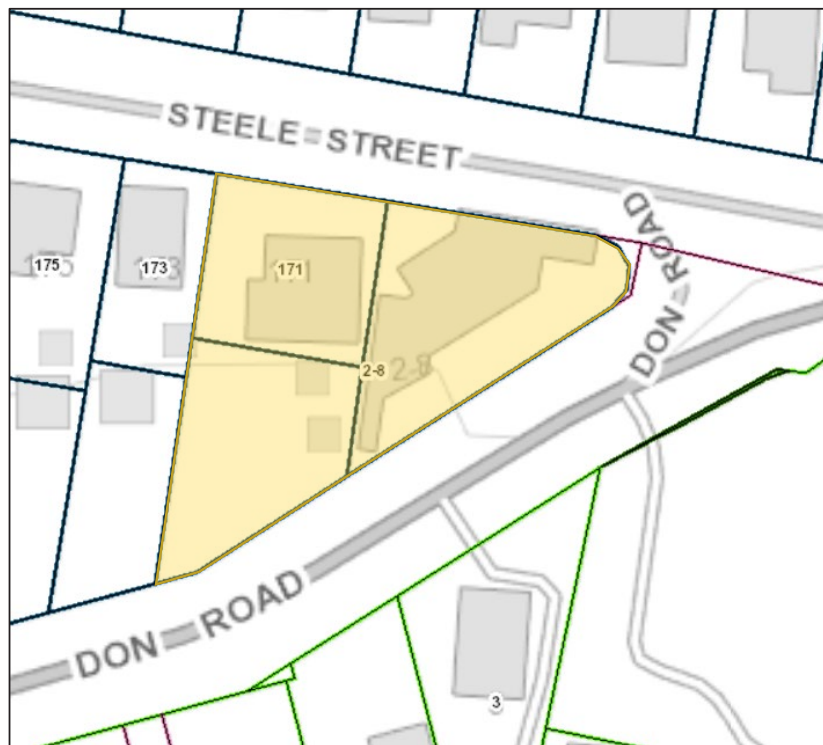
2-8 Don Road

- 2-8 Don Road is a consolidated allotment comprising two irregularly shaped lots on the north-western side of Don Road (refer to **Figure 2.2** and **Figure 2.6** below).
- It is irregularly shaped and has a total area of 1,791.41 square metres and frontage width to Don Road of approximately 87 metres.
- Both lots are currently vacant, however, previously there was a single storey brick building on No. 2 (eastern lot) with two small outbuildings on No. 8 (western lot). Refer to **Photo 1**, **Photo 2**, **Photo 3**, and **Photo 4** below. We understand the historic use of part of the site was for the purpose of a service station.
- Vehicle crossings currently exist on the south-western side of the site to Don Road and on the northern side to Steele Street.
- The site falls by approximately 3.6 metres from south to north and by approximately 2.4 metres from south-west to north-east.
- There are no easements, covenants or restrictions registered on the Certificate of Title.
- There is a sewer main which traverses the site horizontally (east-west) as well as a stormwater main that traverses the site vertically (north-south).

171 Steele Street

- 171 Steele Street is rectangular, with the following dimensions (refer also to **Figure 2.2** and **Figure 2.6** below):
 - North (Steele Street): 26.9 metres.
 - East: 26.2 metres
 - South: 26.9 metres
 - West: 25.9 metres
- The site has a total area of approximately 700.18 square metres.
- It is currently occupied by a single storey rendered brick dwelling (refer to **Photo 5** below).
- Vehicular access is provided via a single width crossing on the western side of the frontage.
- The site falls by approximately 2 metres from south to north.
- There are no easements, covenants or restrictions registered on the Certificate of Title.

Figure 2.2: Cadastral map of the subject site



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 1: No. 2-8 Don Road as viewed from the intersection of Don Road and Steele Street, looking west



Photo 2: No. 2-8 Don Road as viewed from No. 10-12 Don Road car park, looking north-east



Photo 3: Historical photo of No. 2-8 Don Road as viewed from Don Road looking south-west



Source: <https://www.google.com/streetview/>

Photo 4: Historical photo of No. 2.8 Don Road as viewed from Don Road looking north-east



Source: <https://www.google.com/streetview/>

Photo 5: No. 171 Steele Street as viewed from Steele Street, looking south-east



2.2 Current Planning Controls

Zoning

2-8 DON ROAD

2-8 Don Road is currently zoned **Commercial** (refer to **Figure 2.3**). The site frames the northern end of Don Road which is also zoned **Commercial** on both sides for a length of approximately 800 metres.

171 STEELE STREET

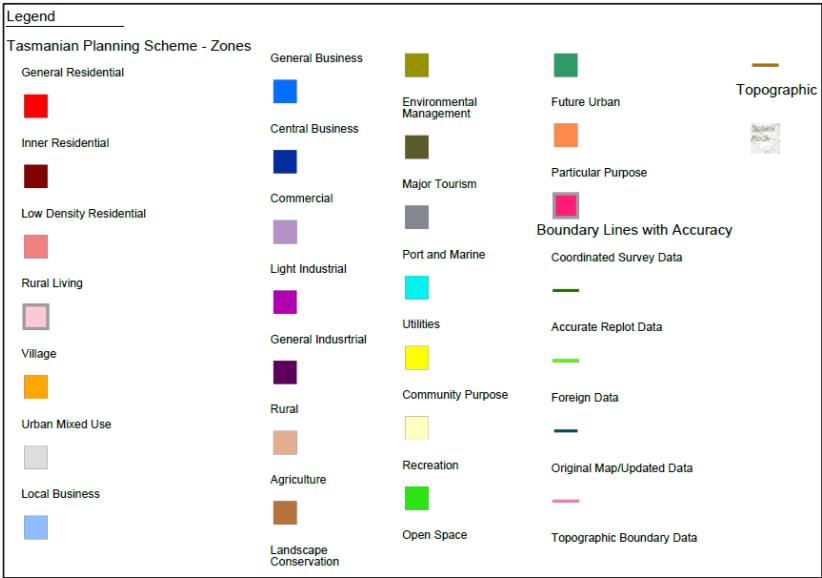
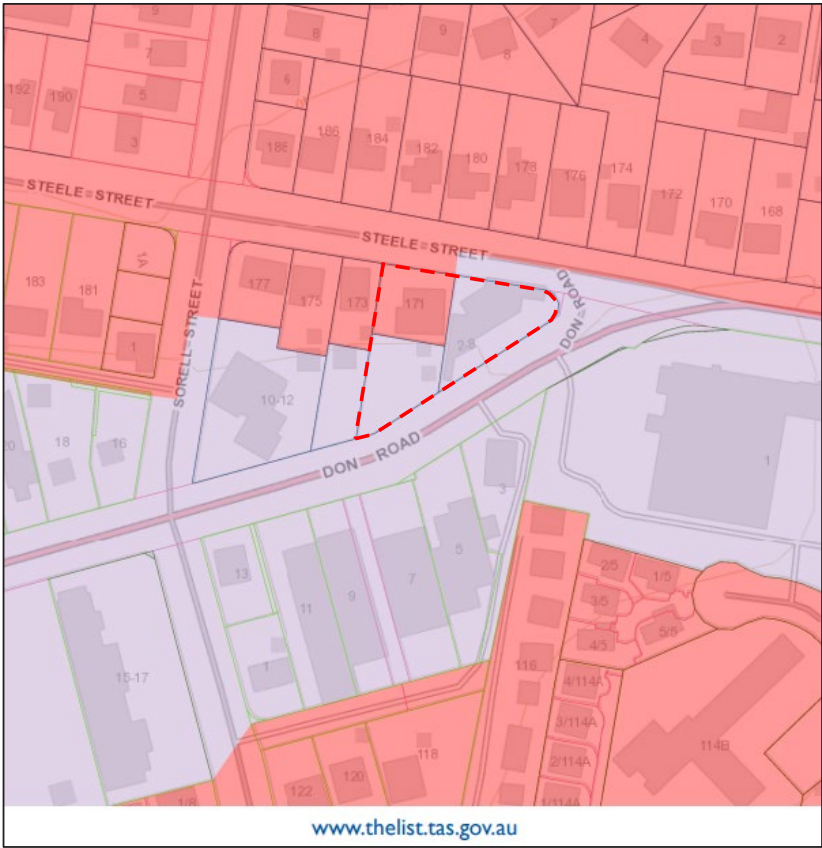
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

Overlays

Both lots are affected by the **Airport Obstacle Limitation Area Code Overlay**, which generally affects land to the south-west of Devonport Airport (refer to **Figure 2.4**).

A small western portion of 171 Steele Street is also affected by the **Priority Vegetation Code Overlay** (refer to **Figure 2.5**).

Figure 2.3: Zoning map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

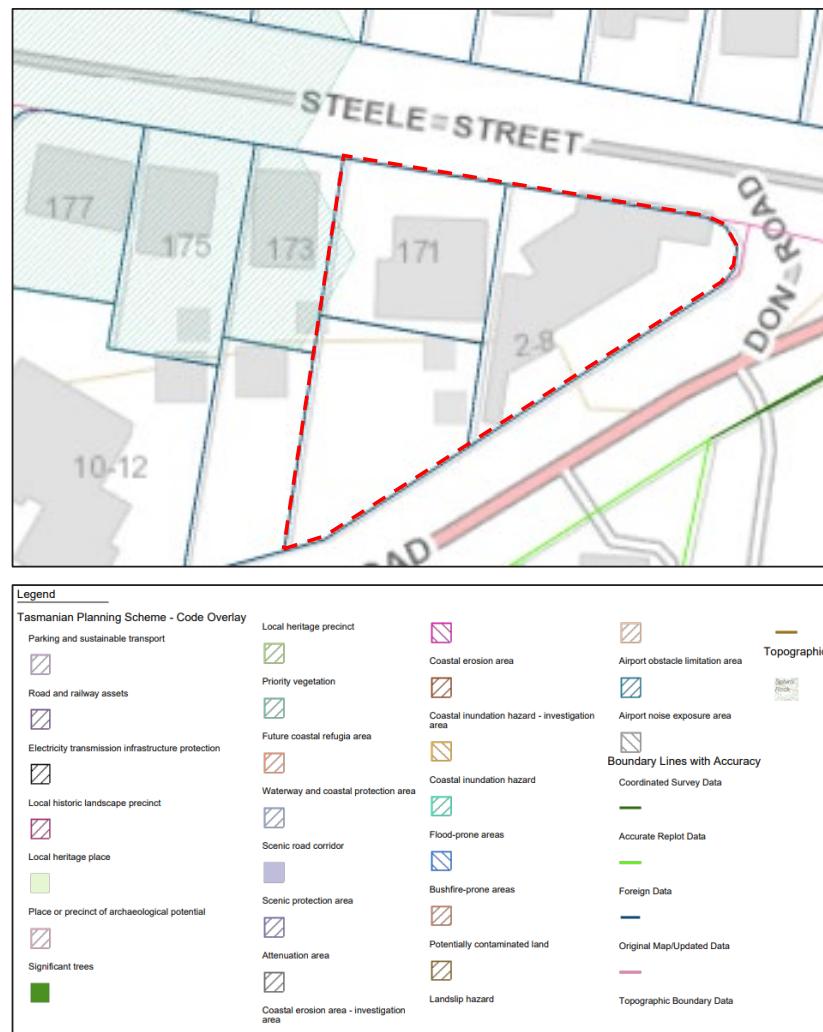


Figure 2.4: Airport Obstacle Limit Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Figure 2.5: Priority Vegetation Code Overlay Map



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

2.3 Surrounding Land

Don Road

As discussed above, land to the south and west of the site along both sides of Don Road is within the **Commercial Zone**. This section of Don Road is an established commercial precinct which includes a range of land uses but primarily Bulky Goods Sales and Business and Professional Services.

Built form along Don Road is accordingly also varied. Generally, buildings are single storey, of a commercial/industrial expression and most are set back from Don Road to provide for paved car parking.

Business identification signage is prominent.

Refer to **Photo 6** and **Figure 2.7** below.

Photo 6: Don Road looking south-west, from the south of the subject site



Steele Street

Land along Steele Street is within the **General Residential Zone**, as mentioned above. Within the vicinity of the subject site, built form is predominantly characterised by single storey detached residential dwellings of various construction.

Along the southern side of Steele Street, residential properties typically share at least one boundary with an adjoining commercial use on Don Road.

Refer to **Photo 7** and **Figure 2.6** below.

Photo 7: Steele Street looking west, from the east of the subject site



Adjoining Properties

With respect to the immediately surrounding land:

NORTH

- To the immediate north of the subject site is Steele Street, a local road with a single lane of traffic in each direction.
- Further north are Nos. 176 – 182 Steele Street which are a series of detached single storey residential dwellings (refer to **Photo 8**).

Photo 8: Residential dwellings opposite the site to the north



EAST

- To the immediate east of the subject site is the continuation of Steele Street, beyond the intersection with Don Road.
- Further east is No. 1 Don Road which is occupied by a used car dealership (refer to **Photo 9**).

Photo 9: View east of the subject site



SOUTH

- To the immediate south of the site is Don Road, a local road with a single lane of traffic in each direction.
- Further south are Nos. 3 – 13 Don Road comprising a series of properties with various land uses, including residential and bulky goods retail (refer to **Photo 10**).

Photo 10: Properties opposite the site on Don Road



WEST

- To the immediate west of 2-8 Don Road is No. 10-12 Don Road, which comprises two offices within a single storey commercial building on a large allotment with extensive paving for car parking (refer to **Photo 11**).

Photo 11: 10-12 Don Road



Source: <https://www.google.com/streetview/>

- To the immediate west of 171 Steele Street is No. 173 Steele Street which is occupied by a single storey detached residential dwelling (refer to **Photo 12**).

Photo 12: No. 173 Steele Street



2.4 Locational Attributes

The broader locality includes a range of commercial, transport, community and recreational services, including (measured 'as the crow flies'):

- Don Reserve, located approximately 1km west.
- Bass Highway, located approximately 1.6km south-west.
- Hillcrest Primary School, located approximately 940 metres south-west.
- Tas TAFE, located approximately 840 metres south-east.
- Devonport central business district, located approximately 1.6km east.

Figure 2.6: Aerial photograph of the subject site and adjoining properties



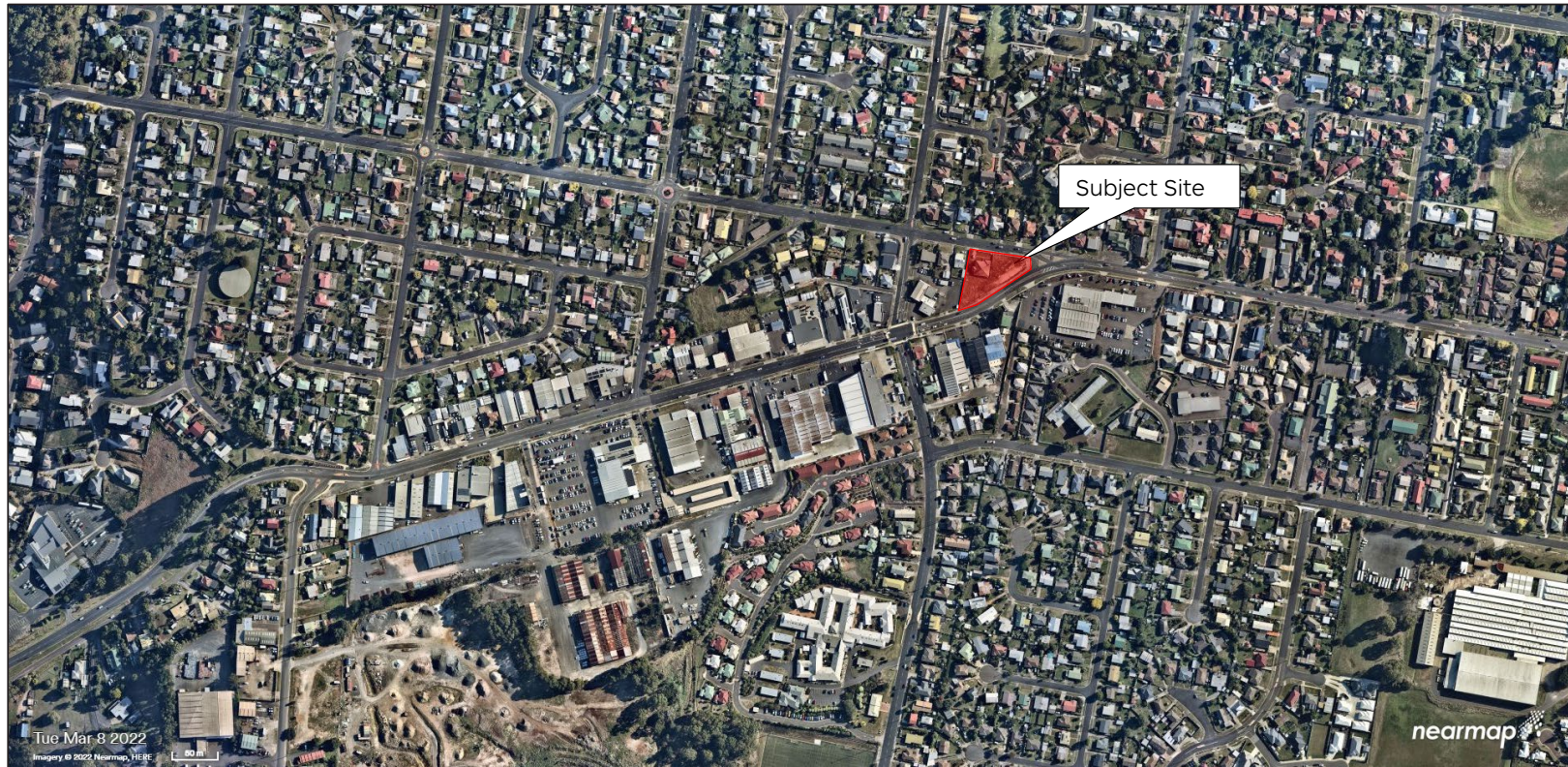
Source: <https://www.nearmap.com/au/en>



Section 40T Report – 2-8 Ron Road & 171 Steele Street, Devonport

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Figure 2.7: Aerial photograph of Don Road



Source: <https://www.nearmap.com/au/en>

3 The Proposed Planning Scheme Amendment:

3.1 Purpose of and Rationale for the Proposed Amendment

As outlined in Section 1.1 of this report, it is proposed to amend the planning scheme to rezone the land at No. 171 Steele Street from **General Residential** to **Commercial** (as shown below in **Figure 3.1**) in order to facilitate the use of the whole site (171 Steele Street and 2-8 Don Road) as a service station. This is because the **General Residential Zone** prohibits the use of 171 Steele Street for Vehicle Fuel Sales and Service (pursuant to the Use Table at Clause 8.2 of the State Planning Provisions).

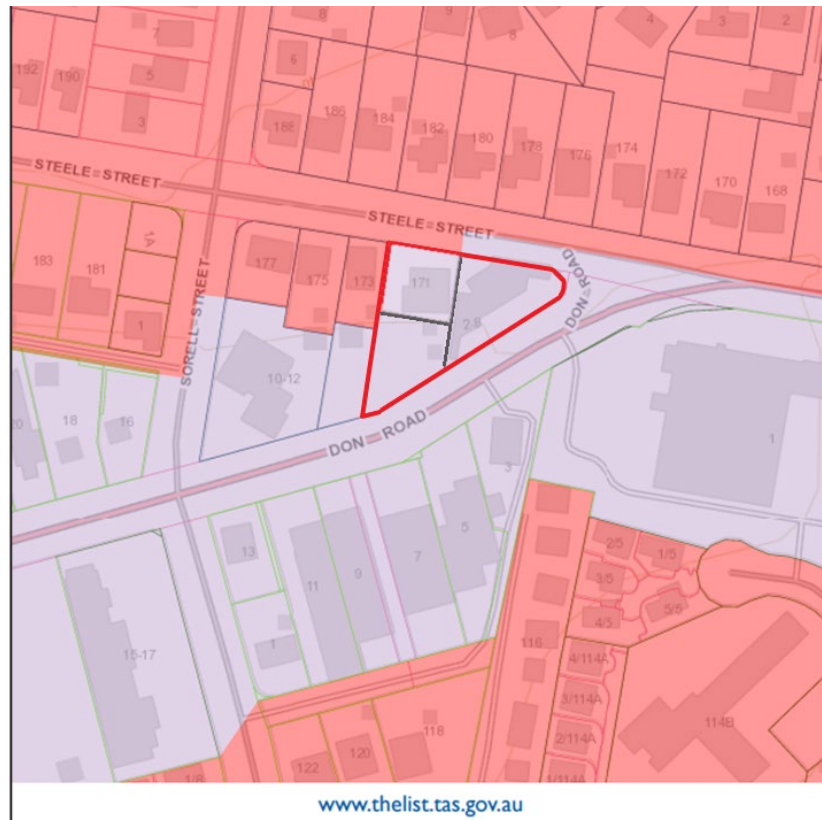
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- The dwelling at No. 171 Steele Street was historically associated with the activities undertaken at No. 2-8 Don Road which is evidenced by the fact that it gained vehicular access via Don Road through No. 2-8 until after that site was recently cleared.
- It is also apparent by the siting of the dwelling on the allotment where it is situated close to the eastern and southern boundaries.
- If No. 2-8 Don Road were to be developed for a commercial activity, the potential amenity impacts of this on the dwelling at 171 Steele Street will be exacerbated by its siting.
- Further to the above, the irregular double triangle shape of No. 2-8 Don Road makes it difficult in our view for a development of that site to comply with the setback requirement of Acceptable Solution 2 of Clause 17.4.2 which sets out a 4-metre setback from adjoining land within a **General Residential Zone**.
- It also follows that the siting of the dwelling at No. 171 Steele Street means that compliance with Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme will also be potentially compromised as the dwelling will very likely receive a poor outlook from its eastern and southern vantages (see **Photo 13** below).
- In addition to side setback requirements, any development of 2-8 Don Road will also be disadvantaged by the shape of the allotment when it comes to front setbacks, particularly when accounting for the necessity of providing on site car parking.
- Rezoning 171 Steele Street to **Commercial** will therefore allow a consolidated development outcome to be achieved over the combined allotment which provides greater flexibility for any proposed design to address matters of building siting, impacts on the amenity of the adjoining residential use and the provision of car parking. Importantly, the rezoning as proposed will not result in a fragmentation of zoned land and will in effect 'square off' Commercial land as it relates to the Don Road commercial corridor.
- We also submit that the removal of No. 171 Steele Street from the **General Residential Zone** will not unreasonably disrupt the residential character of Steele Street, noting again that the overall subject site frames one side of the intersection with Don Road which is distinctly commercial in nature.
- From a land use planning perspective, we note that the proposed rezoning won't threaten or compromise the hierarchy of activity centres within Devonport as it will essentially be a minor extension of the existing commercial spine of Don Road.



- The proposal also won't cause the fragmentation of either the **General Residential** or the **Commercial Zone**.

Figure 3.1: Proposed zoning



Source: Edited extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

Photo 13: View of south and east interfaces of No. 171 Steele Street through the subject site



3.2 Land Use Planning and Approvals Act 1993

Section 40(T) – Permit application that requires amendment of LPS

This application for a planning scheme amendment and permit application is made pursuant to Section 40T of the *Land Use Planning and Approvals Act 1993*. The application is consistent with the relevant requirements of Section 40T as outlined in **Table 1** below.

Table 1: Section 40T assessment

Provision	Response
<p>Subsection (1)</p> <p><i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i></p> <p>(a) <i>make an application to the planning authority for a permit, which permit could not be issued unless the LPS were amended as requested; and</i></p> <p>(b) <i>request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.</i></p>	<p>Complies</p> <p>This is a combined planning scheme amendment and permit application, whereby the use proposed is prohibited on part of the subject site (171 Steele Street) due to its current zoning.</p> <p>It is hereby requested that Council considers this request to amend the zoning of the land at 171 Steele Street at the same time as considering the permit application to use and development the subject site for Vehicle Fuel Sales and Service.</p>
<p>Subsection (2)</p> <p><i>An application for a permit</i></p>	<p>Complies</p> <p>This application for a permit is</p>



<i>under subsection (1) is to be in a form, if any, approved by the Commission.</i>	accompanied by a Council planning permit application form.
<p>Subsection (3)</p> <p><i>A planning authority must not refuse to accept a valid application for a permit, unless the application does not include a declaration that the applicant has –</i></p> <p>(a) <i>notified the owner of the intention to make the application; or</i></p> <p>(b) <i>obtained the written permission of the owner under subsection (6).</i></p>	<p>Complies</p> <p>The written consent of the landowner/s has been obtained pursuant to subsection (6). This is provided at Appendix B to this report.</p>
<p>Subsection (4)</p> <p><i>For the purposes of subsection (3), a valid application is an application that contains all relevant information required by the planning scheme applying to the land that is the subject of the application.</i></p>	<p>Complies</p> <p>This application contains all relevant information required by the planning scheme applying to the subject site.</p>
<p>Subsection (5)</p> <p><i>If –</i></p> <p>(a) <i>an undertaking is in respect of a combination of uses or developments or of one or more uses and one or more developments; and</i></p> <p>(b) <i>under a planning scheme any of those uses or developments requires a permit to be granted –</i></p> <p><i>a person may, in the one application under subsection (1), apply to the planning authority for a permit with respect to the undertaking.</i></p>	<p>Not applicable</p> <p>This application is for one use and development only.</p>
<p>Subsection (6)</p> <p><i>An application for a permit under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land and the</i></p>	<p>Complies</p> <p>This application is accompanied by the written consent of the landowner / signed consent form.</p>



<p><i>relevant planning scheme does not provide otherwise –</i></p> <p><i>(a) be signed by each owner of the land; or</i></p> <p><i>(b) be accompanied by the written permission of each owner of the land to the making of the request.</i></p>	
<p>Subsection (7)</p> <p><i>Subsection (6) does not apply to an application for a permit to carry out mining operations, within the meaning of the Mineral Resources Development Act 1995, if a mining lease or a production licence which authorises those operations has been issued under that Act.</i></p>	<p>Not applicable</p> <p>This is not an application for a permit to carry out mining operations.</p>

Section 34 – LPS criteria

Section 34(2) of the *Land Use Planning and Approvals Act 1993* contains the assessment criteria to be met by a draft amendment of the LPS. The compliance of this application with the relevant Section 34(2) criteria is set out in **Table 2** below.

Table 2: LPS criteria assessment

Criteria	Response
<p>Subsection (2)(a)</p> <p><i>contains all the provisions that the SPPs specify must be contained in an LPS; and</i></p>	<p>Complies</p> <p>This proposal seeks to rezone No. 171 Steele Street to the Commercial Zone and does not propose to override existing provisions in the SPPs.</p>
<p>Subsection (2)(b)</p> <p><i>is in accordance with section 32; and</i></p>	<p>Complies</p> <p>As above, the proposal seeks to rely on the existing SPP provisions through the application of an existing zone with no modifications.</p>
<p>Subsection (2)(c)</p> <p><i>further the objectives set out in Schedule 1; and</i></p>	<p>Complies</p> <p>An assessment of the proposal against the Objectives of Schedule 1 to the <i>Land Use Planning and Approvals Act 1993</i> is provided below at Section 3.3 of this report.</p>
<p>Subsection (2)(d)</p> <p><i>is consistent with each State</i></p>	<p>Complies</p> <p>An assessment against the 3</p>



<i>policy; and</i>	State Policies currently operational in Tasmania is provided below at Section 3.4 of this report.
Subsection (2)(da) <i>satisfies the relevant criteria in relation to the TPPs; and</i>	Not Applicable There are no current TPPs.
Subsection (2)(e) <i>as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Cradle Coast Regional Land Use Strategy 2010-2030 is provided below at Section 3.5 of this report.
Subsection (2)(f) <i>has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and</i>	Complies An assessment of the proposal against the Devonport City Council's Strategic Plan 2009-2030 is provided below at Section 3.6 of this report.
Subsection (2)(g) <i>as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and</i>	Not applicable The subject site affected by this proposal is not located adjacent to another municipal area.
Subsection (2)(h) <i>has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.</i>	Not applicable The subject site is not located inside or close to a declared gas pipeline corridor.

3.3 Objectives of Schedule 1 to the Land Use Planning and Approvals Act 1993

The proposal is consistent with the relevant Objectives of Schedule 1 to the *Land Use Planning and Approvals Act 1993* as set out below:

Part 1 – Objectives of the Resource Management and Planning System of Tasmania

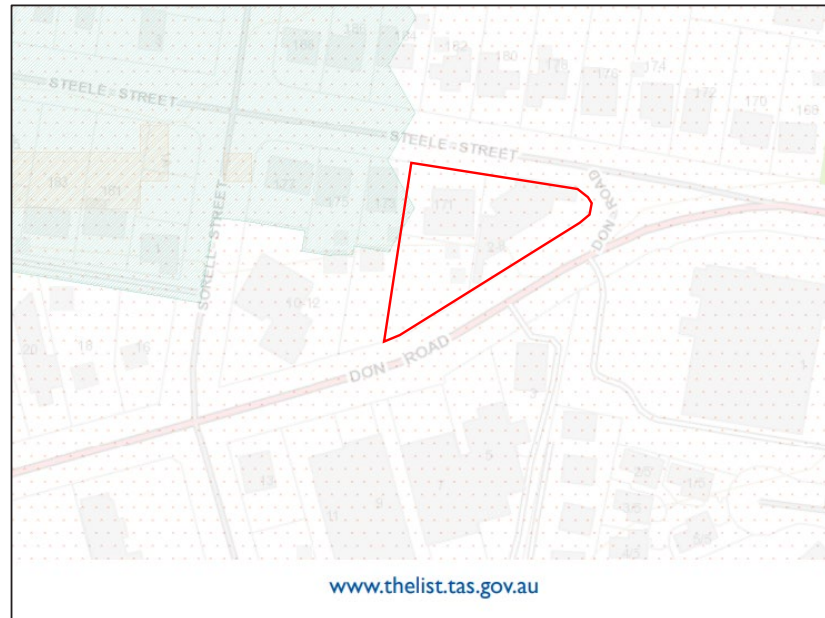
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

Whilst it is acknowledged that part of No. 171 Steele Street is affected by the Priority Vegetation Code Overlay, the proposal will not inhibit any identified natural or physical resources, ecological process or genetic



diversity. As depicted in **Figure 3.2** below, the subject site and surrounding properties are mapped in the '(FUR) urban areas' community type in TASVEG¹, which has no native floristic communities.

Figure 3.2: TASVEG map of subject site and adjoining properties



Source: Extract from ListMap <https://maps.thelist.tas.gov.au/listmap/app/list/map>

It is therefore submitted that the rezoning of No. 171 Steele Street as proposed will not result in or facilitate the loss of priority native vegetation. Refer also to **Photo 14** below, which shows the western portion of No. 171 Steele Street and its interface with No. 173 Steele Street where the Priority Vegetation Code Overlay applies.

Photo 14 demonstrates that there is no significant native vegetation on the site in this location and it therefore follows that the rezoning of this portion of the site to **Commercial** will not compromise the purpose of the Natural Assets code to protect native vegetation.

It is also noted that this application does not seek the removal of the Priority Vegetation Code Overlay from the subject site.

¹ Digital map of Tasmania's vegetation, Department of Natural Resources and Environment

Photo 14: Western interface of No. 171 Steele Street



(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

The development to be facilitated by the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** will result in an overall improved outcome for residential amenity than if 2-8 Don Road was to be developed individually and 171 Steele Street remained a residential dwelling. This is because, as noted in Section 3.1 of this report, the existing dwelling at No. 171 Steele Street is sited hard against its southern and eastern boundaries, meaning that it is very likely to receive a poor outlook and loss of daylight at these interfaces should 2-8 Don Road be developed. As mentioned, the shape of 2-8 Don Road exacerbates this potential issue because it compromises the ability of a development to comply with the residential interface setback requirement of Performance Standard 2 of Clause 17.4.2 of the Tasmanian Planning Scheme.

It is submitted that the rezoning of No. 171 Steele Street from **General Residential** to **Commercial** is consistent with orderly planning principles. This is because it will form a consolidated development with No. 2-8 Don Road which frames the northern end of the Don Road commercial strip. As such, the proposal will not result in fragmentation or isolation of land in either zone. It is also noted that the treatment of Nos. 2-8 Don Road and 171 Steele Street as a consolidated site is consistent with its historic use as outlined in Section 2.1 of this report.

Finally, as discussed above in this section, the proposed rezoning will not result in or facilitate the loss of priority native vegetation and it is therefore considered to be consistent with the sustainable development of the land.

(c) to encourage public involvement in resource management and planning; and

This application is subject to the legislated public exhibition requirements of the *Land Use Planning and Approvals Act 1993* at Division 3 (Amendment of LPSS), Subdivision 2 (Public exhibition) and Section 40Z.



- (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*

As mentioned throughout sections 2 and 3 of this report, the proposed rezoning will facilitate the consolidated development of Nos. 2-8 Don Road and 171 Steele Street. This will achieve economic uplift for the existing vacant 2-8 Don Road site which might otherwise not be developed due to the constraints imposed by the irregular dimensions of the allotment.

- (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

This proposal is made in accordance with the framework set out by the *Land Use Planning and Approvals Act 1993*, which provides clear direction and guidance as to the roles of government, the community and the private sector in resource management and planning.

Part 2 – Objectives of the Planning Process Established by this Act

- (a) to require sound strategic planning and co-ordinated action by State and local government; and*

The amendment advances sound strategic planning by facilitating consolidated commercial development within an established commercial corridor.

- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

This proposal does not seek to alter the existing system of planning instruments in practice under the State Planning Provisions or Devonport Local Provisions. Instead, the proposal seeks to implement the **Commercial Zone** in its current form to part of the subject site.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

As outlined in the responses to Part 1 (a) and (b) above, the proposal will not cause unreasonable detriment to the environment through the loss of native vegetation, will facilitate fairer development outcomes with regards to residential amenity and will advance the economic development of currently unused land in the **Commercial Zone**.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

The proposal is not contrary to this objective, noting again that it relates only to the rezoning of land at No. 171 Steele Street and does not seek to alter any other aspect of the Devonport Local Provisions Schedule.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

The proposal achieves this objective by virtue of the established process for combined scheme amendment and permit applications set out by Section 40T of the *Land Use Planning and Approvals Act 1993*.

- (f) to promote the health and wellbeing of all Tasmanians and visitors*



to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and

As mentioned throughout sections 2 and 3 of this report, the proposal will facilitate a consolidated development outcome on a site which is otherwise highly constrained by its dimensions and zone interface contact. A consolidated outcome is desirable in this location because any development of 2-8 Don Road in isolation is likely to cause unreasonable detriment to the existing dwelling at No. 171 Steele Street by virtue of that dwelling's siting in combination with the irregular dimensions of No. 2-8 Don Road.

Further, as demonstrated in the supporting material to the planning application (application and landscape plans, traffic impact assessment, environmental noise assessment and contamination report), the development facilitated by this proposal will make efficient use of the site and result in an appropriate interface to and transition with the **General Residential Zone**.

(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and

The dwelling at No. 171 Steele Street is not identified as being of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value. Further, it does not contain any registered artifacts of Aboriginal or European heritage. The proposed rezoning of the land is therefore of no concern in this regard.

(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and

This proposal will not compromise the orderly provision and coordination of public utilities and other communities. In particular, the traffic impact assessment prepared to support the planning application demonstrates that the proposal results in acceptable traffic outcomes.

(i) to provide a planning framework which fully considers land capability.

This proposal is consistent with the planning framework set out by the *Land Use Planning and Approvals Act 1993*.

3.4 State Policies

There are currently three State Policies made by the Governor of Tasmania under the *State Policies and Projects Act 1993*.

Tasmanian State Coastal Policy 1996

The site affected by this proposal is located more than 1km away from the coastline and therefore this policy does not apply.

State Policy on Water Quality Management 1997

This policy seeks to implement water quality management principles to maintain and enhance water quality by mitigating pollution discharged to waterways, monitoring polluters and promoting integrated catchment management. It is noted that No. 171 Steele Street is not within an identified area of coastal hazard, flood hazard or a waterway and coastal protection area.



It is therefore submitted that the development of the land to be facilitated by the proposed amendment can be appropriately managed through the existing regulatory approvals framework to ensure that stormwater discharged from hard surfaces at the site without causing degradation of water quality or erosion.

State Policy on Protection of Agricultural Land 2009

The proposal is not affected by this policy.

3.5 Cradle Coast Regional Land Use Strategy 2010-2030

The subject site sits within the Devonport City Council municipal boundaries which is subject to the Cradle Coast Regional Land Use Strategy 2010-2030 (CCRLUS).

The purpose of the CCRLUS is to *'provide strategic foundation for land use planning in the Cradle Coast Region of northwest Tasmania which provides a perspective on planning issues of regional significance'*. The strategy promotes *'wise use of natural and cultural resources, a prosperous regional economy, liveable and sustainable communities and planned provision for infrastructure and services'*.

The vision of the CCRLUS is as follows:

- (a) *The Cradle Coast Region is a sustainable and dynamic place, where a diverse and secure economy remains competitive in a global environment by building on responsible use of natural and cultural advantages and reflecting big new ideas.*
- (b) *The Region's communities and centres are individually distinctive, but are also well connected, attractive, efficient, healthy, safe and viable. Communities offer a choice of options as accessible, functional and affordable places in which to live, work, visit and invest.*
- (c) *Communities celebrate their personal and collective identity and connectedness, value their health and well-being, and accommodate the rights and interests of all.*
- (d) *There is a culture of innovative and long-term thinking, with ready access to information, knowledge and learning promoting confidence and enabling creative actions that influence change and continuously prepare for the future.*
- (e) *The Region's air, water, land and complex natural systems, wild and human landscapes, economic and renewable resources, and social and cultural values are understood, respected and well cared for.*
- (f) *Coordinated action within and external to the Region delivers positive outcomes for land use and resource management, infrastructure and service provision, adaptation to climate change, and transition to renewable energies and efficient technologies.*

The achievement of the vision of the CCRLUS is guided by four policy groups which each set out a number of objectives, policies and strategies. Responses against each of the provisions that have relevance to this proposal are provided in the below tables.



Policy Group 1: Wise Use of Resources – Respect for what is valued

STRATEGIC OUTCOMES

Use and development of natural and cultural resources in the Cradle Coast Region –

- *safeguards the life supporting properties of air, water and land.*
- *maintains and enhances the health and security of biodiversity and ecological processes.*
- *provides sustainable access to natural resources and assets in support of human activity and economic prosperity.*
- *recognises and respects natural and cultural heritage.*
- *promotes the optimum use of land and resources.*

Table 3: Policy Group 1 (Wise Use of Resources – Respect for what is valued) Assessment

Land Use Policies for a Changing Climate

Land use planning processes for mitigation and adaption –

- a) *Promote outcomes which reduce carbon emissions and increase energy efficiency in a manner consistent with and appropriate to furthering declared Commonwealth and State policies and targets.*
- b) *Promote compact and contained settlement centres which allow reduced dependency on private vehicle use and the length of daily journeys by providing communities with ready local access to daily needs for employment, education, health care, retail and personal services and social and recreation facilities, including –*
 - i. *a greater mix and less dispersal or segregation in the nature and distribution of land use.*
 - ii. *provision of local activity centres where there is a concentrated mix of activity for shopping, working, studying, recreation and socialising clustered at readily accessible locations.*
 - iii. *improvement in the level of internal connectedness and convenience for pedestrian, cycle and public transport options.*
 - iv. *increase in urban densities for residential and commercial use.*
 - v. *location of employment opportunities within a greater number of centres and at a rate commensurate with local need.*
 - vi. *minimise expansion at the urban fringe and creation of rural residential clusters in remote or poorly connected locations.*
- c) *Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work. The mix and locations of these may need to be more flexible in remote locations isolated from reliable and accessible road and rail freight networks.*
- d) *Promote energy efficient urban places and facilitate energy efficient buildings through design and construction requirements for subdivision layout, building disposition, and the use of materials and landscaping which maximise solar access and natural lighting,*



natural heating, cooling and ventilation, and the use of low energy and recovered materials, energy and resources.

- e) *Facilitate non-carbon energy alternatives, renewable energy and energy recovery projects which enhance transition to a carbon-neutral society, including –*
 - i. *stand-alone commercial scale installations in locations where there will be an acceptable level of impact on cultural, economic and natural resource values and on the amenity of designated sensitive use areas.*
 - ii. *installations forming a directly associated and subservient part of a use or development.*
 - iii. *domestic-scale installations in all locations.*
- f) *Facilitate carbon capture and storage, including by geological sequestration, soil carbon in agriculture, reafforestation and control on the clearing of vegetation.*
- g) *Apply sound risk management practices.*

Response:

The proposed rezoning will enable the delivery of a consolidated development outcome which is adaptable and contributes to the realisation of a compact city and provision of commercial services required to support both the local and broader community of Devonport.

In particular, we note that considerable provision for electric vehicle charging infrastructure is made in the proposed design response, and this is an aspect of the facility's offerings that can be expanded to meet increasing demand.

The proposed rezoning to **Commercial** is also consistent with the policy direction to promote compact urban expansion as the site is strategically located at the northern end of the Don Road commercial strip.

Land Use Policies for Water Management

Land use planning processes –

- a) *Use catchments as the ecological and hydrological unit of meaningful scale for planning and land management.*
- b) *Identify the surface water and ground water features, hydrological function, and natural features and areas necessary for the ecological and hydrological integrity of catchments.*
- c) *Require catchments, natural water courses and water bodies be adequately buffered against likelihood for resource development, economic activity, utilities and settlement to have adverse effect on –*
 - i. *existing and known likely drinking water supplies.*
 - ii. *surface water, ground water, and water bodies susceptible to impact due to extraction of water or the addition of nutrients, sediments and pollutants.*
 - iii. *hydrological function of water, including its chemical and physical properties, and its biological interaction with the*



environment.

- d) *Limit modification of natural drainage systems, including change in channel alignment and in the nature of the stream beds and flow rates.*
- e) *Impact on water quality by runoff from adjacent use or development.*
- f) *Promote sustainable water use practices including water harvesting and recycling such as Water Sensitive Urban Design for stormwater and waste water.*
- g) *Require retention and rehabilitation of native vegetation within riparian and foreshore areas.*
- h) *Require urban and rural land use or development incorporate measures to manage diffuse and point source pollution from storm water and waste water discharge in accordance with the Tasmanian State Policy on Water Quality Management 1997 and the Tasmanian State Stormwater Strategy 2010.*

Response:

We note that the land subject to this rezoning proposal does not form part of a catchment. Accordingly, it is submitted that there are no implications for water management within the region arising from the proposed rezoning. We note that any development of the land will be subject to any drainage and water sensitive urban design objectives of the planning scheme or other similar controls.

Land Use Policies for Land

Land use planning processes –

- a) *Recognise land is an irreplaceable and exhaustible resource.*
- b) *Ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social for the region's communities benefit at least cost to natural values.*
- c) *Identify land for –*
 - i. *Protection and conservation.*
 - ii. *Primary production.*
 - iii. *Economic activity.*
 - iv. *Settlement.*
 - v. *Community, transport and utility infrastructure.*
 - vi. *Tourism and recreation.*

Response:

The proposal to rezone 171 Steele Street to **Commercial** is consistent with the above policies as it will facilitate a consolidated development outcome at the northern end of an existing commercial shopping strip within the same zone. It is also noted that the site has no identified cultural, aesthetic or geographical value which would be compromised by the **Commercial Zone**.

Land Use Policies for Air



Land use planning processes recognise the importance of clean air to climatic and biological health and –

- a) Maintain standards for natural air quality within the Region.*
- b) Promote development which satisfies or exceeds applicable regulatory standards for air quality.*
- c) Buffer development with potential to create adverse effects by nuisance and pollutant emissions from settlement areas.*

Response

There will be no implications for air quality in the region as a result of the proposed rezoning. In particular, it is noted that the **Commercial Zone** includes use and development standards which are designed to mitigate the potential impacts of nuisance and pollutant emissions on adjoining residential land.

Policy Group 2: Support for Economic Activity – A diverse and robust economy

STRATEGIC OUTCOMES

Prosperity and liveability of the Cradle Coast Region is achieved through economically, socially and environmentally sustainable development. Land use planning –

- Facilitates regional business through arrangements for the allocation, disposition and regulation of land use which promote diversification, innovation and entrepreneurship and avoid unnecessary restraint on competition and cost for compliance.*
- Promotes use and development which maximises the Region's economic potential in key sectors with deep capacity and potential for sustained growth and economic return or a clear strategic advantage.*
- Improves the social and environmental sustainability of the State and regional economy by allowing economic development and employment opportunities in a range of locations while respecting the link between a healthy environment and a healthy economy.*
- Supports and grows liveable regional communities through coordinate action aligned with State and regional economic development plans specific to the issues, challenges and opportunities of the Region.*

Table 4: Policy Group 2 (Support for Economic Activity – A diverse and robust economy) Assessment

Land Use Policies for Economic Activity and Jobs

Land use planning processes for –

3.3.1 Economic Activity

- a) Facilitate supply of employment land in all settlement areas for industrial, business and institutional use including in residential locations and recognise the unique economic circumstances that exist on King Island.*
- b) Recognise the implication of enhanced capacity in digital communication to diminish location dependencies for economic activity and provide the Region with competitive equality and*



- opportunity for new business ventures in non-traditional sites.*
- c) *Ensure locations for employment use accommodate new forms and changing patterns of economic activity.*
 - d) *Promote provision of employment land in locations where –*
 - i. *Land is physically capable of development.*
 - ii. *Transport access and utilities can be provided at reasonable economic, social and environmental cost.*
 - iii. *There is an access to resource, energy, communication, and workforce.*
 - iv. *Sufficient separation can be provided to buffer impact on natural values, economic resources and adjoining settlement.*
 - v. *Local strategy on King Island identifies a need for alternative approaches to recognise the unique circumstances of the local island economy.*
 - e) *Protect designated economic activity and employment lands against intrusion by alternate forms of use or development.*
 - f) *Indicate necessary infrastructure must be planned or available and protected to support current and forecast employment needs.*
 - g) *Convert employment land to non-employment use only where –*
 - i. *The land is not required for the employment purpose for which it is designated; or*
 - ii. *The land is incapable of effective use for employment purposes over the long- term; and*
 - iii. *Conversion will not adversely affect the overall efficiency of other employment land in the vicinity;*
 - iv. *There is a need for the conversion; and*
 - v. *The land is suitable for the proposed alternative purpose.*

Response:

This amendment proposal seeks to include what could be considered as surplus land within the **Commercial Zone** at the northern edge of an established linear retail strip which contributes to local employment in the region. It is therefore sound and will enrich economic outcomes in the locality without causing unreasonable detriment to its surrounds nor detract from the economic viability of other identified centres.

Land use planning processes for –

3.3.9 Business and Commercial Activity

- a) *Facilitate convenient access in each settlement area to food and convenience goods retailers and services.*
- b) *Promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand, and relationship to the wider regional market.*
- c) *In this regard Devonport, Burnie, Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will provide regional or district business and commercial service roles in addition to*



meeting local demand.

- d) *Facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context.*
- e) *Promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need.*
- f) *Maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones.*
- g) *Promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality.*
- h) *Prevent linear commercial development.*
- i) *Prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas.*
- j) *Provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods.*
- k) *Restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres.*
- l) *Require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse effect on established town centres and the regional pattern of retail and service provision.*

Response:

This proposal is consistent with business and commercial activity policies as follows:

- It represents a modest extension to an existing patch of commercial zoned land at the edge of an established centre.
- The **Commercial Zone** applies to all land in this section of Don Road.
- The rezoning will not result in 'leakage' of commercial and retailing activities from preferred areas.
- The modest additional commercially zoned land will facilitate the consolidated development of a service station which will serve a local catchment and will not detract from other commercial activity within the region.
- As an established commercial strip, Don Road can accommodate the additional traffic generation associated with the proposal.
- The development outcome to be consolidated by the proposed rezoning will utilise the site's two street frontages and it is therefore submitted that the proposal will not inappropriately contribute to linear commercial development (noting that Don Road is an existing linear commercial strip).



Policy Group 3: Places for People – Liveable and sustainable communities

STRATEGIC OUTCOMES

Regional settlements provide liveable and sustainable communities where –

- *The growth and development of centres is contained to create functional places which optimise use of land and infrastructure services and minimise adverse impact on resources of identified economic, natural or cultural value.*
- *The pattern of settlement provides a network of compact, well connected and separate centres each with individual character and identity.*
- *Land supply is matched to need and there is a balance of infill and expansion.*
- *There is coordinated and equitable access to provision of regional level services.*
- *Each settlement provides an appropriate level of local development and infrastructure facilities to meet locally specific daily requirements in employment, education, health care, retail, and social and recreation activity for its resident population.*
- *Each settlement provide a healthy, pleasant and safe place in which to live, work and visit.*
- *There is diversity and choice in affordable and accessible housing.*
- *People and property are not exposed to unacceptable levels of risk.*
- *Transport, utility and human service infrastructure is planned and available to meet local and regional need.*
- *Energy and resource efficiency is incorporated into the design, construction and operation of all activities.*

Table 5: Policy Group 3 (Places for People – Liveable and sustainable communities) Assessment

Land Use Policies for Managing Growth and Development
<p><i>Land use planning processes for –</i></p> <p>4.3.1 Urban Settlement Areas</p> <p>a) <i>Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.</i></p> <p>b) <i>Promote established settlement areas as the focus for growth and development.</i></p> <p>c) <i>Promote optimum use of land capability and the capacity of available and planned infrastructure service.</i></p> <p>d) <i>Match land supply to need and provide sufficient land within the designated urban settlement boundaries of each centre to meet forecast need for a time horizon of not less than 10 years but not exceeding 20 years.</i></p> <p>e) <i>Accommodate growth and development for each of the centres identified in Table B4.5 through either –</i></p> <p>i. <i>A Stable Growth Strategy which promotes growth and development within the established boundaries of the</i></p>



- nominated settlement area without priority for intensification; or*
- ii. A Contained Growth Scenario which promotes a mix of intensification and strategically planned expansion on the established boundaries of the nominated settlement centre.*
- f) Provide a pattern of settlement which maintain –*
 - i. Separated towns, villages and communities.*
 - ii. Visual and functional transitional space between each individual centre.*
 - iii. Absence of linear development or expansion aligned to coastline, ridgeline, or river or road frontage.*
- g) Implement structure plans and regulatory instruments for each centres which –*
 - i. Identify arrangements for intensification through infill, redevelopment and conversion of vacant and under-developed land, including for intensity of buildings and density of population.*
 - ii. Identify arrangements for the expansion of urban boundaries when –*
 - a. There is insufficient capacity within existing designated land to accommodate forecast growth.*
 - b. Areas of expansion are contiguous with established settlement areas.*
 - c. Sequence of release is progressive from established settlement areas and consistent with the capacity and orderly provision of infrastructure services.*
 - d. Compact urban form is retained.*
 - iii. Embed opportunity for a mix of use and development within each centre sufficient to meet daily requirements for employment, education, health care, retail, personal care and social and recreation activity.*
 - iv. Avoid encroachment or adverse impact on places of natural or cultural value within the designated urban boundary.*
 - v. Avoid exclusion or restraint on areas significant for natural or cultural value, resource development or utilities in the vicinity of the designated urban boundary.*
 - vi. Minimise exposure of people and property to unacceptable levels of risk to health or safety.*
 - vii. Promote active and healthy communities through arrangements for activity centres, public spaces, and subdivision layout which facilitate walking and cycling.*
 - viii. Buffer the interface between incompatible use or development.*
 - ix. Facilitate any agreed outcomes for future character.*
 - x. Facilitate reduced carbon emission and improved energy efficiency through requirements for the orientation and placement of lots and buildings, access to solar energy and daylight, and the application of energy generation and efficiency technology and construction techniques.*



- xi. Acknowledge the transient and cyclic nature of resource-based activity in towns such as Rosebery, Zeehan and Grassy and require the legacy of new development for housing, commercial, community, recreation and utility infrastructure does not unreasonable burden the permanent population.*
- xii. Acknowledge the specialist role of centres such as Cradle village, Strahan, Stanley and Waratah as tourist destinations and require new development be consistent with this purpose without alienation or disadvantage to ability for the centre to remain a liveable community for the permanent resident population.*

Response:

The proposed amendment is consistent with policies for managing growth and development as follows:

- The rezoning affects one average sized allotment within the established settlement area of Devonport and as such is consistent with a Stable Growth Strategy.
- The rezoned land will form part of a development on a corner allotment which will read as the northern edge of the established commercial precinct on Don Road.
- The transition between the site and adjoining residentially zoned land is consistent with typical corner site arrangements.
- The rezoning does not inappropriately contribute to, exacerbate or cause linear commercial development.
- The proposal does not encroach on culturally, environmentally or socially significant land.
- The proposal seeks only to rezone the land and does not seek to modify the other use and development controls of the planning scheme which are in place to ensure that best practice risk mitigation is embedded within the planning process.

Land Use Policies for Protecting People and Property

Land use planning processes for risk management –

- a) Recognise land exposed to future or enhanced risk is a valuable and strategic resource that should not be sterilised by unnecessarily excluding use or development.*
- b) Establish the priority for risk management is to protect the lives of people, the economic value of buildings, the functional capacity of infrastructure, and the integrity of natural systems.*
- c) Avoid new essential service, sensitive or inappropriately located use or development on undeveloped land exposed to or affected by a high level of an existing, likely future or enhanced risk, including from inundation and erosion by the sea, flooding, bush fire or landslip.*
- d) Limit opportunity for expansion of existing essential service, sensitive or inappropriately located use and development onto land exposed to or affected by an existing, likely future or enhanced level of risk.*
- e) Limit opportunity for redevelopment and intensification of existing*



essential service, sensitive or inappropriately located use or development on land exposed to or affected by an existing, likely future or enhanced level of risk unless the impact can be managed to be no greater or less than the existing situation.

- f) Promote guidelines and technical measures that which will assist to reduce impact of an existing, likely future or enhanced level of risk and make existing strategically significant places, uses, development and infrastructure assets less vulnerable, including provision for protection, accommodation and abatement, or retreat.*
- g) Require a hazard risk assessment for new or intensified use or development on land exposed to an existing, likely future or enhanced risk, such assessment to address the nature and severity of the hazard, the specific risk factors for the proposed use or development, and the measures required to mitigate any risk having exceedance probability of greater than 1% at any time over the life of the development.*
- h) Ensure current and future landowners and occupiers are put on notice of the likelihood for a future or enhanced level of risk.*

Response:

The land subject to this amendment is not identified as being subject to potential hazards which would expose future development to unacceptable levels of risk (e.g. through landslip, flooding, erosion or bushfires).

Land Use Policies for Facilitating Access to Business and Community Services

Land use planning processes –

- a) Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population.*
- b) Locate business and community service activity reliant for operational efficiency on a regional-scale population or on a single or limited number of sites at Burnie or Devonport, and at Latrobe, Ulverstone, Sheffield, Wynyard, Smithton, Currie and Queenstown.*

Response:

It is submitted that through the facilitation of a consolidated site (on land which is otherwise constrained due to its irregular shape), the proposed rezoning will contribute to a mix of use and development within the locality.

Policy Group 4: Planned Provision for Infrastructure – Support for growth and development

STRATEGIC OUTCOMES

Economic prosperity, liveable settlement and environmental health is underpinned by integrated land use and infrastructure planning to facilitate provision of adequate, appropriate and reliable infrastructure in a manner that –



- Ensures infrastructure is planned and available commensurate with the use and development of land.
- Prioritises optimum use of existing infrastructure over provision of new or expanded services.
- Protects the function, capacity and security of existing and planned infrastructure corridors, facilities and sites.

Table 6: Policy Group 4 (Planned Provision for Infrastructure – Support for growth and development) Assessment

Land Use Policies for Integrated Land Use and Planning

Land use planning processes –

- a) Are integrated and coordinated with strategies, policies and programs contained in or derived from the Tasmanian Infrastructure Strategy planning processes.
- b) Recognise existing and planned infrastructure provision for services and utilities.
- c) Promote compact contained settlement areas to –
 - i. Assist climate change adaptation and mitigation measures.
 - ii. Optimise investment in infrastructure provision.
- d) Direct new and intensified use or development to locations where there is available or planned infrastructure capacity and function appropriate to the need of communities and economic activity.
- e) Require the scale and sequence of growth and development be in accordance with arrangements for the provision of infrastructure.
- f) Require use or development optimise capacity and function in available and planned infrastructure services and utilities.
- g) Restrict use or development in locations where provision or upgrade in capacity or function of infrastructure services and utilities cannot be economically or sustainably provided.
- h) Recognise strategic and substantial infrastructure assets such as airports, railways, major roads and seaports as a distinct land use category.
- i) Protect infrastructure assets, corridors, facilities sites and systems from use or development likely to create conflict or interference to the operational capacity, function or security of services and utilities, including for road and rail corridors, airport and seaport land, energy generation and distribution corridors, and water catchment and storage areas.
- j) Minimise permit and assessment requirements for works involving replacement or improvement in the capacity, function or safety of existing infrastructure.
- k) Limit use or development which has no need or reason to locate on land within an infrastructure corridor, facility or site.
- l) Promote infrastructure corridors, sites and facilities that –
 - i. Minimise adverse effect on areas of natural or cultural value.
 - ii. Minimise adverse effect on the amenity, health and safety of designated settlement areas.



- iii. *Minimise exposure to likely risk from natural hazards.*
- iv. *Collocate services and facilities.*

Response:

The proposed amendment is consistent with policies for integrated land use and planning as follows:

- The subject site is within an established settlement area with good access to infrastructure.
- The additional commercial land created by this proposal is modest and will not place unsustainable demand on the local infrastructure network, including transport systems.
- The proposal does not negatively impact infrastructure and service provision in the region in any other way.

Land use Policies for Transport Systems – Moving freight and people

Land use planning processes for –

5.4.1 Integrated Planning

Are aligned to the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals to deliver connected communities and efficient and safe movement of people and freight in a manner that will drive economic growth, social inclusion and meet climate change challenges.

5.4.4 Road Transport

- a) *Recognise the strategic importance of major road freight and passenger transport corridors identified in the Tasmanian State Road Hierarchy 2006; and*
 - i. *Limit access between priority roads and adjoining land; and*
 - ii. *Limit creation of junctions with local roads.*
 - iii. *Avoid ribbon development aligned along frontages to major transport corridors.*
 - iv. *Direct use or development dependent on high volume freight capacity to locations with ability to readily integrate with major freight routes.*
 - v. *Restrict use or development dependent on high volume freight capacity in locations where there is not an appropriate standard of road freight capacity.*
- b) *Require local road networks provide a high level of accessibility and connectedness to local destinations, including for pedestrian, cycle and public transport.*
- c) *Require traffic generating use or development make arrangements for vehicular access, freight and passenger handling, parking of vehicles, pedestrian and cycle access, and connection to public transport.*
- d) *Promote mixed use communities and use of communication and digital technologies to minimise frequency and distance of travel for daily requirements for employment, education, health care, retail and personal services, and social and recreation activity.*



Response:

The proposal will not compromise the delivery of the Tasmanian Infrastructure Strategy and the Cradle Coast Integrated Transport Strategy 2006 goals. Further, it is appropriately located along a main arterial road with good access to the settlement catchment and regional transport networks.

3.6 Devonport City Council Strategic Plan 2009-2030

The overarching vision of Devonport City Council's Strategic Plan 2009-2030 is:

Devonport will be a thriving and welcoming regional City, living lightly by river and sea.

The vision is to be achieved through the delivery of the following five goals:

- *Goal 1 – Living lightly on our environment.*
- *Goal 2 – Building a unique city.*
- *Goal 3 – Growing a vibrant economy.*
- *Goal 4 – Building quality of life.*
- *Goal 5 – Practicing excellence in Governance.*

It is submitted that the proposed planning scheme amendment to rezone No. 171 Steele Street from **General Residential** to **Commercial** is not at odds with the vision and goals of Council's strategic plan. In particular, this proposal will contribute to the local economy by facilitating economic uplift to an otherwise vacant site.



4 The Proposed Use and Development:

4.1 Overview

It is proposed to use and develop the site for the purpose of a Service Station (OTR Devonport - Vehicle Fuel Sales and Services) with an ancillary convenience shop and car wash.

4.2 OTR Service Station and Associated Car Wash Operation Details

- Total floor area of 261.14sq.m for the service station control building and 80.1sq.m for the car wash area (includes the plant room).
- Service station operating 24 hours, seven days a week.
- Commercial fuel deliveries and waste collection will be limited to:
 - 7am to 9pm, Monday to Saturday.
 - 8am to 9pm, Sunday and public holidays.
- Vacuum hours will be limited to:
 - 7am to 10pm, Monday to Sunday.

We note that the proposed convenience shop and car wash uses are ancillary to the primary use of the site for the purpose of a service station.

The control building will also be provided with a drive-through component which will offer the OTR-branded food product range available in the store. This product range includes coffee, juice and other beverages, prepared foods such as sandwiches, pies, salads and wraps and other snacks, and convenience grocery items from the OTR in-store range. The proposed development does not include any element that would result in it falling within the defined land use term “convenience restaurant” or “take away food premises”. “Branded” fast-food items such as KFC, McDonalds and Hungry Jacks will not be provided from the drive-through, or at all on the site.

4.3 Access and Car Parking

The Transport Impact Assessment prepared by Ratio Consultants Pty Ltd details the traffic and access arrangements for the site. By way of summary, access to the site will be via both Don Road and Steele Street (both two-way access).

The proposal includes a total of 9 x shared parking spaces (including 2 x spaces for electric vehicle charging).

Queuing parking spaces / bays are further provided to both the control building and automated car wash, including a drive-thru for take away coffee from the control building.

4.4 Built Form

- All existing buildings on the site (171 Steele Street) are proposed to be demolished.
- It is proposed to construct a new OTR service station building and associated petrol bowser canopy and car wash (automatic).
- The service station building (control building) is to include a drive-thru facility. With respect to each building, we offer the following:
 - The single storey OTR service station / convenience shop has a maximum overall height of 9.07 metres (above natural ground



level) to the top of the blade wall.

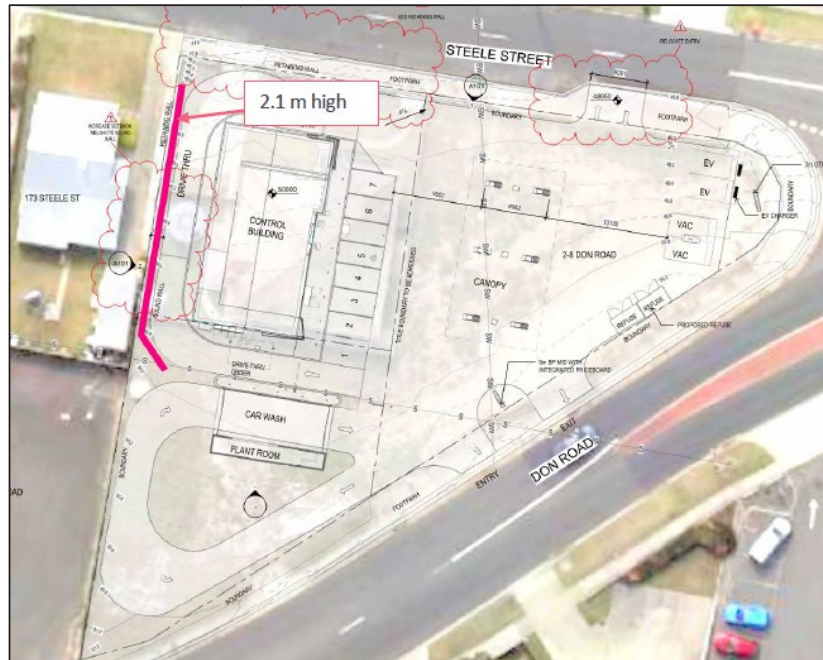
- The control building is setback a minimum 6.36 metres from the site's northern boundary (Steele Street) and 5.85 metres from the site's western boundary (interface with No. 173 Steele Street). Pedestrian access to the building is provided to the eastern façade whilst the drive wraps around the building's west.
 - The petrol canopy which provides weather protection to 3 x double sided petrol bowzers (6 fuel pumps total). The structure includes a maximum overall height of 8.6 metres and minimum setbacks of approximately 6 metres to the north (Steele Street), 22.18 metres from the east (corner of Don Road and Steele Street) and 3.36 metres from the south (Don Road).
 - The associated car wash facility is located south of the control building with a minimum setback of approximately 5 metres from the south boundary (Don Road) and 10.42 metres to the west boundary (shared with No. 10-12 Don Road). The facility comprises a singular automatic washing bay and has a maximum height of 6.6 metres.
 - The car wash building will be acoustically treated to ensure its impact on the adjoining residential property is suitably mitigated – we defer to the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics for further details on proposed treatments.
 - A separate vacuum facility will be provided to the north of the refuse enclosure.
- A dedicated refuse storage enclosure is provided along the Don Road frontage, ensuring that waste storage is appropriately screened.
 - The site will be levelled to AHD 50m which will require the construction of retaining walls along the western and northern boundaries.
 - A 2.175 metre high acoustic fence/sound proofing wall is proposed to be constructed adjacent to the western boundary which is shared with the residential property at No. 173 Steele Street to mitigate noise impacts associated with the drive-through facility, per the recommendation of the submitted Environmental Noise Assessment prepared by Marshall Day Acoustics.
 - The fence will have an overall height of approximately 2.175 – 3.9 metres (varies due to the slope of natural ground level).
 - As shown in **Figure 4.1** below, the fence will be setback from the western boundary.
 - Building materials to the various buildings to be erected onsite include precast concrete, fibre cement wall cladding, face brickwork, fibre weatherboard wall cladding, timber-look cladding and glazing.
 - Full perimeter screening is to be provided for rooftop mechanical services on the control building (see the Environmental Noise Assessment prepared by Marshall Day Acoustics for details).
 - A flat roof form is proposed to the service station whilst the petrol bowser canopy adopts two skillion roof forms from a central supporting pole.
 - A new landscaping scheme is proposed for the site, with emphasis of the provision of canopy trees through the site (refer to Landscape Plan prepared by Oxygen for full details). We note that there are no



existing canopy trees on the site or adjacent to the site which would be affected by the proposal.

- The site's Don Road and Steele Street boundaries are to be absent of fencing.

Figure 4.1: Location of proposed acoustic fence



Source: Extract from Environmental Noise Assessment prepared by Marshall Day Acoustics

4.5 Advertising Signage

The proposed OTR service station and associated car wash includes an array of business identification signage.

Signage is to include:

- **S1:** An illuminated canopy sign with a display area of 0.6sqm, located on the southern and northern façades of the petrol canopy and raised by 4.49m above ground level.
- **S2:** An illuminated blade sign (petrol price display) located adjacent to the proposed vehicle crossing to Don Road with an overall height of 9.058m.
- **S3:** An illuminated blade sign (including a central LED screen) located east of the electric vehicle charging points and with an overall height of 7m.
- **S4:** A pole 'gantry' sign with illuminated display area of 1.8sqm, located at the entrance to the drive through. The underside of the sign is raised by 3.16m above ground level and the overall height of the structure is 3.74m.
- **S5:** An illuminated (digital/LED) blade sign with a display area of 1.26sqm, located on the between the drive-thru and the southern wall of the control building. The structure has an overall height of 1.79m.
- **S6:** A pole sign (non-illuminated) with a display area of 1.19sqm, located next to the pedestrian entrance of the control building. The

structure has an overall height of 1.39m.

- **S7:** An illuminated (digital/LED) wall sign with a display area of 6sqm, located above the pedestrian entrance of the control building and raised by 2.74m above ground level.
- **S8:** A wall sign (non-illuminated) with a display area of 1.12sqm, located on the eastern façade of the control building and raised by 3.09m above ground level.
- **S9:** A painted wall sign (coffee art) with an approximate display area of 14.48sqm located on the eastern side of the blade wall of the control building and raised by 200mm above ground level.
- **S10:** An illuminated wall sign with a display area of 5.14sqm located on the northern side of the blade wall of the control building and raised by 5.79m above ground level.
- **S11:** An illuminated wall sign with a display area of 2.09sqm located on the eastern wall of the control building and raised by 2m above ground level.



5 Planning Controls:

5.1 Applicable Planning Policy

The State Planning Provisions and Local Provisions Schedule policies which apply to this application are outlined in **Table 7** below.

Table 7: Applicable planning policies

Statutory Planning Controls – Devonport Planning Scheme	
State Planning Provisions	
Categorising Use or Development	<p>Pursuant to Table 6.2 (Use Classes) of Clause 6.2, the proposed uses are defined as follows:</p> <ul style="list-style-type: none"> — Service Industry (car wash): <i>Use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.</i> — Vehicle Fuel Sales and Service (service station): <i>Use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.</i> <p>Pursuant to Clause 6.2.2, the ancillary car wash and retail components are a subservient part of another use (Vehicle Fuel Sales and Service) and must therefore be categorised into that Use Class for the purposes of this application.</p>
Commercial Zone (p182)	<p>Clause 17.1: The purpose of the Commercial Zone is:</p> <p>17.1.1 To provide for retailing, service industries, storage, and warehousing that require:</p> <ul style="list-style-type: none"> a) Large floor or outdoor areas for the sale of goods or operational requirements; and b) High levels of vehicle access and parking for customers. <p>17.1.2 To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.</p> <p>Pursuant to Clause 17.2 (Use Table), a planning permit is required for “Vehicle Fuel Sales and Service” which is a discretionary use within the zone. Clauses 17.3.1 & 17.3.2 set out the applicable Use Standards and Clause 17.4 the applicable Development Standards for Buildings and Works under the Commercial Zone.</p>



Codes	<p>The following Codes are applicable to the proposal:</p> <ul style="list-style-type: none">— 1.0 Signs Code— 2.0 Parking and Sustainable Transport Code— 3.0 Road and Railway Assets Code— 7.0 Natural Assets Code— 14.0 Potentially Contaminated Land Code— 16.0 Safeguarding of Airports Code
Devonport Local Provisions Schedule	
There are no Local Provisions Schedule clauses relevant to this application.	



6 Planning Scheme Assessment:

6.1 Commercial Zone

The proposal to use and develop the site for Vehicle Fuel Sales and Service (service station) is generally consistent with the relevant purposes of the **Commercial Zone**. Importantly, the proposal demonstrates a high level of compliance with the applicable acceptable solutions within **Clauses 17.3** and **17.4** as detailed below. Where compliance with an applicable acceptable solution is not achieved, the development satisfies the relevant “performance criteria”.

Clause 17.1 – Zone Purpose

The proposed use of the land for Vehicle Fuel Sales and Service is consistent with the purpose of the **Commercial Zone** as this is a retailing/servicing type use that requires a large outdoor area for both operational requirements and vehicle access and car parking.

Further, the proposed use will not compromise or distort the role of other activity centres in the activity centre hierarchy (this is discussed in more detail at Section 3.5 of this report).

Clause 17.3 – Use Standards

As flagged in Section 4.3 of this report, Vehicle Fuel Sales and Service is a discretionary use in the **Commercial Zone**. An assessment of the proposal against the relevant use standards of **Clause 17.3** is provided in **Table 8** below.

Table 8: Clause 17.3 Use Standards Assessment

17.3.1 – All Uses	
Objective: <i>That uses do not cause an unreasonable loss of residential amenity to residential zones.</i>	
Acceptable Solution A1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of:</i> <ol style="list-style-type: none"> <i>7.00am to 9.00pm Monday to Saturday; and</i> <i>8.00am to 9.00pm Sunday and public holidays</i> 	Performance Criteria P1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i> <ol style="list-style-type: none"> <i>the timing, duration or extent of vehicle movements; and</i> <i>noise, lighting or other emissions.</i>
Assessment - Complies with P1 The subject site is within 50m of a General Residential Zone.	

As detailed in Section 4 of this report, the proposed OTR station will operate 24/7.

The submitted Environmental Noise Assessment prepared by Marshall Day Acoustics outlines a number of management and noise mitigation measures to be implemented to ensure that the use does not cause unreasonable detriment to adjoining residential properties. These include (but are not limited to):

- Erection of a 2.1-metre-high acoustic fence / sound wall (with minimum surface density of 12kg/m²) adjacent to the western boundary.
- Full perimeter screening of all roof top mechanical services to the control building.
- Mechanical services on the roof of the control building to be located as far as practical from the sensitive interfaces.
- Vehicular accessways designed to minimise the likelihood of wheel impact noise.
- Auto car-wash provided with acoustically treated shutter doors which will remain closed at all times and when in use.
- The walls and roof of the auto car-wash to be acoustically treated.
- Fuel deliveries and waste collection to be restricted to 7am-10pm, seven days.

Accordingly, it is considered that the proposal meets Performance Criteria P1 as the above mitigation techniques will provide suitable protection to the sensitive interface to the west. In particular, the acoustic fence, rooftop services screening and drive-through design will suitably protect the adjoining property from sound and light impacts associated with the 24/7 service station and car wash.

Acceptable Solution

A2

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

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

Performance Criteria

P2

External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- a) *the level of illumination and duration of lighting; and*
- b) *the distance to habitable rooms of an adjacent dwelling.*

Assessment - Complies with P2

External lighting is required between the hours of 11:00pm and 6:00am to facilitate the 24/7 nature of the proposed use. It will be limited to what is required for the safe operation of the service station for customers and staff.

Lighting will be suitably baffled and is limited to the petrol bowser canopy and the control building/drive through. As mentioned above, it is considered that the 2.1m high acoustic wall will provide suitable



baffling of any light spill towards the adjoining property to the west, noting also that the control building (to which lights will be affixed) has a minimum setback of 5.8 metres from the western boundary.

Acceptable Solution

A3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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.

Performance Criteria

P3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living 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;
- 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 vehicle movement areas and the adjoining residential area; and
- f) potential conflicts with other traffic.

Assessment - Complies with A3

As noted in Section 4 of this report, commercial deliveries will be limited to the hours nominated in Acceptable Solution A3 of 17.3.1.

17.3.2 – Discretionary Uses

Objective:

That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

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



	<ul style="list-style-type: none"> a) <i>the characteristics of the site;</i> b) <i>the size and scale of the proposed use;</i> c) <i>the functions of the activity centre and the surrounding activity centres; and</i> d) <i>the extent that the proposed use impacts on other activity centres.</i>
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Assessment – Complies with P1

We note that the proposed discretionary use is suitable for the subject site, having regard to its existing physical characteristics of the land (frontage to an arterial road, proximity to similar commercial/industrial style uses, proximity to Bass Hwy etc).

It is not considered that the use of the site as a service station will compromise or distort the activity centre hierarchy of the site's location. The service station use is complementary to the role of Don Road which is serviced predominantly by bulky goods retailing and professional services/offices.

Further, this type of use is considered to be more suited to a lower order local activity area such as Don Road rather than a higher order centre such as the Devonport CBD which is expected to accommodate higher order services in human health, education, cultural and community functions, industry, transport, business and commerce, retail, administration and recreation².

Clause 17.4 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **Clause 17.4** is provided in **Table 9** below.

Table 9: Clause 17.4 Development Standards Assessment

17.4.1 – Building Height	
Objective: <i>That building height:</i> <ul style="list-style-type: none"> a) <i>is compatible with the streetscape; and</i> b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i> 	
Acceptable Solution A1 <i>Building height must not be more than 12m.</i>	Performance Criteria P1 <i>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</i> <ul style="list-style-type: none"> a) <i>the topography of the site;</i> b) <i>the height, bulk and form of existing building on the site and adjacent properties;</i>

² Per the Cradle Coast Regional Land Use Strategy.

	<ul style="list-style-type: none"> c) <i>the bulk and form of proposed buildings;</i> d) <i>the apparent height when viewed from the adjoining road and public places; and</i> e) <i>any overshadowing of public places.</i>
Assessment – Complies with A1 The proposed development has a maximum height of 9.36 metres (to the top of the blade wall of the control building).	
Acceptable Solution A2 <i>Building height:</i> <ul style="list-style-type: none"> a) <i>within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</i> b) <i>within 10m of an Inner Residential Zone must be not more than 9.5m.</i> 	Performance Criteria P2 <i>Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone must be consistent with building height on adjoining properties and not cause an unreasonable loss of residential amenity, having regard to:</i> <ul style="list-style-type: none"> a) <i>overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i> b) <i>overlooking and reduction of privacy; and</i> c) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</i>
Assessment – Complies with A2 All proposed buildings and works located within 10 metres of the adjoining residential property to the west are less than 8.5 metres high. We note that the part of the control building which is within 10 metres of the adjoining residential property includes some of the area surrounded by rooftop screening. The screening is 2.1 metres high which results in an overall height of around 8.89 metres, however, as this is screening and not solid built form, we consider that Acceptable Solution A2 has been met.	
17.4.2 - Setbacks	
Objective: <i>That building setback:</i> <ul style="list-style-type: none"> a) <i>is compatible with the streetscape; and</i> b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i> 	
Acceptable Solution A1	Performance Criteria P1



<p><i>Buildings must have a setback from a frontage of:</i></p> <ul style="list-style-type: none"> a) <i>not less than 5.5m;</i> b) <i>not less than existing buildings on the site; or</i> c) <i>not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</i> 	<p><i>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>the topography of the site;</i> b) <i>the setback of buildings on adjacent properties; and</i> c) <i>the safety of road users.</i>
<p>Assessment – Complies with P1</p> <p>As depicted on Sheet DA02 of the submitted architectural plans, the control building and auto carwash have been carefully positioned to ensure efficiency and safety of vehicular movements throughout the site. The proposal technically does not meet the Acceptable Solution because the car wash building is setback less than 5.5 metres from Don Road (5 metres) and there was no existing building on this allotment. Notwithstanding, this is an appropriate outcome having regard to the commercial character of Don Road and the irregular shape of the allotment.</p>	
<p>Acceptable Solution A2</p> <p><i>Buildings must have setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone of not less than:</i></p> <ul style="list-style-type: none"> a) <i>4m; or</i> b) <i>half the wall height of the building,</i> <p><i>whichever is the greater.</i></p>	<p>Performance Criteria P2</p> <p><i>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</i> b) <i>overlooking and reduction of privacy to the adjoining property; or</i> c) <i>visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</i>
<p>Assessment – Complies with A2</p> <p>The control building is setback from the western boundary by 5.822 metres and has a wall height of 6.77 metres at this interface. The proposal therefore easily complies with A2.</p>	
<p>Acceptable Solution A3</p> <p><i>Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low</i></p>	<p>Performance Criteria P3</p> <p><i>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone, Low</i></p>



<p><i>Density Residential Zone, or Rural Living Zone.</i></p>	<p><i>Density Residential Zone, or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the characteristics and frequency of emissions generated;</i> <i>b) the nature of the proposed use;</i> <i>c) the topography of the site and location of the sensitive use; and</i> <i>d) any proposed mitigation measures.</i>
<p>Assessment – Complies with A3</p> <p>All services are to be provided on the roof of the control building, will be appropriately screened, and will be located more than 10 metres away from adjoining residential properties.</p>	
<p>17.4.3 - Design</p>	
<p>Objective:</p> <p><i>That building design is compatible with the streetscape.</i></p>	
<p>Acceptable Solution</p> <p>A1</p> <p><i>Buildings must be designed to satisfy all the following:</i></p> <ul style="list-style-type: none"> <i>a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</i> <i>b) 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;</i> <i>c) roof-top mechanical plant and service infrastructure, excluding lift structures, must be contained within the roof or screened from public spaces and adjoining properties;</i> <i>d) not include security shutters or grilles over windows or doors on a façade facing the</i> 	<p>Performance Criteria</p> <p>P1</p> <p><i>Buildings must be designed to be compatible with the streetscape, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) how the main pedestrian access to the building addresses the street or other public places;</i> <i>b) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;</i> <i>c) minimising the visual impact of roof-top service infrastructure, excluding lift structures;</i> <i>d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises</i>



frontage or other public places;	and other alternatives are not practical;
e) provide awnings over a public footpath if existing on the site or on adjoining properties; and	e) the need for provision of awnings over a public footpath; and
f) provide external lighting to illuminate external vehicle parking areas and pathways.	f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.

Assessment – Complies with A1

The proposed development has been designed to satisfy the requirements of A1:

- The pedestrian entrance to the control building is provided on its southern interface and will be clearly visible from Formby Road (north-bound) and from the car park area and petrol bowsters, which are publicly accessible.
- All mechanical plant/services are to be provided on the roof of the control building and will be appropriately visually and acoustically screened.
- No window shutters or grilles are proposed.
- There are no projecting awnings over the public footpath at either of the adjoining properties.
- External lighting will be provided to illuminate the vehicle parking areas and accessways.

17.4.4 - Fencing**Objective:**

That fencing:

- a) is compatible with the streetscape; and
- b) does not cause an unreasonable loss of amenity to adjoining residential zones.

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:

- a) its height, design, location and extent;
- b) its degree of transparency; and
- c) the proposed materials and construction.

Assessment – Not Applicable

There is no fencing proposed within the Don Road or Steele Street frontages.

Acceptable Solution

A1

Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low

Performance Criteria

P1

Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low



<p><i>Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must:</i></p> <p>a) <i>have a height above existing ground level of not more than 2.1m; and</i></p> <p><i>not contain barbed wire.</i></p>	<p><i>Density Residential Zone, or Rural Living Zone, if not within 4.5m of a frontage, must not cause an unreasonable loss of residential amenity, having regard to:</i></p> <p>a) <i>their height, design, location and extent; and</i></p> <p><i>the proposed materials and construction.</i></p>
<p>Assessment – Complies with A1</p> <p>All proposed common boundary fencing is to be no higher than 2.1 metres and will not contain barbed wire.</p>	
<p>17.4.5 – Outdoor Storage Areas</p>	
<p>Objective:</p> <p><i>That outdoor storage areas do not detract from the appearance of the site or surrounding area.</i></p>	
<p>Acceptable Solution</p> <p>A1</p> <p><i>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.</i></p>	<p>Performance Criteria</p> <p>P1</p> <p><i>Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.</i></p>
<p>Assessment – Complies with P1</p> <p>The only outdoor storage area associated with this proposal that will be visible from the public realm are the refuse enclosures located adjacent to Don Road. Having regard to the shape of the subject site we note that there are minimal opportunities to situate this enclosure where it will not be visible. It is considered therefore that containing refuse to an enclosure is an appropriate outcome with regards to visual amenity.</p>	
<p>17.4.6 - Landscape</p>	
<p>Objective:</p> <p><i>That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.</i></p>	
<p>Acceptable Solution</p> <p>A1</p> <p><i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</i></p> <p>a) <i>to a depth of not less than 5.5m; or</i></p> <p>b) <i>not less than the frontage of an existing building if it is a lesser distance.</i></p>	<p>Performance Criteria</p> <p>P1</p> <p><i>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</i></p> <p>a) <i>the width of the setback;</i></p> <p>b) <i>the width of the frontage;</i></p> <p>c) <i>the topography of the site;</i></p> <p>d) <i>existing vegetation on the site;</i></p>

	<p>e) <i>the location, type and growth</i></p> <p>f) <i>the proposed vegetation; and</i></p> <p>g) <i>the character of the streetscape and surrounding area.</i></p>
<p>Assessment – Complies with P1</p> <p>The proposal is technically unable to meet A1 due to its corner location which makes matching the setback of the dwelling at No. 173 Steele Street not feasible. Notwithstanding, as demonstrated in the submitted landscape plan, a high-quality landscaping outcome is provided, noting in particular that the development will significantly improve existing conditions where there is no formal landscaping.</p>	

6.2 Signs Code

C1.1 – Purpose

As described in Section 4 of this report, the proposed service station provides for an array of business identification signage to suit the proposal.

The array of signs proposed are consistent with the purpose of the **Signs Code** for the following reasons:

- Proposed signage proliferation is appropriate for the locality, having regard to the prominence of the site and its existing conditions, where extensive signage and corporate branding is provided.
- The proposed signs are compatible with the visual amenity of the area, again noting that the amount of new signage proposed is generally consistent with existing conditions at the site and along Don Road.
- The proposed signs, including the LED signs, will not disrupt or compromise the safety and efficiency or vehicular and pedestrian movements.

C1.3 – Definition of Terms

This application proposes the following signage types (noting replacement and upgrading of some existing signage which occupies the site), as defined in **C1.3.1** and **Table C1.3**:

- 1 x **Illuminated Canopy Sign**. A canopy sign is defined as ‘a sign attached to the perimeter of a canopy on a building for the purpose of shielding from the elements such as, signs on the fascia of canopy over a service station’ (S1).
- 3 x **Illuminated Blade Signs**. A blade sign is defined as ‘a sign that projects vertically from the ground by a single form in which the supports/structure of the sign are concealed’ (S2, S3 & S5).
- 2 x **Pole Signs** (includes 1 that is **illuminated**). A pole sign is defined as ‘a sign supported by one or more vertical supports, independent of any building or other structure’ (S4 & S6).
- 5 x **Wall Signs** (includes 3 that are **illuminated**). A wall sign is defined as ‘a sign attached to a wall of a building’ (S7, S8, S9, S10 & S11).
- An **Illuminated Sign** is defined as ‘a sign that uses a light source or sources to display or highlight the content. This includes internally illuminated signs such as neon signs, light boxes and LED (light



emitting diode) screens or panels and signs lit by an external source such as a light bulb or floodlight’.

C1.6 – Development Standards for Buildings and Works

An assessment of the proposal against the relevant development standards of **C1.6** is provided in **Table 10** below.

Table 10: Sign Code Development Standards Assessment

C1.6.1 – Design and Siting of Signs	
Objective: <i>That:</i> <ul style="list-style-type: none"> a) <i>Signage is well designed and site; and</i> b) <i>Signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.</i> 	
Acceptable Solution A1 <i>A sign must:</i> <ul style="list-style-type: none"> a) <i>Be located within the applicable zone for the relevant sign type set out in Table C1.6 ;and</i> b) <i>Meet the sign standards for the relevant sign type set out in Table C1.6,</i> <i>excluding for the following sign types, for which there is no Acceptable Solution:</i> <ul style="list-style-type: none"> i. <i>Roof sign;</i> ii. <i>Sky sign; and</i> iii. <i>Billboard.</i> 	Performance Criteria P1.1 <i>A sign must:</i> <ul style="list-style-type: none"> a) <i>Be located within an applicable zone for the relevant sign type as set out in Table C1.6 ;and</i> b) <i>Be compatible with the streetscape or landscape, having regard to:</i> <ul style="list-style-type: none"> i. <i>The size and dimensions of the sign;</i> ii. <i>The size and scale of the building upon which the sign is proposed;</i> iii. <i>The amenity of surrounding properties;</i> iv. <i>The repetition of messages or information;</i> v. <i>The number and density of signs on the site and on adjacent properties; and</i> vi. <i>The impact on the safe and efficient movement of vehicles and pedestrians.</i> P1.2 <i>If a roof sign, sky sign or billboard, the sign must:</i> <ul style="list-style-type: none"> a) <i>Be located within the applicable zone for the</i>



	<p><i>relevant sign type set out in Table C1.6;</i></p> <p><i>b) Meet the sign standards for the relevant sign type in Table C1.6; and</i></p> <p><i>c) Not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</i></p> <ul style="list-style-type: none"> <i>i. The size and dimensions of the sign;</i> <i>ii. The size and scale of the building upon which the sign is proposed;</i> <i>iii. The amenity of surrounding properties;</i> <i>iv. The repetition of messages or information;</i> <i>v. The number and density of signs on the site and on adjacent properties; and</i> <i>vi. The impact on the safe and efficient movement of vehicles and pedestrians.</i>
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Assessment – Complies with P1.1, P1.2 Not Applicable

P1.1

This development proposes the following types of signs, which are all allowable under the **Commercial Zone** in accordance with **Table C1.6**:

- Pole sign (illuminated)
- Walls signs (illuminated);
- Wall signs (non-illuminated);
- Canopy sign (illuminated);
- Blade signs (non-illuminated); and
- Blade signs (illuminated).

Further, each sign is compatible with the commercial streetscape, having regard to sizes and dimensions, scale, amenity, visual clutter and safety and the existing site conditions and suite of signage which currently occupies the commercial developed site and adjoining properties.

The following proposed signs do not meet the **Table C1.6** Sign Standards:

- Signs 2 and 3 are Blade signs which each exceed the height and width requirements of the **Table C1.6** standards. The standards



seek a maximum width of 1.2m and a maximum height of 3.6m. These signs are typical examples of signs that are ubiquitous with petrol stations and it is submitted that they will be consistent with the commercial character of Don Road. They have been appropriately situated so as not to interfere with one another or inappropriately draw the attention of road users.

- Sign 4 (Pole sign) has a clearance between the underside of the sign and ground level which exceeds 2.4m. It is considered that there are no implications for neighbourhood character or visual amenity as a result of this non-compliance. Sign 4 is located at the entrance to the drive-through and requires a large area of clearance to facilitate vehicular movements. It is submitted that this is not at odds with the character of Don Road where vehicular accommodation (paved car parks, accessways etc.) is a dominant feature. It is also noted that the other pole sign (Sign 6) fully complies with the **Table C1.6** standards.
- Signs 7, 9 and 10 are wall signs which have display areas greater than 4.5sqm. We consider that the extent of wall signage proposed is appropriate to the scale of the proposed control building and is consistent with the commercial character of Don Road, where large business identification signs are a consistent feature.

The remaining signs are consistent with the relevant sign standards of **Table C1.6**.

Acceptable Solution

A2

A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.

Performance Criteria

P2

A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:

- a) *The topography of the site and the surrounding area;*
- b) *The relative location of buildings, habitable rooms of dwellings and private open space;*
- c) *Any overshadowing; and*
- d) *The nature and type of the sign.*

Assessment – Complies with A2

All proposed signs are located more than 2 metres from the nearest residential property.

Acceptable Solution

A3

The number of signs for each business or tenancy on a road frontage of a building must be no more than:

- a) *1 of each sign type, unless otherwise stated in Table C1.6;*

Performance Criteria

P3

The number of signs for each business or tenancy on a street frontage must:

- a) *Not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in*



<p>b) 1 window sign for each window;</p> <p>c) 3 if the street frontage is less than 20m in length; and</p> <p>d) if the street frontage is 20m or more,</p> <p>excluding the following sign types, for which there is no limit:</p> <p>i. Name plate; and</p> <p>ii. Temporary sign.</p>	<p>the streetscape by replacing existing signs with fewer, more effective signs; and</p> <p>b) Not involve the repetition of messages or information.</p>
---	---

Assessment – Complies with P3

The proposal does not meet the acceptable solution as there are more than 1 of each sign type (wall signs, pole/pylon signs and blade signs) facing a road.

Notwithstanding, proposed signage has been sensitively designed as an integral design feature, creating visual interest and appropriately identifying the function and purpose of the development. As stated above, the proliferation of signs proposed is consistent with the existing signage provision at the site and is also consistent with the character of this area.

C1.6.2 – Illuminated Signs

Objective:

That:

- a) Illuminated signs are compatible with the streetscape;
- b) The cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and
- c) Any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

Acceptable Solution

No Acceptable Solution.

Performance Criteria

P1

An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:

- a) The location of the sign;
- b) The size of the sign;
- c) The intensity of the lighting;
- d) The hours of operation of the sign;
- e) The purpose of the sign;
- f) The sensitivity of the area in terms of view corridors, the



	<p><i>natural environment and adjacent residential amenity;</i></p> <p>g) <i>The intended purpose of the changing message of the sign;</i></p> <p>h) <i>The percentage of the sign that is illuminated with changing messages;</i></p> <p>i) <i>Proposed dwell time; and</i></p> <p>j) <i>Whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</i></p>
<p>Assessment – Complies with P1</p> <p>The proposed illuminated signs comply with Performance Criteria 1 as follows:</p> <ul style="list-style-type: none"> — The 8 proposed illuminated signs are all located appropriately so as not to conflict with one another and cause visual clutter. — The 3 illuminated wall signs are modestly sized, whilst the LED sign within the blade is of a suitable scale and is consistent with modern facilities. — The intensity of lighting will be at a level suitable to the site's location, having regard to its surrounding context and its physical relationship to the intersection of Don Road and Steele Street. — The illuminated signs will operate 24/7 in accordance with the service station operations. — The signs purposes are to better identify the building during night hours. — The sensitivity of the area is limited, and importantly, none of the three illuminated signs are oriented to face any nearby residential properties. — The intended purpose of the changing message of the LED display within the pylon is to advertise products and sales on offer in the control building. The changing messages will be limited to text and will not be animated. — The LED display accounts for approximately 26% of the total area of the blade (S3), which is not unreasonable. — A maximum dwell time of 30 seconds is proposed for images on the LED screen. — The signs will be visible from the intersection, but importantly, they are sufficiently setback within the site to ensure that they do not cause distraction or conflict with the signalised intersection. 	
<p>Acceptable Solution</p> <p>A2</p> <p><i>An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.</i></p>	<p>Performance Criteria</p> <p><i>No Performance Criterion.</i></p>



Assessment – Complies with A2

None of the illuminated signs will feature flashing, movement or animation.

6.3 Parking and Sustainable Transport Code

We defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to all matters relating to parking and sustainable transport.

Significantly, the proposal is fully compliant with the car parking requirements of **Table C2.1**, and an independent car parking demand assessment has found that the provision of 9 x on-site car spaces will be sufficient for the likely demand generated by the use.

The submitted traffic report confirms that the proposal provides appropriate vehicular access and parking and will not result in unreasonable impacts on the surrounding road network.

6.4 Road and Railway Assets Code

As above, we defer to the Traffic Impact Assessment prepared by Ratio Consultants with respect to the impact of the proposed development on the local traffic network.

The submitted Traffic Impact Assessment finds that the additional traffic generated by the proposed development is not expected to compromise the safety and function of the surround road network, and thus the proposal is consistent with the purpose and relevant standards of **Code 3.0**.

6.5 Natural Assets Code

In accordance with **C7.2**, this code does not apply to development of land within a priority vegetation area if the land is in the **Commercial Zone**. Accordingly, given that this application seeks to rezone No. 171 Steele Street from **General Residential** to **Commercial**, **Code 7.0** does not apply.

We also note the following:

- There is no proposed removal of native vegetation from within the part of the site affected by the **Priority Vegetation Code Overlay**.
- This code only applies to development within the **General Residential Zone** if the application includes subdivision.

6.6 Potentially Contaminated Land Code

C14.1 – Purpose & C14.2 – Application

The purpose of the **Potentially Contaminated Land Code** is 'to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment'.

The proposed use and development of the land for Vehicle Fuel Sales and Service is consistent with this purpose, as demonstrated by its compliance with the standards of **C14.6** which are assessed below.

This code applies to the following application types on land that 'has been identified as having been used, or may have been used, for a potentially contaminating activity, or as land onto which it is likely that contamination from a potentially contaminating activity has migrated':



- Use of the land for a 'sensitive' (residential) or 'specified' (passive recreation and sports and recreation) use; and
- Development.

Given that development is proposed, an Environmental Site Assessment prepared by Fyfe was commissioned to identify whether the site has potential contamination based on its historical use as a service station.

We defer to the findings and recommendation of the assessment, which state:

- The 'corner of the site' (2 Don Road) was historically used as a service station that ceased operations in 2000.
- There was groundwater contamination caused by fuel releases on the site.
- The site was remediated voluntarily and later through regulation commenced by the EPA under a Site Management Notice (SMN 8867/1).
- SMN 8867/1 was revoked in 2015 after the EPA concluded that no further monitoring was required.
- Accordingly, the assessment finds that the site is suitable for the proposed use and development.
- It concludes that the entire site is *therefore concluded to not present a risk to human health or the environment and is suitable for its proposed commercial use without the need for any further assessment or remediation. Some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.*

C14.6 – Potentially Contaminated Land Development Standards

An assessment of the proposal against the relevant development standards of **C14.6** is provided in **Table 11** below.

Table 11: Potentially Contaminated Land Development Standards Assessment

C14.6.1 – Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012	
Objective: <i>That works involving excavation of potentially contaminated land, excluding on land subject to the Macquarie Point Development Corporation Act 2012, do not adversely impact on human health or the environment.</i>	
Acceptable Solution A1 <i>Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m3 of site disturbance.</i>	Performance Criteria P1 <i>Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to:</i> <ul style="list-style-type: none"> <i>a) An environmental site assessment that demonstrates there is no</i>



	<p>evidence the land is contaminated;</p> <p>b) An environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</p> <p>c) An environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:</p> <p>i. Any specific remediation and protection measures required to be implemented before excavation commences; and</p> <p>ii. A statement that the excavation does not adversely impact on human health or the environment.</p>
<p>Assessment – Complies with P1</p> <p>As outlined in the Environmental Site Assessment prepared by Fyfe.</p>	

6.7 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code does not apply to this proposal as the overall proposed development height is less than 140 metres AHD, which is the AHD height specified for this area in the Devonport Local Provisions Schedule.



7 Conclusion:

The rezoning of No. 171 Steele Street to **Commercial** in order to facilitate the proposed service station is worthy of support, noting that the amendment is consistent with the requirements of the *Land Use Planning and Approvals Act 1993*.

The proposal represents a well-considered, modest design that will deliver an improvement to the existing commercial conditions on the site, particularly through the introduction of landscaping and the consolidation of built form.

The proposed signage proliferation is appropriate to the scale of the building and will not contribute to unreasonable visual clutter in the commercial area.

In our opinion, the proposal substantially satisfies the various relevant Zone and Overlay Code standards. The proposal also strikes an appropriate balance between achieving economic uplift for the existing area and introduction of a new service-related land use whilst being sensitively designed to mitigate external amenity impacts as much as reasonably required and possible.

It follows that we believe that the proposal should be supported.



Appendix A Certificates of Title



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 77497	FOLIO 1
EDITION 2	DATE OF ISSUE 17-Mar-2020

SEARCH DATE : 11-Jul-2022

SEARCH TIME : 11.21 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Diagram 77497 (formerly being 287-15D)

Derivation : Part of Lot 5275 Gtd. to J.M. Dooley.

Prior CT 3153/52

SCHEDULE 1

M802104 TRANSFER to DUNHAM INVESTMENTS PTY LTD Registered
17-Mar-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

A21458 FENCING CONDITION in Transfer

E211097 MORTGAGE to National Australia Bank Limited

Registered 17-Mar-2020 at 12.01 PM

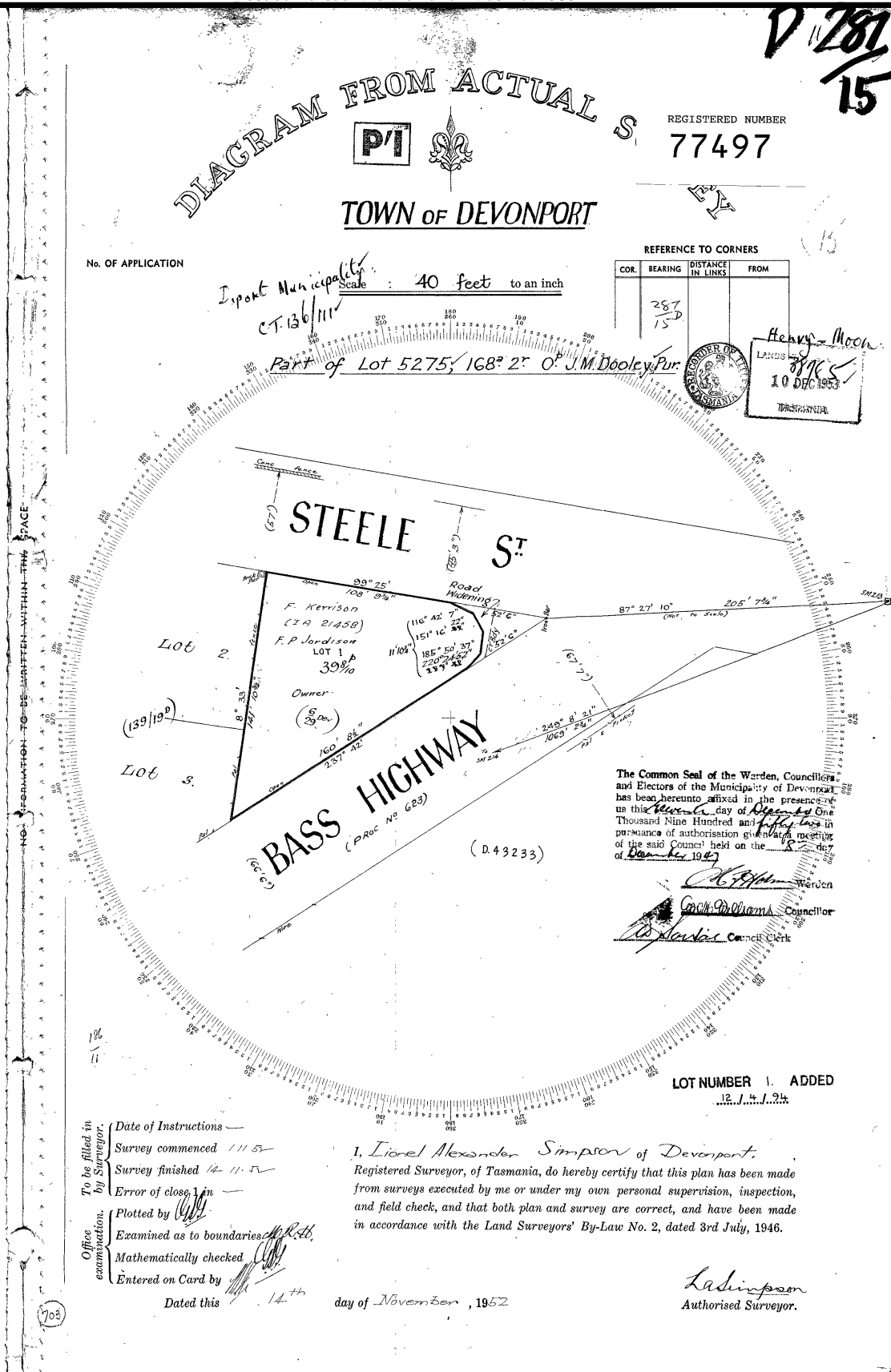
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 72228	FOLIO 2
EDITION 3	DATE OF ISSUE 30-May-2022

SEARCH DATE : 11-Jul-2022

SEARCH TIME : 11.19 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 2 on Diagram 72228 (formerly being 139-19D)

Derivation : Part of Lot 5275 Gtd. to J.M. Dooley.

Prior CT 2940/54

SCHEDULE 1

M634879 TRANSFER to COOPER FAMILY ASSETS PTY LTD Registered
12-Jul-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RECORDED OF TITLES



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 72228	FOLIO 3
EDITION 2	DATE OF ISSUE 17-Mar-2020

SEARCH DATE : 11-Jul-2022

SEARCH TIME : 11.20 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 3 on Diagram 72228 (formerly being 139-19D)

Derivation : Part of Lot 5275 Gtd. to J.M. Dooley.

Prior CT 2940/54

SCHEDULE 1

M802104 TRANSFER to DUNHAM INVESTMENTS PTY LTD Registered
17-Mar-2020 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

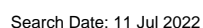
E211097 MORTGAGE to National Australia Bank Limited

Registered 17-Mar-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RECORD OF TITLES



Appendix B Landowner Consent Form



TASMANIAN PLANNING COMMISSION

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):

PC INFRASTRUCTURE PTY LTD
c/- Ratio Consultants

Email address

Justin.Scriha@ratio.com.au

Contact number:

(03) 9429 3111

2. Site address:

Address:

171 Steele Street
DEVONPORT TAS 7310

and
2-8 Don Road
DEVONPORT TAS 7310

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

CT Volume 72228 Folio 2 (171 Steele Street, Devonport)
CT Volume 77497 Folio 1 and CT Volume 72228 Folio 3 (2-8 Don Road,
Devonport)

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner : COOPER FAMILY ASSETS PTY LTD

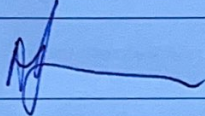
Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

CT Volume 72228 Folio 2 (Lot 2 on Diagram 72228)

Position
(if applicable):

DIRECTOR

Signature:



Date:

12.07.2022

Registered owner
(please print):

DUNHAM INVESTMENTS PTY LTD

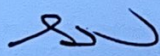
Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

CT Volume 77497 Folio 1 (Lot 1 on Diagram 77497) and CT Volume 72228 Folio 3 (Lot 3 On Diagram 72228)

Position
(if applicable):

DIRECTOR

Signature:



Date:

12/7/2022

Registered owner
(please print):

GRANT DUNHAM

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position
(if applicable):

Signature:

Date:

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to an interim planning scheme or to a Local Provisions Schedule¹; or
- combined permits and amendments².

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- ii. the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company the form is to be signed by a person with authority in accordance with the *Corporations Act 2001* (Cwth).

e. Associations

If the land is owned by an incorporated association the form is to be signed by a person with authority in accordance with the rules of the association.

f. Council or the Crown

If the land is owned by a council or the Crown then form is to be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: September 2021

¹ under section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* or section 37 of the current provisions.

² under section 43A of the former provisions or section 40T of the current provisions of the Act



MARSHALL DAY
Acoustics



DON ROAD, DEVONPORT
ENVIRONMENTAL NOISE ASSESSMENT

Rp 012 20200693 | 13 July 2022



Marshall Day Acoustics Pty Ltd
ABN: 53 470 077 191
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Project: **DON ROAD, DEVONPORT**

Prepared for: **PC Infrastructure Group Pty Ltd**
270 The Parade
Kensington SA 5068

Attention: **Andrew Caspar**

Report No.: **Rp 012 20200693**

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The advice given herein is for acoustic purposes only. Relevant authorities and experts should be consulted with regard to compliance with regulations or requirements governing areas other than acoustics.

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Final	-	Issued	13 July 2022	A. Morabito	E. Griffen

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APPENDIX E ACOUSTIC FENCE

1.0 INTRODUCTION

PC Infrastructure Pty Ltd has engaged Marshall Day Acoustics Pty Ltd (MDA) to undertake an environmental noise assessment of a proposed service station, auto carwash, and convenience store with drive through facility to be located on Don Road, Devonport.

This report details the relevant regulatory environmental noise requirements, calculated noise levels from proposed site operations and recommended noise mitigation.

A glossary of acoustic terminology is provided in Appendix A.

2.0 PROJECT DESCRIPTION

2.1 Site location

The subject site is located on land at 171 Steele Street (existing residence to be demolished) and 2-8 Don Road (existing commercial premises), Devonport.

The subject site is bounded as follows:

- North: Steele Street, with existing residences on the northern side of Steele Street
- South and East: Don Road, with existing commercial premises on the southern side of Don Road
- West: existing residential property

A summary of the nearest receptors identified from a review of public available imagery, and which have been considered in this assessment is provided in Table 1.

Table 1: Nearest receptors for assessment

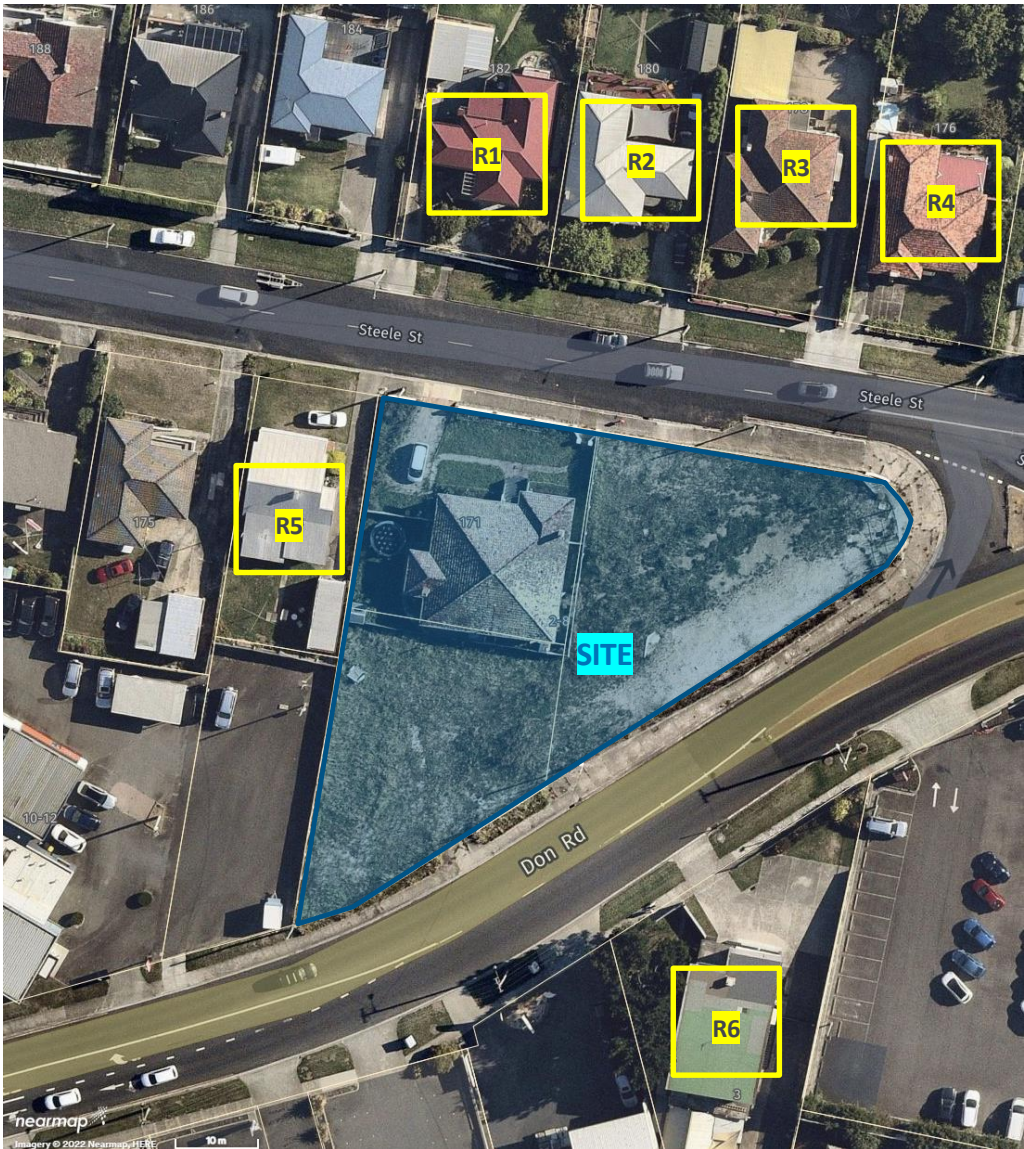
Reference	Address	Description
R1	182 Steele Street	Existing single storey residential dwelling
R2	180 Steele Street	Existing single storey residential dwelling
R3	178 Steele Street	Existing single storey residential dwelling
R4	176 Steele Street	Existing single storey residential dwelling
R5	173 Steele Street	Existing single storey residential dwelling
R6	3 Don Road	Existing double storey residential dwelling on commercial zoned land

An overview of the subject site and surrounds is provided in Figure 1.

The majority of the subject site is located within a *Commercial Zone*, with the land at 171 Steele Street and immediate surrounds, zoned *General Residential Zone*. Part of the proposed development seeks to rezone 171 Steele Street to a Commercial Zone.

A zoning map is provided in Appendix B.

Figure 1: Site location and surrounds



2.2 Proposed development

The development seeks approval to operate 24-hours a day, 7 days a week. The proposed site operations and activities are summarised as follows:

Customer Services

- Fuel filling area for patron use at the centre of the site
- Convenience store at the west of the site with drive through service counter/window
- Auto carwash at the south of the site
- Two (2) vacuum units at the east of the site

Commercial delivery and waste vehicles expected to access the site:

- Site ingress and egress via a two-way driveway on Steele Street and entry and exit points on Don Road
- Fuel delivery by semi-trailer
- Store deliveries by medium rigid vehicle (MRV)
- Waste collection; waste area towards the east of site

Major mechanical services and plant equipment as follows:

- Air conditioning, refrigeration and ventilation systems situated on the roof of the convenience store
- Plantroom on the south side of the auto carwash building.

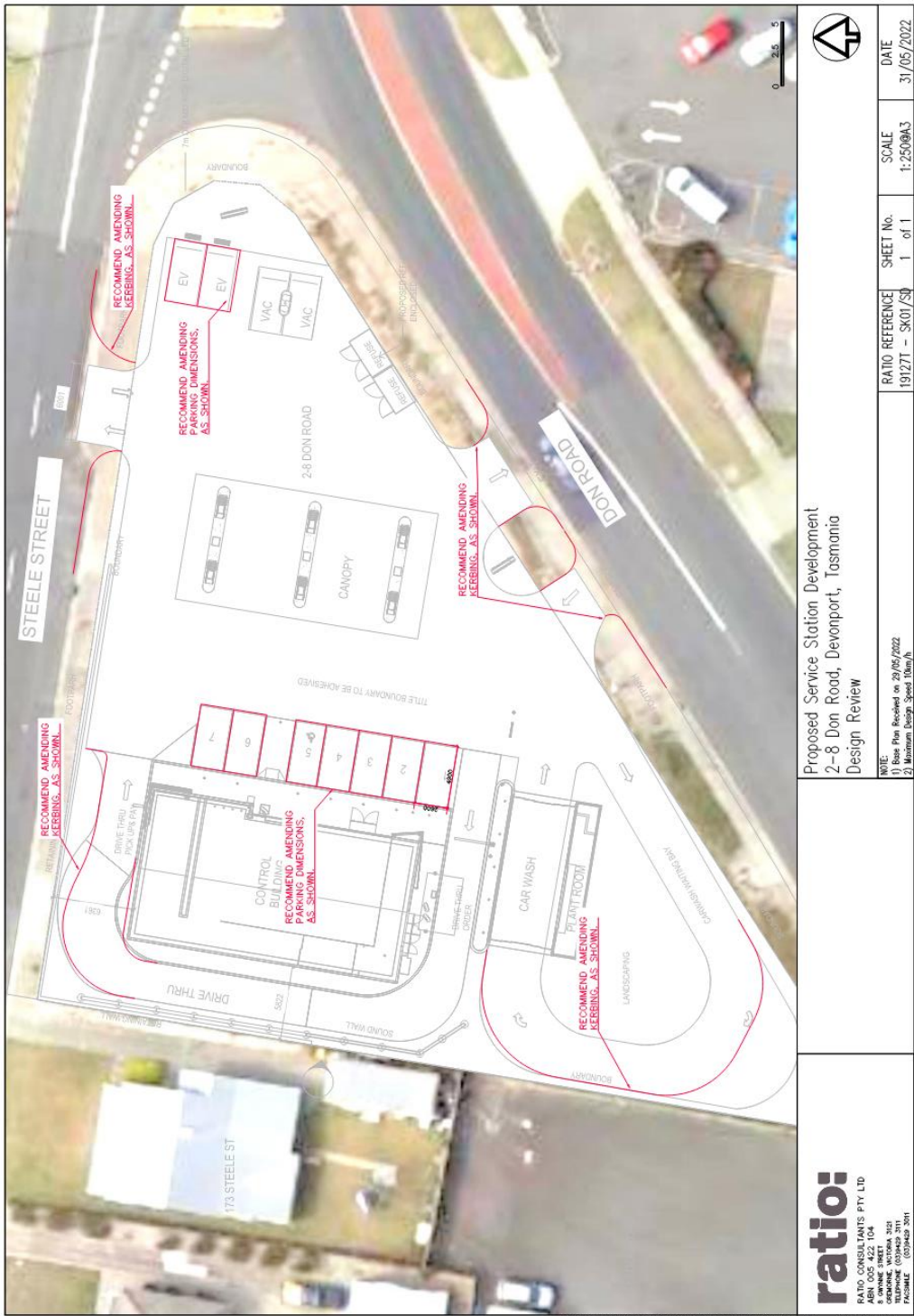
The significant noise sources considered in this assessment include on site delivery and waste vehicle movements; and associated activity such as unloading and waste collection, auto carwash operation, use of drive through/customer ordering device and mechanical services. Night-time activity associated with patrons and vehicles is also considered.

The assessment has been based on drawings, including swept diagrams, prepared by Ratio Consultants (reference 19127T – SK01/SD, dated 31/05/2022).

A layout of the proposed development is provided in Figure 2.



Figure 2: Proposed site layout



3.0 TASMANIAN PLANNING SCHEME, LEGISLATION AND GUIDELINES

The following sections outline key noise requirements in Tasmania and related guidelines and standards commonly referenced in Tasmanian noise assessments.

The relevant noise legislation in Tasmania is based around several documents implemented under the *Environmental Management and Pollution Control Act 1994*, primarily:

- *Environmental Management and Pollution Control (Noise) Regulations 2016*
- *Environment Protection Policy (Noise) 2009 (EPP)*.

3.1 Environmental Management and Pollution Control (Noise) Regulations 2016

The *Environmental Management and Pollution Control (Noise) Regulations 2016* does not prescribe limits for commercial uses, rather outline provisions relating generally to the operation of fixed plant and equipment.

Based on advice received by other Tasmanian Councils for similar type developments, it is understood that the provision for fixed equipment is appropriate to noise from mechanical services associated with the development at residential premises.

Subclause 7 of the regulations is reproduced below.

7. Fixed equipment

(1) *A person must not operate fixed equipment on any premises –*

(a) from 7.00 a.m. until 10.00 p.m., if the fixed equipment, when so operated, emits noise that is greater than 45dB(A); or

(b) from 10.00 p.m. until 7.00 a.m., if the fixed equipment, when so operated, emits noise that is greater than 40dB(A).

3.2 Environment Protection Policy (Noise) 2009

The *Environment Protection Policy (Noise) 2009 (EPP)* is a broad policy designed to secure the noise objectives of the *Environmental Management and Pollution Control Act 1994*.

Clause 17 of the EPP states:

If a regulatory authority has reasonable grounds to consider that a proposed or existing emission of noise from an industrial, commercial or infrastructural activity might prejudice protection of the environmental values, it should, where possible and appropriate, require any person responsible for the activity to undertake a noise impact study in accordance with an approved methodology.

Clause 18 of the EPP outlines acoustic environment indicator levels which can be used to provide an objective method for the assessment of noise from the proposed development. The indicator levels provide a reference for considering the condition of the acoustic environment and the effectiveness of noise control measures and strategies. The indicator levels are derived from the World Health Organisation *Guidelines for Community Noise* (1999). It should be noted as per Clause 18 of the EPP these values are indicative and not mandatory noise levels.

The relevant environment indicator levels applicable to this development are provided in Table 2.

Table 2: Acoustic environment indicator levels, dB

Specific environment	Critical health effect(s)	L _{Aeq}	Time base, hours	L _{Amax}
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60
Industrial, commercial, shopping and traffic areas, indoors and outdoors	Hearing impairment	70	24	110

3.3 Tasmanian Planning Scheme

The site and surrounding environment are located within Devonport City Council municipal area, where development is subject to the requirements of the Tasmanian Planning Scheme (TPS).

The TPS sets out the requirements for use or development of land based on State Planning Provisions and Local Provisions Schedules that apply to each municipal area. The TPS include development controls and 'Use Standards' depending on the use zone which the development is located.

The site is located within the *Commercial Zone*, the relevant use standards applicable to the development are reproduced in Table 3.

As the proposed hours of operation are outside of the noted 'Acceptable Solutions,' a performance criteria assessment has been adopted based on the objective criteria outlined in the *Environmental Management and Pollution Control (Noise) Regulations 2016* and *Environment Protection Policy (Noise) 2009*.

Table 3: TPS Section 17.3 Use Standards

17.3.1 All Uses	
Objective: That uses do not cause an unreasonable loss of residential amenity to residential zones.	
Acceptable Solutions	Performance Criteria
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: <ul style="list-style-type: none"> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays. 	P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: <ul style="list-style-type: none"> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must be within the hours of: <ul style="list-style-type: none"> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays. 	P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: <ul style="list-style-type: none"> (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 vehicle movement areas and the adjoining residential area; and (f) potential conflicts with other traffic.
17.3.2 Discretionary Uses	
Objective: That uses listed as Discretionary do not compromise or distort the activity centre hierarchy	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution	P1 A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to: <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the size and scale of the proposed use; (c) the functions of the activity centre and the surrounding activity centres; and (d) the extent that the proposed use impacts on other activity centres.

4.0 SUMMARY OF APPLICABLE DESIGN TARGETS

The noise sources associated with the operation of the proposed development have been identified. Table 4 details the relevant legislation or guideline applicable for the assessment of each of the identified noise sources.

Table 4: Potential noise impacts and criteria

Potential noise impact	Source of assessment criteria
Mechanical services noise (noise from heating and ventilation, refrigeration equipment, exhaust fans etc, plantroom)	Noise Regulations – Fixed Equipment EPP (Clause 18)
Carwash activities	EPP (Clause 18)
Deliveries & waste collection	EPP (Clause 18)
Late night vehicle movements and carpark activity	EPP (Clause 18)

The following sections set out the derived noise targets at nearest receptors for the assessment of noise from the proposed development.

Although R6 is zoned *commercial*, for the purpose of this assessment, noise from the development has been assessed against more stringent *residential* targets.

4.1 Noise Regulations – Fixed equipment only

The applicable design noise limits for fixed equipment is presented in Table 5.

Table 5: Fixed equipment design noise limits

Period	Day of week	Start time	End time	Noise limit, dB L _{Aeq}
Day/Evening	Monday – Sunday	7 am	10 pm	45
Night	Monday – Sunday	10 pm	7 am	40

4.2 EPP – Cumulative site noise

The applicable design targets relating to cumulative site levels including fixed equipment, deliveries and waste collection design targets for the project are presented in Table 6.

Table 6: Deliveries, waste collection, carpark vehicle activities design targets

Period	Day of week	Start time	End time	Design target, dB L _{Aeq}
Day/Evening	Monday – Sunday	7 am	10 pm	50
Night	Monday – Sunday	10 pm	7 am	45

4.3 EPP – Sleep disturbance

The sleep disturbance design target for the project is presented in Table 7.

Table 7: Sleep disturbance design target

Day of week	Start time	End time	Design target, dB L _{Amax}
Monday – Sunday	10 pm	7 am	60

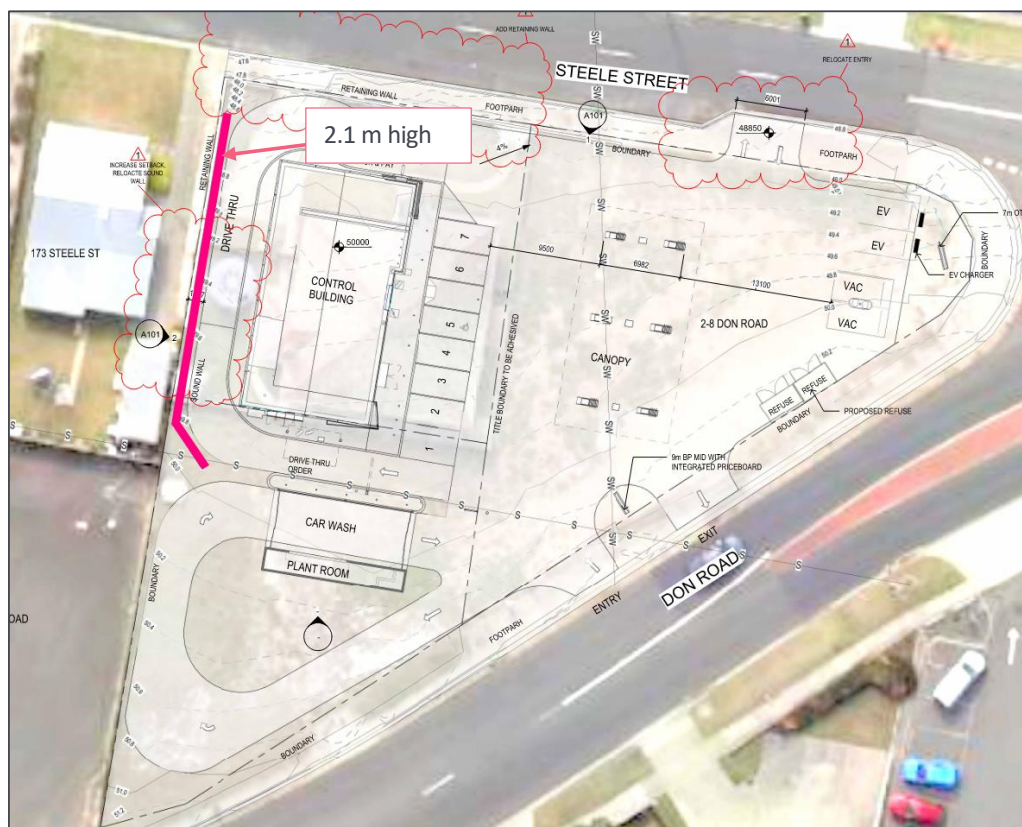
5.0 NOISE MITIGATION MEASURES

5.1 Physical controls

The following mitigation design features have been included in the assessment of noise from the site:

- 2.1 m high fence to the west site boundary, as shown in Figure 3. The construction of the fence may vary but would to be an effective acoustic barrier, will need to meet a minimum surface density requirement of 12 kg/m^2 . Further details as to example construction and best practices are provided in Appendix E
- Full perimeter screening of all mechanical services installed on the roof of the convenience store (packaged air conditioning units, refrigeration condenser units and exhaust cowls etc). The screening is required to extend a minimum of 1 m above the highest point on any given unit. The construction of the screening may vary but would need to meet a minimum surface density requirement of 12 kg/m^2 . The inside of the screening should be lined the full length with a suitable weatherproof sound absorbing material.
- Mechanical services installed on the roof of the convenience store are to be located as far as practical away from the nearest residences.
- The driveways are designed so as to minimise the likelihood of any wheel impact noise from irregularities on the driveway itself or from any service opening cover plates etc.

Figure 3: Extent of site fence





- The auto carwash includes the following design features:
 - Shutter doors at the exit and entry to the auto wash tunnel which remain closed at all times when in use. The doors to meet a minimum sound insulation rating of R_w 33. As an example, articulated shutter door design constructed of 10 mm laminate glass that incorporates full perimeter compression seals so as there are no gaps at the building junction.
 - The walls of the auto carwash enclosure precast concrete panel
 - The roof of the auto carwash enclosure constructed from sheet metal (minimum 0.5 mm BMT) with a 9 mm thick fibre cement ceiling at minimum 100 mm, with insulation in the cavity (90 mm 11 kg/m^3).

5.2 Managerial controls

The following control measures are recommended to be included in the operation of the development:

- Fuel deliveries and waste collection to occur during the day/evening period:
 - Monday to Sunday, 7 am – 10 pm
- Vacuum to operate during the day/evening period:
 - Monday to Sunday, 7 am – 10 pm
- Appropriate managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible, most especially during the night
- Any amplified music played on the premises should be set to a level which is inaudible at the property boundary.

The following recommended best practices should be applied for waste collections and deliveries:

- Refuse bins should be located at sites that provide minimal annoyance to residential premises
- Compaction should be carried out while the vehicle is moving
- Bottles should not be broken up at the collection site
- Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances
- Noisy verbal communication between drivers and operators should be avoided where possible
- Any truck mounted refrigeration motors on delivery trucks/vehicles must be turned off whilst the vehicle is on site.

6.0 NOISE ASSESSMENT

6.1 Noise source data

The noise source data utilised for the assessment has been based on the following:

- Mechanical Services including convenience store plant: Data supplied by the client, based on noise measurements from other similar developments
- Commercial vehicles and related activities: previously measured by MDA.

Details of the source noise data used for this assessment are provided in Appendix C.

6.2 Operational scenarios and assumptions

The noise assessment considers a “typical worst-case scenario” that gives rise to the highest noise level over the assessment period for the respective day/evening and night operations. The assessment is based on the following operational scenarios for a 30-minute assessment period:

Day/evening period (7 am – 10 pm)

- 1 x fuel delivery
- 1 x waste collection
- 1 x store delivery, including continuous unloading
- Auto carwash operation
- Continuous operation of vacuum units
- Drive through operation and associated use of customer ordering device (COD)
- Continuous operation of all mechanical services.

Night period (10 pm – 7 am)

- 1 x store delivery, including continuous unloading
- Auto carwash operation
- Drive through operation and associated use of customer ordering device (COD)
- Continuous operation of all mechanical services.

The following assumptions have been made with respect to the various activities:

- On site commercial vehicle movements at 8 - 10 km/h
- An allowance of 2 minutes for the waste collection operation
- Auto carwash operation for up to 20 minutes in a given 30-minute period (3 cycles)
- Store unloading operations utilises electric pallet jack only (no motorised forklift).

From experience with other similar developments, the estimated drive through patronage and associated use of COD unit patterns is as follows:

- Peak drive-through rates are approximately 38 vehicles per hour between 7 am and 10 pm, and seven (7) vehicles per hour between 10 pm and 7 am
- The average time that the COD is in operation per order is approximately 16 seconds.
- A 30-minute day/evening period will therefore include a total of 5 minutes of COD activity
- A 30-minute night period will therefore include a total of 1 minute of COD activity.

6.3 Predicted noise levels

Based on the operational scenarios/assumptions and the noise mitigation considered in the design (Section 5.0), noise levels have been calculated and are summarised in the following sections.

Details regarding the noise modelling method are provided in Appendix C.

6.3.1 Deliveries and waste collection

The predicted noise levels for delivery and waste vehicle on site movements and related activities are summarised in Table 8.

Table 8: Predicted deliveries and waste collection noise levels over 30-minute period, dB L_{Aeq}

Noise source	R1	R2	R3	R4	R5	R6
Fuel delivery vehicle on site movement	40	43	45	44	29	45
Waste vehicle on site movement	36	38	39	37	24	38
Store delivery vehicle on site movement	36	39	39	37	25	38
Delivery activities (unloading)	29	39	38	35	22	37
Waste collection	38	40	42	42	29	43

6.3.2 Mechanical services

Mechanical plant and services equipment associated with the development may operate 24 hours per day. Equipment is likely to include packaged air conditioning units, refrigeration condenser units and exhaust fans etc. situated either on the roof or at ground of the main store building.

The predicted noise levels for mechanical services are summarised in Table 9.

Table 9: Predicted mechanical services noise levels, dB L_{Aeq}

Noise source	R1	R2	R3	R4	R5	R6
Convenience store roof top plant	37	40	40	40	40	39
Auto carwash plant room	<10	<10	<10	<10	<10	<10
Total	37	40	40	40	40	39

Total noise levels from fixed equipment complies with limits presented in Table 5 at all times.

6.3.3 Carwash and vacuum

The predicted noise levels for the auto carwash and vacuum units are summarised in Table 10.

Table 10: Predicted auto carwash noise levels over 30-minute period, dB L_{Aeq}

Noise source	R1	R2	R3	R4	R5	R6
Auto carwash	23	28	28	26	33	30
Vacuum	39	41	44	45	29	41

6.3.4 Drive through

The predicted noise levels for drive through related activities are summarised in Table 11.

Table 11: Predicted drive through noise levels over 30-minute period, dB LAeq

Noise source	R1	R2	R3	R4	R5	R6
Drive through – Day/Evening	12	15	31	29	24	21
Drive through – Night	<10	<10	24	22	17	14

6.4 Cumulative site noise

Table 12 to Table 13 detail the assessment of the cumulative effective noise levels expected from the proposed site with respect to the day and night EPP acoustic indicator levels.

Table 12: Day/Evening (7 am – 10 pm) period cumulative noise assessment, dB LAeq

Item	R1	R2	R3	R4	R5	R6
Fuel delivery, store delivery and continuous unloading, waste vehicle and collection	44	47	48	47	34	48
Auto carwash and vacuum	39	41	44	45	35	42
Drive through	12	15	31	29	24	21
Mechanical services	37	40	40	40	40	39
Cumulative noise level, dB LAeq	46	49	50	50	42	50
Indicator level, Day/evening, dB LAeq	50	50	50	50	50	50

Table 12 shows that noise levels from the proposed operations can achieve the day/evening acoustic indicator level.

Table 13: Night (10 pm – 7 am) period cumulative noise assessment, dB LAeq

Item	R1	R2	R3	R4	R5	R6
Store delivery and continuous unloading	37	42	41	39	26	40
Auto carwash	23	28	28	26	33	30
Drive through	<10	<10	24	22	17	14
Mechanical services	37	40	40	40	40	39
Cumulative noise level, dB LAeq	40	44	44	43	41	43
Indicator level, Night, dB LAeq	45	45	45	45	45	45

Table 13 shows that noise levels from the proposed operations can achieve the night acoustic indicator level.

6.5 Sleep disturbance

The predicted maximum noise level from night-time activities on-site are provided in Table 14.

Table 14: Predicted maximum noise levels at nearest noise sensitive receivers, dB L_{Amax}

Source	R1	R2	R3	R4	R5	R6
Vehicle car pass by	51	54	53	49	42	53
Normal car activity	53	54	53	51	38	51
Worst case car activity	61	62	62	59	45	60
Conversation	57	58	58	55	35	55
Drive through COD	33	35	37	37	44	58

The maximum noise levels generally meet the design sleep disturbance level 60 dB L_{Amax} at the nearest residences, except for minor (<2 dB) worst case vehicle activity at R1-R3.

In the case of patron vehicles which are driven in a manner considered worst-case for noise, it is recommended that appropriate managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible.

7.0 SUMMARY

PC Infrastructure Pty Ltd propose to develop a service station including convenience store with drive through and car wash facilities on land at 171 Steele Street and 2-8 Don Road, Devonport.

Marshall Day Acoustics has assessed noise expected from the proposed development in accordance with the relevant Tasmanian EPA legislation, guidelines, and accepted industry practice.

This assessment is based on:

- Noise source data obtained from the client and previous noise level measurements by MDA; and
- A detailed 3-dimensional acoustic model of the site and surrounding environment, accounting for typical worst-case day and night operational scenarios and atmospheric conditions which favour the propagation of sound.

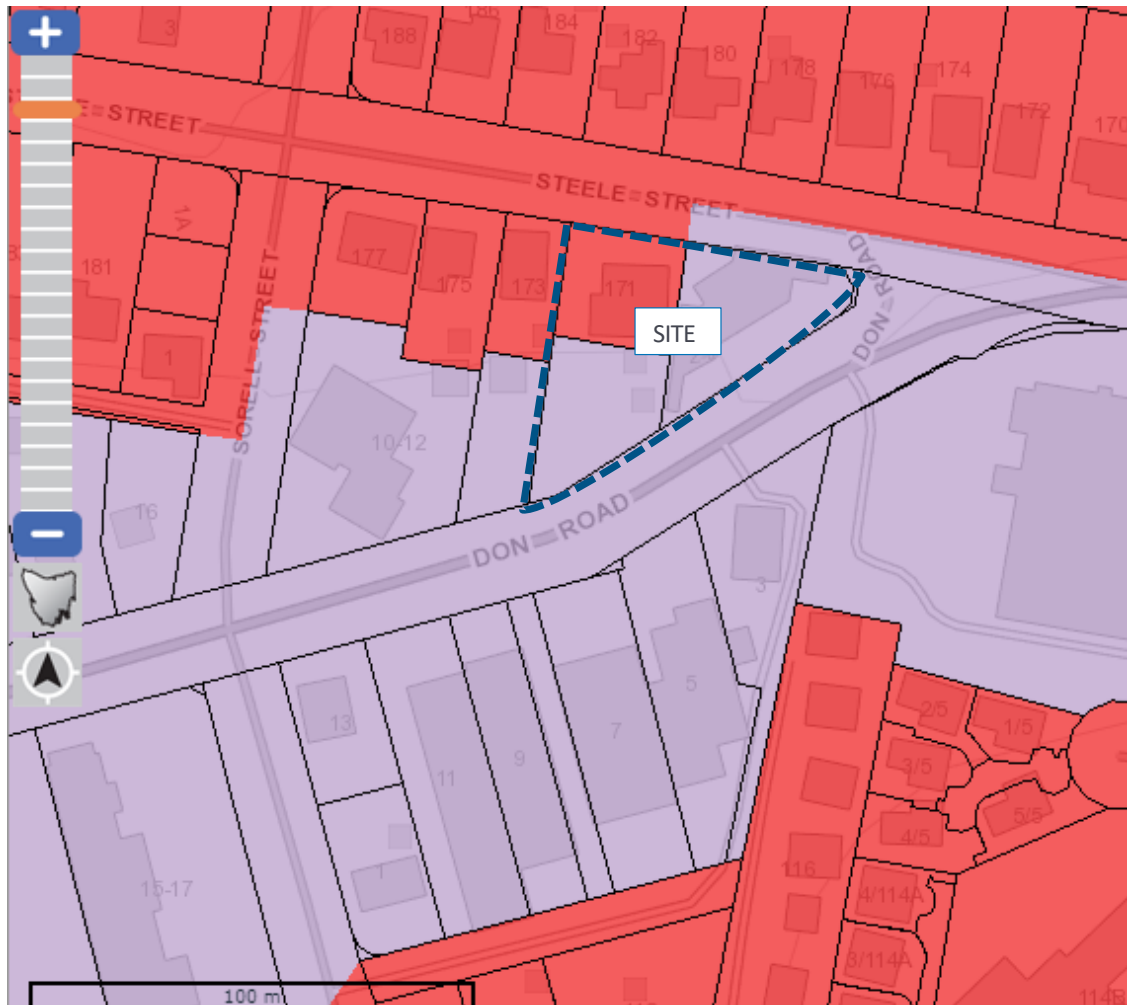
The development is expected to meet the relevant Tasmanian EPA legislation and guidelines, based on the following recommendations:

- Noise mitigation features included in the design, as outlined in Section 5.0
- Fuel deliveries and waste collections to occur during the day/evening period, i.e. Monday to Sunday, 7 am – 10 pm
- Vacuum units to only operate during the day/evening period, i.e. Monday to Sunday, 7 am – 10 pm
- Appropriate managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible.

APPENDIX A GLOSSARY OF TERMINOLOGY

Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
dB	Decibel: The unit of sound level. Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$ i.e. $\text{dB} = 20 \times \log(P/P_r)$
Frequency	The number of pressure fluctuation cycles per second of a sound wave. Measured in units of Hertz (Hz).
Hertz (Hz)	Hertz is the unit of frequency. One hertz is one cycle per second. One thousand hertz is a kilohertz (kHz).
L_{A90}	The noise level exceeded for 90% of the measurement period, measured in dBA. This is commonly referred to as the background noise level.
$L_{Aeq}(t)$	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{Amax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
L_w	Sound Power Level. A logarithmic ratio of the acoustic power output of a source relative to 10^{-12} watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.

APPENDIX B ZONING MAP



APPENDIX C MODELLING METHOD

A 3-dimensional computer acoustic model of the site was created in the environmental noise modelling program SoundPLAN v8.2 to predict noise levels from the proposed operations to the noise affected premises in the vicinity of the site. The noise model has been used to calculate noise levels in accordance with ISO-9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613-2). The noise model enables the calculation of noise levels over a wide area, and accounts for key considerations including site arrangement, terrain and atmospheric conditions.

The ISO 9613-2 standard specifies an engineering method for calculating noise at a known distance from a variety of sources under meteorological conditions that are favourable to sound propagation. The standard defines favourable conditions as downwind propagation where the source blows from the source to the receiver within an angle of +/-45 degrees from a line connecting the source to the receiver, at wind speeds between approximately 1 m/s and 5 m/s, measured at a height of 3 m to 11 m above the ground. Equivalently, the method accounts for average propagation under a well-developed moderate ground based thermal inversion.

Accordingly, predictions based on ISO 9613-2 account for the instances when local atmospheric conditions at the site favour the propagation of sound to surrounding receptor locations. Under alternative atmospheric conditions, such as when the wind is blowing from a receiver location to the development site, the noise levels would be lower than calculated.

To calculate far-field noise levels according to the ISO 9613-2, the noise levels of each source are firstly characterised in the form of octave band frequency levels. A series of octave band attenuation factors are then calculated for a range of effects including:

- Geometric divergence
- Air absorption
- Reflecting obstacles
- Screening
- Ground reflections.

The octave band attenuation factors are then applied to the noise data to determine the corresponding octave band and total calculated noise level at relevant receiver locations.

Geometry data for the model has been sourced from public aerial photography, visual inspections of the area, and building heights defined on the basis of standard assumed heights per floor level. The geometries in the model are simplified representations of the built environment that have been configured to a level of detail that is appropriate for noise calculation purposes.

The following inputs have been referenced in the noise model to predict noise levels from onsite activities.

- Receivers at 1.5 m (single storey) and 4.5 m (two storey) above ground level.
- Receiver locations positioned according to public aerial imagery (imagery sourced from Google Earth)
- Noise source data as detailed in Appendix D
- Noise levels calculated to the receiver building facade, i.e. free-field noise levels in accordance with EPA Guidelines

APPENDIX D NOISE SOURCE DATA

- Mechanical Services including convenience store plant, car wash facilities: Data supplied by the client, based on noise measurements from other developments
- Commercial vehicles and related activities, drive through speaker: Previously measured by MDA

Table 15: Noise source data utilised for assessment

Category	Source	Sound Power Level, dB L _{WA}	Parameter
Carpark activity	Normal patron car (incl car door slam)	95	L _{max}
	Worst-case patron car (incl car door slam)	103	L _{max}
	Patron voices	98	L _{max}
	Patron vehicle pass-by	92	L _{max}
Mechanical	Small exhaust fan with attenuator	71	L _{eq}
	Large Exhaust fan with attenuator	72	L _{eq}
	Small PAC unit	76	L _{eq}
	Large PAC unit	81	L _{eq}
	Small AC unit	59	L _{eq}
	Evaporative cooling unit	80	L _{eq}
	Large Freezer condenser unit	85	L _{eq}
	Small freezer condenser unit	75	L _{eq}
	Large cool room condenser unit	80	L _{eq}
	Small cool room condenser unit	76	L _{eq}
	Amenity exhaust fan	67	L _{eq}
Commercial vehicles	Fuel delivery	106	L _{eq}
	Waste collection	96	L _{eq}
	Store delivery (MRV)	96	L _{eq}
Activities	Waste collection	96	L _{eq}
	Unloading operation (electric pallet jack)	80	L _{eq}
Drive through	Customer order speaker	84	L _{eq}
	Customer order speaker	100	L _{max}
Car wash	Auto carwash – wash and blow dry full cycle	92 (Reverberant sound pressure level inside)	L _{eq}
	Plant room	78 (Reverberant sound pressure level inside)	L _{eq}
	Vacuum	82	L _{eq}

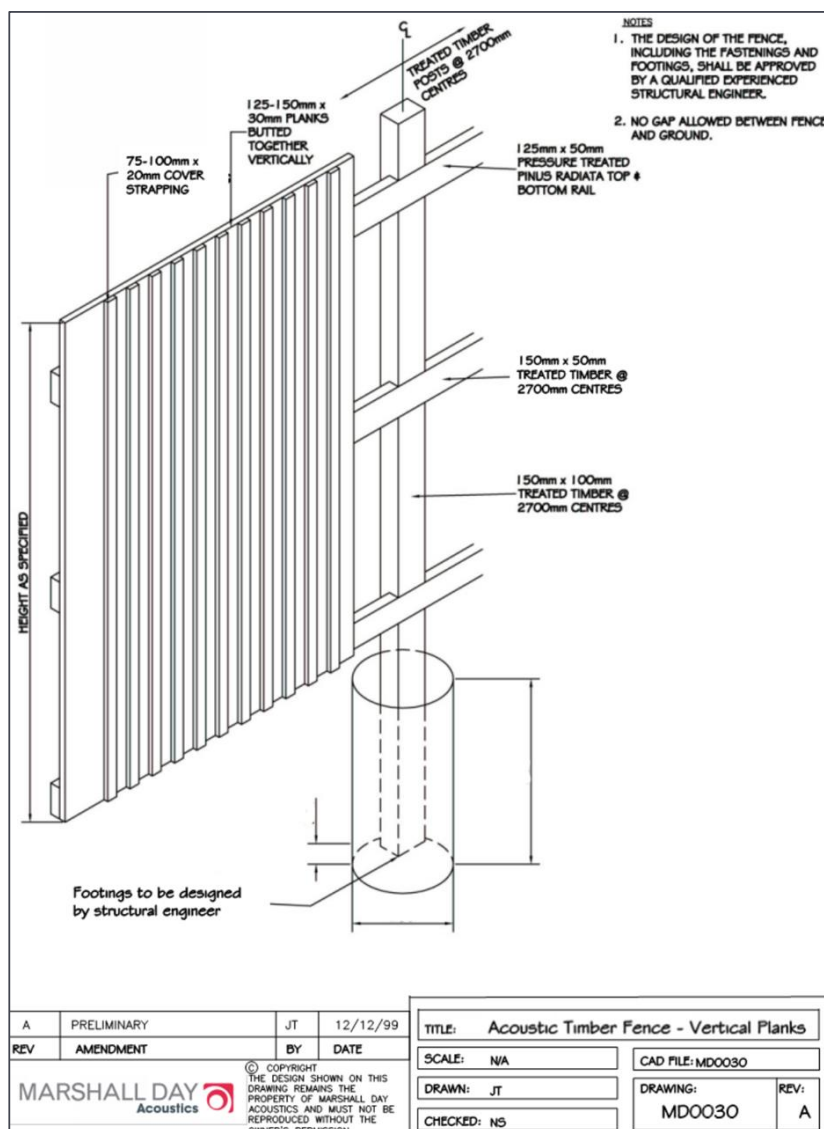
APPENDIX E ACOUSTIC FENCE

The site boundary fencing is to be constructed to provide adequate noise attenuation. The fence material should be constructed from a material of minimum surface density of 12 kg/m² and must be free of holes or gaps. Some suitable materials include the following:

- 30 mm thick timber
- 10 mm laminate glass
- 18 mm thick Perspex
- 9 mm thick compressed fibre-cement sheet
- Concrete, brick, proprietary wall panels or any other material that meets the minimum surface density can also be used.

It is particularly important to ensure that there is no gap at the bottom of the noise barrier. It is common practice to require that a portion of the bottom of the barrier (10-20 cm) be buried in the ground.

An example of one type of timber noise barrier is provided below.



Report Prepared for
PC Infrastructure Pty Ltd.

13 July 2022

**Proposed Service Station
Development**

**Proposed Rezoning and Planning
Permit Application**

2-8 Don Road & 171 Steele Street,
Devonport, Tasmania

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Appendices:

Appendix A	Development Plans
Appendix B	Existing SIDRA Assessment
Appendix C	Swept Path Assessment
Appendix D	Future SIDRA Assessment



1 Introduction:

1.1 Introduction

Ratio Consultants was commissioned by PC Infrastructure Pty Ltd. (the permit applicant) to assess the traffic and parking implications of the proposed development at 2-8 Don Road and 171 Steele Street, Devonport in Tasmania.

The proposed development involves the demolition of the existing buildings and the construction of a 250sqm control building with a connected drive-through convenience retail service, six petrol bowsers, underground fuel tanks, nine on-site parking spaces, automatic car wash and a waste collection area.

For reference, a copy of the development plans are provided in Appendix A of this report.

This report has been prepared to undertake a transport impact assessment of the proposed development for a combined Planning Scheme Amendment (rezoning) and Planning Permit Application.

1.2 Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including consideration of the:

1. Existing traffic conditions surrounding the site.
2. Parking demand likely to be generated by the proposed development.
3. Suitability of the proposed parking in terms of supply and layout.
4. Traffic generation characteristics of the proposed development.
5. Proposed access arrangements for the site.
6. Transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by Oramatis Studio (Rev 1, dated 06/07/2022)
- Tasmania Planning Scheme.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- Peak hour turning movement traffic count surveys at the Don Road / Steele Street intersection obtained on 5 July 2022.
- A desktop review of the subject site and its surrounds.
- Other documents as nominated.



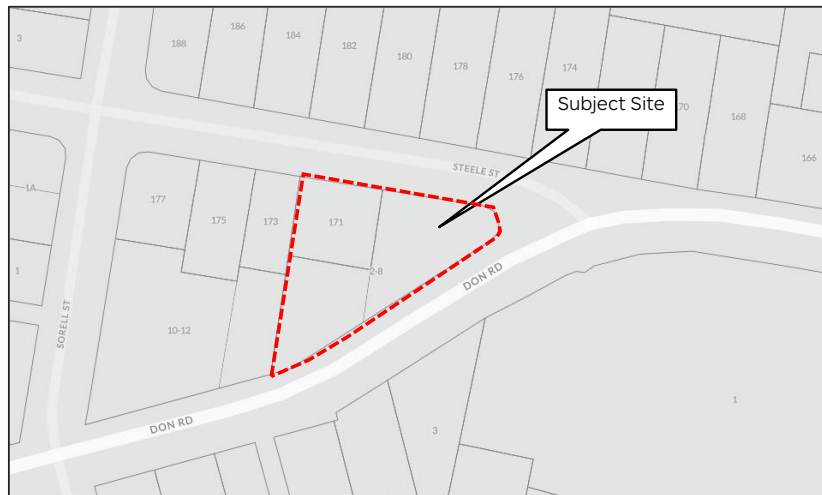
2 Existing Conditions:

2.1 Location and Environment

The subject site is located on the south-western corner of the Don Road/Steele Street intersection within Devonport, Tasmania.

The site's location relative to the surrounding road network is shown in Figure 2.1.

Figure 2.1: Site Location

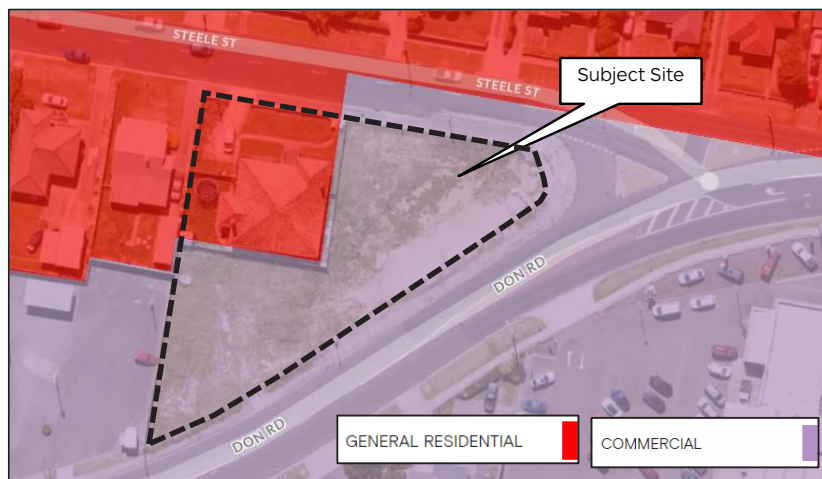


The site at 2-8 Don Road & 171 Steele Street is irregular in shape with frontage to Don Road of approximately 87m, a frontage to Steele Street of approximately 64m, for an overall site area of approximately 2,500sqm.

The site consists of two parcels with the north-western parcel zoned as General Residential and currently occupied by a single dwelling. The remaining land is zoned as Commercial and is currently vacant. The site is subject to an Airport Obstacle Limitation Area Overlay.

Figure 2.2 identifies the Devonport Planning Scheme Zones.

Figure 2.2: Planning Scheme Zones



Source: Planning Maps Online

As part of the development, the Applicant will be seeking a Planning Scheme Amendment (rezoning) for the General Residential zone to be Commercial zone for the site.

Figure 2.3 shows an aerial view of the site and its immediate surrounds.

Figure 2.3: Aerial View of the Site and Surrounds



Source: www.nearmap.com

2.2 Road Network

Don Road is an arterial road under the jurisdiction of Department of State Growth and operates in a northeast-southwest direction along the southern frontage of the site.

In the vicinity of the subject site, Don Road has a typical carriageway width of approximately 12m, accommodating one trafficable lane in each direction. The majority of the site's southern frontage to Don Road contains linemarking only to separate both lanes of traffic.

Don Road operates at a speed of 60km/hr and sealed footpaths are provided on both sides of the road. Additionally, the site currently has one long crossover that fronts the entire southern site frontage to Don Road.

Don Road carries approximately 10,000 vehicles per day¹ and is shown in Figure 2.4 and Figure 2.5.

¹ Based on peak hour traffic counts undertaken in July 2022 and assuming a peak-to-daily ratio of 8% for arterial roads.

Figure 2.4: Don Road (Looking North-East)



Figure 2.5: Don Road (Looking South-West)



Steele Street functions as a local road (under Devonport Council control) that generally runs in an east-west alignment along the northern boundary of the subject site.

Within the vicinity of the site, it has a carriageway width of approximately 10m, accommodating one lane of traffic in each direction. There are two existing site crossovers along the Steele Street frontage of the site.

Steele Street has a default speed limit applicable to a built-up area of 50km/hr. Sealed pedestrian footpaths are provided on both sides of the road.

Steele Street carries approximately 1,500 vehicles per day¹ and is shown in Figure 2.6 and Figure 2.7.

Figure 2.6: Steele Street (Looking West)



Figure 2.7: Steele Street (Looking East)



2.3 Sustainable Transport

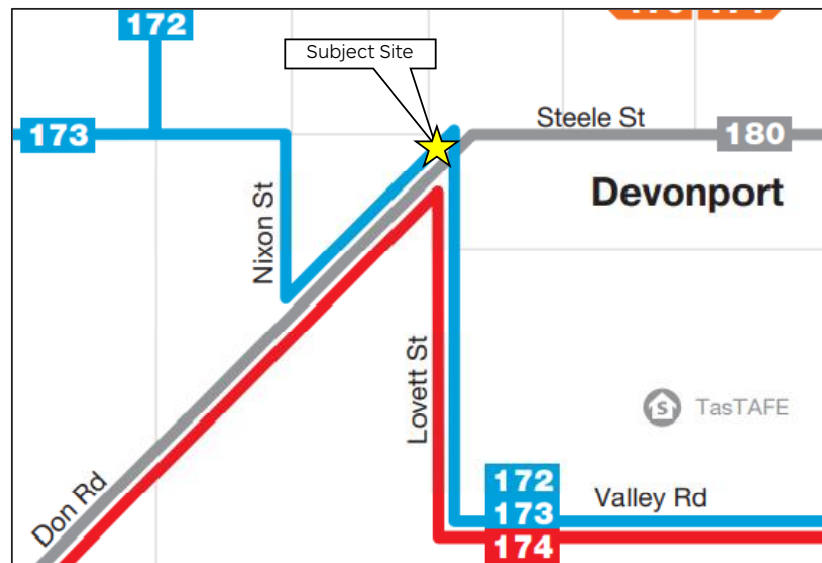
Public Transport

The site has convenient access to a range of public transport facilities with the following services provided within close proximity to the site:

Table 2.1: Public Transport Services - Bus

Route Number	Route Description	Nearest Stop	Walking Distance
172	Miandetta - Devonport	Don Road	225 metres
173	Miandetta - Devonport		
174	Miandetta - Devonport		
180	Ulverstone - Devonport		



Figure 2.8: Public Transport Map

Source: transport.tas.gov.au

2.4 Crash Analysis

A review has been conducted of the Tasmanian Crash Data database for the five-year period of available data for any reported casualty crashes.

This database records all accidents causing injury that have occurred in Tasmania and categorises these accidents as follows:

- Fatal;
- Serious;
- Minor;
- First Aid Given; and,
- Property Damage Only.

A summary of the accidents in the vicinity of the subject site for the last five-year period is presented in the below table.

Table 2.2: Summary of Crashes in the vicinity of the Subject Site (previous 5-year period)

Location	Accident No.				
	Fatal	Serious	Minor	First Aid	Property Damage
Site Frontage					
Don Road	0	0	0	0	0
Steele Street	0	0	0	0	1
Nearby Intersections					
Don Road / Steele Street	0	0	0	0	2
Total	0	0	0	0	3

Table 2.2 indicates that over the last available five-year period, a total of three crashes were recorded in the immediate vicinity of the subject site.

A review of the crash history data indicates that no fatalities have been reported and there does not appear to be any crash trends that should warrant an unconventional site access strategy.

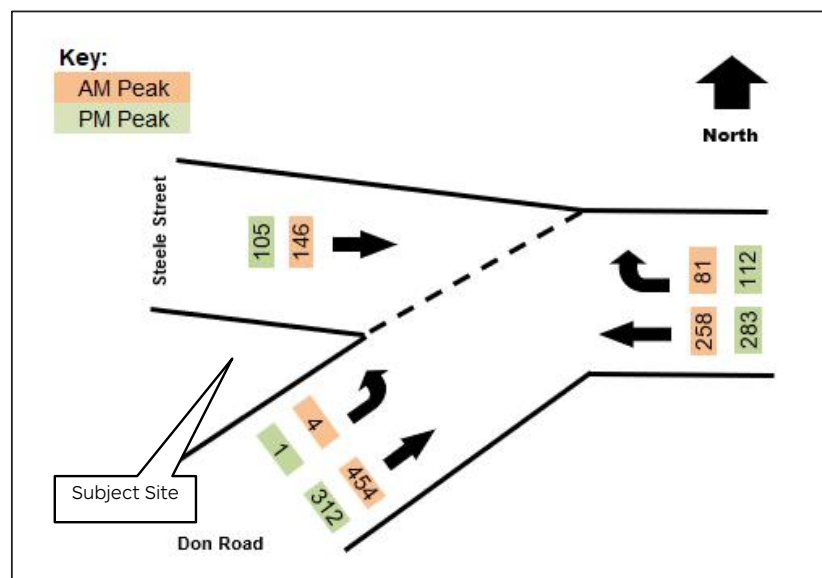
Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a relatively safe manner.

2.5 Traffic Conditions

To determine the existing traffic conditions in the vicinity of the subject site, Ratio Consultants commissioned turning movement counts at the Steele Street / Don Road intersection on Tuesday 5 July 2022 between 8:00am to 9:00am and 5:00pm to 6:00pm.

The results are presented in Figure 2.9.

Figure 2.9: Peak Hour Turning Movements – Tuesday 5 July 2022



Given that the Tasmanian school Term 2 does not conclude until 8 July 2022, the above traffic data is considered to represent typical road network operating conditions².

2.6 Existing Intersection Operation

General

An existing conditions peak hour intersection analysis has been undertaken of the Steele Street / Don Road intersection, using the analysis program SIDRA intersection.

SIDRA Parameters

The key parameters used to determine the operational capacity of an intersection are queue length, average delay and degree of saturation (or volume to capacity ratio).

² Source: <https://www.education.tas.gov.au/about-us/term-dates/>

Degree of Saturation (DoS) is a ratio of arrival (or demand) flow to capacity. DoS above 1.0 represent oversaturated conditions and a DoS below 1.0 represent undersaturated conditions.

The operational rating associated with the DoS is summarised in Table 2.3.

Table 2.3: Ratings of Degree of Saturation

Degree of Saturation (DoS)	Rating
Up to 0.6	Excellent
0.61 – 0.70	Very Good
0.71 – 0.80	Good
0.81 – 0.90	Fair
0.91 – 1.00	Poor
Greater than 1.00	Very Poor

Although operating conditions with a Degree of Saturation around 1.00 are undesirable, it is acknowledged that this level of congestion is typical of many metropolitan intersections during the AM and PM peak hours.

The 95th percentile queue length is the value below which 95 percent of all observed cycle queue lengths fall, or 5 percent of all observed queue lengths exceed.

Average Delay is the average time, in seconds, that all vehicles making a particular movement can expect to wait at an intersection.

Steele Street / Don Road

The results of the existing AM and PM peak hour SIDRA analysis are detailed in Appendix B and summarised in Table 2.4 and Table 2.5.

Table 2.4: Existing AM Peak SIDRA - Steele Street / Don Road

Approach	Movement	AM Peak		
		DoS	95 th ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.14	0	0
	Right	0.08	2	6
Steele Street	Left	0.15	4	7
Don Road (W)	Left	0.25	1	7
	Through	0.25	1	0
Intersection		0.25		



Table 2.5: Existing PM Peak SIDRA - Steele Street / Don Road

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	0	0
	Right	0.09	3	6
Steele Street	Left	0.09	3	6
Don Road (W)	Left	0.17	1	7
	Through	0.17	1	0
Intersection		0.17		

Based on the above, the Steele Street / Don Road intersection is currently operating within 'Excellent' conditions in each of the critical peak hour periods, with minimal increases to queues and delays projected.

3 The Proposal:

3.1 Combined Rezoning and Application

As stated earlier in this report, the development is seeking to apply for a combined rezoning/permit application for the proposed service station development.

3.2 Development Proposal

It is proposed to develop the land at 2-8 Don Road & 171 Steele Street in Devonport for the purpose of a service station with integrated convenience retail sales including drive-through facility for use by customers who wish to make retail purchases without leaving their car

More specifically, the development will incorporate the following land use yield and associate transport infrastructure, as summarised in Table 3.1.

Table 3.1: Land Use and Infrastructure Summary

Land Use		
Land Use Classification	Description	Size/No.
Service Station [1]	6 Bowsers	12 Refilling Points
	Control Building [2]	250 sqm
	Automatic Drive-Through Car Wash [3]	-
Transport Infrastructure		
Type	Description	Size/No.
Pedestrian Access	Along northern and southern boundary	-
Vehicle Access	Steele Street	Fully Directional
	Don Road (West) Don Road (East)	Ingress Only Egress Only
Parking	Car Spaces	9 spaces [4]
	Bicycle Spaces	2 spaces [5]
Loading	Loading and Waste for Control Building	Trucks up to 8.8m long (MRV)

[1] The land use term description for a service station states that “it may include the selling of food, drinks and other convenience goods”, as well as “washing of motor vehicles”, which accounts for the 282sqm control building and automatic car wash included as part of the service station use.

[2] The drive-through to the south of the control building is proposed to offer the OTR-branded food product range available in the store. There will be no indoor seating provided.

[3] No separate staffing requirement arises in relation to the car wash facility; the staff member or members on duty in the control building will be responsible for operation and supervision of the car wash facility.

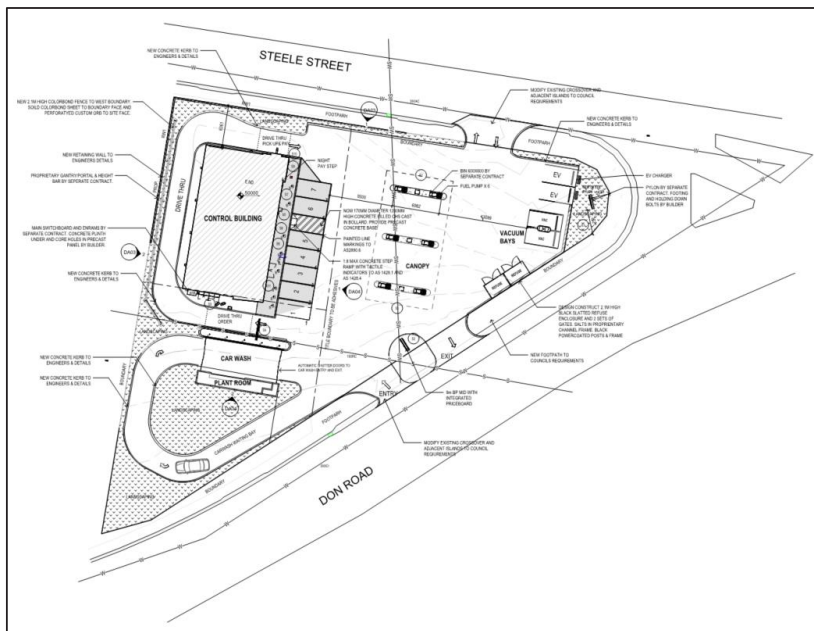
[4] Comprising 6 standard car parking spaces, 1 parking space for people with disabilities (car space 5) and 2 spaces for EV charging.

[5] To be recommended.



The proposed site layout excerpt is shown in Figure 3.1, with full site plan provided in Appendix A of this report.

Figure 3.1: Proposed Site Layout



3.3 Design Recommendations

In order to achieve the best possible traffic engineering design outcome for the proposal, a number of design recommendations are proposed by our office.

The design recommendations are shown on Sheet 1 of Appendix C and are detailed below:

- If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.
- It is recommended that wheel stops and bollards are placed in the required places to prevent vehicle overhang adjacent to the control building.
- It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.

4 Car Parking Assessment:

4.1 Planning Scheme Assessment

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

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or,

(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

Based on the above, Table C2.1 requires the following car parking provision for the development proposal:

- Service station (fuel sales) – 4 spaces per service bay + 1 space per 5 employees.

The proposed development generates a requirement for 1 car space noting that no service bays are provided. At no time will the number of staff on site at any one time exceed 5 people.

During peak trading hours, no more than 3 staff will be on-site at any one time.

The provision of 9 on-site car parking spaces exceeds the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme and is therefore considered satisfactory.

4.2 Car Parking Demand Assessment

Notwithstanding the above Planning Scheme requirements, a car parking demand assessment has been undertaken to determine if the on-site car parking provision is likely to meet the demands associated with the proposal.



The service station land use term description indicates that it may include the selling of food, drinks and other convenience goods.

As such, the control building shown on the development plans is included as part of the service station use, and not as a separate convenience shop tenancy.

It is noted that a large majority of typical service station users will stop at the bowser to refill, walk to the convenience shop to pay and then depart the site in their vehicle, without the need for any formal car parking spaces.

With respect to the connected drive-through convenience retail facility, it should be noted that this facility is proposed to offer the OTR-branded food product range available in the store.

As such, the drive-through convenience retail facility will not require any additional car parking, as vehicles will be continually moved through as the order is completed.

An approximate guide to understanding the potential peak car parking demands that could be expected by the control building that supports the service station could be determined by car parking rates applied to a convenience shop land use that has similar characteristics.

Adopting an industry-standard car parking rate of 3.5 spaces per 100sqm to the 250sqm control building results in a car parking demand of up to eight car parking spaces.

Overall, based on the above discussions, the proposed car parking provision for nine on-site spaces is considered to be satisfactory, noting that car parking has been located appropriately around the site so that there is a sufficient supply in close proximity to meet the demands of each of the relevant land uses.

Indeed, advice provided by the Applicant, who has developed and/or operates similar sites in Victoria, South Australia and Western Australia, indicates this provision is expected to be more than sufficient.

4.3 DDA Car Parking

In addition to the statutory car parking requirements in the Planning Scheme, the Building Code of Australia (BCA) outlines the requirements for the provision of car parking for people with disabilities.

An assessment of the BCA disabled car parking requirements for the development proposal is outlined in Table 4.2.

Table 4.1: BCA Car Parking Requirements

Description	Use	BCA Disabled Parking Requirements
Shop	Class 6	1 space for every 50 car parking spaces or part thereof

Parking spaces for people with disabilities can be included in the total number of spaces required by the Planning Scheme.

The on-site provision of one space for people with a disability meets the BCA requirement and is considered appropriate.

5 Access and Car Parking Layout:

5.1 Design Overview Assessment

An assessment against the relevant design standards of the Planning Scheme is provided below:

5.2 Car Parking Layout

An assessment against the relevant design standards of the Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme is provided below. The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

“Parking, access ways, manoeuvring and circulation spaces must either:

- a) *comply with the following:*
 - (i) *have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*
 - (ii) *provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
 - (iii) *have an access width not less than the requirements in Table C2.2;*
 - (iv) *have car parking space dimensions which satisfy the requirements in Table C2.3;*
 - (v) *have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*
 - (vi) *have a vertical clearance of not less than 2.1m above the parking surface level; and*
 - (vii) *excluding a single dwelling, be delineated by line marking or other clear physical means; or,*
- b) *comply with Australian Standard AS 2890- Parking facilities, Parts 1-6”.*

The following is relevant with respect to the development proposal:

- i. The gradients comply with the relevant requirements of AS2890 as demonstrated in Section 5.3.
- ii. All vehicles can enter and exit the site in a forward direction.
- iii. Table C2.2 requires an internal access width not less than 4.5m for the first 7m from the roadway carriageway and 3m thereafter; and at changes of direction or intersections have an internal radius not less than 4m or a width more than 4.2m.

In this case the typical access width is in excess of 4.5m along the aisles that connect to Steele Street and Don Road. The drive-through facility is a minimum width of 3.5m and the radii on all turns exceeds 4m.
- iv. Table C2.3 requires parking dimensions of 5.4m length x 2.6m width with combined access and manoeuvring width of 6.4m for 90-degree parking.



In this case all parking spaces comply with the requirements with the exception of car space length, noting that car spaces are proposed to be 4.9m. In this respect, the proposal provides car spaces with a length of 4.9m accessed via a 9.5m aisle.

Given the excessive aisle width (to cater for the occasional tanker movement), the 4.9m long spaces are easily accessible due to the manoeuvring area that an aisle provides (particularly noting that the standard requires a minimum aisle width of 6.4m).

If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.

- v. Refer to iv above.
- vi. The vertical clearance exceeds 2.1m above the parking surface level.
- vii. Line marking is provided on all on-site car parking spaces.

Australian Standards Assessment. Refer to Sections 5.3, 5.4, 5.5 and 5.6. The car parking layout meets the requirements of the relevant Australian Standards for car parking.

Based on the above assessment the development meets the requirements of Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme.

5.3 Car Parking and Manoeuvring

The car parking layout was assessed against the requirements of AS2890.1.

Australian Standards, AS2890.1 requires the following minimum dimensions for User Class 3 (short-term city and town centre parking, parking stations, hospital and medical centres):

- Minimum space width – 2.6 metres.
- Minimum space length – 5.4 metres.
- Minimum aisle width – 5.8 metres.

All car parking space widths and aisle widths exceed these minimum values.

All car parking spaces lengths are 4.8m which is below the minimum requirement of AS2890.1. The reduced length is considered appropriate, as discussed in Section 5.2 in this report. However, if it is sought by Council, there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.

The car parking spaces and manoeuvring area are therefore considered appropriate and broadly meets the requirements of AS2890.1.

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%).

All parking spaces and manoeuvring areas have slopes that are less than the above values.



5.4 Commercial Parking

The Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme states:

“The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2– 2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site”.

Deliveries for the convenience shop and drive-through associated with the service station are typically completed by vehicles ranging between a 6.4m long small rigid vehicle (SRV) and an 8.8m medium rigid vehicle (MRV) in size.

The development facilitates the delivery of fuel by a 16.4m long fuel tanker.

AS2890.2 requires that the loading bay service area is dependent on a combination of:

- a) *The maximum size of vehicle likely to use the facility.*
- b) *The frequency with which vehicles of different classification use the facility; and,*
- c) *Whether the public road from which the facility is accessed is a major or minor road.*

Loading is proposed to be conducted within car parking spaces outside of peak hours whilst waste is proposed to be collected from the refuse collection area to the eastern corner of the subject site.

Typically, the underground fuel tank stores at a petrol station are refilled by a 16.4m OTR Tanker delivery truck. The refilling point for the underground tanks is located adjacent to the east of the fuel bowzers.

It is understood that the site will have one fuel truck delivery per week, on average.

A swept path assessment has been undertaken to demonstrate that a 16.4m OTR Tanker is able to enter the site via the access to Steele Street, prop adjacent to the tanks refilling point and exit the site via the Don Road egress point, even if the fuel bowzers and adjoining car parking spaces are occupied.

A swept path assessment also confirms that a vehicle (B99) will be able to enter the site and utilise the bowzers while the tanker is stationary.

Given that the fuel deliveries are generally scheduled to take place outside of peak periods, it is evident that sufficient access will be maintained through the site while the tanker is parked for refilling.

The proposed access and manoeuvring arrangements therefore comply with 3.2.3 of AS2890.2. Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme is met.

5.5 Accessible Parking

The development provides a total of one disabled parking space, located adjacent to the Control Building.

The dimensions and layout of the accessible parking spaces comply with the requirements of AS2890.6 (specifically noting the requirement for a ‘shared space’ adjacent to the accessible parking space).



5.6 Motorcycle Parking

No motorcycle parking spaces are proposed.

The Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme states *“the number of on-site motorcycle parking spaces for all users must be no less than the number specified in Table C2.4”*.

The requirements of Table C2.4 are summarised as follows:

Table 5.1: Statutory Motorcycle Parking Requirement

No. of Car Parking Spaces Required for a Use	No. of Motorcycle Parking Spaces Required for a Use
0-20 spaces	No Requirement
21-40 spaces	1 space
41 or more spaces	1 space for every 20 car spaces

In this instance, the required number of spaces is zero spaces.

The provision of zero motorcycle parking spaces therefore complies with the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

5.7 Car Parking Layout Summary

The car parking layout broadly meets the relevant requirements of AS2890.1, AS2890.2, AS2890.3 and AS2890.6. Noting that if it is sought by Council, there is sufficient spare width within the aisle to provide for the 5.4m long car parking spaces if required.

The car parking layout therefore meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

5.8 Pedestrian Access

The Acceptable Solution A1.1 of Clause C2.6.5 of the Planning Scheme states:

“Uses that require 10 or more car parking spaces must:

- 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:*
 - i. *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
 - ii. *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
- b) *be signed and line marked at points where pedestrians cross access ways or parking aisles”.*

As the development provides nine car parking spaces, it does not trigger the requirement to provide for the footpath, signage and linemarking.

The development was assessed against the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme, which states:



“Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- a) the characteristics of the site;*
- b) the nature of the use;*
- c) the number of parking spaces;*
- d) the frequency of vehicle movements;*
- e) the needs of persons with a disability;*
- f) the location and number of footpath crossings;*
- g) vehicle and pedestrian traffic safety;*
- h) the location of any access ways or parking aisles; and,*
- i) any protective devices proposed for pedestrian safety.*

The following is relevant with respect to P1:C2.6.5:

- a) The site layout and pedestrian facilities is considered typical of a service station. Petrol stations typically have pedestrian movements within the car parking manoeuvring area (i.e. a customer walking from the bowser to the control building to pay for fuel). The low-speed environment and general awareness of this activity makes this safe and acceptable.
- b) The nature of the use is typical of a petrol station and control building. There will be a degree of familiarity with the use of the development site due to the resemblances with similar sites.
- c) The site has a total of 9 on-site car parking spaces. The number of parking spaces is relatively low and therefore there will be generally low vehicle / pedestrian conflict. Cars will also park at the fuel bowser sites which are separated from the general parking spaces.
- d) The frequency of vehicles relates to the traffic generation and the turnover of the parking spaces and fuel bowsers near the pedestrian aisles. The drive-through component of the site will generate the highest peak generation.
- e) One disabled parking space is located immediately adjacent to the control buildings access. The path along the front of the building complies with gradient requirements of AS2890.6.
- f) No internal footpath crossings are provided.
- g) Refer to (a) and (b) above. The low-speed environment and general awareness of this activity makes the pedestrian environment safe and acceptable given the nature of the land uses of the development.
- h) Refer to (a) above.
- i) No protective devices are provided due to site constraints. Wheel stops will be installed to prevent vehicles from encroaching onto the footpath.

On this basis the car parking layout and pedestrian facilities meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.



5.9 Access Impact

The traffic generation associated with the development will be split across two vehicular accesses to the site.

Generally, the additional traffic generation at each access will be 60 vehicles per peak hour, with six movements considered to be 'new' vehicle movements assuming that both accesses will have equal volumes.

The Acceptable Solution A1.1 of Clause C3.5.1 of the Planning Scheme states:

"For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing".

The proposed development reuses two existing vehicular accesses to the site. The Acceptable Solution A1.1 of Clause C3.5.1 of the Planning Scheme is met.

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states:

"Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road".

Table C3.1 states that the acceptable increase in daily traffic volume at a vehicle crossing on major roads is 10% or 10 vehicles per day, whichever is greater.

The increased daily traffic generation is estimated to be greater than 10%, therefore the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not met. The Performance Criteria P1 of Clause C3.5.1 states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and,*
- (h) any advice received from the rail or road authority".*

The following is relevant with respect to the development proposal:

a. Increase in traffic. The increase in traffic is estimated to be in the order of 120 vehicles per hour. The peak increase is estimated to be 12 vehicles per hour (two-way movements). The configuration of the accesses will result in safe and efficient traffic movements.

b. Nature of traffic. The traffic generated by the development will be similar in nature to the previous use of the site and consistent with the traffic in the surrounding transport network.



c. Nature of road. Don Road is a major highway. It has sufficient spare capacity to cater for the traffic generated by the development proposal. Steele Street is also considered to have sufficient capacity to cater for the traffic generated by the development proposal.

d. Speed limit and traffic flow or road. The posted speed limit of Don Road is 60km/hr. The posted speed limit of Steele Street is 50km/hr.

e. Alternative access. No alternative access is considered necessary.

f. Need for use. The need for the development has not been assessed in this report.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

h. Road authority advice. The road authority has not provided specific advice in relation to the development proposal.

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

5.10 Swept Path Assessment

Fuel Tanker Access

Access to the fill point for the underground fuel tanks will be provided to the south-east of the proposed pumps.

A fuel delivery vehicle can enter the site and prop whilst allowing sufficient room for vehicles to safely and easily pass the delivery vehicle.

A swept path assessment has been conducted of the service station access and circulation arrangements using the 'Autodesk Vehicle Tracking' software.

A 16.4 metre OTR Tanker was used in the assessment of the fuel delivery vehicle movements, whilst a B99 (99.8th percentile vehicle) was used in the assessment of all other vehicle movements.

Drive-Through Arrangements

The drive-through facility has a minimum width of 3.5 metres which exceeds the access way width (3.0m) requirements set out in the Tasmania Planning Scheme.

The swept path assessment, presented in Appendix C, confirms that the drive-through facility has been designed to accommodate a B99 (99.8th percentile vehicle).

Automatic Car Wash Arrangements

The drive-through car wash facility has a minimum width of 3.5 metres which exceeds the access way width (3.0m) requirements set out in the Tasmania Planning Scheme.

The swept path assessment, presented in Appendix C, confirms that the drive-through facility has been designed to accommodate a B99 (99.8th percentile vehicle).



5.11 Summary

The assessment indicates that the access arrangements and car parking layouts have been designed appropriately and in general accordance with the requirements of the Tasmania Planning Scheme and/or AS/NZS 2890.1:2004.



6 Bicycle Parking:

6.1 Bicycle Parking Requirement

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

“Bicycle parking spaces must:

- a) be provided on the site or within 50m of the site; and
- b) be no less than the number specified in Table C2.1”.

The requirements of Table C2.1 are set out in Table 6.1.

Table 6.1: Statutory Bicycle Parking Requirement

Use	Size/No.	Statutory Parking Rate	Statutory Requirement
Service Station	5 employees	1 bicycle space per 5 employees	1 space
Total			1 space

On the basis of the above, the development has a statutory requirement to provide one bicycle parking space.

It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.

The provision of two bicycle parking spaces would exceed the bicycle parking requirements of the requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme. and is therefore considered satisfactory once implemented.



7 Traffic Assessment:

7.1 Traffic Generation

Traffic attracted to service stations generally comprises a combination of passing trips on the arterial network and new / diverted trips, attracted specifically to the site for the purposes of purchasing fuel or convenience items.

The subject site has excellent exposure to passing traffic along both Don Road and Steele Street. As such, it is expected that most customers will be passing trade, taking advantage of the facilities offered as part of a broader trip purpose.

Traffic surveys undertaken by other traffic engineering consultants indicate that service stations typically generate traffic at a rate of up to 20 vehicle movements per two-sided fuel bowser during peak hours.

These trips will be split equally between inbound and outbound vehicle movements.

Adopting this rate, the proposed service station and kiosk would be estimated to generate up to **120 vehicle movements** per hour to/from the site during the peak hour periods.

It should be noted that customers of the retail component of the control building are expected to be entirely part of multi-purpose trips to the site (i.e. vehicles already visiting the petrol station).

Therefore, this use is not expected to generate any additional vehicle movements to the site, other than those already accounted for in the above traffic generation estimates.

7.2 Characteristics Trip Type

An important characteristic of the traffic generation of service stations is the different types of trips which may occur.

These different trip types correspond to:

- 'Primary Trips'
- 'Link-diverted Trips'
- 'Non-link-diverted Trips'

Primary trips and link-diverted trips involve a vehicle either making a special trip or a modification of the route to an existing trip.

Non-link-diverted trips, on the other hand, correspond to those trips which do not involve a diversion from the route that would otherwise have been taken, or in other words are trips generated by passing traffic.

The important distinction here is that it is only primary trips and link diverted trips which impact upon the external road network.

Non-link-diverted trips are already present on the adjacent road network, and although these trips need to be considered in the design of access driveways, turning lanes and so on, they do not constitute additional traffic per se.

A significant proportion of traffic is anticipated to access the site during the road network peak hour as non-link-diverted trips and as such, it is anticipated that few additional trips would be generated along Don Road or Steele Street.



Indeed, up to 90% of traffic using a service station are likely to be passer-by trips based on the RTA guideline. Of these trips, all are assumed to be non-link-diverted trips. The balance of trips are assumed to be 'primary trips' (i.e. new to the network).

Due to the location of the service station, it is reasonable to assume that 90% of the trips will be passer by trips with 10% of trips being primary trips.

7.3 Traffic Assessment

Based on the preceding assessment, the estimated peak hour traffic generated by the development is summarised in Table 7.1.

Table 7.1: Estimated Peak Hour Trip Generation

	Weekday AM Peak Period			Weekday PM Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Service Station	60	60	120	60	60	120
Passer by trips (90%)	-54	-54	-108	-54	-54	-108
Total	6	6	12	6	6	12

As shown in the preceding table, it is anticipated that the development may generate up to 12 'new' vehicle movements during the critical AM and PM peak hour periods.

7.4 Traffic Impact

Based on the conservative assessment, without removing trips associated with the existing use, the proposed development is estimated to generate in the order of 12 'new' vehicle movements on the frontage roads during the peak periods.

The additional 12 'new' vehicle movements expected during the peak hours represent an average additional traffic movement every 5 minutes during the busiest operating times, with reduced volumes at all other times.

Assuming trips are equally distributed across the two site access points, results in an estimated increase on Steele Street and Don Road of up to six vehicle movements during the peak periods, equivalent to one additional traffic movement every 10 minutes.

This level of traffic will be imperceptible in the context of the existing function of both Steele Street and Don Road.

As such, it is expected the development traffic can readily be accommodated in a safe and effective manner.

Despite the relatively low increase in traffic anticipated, a SIDRA assessment of the Don Road / Steele Street intersection in post-development conditions has been undertaken to provide a robust assessment of the traffic impact.

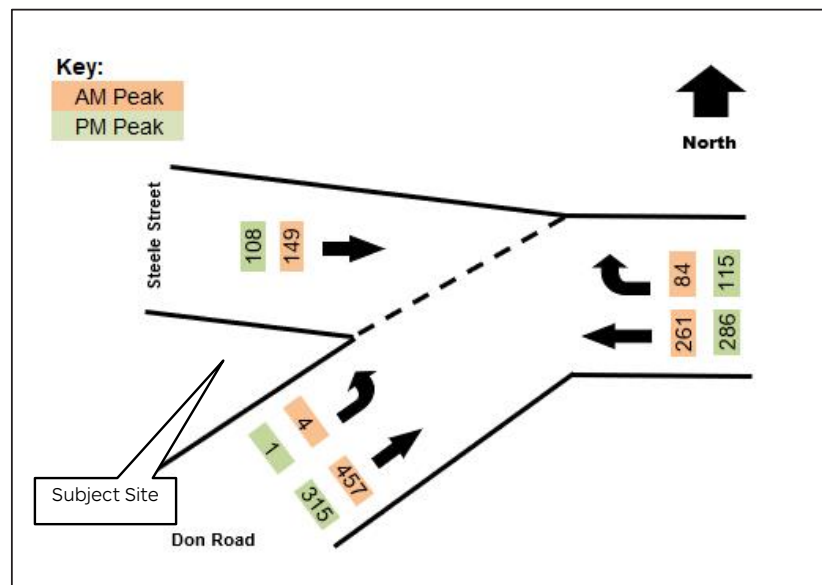
7.5 Traffic Distribution

For the purposes of this assessment, it has conservatively been assumed that all 'new' traffic will be utilising the Steele Street / Don Road intersection to access the site.

However, in reality it is highly likely that a portion of traffic will access / egress to the subject site to/from the west without passing through the Steele Street / Don Road intersection.

The resultant anticipated post development peak hour traffic volumes at the Steele Street / Don Road intersection are shown in Figure 7.1.

Figure 7.1: Post Development Traffic Volumes



7.6 Intersection Analysis

Steele Street / Don Road

The results of the post development AM and PM peak hour SIDRA analysis are detailed in Appendix D and summarised in Table 7.2 and Table 7.3.

Table 7.2: Future AM Peak SIDRA - Steele Street / Don Road

Approach	Movement	AM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.15	0	0
	Right	0.08	2	7
Steele Street	Left	0.16	4	7
Don Road (W)	Left	0.25	1	7
	Through	0.25	1	0
Intersection		0.25		

Table 7.3: Future PM Peak SIDRA - Steele Street / Don Road

Approach	Movement	PM Peak		
		DoS	95%ile Queue (m)	Avg Delay (s)
Don Road (E)	Through	0.16	0	0
	Right	0.09	3	6
Steele Street	Left	0.10	3	6
Don Road (W)	Left	0.17	1	7
	Through	0.17	1	0
Intersection		0.17		

Based on the above, the Steele Street / Don Road intersection is anticipated to continue to operate within 'Excellent' conditions in each of the critical peak hour periods, with minimal increases to queues and delays projected.

The preceding analysis indicates that the proposed development will have a negligible impact on the existing conditions of the Steele Street / Don Road intersection.

The proposed access arrangements from the subject site to the adjacent local road network are considered appropriate.

Having regard to the above analysis and discussion, against the existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety and function of the surrounding road network.

8 Conclusion:

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposed development is for a service station incorporating:
 - 6 bowsers (12 petrol filling points).
 - Control building of 250sqm. floor area including retail display, sales and storage areas, customer amenities and drive-through.
 - Automatic Car Wash.
- The proposed development generates a statutory car parking requirement for one space.
- It is noted that the vast majority of petrol station users will stop at the bowser to refill, walk to the convenience shop to pay and then depart the site in their vehicle, without the need for any formal on-site car parking spaces.
- Notwithstanding the above, it is anticipated that the site could generate a car parking demand of up to 9 car parking spaces.
- The proposed supply of nine on-site car parking spaces meets the anticipated car parking demand is considered to be satisfactory.
- The proposed parking layout and site access arrangements are consistent with the requirements set out in the Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- Notwithstanding the above and in order to achieve the best possible traffic engineering design outcome for the proposal, a number of design recommendations are proposed by our office. The design recommendations are shown on Sheet 1 of Appendix C and are detailed below:
 - If it is sought by Council, it is considered that there is sufficient spare width within the aisle to provide for the 5.4m long spaces if required.
 - It is recommended that the application plans be amended to provide two bicycle parking spaces adjacent to the control building in the form of one hoop.
- CAD-based swept path assessment have been completed to demonstrate that key vehicle movements can be completed by the relevant design vehicles throughout the site, with adequate clearance to adjacent structures.
- No on-site bicycle parking is statutorily required by the proposed development. Notwithstanding, it is recommended that one bicycle hoop (two bicycle parking spaces) be provided in close proximity to the control building to cater for any potential bicycle parking demands.
- Loading and waste collection can be completed by up to and including an 8.8m long MRV. The loading area will cater for all loading and waste collection needs.
- The 16.4m OTR Tanker will be able to enter the site from Steele Street, prop near the fuel filling point and exit via Don Road in an on-site clockwise direction, whilst allowing vehicle ingress and egress movements at all times.
- It is anticipated that the proposed development will generate 12 'new' vehicle movements during the critical weekday AM and PM peak hour periods, with the remaining traffic being passing traffic that is already on the road network.



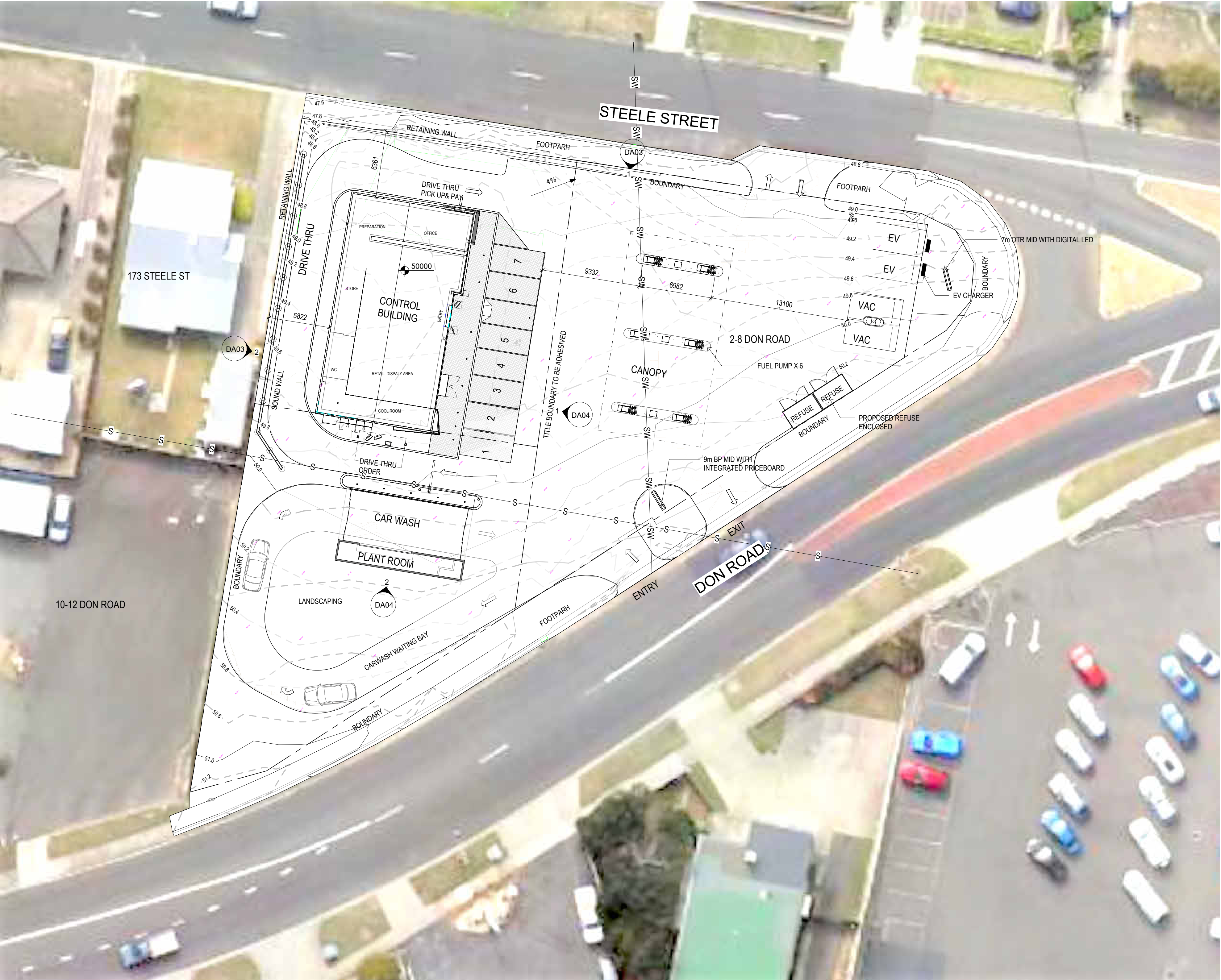
- It should also be noted that customers for the retail component of the control building are expected to entirely part of the multi-purpose trips to the site (i.e. vehicles already visiting the service station).
- Against the existing traffic volumes on Steele Street and Don Road, the estimated site generated vehicle movements through the access points cannot be expected to adversely compromise the performance of the surrounding road network. Indeed, the additional 12 'new' vehicle movements expected during the peak hours represent an average additional traffic movement each 5 minutes during the busiest times, with reduced volumes at all other times.
- It should also be noted that the existing use of the site generates traffic in its own right. As such, the increase in traffic of 12 'new' vehicle movements is considered negligible to the operation of the external road network.

Overall, the proposed development is not expected to create adverse traffic or parking impacts in the precinct.



Appendix A Development Plans





SITE PLAN
1 : 200



Oramatis Studio

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e: admin@oramatis.com.au
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GENERAL NOTES

Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
1	ADJUST SITE PLAN TO SITE SURVEY	20/05/2022

PROJECT

OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CLIENT

PC INFRASTRUCTURE

NORTH



PLCUT DATE

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REVISION

1

PROJECT ID

2237

CHECKED BY

A.HILL

SCALE

1 : 200 @ A1

DRAWN BY

CLI

DRAWING NUMBER

DA02

DRAWING NAME

PROPOSED SITE PLAN

Appendix B Existing SIDRA Assessment



SITE LAYOUT

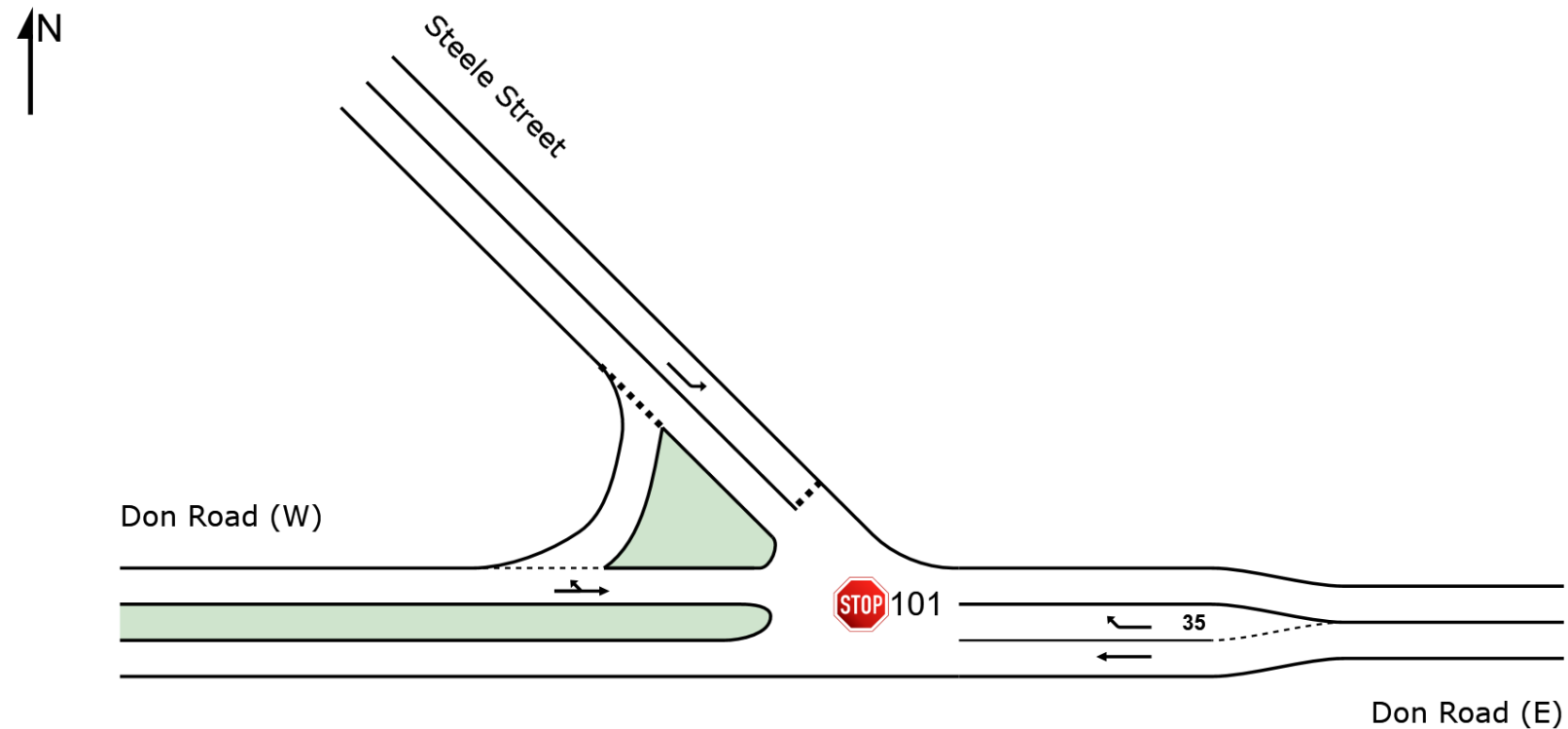
 **Site: 101 [Steele Street / Don Road - Existing AM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

MOVEMENT SUMMARY

Site: 101 [Steele Street / Don Road - Existing AM Peak (Site Folder: General)]

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	259	2.0	273	2.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	81	0.0	85	0.0	0.077	6.4	LOS A	0.3	2.3	0.50	0.66	0.50	52.9
Approach		340	1.5	358	1.5	0.143	1.6	NA	0.3	2.3	0.12	0.16	0.12	58.1
NorthWest: Steele Street														
27a	L1	146	0.0	154	0.0	0.151	7.0	LOS A	0.6	4.2	0.49	0.71	0.49	52.2
Approach		146	0.0	154	0.0	0.151	7.0	LOS A	0.6	4.2	0.49	0.71	0.49	52.2
West: Don Road (W)														
10b	L3	4	0.0	4	0.0	0.251	7.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.8
11	T1	454	2.0	478	2.0	0.251	0.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.9
Approach		458	2.0	482	2.0	0.251	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.9
All Vehicles		944	1.5	994	1.5	0.251	1.7	NA	0.6	4.2	0.12	0.17	0.12	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

MOVEMENT SUMMARY

Site: 101 [Steele Street / Don Road - Existing PM Peak (Site Folder: General)]

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	283	2.0	298	2.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	112	0.0	118	0.0	0.089	5.7	LOS A	0.4	2.8	0.41	0.60	0.41	53.1
Approach		395	1.4	416	1.4	0.156	1.6	NA	0.4	2.8	0.12	0.17	0.12	57.8
NorthWest: Steele Street														
27a	L1	105	0.0	111	0.0	0.091	6.1	LOS A	0.4	2.5	0.39	0.62	0.39	52.6
Approach		105	0.0	111	0.0	0.091	6.1	LOS A	0.4	2.5	0.39	0.62	0.39	52.6
West: Don Road (W)														
10b	L3	1	0.0	1	0.0	0.169	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
11	T1	312	0.0	328	0.0	0.169	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
Approach		313	0.0	329	0.0	0.169	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		813	0.7	856	0.7	0.169	1.6	NA	0.4	2.8	0.11	0.16	0.11	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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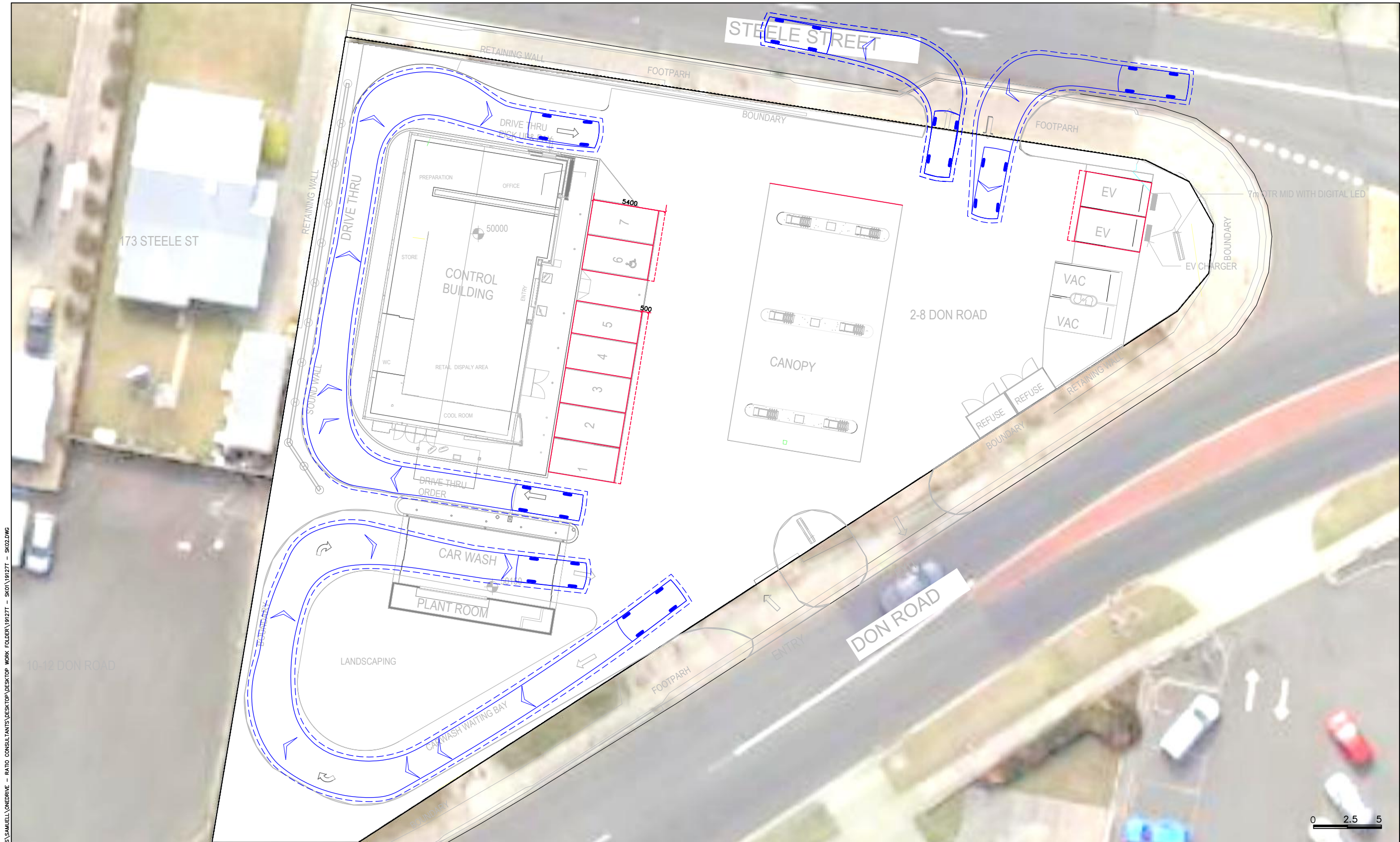
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Appendix C Swept Path Assessment



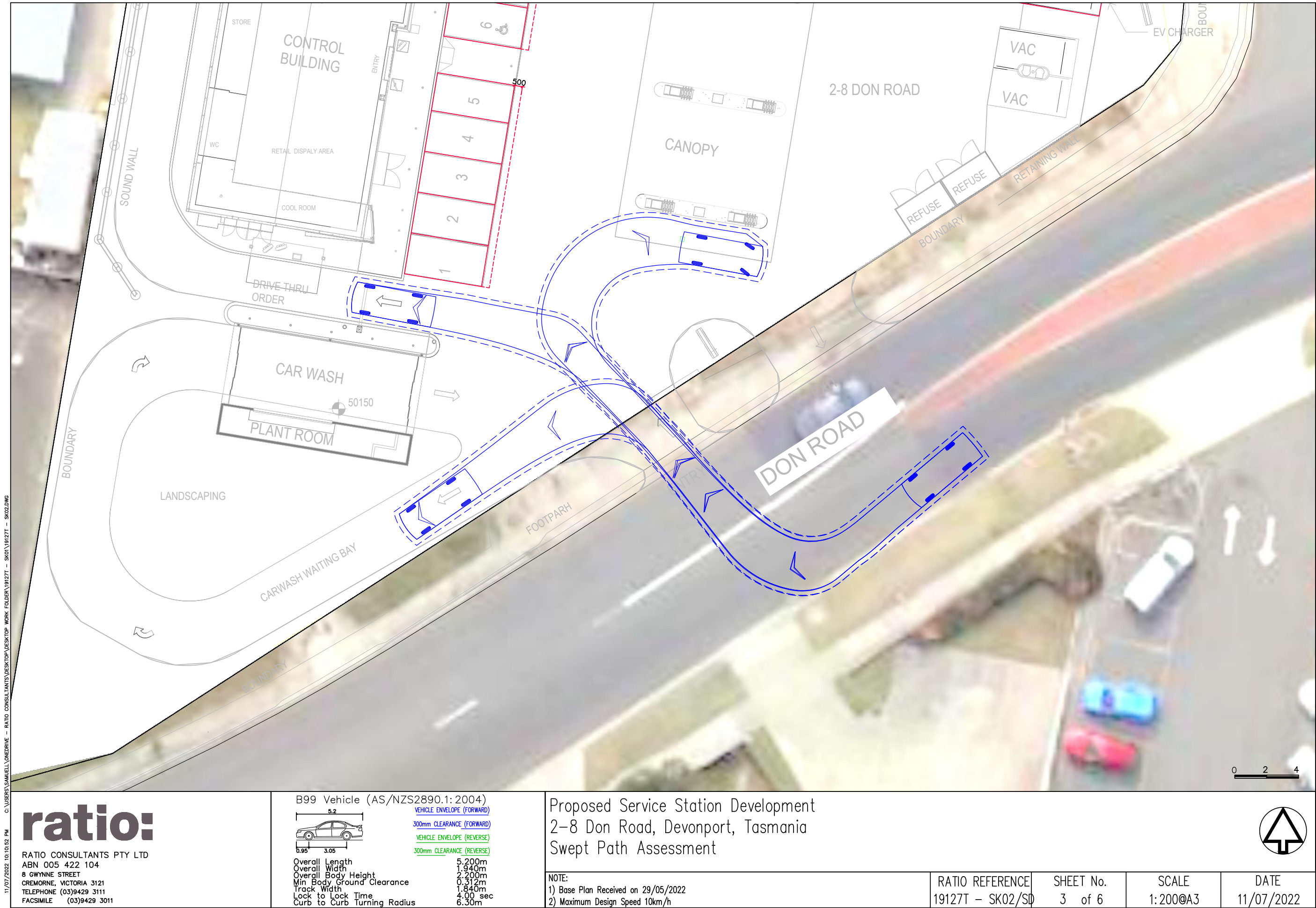


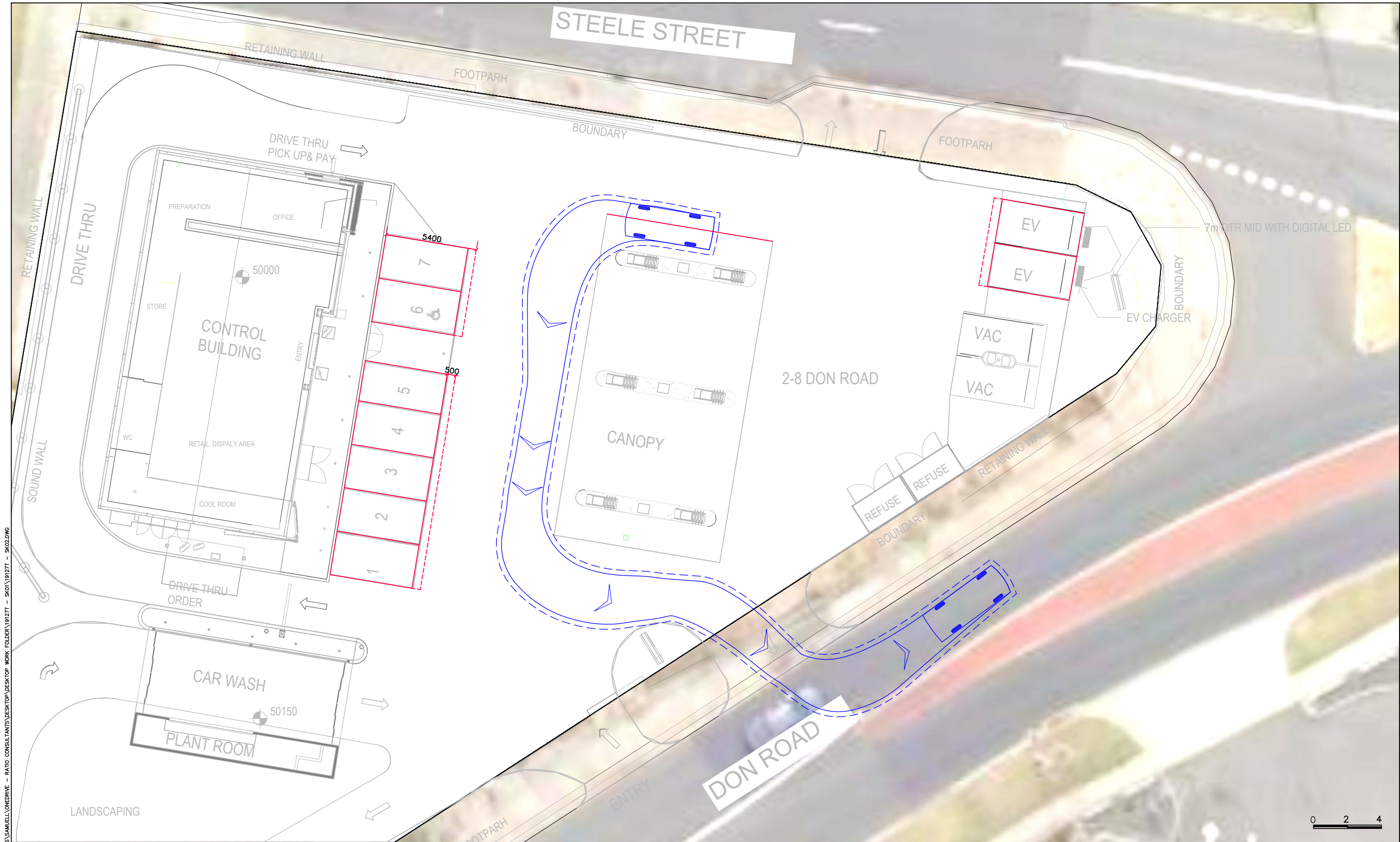
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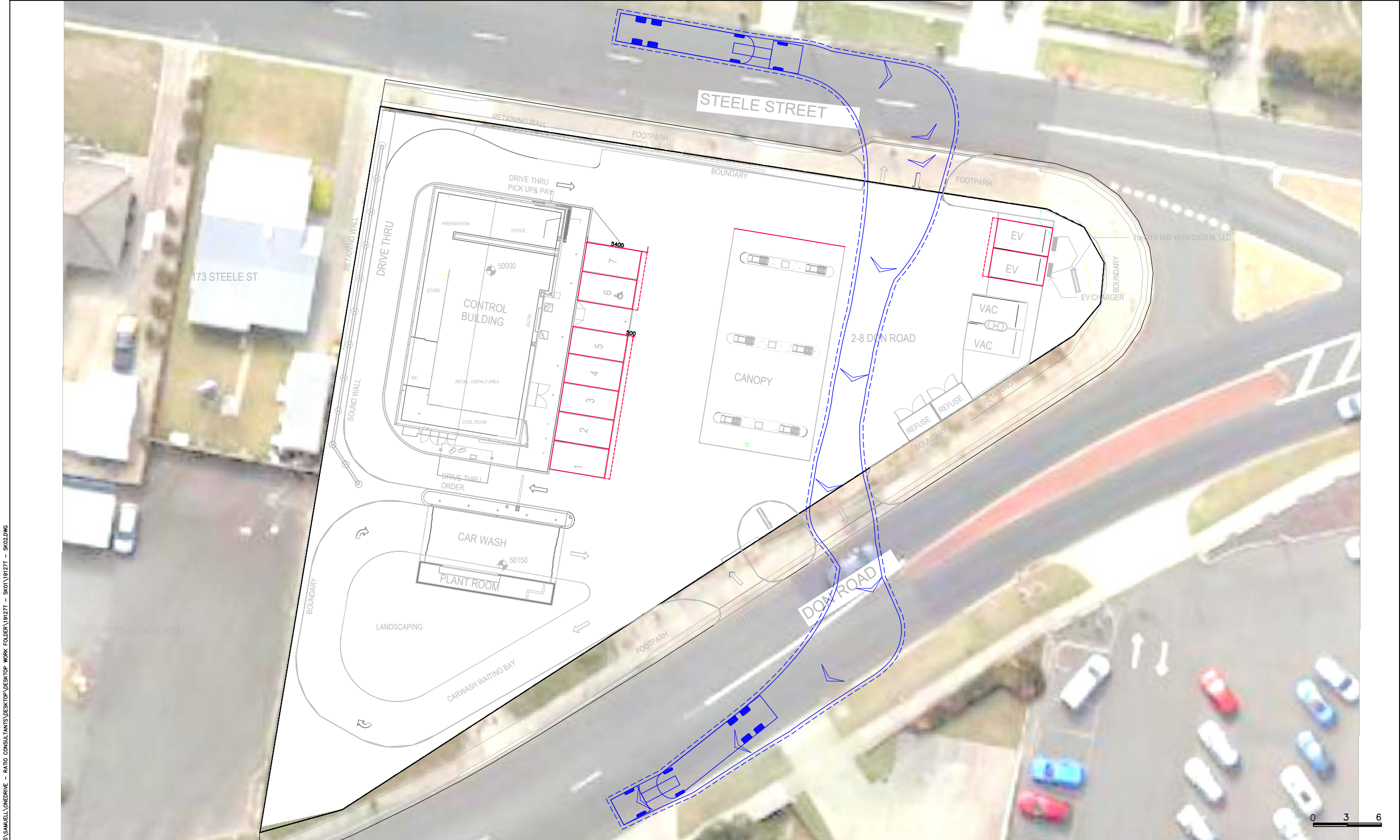
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		<div>NOTE: 1) Base Plan Received on 29/05/2022 2) Maximum Design Speed 10km/h</div>	<div>RATIO REFERENCE 19127T - SK02/SD</div>	<div>SHEET No. 2 of 6</div>	<div>SCALE 1:250@A3</div>	<div>DATE 11/07/2022</div>





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ratio:

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ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

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Proposed Service Station Development
2-8 Don Road, Devonport, Tasmania
Swept Path Assessment - 16.4m Truck

NOTE:

1) Base Plan Received on 29/05/2022
2) Maximum Design Speed 10km/h

RATIO REFERENCE
19127T - SK02/SD

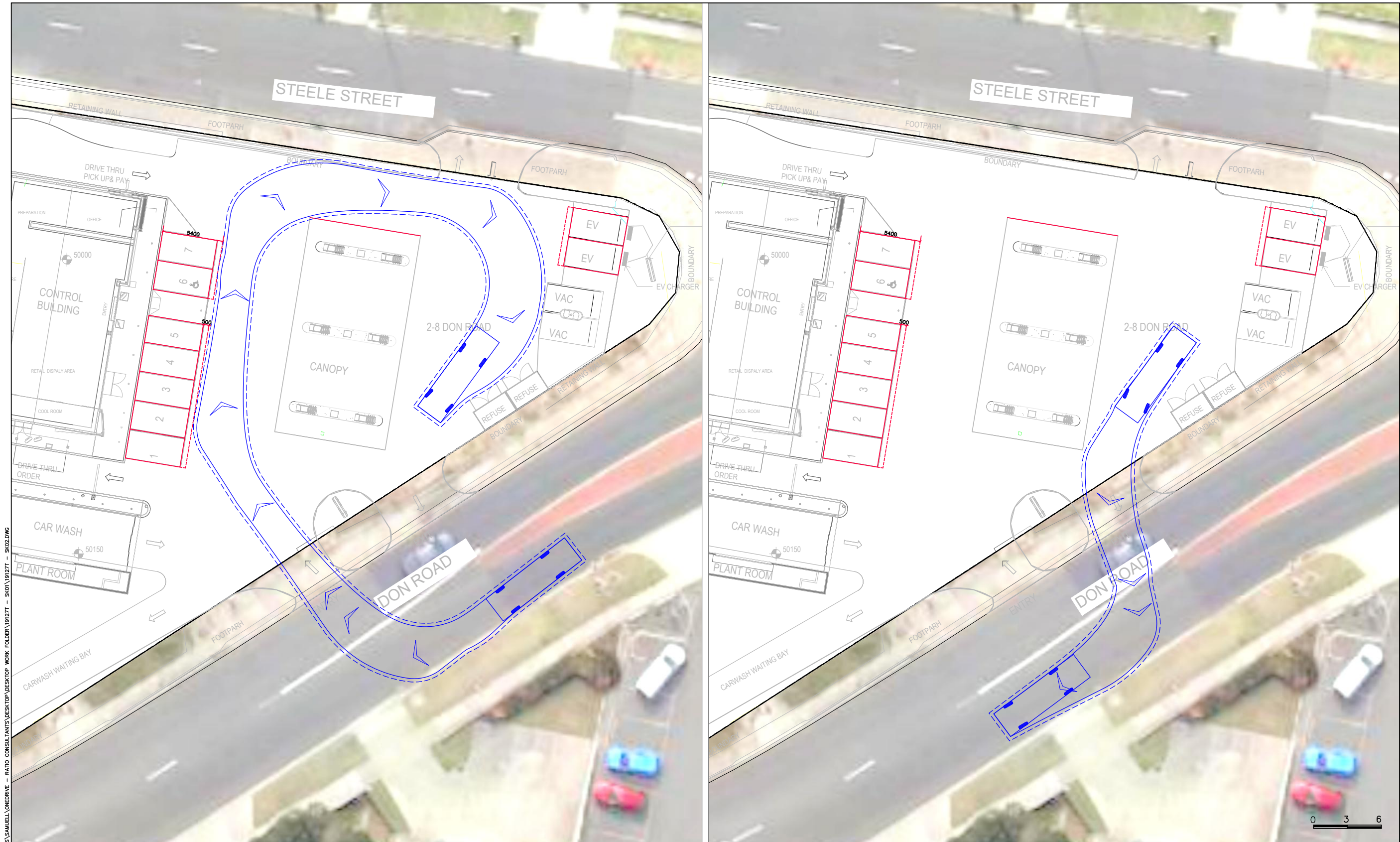
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5 of 6

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Agenda - COUNCIL MEETING - 22 MAY 2023 ATTACHMENTS

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ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

MRV – Medium Rigid Vehicle (AS/NZS2890.2:2002)

VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Proposed Service Station Development
2–8 Don Road, Devonport, Tasmania
Swept Path Assessment

NOTE:
1) Base Plan Received on 29/05/2022
2) Maximum Design Speed 10km/h

RATIO REFERENCE 19127T – SK02/SD	SHEET No. 6 of 6	SCALE 1:300@A3	DATE 11/07/2022
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Appendix D Future SIDRA Assessment



SITE LAYOUT

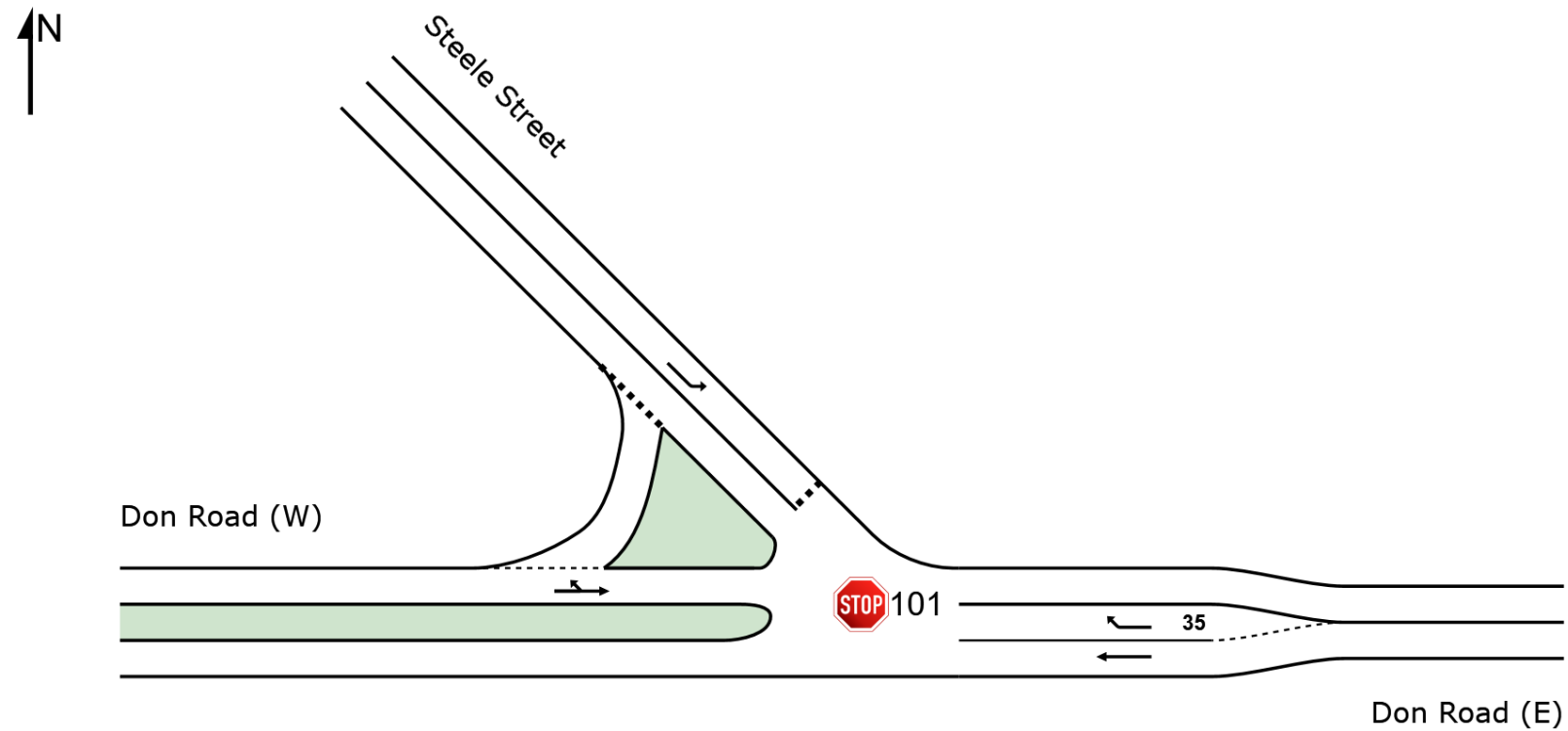
 **Site: 101 [Steele Street / Don Road - Future AM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

 **Site: 101 [Steele Street / Don Road - Future AM Peak (Site Folder: General)]**

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	262	2.0	276	2.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	84	0.0	88	0.0	0.080	6.5	LOS A	0.3	2.4	0.50	0.66	0.50	52.9
Approach		346	1.5	364	1.5	0.145	1.6	NA	0.3	2.4	0.12	0.16	0.12	58.0
NorthWest: Steele Street														
27a	L1	149	0.0	157	0.0	0.155	7.0	LOS A	0.6	4.3	0.49	0.71	0.49	52.1
Approach		149	0.0	157	0.0	0.155	7.0	LOS A	0.6	4.3	0.49	0.71	0.49	52.1
West: Don Road (W)														
10b	L3	4	0.0	4	0.0	0.253	7.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.8
11	T1	457	2.0	481	2.0	0.253	0.0	LOS A	0.0	0.2	0.00	0.01	0.00	59.9
Approach		461	2.0	485	2.0	0.253	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.9
All Vehicles		956	1.5	1006	1.5	0.253	1.7	NA	0.6	4.3	0.12	0.17	0.12	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Steele Street / Don Road - Future PM Peak (Site Folder: General)]

Steele Street / Don Road - Existing AM Peak

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Don Road (E)														
5	T1	286	2.0	301	2.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6a	R1	115	0.0	121	0.0	0.092	5.7	LOS A	0.4	2.9	0.42	0.60	0.42	53.1
Approach		401	1.4	422	1.4	0.157	1.7	NA	0.4	2.9	0.12	0.17	0.12	57.8
NorthWest: Steele Street														
27a	L1	108	0.0	114	0.0	0.095	6.2	LOS A	0.4	2.6	0.39	0.62	0.39	52.6
Approach		108	0.0	114	0.0	0.095	6.2	LOS A	0.4	2.6	0.39	0.62	0.39	52.6
West: Don Road (W)														
10b	L3	1	0.0	1	0.0	0.173	7.1	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
11	T1	315	2.0	332	2.0	0.173	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
Approach		316	2.0	333	2.0	0.173	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
All Vehicles		825	1.5	868	1.5	0.173	1.6	NA	0.4	2.9	0.11	0.17	0.11	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

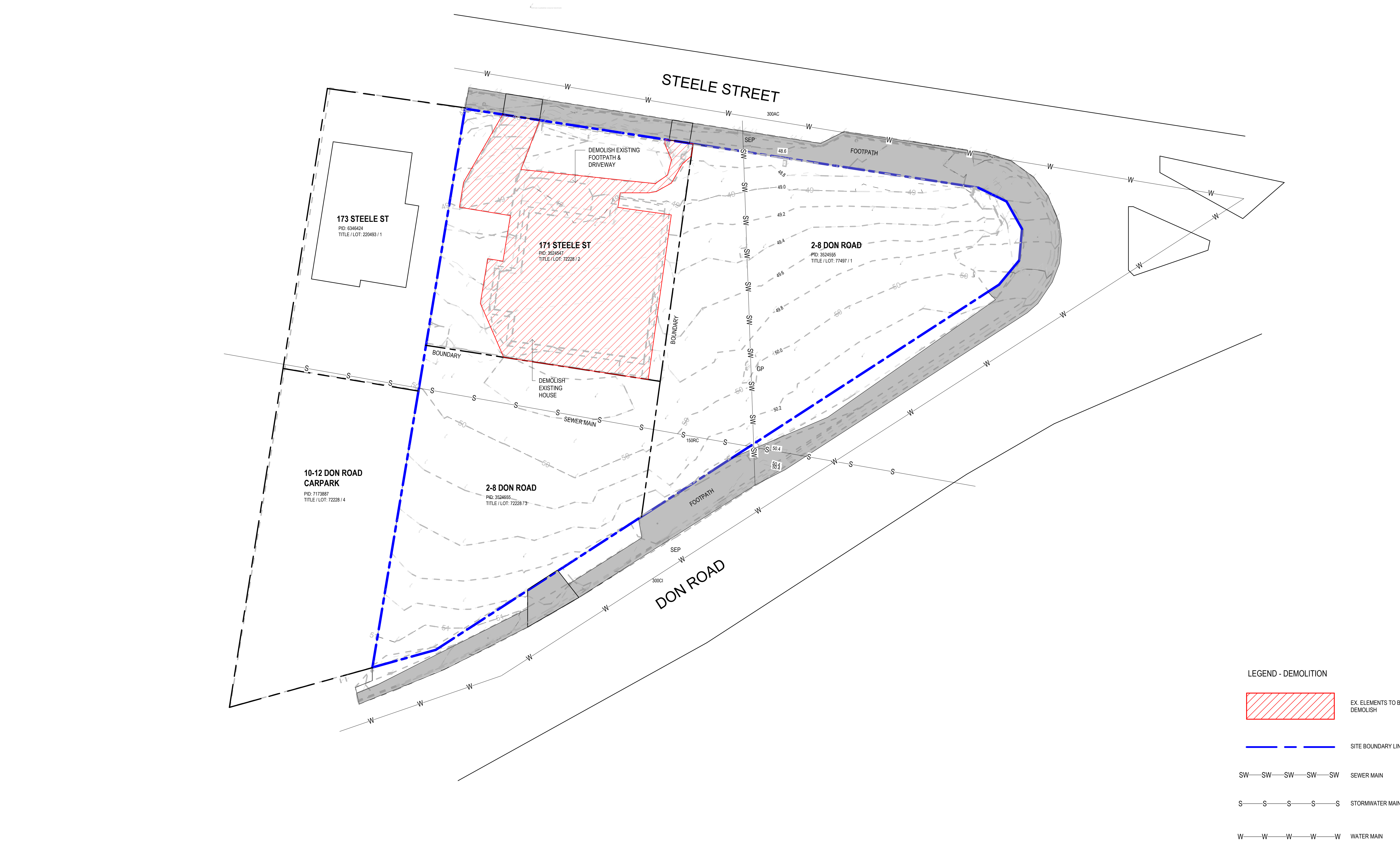
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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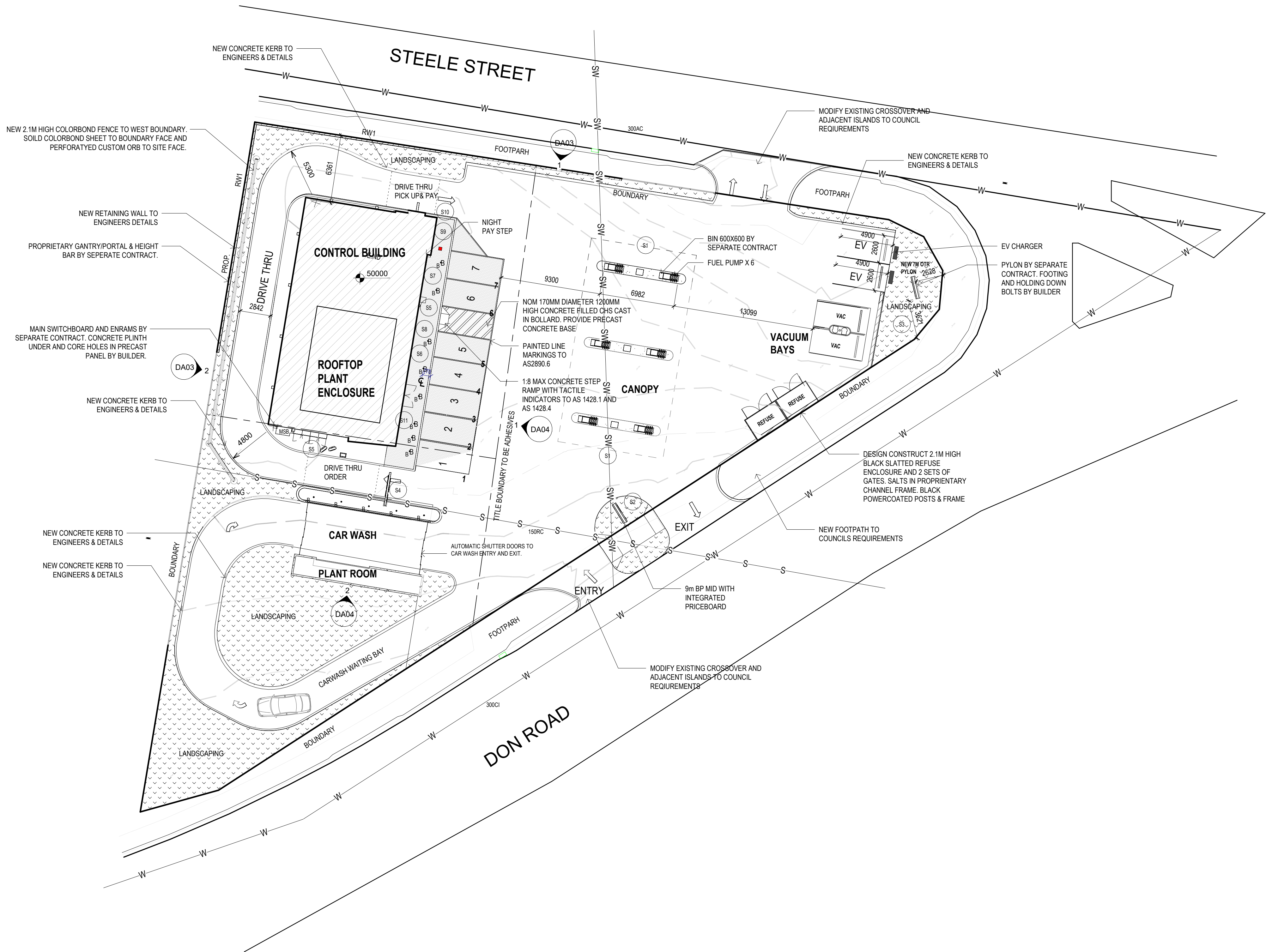
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EXISTING SITE PLAN
1 : 200

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	REV	DESCRIPTION	DATE																			
						<div>REVISION</div> <div> </div>	<div>CHECKED BY</div> <div>A. Hill</div>	<div>DRAWN BY</div> <div>CLI</div>	<div>DRAWING NAME</div> <div>DEMOLITION PLAN</div>													



ALL GARDEN BEDS NEED TO BE CLEAR 250MM FROM TOP OF KERB AND CLEAR FROM CONCRETE & BUILDING MATERIALS.

ALL IRRIGATION CONDUITS TO BE 50MM PVC CLASS 9. ALL CONDUITS NEED TO BE EXPOSED AT EACH END FOR LOCATING WITH STRAIGHT RUNS BELOW SURFACE LEVEL.

GRADE UP TO ALL SURFACE MOUNTED FEATURES IN ACCORDANCE WITH STANDARD DRAWINGS

AREAS OF UNDERGROUND TANKS SHALL REMAIN ISOLATED TO TRAFFIC UNTIL PAVEMENT SLABS ARE LAID.

DEMOLISH ALL EXISTING BUILDINGS STRUCTURES & PAVEMENTS ACROSS THE SITE, UNLESS NOTED OTHERWISE. REMOVE ALL REDUNDANT UNDERGROUND SERVICES, FOOTING & THE LIKE.

LEGEND - SITE PLAN

B	BOLLARD TO STANDARD DETAILS
RW1	RETAINING WALL AS PER CIVIL ENGINEERS DETAILS
SW	SEWER MAIN
S	STORMWATER MAIN
W	WATER MAIN

SITE PLAN
1 : 200

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1	ADJUST SITE PLAN TO SITE SURVEY	20/05/2022

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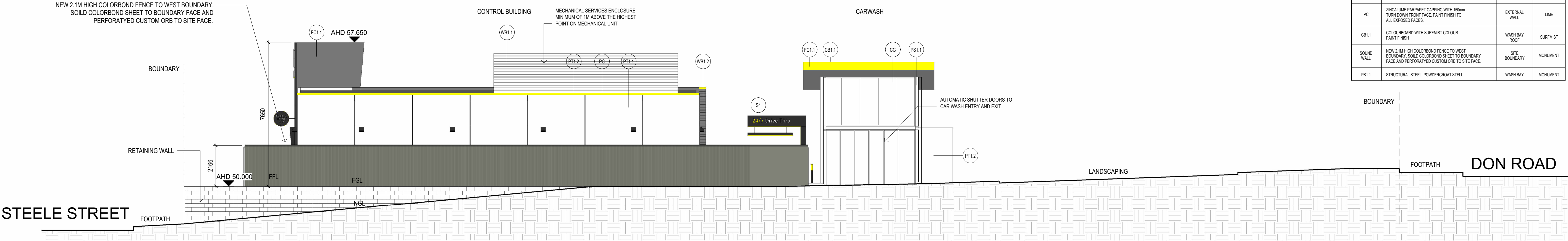
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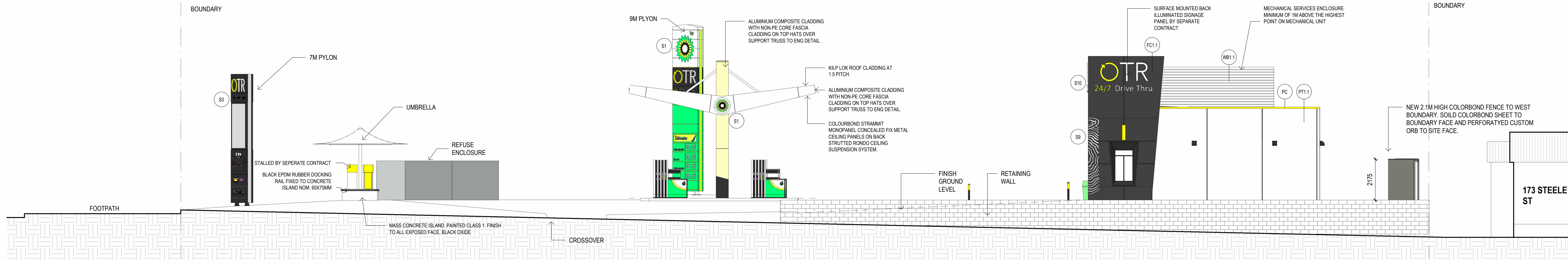
DRAWING NAME

PROPOSED SITE PLAN



EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PAINTED PERCAST WALL PANELS TO END DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND TYPING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	82X85X15 BMT STEEL STUDWORK AT 800MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm CFC SHEET CLADDING ON TOP HATS TO FRAMING TO END DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO END DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CAPPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLOURBOARD WITH SURFMIST COLOUR PAINT FINISH	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATYED CUSTOM ORB TO SITE FACE.	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT

WEST ELEVATION
1 : 100



NORTH ELEVATION
1 : 100

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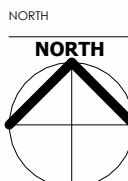
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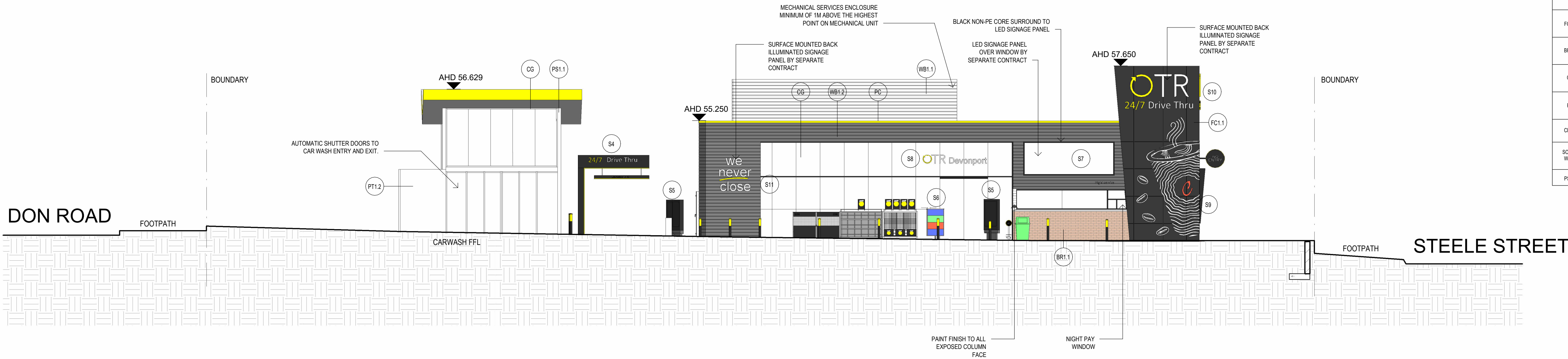
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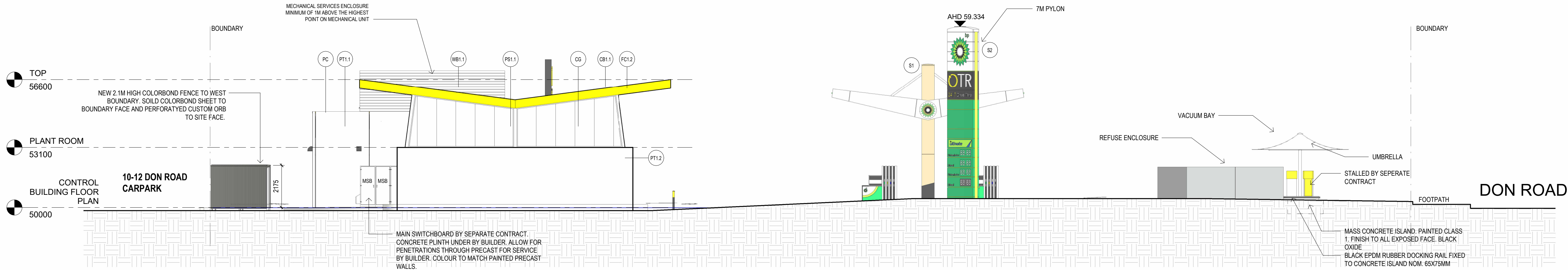
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DRAWING NAME
SITE ELEVATION



EAST ELEVATION
1 : 100



SOUTH ELEVATION CAR WASH
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOUR
PT1.1	PAINTED PERCAST WALL PANELS TO ENG DETAILS. PAINTED FINISH	MACHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FANNING TO ENGINEERS DETAILS	WASH BAY	WHITE
WB1.1	MECHANICAL PLANT SCREEN, HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTIONS. WHITE PAINTED FINISH TO ALL EXPOSED SURFACES	MECHANICAL PLANT SCREEN	WHITE
WB1.2	62X35X1.15 BMT STEEL STUDWORK AT 600MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm CFC SHEET CLADDING ON TOP HATS TO FINISHING TO ENG DETAIL WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED CFC SHEET FASCIA CLADDING WITH EXPRESSED JOINTS FIXED TO FASCIA TRUSS TO ENG DETAILS	WASH BAY ROOF	LIME
BR1.1	BRICK VENEER WALL FACE BRICKWORK WITH WHITE BRIGHTON LITE MORTAR	EXTERNAL WALL	
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINIUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CARPING WITH 150mm TURN DOWN FRONT FACE. PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLORBOND WITH SURFMIST COLOUR	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY. SOLID COLORBOND SHEET TO BOUNDARY FACE AND PERFORATED CUSTOM ORB TO SITE FACE.	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL. POWDERCOAT STEEL	WASH BAY	MONUMENT



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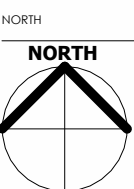
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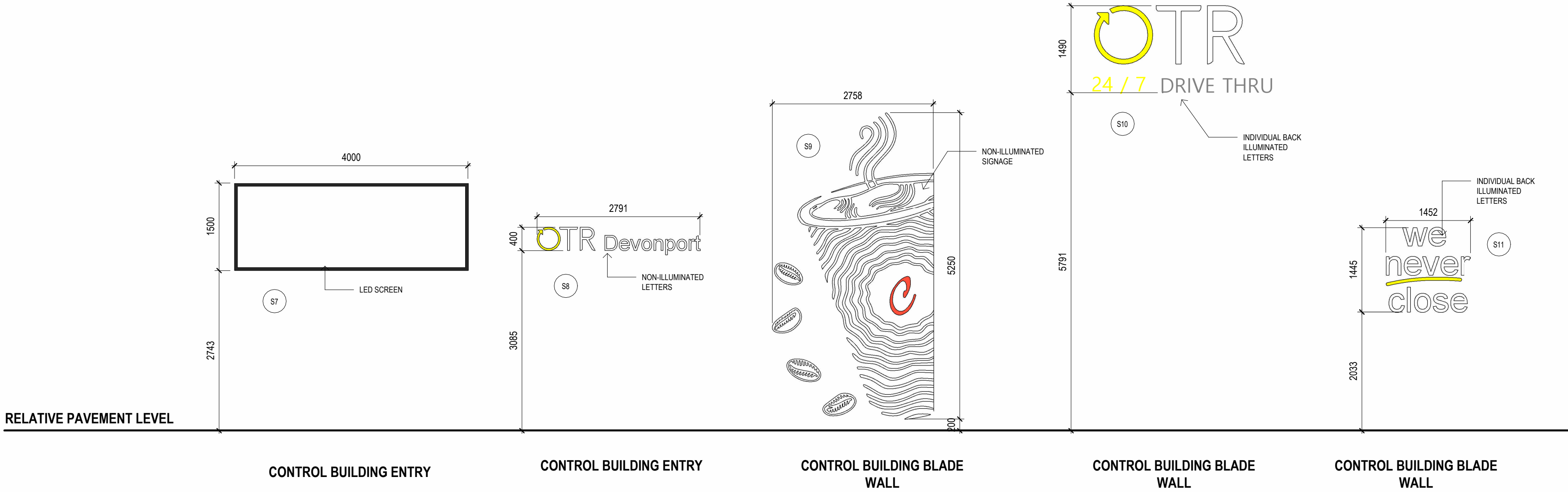
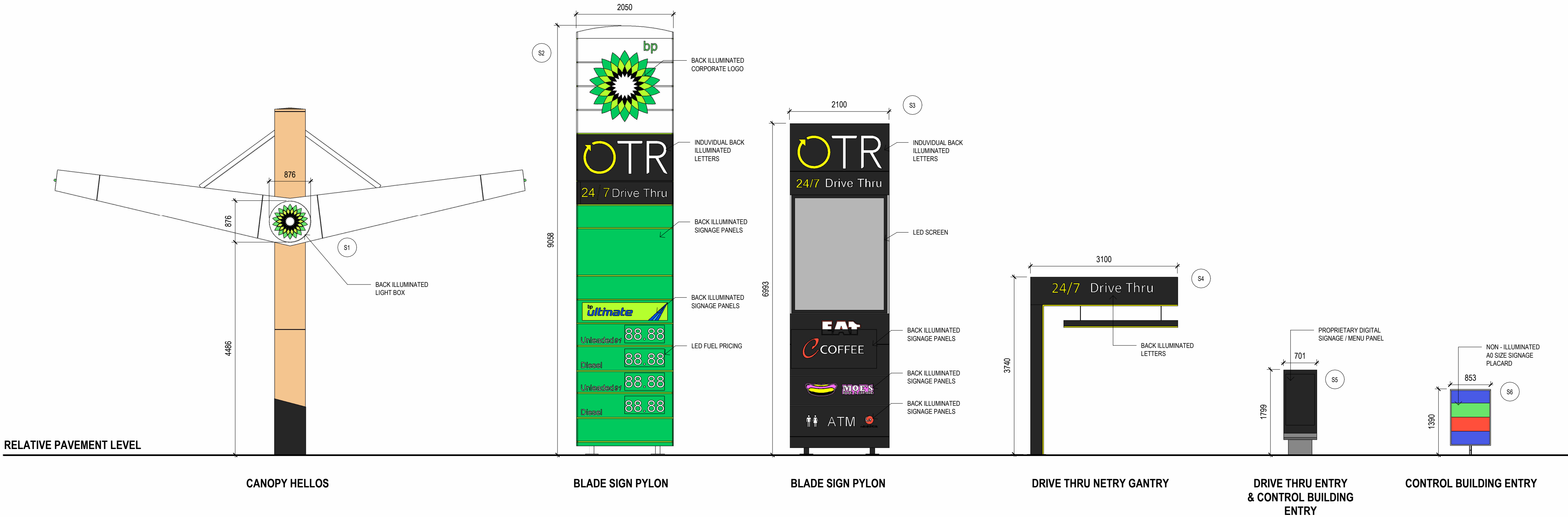
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SITE ELEVATION



SIGNAGE ELEVATIONS
1 : 50

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NORTH



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1 : 50 @ A1

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DRAWING NAME

SIGNAGE ELEVATIONS

EXISTING SERVICES

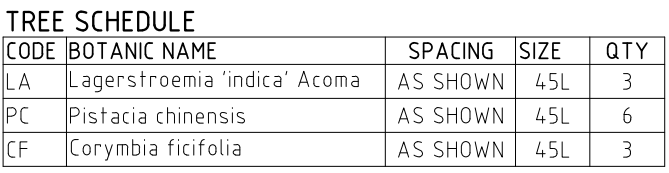
EXISTING SERVICES

TREE PLANTING

PLANTING BEDS

IRRIGATION

PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER
AND OTHER DEVICES AS REQUIRED.



PLANT SCHEDULE			
CODE	BOTANIC NAME	SPACING	SIZE QTY
AB	Amigozanthos 'Bush Ballad'	2.0 m ²	14.0mm 87
AH	Aloe hybrid	2.0 m ²	14.0mm 72
DC	Dianella caerulea	2.0 m ²	16.0mm 27
DR	Dianella revoluta	2.0 m ²	16.0mm 52
DT	Dianella tasmanica	2.0 m ²	16.0mm 129
GR	Grevillea rosemarinifolia	2.0 m ²	14.0mm 119
LM	Liriope muscari	2.0 m ²	14.0mm 81
TS	Trachelospermum jasminoides	2.0 m ²	14.0mm 95
VO	Viburnum odoratissimum	1.0 m ²	16.0mm 25
WH	Westringia hybrid	2.0 m ²	14.0mm 99
WG	Westringia fruticosa 'Grey Box'	2.0 m ²	16.0mm 160

Oxygen Pty Ltd
98-100 Halifax Street
Adelaide SA 5000

ARCHITECTS
ADS ARCHITECTS



PEREGRINE
CORPORATION

PROJECT
DEVONPORT OTR

drawing title
LANDSCAPE PLAN

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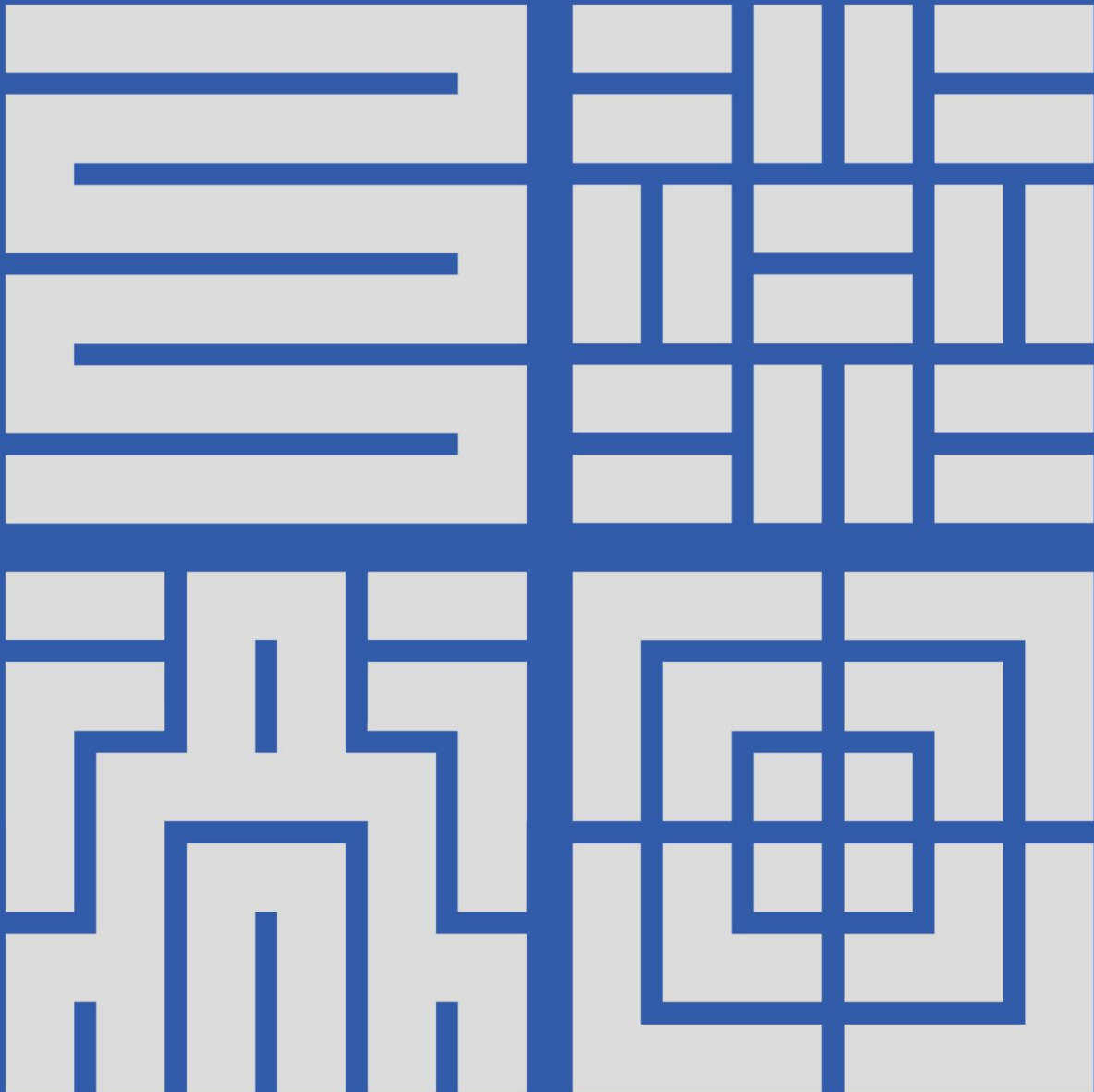
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DRAFT

ISSUE	DATE	ISSUE	DWN	CHK	AP
A	13.07.22	DRAFT	EH		JH



**PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS**

REPORT | CLIENT REF: 81320-1 REV 0
PEREGRINE CORPORATION | 15 July 2022



VALUE THROUGH INTEGRATION



**PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS**

Environmental Site Assessment

Prepared for	Peregrine Corporation	Contact	Glenn Thiele
Prepared by	Fyfe Pty Ltd		Environmental Manager - Vic
ABN	57 008 116 130	Telephone	0409 127 553
Address	L2, 124 South Terrace Adelaide, SA, 5000	Email	glenn.thiele@fyfe.com.au
Date	15/07/2022	Reference	81320-1 REV 0



VALUE THROUGH INTEGRATION






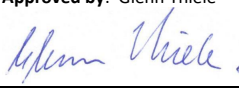
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Document Information

Prepared by: Suzanne Roberts 	Senior Environmental Scientist, Fyfe Pty Ltd	Date: 13 July 2022
Reviewed by: Brent Davey, CEnvP CL  	Principal Environmental Scientist, Fyfe Pty Ltd	Date: 14 July 2022
Approved by: Glenn Thiele 	Environmental Manager, Vic, Fyfe Pty Ltd	Date: 15 July 2022
Issued to: Andrew Caspar	Senior Town Planner, Peregrine Corporation	Date: 15 July 2022

Revision History

Revision	Revision Status	Date	Prepared	Reviewed	Approved
A	Draft for client review	13 July 2022	SVR	GT	GT
0	Original issue	15 July 2022	SVR	BD	GT

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



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PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



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EXECUTIVE SUMMARY

Background information

Fyfe Pty Ltd (Fyfe) was commissioned by Peregrine Corporation (Peregrine) to undertake a Due Diligence Environmental Site Assessment (ESA) for a property located at 2-8 Don Road and 171 Steele Street, Devonport, Tasmania.

The site is a combination of a residential property and commercial property. The western portion of the site is residential at 171 Steele Street and 8 Don Road. The eastern portion (commercial land use), 2 Don Road, was known as Kerrison's Corner and had operated as a service station between 1954 and 2000.

Groundwater had been contaminated by historical fuel releases on the site and extended off-site. After a period of voluntary remediation by Shell commencing in 2003, the Tasmanian Environment Protection Authority (EPA) commenced regulation through a Site Management Notice (SMN) in 2013. The SMN was revoked in November 2015, and it was required that information regarding residual contamination be maintained on the Dial-Before-You-Dig register and the Devonport City Council was informed that further investigation of the site may be required should the site be redeveloped or should the use of the site change.

Objectives

The main objectives of this work were to:

- review site characterisation and historical information and identify potential data gaps;
- assess the nature and extent of the soil and groundwater contamination;
- identify any associated potential risks to human health and/or the environment; and
- provide recommendations for further assessment/management of any identified site contamination.

Scope of work

The scope of work for the limited soil investigation undertaken on 24 May 2022 included the following:

- Utility and underground service location using Dial Before You Dig plans;
- Drilling, logging and sampling of 10 soil bores up to a depth of 5.8 m BGL at targeted locations across the former service station portion of the site (2-8 Don Road, Devonport);
- Attempted drilling of two soil bores to convert to groundwater monitoring wells which met with refusal at 1.1 and 5.6 m BGL respectively and did not intercept groundwater; and
- Analysis of selected soil samples collected for the contaminants of potential concern (COPC) and including TAS EPA Bulletin suite, benzene, toluene, ethylbenzene, xylenes, naphthalene (BTEXN), total recoverable hydrocarbons (TRH), 8 metals suite and volatile organic compounds (VOC).

Soils and groundwater beneath the residential property at 171 Steele Street, Devonport were concluded to not require assessment as it had a residential history only with no potentially contaminating activities.

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Results and Conclusions

A soil investigation was undertaken in May 2022 as part of a due diligence Environmental Site Assessment at the site located at 171 Steele Street and 2-8 Don Road, Devonport, Tasmania.

Groundwater was unable to be intercepted during drilling due to refusal on fill material, likely demolition debris (concrete) from decommissioning of the site's former service station forecourt and a greater depth to groundwater than anticipated.

The USTs adjacent the south-eastern boundary were confirmed to have been removed and the site buildings demolished between March 2020 and January 2021. The former service station portion of the site has remained vacant since.

Results of the 2022 ESA indicate only minor residual impact of TRH at one location adjacent to the north of the former tank pits in the central to eastern portion of the former service station portion of the site. Elevated concentrations of arsenic (consistent with naturally occurring background levels in soil) were also reported at one location at a depth of 5.5-5.6 m BGL. The remaining soils investigated had concentrations of petroleum hydrocarbons below the laboratory limits of reporting and metal concentrations below all applicable assessment criteria.

The ESA has confirmed that the remediation of the site following its use as a service station was comprehensive and complete with no indications that there is any significant contamination remaining from that use. The site has been securely fenced with no potentially contaminating activities occurring on the site. Given this finding regarding the soils at the site there is no basis for the groundwater quality at the site to be any more impacted than when the EPA concluded in 2015 that no further monitoring was required.

The properties at 8 Don Road and 171 Steele Street have never had potentially contaminating activities on them.

The entire site is therefore concluded to not present a risk to human health or the environment and is suitable for its proposed commercial use without the need for any further assessment or remediation. Some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.

Limitations

The reader is referred to the limitations presented in Section 8.

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1. INTRODUCTION

1.1 Background information

Fyfe Pty Ltd (Fyfe) was commissioned by Peregrine Corporation (Peregrine) to undertake a Due Diligence Environmental Site Assessment (ESA) for a property located at 2-8 Don Road and 171 Steele Street, Devonport, Tasmania (the site). A plan showing the location of the site is attached as Figure 1.

The site is a combination of a residential property and commercial property. The western portion of the site is residential at 171 Steele Street and 8 Don Road is vacant (having previously being a part of 171 Steele Street). The eastern portion (commercial land use), 2 Don Road, was known as Kerrison's Corner and operated as a service station between 1954 and 2000.

Groundwater had been contaminated by historical fuel releases on the site and extended off-site. After a period of voluntary remediation by Shell commencing in 2003, the Tasmanian Environment Protection Authority (EPA) commenced regulation through a Site Management Notice (SMN 8867/1) in 2013. The SMN was revoked in November 2015, and it was required that information regarding residual contamination be maintained on the Dial-Before-You-Dig register and the Devonport City Council was informed that further investigation of the site may be required should the site be redeveloped or should the use of the site change.

This report has been prepared to satisfy the council requirement for a further investigation of the site.

1.2 Objectives

The main objectives of this work were to:

- review site characterisation and historical information and identify potential data gaps;
- assess the nature and extent of the soil and groundwater contamination;
- identify any associated potential risks to human health and/or the environment; and
- provide recommendations for further assessment/management of any identified site contamination.

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2. DATA QUALITY OBJECTIVES

Systematic planning and verification is critical to the successful implementation of a contaminated site investigation project. The DQO process, as described in Australian Standard AS4482.1-2005 and the ASC NEPM (1999), involves a seven-step iterative planning approach to enable the project team to communicate the project goals and decisions, project constraints (e.g. time, budget) and an assessment of the project uncertainties and how they are to be addressed (Steps 1 to 6) as well as to optimise the project specific sampling and analysis plan (Step 7).

The DQOs defined for the site are summarised in Table 2.1.

Table 2.1 Seven step DQO process

Step	Statement
1 <i>State the Problem</i>	The site is being considered for purchase and redevelopment. Any historical or legacy environmental risks or liabilities need to be identified to advise: <ul style="list-style-type: none"> – on the suitability for redevelopment, – any site management requirements, and – to satisfy council information requirements.
2 <i>Identify the Decision</i>	<ol style="list-style-type: none"> 1. Is the site suitable in its current condition for the proposed use? 2. If not – what site management or remediation is required to ensure the site is suitable for the proposed use?
3 <i>Identify Inputs to the Decision</i>	<ol style="list-style-type: none"> 1. Previous environmental reports. 2. Publicly available information, including information held and summarised by the EPA. 3. Information gathered by Fyfe during site investigation works in 2022.
4 <i>Define the Study Boundaries</i>	The boundary of the site. The site comprises three properties on the corner of Steele Street and Don Road, Devonport with the following cadastral parcel identification: <ul style="list-style-type: none"> – Titles 77497/1 and 72228/3 described as 2-8 Don Road, Devonport; and – Title 72228/2 described as 171 Steele Street, Devonport. The site investigation boundary is defined in Figure 1 attached.
5 <i>Develop a Decision Rule</i>	Decisions on the suitability of the site and the need for management of the site will be based on investigation and screening levels in the National Environment Protection Measure (Assessment of Site Contamination) 1999 (amended 2013).
6 <i>Specify Limits on Decision Errors</i>	The purpose of establishing decision error tolerances is to control (i.e., set a limit on) the acceptable degree of uncertainty upon which decisions are made, to avoid an incorrect decision being made and to support additional investigation, monitoring or remediation activities required (on the basis of accurate data) for the protection of human health and the environment. There are two types of decisions errors: <ul style="list-style-type: none"> – deciding the site is acceptable when it is not, thereby resulting in potential on-going risks, with no action when some was required, and – deciding the site is unacceptable when it is, thereby resulting in unnecessary action. The quality control (QC) acceptance criteria, as detailed in Section 4.5, have been used to assess whether the DQOs have been met with respect to data quality.
7 <i>Optimise the Design</i>	Review and adjust the sampling design as necessary should new information identify such a need.

3. SITE IDENTIFICATION

3.1 Guidance

During the preparation of the ESA report, consideration has been given to the information/guidance provided in the following documents:

- *National Environment Protection (Assessment of Site Contamination) Measure (1999) – Schedule B2* (the ASC NEPM, 1999); and
- Australian Standard (2005) *Guide to the Investigation and Sampling of Sites with Potentially Contaminated Soil Part 1: Non-Volatile and Semi-Volatile Compounds*. AS4482.1-2005.

3.2 Information sources

The investigation included a desktop review of the following information sources:

- topographical, geological, hydrological and hydrogeological databases;
- Department of Natural Resources and Environment Tasmania *Groundwater Information Access Portal* database of registered groundwater bores within a 2 km radius of the site;
- historical and recent aerial imagery for the site and surrounding area (NearMap™);
- Environment Protection Authority Tasmania records;
- anecdotal information obtained from local newspapers; and
- existing environmental reports.

In addition to the desktop information review outlined above, an inspection of the site and surrounding area was undertaken on 23 May 2022 for the purpose of observing the physical setting and structures, as well as identifying any associated PCAs and/or other potentially significant environmental activities that may have resulted in contamination of the subject site.

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3.3 Site characterisation

3.3.1 Site identification

Property identification details are provided in Table 3.1.

Table 3.1 Property identification details

Address	2-8 Don Road and 171 Steele Street, Devonport, Tasmania
Certificates of Title	77497/1 and 72228/3 (2-8 Don Road) and 72228/2 (171 Steele Street)
Property description	2-8 Don Road is vacant and fenced. 171 Steele Street is occupied by a residential building.
Current site owner	Not known
Local council	Devonport City Council
Zoning	Commercial (2-8 Don Road) and General Residential (171 Steele Street)
Current land use	Vacant (2-8 Don Road) and Residential (171 Steele Street)
Proposed land use	Commercial – service station
Property area	Approximately 2,500 m ³ .

3.3.2 Site description

The site comprises three properties on the corner of Don Road and Steele Street, Devonport, Tasmania.

The property at 171 Steele Street is occupied by a rendered brick residential building on land that slopes gently from the east to the west. There is a driveway entrance on the west of the property, but no garage or car port. There is a small garden shed on the south-west of the site and some concrete paths and very limited garden beds. Most of the exterior of the property is covered with lawn.

The property at 2-8 Don Road is vacant and enclosed by a cyclone mesh perimeter fence. The property is largely flat with a slight fall to the west. The ground surface is covered with grass, weed growth and areas of bare crushed rock.

During the site inspection and monitoring well search on 23 and 25 May 2022 (respectively), the site was vacant with a cover of grasses and weeds, a few remnant sections of concrete and an old trailer. A search for monitoring wells on-site and off-site identified two decommissioned wells off-site adjacent the southern boundary, three decommissioned wells along Steele Street and another two decommissioned wells on the footpaths of nearby streets in what was assumed as the down-hydraulic gradient direction of the site. No wells (decommissioned or otherwise) were found on-site.

A plan showing the layout of the site is attached as Figure 1 and site photographs taken during drilling on 24 May 2022 are included in Appendix A. A plan showing the off-site (decommissioned) well locations found during the site inspection is provided in Appendix B.

3.3.3 Surrounding land uses

The current surrounding land uses are detailed in Table 3.2.

Table 3.2 Surrounding land uses

North	Steele street then residential properties
East	Don Road then commercial properties (motor vehicle dealer)
South	Don Road then commercial properties
West	Northern western portion (171 Steele Street): residential properties. Southern (and eastern) portion (2-8 Don Rd): commercial properties

3.3.4 Regional conditions

The regional conditions are summarised in Table 3.3.

Table 3.3 Summary of regional conditions

Topography	A review of the Land Information System Tasmania (LIST) map indicates that the site is at an elevation of approximately 47 to 50 m AHD. The site is relatively flat lying with a gradual slope to the north-west. The surrounding topography is relatively undulating with a gradient fall to the west (towards the Don River) and to the east (towards the Mersey River)
Geology and soils	According to previous investigations (IT 2003), the soil beneath the site consists of interlayered sandy and silty clays with some thin and occasional basalt and gravelly clay lenses. The clays tend to be moderate to low plasticity. The surface geology presented on LIST map indicates sand, gravel and mud of alluvial, lacustrine and littoral origin (Holocene, Quaternary age).
Acid sulfate soils	A search of the Australian Soil Resource Information System (ASRIS) database indicated there is extremely low probability of encountering acid sulfate soils at the site.
Hydrology	The closest surface water bodies to the site are: – Don River (freshwater), located approximately 1.2 km to the west; and – Mersey River (freshwater) located approximately 2 km to the east. The closest marine water body (Bass Strait) is located approximately 1.5 km north of the site.
Hydrogeology	Previous reports (IT 2003) listed gauging data for the then on-site wells indicated depth to groundwater ranging from 8.46 to 15.96 m below top of casing (m BTOC) with an inferred groundwater flow direction to the north-east.

3.3.5 Local groundwater use

A review of the Department of Natural Resources and Environment Tasmania Groundwater Information Access Portal (2022) listed the closest bores to the site as located approximately 630 m to the south-east with standing water level ranging from 2.4 – 12 m below ground level (m BGL).

There are no bores listed on-site or within 500 m of the immediately surrounding area of the site.

The groundwater report is provided in Appendix B.

3.4 Historical review

3.4.1 Historical land ownership

Historical land ownership at the site based on anecdotal evidence provided by EPA and previous investigation reports indicates that the site operated as a service station between 1954 and approximately December 2000. The site was known as Kerrison's Corner and was operated by Shell Company of Australia (Shell) (later Viva Energy Australia) from 1974 and 2003 (or until December 2000 when the site closed). According to available information the land was owned by Frank Kerrison and had a mortgage and caveat with Shell. In 1994 Kerrison sold the fee simple to Kerrison Pty Ltd and Shell held the leasehold title. According to Shell, fuel retailing ceased in approximately December 2000 and Shell's lease expired in 2013.

3.4.2 Historical aerial photograph review

Aerial photographs in NearMap™ were reviewed for the period 2015 to 2022 – a summary of the features identified within each is provided in Table 3.4. A comparison of aerial imagery on Google Earth between January 2016 and November 2021 is presented in Appendix C.

Table 3.4 Historical aerial photograph review – 171 Steele St and 2-8 Don Rd

Property	Summary
171 Steele Street	<p>The residential property at 171 Steele Street appears to have originally comprised the current parcel and the land through to Don Road to the south (the south-western portion of the property which now forms part of 2-8 Don Road. The residential portion of the property appears to have separated from 8 Don Road with a fence in January 2019 to its current layout. The fence line appears to have moved approximately 5 m to the north progressively between March 2017 and January 2019 following the removal of a residential shed structure in the central eastern portion of the property. The single garage shed sized structure was removed sometime between November 2017 and April 2018.</p> <p>A small garden shed was erected in the southwestern portion of 171 Steele St by December 2019, at the same time that a driveway, path and landscaping was established in the front (Steele St) side of the property.</p> <p>A fence was erected by January 2021 to the western side of the residence forming a "backyard" for the property.</p> <p>There has been no change since January 2021.</p>
2 Don Road	<p>The NearMap™ imagery dated February 2015 shows that the former tank pit area has been excavated and backfilled (unsealed surface). The building and other structures were demolished and removed between March 2020 and January 2021 and site has remained fenced and vacant since then.</p>
8 Don Road	<p>Whilst zoned commercial, the property had originally been configured and used as the rear yard and vehicle access for the residential property at 171 Steele Street. The summary provided above for 171 Steele Street details how this property was separated from 171 Steele Street and configured as a part of 2 Don Road. Several structures were observed in the north-eastern corner in the February 2015 image. The former canopy structure from 2 Don Road had been relocated to the south-western corner of the site.</p> <p>The canopy structure had been removed by October 2015. A single garage structure adjacent to 171 Steele Street had been removed by November 2017 with all other small shed style structures removed by January 2021. The site has remained fenced with the property unused and undeveloped.</p>

3.4.3 Dangerous goods licensing

A search of the *EPA Underground Petroleum Storage System* on *LIST* map does not show records on-site, the closest is approximately 700 m south-east). This is understood to be due to records on the system dating from 2010 onwards and the underground storage tanks (USTs) on-site having been removed in early 2005. A search of Dangerous Goods Licences was therefore not undertaken.

3.4.4 Historical businesses and anecdotal information

A commercial operating service station and possibly workshop business known as Kerrison's Corner was undertaken on the corner site from 1954 until approximately 2000. It is also understood that oil company Shell operated the service station for 15 years. A newspaper clipping from The Advocate, dated 4 January 2005, also mentions the Devonport Mayor, at that time, Peter Hollister, ran the service station for 10 years. The article identified that clean-up of petroleum contamination had begun. The newspaper article is provided in Appendix D.

3.4.5 EPA Tasmania records

3.4.5.1 Land Contamination Information

In Tasmania the management of contaminated land is shared by the EPA and local Council under the *Environmental Management and Pollution Control Act 1994* (EMPCA). A Contaminated Land Data Search application was submitted to the EPA on 24 May 2022. The EPA response indicated that:

- The site hosted a service station commencing 1954 (operated by Shell (later Viva Energy) from 1974 until December 2000).
- The EPA received notification of on-site fuel contamination from Shell in 2003. Contamination was found to extend off-site in the groundwater.
- Shell was allowed to undertake a period of voluntary remediation and monitoring until the EPA commenced regulation through Site Management Notice 8867/1 (SMN) in 2013.
- The SMN was revoked on 11 November 2015 with the requirement that Viva Energy would decommission the monitoring wells in the area and register details of the residual contamination on "Dial-Before-You-Dig" to alert persons/agencies undertaking intrusive works of the need to implement appropriate management actions. The EPA wrote in a letter to Devonport City Council the following:

Please note the decision to revoke the SMN did not infer that the Site did not contain contaminants in soil and/or groundwater; rather it was considered that the levels of contaminants did not pose an unacceptable risk to the environment or human health based on the information provided at the time. However, should the site be redeveloped or the use of the site change, further assessment may be required by the Planning Authority to ensure that there is no unacceptable risk to the environment or human health based on the intended use.

- The EPA holds several folders of reports in relation to the works undertaken to remediate the site, including:
 - *Site Management Plan (updated) Former Kerrison's Corner Coles Express Serviced Station 2 Don Road, Devonport, Tasmania*, dated 19 October 2012; and
 - *Former Kerrison's Corner Service Station, Site Management Plan Annual Progress Report*, dated February 2015.

The EPA response letter is reproduced in Appendix E.

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3.4.5.2 EPA Regulated Premises

The EPA identifies *EPA Regulated Premises* as the location of currently regulated Level 2 premises as well as contaminated sites which are currently regulated. Regulatory documents relating to each premises are available on the *EPA Regulated Premises* layer of *LIST* map. The closest *EPA Regulated Premises* to the site is approximately 700 m south-east and was identified as used for Manufacturing and Mineral Processing (Textile Bleaching & Dyeing factory). The property/business was served with an Environment Protection Notice (EPN No. 635/1) on 9 May 2002.

3.4.5.3 EPA Underground Petroleum Storage System

A search of the *EPA Underground Petroleum Storage System* on *LIST* map did not identify any underground petroleum storage systems (UPSS) on-site. It is noted that records on the system are dating from 2010 onwards and the underground storage tanks (USTs) on-site were removed in early 2005.

It is noted that UPSS are regulated under *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020* and aim to prevent or limit, to the greatest extent practicable, the release of petroleum product into the environment from underground petroleum storage systems. They are made under Section 102 of the *Environmental Management and Pollution Control Act 1994*.

3.4.6 Previous environmental investigations

Previous environmental reports were not available at the time of the investigation, but were subsequently provided to Fyfe. A review of the provided reports indicates that multiple groundwater monitoring events were conducted in the early 2000s until the wells were decommissioned, believed to be early 2005, at the same time that the USTs were removed, tank pits validated and then backfilled.

Reports of note include the following:

- IT Environmental (2005a) *Groundwater Monitoring Event Report Former Shell Kerrison's Corner Service Station (H002) 2 Don Street, Devonport, Tasmania*, prepared for SCOA, field dated 13-16 December 2004, report dated 17 March 2005.

This report details works undertaken during a groundwater monitoring event (GME) conducted at the site between 13-16 December 2004 including gauging of the 18 groundwater monitoring wells and two recovery wells and sampling of 10 of the wells. The GME was undertaken to assess current groundwater conditions and trends since the previous event undertaken in June/July 2004. Standing water levels on-site ranged from 8.6 m below top of casing (m BTOC) to 16.55 m BTOC. It noted that phase separated hydrocarbon (now known as light non-aqueous phase liquid (LNAPL)) was detected in eight of the wells with fluctuations in thickness over the length of the investigation period from November 2002 to December 2004. Decreases in thickness were noted when manual removal of LNAPL was undertaken. Results concluded that the aerial extent of the dissolved phase plume was shrinking towards the south-east and remained stable to the north and north-east.

It is noted that there are no site plans provided with the reports, so the locations of groundwater and recovery wells across the site are not known.

- IT Environmental (2005b) *Site Validation Report Former Shell Kerrison's Corner Service Station (H002) 2 Don Street Devonport, Tasmania*, prepared for SCOA, fieldwork dated 24, 25, 27, 27, 31 January 2005, 1, 8 and 24 February 2005, report dated 17 March 2005.

This report detailed the site validation works undertaken between 24 January and 8 February 2005 and also summarised a chronology of site activities. This summary of site activities included:

- the installation, removal and replacement of USTs in the 1960s;
- an equipment integrity test which failed and identified leakages associated with product suction lines (October 2002);
- remediation of the site including manual recovery of LNAPL and multi-phase vacuum extraction (MPVE) trials (May and December 2003 respectively);
- GMEs (June, July and December 2004);
- removal of tanks and petroleum related infrastructure (December 2004);
- validation of main excavation and diesel UST excavation (January 2005), and stockpile sampling (February 2005); and
- placement of bentonite liner across the entire excavation and backfill of the excavation with imported fill (February 2005).

3.5 Identification of Potentially Contaminating Activities (PCAs)

The EPA Tasmania identifies the first stage of an environmental land assessment should include the consideration of the activities, industries and land uses that are occurring or may have historically occurred on the land, or adjacent land, and whether they may have caused pollutants to enter land or groundwater resulting in contamination, i.e. Potentially Contaminating Activities (PCAs). A list of PCAs can be found on the EPA website.

The following PCAs have been identified:

- On-site:
 - 2 Don Road, Devonport: Service station and possible mechanic workshop (Petroleum product or oil storage);
 - Imported fill of unknown origin;
- Off-site:
 - None known.

4. ENVIRONMENTAL SITE INVESTIGATION

4.1 Scope of work

4.1.1 Soil investigations

The scope of work for the limited soil investigation undertaken on 24 May 2022 by Fyfe included the following:

- Utility and underground service location using Dial Before You Dig plans and a specialist underground service sub-contractor;
- Drilling, logging and sampling of 10 soil bores (SB01- 10) up to a depth of 5.8 m BGL at targeted locations across the former service station portion of the site (2-8 Don Road, Devonport);
- Attempted drilling of two soil bores to convert to groundwater monitoring wells (AMW1, MW1) which met with refusal at 1.1 and 5.6 m BGL respectively and did not intercept groundwater;
- Analysis of selected soil samples collected for the contaminants of potential concern (COPC) and including TAS EPA Bulletin suite, benzene, toluene, ethylbenzene, xylenes, naphthalene (BTEXN), total recoverable hydrocarbons (TRH), 8 metals suite and volatile organic compounds (VOC).

Soil bore locations are shown on Figure 2 (attached) and soil bore logs are provided in Appendix F.

4.1.2 Quality Control (QC) sampling

4.1.2.1 Soil

The soil QC sampling and analysis program is summarised in Table 4.1.

Table 4.1 Summary of soil QC analytical program

Analyte	Number of samples analysed			% QC samples relative to primary samples	Number of blank samples analysed	
	Primary	Intra-lab duplicates	Inter-lab duplicates		Rinsate	Trip
TRH	22	1	-	4	-	-
BTEXN	22	1	-	4	-	-
TAS EPA bulletin suite	4	-	-	-	-	-
Metals (8)	5	-	-	-	-	-
VOC	2	-	-	-	-	-

4.2 Methodology

4.2.1 Guidance

The field investigation program was undertaken with reference to the following guideline documents:

- Australian Standard (1999) *Guide to the Sampling and Investigation of Potentially Contaminated Soil Part 2: Volatile Substances*. AS4482.2-1999.

- Australian Standard (2005) *Guide to the Investigation and Sampling of Sites with Potentially Contaminated Soil Part 1: Non-Volatile and Semi-Volatile Compounds*. AS4482.1-2005.
- *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended in 2013).

4.2.2 Field methodologies

Prior to the commencement of the field investigations, a site-specific Job Safety Analysis (JSA) document was prepared – all personnel working at the site were required to read, understand, sign and conform to the JSA. In addition, Dial Before You Dig plans were reviewed for the presence of underground services and a professional service location company was contracted to clear each proposed sampling location before any intrusive investigations were commenced.

The field methodologies are summarised in Table 4.2.

Table 4.2 Soil sampling methodology

Activity	Details
Drilling method	Drilling of the soil bores was undertaken by a licensed drilling company using solid flight auger techniques.
Soil logging and sampling	<p>Soil cores were discharged into clean core trays and gloved hands used to recover samples – disposable nitrile gloves were worn by field personnel and changed prior to the collection of each sample.</p> <p>All soil cuttings recovered were logged with reference to Australian Standard 1726-2017, with particular consideration of any potential indicators of contamination.</p> <p>To assess the soil for the presence of volatile organic compounds (VOCs), a portion of each recovered sample was placed into a sealed plastic bag, broken up while in the bag, rested for a minimum of five minutes (to allow for equilibration) and screened using a hand-held photo-ionisation detector (PID) unit.</p> <p>Soil samples were collected from discrete depths throughout the soil profile – i.e. corresponding to changes in lithology, colour and/or evidence of potential contamination (e.g. odour, staining, elevated PID readings).</p> <p>Soil bore logs, including soil descriptions and PID readings, are included in Appendix F.</p>
Sample preservation and transportation	Soil samples were collected in laboratory-supplied screw top bottles with minimal headspace allowed. Samples were chilled during storage and transport to the analytical laboratory.
Equipment decontamination	Re-usable equipment was decontaminated between sampling locations using potable water and Decon 90™ phosphate free detergent.
Waste disposal	Soil cores/cuttings were used to reinstate the soil bores.

4.3 Assessment criteria

In order to assess the relative concentration and significance of any potential contaminants detected through laboratory analysis it is usual to reference established screening criteria. The contaminant screening criteria represent threshold concentrations of specific contaminants which, if exceeded in a particular sample, may pose a health or environmental risk and therefore warrant further site-specific investigation or risk analysis.

4.3.1 Soil

The ASC NEPM (1999) sets out the basis for assessing the significance of soil contamination. Based on an understanding that the site's current use is residential (western portion) and commercial (eastern portion) and proposed future use is commercial, the following ASC NEPM (1999) investigation and screening levels have been adopted to assess the suitability of site soils for this particular land use

- Health Investigation Levels (HILs): HIL-A, B and D (Residential (low and high density) and commercial land use) values for a range of organic and inorganic contaminants;
- Health Screening Levels (HSLs): HSL-A/B and D (Residential and commercial land use) values for soil vapour intrusion (hydrocarbons only) for a predominantly sandy soil type; and
- Management Limits: values for hydrocarbons (in coarse-grained soils) which are based on a consideration of the formation of LNAPL, fire and explosive hazards and effects on buried services.

The following criteria were also adopted from Friebe and Nadebaum (2011):

- HSL-A, B and D direct contact criteria for residential and commercial land use;
- HSL-D direct contact criteria for intrusive maintenance workers; and
- HSL-D vapour intrusion criteria for intrusive maintenance workers.

4.4 Results

4.4.1 Soil

4.4.1.1 Field observations

The soil bore logs are included in Appendix D and provide details of the soil profile encountered at the site, as follows:

- fill materials where encountered, consisted of pale brown sand and grey-brown sandy clay with cobbles and concrete. A number of the soil bores were terminated in shallow fill material upon refusal on concrete or other hard material at a depth of less than 1 m BGL. Refusal (and fill material) was generally encountered in the vicinity of the former tank pits. It is understood that the tank pits were backfilled in part with concrete pieces and other debris from the former site forecourt demolition and in part with imported material.
- underlying natural soils consisted of pale brown to grey-brown and brown clay of low to medium plasticity.

A slight hydrocarbon odour was noted in soil bores SB05, SB09 and SB10 at varying depths from 0.5 to approximately 4 m BGL. A slightly elevated photo-ionisation detector (PID) reading of 7.6 ppm was recorded at 3.0-3.1 m BGL in SB05. The hydrocarbon odour in SB10 was noted once augers were removed from the hole with an initial PID reading of 100 ppm recorded, however screening of the soils did not detect any reading above 0 ppm.

4.4.1.2 Laboratory analytical results

A summary of the soil analytical results is provided in the Table (attached) and copies of laboratory certificates and signed chain of custody (COC) documents are included in Appendix G.

Detected concentrations of various metals were reported in all soil bores analysed however, with the exception of an elevated arsenic concentration in sample MW1_5.5-5.6 (274 mg/kg) which exceeds the ASC NEPM HIL A criterion but

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not the HIL D criterion applicable for a commercial/industrial use. The soils therefore do not present a risk to human health under the proposed land use. The arsenic is considered to be a naturally occurring constituent of the soil.

Concentrations of C₆-C₁₀, C₆ – C₉ and F1 TRH were reported above the laboratory limit of reporting (LOR) in three samples at the same location (SB05) at sample depths of 2.0-2.1, 3.0-3.1 and 3.7-3.8 m BGL respectively. These concentrations however do not exceed any adopted criteria.

Concentrations of fluoride were reported above the laboratory LOR in the four samples analysed for TAS EPA bulletin suite of analytes, however there are no criteria for fluoride in the adopted guidelines. The fluoride is considered to be a naturally occurring constituent of the soil.

All other samples reported concentrations below the laboratory LOR and/or below adopted criteria.

4.5 Quality Assurance/Quality Control (QA/QC)

Tabulated analytical results for the primary and QC samples are presented in the Table attached. The results of internal laboratory QC procedures are provided within the laboratory analysis reports in Appendix G.

Table 4.3 indicates conformance to specific QA/QC procedures – in summary, the analytical data were deemed to be of acceptable quality for the purpose of this assessment.

Table 4.3 Data validation

QA/QC requirement	Completed	Comments
<i>Field instruments calibrated before use</i>	Yes	The field equipment was calibrated by the hire company prior to use – calibration documentation is provided in Appendix H.
<i>Samples kept chilled</i>	Yes	Immediately upon collection, the soil samples were placed into chilled insulated coolers (esbies), where they remained during transport to the analytical laboratories.
<i>Samples delivered to laboratory within sample holding times and with correct preservative</i>	Yes	Soil samples were delivered to the laboratory within the specified holding times and in laboratory-supplied containers prepared with the appropriate preservatives (where required). All samples were transported under strict Fyfe COC procedures.
<i>Samples extracted/analysed within sample holding times</i>	Yes	Samples were all extracted within the laboratory-specified holding times.
<i>All analyses National Association of Testing Authorities (NATA) accredited</i>	Yes	Australian Laboratory Services (ALS) are NATA accredited for all of the analyses performed.
<i>Acceptable laboratory limits of reporting (LOR)</i>	Yes	The laboratory LOR for soil were all below the adopted assessment criteria.
<i>Required number of field QC samples analysed - Soil</i>	Mostly	As detailed in Section 4.1.2, field QC soil samples were collected however were not selected for laboratory analysis. One intra-laboratory duplicate sample was collected (QC5, duplicate of SB05_0.0-0.1), the frequency of QC samples was not met. As the majority of results were below the laboratory LOR, the omission of QC samples from analysis is not considered to affect the overall result and not adversely impacted sample integrity.

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QA/QC requirement	Completed	Comments
<i>Duplicate sample pairs reported acceptable relative percentage differences (RPDs) – Soil</i>	Yes	Where they were able to be calculated (i.e. detectable concentrations in both samples), calculated RPD values for the duplicate QC soil sample pairs were less than 30%.
<i>Acceptable laboratory QA procedures</i>	Yes	The laboratory QA procedures were generally considered acceptable. Exceptions were as follows: – ALS report EM2209756 (soil): matrix spike sample recovery was less than the data quality objective for hexavalent chromium in sample SB05_3.0-3.1.
<i>Acceptable laboratory QC results</i>	Yes	The laboratory QC results were generally considered acceptable.

5. CONCEPTUAL SITE MODEL (CSM)

In accordance with Schedule B2 of the ASC NEPM (1999), an important step in the site assessment process is the development and refinement of a CSM that identifies the potential sources of contamination, the COPC, the likely media involved and the pathways by which exposure to any contamination at the subject site may occur. For exposure to occur, a complete pathway must exist between the source of contamination and the receptor (i.e. the person or ecosystem components potentially affected). Where the exposure pathway is incomplete, there is no exposure and hence no risk via that pathway.

An exposure pathway typically consists of the following elements:

- the source of contamination (e.g., a spill or leak);
- the release mechanism (e.g., migration in soil, leaching to water, emission to air);
- the transport medium (e.g., soil, groundwater, surface water, air);
- the mobility of the contaminant in, and its retention by, the transport medium;
- the type of receptor (e.g., human, wildlife, flora, surface water);
- the exposure point (e.g., where a receptor may come in contact with contaminated dust or soil, contaminated groundwater, or vapour escaping from contaminated soil or groundwater); and
- the exposure route (e.g., inhalation, ingestion, dermal absorption).

5.1 Background information

Information regarding the setting, layout and history of the site has been detailed in Section 3. Key points regarding site characteristics are as follows:

- former land use(s): commercial (service station) and residential;
- current land use: vacant (commercial) and residential;
- proposed land use: commercial (service station);
- surrounding land uses: commercial and residential;
- regional setting: urban;
- council zoning: Commercial and General Residential;
- distance to nearest surface water body: 1.2 km to the east;
- soil type: fill: sand, natural material: clay;
- depth to groundwater: approximately 8.5 to 15.6 m BGL;
- groundwater quality: not known; and
- inferred groundwater flow direction: towards the north-east.

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5.2 Potentially contaminating activities

Potentially contaminating activities (PCAs), as listed on EPA Tasmania website:

<https://epa.tas.gov.au/environment/land/identification-and-assessment-of-contaminated-land/potentially-contaminating-activities-industries-and-land-uses>, or other environmentally significant activities identified/inferred to have occurred on, or adjacent to, the site that could have resulted in site contamination, are listed in Table 5.1.

Table 5.1 Land use activities that may have resulted in site contamination

Activity	Likely contaminants
On-site:	
Service station and possible mechanic workshop (Petroleum product or oil storage)	BTEXN, TRH, metals
Imported fill of unknown origin	BTEXN, TRH, metals

5.3 Potential receptors and exposure pathways

The following potential receptors and exposure pathways are based on the on-going/proposed use of the site as commercial/industrial and the current surrounding land uses detailed in Section 3:

- current and future site workers and visitors (assuming no on-site groundwater extraction): inhalation (vapours);
- occupants/users of surrounding residential, commercial and recreational/community properties: inhalation (vapours);
- on- and off-site construction and maintenance workers: inhalation (vapours) and, depending on whether groundwater is intercepted, direct dermal contact as well as accidental ingestion;
- down-gradient users of registered and/or unregistered groundwater bores: direct dermal contact, inhalation (vapours), ingestion;
- down-gradient surface water body: freshwater ecosystem of Don River and Mersey River, marine ecosystem of Bass Strait; and
- surficial and buried infrastructure.

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5.4 Identification of complete exposure pathways

An assessment of the potential exposure pathways identified with respect to the proposed continued use of the site as a service station and the surrounding land uses detailed in Section 3 is summarised in Table 5.2.

Table 5.2 Assessment of potential exposure pathways to the identified groundwater contamination

Receptor	Identified impacts of potential concern	Possible exposure pathways	Comments	Complete or incomplete?
Current and future site workers and visitors	BTEXN/TRH, metals (arsenic)	Inhalation*	For the property 2-8 Don Road, results indicate that concentrations of COPC are below the laboratory LOR with the exception of minor TRH concentrations at SB05 at 2.0 – 3.8 m BGL, located in the central portion of 2 Don Road and adjacent to the north of the former tank pits. All results are below the applicable criteria.	Incomplete
Occupants/users of surrounding residential and commercial properties	BTEXN/TRH	Inhalation	The EPA confirmed their satisfaction with groundwater quality in 2015 and this investigation has confirmed that there has been no further potentially contaminating activity and no suggestion of incomplete remediation.	Incomplete
Construction and maintenance workers (on- and off-site)	BTEXN/TRH	Direct dermal contact Accidental ingestion Inhalation	COPC are below the laboratory LOR with the exception of minor TRH concentrations at SB05 at 2.0 – 3.8 m BGL, located in the central portion of 2 Don Road and adjacent to the north of the former tank pits.	Incomplete
Down-gradient users of registered and/or unregistered groundwater bores	BTEXN/TRH	Direct dermal contact Ingestion Inhalation	The EPA confirmed their satisfaction with groundwater quality in 2015 and this investigation has confirmed that there has been no further potentially contaminating activity and no suggestion of incomplete remediation.	Incomplete
Surface water ecosystems	BTEXN/TRH	Groundwater discharge to Don and Mersey River, and Bass Strait	Remediation was completed to the satisfaction of EPA with no subsequent potentially contaminating activities identified.	Incomplete
Buildings and structures	BTEXN/TRH	Corrosion	Groundwater is likely to be deeper than all structures.	Incomplete

Notes:

*i.e. assuming that no groundwater is, or will be, extracted for use on the site

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5.5 Data gaps

The information gathered in this ESA has resolved all previous data gaps and no further information is required in order to reach to the conclusions about future management needs at the site.

6. CONCLUSIONS AND RECOMMENDATIONS

A soil investigation was undertaken in May 2022 as part of a due diligence Environmental Site Assessment at the site located at 171 Steele Street and 2-8 Don Road, Devonport, Tasmania.

Groundwater was unable to be intercepted during drilling due to refusal on fill material, likely demolition debris (concrete) from decommissioning of the site's former service station forecourt and greater depth to groundwater than anticipated.

The corner of the site, 2 Don Road, Devonport, was used for commercial purposes as an operational service station from approximately 1954, and under leasehold by Shell Company of Australia from 1974 until the site was closed in 2000. Groundwater had been contaminated by historical fuel releases on the site and extended off-site. After a period of voluntary remediation by Shell commencing in 2003, the Tasmanian Environment Protection Authority (EPA) commenced regulation through a Site Management Notice (SMN 8867/1) in 2013. This was revoked in 2015.

The USTs adjacent the south-eastern boundary were removed in early 2005 and the site buildings were demolished between March 2020 and January 2021. The site has remained vacant since.

Results of the ESA indicate only minor residual impact of TRH at one location adjacent to the north of the former tank pits in the central to eastern portion of the former service station portion of the site. Elevated concentrations of arsenic (consistent with naturally occurring background levels) were also reported at one location at a depth of 5.5-5.6 m BGL. The remaining soils investigated reported results were below the laboratory limits of reporting.

The ESA has confirmed that the remediation of the site following its use as a service station was comprehensive and complete with no indications that there is any significant contamination remaining from that use. The site has been fenced since then with no potentially contaminating activities occurring on the site. Given this finding regarding the soils at the site there is no basis for the groundwater quality at the site to be any more impacted than when the EPA concluded in 2015 that no further monitoring was required and they approved the decommissioning of all groundwater monitoring wells.

The properties at 8 Don Road and 171 Steele Street have never had potentially contaminating activities on them.

The entire site is therefore concluded to not present a risk to human health or the environment and is suitable for its proposed commercial use without the need for any further assessment or remediation. Some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.

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7. REFERENCES

Australian Standard (1999) *Guide to the Sampling and Investigation of Potentially Contaminated Soil Part 2: Volatile Substances*. AS4482.2-1999.

Australian Standard (2005) *Guide to the Investigation and Sampling of Sites with Potentially Contaminated Soil Part 1: Non-Volatile and Semi-Volatile Compounds*. AS4482.1-2005.

CRC CARE (2013) *Petroleum Hydrocarbon Vapour Intrusion Assessment – Australian Guidance*. CRC CARE Technical Report No. 23.

CSIRO Australian Soil Resource Information System (ASRIS) website: <http://www.asris.csiro.au/mapping/viewer.htm>.

Department of Natural Resources and Environment Tasmania Groundwater Information Access Portal:
<https://wrt.tas.gov.au/groundwater-info/>.

Environmental Management and Pollution Control Act 1994.

Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020.

Environment Protection Authority Tasmania

Friebel E. and Nadebaum P. (2011) *Health Screening Levels for Petroleum Hydrocarbons in Soil and Groundwater*. CRC CARE Technical Report No. 10.

IT Environmental (2005a) *Groundwater Monitoring Event Report Former Shell Kerrison's Corner Service Station (H002) 2 Don Street, Devonport, Tasmania*, prepared for SCOA, field dated 13-16 December 2004, report dated 17 March 2005.

IT Environmental (2005b) *Site Validation Report Former Shell Kerrison's Corner Service Station (H002) 2 Don Street Devonport, Tasmania*, prepared for SCOA, fieldwork dated 24, 25, 27, 27, 31 January 2005, 1, 8 and 24 February 2005, report dated 17 March 2005.

Land Information System Tasmania <https://maps.thelist.tas.gov.au/listmap/app/list/map>

National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended in 2013).

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8. LIMITATIONS

The opinions and conclusions presented in this report are specific to the conditions of the site and the state of legislation currently enacted as at the date of this report. Fyfe does not make any representation or warranty that the opinions and conclusions in this report will be applicable in the future as there may be changes in the condition of the site, applicable legislation or other factors that would affect the opinions and conclusions contained in this report.

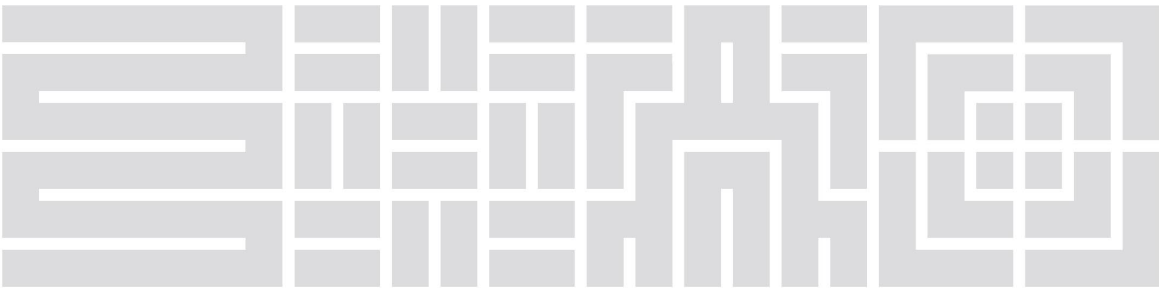
Fyfe has used the degree of skill and care ordinarily exercised by reputable members of our profession practising in the same or similar locality. This report has been prepared for Peregrine Corporation, for the specific purpose identified in the report. Fyfe accepts no liability or responsibility to any other party for the accuracy of any information contained in the report or any opinion or conclusion expressed in the report. Neither the whole of the report nor any part or reference thereto may be in any way used, relied upon or reproduced by any other party without Fyfe's prior written approval. This report must be read in its entirety, including all tables and attachments.

This report has been signed-off by a Certified Environmental Practitioner – Site Contamination Specialist. The responsibility of this professional was limited solely to the review of the draft report and did not extend to any other aspect of the project.

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SITE PLANS



VALUE THROUGH INTEGRATION

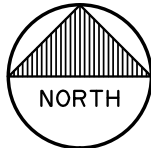


Legend
— Site Boundary (Approx)

ORIGINAL SIZE A3



ADELAIDE
L2, 124 South Terrace
Adelaide SA 5000
GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
www.fyfe.com.au



SCALE 1: 500

LEVEL DATUM :	N/A	SURVEYOR: FYFE
LEVEL AUTHORITY :		COUNCIL : N/A
CO-ORD DATUM :	MGA 2020	CT REF : NA

PEREGRINE CORPORATION

FIGURE 1 - SITE LOCATION PLAN
ENVIRONMENTAL SITE ASSESSMENT
2-8 DON RD & 171 STEELE ST
DEVONPORT, TASMANIA

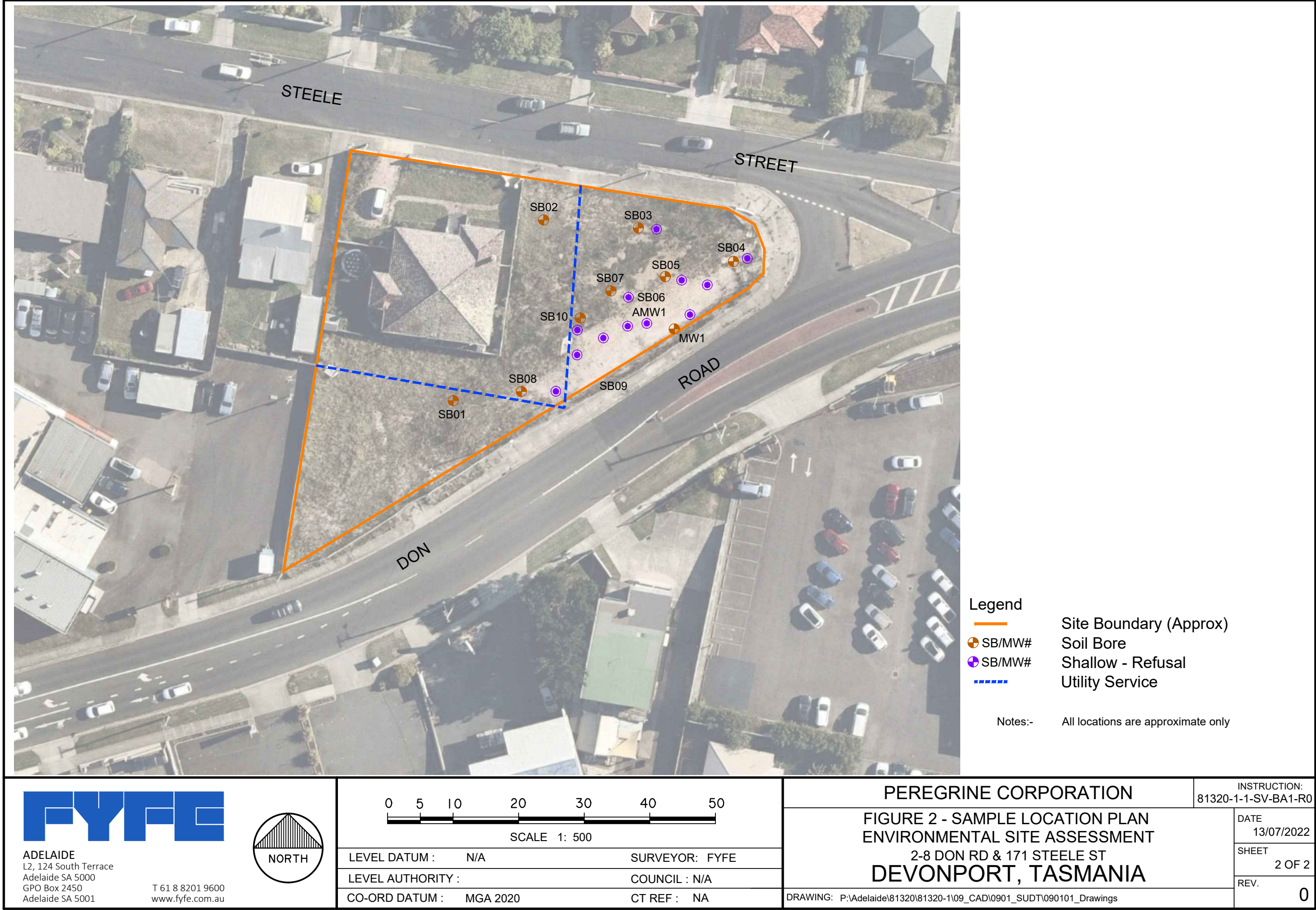
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INSTRUCTION:
81320-1-1-SV-BA1-R0

DATE
13/07/2022

SHEET
1 OF 2

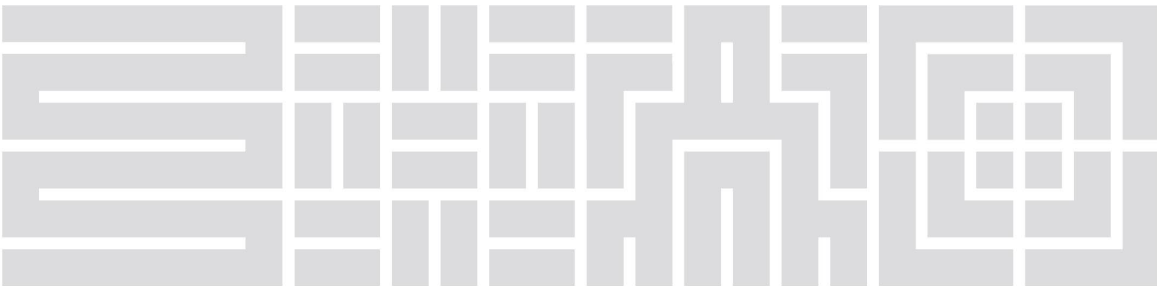
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DATA SUMMARY TABLES



VALUE THROUGH INTEGRATION

81320-1
Devonport ESA

Summary of Soil Analytical Results



				BTEXN								TRH											
				Benzene	Toluene	Ethylbenzene	Xylene (o)	Xylene (m & p)	Xylene Total	Total BTEX	Naphthalene	C6-C10	>C10-C16	>C16-C34	>C34-C40	>C10-C40 (Sum of total)	F1 (C6-C10 minus BTEX)	F2 (>C10-C16 minus Naphthalene)	C6-C9	C10-C14	C15-C28	C29-C36	C10-C36 (Sum of total)
				mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EOL				0.2	0.5	0.5	0.5	0.5	0.5	0.2	1	10	50	100	100	50	10	50	10	50	100	100	50
ASC NEPM (1999) HIL Residential A																							
ASC NEPM (1999) HIL Residential B																							
ASC NEPM (1999) HIL Comm/Ind D																							
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m				0.5	160	55			40		3						45	110					
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m				0.5	220	NL			60		NL						70	240					
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m				0.5	310	NL			95		NL						110	440					
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+				0.5	540	NL			170		NL						200	NL					
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m				3	NL	NL			230		NL						260	NL					
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m				3	NL	NL			NL		NL						370	NL					
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m				3	NL	NL			NL		NL						630	NL					
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+				3	NL	NL			NL		NL						NL	NL					
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil												700	1,000	3,500	10,000								
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m				77	NL	NL			NL		NL	NL	NL										
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m				160	NL	NL			NL		NL	NL	NL										
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+				NL	NL	NL			NL		NL	NL	NL										
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)				100	14,000	4,500			12,000		1,400	4,400	3,300	4,500	6,300								
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)				140	21,000	5,900			17,000		2,200	5,600	4,200	5,800	8,100								
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial				430	99,000	27,000			81,000		11,000	26,000	20,000	27,000	38,000								
Sample No.	Lab Report Number	Date	Sample Type	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
MW1_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
MW1_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
MW1_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
MW1_2.0-2.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
MW1_5.5-5.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB01_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5																		
SB02_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																				
SB02_1.9-2.0	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB03_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																				
SB03_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB04_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB04_2.0-2.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB05_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB05_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB05_1.5-1.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB05_2.0-2.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	22					22		14				
SB05_3.0-3.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	52	<50	<100	<100	<50	52	<50	38	<50	<100	<100	<50
SB05_3.7-3.8	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	15					15		<10				
SB06_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB07_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB07_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB08_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB08_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB09_0.5-0.6	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB09_1.0-1.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10					<10		<10				
SB09_2.0-2.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB09_3.0-3.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB10_0.0-0.1	EM2209756	24/05/2022	Primary	<0.2	<0.5	<0.5	<0.5	<0.5	<0.5	<0.2	<1	<10	<50	<100	<								

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Summary of Soil Analytical Results



	Metals																		
	Arsenic	Barium	Beryllium	Cadmium	Chromium (hexavalent)	Chromium (III+VI)	Cobalt	Copper	Lead	Manganese	Mercury	Molybdenum	Nickel	Selenium	Silver	Tin	Zinc		
	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg		
EOL	5	10	1	1	0.5	2	2	5	5	5	0.1	2	2	5	2	5	5		
ASC NEPM (1999) HIL Residential A	100		60	20	100		100	6,000	300	3,800	40		400	200			7,400		
ASC NEPM (1999) HIL Residential B	500		90	150	500		600	30,000	1,200	14,000	120		1,200	1,400			60,000		
ASC NEPM (1999) HIL Comm/Ind D	3,000		500	900	3,600		4,000	240,000	1,500	60,000	730		6,000	10,000			400,000		
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																			
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial																			

Sample No.	Lab Report Number	Date	Sample Type																	
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																	
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary	<5	80	<1	<1	<0.5	6	<2	8	<5	<5	<0.1	<2	2	<5	<2	<5	7
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																	
MW1_0.0-0.1	EM2209756	24/05/2022	Primary	24			<1		53		5	14		0.1		8				11
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																	
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																	
MW1_2.0-2.1	EM2209756	24/05/2022	Primary																	
MW1_5.5-5.6	EM2209756	24/05/2022	Primary	274			<5		354		43	9		<0.1		3				14
SB01_1.0-1.1	EM2209756	24/05/2022	Primary	16			<1		95		6	16		0.1		9				16
SB02_0.0-0.1	EM2209756	24/05/2022	Primary	17			<1		50		7	38		0.1		5				29
SB02_0.5-0.6	EM2209756	24/05/2022	Primary	8			<1		45		<5	12		<0.1		10				12
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																	
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																	
SB03_0.5-0.6	EM2209756	24/05/2022	Primary	15			<1		84		8	11		0.3		11				27
SB03_1.0-1.1	EM2209756	24/05/2022	Primary	19			<1		109		10	10		0.4		23				11
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																	
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																	
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB05_1.5-1.6	EM2209756	24/05/2022	Primary	<5			<1		54		6	12		0.2		12				71
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																	
SB05_3.0-3.1	EM2209756	24/05/2022	Primary	65	10	<1	<1	<0.5	151	<2	14	9	19	0.6	<2	6	<5	<2	<5	10
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																	
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																	
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																	
SB09_0.5-0.6	EM2209756	24/05/2022	Primary	9			<1		32		7	15		<0.1		5				15
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																	
SB09_2.0-2.1	EM2209756	24/05/2022	Primary	28			<1		127		11	13		0.4		17				11
SB09_3.0-3.1	EM2209756	24/05/2022	Primary																	
SB10_0.0-0.1	EM2209756	24/05/2022	Primary	<5	60	<1	<1	<0.5	8	<2	24	7	56	<0.1	<2	4	<5	<2	<5	149
SB10_0.5-0.6	EM2209756	24/05/2022	Primary																	
SB10_3.0-3.1	EM2209756	24/05/2022	Primary	55	<10	<1	<1	<0.5	112	<2	10	7	36	0.6	<2	6	<5	<2	<5	17
SB10_4.0-4.1	EM2209756	24/05/2022	Primary																	
SB10_5.7-5.8	EM2209756	24/05/2022	Primary																	
Duplicate samples																				
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																	
QCS	EM2209756	24/05/2022	Intra-lab duplicate																	
RPD %																				

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Summary of Soil Analytical Results



				Chlorinated Hydrocarbons																												
				1,1,1,2-tetrachloroethane	1,1,1-trichloroethane	1,1,2,2-tetrachloroethane	1,1,2-trichloroethane	1,1-dichloroethane	1,1-dichloroethene	1,1-dichloropropene	1,2,3-trichloropropene	1,2-dibromo-3-chloropropene	1,2-dichloroethane	1,2-dichloropropene	1,3-dichloropropene	2,2-dichloropropene	Bromodichloromethane	Bromodorm	Carbon tetrachloride	Chlorodibromomethane	Chloroethane	Chloroform	Chloromethane	cis-1,2-dichloroethene	cis-1,3-dichloropropene	Dibromomethane	Hexachlorobutadiene	Trichloroethene	Tetrachloroethene (PCE)	trans-1,2-dichloroethene	trans-1,3-dichloropropene	Vinyl chloride
				mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EQL				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	5	0.5	5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	5	
ASC NEPM (1999) HIL Residential A																																
ASC NEPM (1999) HIL Residential B																																
ASC NEPM (1999) HIL Comm/Ind D																																
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m																																
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m																																
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m																																
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+																																
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m																																
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m																																
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m																																
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																																
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																																
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m																																
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m																																
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+																																
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)																																
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)																																
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial																																
Sample No.	Lab Report Number	Date	Sample Type																													
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																													
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary																													
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																													
MW1_0.0-0.1	EM2209756	24/05/2022	Primary																													
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																													
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																													
MW1_2.0-2.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<5	<0.5	<5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<5	
MW1_5.5-5.6	EM2209756	24/05/2022	Primary																													
SB01_1.0-1.1	EM2209756	24/05/2022	Primary																													
SB02_0.0-0.1	EM2209756	24/05/2022	Primary																													
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																													
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																													
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB03_1.0-1.1	EM2209756	24/05/2022	Primary																													
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																													
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																													
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB05_1.5-1.6	EM2209756	24/05/2022	Primary																													
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																													
SB05_3.0-3.1	EM2209756	24/05/2022	Primary																													
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																													
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																													
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																													
SB09_0.5-0.6	EM2209756	24/05/2022	Primary																													
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																													
SB09_2.0-2.1	EM2209756	24/05/2022	Primary																													
SB09_3.0-3.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<5	<0.5	<5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.			

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Summary of Soil Analytical Results



				Halogenated Benzenes								Halogenated Hydrocarbons					MAH									
				1,2,3-trichlorobenzene	1,2,4-trichlorobenzene	1,2-dichlorobenzene	1,3-dichlorobenzene	1,4-dichlorobenzene	2-chlorotoluene	4-chlorotoluene	Bromobenzene	Chlorobenzene	1,2-dibromethane	Bromomethane	Dichlorodifluoromethane	Iodomethane	Trichlorofluoromethane	1,2,4-trimethylbenzene	1,3,5-trimethylbenzene	Isopropylbenzene	n-butylbenzene	n-propylbenzene	p-isopropyltoluene	sec-butylbenzene	Styrene	tert-butylbenzene
				mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EOL				0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	5	5	0.5	5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
ASC NEPM (1999) HIL Residential A																										
ASC NEPM (1999) HIL Residential B																										
ASC NEPM (1999) HIL Comm/Ind D																										
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m																										
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m																										
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m																										
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+																										
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m																										
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m																										
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m																										
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																										
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																										
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m																										
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m																										
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+																										
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)																										
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)																										
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial																										

Sample No.	Lab Report Number	Date	Sample Type																							
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																							
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary																							
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																							
MW1_0.0-0.1	EM2209756	24/05/2022	Primary																							
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																							
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																							
MW1_2.0-2.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<5	<5	<0.5	<5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
MW1_5.5-5.6	EM2209756	24/05/2022	Primary																							
SB01_1.0-1.1	EM2209756	24/05/2022	Primary																							
SB02_0.0-0.1	EM2209756	24/05/2022	Primary																							
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																							
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																							
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB03_1.0-1.1	EM2209756	24/05/2022	Primary																							
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																							
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																							
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB05_1.5-1.6	EM2209756	24/05/2022	Primary																							
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																							
SB05_3.0-3.1	EM2209756	24/05/2022	Primary																							
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																							
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																							
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																							
SB09_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																							
SB09_2.0-2.1	EM2209756	24/05/2022	Primary																							
SB09_3.0-3.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<5	<5	<0.5	<5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
SB10_0.0-0.1	EM2209756	24/05/2022	Primary																							
SB10_0.5-0.6	EM2209756	24/05/2022	Primary																							
SB10_3.0-3.1	EM2209756	24/05/2022	Primary																							
SB10_4.0-4.1	EM2209756	24/05/2022	Primary																							
SB10_5.7-5.8	EM2209756	24/05/2022	Primary																							
Duplicate samples																										
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																							
QCS	EM2209756	24/05/2022	Intra-lab duplicate																							
RPD %																										

Comments

* Criteria are inclusive of all cresol isomers

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Summary of Soil Analytical Results



	Solvents					Phenols													
	Methyl Ethyl ketone	2-hexanone (MBK)	4-Methyl-2-pentanone	Carbon disulfide	Vinyl acetate	3/4-Methylphenol (m/p-cresol)	2,4,5-Trichlorophenol	2,4,6-Trichlorophenol	2,4-Dichlorophenol	2,4-Dimethylphenol	2,6-Dichlorophenol	2-Chlorophenol	2-Methylphenol	2-Nitrophenol	4-chloro-3-methylphenol	Pentachlorophenol	Phenolics Total	Phenol	
	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	
EQL	5	5	5	0.5	5	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2	0.5	0.5	
ASC NEPM (1999) HIL Residential A						400 *										100		3,000	
ASC NEPM (1999) HIL Residential B						4,700 *										130		45,000	
ASC NEPM (1999) HIL Comm/Ind D																660		240,000	
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m																			
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m																			
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																			
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m																			
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)																			
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial																			

Sample No.	Lab Report Number	Date	Sample Type																
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary																
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																
MW1_0.0-0.1	EM2209756	24/05/2022	Primary																
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																
MW1_2.0-2.1	EM2209756	24/05/2022	Primary	<5	<5	<5	<0.5	<5											
MW1_5.5-5.6	EM2209756	24/05/2022	Primary																
SB01_1.0-1.1	EM2209756	24/05/2022	Primary																
SB02_0.0-0.1	EM2209756	24/05/2022	Primary																
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																
SB03_1.0-1.1	EM2209756	24/05/2022	Primary																
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																
SB05_1.5-1.6	EM2209756	24/05/2022	Primary																
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																
SB05_3.0-3.1	EM2209756	24/05/2022	Primary																
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																
SB09_0.5-0.6	EM2209756	24/05/2022	Primary																
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																
SB09_2.0-2.1	EM2209756	24/05/2022	Primary																
SB09_3.0-3.1	EM2209756	24/05/2022	Primary																
SB10_0.0-0.1	EM2209756	24/05/2022	Primary																
SB10_0.5-0.6	EM2209756	24/05/2022	Primary																
SB10_3.0-3.1	EM2209756	24/05/2022	Primary																
SB10_4.0-4.1	EM2209756	24/05/2022	Primary																
SB10_5.7-5.8	EM2209756	24/05/2022	Primary																
Duplicate samples																			
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																
QCS	EM2209756	24/05/2022	Intra-lab duplicate																
RPD %																			

Comments
* Criteria are inclusive of all cresol isomers

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Summary of Soil Analytical Results



	PAH																				
	Acenaphthene	Acenaphthylene	Anthracene	Benzo(a)anthracene	Benzo(a)pyrene	Benzo(b)fluoranthene	Benzo(g,h,i)perylene	Benzo(k)fluoranthene	Chrysene	Dibenz(a,h)anthracene	Fluoranthene	Fluorene	Indeno(1,2,3-c,d)pyrene	Naphthalene	Phenanthrene	Benzo(a)pyrene TEQ calc. (Half)	Pyrene	Benzo(a)pyrene TEQ (LOR)	Benzo(a)pyrene TEQ calc. (Zero)		PAHs (Sum of total)
EQCL	0.5	0.5	0.5	0.5	0.05	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	40
ASC NEPM (1999) HIL Residential A																3		3	3	300	
ASC NEPM (1999) HIL Residential B																4		4	4	400	
ASC NEPM (1999) HIL Comm/Ind D																40		40	40	4,000	
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m														3							
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m														NL							
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m														NL							
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+														NL							
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m														NL							
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m														NL							
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m														NL							
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+														NL							
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																					
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m														NL							
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m														NL							
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+														NL							
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)														1,400							
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)														2,200							
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial														11,000							

Sample No.	Lab Report Number	Date	Sample Type																			
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																			
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.05	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	0.6	<0.5	1.2	<0.5	<0.5	160
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																			
MW1_0.0-0.1	EM2209756	24/05/2022	Primary																			
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																			
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																			
MW1_2.0-2.1	EM2209756	24/05/2022	Primary																			
MW1_5.5-5.6	EM2209756	24/05/2022	Primary																			
SB01_1.0-1.1	EM2209756	24/05/2022	Primary																			
SB02_0.0-0.1	EM2209756	24/05/2022	Primary																			
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																			
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																			
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB03_1.0-1.1	EM2209756	24/05/2022	Primary																			
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																			
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																			
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB05_1.5-1.6	EM2209756	24/05/2022	Primary																			
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																			
SB05_3.0-3.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.05	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	0.6	<0.5	1.2	<0.5	<0.5	70
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																			
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																			
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																			
SB09_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																			
SB09_2.0-2.1	EM2209756	24/05/2022	Primary																			
SB09_3.0-3.1	EM2209756	24/05/2022	Primary																			
SB10_0.0-0.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.05	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	0.6	<0.5	1.2	<0.5	<0.5	100
SB10_0.5-0.6	EM2209756	24/05/2022	Primary																			
SB10_3.0-3.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5	<0.5	<0.05	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	0.6	<0.5	1.2	<0.5	<0.5	60
SB10_4.0-4.1	EM2209756	24/05/2022	Primary																			
SB10_5.7-5.8	EM2209756	24/05/2022	Primary																			
Duplicate samples																						
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																			
QCS	EM2209756	24/05/2022	Intra-lab duplicate																			
RPD %																						

Comments

* Criteria are inclusive of all cresol isomers

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Summary of Soil Analytical Results



	Organochlorine Pesticides																								
	4,4-DDE	α-BHC	Aldrin	Aldrin + Dieldrin	β-BHC	Chlordane	Chlordane (cis)	Chlordane (trans)	δ-BHC	DDD	DDT	DDT+DDE+DDD	Dieldrin	Endosulfan	Endosulfan I	Endosulfan II	Endosulfan sulphate	Endrin	Endrin aldehyde	Endrin ketone	γ-BHC (Lindane)	Heptachlor	Heptachlor epoxide	Methoxychlor	Hexachlorobenzene
	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EQL	0.05	0.05	0.05								0.2	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
ASC NEPM (1999) HIL Residential A				6		50						240		270				10				6		300	10
ASC NEPM (1999) HIL Residential B				10		90						600		400				20				10		500	15
ASC NEPM (1999) HIL Comm/Ind D				45		530						3,600		2,000				100				50		2,500	80
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m																									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m																									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m																									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+																									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m																									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m																									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m																									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																									
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil																									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m																									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m																									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+																									
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)																									
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)																									
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial																									

Sample No.	Lab Report Number	Date	Sample Type																									
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary																									
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05	
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary																									
MW1_0.0-0.1	EM2209756	24/05/2022	Primary																									
MW1_0.5-0.6	EM2209756	24/05/2022	Primary																									
MW1_1.0-1.1	EM2209756	24/05/2022	Primary																									
MW1_2.0-2.1	EM2209756	24/05/2022	Primary																									
MW1_5.5-5.6	EM2209756	24/05/2022	Primary																									
SB01_1.0-1.1	EM2209756	24/05/2022	Primary																									
SB02_0.0-0.1	EM2209756	24/05/2022	Primary																									
SB02_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB02_1.9-2.0	EM2209756	24/05/2022	Primary																									
SB03_0.0-0.1	EM2209756	24/05/2022	Primary																									
SB03_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB03_1.0-1.1	EM2209756	24/05/2022	Primary																									
SB04_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB04_2.0-2.1	EM2209756	24/05/2022	Primary																									
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																									
SB05_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB05_1.5-1.6	EM2209756	24/05/2022	Primary																									
SB05_2.0-2.1	EM2209756	24/05/2022	Primary																									
SB05_3.0-3.1	EM2209756	24/05/2022	Primary	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05		
SB05_3.7-3.8	EM2209756	24/05/2022	Primary																									
SB06_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB07_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB07_1.0-1.1	EM2209756	24/05/2022	Primary																									
SB08_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB08_1.0-1.1	EM2209756	24/05/2022	Primary																									
SB09_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB09_1.0-1.1	EM2209756	24/05/2022	Primary																									
SB09_2.0-2.1	EM2209756	24/05/2022	Primary																									
SB09_3.0-3.1	EM2209756	24/05/2022	Primary																									
SB10_0.0-0.1	EM2209756	24/05/2022	Primary	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05		
SB10_0.5-0.6	EM2209756	24/05/2022	Primary																									
SB10_3.0-3.1	EM2209756	24/05/2022	Primary	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.2	<0.05		
SB10_4.0-4.1	EM2209756	24/05/2022	Primary																									
SB10_5.7-5.8	EM2209756	24/05/2022	Primary																									
Duplicate samples																												
SB05_0.0-0.1	EM2209756	24/05/2022	Primary																									
QCS	EM2209756	24/05/2022	Intra-lab duplicate																									
RPD %																												

Comments
* Criteria are inclusive of all cresol isomers

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Summary of Soil Analytical Results



				Additional VOCs					
				cis-1,4-Dichloro-2-butene	trans-1,4-Dichloro-2-butene	pentachloroethane	Cyanide Total	Moisture Content	PCBs (Sum of total)
				mg/kg	mg/kg	mg/kg	mg/kg	%	mg/kg
EQL				0.5	0.5	0.5	1	1	0.1
ASC NEPM (1999) HIL Residential A									1
ASC NEPM (1999) HIL Residential B									1
ASC NEPM (1999) HIL Comm/Ind D									7
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 0 to <1 m									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 1 to < 2 m									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 2 to < 4 m									
ASC NEPM (1999) Vapour intrusion HSL Residential A/B, Sand, 4 m+									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 0 to <1 m									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 1 to < 2 m									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 2 to < 4 m									
ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+									
ASC NEPM (1999) Management Limits Comm / Ind, Coarse Soil									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 0 to <2 m									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 2 to <4 m									
Friebel and Nadebaum (2011) Intrusive Maintenance Worker (Shallow Trench), sand, 4 m+									
Friebel and Nadebaum (2011) HSL for direct contact, HSL A, Residential (low density)									
Friebel and Nadebaum (2011) HSL for direct contact, HSL B, Residential (high density)									
Friebel and Nadebaum (2011) HSL for direct contact, HSL D, Commercial/Industrial									

Sample No.	Lab Report Number	Date	Sample Type						
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary					2.8	
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary				<1	1.9	<0.1
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary					1.7	
MW1_0.0-0.1	EM2209756	24/05/2022	Primary					15.6	
MW1_0.5-0.6	EM2209756	24/05/2022	Primary					19.2	
MW1_1.0-1.1	EM2209756	24/05/2022	Primary					12.1	
MW1_2.0-2.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5		16.6	
MW1_5.5-5.6	EM2209756	24/05/2022	Primary					23.4	
SB01_1.0-1.1	EM2209756	24/05/2022	Primary					15.3	
SB02_0.0-0.1	EM2209756	24/05/2022	Primary					12.3	
SB02_0.5-0.6	EM2209756	24/05/2022	Primary					13.2	
SB02_1.9-2.0	EM2209756	24/05/2022	Primary					22.3	
SB03_0.0-0.1	EM2209756	24/05/2022	Primary					13.6	
SB03_0.5-0.6	EM2209756	24/05/2022	Primary					13.4	
SB03_1.0-1.1	EM2209756	24/05/2022	Primary					19.2	
SB04_0.5-0.6	EM2209756	24/05/2022	Primary					10	
SB04_2.0-2.1	EM2209756	24/05/2022	Primary					24.6	
SB05_0.0-0.1	EM2209756	24/05/2022	Primary					2.5	
SB05_0.5-0.6	EM2209756	24/05/2022	Primary					4.3	
SB05_1.5-1.6	EM2209756	24/05/2022	Primary					16.8	
SB05_2.0-2.1	EM2209756	24/05/2022	Primary					23.3	
SB05_3.0-3.1	EM2209756	24/05/2022	Primary				<1	21.9	<0.1
SB05_3.7-3.8	EM2209756	24/05/2022	Primary					17.9	
SB06_0.5-0.6	EM2209756	24/05/2022	Primary					3.6	
SB07_0.5-0.6	EM2209756	24/05/2022	Primary					21.6	
SB07_1.0-1.1	EM2209756	24/05/2022	Primary					19.1	
SB08_0.5-0.6	EM2209756	24/05/2022	Primary					10.4	
SB08_1.0-1.1	EM2209756	24/05/2022	Primary					12.3	
SB09_0.5-0.6	EM2209756	24/05/2022	Primary					11.5	
SB09_1.0-1.1	EM2209756	24/05/2022	Primary					19.3	
SB09_2.0-2.1	EM2209756	24/05/2022	Primary					19.2	
SB09_3.0-3.1	EM2209756	24/05/2022	Primary	<0.5	<0.5	<0.5		21.8	
SB10_0.0-0.1	EM2209756	24/05/2022	Primary				<1	5.2	<0.1
SB10_0.5-0.6	EM2209756	24/05/2022	Primary					8.2	
SB10_3.0-3.1	EM2209756	24/05/2022	Primary				<1	19.1	<0.1
SB10_4.0-4.1	EM2209756	24/05/2022	Primary					21.5	
SB10_5.7-5.8	EM2209756	24/05/2022	Primary					21.1	
Duplicate samples									
SB05_0.0-0.1	EM2209756	24/05/2022	Primary					2.5	
QCS	EM2209756	24/05/2022	Intra-lab duplicate					8.7	
RPD %								111	

Comments

* Criteria are inclusive of all cresol isomers

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX A

SITE PHOTOGRAPHS



VALUE THROUGH INTEGRATION

81320-1 Devonport ESA

Site Photographs



Photograph 1. Drilling adjacent former tank pit facing east



Photograph 2. Drilling adjacent former tank pit facing west

81320-1 Devonport ESA

Site Photographs



Photograph 3. Natural soil material from drilling cuttings



Photograph 4. Western portion of site facing west

81320-1 Devonport ESA

Site Photographs



Photograph 5. North-eastern portion of the site facing east



Photograph 6. Off-site decommissioned well facing west

81320-1 Devonport ESA

Site Photographs



Photograph 7. Off-site facing south



Photograph 8. Off-site decommissioned well facing south

81320-1 Devonport ESA

Site Photographs



Photograph 9. Backfilled former tank pit



Photograph 10. Drilling adjacent residential property facing south-west

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



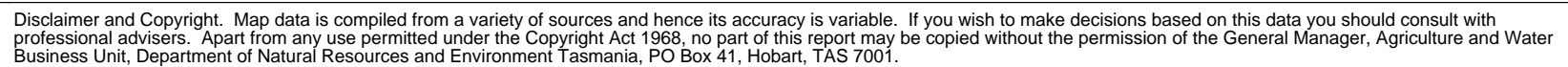
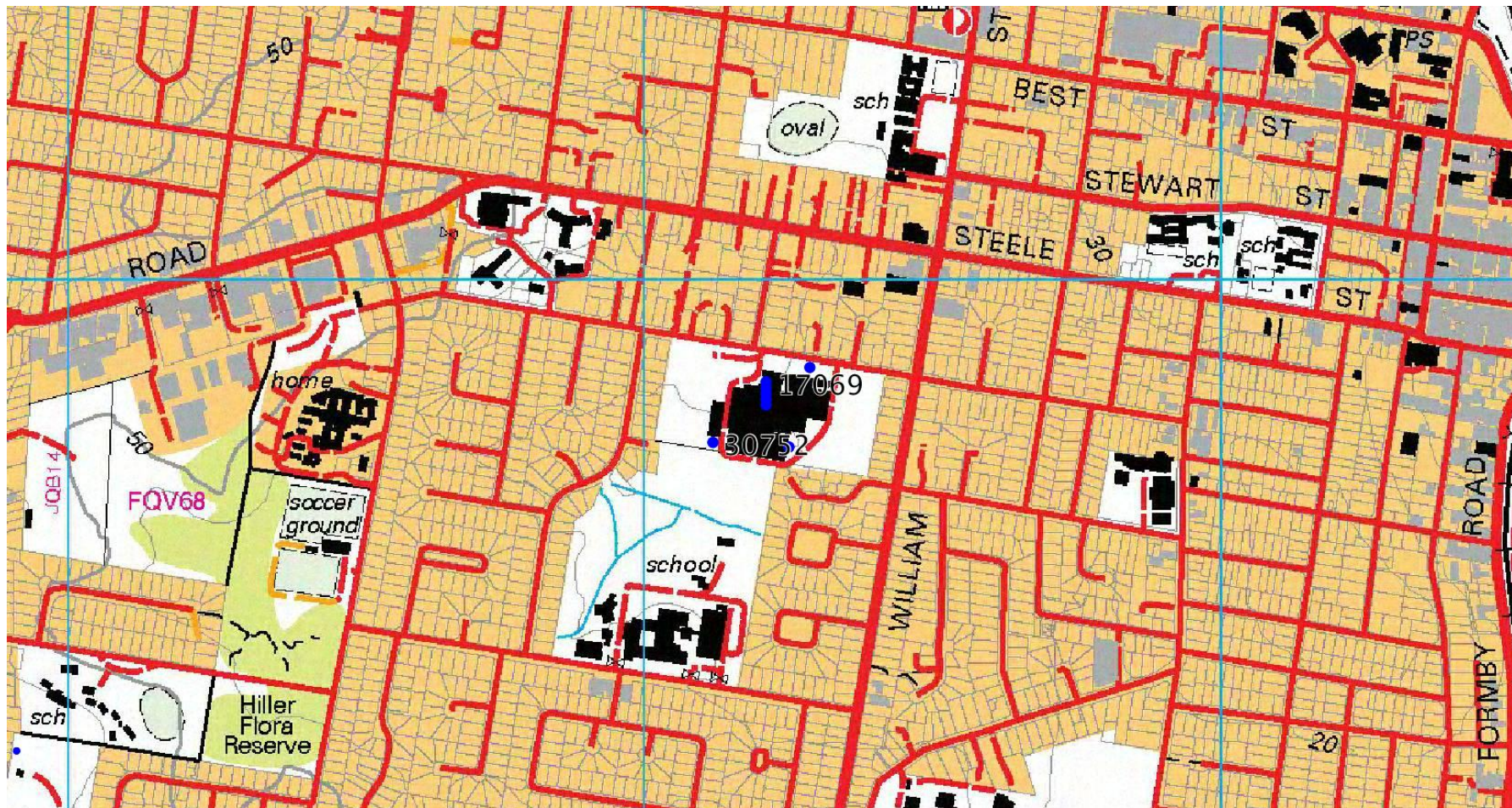
APPENDIX B

GROUNDWATER INFORMATION



VALUE THROUGH INTEGRATION





Page 1

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 17065 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445213 **Datum:** GDA94
Northing: 5440783 **Accuracy:** 1000
Ground level (m ASL):

Construction **Date drilled:** 19/06/1997
Drilling company: Lewis (Columbus)
Depth (metres): 34.80
Initial yield (L/sec): 8.21
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	34.8	165.00	Air Percussion (Rotary air - R)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	34.5		127.00	unknown

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	0.3	concrete
0.3	34.8	basalt

Depth to water struck

Date	From (m)	To (m)	Cumulative yield
19/06/1997	27.5		8.21

Main aquifer geology: Tertiary Basalt
Final TDS (mg/L):

**Standing Water
Levels****Standing water levels**

Date	SWL (metres)
19/06/1997	2.40

**Groundwater Feature
Detailed Report**

Current status

Last recorded statuses

Type	Value	Date recorded
function	Unknown	19/06/1997

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 17066 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445213 **Datum:** GDA94
Northing: 5440793 **Accuracy:** 1000
Ground level (m ASL):

Construction **Date drilled:** 26/06/1997
Drilling company: Lewis (Columbus)
Depth (metres): 32.90
Initial yield (L/sec): 12.00
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	32.9	165.00	Air Percussion (Rotary air - R)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	32.9		127.00	unplasticised polyvinylchloride uPVC

Screens

From (m)	To (m)	Inlet type
0.0	32.9	slotted casing

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	0.3	concrete
0.3	32.9	basalt

Depth to water struck

Date	From (m)	To (m)	Cumulative yield
26/06/1997	29.0		12.00

Main aquifer geology: Tertiary Basalt
Final TDS (mg/L):

**Standing Water
Levels****Standing water levels**

Date	SWL (metres)
26/06/1997	3.70

**Groundwater Feature
Detailed Report**

Current status

Last recorded statuses

Type	Value	Date recorded
function	Unknown	26/06/1997

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 17067 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445213 **Datum:** GDA94
Northing: 5440803 **Accuracy:** 1000
Ground level (m ASL):

Construction **Date drilled:**
Drilling company: Gerald Spaulding Drillers Pty Ltd
Depth (metres): 100.60
Initial yield (L/sec): 2.53
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	100.6	203.00	Air Percussion (Rotary air - R)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
NA				

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	0.9	top soil
0.9	6.1	clay
6.1	9.2	decomposed basalt
9.2	10.7	broken basalt
10.7	18.3	basalt
18.3	33.6	fine grained/hard basalt
33.6	48.8	soft basalt
48.8	68.6	hard fine grained basalt
68.6	76.3	decomposed basalt with occasional grey clay
76.3	91.5	basalt
91.5	100.6	

**Groundwater Feature
Detailed Report*****Depth to water struck***

Date	From (m)	To (m)	Cumulative yield
	10.7		
	38.1		
	73.2		2.53

Main aquifer geology:

Tertiary Basalt

Final TDS (mg/L):**Standing Water
Levels*****Standing water levels***

Date	SWL (metres)
NA	

Current status***Last recorded statuses***

Type	Value	Date recorded
function	abandoned	

**Groundwater Feature
Detailed Report**

Identification	Feature id:	17068	Feature type:	Bore
Location	Locality:	Devonport		
	Easting:	445213	Datum:	GDA94
	Northing:	5440813	Accuracy:	1000
	Ground level (m ASL):			
Construction	Date drilled:	18/12/1997		
	Drilling company:	Gerald Spaulding Drillers Pty Ltd		
	Depth (metres):	57.90		
	Initial yield (L/sec):	8.84		
	Initial EC (µS/cm):			

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	57.9	203.00	Air Percussion (Rotary air - R)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	57.9		203.00	steel
0.0	57.9		254.00	steel
0.0	57.9		152.00	unplasticised polyvinylchloride uPVC

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	0.3	fill
0.3	1.5	broken basalt/clay
1.5	29.0	dolerite
29.0	33.6	fractured dolerite
33.6	46.4	dolerite
46.4	47.0	fractured dolerite
47.0	57.9	dolerite

**Groundwater Feature
Detailed Report*****Depth to water struck***

Date	From (m)	To (m)	Cumulative yield
18/12/1997	29.0		
18/12/1997	32.0		
18/12/1997	46.7		8.84

Main aquifer geology:

Tertiary Basalt

Final TDS (mg/L):**Standing Water
Levels*****Standing water levels***

Date	SWL (metres)
NA	

Current status***Last recorded statuses***

Type	Value	Date recorded
function	functioning	18/12/1997

**Groundwater Feature
Detailed Report**

Identification	Feature id:	17069	Feature type:	Bore
Location	Locality:	Devonport		
	Easting:	445213	Datum:	GDA94
	Northing:	5440823	Accuracy:	1000
	Ground level (m ASL):			
Construction	Date drilled:	19/12/1997		
	Drilling company:	Gerald Spaulding Drillers Pty Ltd		
	Depth (metres):	51.90		
	Initial yield (L/sec):	7.58		
	Initial EC (µS/cm):			

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	51.9	203.00	Air Percussion (Rotary air - R)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	15.2		203.00	steel
0.0	51.9		152.00	unplasticised polyvinylchloride uPVC

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	0.6	road fill
0.6	4.6	dry red clay
4.6	12.2	soft wet clay
12.2	14.3	broken dolerite
14.3	25.9	dolerite ?
25.9	26.5	fractured dolerite
26.5	31.1	dolerite
31.1	34.2	fractured dolerite
34.2	42.7	dolerite

**Groundwater Feature
Detailed Report*****Depth to water struck***

Date	From (m)	To (m)	Cumulative yield
19/12/1997	27.5		
19/12/1997	31.0	34.5	7.58

Main aquifer geology:

Tertiary Basalt

Final TDS (mg/L):**Standing Water
Levels*****Standing water levels***

Date	SWL (metres)
NA	

Current status***Last recorded statuses***

Type	Value	Date recorded
function	functioning	19/12/1997

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 30752 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445121 **Datum:** GDA94
Northing: 5440718 **Accuracy:** 50
Ground level (m ASL):

Construction **Date drilled:** 15/03/2001
Drilling company: Gerald Spaulding Drillers Pty Ltd
Depth (metres): 91.40
Initial yield (L/sec): 10.10
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	91.4	203.00	Downhole Hammer (Rotary Hammer)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	80.8	152.00	152.00	unplasticised polyvinylchloride uPVC

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	4.6	Clay, loose basalt
4.6	91.4	Basalt

Depth to water struck

Date	From (m)	To (m)	Cumulative yield
14/03/2001	33.5		2.53
14/03/2001	57.9		10.10

Main aquifer geology: Tertiary Basalt
Final TDS (mg/L):

**Groundwater Feature
Detailed Report**

**Standing Water
Levels**

Standing water levels

Date	SWL (metres)
NA	

Current status

Last recorded statuses

Type	Value	Date recorded
function	functioning	14/03/2001

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 30753 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445289 **Datum:** GDA94
Northing: 5440848 **Accuracy:** 50
Ground level (m ASL):

Construction **Date drilled:** 20/03/2001
Drilling company: Gerald Spaulding Drillers Pty Ltd
Depth (metres): 91.40
Initial yield (L/sec): 1.01
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
0.0	91.4	203.00	Downhole Hammer (Rotary Hammer)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
NA				

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	4.6	Clay
4.6	91.4	Basalt

Depth to water struck

Date	From (m)	To (m)	Cumulative yield
20/03/2001	42.7		1.01

Main aquifer geology: Tertiary Basalt
Final TDS (mg/L):

**Standing Water
Levels****Standing water levels**

Date	SWL (metres)
NA	

**Groundwater Feature
Detailed Report**

Current status

Last recorded statuses

Type	Value	Date recorded
function	abandoned	20/03/2001

**Groundwater Feature
Detailed Report**

Identification **Feature id:** 40494 **Feature type:** Bore

Location **Locality:** Devonport
Easting: 445253 **Datum:** GDA94
Northing: 5440711 **Accuracy:** 25
Ground level (m ASL):

Construction **Date drilled:** 19/01/2009
Drilling company: Gerald Spaulding Drillers Pty Ltd
Depth (metres): 180.00
Initial yield (L/sec):
Initial EC (µS/cm):

Bore diameters

From (m)	To (m)	Diameter (mm)	Drilling technique
5.0	180.0	162.00	Downhole Hammer (Rotary Hammer)
0.0	5.0	250.00	Rotary (Rotary Mud)

Casings

From (m)	To (m)	Inside diameter (mm)	Outside diameter (mm)	Material
0.0	5.0	250.00		steel

Screens

From (m)	To (m)	Inlet type
NA		

Seals

From (m)	To (m)	Material type
NA		

**Geological /
Hydrogeological
Information****Lithological Log**

From (m)	To (m)	Lithological description
0.0	3.0	Overburden
3.0	5.0	Clay
5.0	28.0	Broken dolerite
32.0	120.0	Dolerite
120.0	122.0	Broken dolerite
122.0	180.0	Dolerite

Depth to water struck

Date	From (m)	To (m)	Cumulative yield
19/01/2009	28.0	32.0	1.52
19/01/2009	120.0	122.0	2.78

Main aquifer geology: Tertiary Basalt
Final TDS (mg/L):

**Groundwater Feature
Detailed Report**

**Standing Water
Levels**

Standing water levels

Date	SWL (metres)
19/01/2009	
19/01/2009	
19/01/2009	12.00

Current status

Last recorded statuses

Type	Value	Date recorded
function	capped	19/01/2009

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX C

HISTORICAL AERIAL COMPARISON



VALUE THROUGH INTEGRATION

Aerial imagery comparison
2-8 Don Road and 171 Steele Street, Devonport, Tasmania



Google Earth: January 2016



Google Earth: November 2021

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX D

ANECDOTAL INFORMATION



VALUE THROUGH INTEGRATION

The Combat Centre
Headquarters for Tasmanian Wing Chun Academy
47 Queen Street
Ulverstone 6425 9325



*North West
Funeral
Directors*

Wynyard 6442 2222
Smithton 6452 2337
Wivenhoe 6431 2337

Sylvia Heathcote

(Celebrant)

Now working from our
Improved Premises

**Cape Chapel
Crematorium**

&

Burial Centre

Austin Street Wynyard

We also offer prepaid funerals through
Tasmanian Perpetual Trustee's

Dr Berkovic and colleagues said they had noticed an increasing number of fits in patients who had taken the drug.

Of 97 patients with con-

taken tramadol in the recommended dose range, experienced convulsions between two and 365 days after beginning therapy, the Epilepsy

exposure risk in our population, but the frequency of tramadol-related seizures suggests that they may be under-reported."

drugs and unnecessary restrictions on driving and choice of vocation that might apply in cases of new-onset epilepsy," Dr Berkovic said.

Work under way to clean up Kerrisons Corner

A LONG-term project has started to clean up petrol contamination at Kerrisons Corner in Devonport.

Shell began work at the site 10 days ago and property owner Frank Kerrison said he expected the project to take several months.

The oil company operated the service station for 15 years on the site.

"(Shell's) tanks leaked and they are in the process of removing the pollution," said Mr Kerrison, 84, of Devonport.

Mr Kerrison said he did not want to

comment on his plans for the site, but would not rule out selling it.

Devonport Mayor Peter Hollister, who ran the service station for 10 years, said Kerrisons Corner was a good piece of real estate.

"It's probably semi-residential so it could have a commercial use or be put into residential, you could go either way."

Ald Hollister said he did not know of any development applications for the site lodged with Council.



PROJECT BEGINS: Devonport's Kerrisons Corner service station is undergoing remediation work caused by leaking fuel tanks. Picture: Jason Hollister.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX E

EPA DOCUMENTS



VALUE THROUGH INTEGRATION

Environment Protection Authority

GPO Box 1550 HOBART TAS 7001 Australia

Enquiries: Contaminated Sites Unit
Phone: +61 3 6165 4599
Email: contaminatedsites@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: (21/404: D22-241251



ENVIRONMENT PROTECTION AUTHORITY

9 June 2022

Mr Glenn Thiele
Fyfe Pty Ltd
Ground Floor , Suite 4
668 Burwood Road
Hawthorn East, VIC 3123

Email: glenn.thiele@fyfe.com.au

Dear Mr Thiele

CONTAMINATED LAND DATA REQUEST

2-8 Don Road, Devonport

Certificate of Title: 77497/1 and 72228/3

171 Steele Street, Devonport

Certificate of Title: 72228/2

On 24 May 2022, the Contaminated Sites Unit received your Request relating to the land referred to above ('the Site'). A search of relevant databases and records has been undertaken.



LIST Map

The Site hosted a service station commencing 1954; it was operated by Shell Company of Australia Limited (later Viva Energy Australia) from 1974 until December 2000 when the site closed.

The EPA received notification of on-site fuel contamination from Shell in 2003; the contamination was found to extend off-site in the groundwater. After allowing Shell to undertake a period of voluntary remediation and monitoring, the EPA commenced regulation through Site Management Notice 8867/1 ('the SMN') in 2013. The SMN was revoked on 11 November 2015 with the requirement that Viva Energy would decommission the monitoring wells in the area and register details of the residual contamination on 'Dial-Before-You-Dig' to alert persons/agencies undertaking intrusive works of the need to implement appropriate management actions.

The EPA Director wrote in a letter to General Manager (Devonport City council) dated 13 Jan 2016 regarding revocation of the SMN

Please note the decision to revoke the SMN did not infer that the Site did not contain contaminants in soil and/or groundwater; rather it was considered that the levels of contaminants did not pose an unacceptable risk to the environment or human health based on the information provided at the time.

However, should the site be redeveloped or the use of the site change, further assessment may be required by the Planning Authority to ensure that there is no unacceptable risk to the environment or human health based on the intended use.

The EPA hold several folders of reports in relation to the works undertaken to remediate the site, including

- Site Management Plan (Updated) Former Kerrison's Corner Coles Express Service Station 2 Don Road, Devonport, Tasmania 7310, dated 19 October 2012.
- Former Kerrison's Corner Service Station, Site Management Plan Annual Progress Report, dated February 2015.

No other records relating to contamination or potentially contaminating activities at the Site were found.

The search of records is restricted to those held by The EPA and includes records relating to: The *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020*; Industrial Sites (which are or have been regulated by the EPA); historical landfills; and contamination issues reported to the Contaminated Sites Unit. In addition, the Incidents and Complaints database and records relating to the historical storage of dangerous goods (as detailed below) are searched.

Please note that the dangerous goods licensing records referred to by The EPA are for sites with underground storage tanks that ceased holding Dangerous Goods Licences prior to 1993. WorkSafe Tasmania hold the records for these Licences after 1993.

The following additional sources of contaminated sites information may also be helpful to you

- The **LIST Map** layers available. [Site Information | EPA Tasmania](#)
 - **'EPA Regulated Premises'** identifies the location of Level 2 regulated premises as well as contaminated sites which are currently regulated. Regulatory documents related to each premises are available from this layer
 - **'EPA Underground Petroleum Storage Systems'** shows sites where THE EPA has received notification of the registration, temporary decommissioning, or permanent decommissioning of underground petroleum storage systems (UPSS) under the *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020* (UPSS Regulations).
- Local councils issue Development Approvals under the *Land Use Planning and Approvals Act 1993*, Environment Protection Notices and Environmental Infringement Notices, and record complaints. They may hold additional information that may be relevant to a potentially contaminated site.
- WorkSafe Tasmania (1300 366 322 or wstinfo@justice.tas.gov.au) may have issued dangerous goods licences and/or may hold relevant records for the Site and adjoining properties. As the storage of dangerous goods/fuels is an environmentally relevant activity, you may wish to contact them for further information.

EPA does not hold records on all sites that are or may be contaminated. You should consider obtaining a site history to determine the likelihood of contamination. If contamination on the Site or an adjacent property is

considered likely, further assessment by a competent environmental assessment practitioner is recommended. Site assessments should be conducted in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, National Environment Protection Council (or as varied). [Contaminated Land Assessment | EPA Tasmania](#)

Please note since 1 July 2015, the Director requires all environmental site assessments and reports, submitted to the Contaminated Sites Unit for consideration, to be prepared by a person certified as a specialist contaminated sites consultant under a scheme approved by the Director.

Effective 30 June 2018, the endorsed scheme is operated by Certified Environmental Practitioners (CEnvP). Consultants certified under this scheme are approved to use the seal **CEnvP Site Contamination**. <https://www.cenvp.org>.

Further details are available at: [Engaging a Contaminated Site Assessment Consultant | EPA Tasmania](#)

The *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020* contain requirements relating to the registration, operation, and decommissioning of underground fuel tanks. Information is available at: [Underground Fuel Tanks | EPA Tasmania](#) All underground petroleum storage systems in use after 30 March 2010 are required to be registered

Under the *Right to Information Act 2009* (RTI Act), you are entitled to apply for any records mentioned within this letter such as reports, letters, or other relevant documents. For further information on how the RTI process works and how to request information please visit the EPA website or [Right to Information | EPA Tasmania](#)

If you are purchasing a property, you should consider Part 5A of the *Environmental Management and Pollution Control Act 1994* (EMPCA) which defines and specifies requirements for managing contaminated sites. If there is reason to believe the site is, or is likely to be, contaminated there are certain requirements that you must meet (e.g., notification of a likely contaminated site to the Director, THE EPA as outlined in section 74B of the EMPCA).

Although all due care has been taken in the preparation of this letter, the Crown gives no warranty, express or implied, as to the accuracy or completeness of the information provided. The Crown and its servants or agents accept no responsibility for any loss or damage arising from reliance upon this letter, and any person relying on the letter does so at their own risk absolutely.

If you have any queries in relation to the matters above, please contact the Contaminated Sites Unit using the details at the head of this correspondence or refer to the EPA website at [Home | EPA Tasmania](#)

Select **Environment** then **Land** to locate information on Contaminated Sites.

Select **Business & Industry** then **Regulation** to locate information on Underground Fuel Tanks.

As you are aware, property searches incur a charge of \$247.50 . An invoice is enclosed. If you require this letter and invoice posted, please advise the Contaminated Sites Unit.

Yours sincerely



Liz Canning
SENIOR ENVIRONMENTAL OFFICER - CONTAMINATED SITES

Attachment: Invoice

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX F



SOIL BORE LOGS



VALUE THROUGH INTEGRATION



Soil Bore AMW1

Project No 81320-1			Drilling Date 24 May 2022		LOGGED BY ACS	
Project Name Don Road			Drilling Co. Edrill		CHECKED BY	
Client Peregrine Corporation			Drilling Method Solid Flight Auger		x 146.340286	
Location 2-8 Don Road, Devonport, Tasmania			Total Depth (m) 1.10		y -41.179043	
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5			FILL: sand, pale brown, medium to coarse grained, well graded, sub-rounded, with concrete, with cobbles, dry	AMW1_0.0-0.1	0.0	
				AMW1_0.5-0.6		
1				AMW1_1.0-1.1		
1.5			Refusal at: 1.10 m.			
2						
2.5						
3						
3.5						
4						
4.5						
5						
5.5						

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Soil Bore MW1

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.340360		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 5.60		y -41.178943		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
			Sandy CLAY, grey brown, low plasticity, dry	MW1_0.0-0.1		
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	MW1_0.5-0.6	0,0	
1				MW1_1.0-1.1	0,0	
1.5				MW1_1.5-1.6		
2				MW1_2.0-2.1	0,0	
2.5				MW1_2.5-2.6		
3				MW1_3.0-3.1	0,0	
3.5			CLAY, pale brown, low plasticity, slightly moist			
4				MW1_4.0-4.1	0,0	
4.5						
5				MW1_5.0-5.1	0,0	
5.5				MW1_5.5-5.6		
			Termination Depth at: 5.60 m.			

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Soil Bore SB01

Project No 81320-1			Drilling Date 24 May 2022		LOGGED BY ACS	
Project Name Don Road			Drilling Co. Edrill		CHECKED BY	
Client Peregrine Corporation			Drilling Method Solid Flight Auger		x 146.339927	
Location 2-8 Don Road, Devonport, Tasmania			Total Depth (m) 2.00		y -41.179192	
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5 <						

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Soil Bore SB02

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.340029		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 2.00		y -41.178876		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5			FILL: sand, pale brown, trace rootlets, dry	SB02_0.0-0.1	0.0	
			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB02_0.5-0.6		
				0.0		
1			SB02_1.0-1.1			
1.5			SB02_1.5-1.6 QC3 QC4	0.0		
2			SB02_1.9-2.0	0.0		
2		Termination Depth at: 2.00 m.				
2.5						
3						
3.5						
4						
4.5						
5						
5.5						

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Soil Bore SB03

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.339927		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 4.00		y -41.179192		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
			FILL: sand, pale brown, trace rootlets, dry	SB03_0.0-0.1		
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB03_0.5-0.6	0.0	
1				SB03_1.0-1.1	0.0	
1.5				SB03_1.5-1.6		
2			CLAY, brown, low plasticity, slightly moist	SB03_2.0-2.1	0.0	
2.5						
3				SB03_3.0-3.1	0.0	
3.5						
4				SB03_3.9-4.0	0.0	
			Termination Depth at: 4.00 m.			
4.5						
5						
5.5						

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Soil Bore SB04

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.340377		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 4.00		y -41.178913		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
			FILL: sand, pale brown, trace rootlets, dry			
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB04_0.5-0.6	0.0	
1				SB04_1.0-1.1	0.0	
1.5				SB04_1.5-1.6		
2			CLAY, brown, low plasticity, slightly moist	SB04_2.0-2.1	0.0	
2.5						
3				SB04_3.0-3.1	0.0	
3.5						
4				SB04_3.9-4.0	0.0	
			Termination Depth at: 4.00 m.			
4.5						
5						
5.5						

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Soil Bore SB05

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.340360		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 3.80		y -41.178943		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5			FILL: sandy clay, grey brown, low plasticity, with cobbles, dry	SB05_0.0-0.1 QC5 QC6		
			SB05_0.5-0.6	0.0		
1			SB05_1.0-1.1	0.0		
1.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist, slight HC odour	SB05_1.5-1.6	0.6	
2			CLAY, pale brown, low plasticity, slightly moist, slight HC odour	SB05_2.0-2.1	0.5	
2.5						
3				SB05_3.0-3.1	7.6	
3.5				SB05_3.7-3.8	0.0	
4			Termination Depth at: 3.80 m.			
4.5						
5						
5.5						

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Soil Bore SB06


Project No 81320-1 Project Name Don Road Client Peregrine Corporation Location 2-8 Don Road, Devonport, Tasmania			Drilling Date 24 May 2022 Drilling Co. Edrill Drilling Method Solid Flight Auger Total Depth (m) 1.10		LOGGED BY ACS CHECKED BY x 146.340360 y -41.178943	
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5			FILL: sandy clay, grey brown, low plasticity, with cobbles, dry	SB06_0.5-0.6	0.0	
1				SB06_1.0-1.1	0.0	
1.5			Refusal at: 1.10 m.			
2						
2.5						
3						
3.5						
4						
4.5						
5						
5.5						

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Soil Bore SB07

Project No 81320-1			Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road			Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation			Drilling Method Solid Flight Auger		x 146.340360		
Location 2-8 Don Road, Devonport, Tasmania			Total Depth (m) 4.20		y -41.178943		
Comments							
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments	
0.5			FILL: sandy clay, grey brown, low plasticity, with cobbles, dry	SB07_0.5-0.6	0,0		
1				SB07_1.0-1.1	0,0		
1.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB07_1.5-1.6	0.0		
2				SB07_2.0-2.1			
2.5			CLAY, brown, low plasticity, slightly moist		0.0		
3	SB07_3.0-3.1	0,0					
3.5							
4	SB07_4.0-4.1	0,0					
4.5			Termination Depth at: 4.20 m.				
5							
5.5							

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Soil Bore SB08



Project No 81320-1			Drilling Date 24 May 2022		LOGGED BY ACS	
Project Name Don Road			Drilling Co. Edrill		CHECKED BY	
Client Peregrine Corporation			Drilling Method Solid Flight Auger		x 146.339927	
Location 2-8 Don Road, Devonport, Tasmania			Total Depth (m) 3.20		y -41.179192	
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
			SILT, dark brown, trace rootlets, dry			
0.5			CLAY, brown, low plasticity, slightly moist	SB08_0.5-0.6	0.0	
1				SB08_1.0-1.1	0.0	
1.5				SB08_1.5-1.6		
2				SB08_2.0-2.1	0.0	
2.5						
3				SB08_3.0-3.1	0.0	
3.5			Termination Depth at: 3.20 m.			
4						
4.5						
5						
5.5						

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Soil Bore SB09

Project No 81320-1		Drilling Date 24 May 2022		LOGGED BY ACS		
Project Name Don Road		Drilling Co. Edrill		CHECKED BY		
Client Peregrine Corporation		Drilling Method Solid Flight Auger		x 146.340360		
Location 2-8 Don Road, Devonport, Tasmania		Total Depth (m) 4.00		y -41.178943		
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5			FILL: sandy clay, grey brown, low plasticity, dry			
1			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist, slight HC odour	SB09_0.5-0.6	0.0	
1.5				SB09_1.0-1.1	0.0	
2				SB09_1.5-1.6		
2.5				SB09_2.0-2.1	0.0	
3				SB09_3.0-3.1	0.4	
3.5			CLAY, pale brown, low plasticity, slightly moist			
4				SB09_3.9-4.0 QC7 QC8	0.0	
4.5			Termination Depth at: 4.00 m.			
5						
5.5						

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Soil Bore SB10

Project No 81320-1			Drilling Date 24 May 2022		LOGGED BY ACS	
Project Name Don Road			Drilling Co. Edrill		CHECKED BY	
Client Peregrine Corporation			Drilling Method Solid Flight Auger		x 146.339927	
Location 2-8 Don Road, Devonport, Tasmania			Total Depth (m) 5.80		y -41.179192	
Comments						
Depth (m)	Graphic Log	1726-1993 Class. Symbol	Soil Field Description	Samples	PID	Comments
0.5 <						

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PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX G

LABORATORY REPORTS AND CHAIN OF CUSTODY



VALUE THROUGH INTEGRATION



CERTIFICATE OF ANALYSIS

Work Order : EM2209756
Client : FYFE PTY LTD
Contact : ANGUS SMART
Address : LEVEL 1, 124 SOUTH TERRACE
ADELAIDE SOUTH AUSTRALIA 5000
Telephone : ----
Project : PEREGRINE SOIL & WATER SAMPLES
Order number : 11415
C-O-C number : 81320-1_COC_MAY22
Sampler : ----
Site :
Quote number : AD/060/21
No. of samples received : 81
No. of samples analysed : 38

Page : 1 of 29
Laboratory : Environmental Division Melbourne
Contact : Kieren Burns
Address : 4 Westall Rd Springvale VIC Australia 3171
Telephone : +61881625130
Date Samples Received : 26-May-2022 13:00
Date Analysis Commenced : 31-May-2022
Issue Date : 03-Jun-2022 10:47



Accreditation No. 825
Accredited for compliance with
ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	Position	Accreditation Category
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Nikki Stepniewski	Senior Inorganic Instrument Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

RIGHT SOLUTIONS | RIGHT PARTNER

Page : 2 of 29
Work Order : EM2209756
Client : FYFE PTY LTD
Project : PEREGRINE SOIL & WATER SAMPLES



General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis.

Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contract for details.

Key : CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.

LOR = Limit of reporting

^ = This result is computed from individual analyte detections at or above the level of reporting

ø = ALS is not NATA accredited for these tests.

~ = Indicates an estimated value.

- EG048G: EM2209756 #42 poor matrix spike recovery for hexavalent chromium due to matrix effects. Confirmed by re-analysis.
- Benzo(a)pyrene Toxicity Equivalent Quotient (TEQ) per the NEPM (2013) is the sum total of the concentration of the eight carcinogenic PAHs multiplied by their Toxicity Equivalence Factor (TEF) relative to Benzo(a)pyrene. TEF values are provided in brackets as follows: Benzo(a)anthracene (0.1), Chrysene (0.01), Benzo(b+j) & Benzo(k)fluoranthene (0.1), Benzo(a)pyrene (1.0), Indeno(1.2.3.cd)pyrene (0.1), Dibenz(a,h)anthracene (1.0), Benzo(g,h,i)perylene (0.01). Less than LOR results for 'TEQ Zero' are treated as zero, for 'TEQ 1/2LOR' are treated as half the reported LOR, and for 'TEQ LOR' are treated as being equal to the reported LOR. Note: TEQ 1/2LOR and TEQ LOR will calculate as 0.6mg/Kg and 1.2mg/Kg respectively for samples with non-detects for all of the eight TEQ PAHs.
- EP080: Where reported, Total Xylenes is the sum of the reported concentrations of m&p-Xylene and o-Xylene at or above the LOR.
- EP068: Where reported, Total Chlordane (sum) is the sum of the reported concentrations of cis-Chlordane and trans-Chlordane at or above the LOR.
- EP068: Where reported, Total OCP is the sum of the reported concentrations of all Organochlorine Pesticides at or above LOR.
- EP074: Where reported, Total Trihalomethanes is the sum of the reported concentrations of all Trihalomethanes at or above the LOR.
- EP074: Where reported, Total Xylenes is the sum of the reported concentrations of m&p-Xylene and o-Xylene at or above the LOR.
- EP074: Where reported, Sum of chlorinated hydrocarbons includes carbon tetrachloride, chlorobenzene, chloroform, 1,2-dichlorobenzene, 1,4-dichlorobenzene, 1,2-dichloroethane, 1,1-dichloroethene, cis-1,2-dichloroethene, trans-1,2-dichloroethene, 1,1,1,2-tetrachloroethane, 1,1,2,2-tetrachloroethane, 1,2,4-trichlorobenzene, 1,1,1-trichloroethane, 1,1,2-trichloroethane, trichloroethene, vinyl chloride, hexachlorobutadiene and methylene chloride.
- EP074: Where reported, Total Trimethylbenzenes is the sum of the reported concentrations of 1.2.3-Trimethylbenzene, 1.2.4-Trimethylbenzene and 1.3.5-Trimethylbenzene at or above the LOR.
- EP075(SIM): Where reported, Total Cresol is the sum of the reported concentrations of 2-Methylphenol and 3- & 4-Methylphenol at or above the LOR.
- EG005T: EM2209756 #13 has been diluted prior to cadmium analysis due to sample matrix. LOR values have been raised accordingly.

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	AMW1_0.0-0.1	AMW1_0.5-0.6	AMW1_1.0-1.1	MW1_0.0-0.1	MW1_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-001	EM2209756-002	EM2209756-003	EM2209756-004	EM2209756-005
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content									
Moisture Content	----	1.0	%	----	----	----	----	15.6	----
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%	2.8	1.9	1.7	----	----	19.2
EG005(ED093)T: Total Metals by ICP-AES									
Barium	7440-39-3	10	mg/kg	----	80	----	----	----	----
Beryllium	7440-41-7	1	mg/kg	----	<1	----	----	----	----
Cobalt	7440-48-4	2	mg/kg	----	<2	----	----	----	----
Manganese	7439-96-5	5	mg/kg	----	<5	----	----	----	----
Molybdenum	7439-98-7	2	mg/kg	----	<2	----	----	----	----
Selenium	7782-49-2	5	mg/kg	----	<5	----	----	----	----
Silver	7440-22-4	2	mg/kg	----	<2	----	----	----	----
Tin	7440-31-5	5	mg/kg	----	<5	----	----	----	----
Arsenic	7440-38-2	5	mg/kg	----	<5	----	----	24	----
Cadmium	7440-43-9	1	mg/kg	----	<1	----	----	<1	----
Chromium	7440-47-3	2	mg/kg	----	6	----	----	53	----
Copper	7440-50-8	5	mg/kg	----	8	----	----	5	----
Lead	7439-92-1	5	mg/kg	----	<5	----	----	14	----
Nickel	7440-02-0	2	mg/kg	----	2	----	----	8	----
Zinc	7440-66-6	5	mg/kg	----	7	----	----	11	----
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg	----	<0.1	----	----	0.1	----
EG048: Hexavalent Chromium (Alkaline Digest)									
Hexavalent Chromium	18540-29-9	0.5	mg/kg	----	<0.5	----	----	----	----
EK026SF: Total CN by Segmented Flow Analyser									
Total Cyanide	57-12-5	1	mg/kg	----	<1	----	----	----	----
EK040T: Fluoride Total									
Fluoride	16984-48-8	40	mg/kg	----	160	----	----	----	----
EP066: Polychlorinated Biphenyls (PCB)									
Total Polychlorinated biphenyls	----	0.1	mg/kg	----	<0.1	----	----	----	----
EP068A: Organochlorine Pesticides (OC)									
alpha-BHC	319-84-6	0.05	mg/kg	----	<0.05	----	----	----	----
Hexachlorobenzene (HCB)	118-74-1	0.05	mg/kg	----	<0.05	----	----	----	----
beta-BHC	319-85-7	0.05	mg/kg	----	<0.05	----	----	----	----
gamma-BHC	58-89-9	0.05	mg/kg	----	<0.05	----	----	----	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	AMW1_0.0-0.1	AMW1_0.5-0.6	AMW1_1.0-1.1	MW1_0.0-0.1	MW1_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-001	EM2209756-002	EM2209756-003	EM2209756-004	EM2209756-005
				Result	Result	Result	Result	Result	Result
EP068A: Organochlorine Pesticides (OC) - Continued									
delta-BHC	319-86-8	0.05	mg/kg	----	<0.05	----	----	----	----
Heptachlor	76-44-8	0.05	mg/kg	----	<0.05	----	----	----	----
Aldrin	309-00-2	0.05	mg/kg	----	<0.05	----	----	----	----
Heptachlor epoxide	1024-57-3	0.05	mg/kg	----	<0.05	----	----	----	----
^ Total Chlordane (sum)	----	0.05	mg/kg	----	<0.05	----	----	----	----
trans-Chlordane	5103-74-2	0.05	mg/kg	----	<0.05	----	----	----	----
alpha-Endosulfan	959-98-8	0.05	mg/kg	----	<0.05	----	----	----	----
cis-Chlordane	5103-71-9	0.05	mg/kg	----	<0.05	----	----	----	----
Dieldrin	60-57-1	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDE	72-55-9	0.05	mg/kg	----	<0.05	----	----	----	----
Endrin	72-20-8	0.05	mg/kg	----	<0.05	----	----	----	----
beta-Endosulfan	33213-65-9	0.05	mg/kg	----	<0.05	----	----	----	----
^ Endosulfan (sum)	115-29-7	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDD	72-54-8	0.05	mg/kg	----	<0.05	----	----	----	----
Endrin aldehyde	7421-93-4	0.05	mg/kg	----	<0.05	----	----	----	----
Endosulfan sulfate	1031-07-8	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDT	50-29-3	0.2	mg/kg	----	<0.2	----	----	----	----
Endrin ketone	53494-70-5	0.05	mg/kg	----	<0.05	----	----	----	----
Methoxychlor	72-43-5	0.2	mg/kg	----	<0.2	----	----	----	----
^ Sum of Aldrin + Dieldrin	309-00-2/60-57-1	0.05	mg/kg	----	<0.05	----	----	----	----
^ Sum of DDD + DDE + DDT	72-54-8/72-55-9/50-2	0.05	mg/kg	----	<0.05	----	----	----	----
EP075(SIM)A: Phenolic Compounds									
Phenol	108-95-2	0.5	mg/kg	----	<0.5	----	----	----	----
2-Chlorophenol	95-57-8	0.5	mg/kg	----	<0.5	----	----	----	----
2-Methylphenol	95-48-7	0.5	mg/kg	----	<0.5	----	----	----	----
3- & 4-Methylphenol	1319-77-3	1	mg/kg	----	<1	----	----	----	----
2-Nitrophenol	88-75-5	0.5	mg/kg	----	<0.5	----	----	----	----
2,4-Dimethylphenol	105-67-9	0.5	mg/kg	----	<0.5	----	----	----	----
2,4-Dichlorophenol	120-83-2	0.5	mg/kg	----	<0.5	----	----	----	----
2,6-Dichlorophenol	87-65-0	0.5	mg/kg	----	<0.5	----	----	----	----
4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg	----	<0.5	----	----	----	----
2,4,6-Trichlorophenol	88-06-2	0.5	mg/kg	----	<0.5	----	----	----	----
2,4,5-Trichlorophenol	95-95-4	0.5	mg/kg	----	<0.5	----	----	----	----
Pentachlorophenol	87-86-5	2	mg/kg	----	<2	----	----	----	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	AMW1_0.0-0.1	AMW1_0.5-0.6	AMW1_1.0-1.1	MW1_0.0-0.1	MW1_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-001	EM2209756-002	EM2209756-003	EM2209756-004	EM2209756-005
					Result	Result	Result	Result	Result
EP075(SIM)A: Phenolic Compounds - Continued									
^ Sum of Phenols	----	0.5	mg/kg		----	<0.5	----	----	----
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons									
Naphthalene	91-20-3	0.5	mg/kg		----	<0.5	----	----	----
Acenaphthylene	208-96-8	0.5	mg/kg		----	<0.5	----	----	----
Acenaphthene	83-32-9	0.5	mg/kg		----	<0.5	----	----	----
Fluorene	86-73-7	0.5	mg/kg		----	<0.5	----	----	----
Phenanthrene	85-01-8	0.5	mg/kg		----	<0.5	----	----	----
Anthracene	120-12-7	0.5	mg/kg		----	<0.5	----	----	----
Fluoranthene	206-44-0	0.5	mg/kg		----	<0.5	----	----	----
Pyrene	129-00-0	0.5	mg/kg		----	<0.5	----	----	----
Benz(a)anthracene	56-55-3	0.5	mg/kg		----	<0.5	----	----	----
Chrysene	218-01-9	0.5	mg/kg		----	<0.5	----	----	----
Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg		----	<0.5	----	----	----
Benzo(k)fluoranthene	207-08-9	0.5	mg/kg		----	<0.5	----	----	----
Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg		----	<0.5	----	----	----
Dibenz(a,h)anthracene	53-70-3	0.5	mg/kg		----	<0.5	----	----	----
Benzo(g,h,i)perylene	191-24-2	0.5	mg/kg		----	<0.5	----	----	----
^ Sum of polycyclic aromatic hydrocarbons	----	0.5	mg/kg		----	<0.5	----	----	----
^ Benzo(a)pyrene TEQ (zero)	----	0.5	mg/kg		----	<0.5	----	----	----
^ Benzo(a)pyrene TEQ (half LOR)	----	0.5	mg/kg		----	0.6	----	----	----
^ Benzo(a)pyrene TEQ (LOR)	----	0.5	mg/kg		----	1.2	----	----	----
EP075B: Polynuclear Aromatic Hydrocarbons									
Benzo(a)pyrene	50-32-8	0.05	mg/kg		----	<0.05	----	----	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg		<10	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg		----	<50	----	<50	----
C15 - C28 Fraction	----	100	mg/kg		----	<100	----	<100	----
C29 - C36 Fraction	----	100	mg/kg		----	<100	----	<100	----
^ C10 - C36 Fraction (sum)	----	50	mg/kg		----	<50	----	<50	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		<10	<10	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<10	<10	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg		----	<50	----	<50	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	AMW1_0.0-0.1	AMW1_0.5-0.6	AMW1_1.0-1.1	MW1_0.0-0.1	MW1_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-001	EM2209756-002	EM2209756-003	EM2209756-004	EM2209756-005
					Result	Result	Result	Result	Result
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions - Continued									
>C16 - C34 Fraction	----	100	mg/kg	----	----	<100	----	<100	----
>C34 - C40 Fraction	----	100	mg/kg	----	----	<100	----	<100	----
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	----	----	<50	----	<50	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	----	----	<50	----	<50	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP066S: PCB Surrogate									
Decachlorobiphenyl	2051-24-3	0.1	%		----	101	----	----	----
EP068S: Organochlorine Pesticide Surrogate									
Dibromo-DDE	21655-73-2	0.05	%		----	96.4	----	----	----
EP068T: Organophosphorus Pesticide Surrogate									
DEF	78-48-8	0.05	%		----	53.0	----	----	----
EP075(SIM)S: Phenolic Compound Surrogates									
Phenol-d6	13127-88-3	0.5	%		----	83.8	----	----	----
2-Chlorophenol-D4	93951-73-6	0.5	%		----	81.5	----	----	----
2,4,6-Tribromophenol	118-79-6	0.5	%		----	72.1	----	----	----
EP075(SIM)T: PAH Surrogates									
2-Fluorobiphenyl	321-60-8	0.5	%		----	84.9	----	----	----
Anthracene-d10	1719-06-8	0.5	%		----	87.7	----	----	----
4-Terphenyl-d14	1718-51-0	0.5	%		----	88.2	----	----	----
EP075T: Base/Neutral Extractable Surrogates									
2-Fluorobiphenyl	321-60-8	0.025	%		----	102	----	----	----
Anthracene-d10	1719-06-8	0.025	%		----	98.3	----	----	----
4-Terphenyl-d14	1718-51-0	0.025	%		----	101	----	----	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		74.4	77.6	86.4	83.1	90.8

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	AMW1_0.0-0.1	AMW1_0.5-0.6	AMW1_1.0-1.1	MW1_0.0-0.1	MW1_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-001	EM2209756-002	EM2209756-003	EM2209756-004	EM2209756-005
				Result	Result	Result	Result	Result	Result
EP080S: TPH(V)/BTEX Surrogates - Continued									
Toluene-D8	2037-26-5	0.2	%		70.8	68.6	81.6	79.8	84.9
4-Bromofluorobenzene	460-00-4	0.2	%		76.8	80.4	87.2	87.0	93.9

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	MW1_1.0-1.1	MW1_2.0-2.1	MW1_5.5-5.6	SB01_1.0-1.1	SB02_0.0-0.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-006	EM2209756-008	EM2209756-013	EM2209756-016	EM2209756-019
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content									
Moisture Content	----	1.0	%	----	----	----	----	----	12.3
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%	12.1	16.6	23.4	15.3	----	----
EG005(ED093)T: Total Metals by ICP-AES									
Arsenic	7440-38-2	5	mg/kg	----	----	----	274	16	17
Cadmium	7440-43-9	1	mg/kg	----	----	----	<5	<1	<1
Chromium	7440-47-3	2	mg/kg	----	----	----	354	95	50
Copper	7440-50-8	5	mg/kg	----	----	----	43	6	7
Lead	7439-92-1	5	mg/kg	----	----	----	9	16	38
Nickel	7440-02-0	2	mg/kg	----	----	----	3	9	5
Zinc	7440-66-6	5	mg/kg	----	----	----	14	16	29
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg	----	----	----	<0.1	0.1	0.1
EP074A: Monocyclic Aromatic Hydrocarbons									
Styrene	100-42-5	0.5	mg/kg	----	----	<0.5	----	----	----
Isopropylbenzene	98-82-8	0.5	mg/kg	----	----	<0.5	----	----	----
n-Propylbenzene	103-65-1	0.5	mg/kg	----	----	<0.5	----	----	----
1,3,5-Trimethylbenzene	108-67-8	0.5	mg/kg	----	----	<0.5	----	----	----
sec-Butylbenzene	135-98-8	0.5	mg/kg	----	----	<0.5	----	----	----
1,2,4-Trimethylbenzene	95-63-6	0.5	mg/kg	----	----	<0.5	----	----	----
tert-Butylbenzene	98-06-6	0.5	mg/kg	----	----	<0.5	----	----	----
p-Isopropyltoluene	99-87-6	0.5	mg/kg	----	----	<0.5	----	----	----
n-Butylbenzene	104-51-8	0.5	mg/kg	----	----	<0.5	----	----	----
EP074B: Oxygenated Compounds									
Vinyl Acetate	108-05-4	5	mg/kg	----	----	<5	----	----	----
2-Butanone (MEK)	78-93-3	5	mg/kg	----	----	<5	----	----	----
4-Methyl-2-pentanone (MIBK)	108-10-1	5	mg/kg	----	----	<5	----	----	----
2-Hexanone (MBK)	591-78-6	5	mg/kg	----	----	<5	----	----	----
EP074C: Sulfonated Compounds									
Carbon disulfide	75-15-0	0.5	mg/kg	----	----	<0.5	----	----	----
EP074D: Fumigants									
2,2-Dichloropropane	594-20-7	0.5	mg/kg	----	----	<0.5	----	----	----
1,2-Dichloropropane	78-87-5	0.5	mg/kg	----	----	<0.5	----	----	----
cis-1,3-Dichloropropylene	10061-01-5	0.5	mg/kg	----	----	<0.5	----	----	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	MW1_1.0-1.1	MW1_2.0-2.1	MW1_5.5-5.6	SB01_1.0-1.1	SB02_0.0-0.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-006	EM2209756-008	EM2209756-013	EM2209756-016	EM2209756-019
				Result	Result	Result	Result	Result	Result
EP074D: Fumigants - Continued									
trans-1.3-Dichloropropylene	10061-02-6	0.5	mg/kg	----	<0.5	----	----	----	----
1.2-Dibromoethane (EDB)	106-93-4	0.5	mg/kg	----	<0.5	----	----	----	----
EP074E: Halogenated Aliphatic Compounds									
Dichlorodifluoromethane	75-71-8	5	mg/kg	----	<5	----	----	----	----
Chloromethane	74-87-3	5	mg/kg	----	<5	----	----	----	----
Vinyl chloride	75-01-4	5	mg/kg	----	<5	----	----	----	----
Bromomethane	74-83-9	5	mg/kg	----	<5	----	----	----	----
Chloroethane	75-00-3	5	mg/kg	----	<5	----	----	----	----
Trichlorofluoromethane	75-69-4	5	mg/kg	----	<5	----	----	----	----
1.1-Dichloroethene	75-35-4	0.5	mg/kg	----	<0.5	----	----	----	----
Iodomethane	74-88-4	0.5	mg/kg	----	<0.5	----	----	----	----
trans-1.2-Dichloroethene	156-60-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.1-Dichloroethane	75-34-3	0.5	mg/kg	----	<0.5	----	----	----	----
cis-1.2-Dichloroethene	156-59-2	0.5	mg/kg	----	<0.5	----	----	----	----
1.1.1-Trichloroethane	71-55-6	0.5	mg/kg	----	<0.5	----	----	----	----
1.1-Dichloropropylene	563-58-6	0.5	mg/kg	----	<0.5	----	----	----	----
Carbon Tetrachloride	56-23-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.2-Dichloroethane	107-06-2	0.5	mg/kg	----	<0.5	----	----	----	----
Trichloroethene	79-01-6	0.5	mg/kg	----	<0.5	----	----	----	----
Dibromomethane	74-95-3	0.5	mg/kg	----	<0.5	----	----	----	----
1.1.2-Trichloroethane	79-00-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.3-Dichloropropane	142-28-9	0.5	mg/kg	----	<0.5	----	----	----	----
Tetrachloroethene	127-18-4	0.5	mg/kg	----	<0.5	----	----	----	----
1.1.1.2-Tetrachloroethane	630-20-6	0.5	mg/kg	----	<0.5	----	----	----	----
trans-1.4-Dichloro-2-butene	110-57-6	0.5	mg/kg	----	<0.5	----	----	----	----
cis-1.4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.1.2.2-Tetrachloroethane	79-34-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.2.3-Trichloropropane	96-18-4	0.5	mg/kg	----	<0.5	----	----	----	----
Pentachloroethane	76-01-7	0.5	mg/kg	----	<0.5	----	----	----	----
1.2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	----	<0.5	----	----	----	----
Hexachlorobutadiene	87-68-3	0.5	mg/kg	----	<0.5	----	----	----	----
EP074F: Halogenated Aromatic Compounds									
Chlorobenzene	108-90-7	0.5	mg/kg	----	<0.5	----	----	----	----
Bromobenzene	108-86-1	0.5	mg/kg	----	<0.5	----	----	----	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	MW1_1.0-1.1	MW1_2.0-2.1	MW1_5.5-5.6	SB01_1.0-1.1	SB02_0.0-0.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-006	EM2209756-008	EM2209756-013	EM2209756-016	EM2209756-019
				Result	Result	Result	Result	Result	Result
EP074F: Halogenated Aromatic Compounds - Continued									
2-Chlorotoluene	95-49-8	0.5	mg/kg	----	<0.5	----	----	----	----
4-Chlorotoluene	106-43-4	0.5	mg/kg	----	<0.5	----	----	----	----
1,3-Dichlorobenzene	541-73-1	0.5	mg/kg	----	<0.5	----	----	----	----
1,4-Dichlorobenzene	106-46-7	0.5	mg/kg	----	<0.5	----	----	----	----
1,2-Dichlorobenzene	95-50-1	0.5	mg/kg	----	<0.5	----	----	----	----
1,2,4-Trichlorobenzene	120-82-1	0.5	mg/kg	----	<0.5	----	----	----	----
1,2,3-Trichlorobenzene	87-61-6	0.5	mg/kg	----	<0.5	----	----	----	----
EP074G: Trihalomethanes									
Chloroform	67-66-3	0.5	mg/kg	----	<0.5	----	----	----	----
Bromodichloromethane	75-27-4	0.5	mg/kg	----	<0.5	----	----	----	----
Dibromochloromethane	124-48-1	0.5	mg/kg	----	<0.5	----	----	----	----
Bromoform	75-25-2	0.5	mg/kg	----	<0.5	----	----	----	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg	<10	<10	<10	----	----	<10
C10 - C14 Fraction	----	50	mg/kg	----	<50	----	----	----	<50
C15 - C28 Fraction	----	100	mg/kg	----	<100	----	----	----	<100
C29 - C36 Fraction	----	100	mg/kg	----	<100	----	----	----	<100
[^] C10 - C36 Fraction (sum)	----	50	mg/kg	----	<50	----	----	----	<50
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	<10	----	----	<10
[^] C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	<10	<10	<10	----	----	<10
>C10 - C16 Fraction	----	50	mg/kg	----	<50	----	----	----	<50
>C16 - C34 Fraction	----	100	mg/kg	----	<100	----	----	----	<100
>C34 - C40 Fraction	----	100	mg/kg	----	<100	----	----	----	<100
[^] >C10 - C40 Fraction (sum)	----	50	mg/kg	----	<50	----	----	----	<50
[^] >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	----	<50	----	----	----	<50
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	<0.2	----	----	<0.2
Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	<0.5	----	----	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	<0.5	----	----	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	<0.5	----	----	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	<0.5	----	----	<0.5

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	MW1_1.0-1.1	MW1_2.0-2.1	MW1_5.5-5.6	SB01_1.0-1.1	SB02_0.0-0.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-006	EM2209756-008	EM2209756-013	EM2209756-016	EM2209756-019
				Result	Result	Result	Result	Result	Result
EP080: BTEXN - Continued									
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	----	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	----	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	----	<1
EP074S: VOC Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.5	%		----	91.2	----	----	----
Toluene-D8	2037-26-5	0.5	%		----	84.9	----	----	----
4-Bromofluorobenzene	460-00-4	0.5	%		----	90.4	----	----	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		84.9	90.2	65.6	----	85.3
Toluene-D8	2037-26-5	0.2	%		79.6	86.5	60.7	----	78.2
4-Bromofluorobenzene	460-00-4	0.2	%		89.4	91.9	64.7	----	85.2

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB02_0.5-0.6	SB02_1.9-2.0	SB03_0.0-0.1	SB03_0.5-0.6	SB03_1.0-1.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-020	EM2209756-023	EM2209756-024	EM2209756-025	EM2209756-026
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%		13.2	22.3	13.6	13.4	19.2
EG005(ED093)T: Total Metals by ICP-AES									
Arsenic	7440-38-2	5	mg/kg		8	----	----	15	19
Cadmium	7440-43-9	1	mg/kg		<1	----	----	<1	<1
Chromium	7440-47-3	2	mg/kg		45	----	----	84	109
Copper	7440-50-8	5	mg/kg		<5	----	----	8	10
Lead	7439-92-1	5	mg/kg		12	----	----	11	10
Nickel	7440-02-0	2	mg/kg		10	----	----	11	23
Zinc	7440-66-6	5	mg/kg		12	----	----	27	11
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg		<0.1	----	----	0.3	0.4
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg		----	<10	<10	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		----	<10	<10	----	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		----	<10	<10	----	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		----	<0.2	<0.2	----	----
Toluene	108-88-3	0.5	mg/kg		----	<0.5	<0.5	----	----
Ethylbenzene	100-41-4	0.5	mg/kg		----	<0.5	<0.5	----	----
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		----	<0.5	<0.5	----	----
ortho-Xylene	95-47-6	0.5	mg/kg		----	<0.5	<0.5	----	----
^ Sum of BTEX	----	0.2	mg/kg		----	<0.2	<0.2	----	----
^ Total Xylenes	----	0.5	mg/kg		----	<0.5	<0.5	----	----
Naphthalene	91-20-3	1	mg/kg		----	<1	<1	----	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		----	81.8	82.0	----	----
Toluene-D8	2037-26-5	0.2	%		----	76.7	76.6	----	----
4-Bromofluorobenzene	460-00-4	0.2	%		----	83.4	80.6	----	----

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 Client : FYFE PTY LTD
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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB04_0.5-0.6	SB04_2.0-2.1	SB05_0.0-0.1	SB05_0.5-0.6	SB05_1.5-1.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-031	EM2209756-034	EM2209756-037	EM2209756-038	EM2209756-040
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content									
Moisture Content	----	1.0	%	----	----	----	----	----	16.8
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%	10.0	24.6	2.5	4.3	----	----
EG005(ED093)T: Total Metals by ICP-AES									
Arsenic	7440-38-2	5	mg/kg	----	----	----	----	----	<5
Cadmium	7440-43-9	1	mg/kg	----	----	----	----	----	<1
Chromium	7440-47-3	2	mg/kg	----	----	----	----	----	54
Copper	7440-50-8	5	mg/kg	----	----	----	----	----	6
Lead	7439-92-1	5	mg/kg	----	----	----	----	----	12
Nickel	7440-02-0	2	mg/kg	----	----	----	----	----	12
Zinc	7440-66-6	5	mg/kg	----	----	----	----	----	71
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg	----	----	----	----	----	0.2
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg	<10	<10	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg	----	----	----	----	----	<50
C15 - C28 Fraction	----	100	mg/kg	----	----	----	----	----	<100
C29 - C36 Fraction	----	100	mg/kg	----	----	----	----	----	<100
^ C10 - C36 Fraction (sum)	----	50	mg/kg	----	----	----	----	----	<50
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	<10	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	<10	<10	<10	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg	----	----	----	----	----	<50
>C16 - C34 Fraction	----	100	mg/kg	----	----	----	----	----	<100
>C34 - C40 Fraction	----	100	mg/kg	----	----	----	----	----	<100
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	----	----	----	----	----	<50
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	----	----	----	----	----	<50
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB04_0.5-0.6	SB04_2.0-2.1	SB05_0.0-0.1	SB05_0.5-0.6	SB05_1.5-1.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-031	EM2209756-034	EM2209756-037	EM2209756-038	EM2209756-040
				Result	Result	Result	Result	Result	Result
EP080: BTEXN - Continued									
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		81.1	79.2	84.6	84.0	92.4
Toluene-D8	2037-26-5	0.2	%		78.5	69.7	76.0	77.4	83.3
4-Bromofluorobenzene	460-00-4	0.2	%		86.6	74.4	84.9	82.9	90.7

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB05_2.0-2.1	SB05_3.0-3.1	SB05_3.7-3.8	SB06_0.5-0.6	SB07_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-041	EM2209756-042	EM2209756-043	EM2209756-044	EM2209756-046
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%		23.3	21.9	17.9	3.6	21.6
EG005(ED093)T: Total Metals by ICP-AES									
Barium	7440-39-3	10	mg/kg	----	10	----	----	----	----
Beryllium	7440-41-7	1	mg/kg	----	<1	----	----	----	----
Cobalt	7440-48-4	2	mg/kg	----	<2	----	----	----	----
Manganese	7439-96-5	5	mg/kg	----	19	----	----	----	----
Molybdenum	7439-98-7	2	mg/kg	----	<2	----	----	----	----
Selenium	7782-49-2	5	mg/kg	----	<5	----	----	----	----
Silver	7440-22-4	2	mg/kg	----	<2	----	----	----	----
Tin	7440-31-5	5	mg/kg	----	<5	----	----	----	----
Arsenic	7440-38-2	5	mg/kg	----	65	----	----	----	----
Cadmium	7440-43-9	1	mg/kg	----	<1	----	----	----	----
Chromium	7440-47-3	2	mg/kg	----	151	----	----	----	----
Copper	7440-50-8	5	mg/kg	----	14	----	----	----	----
Lead	7439-92-1	5	mg/kg	----	9	----	----	----	----
Nickel	7440-02-0	2	mg/kg	----	6	----	----	----	----
Zinc	7440-66-6	5	mg/kg	----	10	----	----	----	----
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg	----	0.6	----	----	----	----
EG048: Hexavalent Chromium (Alkaline Digest)									
Hexavalent Chromium	18540-29-9	0.5	mg/kg	----	<0.5	----	----	----	----
EK026SF: Total CN by Segmented Flow Analyser									
Total Cyanide	57-12-5	1	mg/kg	----	<1	----	----	----	----
EK040T: Fluoride Total									
Fluoride	16984-48-8	40	mg/kg	----	70	----	----	----	----
EP066: Polychlorinated Biphenyls (PCB)									
Total Polychlorinated biphenyls	----	0.1	mg/kg	----	<0.1	----	----	----	----
EP068A: Organochlorine Pesticides (OC)									
alpha-BHC	319-84-6	0.05	mg/kg	----	<0.05	----	----	----	----
Hexachlorobenzene (HCB)	118-74-1	0.05	mg/kg	----	<0.05	----	----	----	----
beta-BHC	319-85-7	0.05	mg/kg	----	<0.05	----	----	----	----
gamma-BHC	58-89-9	0.05	mg/kg	----	<0.05	----	----	----	----
delta-BHC	319-86-8	0.05	mg/kg	----	<0.05	----	----	----	----
Heptachlor	76-44-8	0.05	mg/kg	----	<0.05	----	----	----	----

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB05_2.0-2.1	SB05_3.0-3.1	SB05_3.7-3.8	SB06_0.5-0.6	SB07_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-041	EM2209756-042	EM2209756-043	EM2209756-044	EM2209756-046
				Result	Result	Result	Result	Result	Result
EP068A: Organochlorine Pesticides (OC) - Continued									
Aldrin	309-00-2	0.05	mg/kg	----	<0.05	----	----	----	----
Heptachlor epoxide	1024-57-3	0.05	mg/kg	----	<0.05	----	----	----	----
[^] Total Chlordane (sum)	----	0.05	mg/kg	----	<0.05	----	----	----	----
trans-Chlordane	5103-74-2	0.05	mg/kg	----	<0.05	----	----	----	----
alpha-Endosulfan	959-98-8	0.05	mg/kg	----	<0.05	----	----	----	----
cis-Chlordane	5103-71-9	0.05	mg/kg	----	<0.05	----	----	----	----
Dieldrin	60-57-1	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDE	72-55-9	0.05	mg/kg	----	<0.05	----	----	----	----
Endrin	72-20-8	0.05	mg/kg	----	<0.05	----	----	----	----
beta-Endosulfan	33213-65-9	0.05	mg/kg	----	<0.05	----	----	----	----
[^] Endosulfan (sum)	115-29-7	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDD	72-54-8	0.05	mg/kg	----	<0.05	----	----	----	----
Endrin aldehyde	7421-93-4	0.05	mg/kg	----	<0.05	----	----	----	----
Endosulfan sulfate	1031-07-8	0.05	mg/kg	----	<0.05	----	----	----	----
4,4'-DDT	50-29-3	0.2	mg/kg	----	<0.2	----	----	----	----
Endrin ketone	53494-70-5	0.05	mg/kg	----	<0.05	----	----	----	----
Methoxychlor	72-43-5	0.2	mg/kg	----	<0.2	----	----	----	----
[^] Sum of Aldrin + Dieldrin	309-00-2/60-57-1	0.05	mg/kg	----	<0.05	----	----	----	----
[^] Sum of DDD + DDE + DDT	72-54-8/72-55-9/50-2	0.05	mg/kg	----	<0.05	----	----	----	----
EP075(SIM)A: Phenolic Compounds									
Phenol	108-95-2	0.5	mg/kg	----	<0.5	----	----	----	----
2-Chlorophenol	95-57-8	0.5	mg/kg	----	<0.5	----	----	----	----
2-Methylphenol	95-48-7	0.5	mg/kg	----	<0.5	----	----	----	----
3- & 4-Methylphenol	1319-77-3	1	mg/kg	----	<1	----	----	----	----
2-Nitrophenol	88-75-5	0.5	mg/kg	----	<0.5	----	----	----	----
2,4-Dimethylphenol	105-67-9	0.5	mg/kg	----	<0.5	----	----	----	----
2,4-Dichlorophenol	120-83-2	0.5	mg/kg	----	<0.5	----	----	----	----
2,6-Dichlorophenol	87-65-0	0.5	mg/kg	----	<0.5	----	----	----	----
4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg	----	<0.5	----	----	----	----
2,4,6-Trichlorophenol	88-06-2	0.5	mg/kg	----	<0.5	----	----	----	----
2,4,5-Trichlorophenol	95-95-4	0.5	mg/kg	----	<0.5	----	----	----	----
Pentachlorophenol	87-86-5	2	mg/kg	----	<2	----	----	----	----
[^] Sum of Phenols	----	0.5	mg/kg	----	<0.5	----	----	----	----
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons									

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB05_2.0-2.1	SB05_3.0-3.1	SB05_3.7-3.8	SB06_0.5-0.6	SB07_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit	EM2209756-041	EM2209756-042	EM2209756-043	EM2209756-044	EM2209756-046	EM2209756-046
				Result	Result	Result	Result	Result	Result
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons - Continued									
Naphthalene	91-20-3	0.5	mg/kg	----	<0.5	----	----	----	----
Acenaphthylene	208-96-8	0.5	mg/kg	----	<0.5	----	----	----	----
Acenaphthene	83-32-9	0.5	mg/kg	----	<0.5	----	----	----	----
Fluorene	86-73-7	0.5	mg/kg	----	<0.5	----	----	----	----
Phenanthrene	85-01-8	0.5	mg/kg	----	<0.5	----	----	----	----
Anthracene	120-12-7	0.5	mg/kg	----	<0.5	----	----	----	----
Fluoranthene	206-44-0	0.5	mg/kg	----	<0.5	----	----	----	----
Pyrene	129-00-0	0.5	mg/kg	----	<0.5	----	----	----	----
Benzo(a)anthracene	56-55-3	0.5	mg/kg	----	<0.5	----	----	----	----
Chrysene	218-01-9	0.5	mg/kg	----	<0.5	----	----	----	----
Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	----	<0.5	----	----	----	----
Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	----	<0.5	----	----	----	----
Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	----	<0.5	----	----	----	----
Dibenz(a,h)anthracene	53-70-3	0.5	mg/kg	----	<0.5	----	----	----	----
Benzo(g,h,i)perylene	191-24-2	0.5	mg/kg	----	<0.5	----	----	----	----
^ Sum of polycyclic aromatic hydrocarbons	----	0.5	mg/kg	----	<0.5	----	----	----	----
^ Benzo(a)pyrene TEQ (zero)	----	0.5	mg/kg	----	<0.5	----	----	----	----
^ Benzo(a)pyrene TEQ (half LOR)	----	0.5	mg/kg	----	0.6	----	----	----	----
^ Benzo(a)pyrene TEQ (LOR)	----	0.5	mg/kg	----	1.2	----	----	----	----
EP075B: Polynuclear Aromatic Hydrocarbons									
Benzo(a)pyrene	50-32-8	0.05	mg/kg	----	<0.05	----	----	----	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg	14	38	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg	----	<50	----	----	----	----
C15 - C28 Fraction	----	100	mg/kg	----	<100	----	----	----	----
C29 - C36 Fraction	----	100	mg/kg	----	<100	----	----	----	----
^ C10 - C36 Fraction (sum)	----	50	mg/kg	----	<50	----	----	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg	22	52	15	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	22	52	15	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg	----	<50	----	----	----	----
>C16 - C34 Fraction	----	100	mg/kg	----	<100	----	----	----	----
>C34 - C40 Fraction	----	100	mg/kg	----	<100	----	----	----	----

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB05_2.0-2.1	SB05_3.0-3.1	SB05_3.7-3.8	SB06_0.5-0.6	SB07_0.5-0.6
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-041	EM2209756-042	EM2209756-043	EM2209756-044	EM2209756-046
				Result	Result	Result	Result	Result	Result
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions - Continued									
[^] >C10 - C40 Fraction (sum)	----	50	mg/kg	----	<50	----	----	----	----
[^] >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	----	<50	----	----	----	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
[^] Sum of BTEX	----	0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
[^] Total Xylenes	----	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg	<1	<1	<1	<1	<1	<1
EP066S: PCB Surrogate									
Decachlorobiphenyl	2051-24-3	0.1	%	----	94.7	----	----	----	----
EP068S: Organochlorine Pesticide Surrogate									
Dibromo-DDE	21655-73-2	0.05	%	----	93.8	----	----	----	----
EP068T: Organophosphorus Pesticide Surrogate									
DEF	78-48-8	0.05	%	----	69.0	----	----	----	----
EP075(SIM)S: Phenolic Compound Surrogates									
Phenol-d6	13127-88-3	0.5	%	----	80.7	----	----	----	----
2-Chlorophenol-D4	93951-73-6	0.5	%	----	78.9	----	----	----	----
2,4,6-Tribromophenol	118-79-6	0.5	%	----	70.2	----	----	----	----
EP075(SIM)T: PAH Surrogates									
2-Fluorobiphenyl	321-60-8	0.5	%	----	83.2	----	----	----	----
Anthracene-d10	1719-06-8	0.5	%	----	85.2	----	----	----	----
4-Terphenyl-d14	1718-51-0	0.5	%	----	87.2	----	----	----	----
EP075T: Base/Neutral Extractable Surrogates									
2-Fluorobiphenyl	321-60-8	0.025	%	----	89.2	----	----	----	----
Anthracene-d10	1719-06-8	0.025	%	----	90.9	----	----	----	----
4-Terphenyl-d14	1718-51-0	0.025	%	----	89.5	----	----	----	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%	62.8	84.3	79.2	81.5	70.6	
Toluene-D8	2037-26-5	0.2	%	63.5	76.4	76.6	79.5	69.3	
4-Bromofluorobenzene	460-00-4	0.2	%	84.3	85.0	98.0	97.2	90.7	

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB07_1.0-1.1	SB08_0.5-0.6	SB08_1.0-1.1	SB09_0.5-0.6	SB09_1.0-1.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-047	EM2209756-052	EM2209756-053	EM2209756-057	EM2209756-058
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content									
Moisture Content	----	1.0	%	----	----	----	----	11.5	----
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%	19.1	10.4	12.3	----	----	19.3
EG005(ED093)T: Total Metals by ICP-AES									
Arsenic	7440-38-2	5	mg/kg	----	----	----	----	9	----
Cadmium	7440-43-9	1	mg/kg	----	----	----	----	<1	----
Chromium	7440-47-3	2	mg/kg	----	----	----	----	32	----
Copper	7440-50-8	5	mg/kg	----	----	----	----	7	----
Lead	7439-92-1	5	mg/kg	----	----	----	----	15	----
Nickel	7440-02-0	2	mg/kg	----	----	----	----	5	----
Zinc	7440-66-6	5	mg/kg	----	----	----	----	15	----
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg	----	----	----	----	<0.1	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg	<10	<10	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg	----	----	----	----	<50	----
C15 - C28 Fraction	----	100	mg/kg	----	----	----	----	<100	----
C29 - C36 Fraction	----	100	mg/kg	----	----	----	----	<100	----
^ C10 - C36 Fraction (sum)	----	50	mg/kg	----	----	----	----	<50	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	<10	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	<10	<10	<10	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg	----	----	----	----	<50	----
>C16 - C34 Fraction	----	100	mg/kg	----	----	----	----	<100	----
>C34 - C40 Fraction	----	100	mg/kg	----	----	----	----	<100	----
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	----	----	----	----	<50	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	----	----	----	----	<50	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB07_1.0-1.1	SB08_0.5-0.6	SB08_1.0-1.1	SB09_0.5-0.6	SB09_1.0-1.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-047	EM2209756-052	EM2209756-053	EM2209756-057	EM2209756-058
				Result	Result	Result	Result	Result	Result
EP080: BTEXN - Continued									
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		85.6	81.3	89.5	86.3	81.9
Toluene-D8	2037-26-5	0.2	%		84.8	80.7	87.4	77.0	79.9
4-Bromofluorobenzene	460-00-4	0.2	%		103	98.7	106	81.8	98.8

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EA055: Moisture Content									
Moisture Content	----	1.0	%		19.2	----	----	----	----
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%		----	21.8	5.2	8.2	19.1
EG005(ED093)T: Total Metals by ICP-AES									
Barium	7440-39-3	10	mg/kg		----	----	60	----	<10
Beryllium	7440-41-7	1	mg/kg		----	----	<1	----	<1
Cobalt	7440-48-4	2	mg/kg		----	----	<2	----	<2
Manganese	7439-96-5	5	mg/kg		----	----	56	----	36
Molybdenum	7439-98-7	2	mg/kg		----	----	<2	----	<2
Selenium	7782-49-2	5	mg/kg		----	----	<5	----	<5
Silver	7440-22-4	2	mg/kg		----	----	<2	----	<2
Tin	7440-31-5	5	mg/kg		----	----	<5	----	<5
Arsenic	7440-38-2	5	mg/kg		28	----	<5	----	55
Cadmium	7440-43-9	1	mg/kg		<1	----	<1	----	<1
Chromium	7440-47-3	2	mg/kg		127	----	8	----	112
Copper	7440-50-8	5	mg/kg		11	----	24	----	10
Lead	7439-92-1	5	mg/kg		13	----	7	----	7
Nickel	7440-02-0	2	mg/kg		17	----	4	----	6
Zinc	7440-66-6	5	mg/kg		11	----	149	----	17
EG035T: Total Recoverable Mercury by FIMS									
Mercury	7439-97-6	0.1	mg/kg		0.4	----	<0.1	----	0.6
EG048: Hexavalent Chromium (Alkaline Digest)									
Hexavalent Chromium	18540-29-9	0.5	mg/kg		----	----	<0.5	----	<0.5
EK026SF: Total CN by Segmented Flow Analyser									
Total Cyanide	57-12-5	1	mg/kg		----	----	<1	----	<1
EK040T: Fluoride Total									
Fluoride	16984-48-8	40	mg/kg		----	----	100	----	60
EP066: Polychlorinated Biphenyls (PCB)									
Total Polychlorinated biphenyls	----	0.1	mg/kg		----	----	<0.1	----	<0.1
EP068A: Organochlorine Pesticides (OC)									
alpha-BHC	319-84-6	0.05	mg/kg		----	----	<0.05	----	<0.05
Hexachlorobenzene (HCB)	118-74-1	0.05	mg/kg		----	----	<0.05	----	<0.05
beta-BHC	319-85-7	0.05	mg/kg		----	----	<0.05	----	<0.05
gamma-BHC	58-89-9	0.05	mg/kg		----	----	<0.05	----	<0.05

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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EP068A: Organochlorine Pesticides (OC) - Continued									
delta-BHC	319-86-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Heptachlor	76-44-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Aldrin	309-00-2	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Heptachlor epoxide	1024-57-3	0.05	mg/kg	----	----	----	<0.05	----	<0.05
^ Total Chlordane (sum)	----	0.05	mg/kg	----	----	----	<0.05	----	<0.05
trans-Chlordane	5103-74-2	0.05	mg/kg	----	----	----	<0.05	----	<0.05
alpha-Endosulfan	959-98-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
cis-Chlordane	5103-71-9	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Dieldrin	60-57-1	0.05	mg/kg	----	----	----	<0.05	----	<0.05
4,4'-DDE	72-55-9	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Endrin	72-20-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
beta-Endosulfan	33213-65-9	0.05	mg/kg	----	----	----	<0.05	----	<0.05
^ Endosulfan (sum)	115-29-7	0.05	mg/kg	----	----	----	<0.05	----	<0.05
4,4'-DDD	72-54-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Endrin aldehyde	7421-93-4	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Endosulfan sulfate	1031-07-8	0.05	mg/kg	----	----	----	<0.05	----	<0.05
4,4'-DDT	50-29-3	0.2	mg/kg	----	----	----	<0.2	----	<0.2
Endrin ketone	53494-70-5	0.05	mg/kg	----	----	----	<0.05	----	<0.05
Methoxychlor	72-43-5	0.2	mg/kg	----	----	----	<0.2	----	<0.2
^ Sum of Aldrin + Dieldrin	309-00-2/60-57-1	0.05	mg/kg	----	----	----	<0.05	----	<0.05
^ Sum of DDD + DDE + DDT	72-54-8/72-55-9/50-2	0.05	mg/kg	----	----	----	<0.05	----	<0.05
EP074A: Monocyclic Aromatic Hydrocarbons									
Styrene	100-42-5	0.5	mg/kg	----	<0.5	----	----	----	----
Isopropylbenzene	98-82-8	0.5	mg/kg	----	<0.5	----	----	----	----
n-Propylbenzene	103-65-1	0.5	mg/kg	----	<0.5	----	----	----	----
1,3,5-Trimethylbenzene	108-67-8	0.5	mg/kg	----	<0.5	----	----	----	----
sec-Butylbenzene	135-98-8	0.5	mg/kg	----	<0.5	----	----	----	----
1,2,4-Trimethylbenzene	95-63-6	0.5	mg/kg	----	<0.5	----	----	----	----
tert-Butylbenzene	98-06-6	0.5	mg/kg	----	<0.5	----	----	----	----
p-Isopropyltoluene	99-87-6	0.5	mg/kg	----	<0.5	----	----	----	----
n-Butylbenzene	104-51-8	0.5	mg/kg	----	<0.5	----	----	----	----
EP074B: Oxygenated Compounds									
Vinyl Acetate	108-05-4	5	mg/kg	----	<5	----	----	----	----
2-Butanone (MEK)	78-93-3	5	mg/kg	----	<5	----	----	----	----

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 Client : FYFE PTY LTD
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Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EP074B: Oxygenated Compounds - Continued									
4-Methyl-2-pentanone (MIBK)	108-10-1	5	mg/kg	----	<5	----	----	----	----
2-Hexanone (MBK)	591-78-6	5	mg/kg	----	<5	----	----	----	----
EP074C: Sulfonated Compounds									
Carbon disulfide	75-15-0	0.5	mg/kg	----	<0.5	----	----	----	----
EP074D: Fumigants									
2,2-Dichloropropane	594-20-7	0.5	mg/kg	----	<0.5	----	----	----	----
1,2-Dichloropropane	78-87-5	0.5	mg/kg	----	<0.5	----	----	----	----
cis-1.3-Dichloropropylene	10061-01-5	0.5	mg/kg	----	<0.5	----	----	----	----
trans-1.3-Dichloropropylene	10061-02-6	0.5	mg/kg	----	<0.5	----	----	----	----
1,2-Dibromoethane (EDB)	106-93-4	0.5	mg/kg	----	<0.5	----	----	----	----
EP074E: Halogenated Aliphatic Compounds									
Dichlorodifluoromethane	75-71-8	5	mg/kg	----	<5	----	----	----	----
Chloromethane	74-87-3	5	mg/kg	----	<5	----	----	----	----
Vinyl chloride	75-01-4	5	mg/kg	----	<5	----	----	----	----
Bromomethane	74-83-9	5	mg/kg	----	<5	----	----	----	----
Chloroethane	75-00-3	5	mg/kg	----	<5	----	----	----	----
Trichlorofluoromethane	75-69-4	5	mg/kg	----	<5	----	----	----	----
1,1-Dichloroethene	75-35-4	0.5	mg/kg	----	<0.5	----	----	----	----
Iodomethane	74-88-4	0.5	mg/kg	----	<0.5	----	----	----	----
trans-1.2-Dichloroethene	156-60-5	0.5	mg/kg	----	<0.5	----	----	----	----
1,1-Dichloroethane	75-34-3	0.5	mg/kg	----	<0.5	----	----	----	----
cis-1.2-Dichloroethene	156-59-2	0.5	mg/kg	----	<0.5	----	----	----	----
1,1,1-Trichloroethane	71-55-6	0.5	mg/kg	----	<0.5	----	----	----	----
1,1-Dichloropropylene	563-58-6	0.5	mg/kg	----	<0.5	----	----	----	----
Carbon Tetrachloride	56-23-5	0.5	mg/kg	----	<0.5	----	----	----	----
1,2-Dichloroethane	107-06-2	0.5	mg/kg	----	<0.5	----	----	----	----
Trichloroethene	79-01-6	0.5	mg/kg	----	<0.5	----	----	----	----
Dibromomethane	74-95-3	0.5	mg/kg	----	<0.5	----	----	----	----
1,1,2-Trichloroethane	79-00-5	0.5	mg/kg	----	<0.5	----	----	----	----
1,3-Dichloropropane	142-28-9	0.5	mg/kg	----	<0.5	----	----	----	----
Tetrachloroethene	127-18-4	0.5	mg/kg	----	<0.5	----	----	----	----
1,1,1,2-Tetrachloroethane	630-20-6	0.5	mg/kg	----	<0.5	----	----	----	----
trans-1.4-Dichloro-2-butene	110-57-6	0.5	mg/kg	----	<0.5	----	----	----	----
cis-1.4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	----	<0.5	----	----	----	----

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EP074E: Halogenated Aliphatic Compounds - Continued									
1.1.2.2-Tetrachloroethane	79-34-5	0.5	mg/kg	----	<0.5	----	----	----	----
1.2.3-Trichloropropane	96-18-4	0.5	mg/kg	----	<0.5	----	----	----	----
Pentachloroethane	76-01-7	0.5	mg/kg	----	<0.5	----	----	----	----
1.2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	----	<0.5	----	----	----	----
Hexachlorobutadiene	87-68-3	0.5	mg/kg	----	<0.5	----	----	----	----
EP074F: Halogenated Aromatic Compounds									
Chlorobenzene	108-90-7	0.5	mg/kg	----	<0.5	----	----	----	----
Bromobenzene	108-86-1	0.5	mg/kg	----	<0.5	----	----	----	----
2-Chlorotoluene	95-49-8	0.5	mg/kg	----	<0.5	----	----	----	----
4-Chlorotoluene	106-43-4	0.5	mg/kg	----	<0.5	----	----	----	----
1.3-Dichlorobenzene	541-73-1	0.5	mg/kg	----	<0.5	----	----	----	----
1.4-Dichlorobenzene	106-46-7	0.5	mg/kg	----	<0.5	----	----	----	----
1.2-Dichlorobenzene	95-50-1	0.5	mg/kg	----	<0.5	----	----	----	----
1.2.4-Trichlorobenzene	120-82-1	0.5	mg/kg	----	<0.5	----	----	----	----
1.2.3-Trichlorobenzene	87-61-6	0.5	mg/kg	----	<0.5	----	----	----	----
EP074G: Trihalomethanes									
Chloroform	67-66-3	0.5	mg/kg	----	<0.5	----	----	----	----
Bromodichloromethane	75-27-4	0.5	mg/kg	----	<0.5	----	----	----	----
Dibromochloromethane	124-48-1	0.5	mg/kg	----	<0.5	----	----	----	----
Bromoform	75-25-2	0.5	mg/kg	----	<0.5	----	----	----	----
EP075(SIM)A: Phenolic Compounds									
Phenol	108-95-2	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2-Chlorophenol	95-57-8	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2-Methylphenol	95-48-7	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
3- & 4-Methylphenol	1319-77-3	1	mg/kg	----	----	<1	----	<1	<1
2-Nitrophenol	88-75-5	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2.4-Dimethylphenol	105-67-9	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2.4-Dichlorophenol	120-83-2	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2.6-Dichlorophenol	87-65-0	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2.4.6-Trichlorophenol	88-06-2	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
2.4.5-Trichlorophenol	95-95-4	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5
Pentachlorophenol	87-86-5	2	mg/kg	----	----	<2	----	<2	<2
^ Sum of Phenols	----	0.5	mg/kg	----	----	<0.5	----	<0.5	<0.5

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time				24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	
Compound	CAS Number	LOR	Unit	EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069	
				Result	Result	Result	Result	Result	
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons									
Naphthalene	91-20-3	0.5	mg/kg	----	----	<0.5	----	<0.5	
Acenaphthylene	208-96-8	0.5	mg/kg	----	----	<0.5	----	<0.5	
Acenaphthene	83-32-9	0.5	mg/kg	----	----	<0.5	----	<0.5	
Fluorene	86-73-7	0.5	mg/kg	----	----	<0.5	----	<0.5	
Phenanthrene	85-01-8	0.5	mg/kg	----	----	<0.5	----	<0.5	
Anthracene	120-12-7	0.5	mg/kg	----	----	<0.5	----	<0.5	
Fluoranthene	206-44-0	0.5	mg/kg	----	----	<0.5	----	<0.5	
Pyrene	129-00-0	0.5	mg/kg	----	----	<0.5	----	<0.5	
Benzo(a)anthracene	56-55-3	0.5	mg/kg	----	----	<0.5	----	<0.5	
Chrysene	218-01-9	0.5	mg/kg	----	----	<0.5	----	<0.5	
Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	----	----	<0.5	----	<0.5	
Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	----	----	<0.5	----	<0.5	
Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	----	----	<0.5	----	<0.5	
Dibenz(a,h)anthracene	53-70-3	0.5	mg/kg	----	----	<0.5	----	<0.5	
Benzo(g,h,i)perylene	191-24-2	0.5	mg/kg	----	----	<0.5	----	<0.5	
^ Sum of polycyclic aromatic hydrocarbons	----	0.5	mg/kg	----	----	<0.5	----	<0.5	
^ Benzo(a)pyrene TEQ (zero)	----	0.5	mg/kg	----	----	<0.5	----	<0.5	
^ Benzo(a)pyrene TEQ (half LOR)	----	0.5	mg/kg	----	----	0.6	----	0.6	
^ Benzo(a)pyrene TEQ (LOR)	----	0.5	mg/kg	----	----	1.2	----	1.2	
EP075B: Polynuclear Aromatic Hydrocarbons									
Benzo(a)pyrene	50-32-8	0.05	mg/kg	----	----	<0.05	----	<0.05	
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg	<10	<10	<10	<10	<10	
C10 - C14 Fraction	----	50	mg/kg	<50	<50	<50	----	<50	
C15 - C28 Fraction	----	100	mg/kg	<100	<100	<100	----	<100	
C29 - C36 Fraction	----	100	mg/kg	<100	<100	<100	----	<100	
^ C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<50	<50	----	<50	
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	<10	<10	<10	
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	<10	<10	<10	<10	<10	
>C10 - C16 Fraction	----	50	mg/kg	<50	<50	<50	----	<50	
>C16 - C34 Fraction	----	100	mg/kg	<100	<100	<100	----	<100	
>C34 - C40 Fraction	----	100	mg/kg	<100	<100	<100	----	<100	

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions - Continued									
[^] >C10 - C40 Fraction (sum)	----	50	mg/kg		<50	<50	<50	----	<50
[^] >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg		<50	<50	<50	----	<50
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
[^] Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
[^] Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP066S: PCB Surrogate									
Decachlorobiphenyl	2051-24-3	0.1	%		----	----	85.3	----	107
EP068S: Organochlorine Pesticide Surrogate									
Dibromo-DDE	21655-73-2	0.05	%		----	----	81.8	----	103
EP068T: Organophosphorus Pesticide Surrogate									
DEF	78-48-8	0.05	%		----	----	56.3	----	70.7
EP074S: VOC Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.5	%		----	90.9	----	----	----
Toluene-D8	2037-26-5	0.5	%		----	84.2	----	----	----
4-Bromofluorobenzene	460-00-4	0.5	%		----	89.0	----	----	----
EP075(SIM)S: Phenolic Compound Surrogates									
Phenol-d6	13127-88-3	0.5	%		----	----	70.8	----	90.0
2-Chlorophenol-D4	93951-73-6	0.5	%		----	----	70.7	----	87.6
2,4,6-Tribromophenol	118-79-6	0.5	%		----	----	60.1	----	76.8
EP075(SIM)T: PAH Surrogates									
2-Fluorobiphenyl	321-60-8	0.5	%		----	----	73.4	----	91.8
Anthracene-d10	1719-06-8	0.5	%		----	----	76.4	----	93.0
4-Terphenyl-d14	1718-51-0	0.5	%		----	----	75.3	----	94.5
EP075T: Base/Neutral Extractable Surrogates									
2-Fluorobiphenyl	321-60-8	0.025	%		----	----	108	----	111
Anthracene-d10	1719-06-8	0.025	%		----	----	105	----	109
4-Terphenyl-d14	1718-51-0	0.025	%		----	----	106	----	109

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB09_2.0-2.1	SB09_3.0-3.1	SB10_0.0-0.1	SB10_0.5-0.6	SB10_3.0-3.1
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00
Compound	CAS Number	LOR	Unit		EM2209756-060	EM2209756-061	EM2209756-063	EM2209756-064	EM2209756-069
				Result	Result	Result	Result	Result	Result
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		91.6	90.3	86.2	80.1	82.3
Toluene-D8	2037-26-5	0.2	%		80.4	85.1	78.4	76.1	74.1
4-Bromofluorobenzene	460-00-4	0.2	%		92.6	93.5	86.8	94.4	85.0

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	SB10_4.0-4.1	SB10_5.7-5.8	QC5	----	----
Sampling date / time					24-May-2022 00:00	24-May-2022 00:00	24-May-2022 00:00	----	----
Compound	CAS Number	LOR	Unit		EM2209756-070	EM2209756-072	EM2209756-077	-----	-----
				Result	Result	Result		----	----
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%		21.5	21.1	8.7	----	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg		<10	<10	<10	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		<10	<10	<10	----	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<10	<10	<10	----	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		<0.2	<0.2	<0.2	----	----
Toluene	108-88-3	0.5	mg/kg		<0.5	<0.5	<0.5	----	----
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	<0.5	<0.5	----	----
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	<0.5	<0.5	----	----
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	----	----
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	----	----
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	----	----
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	----	----
EP080S: TPH(V)/BTEX Surrogates									
1,2-Dichloroethane-D4	17060-07-0	0.2	%		88.5	81.6	79.7	----	----
Toluene-D8	2037-26-5	0.2	%		84.6	78.5	76.0	----	----
4-Bromofluorobenzene	460-00-4	0.2	%		103	96.7	92.7	----	----

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 Work Order : EM2209756
 Client : FYFE PTY LTD
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Surrogate Control Limits

Sub-Matrix: SOIL		Recovery Limits (%)	
Compound	CAS Number	Low	High
EP066S: PCB Surrogate			
Decachlorobiphenyl	2051-24-3	36	140
EP068S: Organochlorine Pesticide Surrogate			
Dibromo-DDE	21655-73-2	62	128
EP068T: Organophosphorus Pesticide Surrogate			
DEF	78-48-8	40	139
EP074S: VOC Surrogates			
1,2-Dichloroethane-D4	17060-07-0	62	122
Toluene-D8	2037-26-5	64	120
4-Bromofluorobenzene	460-00-4	66	124
EP075(SIM)S: Phenolic Compound Surrogates			
Phenol-d6	13127-88-3	54	125
2-Chlorophenol-D4	93951-73-6	65	123
2,4,6-Tribromophenol	118-79-6	34	122
EP075(SIM)T: PAH Surrogates			
2-Fluorobiphenyl	321-60-8	61	125
Anthracene-d10	1719-06-8	62	130
4-Terphenyl-d14	1718-51-0	67	133
EP075T: Base/Neutral Extractable Surrogates			
2-Fluorobiphenyl	321-60-8	35	126
Anthracene-d10	1719-06-8	40	135
4-Terphenyl-d14	1718-51-0	42	133
EP080S: TPH(V)/BTEX Surrogates			
1,2-Dichloroethane-D4	17060-07-0	51	125
Toluene-D8	2037-26-5	55	125
4-Bromofluorobenzene	460-00-4	56	124



QUALITY CONTROL REPORT

Work Order	: EM2209756	Page	: 1 of 18
Client	: FYFE PTY LTD	Laboratory	: Environmental Division Melbourne
Contact	: ANGUS SMART	Contact	: Kieren Burns
Address	: LEVEL 1, 124 SOUTH TERRACE ADELAIDE SOUTH AUSTRALIA 5000	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: ----	Telephone	: +61881625130
Project	: PEREGRINE SOIL & WATER SAMPLES	Date Samples Received	: 26-May-2022
Order number	: 11415	Date Analysis Commenced	: 31-May-2022
C-O-C number	: 81320-1_COC_MAY22	Issue Date	: 03-Jun-2022
Sampler	: ----		
Site	:		
Quote number	: AD/060/21		
No. of samples received	: 81		
No. of samples analysed	: 38		



Accreditation No. 825
Accredited for compliance with
ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Quality Control Report contains the following information:

- Laboratory Duplicate (DUP) Report; Relative Percentage Difference (RPD) and Acceptance Limits
- Method Blank (MB) and Laboratory Control Spike (LCS) Report; Recovery and Acceptance Limits
- Matrix Spike (MS) Report; Recovery and Acceptance Limits

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

<i>Signatories</i>	<i>Position</i>	<i>Accreditation Category</i>
Janwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Nikki Stepniewski	Senior Inorganic Instrument Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis. Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

Key :
 Anonymous = Refers to samples which are not specifically part of this work order but formed part of the QC process lot
 CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
 LOR = Limit of reporting
 RPD = Relative Percentage Difference
 # = Indicates failed QC

Laboratory Duplicate (DUP) Report

The quality control term Laboratory Duplicate refers to a randomly selected intralaboratory split. Laboratory duplicates provide information regarding method precision and sample heterogeneity. The permitted ranges for the Relative Percent Deviation (RPD) of Laboratory Duplicates are specified in ALS Method QWI-EN/38 and are dependent on the magnitude of results in comparison to the level of reporting: Result < 10 times LOR: No Limit; Result between 10 and 20 times LOR: 0% - 50%; Result > 20 times LOR: 0% - 20%.

Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EG005(ED093)T: Total Metals by ICP-AES (QC Lot: 4370043)									
EM2209756-002	AMW1_0.5-0.6	EG005T: Beryllium	7440-41-7	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Barium	7440-39-3	10	mg/kg	80	90	0.0	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	6	6	0.0	No Limit
		EG005T: Cobalt	7440-48-4	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Molybdenum	7439-98-7	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Nickel	7440-02-0	2	mg/kg	2	<2	0.0	No Limit
		EG005T: Silver	7440-22-4	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Arsenic	7440-38-2	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	8	6	17.1	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Manganese	7439-96-5	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Selenium	7782-49-2	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Tin	7440-31-5	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	7	5	21.8	No Limit
EM2209756-042	SB05_3.0-3.1	EG005T: Beryllium	7440-41-7	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Barium	7440-39-3	10	mg/kg	10	10	0.0	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	151	155	2.9	0% - 20%
		EG005T: Cobalt	7440-48-4	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Molybdenum	7439-98-7	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Nickel	7440-02-0	2	mg/kg	6	7	0.0	No Limit
		EG005T: Silver	7440-22-4	2	mg/kg	<2	<2	0.0	No Limit
		EG005T: Arsenic	7440-38-2	5	mg/kg	65	58	10.9	0% - 50%

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EG005(ED093)T: Total Metals by ICP-AES (QC Lot: 4370043) - continued									
EM2209756-042	SB05_3.0-3.1	EG005T: Copper	7440-50-8	5	mg/kg	14	13	0.0	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	9	9	0.0	No Limit
		EG005T: Manganese	7439-96-5	5	mg/kg	19	24	22.5	No Limit
		EG005T: Selenium	7782-49-2	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Tin	7440-31-5	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	10	17	45.9	No Limit
EA055: Moisture Content (Dried @ 105-110°C) (QC Lot: 4370307)									
EM2209756-001	AMW1_0.0-0.1	EA055: Moisture Content	----	0.1	%	2.8	2.5	13.9	No Limit
EM2209756-020	SB02_0.5-0.6	EA055: Moisture Content	----	0.1	%	13.2	12.7	3.8	0% - 50%
EA055: Moisture Content (Dried @ 105-110°C) (QC Lot: 4370308)									
EM2209756-041	SB05_2.0-2.1	EA055: Moisture Content	----	0.1	%	23.3	22.6	3.1	0% - 20%
EM2209756-060	SB09_2.0-2.1	EA055: Moisture Content	----	0.1	%	19.2	22.8	17.1	0% - 20%
EG035T: Total Recoverable Mercury by FIMS (QC Lot: 4370042)									
EM2209756-002	AMW1_0.5-0.6	EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	0.0	No Limit
EM2209756-042	SB05_3.0-3.1	EG035T: Mercury	7439-97-6	0.1	mg/kg	0.6	0.6	0.0	No Limit
EG048: Hexavalent Chromium (Alkaline Digest) (QC Lot: 4370233)									
EM2209756-002	AMW1_0.5-0.6	EG048G: Hexavalent Chromium	18540-29-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2210036-001	Anonymous	EG048G: Hexavalent Chromium	18540-29-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EK026SF: Total CN by Segmented Flow Analyser (QC Lot: 4371223)									
EM2209724-003	Anonymous	EK026SF: Total Cyanide	57-12-5	1	mg/kg	<5	<5	0.0	No Limit
EM2209756-002	AMW1_0.5-0.6	EK026SF: Total Cyanide	57-12-5	1	mg/kg	<1	<1	0.0	No Limit
EK040T: Fluoride Total (QC Lot: 4370236)									
EM2209756-002	AMW1_0.5-0.6	EK040T: Fluoride	16984-48-8	40	mg/kg	160	140	8.4	No Limit
EM2210036-001	Anonymous	EK040T: Fluoride	16984-48-8	40	mg/kg	<40	<40	0.0	No Limit
EP066: Polychlorinated Biphenyls (PCB) (QC Lot: 4370169)									
EM2209756-002	AMW1_0.5-0.6	EP066: Total Polychlorinated biphenyls	----	0.1	mg/kg	<0.1	<0.1	0.0	No Limit
EP068A: Organochlorine Pesticides (OC) (QC Lot: 4370168)									
EM2209756-002	AMW1_0.5-0.6	EP068: alpha-BHC	319-84-6	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Hexachlorobenzene (HCB)	118-74-1	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: beta-BHC	319-85-7	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: gamma-BHC	58-89-9	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: delta-BHC	319-86-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Heptachlor	76-44-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Aldrin	309-00-2	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Heptachlor epoxide	1024-57-3	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: trans-Chlordane	5103-74-2	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: alpha-Endosulfan	959-98-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: cis-Chlordane	5103-71-9	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Dieldrin	60-57-1	0.05	mg/kg	<0.05	<0.05	0.0	No Limit

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP068A: Organochlorine Pesticides (OC) (QC Lot: 4370168) - continued									
EM2209756-002	AMW1_0.5-0.6	EP068: 4.4'-DDE	72-55-9	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Endrin	72-20-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: beta-Endosulfan	33213-65-9	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: 4.4'-DDD	72-54-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Endrin aldehyde	7421-93-4	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Endosulfan sulfate	1031-07-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: Endrin ketone	53494-70-5	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
		EP068: 4.4'-DDT	50-29-3	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
	EP068: Methoxychlor	72-43-5	0.2	mg/kg	<0.2	<0.2	0.0	No Limit	
EP074A: Monocyclic Aromatic Hydrocarbons (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: Styrene	100-42-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Isopropylbenzene	98-82-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: n-Propylbenzene	103-65-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1.3.5-Trimethylbenzene	108-67-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: sec-Butylbenzene	135-98-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1.2.4-Trimethylbenzene	95-63-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: tert-Butylbenzene	98-06-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: p-Isopropyltoluene	99-87-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
	EP074: n-Butylbenzene	104-51-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit	
EM2209985-005	Anonymous	EP074: Styrene	100-42-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Isopropylbenzene	98-82-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: n-Propylbenzene	103-65-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1.3.5-Trimethylbenzene	108-67-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: sec-Butylbenzene	135-98-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1.2.4-Trimethylbenzene	95-63-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: tert-Butylbenzene	98-06-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: p-Isopropyltoluene	99-87-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
	EP074: n-Butylbenzene	104-51-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit	
EP074B: Oxygenated Compounds (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: Vinyl Acetate	108-05-4	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 2-Butanone (MEK)	78-93-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 4-Methyl-2-pentanone (MIBK)	108-10-1	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 2-Hexanone (MBK)	591-78-6	5	mg/kg	<5	<5	0.0	No Limit
EM2209985-005	Anonymous	EP074: Vinyl Acetate	108-05-4	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 2-Butanone (MEK)	78-93-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 4-Methyl-2-pentanone (MIBK)	108-10-1	5	mg/kg	<5	<5	0.0	No Limit
		EP074: 2-Hexanone (MBK)	591-78-6	5	mg/kg	<5	<5	0.0	No Limit
EP074C: Sulfonated Compounds (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: Carbon disulfide	75-15-0	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209985-005	Anonymous	EP074: Carbon disulfide	75-15-0	0.5	mg/kg	<0.5	<0.5	0.0	No Limit

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 Client : FYFE PTY LTD
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Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP074D: Fumigants (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: 2,2-Dichloropropane	594-20-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichloropropane	78-87-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,3-Dichloropropylene	10061-01-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,3-Dichloropropylene	10061-02-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dibromoethane (EDB)	106-93-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209985-005	Anonymous	EP074: 2,2-Dichloropropane	594-20-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichloropropane	78-87-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,3-Dichloropropylene	10061-01-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,3-Dichloropropylene	10061-02-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dibromoethane (EDB)	106-93-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EP074E: Halogenated Aliphatic Compounds (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: 1,1-Dichloroethene	75-35-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Iodomethane	74-88-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,2-Dichloroethene	156-60-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1-Dichloroethane	75-34-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,2-Dichloroethene	156-59-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,1-Trichloroethane	71-55-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1-Dichloropropylene	563-58-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Carbon Tetrachloride	56-23-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichloroethane	107-06-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Trichloroethene	79-01-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dibromomethane	74-95-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,2-Trichloroethane	79-00-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,3-Dichloropropane	142-28-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Tetrachloroethene	127-18-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,1,2-Tetrachloroethane	630-20-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,4-Dichloro-2-butene	110-57-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,2,2-Tetrachloroethane	79-34-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,3-Trichloropropane	96-18-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Pentachloroethane	76-01-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Hexachlorobutadiene	87-68-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dichlorodifluoromethane	75-71-8	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Chloromethane	74-87-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Vinyl chloride	75-01-4	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Bromomethane	74-83-9	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Chloroethane	75-00-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Trichlorofluoromethane	75-69-4	5	mg/kg	<5	<5	0.0	No Limit
EM2209985-005	Anonymous	EP074: 1,1-Dichloroethene	75-35-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit

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Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP074E: Halogenated Aliphatic Compounds (QC Lot: 4370135) - continued									
EM2209985-005	Anonymous	EP074: Iodomethane	74-88-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,2-Dichloroethene	156-60-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1-Dichloroethane	75-34-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,2-Dichloroethene	156-59-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,1-Trichloroethane	71-55-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1-Dichloropropylene	563-58-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Carbon Tetrachloride	56-23-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichloroethane	107-06-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Trichloroethene	79-01-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dibromomethane	74-95-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,2-Trichloroethane	79-00-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,3-Dichloropropane	142-28-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Tetrachloroethene	127-18-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,1,2-Tetrachloroethane	630-20-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: trans-1,4-Dichloro-2-butene	110-57-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: cis-1,4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,1,2,2-Tetrachloroethane	79-34-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,3-Trichloropropane	96-18-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Pentachloroethane	76-01-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Hexachlorobutadiene	87-68-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dichlorodifluoromethane	75-71-8	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Chloromethane	74-87-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Vinyl chloride	75-01-4	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Bromomethane	74-83-9	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Chloroethane	75-00-3	5	mg/kg	<5	<5	0.0	No Limit
		EP074: Trichlorofluoromethane	75-69-4	5	mg/kg	<5	<5	0.0	No Limit
EP074F: Halogenated Aromatic Compounds (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: Chlorobenzene	108-90-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromobenzene	108-86-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 2-Chlorotoluene	95-49-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 4-Chlorotoluene	106-43-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,3-Dichlorobenzene	541-73-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,4-Dichlorobenzene	106-46-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichlorobenzene	95-50-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,4-Trichlorobenzene	120-82-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,3-Trichlorobenzene	87-61-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209985-005	Anonymous	EP074: Chlorobenzene	108-90-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromobenzene	108-86-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 2-Chlorotoluene	95-49-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit

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Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP074F: Halogenated Aromatic Compounds (QC Lot: 4370135) - continued									
EM2209985-005	Anonymous	EP074: 4-Chlorotoluene	106-43-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,3-Dichlorobenzene	541-73-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,4-Dichlorobenzene	106-46-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2-Dichlorobenzene	95-50-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,4-Trichlorobenzene	120-82-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: 1,2,3-Trichlorobenzene	87-61-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EP074G: Trihalomethanes (QC Lot: 4370135)									
EM2209720-004	Anonymous	EP074: Chloroform	67-66-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromodichloromethane	75-27-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dibromochloromethane	124-48-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromoform	75-25-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209985-005	Anonymous	EP074: Chloroform	67-66-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromodichloromethane	75-27-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Dibromochloromethane	124-48-1	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP074: Bromoform	75-25-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EP075(SIM)A: Phenolic Compounds (QC Lot: 4370170)									
EM2209756-002	AMW1_0.5-0.6	EP075(SIM): Phenol	108-95-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2-Chlorophenol	95-57-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2-Methylphenol	95-48-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2-Nitrophenol	88-75-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2,4-Dimethylphenol	105-67-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2,4-Dichlorophenol	120-83-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2,6-Dichlorophenol	87-65-0	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2,4,6-Trichlorophenol	88-06-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 2,4,5-Trichlorophenol	95-95-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): 3- & 4-Methylphenol	1319-77-3	1	mg/kg	<1	<1	0.0	No Limit
		EP075(SIM): Pentachlorophenol	87-86-5	2	mg/kg	<2	<2	0.0	No Limit
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QC Lot: 4370170)									
EM2209756-002	AMW1_0.5-0.6	EP075(SIM): Naphthalene	91-20-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Acenaphthylene	208-96-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Acenaphthene	83-32-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Fluorene	86-73-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Phenanthrene	85-01-8	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Anthracene	120-12-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Fluoranthene	206-44-0	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Pyrene	129-00-0	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Benz(a)anthracene	56-55-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Chrysene	218-01-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QC Lot: 4370170) - continued									
EM2209756-002	AMW1_0.5-0.6	EP075(SIM): Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Dibenz(a.h)anthracene	53-70-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Benzo(g.h.i)perylene	191-24-2	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EP075B: Polynuclear Aromatic Hydrocarbons (QC Lot: 4370161)									
EM2209756-002	AMW1_0.5-0.6	EP075-TAS: Benzo(a)pyrene	50-32-8	0.05	mg/kg	<0.05	<0.05	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4370130)									
EM2209756-001	AMW1_0.0-0.1	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EM2209756-031	SB04_0.5-0.6	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4370134)									
EM2209756-041	SB05_2.0-2.1	EP080: C6 - C9 Fraction	----	10	mg/kg	14	10	25.9	No Limit
EM2209756-072	SB10_5.7-5.8	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4370136)									
EM2209720-004	Anonymous	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EM2209985-005	Anonymous	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4370171)									
EM2209756-069	SB10_3.0-3.1	EP071: C15 - C28 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: C29 - C36 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: C10 - C14 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<50	0.0	No Limit
EM2209756-002	AMW1_0.5-0.6	EP071: C15 - C28 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: C29 - C36 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: C10 - C14 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<50	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4370130)									
EM2209756-001	AMW1_0.0-0.1	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EM2209756-031	SB04_0.5-0.6	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4370134)									
EM2209756-041	SB05_2.0-2.1	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	22	17	26.5	No Limit
EM2209756-072	SB10_5.7-5.8	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4370136)									
EM2209720-004	Anonymous	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EM2209985-005	Anonymous	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4370171)									
EM2209756-069	SB10_3.0-3.1	EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit

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Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4370171) - continued									
EM2209756-069	SB10_3.0-3.1	EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	<50	0.0	No Limit
EM2209756-002	AMW1_0.5-0.6	EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	<100	0.0	No Limit
		EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	<50	0.0	No Limit
EP080: BTEXN (QC Lot: 4370130)									
EM2209756-001	AMW1_0.0-0.1	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209756-031	SB04_0.5-0.6	EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit
		EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit
EP080: BTEXN (QC Lot: 4370134)									
EM2209756-041	SB05_2.0-2.1	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209756-072	SB10_5.7-5.8	EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit
		EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit
EP080: BTEXN (QC Lot: 4370136)									
EM2209720-004	Anonymous	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit

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Sub-Matrix: SOIL				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP080: BTEXN (QC Lot: 4370136) - continued									
EM2209720-004	Anonymous	EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit
EM2209985-005	Anonymous	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.0	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			106-42-3						
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.0	No Limit

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Method Blank (MB) and Laboratory Control Sample (LCS) Report

The quality control term Method / Laboratory Blank refers to an analyte free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of this QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Sample (LCS) refers to a certified reference material, or a known interference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Matrix: **SOIL**

Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
Method: Compound	CAS Number	LOR	Unit		Spike Concentration	Spike Recovery (%) LCS	Acceptable Limits (%) Low High	
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4370043)								
EG005T: Arsenic	7440-38-2	5	mg/kg	<5	123 mg/kg	95.6	70.0	130
EG005T: Barium	7440-39-3	10	mg/kg	<10	99.3 mg/kg	116	70.0	130
EG005T: Beryllium	7440-41-7	1	mg/kg	<1	0.67 mg/kg	96.3	70.0	130
EG005T: Cadmium	7440-43-9	1	mg/kg	<1	1.23 mg/kg	51.6	50.0	130
EG005T: Chromium	7440-47-3	2	mg/kg	<2	20.2 mg/kg	104	70.0	130
EG005T: Cobalt	7440-48-4	2	mg/kg	<2	11.2 mg/kg	84.8	70.0	130
EG005T: Copper	7440-50-8	5	mg/kg	<5	55.9 mg/kg	91.3	70.0	130
EG005T: Lead	7439-92-1	5	mg/kg	<5	62.4 mg/kg	86.6	70.0	130
EG005T: Manganese	7439-96-5	5	mg/kg	<5	590 mg/kg	91.0	70.0	130
EG005T: Molybdenum	7439-98-7	2	mg/kg	<2	2.19 mg/kg	91.2	70.0	130
EG005T: Nickel	7440-02-0	2	mg/kg	<2	15.4 mg/kg	96.9	70.0	130
EG005T: Selenium	7782-49-2	5	mg/kg	<5	----	----	----	----
EG005T: Silver	7440-22-4	2	mg/kg	<2	2.9 mg/kg	91.6	70.0	130
EG005T: Tin	7440-31-5	5	mg/kg	<5	5.33 mg/kg	101	70.0	130
EG005T: Zinc	7440-66-6	5	mg/kg	<5	162 mg/kg	72.6	70.0	130
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4370042)								
EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	0.64 mg/kg	97.6	70.0	130
EG048: Hexavalent Chromium (Alkaline Digest) (QCLot: 4370233)								
EG048G: Hexavalent Chromium	18540-29-9	0.5	mg/kg	<0.5	20 mg/kg	89.3	70.0	130
EK026SF: Total CN by Segmented Flow Analyser (QCLot: 4371223)								
EK026SF: Total Cyanide	57-12-5	1	mg/kg	<1	20 mg/kg	116	70.0	130
EK040T: Fluoride Total (QCLot: 4370236)								
EK040T: Fluoride	16984-48-8	40	mg/kg	<40	400 mg/kg	83.0	75.2	110
EP066: Polychlorinated Biphenyls (PCB) (QCLot: 4370169)								
EP066: Total Polychlorinated biphenyls	----	0.1	mg/kg	<0.1	1 mg/kg	81.8	68.0	133
EP068A: Organochlorine Pesticides (OC) (QCLot: 4370168)								
EP068: alpha-BHC	319-84-6	0.05	mg/kg	<0.05	0.5 mg/kg	82.8	71.8	126
EP068: Hexachlorobenzene (HCB)	118-74-1	0.05	mg/kg	<0.05	0.5 mg/kg	85.1	72.2	125
EP068: beta-BHC	319-85-7	0.05	mg/kg	<0.05	0.5 mg/kg	83.3	70.0	124
EP068: gamma-BHC	58-89-9	0.05	mg/kg	<0.05	0.5 mg/kg	83.2	69.1	124
EP068: delta-BHC	319-86-8	0.05	mg/kg	<0.05	0.5 mg/kg	83.6	69.2	125
EP068: Heptachlor	76-44-8	0.05	mg/kg	<0.05	0.5 mg/kg	82.7	66.6	122
EP068: Aldrin	309-00-2	0.05	mg/kg	<0.05	0.5 mg/kg	85.5	68.8	123

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Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
Method: Compound		CAS Number	LOR		Unit	Spike Concentration	Spike Recovery (%) LCS	Acceptable Limits (%) Low High
EP068A: Organochlorine Pesticides (OC) (QCLot: 4370168) - continued								
EP068: Heptachlor epoxide	1024-57-3	0.05	mg/kg	<0.05	0.5 mg/kg	83.0	67.2	124
EP068: trans-Chlordane	5103-74-2	0.05	mg/kg	<0.05	0.5 mg/kg	82.8	66.0	126
EP068: alpha-Endosulfan	959-98-8	0.05	mg/kg	<0.05	0.5 mg/kg	107	70.2	126
EP068: cis-Chlordane	5103-71-9	0.05	mg/kg	<0.05	0.5 mg/kg	82.5	72.1	124
EP068: Dieldrin	60-57-1	0.05	mg/kg	<0.05	0.5 mg/kg	85.6	68.0	122
EP068: 4,4'-DDE	72-55-9	0.05	mg/kg	<0.05	0.5 mg/kg	84.8	68.9	124
EP068: Endrin	72-20-8	0.05	mg/kg	<0.05	0.5 mg/kg	81.5	55.8	130
EP068: beta-Endosulfan	33213-65-9	0.05	mg/kg	<0.05	0.5 mg/kg	77.1	67.9	124
EP068: 4,4'-DDD	72-54-8	0.05	mg/kg	<0.05	0.5 mg/kg	82.4	72.0	127
EP068: Endrin aldehyde	7421-93-4	0.05	mg/kg	<0.05	0.5 mg/kg	91.6	66.3	131
EP068: Endosulfan sulfate	1031-07-8	0.05	mg/kg	<0.05	0.5 mg/kg	90.3	62.4	131
EP068: 4,4'-DDT	50-29-3	0.2	mg/kg	<0.2	0.5 mg/kg	86.9	55.4	130
EP068: Endrin ketone	53494-70-5	0.05	mg/kg	<0.05	0.5 mg/kg	91.1	68.8	128
EP068: Methoxychlor	72-43-5	0.2	mg/kg	<0.2	0.5 mg/kg	87.1	55.5	132
EP074A: Monocyclic Aromatic Hydrocarbons (QCLot: 4370135)								
EP074: Styrene	100-42-5	0.5	mg/kg	<0.5	1 mg/kg	89.0	70.8	115
EP074: Isopropylbenzene	98-82-8	0.5	mg/kg	<0.5	1 mg/kg	85.9	68.6	116
EP074: n-Propylbenzene	103-65-1	0.5	mg/kg	<0.5	1 mg/kg	77.4	59.8	113
EP074: 1,3,5-Trimethylbenzene	108-67-8	0.5	mg/kg	<0.5	1 mg/kg	78.0	63.4	112
EP074: sec-Butylbenzene	135-98-8	0.5	mg/kg	<0.5	1 mg/kg	78.5	61.5	114
EP074: 1,2,4-Trimethylbenzene	95-63-6	0.5	mg/kg	<0.5	1 mg/kg	78.7	63.1	112
EP074: tert-Butylbenzene	98-06-6	0.5	mg/kg	<0.5	1 mg/kg	79.0	63.6	113
EP074: p-Isopropyltoluene	99-87-6	0.5	mg/kg	<0.5	1 mg/kg	77.1	60.8	114
EP074: n-Butylbenzene	104-51-8	0.5	mg/kg	<0.5	1 mg/kg	74.6	54.9	113
EP074B: Oxygenated Compounds (QCLot: 4370135)								
EP074: Vinyl Acetate	108-05-4	5	mg/kg	<5	10 mg/kg	104	51.4	128
EP074: 2-Butanone (MEK)	78-93-3	5	mg/kg	<5	10 mg/kg	119	61.2	128
EP074: 4-Methyl-2-pentanone (MIBK)	108-10-1	5	mg/kg	<5	10 mg/kg	132	63.2	137
EP074: 2-Hexanone (MBK)	591-78-6	5	mg/kg	<5	10 mg/kg	126	65.0	130
EP074C: Sulfonated Compounds (QCLot: 4370135)								
EP074: Carbon disulfide	75-15-0	0.5	mg/kg	<0.5	1 mg/kg	90.9	48.5	132
EP074D: Fumigants (QCLot: 4370135)								
EP074: 2,2-Dichloropropane	594-20-7	0.5	mg/kg	<0.5	1 mg/kg	87.0	61.4	116
EP074: 1,2-Dichloropropane	78-87-5	0.5	mg/kg	<0.5	1 mg/kg	93.3	70.1	116
EP074: cis-1,3-Dichloropropylene	10061-01-5	0.5	mg/kg	<0.5	1 mg/kg	91.4	61.7	112
EP074: trans-1,3-Dichloropropylene	10061-02-6	0.5	mg/kg	<0.5	1 mg/kg	95.0	63.8	110
EP074: 1,2-Dibromoethane (EDB)	106-93-4	0.5	mg/kg	<0.5	1 mg/kg	101	67.0	114
EP074E: Halogenated Aliphatic Compounds (QCLot: 4370135)								

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Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
Method: Compound	CAS Number	LOR	Unit		Result	Spike Concentration	Spike Recovery (%) LCS	Acceptable Limits (%) Low High
EP074E: Halogenated Aliphatic Compounds (QCLot: 4370135) - continued								
EP074: Dichlorodifluoromethane	75-71-8	5	mg/kg	<5	10 mg/kg	83.5	26.0	137
EP074: Chloromethane	74-87-3	5	mg/kg	<5	10 mg/kg	86.2	49.4	140
EP074: Vinyl chloride	75-01-4	5	mg/kg	<5	10 mg/kg	119	46.0	138
EP074: Bromomethane	74-83-9	5	mg/kg	<5	10 mg/kg	98.9	39.1	127
EP074: Chloroethane	75-00-3	5	mg/kg	<5	10 mg/kg	94.6	59.2	128
EP074: Trichlorofluoromethane	75-69-4	5	mg/kg	<5	10 mg/kg	93.7	60.1	124
EP074: 1,1-Dichloroethene	75-35-4	0.5	mg/kg	<0.5	1 mg/kg	90.2	55.2	122
EP074: Iodomethane	74-88-4	0.5	mg/kg	<0.5	1 mg/kg	70.8	47.0	125
EP074: trans-1,2-Dichloroethene	156-60-5	0.5	mg/kg	<0.5	1 mg/kg	89.8	63.6	120
EP074: 1,1-Dichloroethane	75-34-3	0.5	mg/kg	<0.5	1 mg/kg	91.6	64.5	120
EP074: cis-1,2-Dichloroethene	156-59-2	0.5	mg/kg	<0.5	1 mg/kg	95.0	67.5	121
EP074: 1,1,1-Trichloroethane	71-55-6	0.5	mg/kg	<0.5	1 mg/kg	86.5	57.0	117
EP074: 1,1-Dichloropropylene	563-58-6	0.5	mg/kg	<0.5	1 mg/kg	83.3	60.3	120
EP074: Carbon Tetrachloride	56-23-5	0.5	mg/kg	<0.5	1 mg/kg	79.3	57.7	113
EP074: 1,2-Dichloroethane	107-06-2	0.5	mg/kg	<0.5	1 mg/kg	116	68.9	117
EP074: Trichloroethene	79-01-6	0.5	mg/kg	<0.5	1 mg/kg	87.9	65.5	119
EP074: Dibromomethane	74-95-3	0.5	mg/kg	<0.5	1 mg/kg	108	68.4	115
EP074: 1,1,2-Trichloroethane	79-00-5	0.5	mg/kg	<0.5	1 mg/kg	104	69.8	118
EP074: 1,3-Dichloropropane	142-28-9	0.5	mg/kg	<0.5	1 mg/kg	102	70.6	118
EP074: Tetrachloroethene	127-18-4	0.5	mg/kg	<0.5	1 mg/kg	87.3	65.6	117
EP074: 1,1,1,2-Tetrachloroethane	630-20-6	0.5	mg/kg	<0.5	1 mg/kg	87.5	62.8	106
EP074: trans-1,4-Dichloro-2-butene	110-57-6	0.5	mg/kg	<0.5	1 mg/kg	97.8	58.9	117
EP074: cis-1,4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	<0.5	1 mg/kg	86.1	57.8	110
EP074: 1,1,2,2-Tetrachloroethane	79-34-5	0.5	mg/kg	<0.5	1 mg/kg	112	72.3	127
EP074: 1,2,3-Trichloropropane	96-18-4	0.5	mg/kg	<0.5	1 mg/kg	118	69.0	123
EP074: Pentachloroethane	76-01-7	0.5	mg/kg	<0.5	1 mg/kg	74.9	59.0	100
EP074: 1,2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	<0.5	1 mg/kg	94.4	60.8	111
EP074: Hexachlorobutadiene	87-68-3	0.5	mg/kg	<0.5	1 mg/kg	71.4	54.1	132
EP074F: Halogenated Aromatic Compounds (QCLot: 4370135)								
EP074: Chlorobenzene	108-90-7	0.5	mg/kg	<0.5	1 mg/kg	94.6	72.5	115
EP074: Bromobenzene	108-86-1	0.5	mg/kg	<0.5	1 mg/kg	90.0	69.2	112
EP074: 2-Chlorotoluene	95-49-8	0.5	mg/kg	<0.5	1 mg/kg	80.8	65.9	114
EP074: 4-Chlorotoluene	106-43-4	0.5	mg/kg	<0.5	1 mg/kg	81.1	65.4	113
EP074: 1,3-Dichlorobenzene	541-73-1	0.5	mg/kg	<0.5	1 mg/kg	84.6	64.1	116
EP074: 1,4-Dichlorobenzene	106-46-7	0.5	mg/kg	<0.5	1 mg/kg	88.6	66.3	119
EP074: 1,2-Dichlorobenzene	95-50-1	0.5	mg/kg	<0.5	1 mg/kg	90.1	71.4	112
EP074: 1,2,4-Trichlorobenzene	120-82-1	0.5	mg/kg	<0.5	1 mg/kg	77.4	55.6	124
EP074: 1,2,3-Trichlorobenzene	87-61-6	0.5	mg/kg	<0.5	1 mg/kg	84.4	59.3	123
EP074G: Trihalomethanes (QCLot: 4370135)								

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
Method: Compound		CAS Number	LOR		Unit	Result	Spike Concentration	Spike Recovery (%) LCS
EP074G: Trihalomethanes (QCLot: 4370135) - continued								
EP074: Chloroform	67-66-3	0.5	mg/kg	<0.5	1 mg/kg	93.9	67.5	119
EP074: Bromodichloromethane	75-27-4	0.5	mg/kg	<0.5	1 mg/kg	89.5	57.8	117
EP074: Dibromochloromethane	124-48-1	0.5	mg/kg	<0.5	1 mg/kg	85.6	60.3	108
EP074: Bromoform	75-25-2	0.5	mg/kg	<0.5	1 mg/kg	89.2	55.7	108
EP075(SIM)A: Phenolic Compounds (QCLot: 4370170)								
EP075(SIM): Phenol	108-95-2	0.5	mg/kg	<0.5	3 mg/kg	85.4	81.2	121
EP075(SIM): 2-Chlorophenol	95-57-8	0.5	mg/kg	<0.5	3 mg/kg	89.8	83.2	120
EP075(SIM): 2-Methylphenol	95-48-7	0.5	mg/kg	<0.5	3 mg/kg	90.6	81.6	123
EP075(SIM): 3- & 4-Methylphenol	1319-77-3	1	mg/kg	<1	6 mg/kg	90.3	79.7	129
EP075(SIM): 2-Nitrophenol	88-75-5	0.5	mg/kg	<0.5	3 mg/kg	79.3	49.8	129
EP075(SIM): 2,4-Dimethylphenol	105-67-9	0.5	mg/kg	<0.5	3 mg/kg	87.0	81.5	127
EP075(SIM): 2,4-Dichlorophenol	120-83-2	0.5	mg/kg	<0.5	3 mg/kg	87.2	74.2	125
EP075(SIM): 2,6-Dichlorophenol	87-65-0	0.5	mg/kg	<0.5	3 mg/kg	87.6	79.8	121
EP075(SIM): 4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg	<0.5	3 mg/kg	85.1	71.5	121
EP075(SIM): 2,4,6-Trichlorophenol	88-06-2	0.5	mg/kg	<0.5	3 mg/kg	83.1	67.8	119
EP075(SIM): 2,4,5-Trichlorophenol	95-95-4	0.5	mg/kg	<0.5	3 mg/kg	86.2	64.5	126
EP075(SIM): Pentachlorophenol	87-86-5	2	mg/kg	<2	6 mg/kg	69.9	10.0	118
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QCLot: 4370170)								
EP075(SIM): Naphthalene	91-20-3	0.5	mg/kg	<0.5	3 mg/kg	88.8	85.7	123
EP075(SIM): Acenaphthylene	208-96-8	0.5	mg/kg	<0.5	3 mg/kg	86.5	81.0	123
EP075(SIM): Acenaphthene	83-32-9	0.5	mg/kg	<0.5	3 mg/kg	87.0	83.6	120
EP075(SIM): Fluorene	86-73-7	0.5	mg/kg	<0.5	3 mg/kg	81.4	81.3	126
EP075(SIM): Phenanthrene	85-01-8	0.5	mg/kg	<0.5	3 mg/kg	87.3	79.4	123
EP075(SIM): Anthracene	120-12-7	0.5	mg/kg	<0.5	3 mg/kg	87.8	81.7	127
EP075(SIM): Fluoranthene	206-44-0	0.5	mg/kg	<0.5	3 mg/kg	86.1	78.3	124
EP075(SIM): Pyrene	129-00-0	0.5	mg/kg	<0.5	3 mg/kg	88.0	79.9	128
EP075(SIM): Benz(a)anthracene	56-55-3	0.5	mg/kg	<0.5	3 mg/kg	85.0	76.9	123
EP075(SIM): Chrysene	218-01-9	0.5	mg/kg	<0.5	3 mg/kg	89.8	80.9	130
EP075(SIM): Benzo(b+j)fluoranthene	205-99-2	0.5	mg/kg	<0.5	3 mg/kg	75.2	70.0	121
	205-82-3							
EP075(SIM): Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	<0.5	3 mg/kg	89.7	80.4	130
EP075(SIM): Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	<0.5	3 mg/kg	75.5	67.9	122
EP075(SIM): Dibenz(a,h)anthracene	53-70-3	0.5	mg/kg	<0.5	3 mg/kg	76.4	65.8	123
EP075(SIM): Benzo(g,h,i)perylene	191-24-2	0.5	mg/kg	<0.5	3 mg/kg	78.6	65.8	127
EP075B: Polynuclear Aromatic Hydrocarbons (QCLot: 4370161)								
EP075-TAS: Benzo(a)pyrene	50-32-8	0.05	mg/kg	<0.05	2 mg/kg	98.1	77.5	134
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370130)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	110	58.6	131

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
Method: Compound		CAS Number	LOR		Unit	Result	Spike Concentration	Spike Recovery (%) LCS
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370134)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	107	58.6	131
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370136)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	104	58.6	131
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370171)								
EP071: C10 - C14 Fraction	----	50	mg/kg	<50	670 mg/kg	104	75.0	128
EP071: C15 - C28 Fraction	----	100	mg/kg	<100	2860 mg/kg	106	82.0	123
EP071: C29 - C36 Fraction	----	100	mg/kg	<100	1490 mg/kg	98.1	82.4	121
EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	5020 mg/kg	103	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370130)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	111	59.3	128
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370134)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	104	59.3	128
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370136)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	102	59.3	128
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370171)								
EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	1000 mg/kg	105	77.0	130
EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	3770 mg/kg	106	81.5	120
EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	250 mg/kg	99.9	73.3	137
EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	5020 mg/kg	106	70.0	130
EP080: BTEXN (QCLot: 4370130)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	95.9	61.6	117
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	98.3	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	97.8	65.8	124
EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	4 mg/kg	97.1	64.8	134
	106-42-3							
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	98.8	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	98.9	61.8	123
EP080: BTEXN (QCLot: 4370134)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	100.0	61.6	117
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	102	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	99.1	65.8	124
EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	4 mg/kg	104	64.8	134
	106-42-3							
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	104	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	110	61.8	123
EP080: BTEXN (QCLot: 4370136)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	104	61.6	117

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike Concentration	Spike Recovery (%) LCS	Acceptable Limits (%) Low High	
Method: Compound	CAS Number	LOR	Unit	Result				
EP080: BTEXN (QCLot: 4370136) - continued								
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	104	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	103	65.8	124
EP080: meta- & para-Xylene	108-38-3	0.5	mg/kg	<0.5	4 mg/kg	107	64.8	134
	106-42-3							
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	109	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	112	61.8	123

Matrix Spike (MS) Report

The quality control term Matrix Spike (MS) refers to an intralaboratory split sample spiked with a representative set of target analytes. The purpose of this QC parameter is to monitor potential matrix effects on analyte recoveries. Static Recovery Limits as per laboratory Data Quality Objectives (DQOs). Ideal recovery ranges stated may be waived in the event of sample matrix interference.

Sub-Matrix: SOIL				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4370043)							
EM2209756-004	MW1_0.0-0.1	EG005T: Arsenic	7440-38-2	50 mg/kg	86.7	78.0	124
		EG005T: Cadmium	7440-43-9	50 mg/kg	96.7	79.7	116
		EG005T: Chromium	7440-47-3	50 mg/kg	90.5	79.0	121
		EG005T: Copper	7440-50-8	250 mg/kg	102	80.0	120
		EG005T: Lead	7439-92-1	250 mg/kg	95.2	80.0	120
		EG005T: Nickel	7440-02-0	50 mg/kg	103	78.0	120
		EG005T: Zinc	7440-66-6	250 mg/kg	95.0	80.0	120
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4370042)							
EM2209756-004	MW1_0.0-0.1	EG035T: Mercury	7439-97-6	0.5 mg/kg	107	76.0	116
EG048: Hexavalent Chromium (Alkaline Digest) (QCLot: 4370233)							
EM2209756-042	SB05_3.0-3.1	EG048G: Hexavalent Chromium	18540-29-9	20 mg/kg	# 30.2	58.0	114
EM2209756-042	SB05_3.0-3.1	EG048G: Hexavalent Chromium	18540-29-9	20 mg/kg	# 44.0	58.0	114
EK026SF: Total CN by Segmented Flow Analyser (QCLot: 4371223)							
EM2209724-004	Anonymous	EK026SF: Total Cyanide	57-12-5	20 mg/kg	95.1	70.0	130
EK040T: Fluoride Total (QCLot: 4370236)							
EM2209756-042	SB05_3.0-3.1	EK040T: Fluoride	16984-48-8	400 mg/kg	125	70.0	130
EP066: Polychlorinated Biphenyls (PCB) (QCLot: 4370169)							
EM2209756-042	SB05_3.0-3.1	EP066: Total Polychlorinated biphenyls	----	1 mg/kg	78.7	63.2	144
EP068A: Organochlorine Pesticides (OC) (QCLot: 4370168)							
EM2209756-042	SB05_3.0-3.1	EP068: gamma-BHC	58-89-9	0.5 mg/kg	80.9	51.4	139
		EP068: Heptachlor	76-44-8	0.5 mg/kg	85.8	49.1	130
		EP068: Aldrin	309-00-2	0.5 mg/kg	38.4	38.4	135

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EP068A: Organochlorine Pesticides (OC) (QCLot: 4370168) - continued							
EM2209756-042	SB05_3.0-3.1	EP068: Dieldrin	60-57-1	0.5 mg/kg	83.3	58.4	136
		EP068: Endrin	72-20-8	0.5 mg/kg	75.8	33.0	146
		EP068: 4,4'-DDT	50-29-3	0.5 mg/kg	74.6	20.0	133
EP074E: Halogenated Aliphatic Compounds (QCLot: 4370135)							
EM2209720-020	Anonymous	EP074: 1,1-Dichloroethene	75-35-4	2 mg/kg	88.6	29.0	141
		EP074: Trichloroethene	79-01-6	2 mg/kg	87.8	50.0	126
EP074F: Halogenated Aromatic Compounds (QCLot: 4370135)							
EM2209720-020	Anonymous	EP074: Chlorobenzene	108-90-7	2 mg/kg	96.6	65.0	133
EP075(SIM)A: Phenolic Compounds (QCLot: 4370170)							
EM2209756-063	SB10_0.0-0.1	EP075(SIM): Phenol	108-95-2	3 mg/kg	81.2	77.1	119
		EP075(SIM): 2-Chlorophenol	95-57-8	3 mg/kg	85.9	78.9	123
		EP075(SIM): 2-Nitrophenol	88-75-5	3 mg/kg	86.0	43.8	136
		EP075(SIM): 4-Chloro-3-methylphenol	59-50-7	3 mg/kg	78.5	61.5	120
		EP075(SIM): Pentachlorophenol	87-86-5	3 mg/kg	61.3	15.3	139
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QCLot: 4370170)							
EM2209756-063	SB10_0.0-0.1	EP075(SIM): Acenaphthene	83-32-9	3 mg/kg	78.8	77.2	116
		EP075(SIM): Pyrene	129-00-0	3 mg/kg	85.3	65.5	136
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370130)							
EM2209756-002	AMW1_0.5-0.6	EP080: C6 - C9 Fraction	----	28 mg/kg	89.8	33.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370134)							
EM2209756-043	SB05_3.7-3.8	EP080: C6 - C9 Fraction	----	28 mg/kg	90.4	33.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370136)							
EM2209720-020	Anonymous	EP080: C6 - C9 Fraction	----	28 mg/kg	77.4	33.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4370171)							
EM2209756-004	MW1_0.0-0.1	EP071: C10 - C14 Fraction	----	670 mg/kg	101	71.2	125
		EP071: C15 - C28 Fraction	----	2860 mg/kg	104	75.6	122
		EP071: C29 - C36 Fraction	----	1490 mg/kg	95.4	78.0	120
		EP071: C10 - C36 Fraction (sum)	----	5020 mg/kg	101	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370130)							
EM2209756-002	AMW1_0.5-0.6	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	75.2	30.8	120
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370134)							
EM2209756-043	SB05_3.7-3.8	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	85.1	30.8	120
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370136)							
EM2209720-020	Anonymous	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	71.7	30.8	120
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370171)							

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Sub-Matrix: SOIL				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4370171) - continued							
EM2209756-004	MW1_0.0-0.1	EP071: >C10 - C16 Fraction	----	1000 mg/kg	102	72.2	128
		EP071: >C16 - C34 Fraction	----	3770 mg/kg	104	76.5	119
		EP071: >C34 - C40 Fraction	----	250 mg/kg	94.3	66.8	138
		EP071: >C10 - C40 Fraction (sum)	----	5020 mg/kg	103	70.0	130
EP080: BTEXN (QCLot: 4370130)							
EM2209756-002	AMW1_0.5-0.6	EP080: Benzene	71-43-2	2 mg/kg	95.7	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	101	57.1	131
EP080: BTEXN (QCLot: 4370134)							
EM2209756-043	SB05_3.7-3.8	EP080: Benzene	71-43-2	2 mg/kg	67.4	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	71.9	57.1	131
EP080: BTEXN (QCLot: 4370136)							
EM2209720-020	Anonymous	EP080: Benzene	71-43-2	2 mg/kg	99.5	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	97.5	57.1	131



Environmental

QA/QC Compliance Assessment to assist with Quality Review

Work Order	: EM2209756	Page	: 1 of 10
Client	: FYFE PTY LTD	Laboratory	: Environmental Division Melbourne
Contact	: ANGUS SMART	Telephone	: +61881625130
Project	: PEREGRINE SOIL & WATER SAMPLES	Date Samples Received	: 26-May-2022
Site	:	Issue Date	: 03-Jun-2022
Sampler	: ----	No. of samples received	: 81
Order number	: 11415	No. of samples analysed	: 38

This report is automatically generated by the ALS LIMS through interpretation of the ALS Quality Control Report and several Quality Assurance parameters measured by ALS. This automated reporting highlights any non-conformances, facilitates faster and more accurate data validation and is designed to assist internal expert and external Auditor review. Many components of this report contribute to the overall DQO assessment and reporting for guideline compliance.

Brief method summaries and references are also provided to assist in traceability.

Summary of Outliers

Outliers : Quality Control Samples

This report highlights outliers flagged in the Quality Control (QC) Report.

- **NO** Method Blank value outliers occur.
- **NO** Duplicate outliers occur.
- **NO** Laboratory Control outliers occur.
- Matrix Spike outliers exist - please see following pages for full details.
- For all regular sample matrices, **NO** surrogate recovery outliers occur.

Outliers : Analysis Holding Time Compliance

- **NO** Analysis Holding Time Outliers exist.

Outliers : Frequency of Quality Control Samples

- **NO** Quality Control Sample Frequency Outliers exist.

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Outliers : Quality Control Samples

Duplicates, Method Blanks, Laboratory Control Samples and Matrix Spikes

Matrix: **SOIL**

Compound Group Name	Laboratory Sample ID	Client Sample ID	Analyte	CAS Number	Data	Limits	Comment
Matrix Spike (MS) Recoveries							
EG048: Hexavalent Chromium (Alkaline Digest)	EM2209756--042	SB05_3.0-3.1	Hexavalent Chromium	18540-29-9	30.2 %	58.0-114%	Recovery less than lower data quality objective
EG048: Hexavalent Chromium (Alkaline Digest)	EM2209756--042	SB05_3.0-3.1	Hexavalent Chromium	18540-29-9	44.0 %	58.0-114%	Recovery less than lower data quality objective

Analysis Holding Time Compliance

If samples are identified below as having been analysed or extracted outside of recommended holding times, this should be taken into consideration when interpreting results.

This report summarizes extraction / preparation and analysis times and compares each with ALS recommended holding times (referencing USEPA SW 846, APHA, AS and NEPM) based on the sample container provided. Dates reported represent first date of extraction or analysis and preclude subsequent dilutions and reruns. A listing of breaches (if any) is provided herein.

Holding time for leachate methods (e.g. TCLP) vary according to the analytes reported. Assessment compares the leach date with the shortest analyte holding time for the equivalent soil method. These are: organics 14 days, mercury 28 days & other metals 180 days. A recorded breach does not guarantee a breach for all non-volatile parameters.

Holding times for VOC in soils vary according to analytes of interest. Vinyl Chloride and Styrene holding time is 7 days; others 14 days. A recorded breach does not guarantee a breach for all VOC analytes and should be verified in case the reported breach is a false positive or Vinyl Chloride and Styrene are not key analytes of interest/concern.

Matrix: **SOIL**

Evaluation: ✗ = Holding time breach ; ✓ = Within holding time.

Method		Sample Date	Extraction / Preparation			Analysis		
Container / Client Sample ID(s)			Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EA055: Moisture Content								
Soil Glass Jar - Unpreserved (EA055)		24-May-2022	----	----	----	31-May-2022	07-Jun-2022	✓
MW1_0.0-0.1,	SB02_0.0-0.1,							
SB05_1.5-1.6,	SB09_0.5-0.6,							
SB09_2.0-2.1								
EA055: Moisture Content (Dried @ 105-110°C)								
Soil Glass Jar - Unpreserved (EA055)		24-May-2022	----	----	----	31-May-2022	07-Jun-2022	✓
AMW1_0.0-0.1,	AMW1_0.5-0.6,							
AMW1_1.0-1.1,	MW1_0.5-0.6,							
MW1_1.0-1.1,	MW1_2.0-2.1,							
MW1_5.5-5.6,	SB01_1.0-1.1,							
SB02_0.5-0.6,	SB02_1.9-2.0,							
SB03_0.0-0.1,	SB03_0.5-0.6,							
SB03_1.0-1.1,	SB04_0.5-0.6,							
SB04_2.0-2.1,	SB05_0.0-0.1,							
SB05_0.5-0.6,	SB05_2.0-2.1,							
QC5,	SB05_3.0-3.1,							
SB06_0.5-0.6,	SB07_0.5-0.6,							
SB07_1.0-1.1,	SB08_0.5-0.6,							
SB08_1.0-1.1,	SB09_1.0-1.1,							
SB09_3.0-3.1,	SB10_0.0-0.1,							
SB10_0.5-0.6,	SB10_3.0-3.1,							
SB10_4.0-4.1,	SB10_5.7-5.8							

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Matrix: SOIL		Evaluation: ✖ = Holding time breach ; ✔ = Within holding time.						
Method		Sample Date	Extraction / Preparation			Analysis		
Container / Client Sample ID(s)			Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EG005(ED093)T: Total Metals by ICP-AES								
Soil Glass Jar - Unpreserved (EG005T)								
AMW1_0.5-0.6, MW1_5.5-5.6, SB02_0.0-0.1, SB03_0.5-0.6, SB05_1.5-1.6, SB09_0.5-0.6, SB10_0.0-0.1,	MW1_0.0-0.1, SB01_1.0-1.1, SB02_0.5-0.6, SB03_1.0-1.1, SB05_3.0-3.1, SB09_2.0-2.1, SB10_3.0-3.1	24-May-2022	31-May-2022	20-Nov-2022	✔	31-May-2022	20-Nov-2022	✔
EG035T: Total Recoverable Mercury by FIMS								
Soil Glass Jar - Unpreserved (EG035T)								
AMW1_0.5-0.6, MW1_5.5-5.6, SB02_0.0-0.1, SB03_0.5-0.6, SB05_1.5-1.6, SB09_0.5-0.6, SB10_0.0-0.1,	MW1_0.0-0.1, SB01_1.0-1.1, SB02_0.5-0.6, SB03_1.0-1.1, SB05_3.0-3.1, SB09_2.0-2.1, SB10_3.0-3.1	24-May-2022	31-May-2022	21-Jun-2022	✔	31-May-2022	21-Jun-2022	✔
EG048: Hexavalent Chromium (Alkaline Digest)								
Soil Glass Jar - Unpreserved (EG048G)								
AMW1_0.5-0.6, SB10_0.0-0.1,	SB05_3.0-3.1, SB10_3.0-3.1	24-May-2022	31-May-2022	21-Jun-2022	✔	31-May-2022	07-Jun-2022	✔
EK026SF: Total CN by Segmented Flow Analyser								
Soil Glass Jar - Unpreserved (EK026SF)								
AMW1_0.5-0.6, SB10_0.0-0.1,	SB05_3.0-3.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✔	01-Jun-2022	14-Jun-2022	✔
EK040T: Fluoride Total								
Soil Glass Jar - Unpreserved (EK040T)								
AMW1_0.5-0.6, SB10_0.0-0.1,	SB05_3.0-3.1, SB10_3.0-3.1	24-May-2022	31-May-2022	21-Jun-2022	✔	02-Jun-2022	21-Jun-2022	✔
EP066: Polychlorinated Biphenyls (PCB)								
Soil Glass Jar - Unpreserved (EP066)								
AMW1_0.5-0.6, SB10_0.0-0.1,	SB05_3.0-3.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✔	01-Jun-2022	10-Jul-2022	✔
EP068A: Organochlorine Pesticides (OC)								
Soil Glass Jar - Unpreserved (EP068)								
AMW1_0.5-0.6, SB10_0.0-0.1,	SB05_3.0-3.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✔	01-Jun-2022	10-Jul-2022	✔
EP074A: Monocyclic Aromatic Hydrocarbons								
Soil Glass Jar - Unpreserved (EP074)								
MW1_2.0-2.1,	SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✔	31-May-2022	31-May-2022	✔

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Matrix: SOIL		Evaluation: * = Holding time breach ; ✓ = Within holding time.						
Method	Sample Date	Extraction / Preparation			Analysis			
Container / Client Sample ID(s)		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation	
EP074B: Oxygenated Compounds								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP074C: Sulfonated Compounds								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP074D: Fumigants								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP074E: Halogenated Aliphatic Compounds								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP074F: Halogenated Aromatic Compounds								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP074G: Trihalomethanes								
Soil Glass Jar - Unpreserved (EP074) MW1_2.0-2.1, SB09_3.0-3.1	24-May-2022	31-May-2022	31-May-2022	✓	31-May-2022	31-May-2022	✓	
EP075(SIM)A: Phenolic Compounds								
Soil Glass Jar - Unpreserved (EP075(SIM)) AMW1_0.5-0.6, SB05_3.0-3.1, SB10_0.0-0.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✓	01-Jun-2022	10-Jul-2022	✓	
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons								
Soil Glass Jar - Unpreserved (EP075(SIM)) AMW1_0.5-0.6, SB05_3.0-3.1, SB10_0.0-0.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✓	01-Jun-2022	10-Jul-2022	✓	
EP075B: Polynuclear Aromatic Hydrocarbons								
Soil Glass Jar - Unpreserved (EP075-TAS) AMW1_0.5-0.6, SB05_3.0-3.1, SB10_0.0-0.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✓	31-May-2022	10-Jul-2022	✓	

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Matrix: **SOIL**

Evaluation: * = Holding time breach ; ✓ = Within holding time.

Method		Sample Date	Extraction / Preparation			Analysis		
Container / Client Sample ID(s)			Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EP080/071: Total Petroleum Hydrocarbons								
Soil Glass Jar - Unpreserved (EP080)		24-May-2022	31-May-2022	07-Jun-2022	✓	01-Jun-2022	07-Jun-2022	✓
AMW1_0.0-0.1, AMW1_0.5-0.6,								
AMW1_1.0-1.1, MW1_0.0-0.1,								
MW1_0.5-0.6, MW1_1.0-1.1,								
MW1_2.0-2.1, MW1_5.5-5.6,								
SB02_0.0-0.1, SB02_1.9-2.0,								
SB03_0.0-0.1, SB04_0.5-0.6,								
SB04_2.0-2.1, SB05_0.0-0.1,								
SB05_0.5-0.6, SB05_1.5-1.6,								
SB05_3.0-3.1, SB09_0.5-0.6,								
SB09_2.0-2.1, SB09_3.0-3.1,								
SB10_0.0-0.1, SB10_3.0-3.1								
Soil Glass Jar - Unpreserved (EP080)		24-May-2022	31-May-2022	07-Jun-2022	✓	31-May-2022	07-Jun-2022	✓
MW1_2.0-2.1, SB05_2.0-2.1,								
SB05_3.7-3.8, SB06_0.5-0.6,								
SB07_0.5-0.6, SB07_1.0-1.1,								
SB08_0.5-0.6, SB08_1.0-1.1,								
SB09_1.0-1.1, SB09_3.0-3.1,								
SB10_0.5-0.6, SB10_4.0-4.1,								
SB10_5.7-5.8, QC5								
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions								
Soil Glass Jar - Unpreserved (EP080)		24-May-2022	31-May-2022	07-Jun-2022	✓	01-Jun-2022	07-Jun-2022	✓
AMW1_0.0-0.1, AMW1_0.5-0.6,								
AMW1_1.0-1.1, MW1_0.0-0.1,								
MW1_0.5-0.6, MW1_1.0-1.1,								
MW1_2.0-2.1, MW1_5.5-5.6,								
SB02_0.0-0.1, SB02_1.9-2.0,								
SB03_0.0-0.1, SB04_0.5-0.6,								
SB04_2.0-2.1, SB05_0.0-0.1,								
SB05_0.5-0.6, SB05_1.5-1.6,								
SB05_3.0-3.1, SB09_0.5-0.6,								
SB09_2.0-2.1, SB09_3.0-3.1,								
SB10_0.0-0.1, SB10_3.0-3.1								
Soil Glass Jar - Unpreserved (EP080)		24-May-2022	31-May-2022	07-Jun-2022	✓	31-May-2022	07-Jun-2022	✓
MW1_2.0-2.1, SB05_2.0-2.1,								
SB05_3.7-3.8, SB06_0.5-0.6,								
SB07_0.5-0.6, SB07_1.0-1.1,								
SB08_0.5-0.6, SB08_1.0-1.1,								
SB09_1.0-1.1, SB09_3.0-3.1,								
SB10_0.5-0.6, SB10_4.0-4.1,								
SB10_5.7-5.8, QC5								

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Matrix: **SOIL**

Evaluation: * = Holding time breach ; ✓ = Within holding time.

Method	Sample Date	Extraction / Preparation			Analysis			
Container / Client Sample ID(s)		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation	
EP080: BTEXN								
Soil Glass Jar - Unpreserved (EP080)								
AMW1_0.0-0.1, AMW1_1.0-1.1, MW1_0.5-0.6, MW1_5.5-5.6, SB02_1.9-2.0, SB04_0.5-0.6, SB05_0.0-0.1, SB05_1.5-1.6, SB09_0.5-0.6, SB10_0.0-0.1,	AMW1_0.5-0.6, MW1_0.0-0.1, MW1_1.0-1.1, SB02_0.0-0.1, SB03_0.0-0.1, SB04_2.0-2.1, SB05_0.5-0.6, SB05_3.0-3.1, SB09_2.0-2.1, SB10_3.0-3.1	24-May-2022	31-May-2022	07-Jun-2022	✓	01-Jun-2022	07-Jun-2022	✓
Soil Glass Jar - Unpreserved (EP080)								
MW1_2.0-2.1, SB05_3.7-3.8, SB07_0.5-0.6, SB08_0.5-0.6, SB09_1.0-1.1, SB10_0.5-0.6, SB10_5.7-5.8,	SB05_2.0-2.1, SB06_0.5-0.6, SB07_1.0-1.1, SB08_1.0-1.1, SB09_3.0-3.1, SB10_4.0-4.1, QC5	24-May-2022	31-May-2022	07-Jun-2022	✓	31-May-2022	07-Jun-2022	✓

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Quality Control Parameter Frequency Compliance

The following report summarises the frequency of laboratory QC samples analysed within the analytical lot(s) in which the submitted sample(s) was(were) processed. Actual rate should be greater than or equal to the expected rate. A listing of breaches is provided in the Summary of Outliers.

Matrix: **SOIL**

Evaluation: * = Quality Control frequency not within specification ; ✓ = Quality Control frequency within specification.

Quality Control Sample Type		Count		Rate (%)			Quality Control Specification
Analytical Methods	Method	QC	Regular	Actual	Expected	Evaluation	
Laboratory Duplicates (DUP)							
Benzo(a)pyrene- Waste Classification (TAS requirements)	EP075-TAS	1	9	11.11	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Hexavalent Chromium by Alkaline Digestion and DA Finish	EG048G	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Moisture Content	EA055	4	38	10.53	10.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Pesticides by GCMS	EP068	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Polychlorinated Biphenyls (PCB)	EP066	1	4	25.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Cyanide by Segmented Flow Analyser	EK026SF	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Fluoride	EK040T	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	2	12	16.67	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	6	48	12.50	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	2	12	16.67	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Laboratory Control Samples (LCS)							
Benzo(a)pyrene- Waste Classification (TAS requirements)	EP075-TAS	1	9	11.11	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Hexavalent Chromium by Alkaline Digestion and DA Finish	EG048G	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Pesticides by GCMS	EP068	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Polychlorinated Biphenyls (PCB)	EP066	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Cyanide by Segmented Flow Analyser	EK026SF	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Fluoride	EK040T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	3	48	6.25	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Method Blanks (MB)							
Benzo(a)pyrene- Waste Classification (TAS requirements)	EP075-TAS	1	9	11.11	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Hexavalent Chromium by Alkaline Digestion and DA Finish	EG048G	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Pesticides by GCMS	EP068	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Polychlorinated Biphenyls (PCB)	EP066	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Cyanide by Segmented Flow Analyser	EK026SF	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard

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Matrix: **SOIL**

Evaluation: * = Quality Control frequency not within specification ; ✓ = Quality Control frequency within specification.

Quality Control Sample Type		Count		Rate (%)			Quality Control Specification
Analytical Methods	Method	QC	Regular	Actual	Expected	Evaluation	
Method Blanks (MB) - Continued							
Total Fluoride	EK040T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	3	48	6.25	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Matrix Spikes (MS)							
Hexavalent Chromium by Alkaline Digestion and DA Finish	EG048G	2	20	10.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Pesticides by GCMS	EP068	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Polychlorinated Biphenyls (PCB)	EP066	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Cyanide by Segmented Flow Analyser	EK026SF	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Fluoride	EK040T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	20	5.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	3	48	6.25	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	12	8.33	5.00	✓	NEPM 2013 B3 & ALS QC Standard

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Brief Method Summaries

The analytical procedures used by the Environmental Division have been developed from established internationally recognized procedures such as those published by the US EPA, APHA, AS and NEPM. In house developed procedures are employed in the absence of documented standards or by client request. The following report provides brief descriptions of the analytical procedures employed for results reported in the Certificate of Analysis. Sources from which ALS methods have been developed are provided within the Method Descriptions.

Analytical Methods	Method	Matrix	Method Descriptions
Moisture Content	EA055	SOIL	In house: A gravimetric procedure based on weight loss over a 12 hour drying period at 105-110 degrees C. This method is compliant with NEPM Schedule B(3).
Total Metals by ICP-AES	EG005T	SOIL	In house: Referenced to APHA 3120; USEPA SW 846 - 6010. Metals are determined following an appropriate acid digestion of the soil. The ICPAES technique ionises samples in a plasma, emitting a characteristic spectrum based on metals present. Intensities at selected wavelengths are compared against those of matrix matched standards. This method is compliant with NEPM Schedule B(3)
Total Mercury by FIMS	EG035T	SOIL	In house: Referenced to APHA 3112 Hg - B (Flow-injection (SnCl ₂) (Cold Vapour generation) AAS) FIM-AAS is an automated flameless atomic absorption technique. Mercury in solids are determined following an appropriate acid digestion. Ionic mercury is reduced online to atomic mercury vapour by SnCl ₂ which is then purged into a heated quartz cell. Quantification is by comparing absorbance against a calibration curve. This method is compliant with NEPM Schedule B(3)
Hexavalent Chromium by Alkaline Digestion and DA Finish	EG048G	SOIL	In house: Referenced to USEPA SW846, Method 3060. Hexavalent chromium is extracted by alkaline digestion. The digest is determined by photometrically by automatic discrete analyser, following pH adjustment. The instrument uses colour development using dephenylcarbazide. Each run of samples is measured against a five-point calibration curve. This method is compliant with NEPM Schedule B(3)
Total Cyanide by Segmented Flow Analyser	EK026SF	SOIL	In house: Referenced to APHA 4500-CN C / ASTM D7511 / ISO 14403. Caustic leachates of soil samples are introduced into an automated segmented flow analyser. Complex bound cyanide is decomposed in a continuously flowing stream, at a pH of 3.8, by the effect of UV light. A UV-B lamp (312 nm) and a decomposition spiral of borosilicate glass are used to filter out UV light with a wavelength of less than 290 nm thus preventing the conversion of thiocyanate into cyanide. The hydrogen cyanide present at a pH of 3.8 is separated by gas dialysis. The hydrogen cyanide is then determined photometrically, based on the reaction of cyanide with chloramine-T to form cyanogen chloride. This then reacts with 4-pyridine carboxylic acid and 1,3-dimethylbarbituric acid to give a red colour which is measured at 600 nm. This method is compliant with NEPM Schedule B(3).
Total Fluoride	EK040T	SOIL	(In-house) Total fluoride is determined by ion specific electrode (ISE) in a solution obtained after a Sodium Carbonate / Potassium Carbonate fusion dissolution.
Polychlorinated Biphenyls (PCB)	EP066	SOIL	In house: Referenced to USEPA SW 846 - 8270 Extracts are analysed by Capillary GC/MS and quantification is by comparison against an established 5 point calibration curve. This method is compliant with NEPM Schedule B(3).
Pesticides by GCMS	EP068	SOIL	In house: Referenced to USEPA SW 846 - 8270 Extracts are analysed by Capillary GC/MS and quantification is by comparison against an established 5 point calibration curve. This technique is compliant with NEPM Schedule B(3).
TRH - Semivolatile Fraction	EP071	SOIL	In house: Referenced to USEPA SW 846 - 8015 Sample extracts are analysed by Capillary GC/FID and quantified against alkane standards over the range C10 - C40. Compliant with NEPM Schedule B(3).
Volatile Organic Compounds	EP074	SOIL	In house: Referenced to USEPA SW 846 - 8260 Extracts are analysed by Purge and Trap, Capillary GC/MS. Quantification is by comparison against an established 5 point calibration curve. This method is compliant with NEPM Schedule B(3).

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



Analytical Methods	Method	Matrix	Method Descriptions
PAH/Phenols (SIM)	EP075(SIM)	SOIL	In house: Referenced to USEPA SW 846 - 8270. Extracts are analysed by Capillary GC/MS in Selective Ion Mode (SIM) and quantification is by comparison against an established 5 point calibration curve. This method is compliant with NEPM Schedule B(3)
Benzo(a)pyrene- Waste Classification (TAS requirements)	EP075-TAS	SOIL	In house: Referenced to USEPA SW 846 - 8270. Extracts are analysed by Capillary GC/MS and quantification is by comparison against an established 5 point calibration curve. This technique is compliant with NEPM Schedule B(3).
TRH Volatiles/BTEX	EP080	SOIL	In house: Referenced to USEPA SW 846 - 8260. Extracts are analysed by Purge and Trap, Capillary GC/MS. Quantification is by comparison against an established 5 point calibration curve. Compliant with NEPM Schedule B(3) amended.
Preparation Methods	Method	Matrix	Method Descriptions
NaOH leach for CN in Soils	CN-PR	SOIL	In house: APHA 4500 CN. Samples are extracted by end-over-end tumbling with NaOH.
Alkaline digestion for Hexavalent Chromium	EG048PR	SOIL	In house: Referenced to USEPA SW846, Method 3060A.
Total Fluoride	EK040T-PR	SOIL	In house: Samples are fused with Sodium Carbonate / Potassium Carbonate flux.
Hot Block Digest for metals in soils sediments and sludges	EN69	SOIL	In house: Referenced to USEPA 200.2. Hot Block Acid Digestion 1.0g of sample is heated with Nitric and Hydrochloric acids, then cooled. Peroxide is added and samples heated and cooled again before being filtered and bulked to volume for analysis. Digest is appropriate for determination of selected metals in sludge, sediments, and soils. This method is compliant with NEPM Schedule B(3).
Methanolic Extraction of Soils for Purge and Trap	ORG16	SOIL	In house: Referenced to USEPA SW 846 - 5030A. 5g of solid is shaken with surrogate and 10mL methanol prior to analysis by Purge and Trap - GC/MS.
Tumbler Extraction of Solids	ORG17	SOIL	In house: Mechanical agitation (tumbler). 10g of sample, Na ₂ SO ₄ and surrogate are extracted with 30mL 1:1 DCM/Acetone by end over end tumble. The solvent is decanted, dehydrated and concentrated (by KD) to the desired volume for analysis.
Tumbler Extraction of Solids - VIC EPA Screen	ORG17-EM	SOIL	In house: Mechanical agitation (tumbler). 10g of sample, Na ₂ SO ₄ and surrogate are extracted with 30mL 1:1 DCM/Acetone by end over end tumble. The solvent is decanted, dehydrated and concentrated (by KD) to the desired volume for analysis.



Environmental

SAMPLE RECEIPT NOTIFICATION (SRN)

Work Order : EM2209756

Client	: FYFE PTY LTD	Laboratory	: Environmental Division Melbourne
Contact	: ANGUS SMART	Contact	: Kieren Burns
Address	: LEVEL 1, 124 SOUTH TERRACE ADELAIDE SOUTH AUSTRALIA 5000	Address	: 4 Westall Rd Springvale VIC Australia 3171
E-mail	: angus.smart@fyfe.com.au	E-mail	: Kieren.Burns@alsglobal.com
Telephone	: ----	Telephone	: +61881625130
Facsimile	: ----	Facsimile	: +61-3-8549 9626
Project	: PEREGRINE SOIL & WATER SAMPLES	Page	: 1 of 5
Order number	: 11415	Quote number	: EM2021FYFEAR0003 (AD/060/21)
C-O-C number	: 81320-1_COC_MAY22	QC Level	: NEPM 2013 B3 & ALS QC Standard
Site	:		
Sampler	:		

Dates

Date Samples Received	: 26-May-2022 13:00	Issue Date	: 30-May-2022
Client Requested Due Date	: 02-Jun-2022	Scheduled Reporting Date	: 02-Jun-2022

Delivery Details

Mode of Delivery	: Carrier	Security Seal	: Intact.
No. of coolers/boxes	: 3	Temperature	: 8.05°C - Ice Bricks present
Receipt Detail	:	No. of samples received / analysed	: 81 / 38

General Comments

- This report contains the following information:
 - Sample Container(s)/Preservation Non-Compliances
 - Summary of Sample(s) and Requested Analysis
 - Proactive Holding Time Report
 - Requested Deliverables
- **Please direct any queries related to sample condition / numbering / breakages to Client Services.**
- Sample Disposal - Aqueous (3 weeks), Solid (2 months) from receipt of samples.
- **Analytical work for this work order will be conducted at ALS Springvale.**
- **Please refer to the Proactive Holding Time Report table below which summarises breaches of recommended holding times that have occurred prior to samples/instructions being received at the laboratory. The laboratory will process these samples unless instructions are received from you indicating you do not wish to proceed. The absence of this summary table indicates that all samples have been received within the recommended holding times for the analysis requested.**
- Please be aware that APHA/NEPM recommends water and soil samples be chilled to less than or equal to 6°C for chemical analysis, and less than or equal to 10°C but unfrozen for Microbiological analysis. Where samples are received above this temperature, it should be taken into consideration when interpreting results. Refer to ALS EnviroMail 85 for ALS recommendations of the best practice for chilling samples after sampling and for maintaining a cool temperature during transit.

Issue Date : 30-May-2022
 Page : 2 of 5
 Work Order : EM2209756 Amendment 0
 Client : FYFE PTY LTD



Sample Container(s)/Preservation Non-Compliances

All comparisons are made against pretreatment/preservation AS, APHA, USEPA standards.

- No sample container / preservation non-compliance exists.

Summary of Sample(s) and Requested Analysis

Some items described below may be part of a laboratory process necessary for the execution of client requested tasks. Packages may contain additional analyses, such as the determination of moisture content and preparation tasks, that are included in the package.

If no sampling time is provided, the sampling time will default 00:00 on the date of sampling. If no sampling date is provided, the sampling date will be assumed by the laboratory and displayed in brackets without a time component

Matrix: SOIL

Laboratory sample ID	Sampling date / time	Sample ID	(On Hold) SOIL No analysis requested	SOIL - EA055-103 Moisture Content	SOIL - P-20/1 TAS EPA 105 (no TBT)	SOIL - S-02 8 Metals (incl. Digestion)	SOIL - S-05 TRH/BTEX/V8 Metals	SOIL - S-09 TRH/VOC	SOIL - S-18 TRH(C6-C9)/BTEXN
EM2209756-001	24-May-2022 00:00	AMW1_0.0-0.1		✓					✓
EM2209756-002	24-May-2022 00:00	AMW1_0.5-0.6		✓	✓				
EM2209756-003	24-May-2022 00:00	AMW1_1.0-1.1		✓					✓
EM2209756-004	24-May-2022 00:00	MW1_0.0-0.1		✓			✓		
EM2209756-005	24-May-2022 00:00	MW1_0.5-0.6		✓					✓
EM2209756-006	24-May-2022 00:00	MW1_1.0-1.1		✓					✓
EM2209756-007	24-May-2022 00:00	MW1_1.5-1.6	✓						
EM2209756-008	24-May-2022 00:00	MW1_2.0-2.1		✓				✓	
EM2209756-009	24-May-2022 00:00	MW1_2.5-2.6	✓						
EM2209756-010	24-May-2022 00:00	MW1_3.0-3.1	✓						
EM2209756-011	24-May-2022 00:00	MW1_4.0-4.1	✓						
EM2209756-012	24-May-2022 00:00	MW1_5.0-5.1	✓						
EM2209756-013	24-May-2022 00:00	MW1_5.5-5.6		✓		✓			✓
EM2209756-014	24-May-2022 00:00	SB01_0.0-0.1	✓						
EM2209756-015	24-May-2022 00:00	SB01_0.5-0.6	✓						
EM2209756-016	24-May-2022 00:00	SB01_1.0-1.1		✓		✓			
EM2209756-017	24-May-2022 00:00	SB01_1.5-1.6	✓						
EM2209756-018	24-May-2022 00:00	SB01_1.9-2.0	✓						
EM2209756-019	24-May-2022 00:00	SB02_0.0-0.1		✓			✓		
EM2209756-020	24-May-2022 00:00	SB02_0.5-0.6		✓		✓			
EM2209756-021	24-May-2022 00:00	SB02_1.0-1.1	✓						
EM2209756-022	24-May-2022 00:00	SB02_1.5-1.6	✓						
EM2209756-023	24-May-2022 00:00	SB02_1.9-2.0		✓					✓
EM2209756-024	24-May-2022 00:00	SB03_0.0-0.1		✓					✓
EM2209756-025	24-May-2022 00:00	SB03_0.5-0.6		✓		✓			
EM2209756-026	24-May-2022 00:00	SB03_1.0-1.1		✓		✓			
EM2209756-027	24-May-2022 00:00	SB03_1.5-1.6	✓						
EM2209756-028	24-May-2022 00:00	SB03_2.0-2.1	✓						
EM2209756-029	24-May-2022 00:00	SB03_3.0-3.1	✓						
EM2209756-030	24-May-2022 00:00	SB03_3.9-4.0	✓						
EM2209756-031	24-May-2022 00:00	SB04_0.5-0.6		✓					✓
EM2209756-032	24-May-2022 00:00	SB04_1.0-1.1	✓						
EM2209756-033	24-May-2022 00:00	SB04_1.5-1.6	✓						
EM2209756-034	24-May-2022 00:00	SB04_2.0-2.1		✓					✓
EM2209756-035	24-May-2022 00:00	SB04_3.0-3.1	✓						

Issue Date : 30-May-2022
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 Work Order : EM2209756 Amendment 0
 Client : FYFE PTY LTD



			(On Hold) SOIL No analysis requested	SOIL - EA055-103 Moisture Content	SOIL - P-20/1 TAS EPA 105 (no TBT)	SOIL - S-02 8 Metals (incl. Digestion)	SOIL - S-05 TRH/BTEXN/8 Metals	SOIL - S-09 TRH/VOG	SOIL - S-18 TRH(C6-C9)/BTEXN
EM2209756-036	24-May-2022 00:00	SB04_3.9-4.0	✓						
EM2209756-037	24-May-2022 00:00	SB05_0.0-0.1		✓					✓
EM2209756-038	24-May-2022 00:00	SB05_0.5-0.6		✓					✓
EM2209756-039	24-May-2022 00:00	SB05_1.0-1.1	✓						
EM2209756-040	24-May-2022 00:00	SB05_1.5-1.6		✓			✓		
EM2209756-041	24-May-2022 00:00	SB05_2.0-2.1		✓					✓
EM2209756-042	24-May-2022 00:00	SB05_3.0-3.1		✓	✓				
EM2209756-043	24-May-2022 00:00	SB05_3.7-3.8		✓					✓
EM2209756-044	24-May-2022 00:00	SB06_0.5-0.6		✓					✓
EM2209756-045	24-May-2022 00:00	SB06_1.0-1.1	✓						
EM2209756-046	24-May-2022 00:00	SB07_0.5-0.6		✓					✓
EM2209756-047	24-May-2022 00:00	SB07_1.0-1.1		✓					✓
EM2209756-048	24-May-2022 00:00	SB07_1.5-1.6	✓						
EM2209756-049	24-May-2022 00:00	SB07_2.0-2.1	✓						
EM2209756-050	24-May-2022 00:00	SB07_3.0-3.1	✓						
EM2209756-051	24-May-2022 00:00	SB07_4.0-4.1	✓						
EM2209756-052	24-May-2022 00:00	SB08_0.5-0.6		✓					✓
EM2209756-053	24-May-2022 00:00	SB08_1.0-1.1		✓					✓
EM2209756-054	24-May-2022 00:00	SB08_1.5-1.6	✓						
EM2209756-055	24-May-2022 00:00	SB08_2.0-2.1	✓						
EM2209756-056	24-May-2022 00:00	SB08_3.0-3.1	✓						
EM2209756-057	24-May-2022 00:00	SB09_0.5-0.6		✓			✓		
EM2209756-058	24-May-2022 00:00	SB09_1.0-1.1		✓					✓
EM2209756-059	24-May-2022 00:00	SB09_1.5-1.6	✓						
EM2209756-060	24-May-2022 00:00	SB09_2.0-2.1		✓			✓		
EM2209756-061	24-May-2022 00:00	SB09_3.0-3.1		✓				✓	
EM2209756-062	24-May-2022 00:00	SB09_3.9-4.0	✓						
EM2209756-063	24-May-2022 00:00	SB10_0.0-0.1		✓	✓				
EM2209756-064	24-May-2022 00:00	SB10_0.5-0.6		✓					✓
EM2209756-065	24-May-2022 00:00	SB10_1.0-1.1	✓						
EM2209756-066	24-May-2022 00:00	SB10_1.5-1.6	✓						
EM2209756-067	24-May-2022 00:00	SB10_2.0-2.1	✓						
EM2209756-069	24-May-2022 00:00	SB10_3.0-3.1		✓	✓				
EM2209756-070	24-May-2022 00:00	SB10_4.0-4.1		✓					✓
EM2209756-071	24-May-2022 00:00	SB10_5.0-5.1	✓						
EM2209756-072	24-May-2022 00:00	SB10_5.7-5.8		✓					✓
EM2209756-073	24-May-2022 00:00	QC1	✓						
EM2209756-074	24-May-2022 00:00	QC2	✓						
EM2209756-075	24-May-2022 00:00	QC3	✓						
EM2209756-076	24-May-2022 00:00	QC4	✓						
EM2209756-077	24-May-2022 00:00	QC5		✓					✓

Issue Date : 30-May-2022
 Page : 4 of 5
 Work Order : EM2209756 Amendment 0
 Client : FYFE PTY LTD



			(On Hold) SOIL No analysis requested	SOIL - EA055-103 Moisture Content	SOIL - P-20/1 TAS EPA 105 (no TBT)	SOIL - S-02 8 Metals (incl. Digestion)	SOIL - S-05 TRH/BTEXN/8 Metals	SOIL - S-09 TRH/VOC	SOIL - S-18 TRH(C6-C9)/BTEXN
EM2209756-078	24-May-2022 00:00	QC6	✓						
EM2209756-079	24-May-2022 00:00	QC7	✓						
EM2209756-080	24-May-2022 00:00	QC8	✓						

Matrix: **WATER**

Laboratory sample ID	Sampling date / time	Sample ID	(On Hold) WATER No analysis requested
EM2209756-081	24-May-2022 00:00	QA1	✓
EM2209756-082	24-May-2022 00:00	QA2	✓

Proactive Holding Time Report

Sample(s) have been received within the recommended holding times for the requested analysis.

Issue Date : 30-May-2022
 Page : 5 of 5
 Work Order : EM2209756 Amendment 0
 Client : FYFE PTY LTD



Requested Deliverables

ADAM TRIFFETT

- *AU Certificate of Analysis - NATA (COA)	Email	adam.triffett@fyfe.com.au
- *AU Interpretive QC Report - DEFAULT (Anon QCI Rep) (QCI)	Email	adam.triffett@fyfe.com.au
- *AU QC Report - DEFAULT (Anon QC Rep) - NATA (QC)	Email	adam.triffett@fyfe.com.au
- A4 - AU Sample Receipt Notification - Environmental HT (SRN)	Email	adam.triffett@fyfe.com.au
- EDI Format - ENMRG (ENMRG)	Email	adam.triffett@fyfe.com.au
- EDI Format - ESDAT (ESDAT)	Email	adam.triffett@fyfe.com.au

ALL INVOICES

- A4 - AU Tax Invoice (INV)	Email	accountspayable@fyfe.com.au
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ANGUS SMART

- *AU Certificate of Analysis - NATA (COA)	Email	angus.smart@fyfe.com.au
- *AU Interpretive QC Report - DEFAULT (Anon QCI Rep) (QCI)	Email	angus.smart@fyfe.com.au
- *AU QC Report - DEFAULT (Anon QC Rep) - NATA (QC)	Email	angus.smart@fyfe.com.au
- A4 - AU Sample Receipt Notification - Environmental HT (SRN)	Email	angus.smart@fyfe.com.au
- A4 - AU Tax Invoice (INV)	Email	angus.smart@fyfe.com.au
- Chain of Custody (CoC) (COC)	Email	angus.smart@fyfe.com.au
- EDI Format - ENMRG (ENMRG)	Email	angus.smart@fyfe.com.au
- EDI Format - ESDAT (ESDAT)	Email	angus.smart@fyfe.com.au

ESDAT UPLOADS

- EDI Format - ESDAT (ESDAT)	Email	fyfe@esdat.com.au
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TIM HENDERSON

- *AU Certificate of Analysis - NATA (COA)	Email	tim.henderson@fyfe.com.au
- *AU Interpretive QC Report - DEFAULT (Anon QCI Rep) (QCI)	Email	tim.henderson@fyfe.com.au
- *AU QC Report - DEFAULT (Anon QC Rep) - NATA (QC)	Email	tim.henderson@fyfe.com.au
- A4 - AU Sample Receipt Notification - Environmental HT (SRN)	Email	tim.henderson@fyfe.com.au
- A4 - AU Tax Invoice (INV)	Email	tim.henderson@fyfe.com.au
- Chain of Custody (CoC) (COC)	Email	tim.henderson@fyfe.com.au
- EDI Format - ENMRG (ENMRG)	Email	tim.henderson@fyfe.com.au
- EDI Format - ESDAT (ESDAT)	Email	tim.henderson@fyfe.com.au

QF_927 CHAIN OF CUSTODY DOCUMENTATION

FYFE**FREIGHT**

CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:				REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES		48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21					
RELINQUISHED BY:		RECEIVED BY:				METHOD OF SHIPMENT: Overnight	
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Fyfe		TIME:		OF:		TIME:	
NAME :		DATE:		NAME :		DATE:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:		BTENX/TRH CG-C10 TRH/BTENX/lead major ions/carbonate/bicarbonate		*Container Type and Preservative Codes: P = Neutral Plastic; N = Nitric Acid Preserved; C = Sodium Hydroxide Preserved; J = Solvent Washed Acid Rinsed Jar, S = Solvent Washed Acid Rinsed Glass Bottle; VC = Hydrochloric Acid Preserved Vial; VS = Sulfuric Acid Preserved Vial; BS = Sulfuric Acid Preserved Glass Bottle; Z = Zinc Acetate Preserved Bottle; E = EDTA Preserved Bottles; ST = Sterile Bottle; O = Other.	
COOLER SEAL							
Yes No		glenn.theile@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA				*CONTAINER DATA			
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PRESERVATIVE	NC	pH field	
AMW1 0.0-0.1	Soil	24/05/2022					
AMW1 0.5-0.6	Soil	24/05/2022					
AMW1 1.0-1.1	Soil	24/05/2022					
MW1 0.0-0.1	Soil	24/05/2022					
MW1 0.5-0.6	Soil	24/05/2022					
MW1 1.0-1.1	Soil	24/05/2022					
MW1 1.5-1.6	Soil	24/05/2022					
MW1 2.0-2.1	Soil	24/05/2022					
MW1 2.5-2.6	Soil	24/05/2022					
MW1 3.0-3.1	Soil	24/05/2022					
MW1 4.0-4.1	Soil	24/05/2022					
MW1 5.0-5.1	Soil	24/05/2022					
MW1 5.5-5.6	Soil	24/05/2022					
SB01 0.0-0.1	Soil	24/05/2022					
SB01 0.5-0.6	Soil	24/05/2022					
SB01 1.0-1.1	Soil	24/05/2022					
SB01 1.5-1.6	Soil	24/05/2022					
SB01 1.9-2.0	Soil	24/05/2022					

Environmental Division
Melbourne
Work Order Reference
EM2209756

Received: 26/05/22 13.00 Carrier: TASFAST
C/note: 896418
Temp: 8.05 °C Seal: O/N
Ice Icebricks / NA EC ALS



Telephone : 61-3-8549 9600

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NTED

Published: 01/09/2021
Printed: 25/05/2022

QF_927 CHAIN OF CUSTODY DOCUMENTATION

FYFE

CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21					
RELINQUISHED BY:		RECEIVED BY:				METHOD OF SHIPMENT: Overnight	
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Fyfe		TIME:		OF:		TIME:	
NAME :		DATE:		NAME :		DATE:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:					
COOLER SEAL							
Yes No		glenn.theile@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA		*CONTAINER DATA					
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PRESERVATIVE	NO.	pH field	
SB02_0.0-0.1	Soil	24/05/2022					
SB02_0.5-0.6	Soil	24/05/2022					
SB02_1.0-1.1	Soil	24/05/2022					
SB02_1.5-1.6	Soil	24/05/2022					
SB02_1.9-2.0	Soil	24/05/2022					
SB03_0.0-0.1	Soil	24/05/2022					
SB03_0.5-0.6	Soil	24/05/2022					
SB03_1.0-1.1	Soil	24/05/2022					
SB03_1.5-1.6	Soil	24/05/2022					
SB03_2.0-2.1	Soil	24/05/2022					
SB03_3.0-3.1	Soil	24/05/2022					
SB03_3.9-4.0	Soil	24/05/2022					
SB04_0.5-0.6	Soil	24/05/2022					
SB04_1.0-1.1	Soil	24/05/2022					
SB04_1.5-1.6	Soil	24/05/2022					
SB04_2.0-2.1	Soil	24/05/2022					
SB04_3.0-3.1	Soil	24/05/2022					
SB04_3.9-4.0	Soil	24/05/2022					
SB05_0.0-0.1	Soil	24/05/2022					
SB05_0.5-0.6	Soil	24/05/2022					
SB05_1.0-1.1	Soil	24/05/2022					
SB05_1.5-1.6	Soil	24/05/2022					
SB05_2.0-2.1	Soil	24/05/2022					
SB05_3.0-3.1	Soil	24/05/2022					
SB05_3.7-3.8	Soil	24/05/2022					

Published: 01/09/2021
Printed: 25/05/2022Page 2 of 4
DOCUMENT UNCONTROLLED WHEN PRINTED

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QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21					
RELINQUISHED BY:		RECEIVED BY:				METHOD OF SHIPMENT: Overnight	
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Fyfe		TIME:		OF:		TIME:	
NAME :		DATE:		NAME :		DATE:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:					
COOLER SEAL							
Yes No		glenn.theile@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA		*CONTAINER DATA					
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PRESERVATIVE	NO.	pH field	
SB10_0.0-0.1	Soil	24/05/2022					
SB10_0.5-0.6	Soil	24/05/2022					
SB10_1.0-1.1	Soil	24/05/2022					
SB10_1.5-1.6	Soil	24/05/2022					
SB10_2.0-2.1	Soil	24/05/2022					
SB10_2.5-2.6	Soil	24/05/2022					
SB10_3.0-3.1	Soil	24/05/2022					
SB10_4.0-4.1	Soil	24/05/2022					
SB10_5.0-5.1	Soil	24/05/2022					
SB10_5.7-5.8	Soil	24/05/2022					
QC1	Soil	24/05/2022					
QC2	Soil	24/05/2022					
QC3	Soil	24/05/2022					
QC4	Soil	24/05/2022					
QC5	Soil	24/05/2022					
QC6	Soil	24/05/2022					
QC7	Soil	24/05/2022					
QC8	Soil	24/05/2022					
QA1	Water	24/05/2022					
QA2	Water	24/05/2022					

QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21 and EN-122-21					
RELINQUISHED BY:				RECEIVED BY:			
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Fyfe		TIME:		OF:		TIME:	
NAME :		DATE:		NAME :		DATE:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:		P20/1: TAS EPA Bulletin suite exd TB SS-5: BTEXN/TRH/S metals S-18: TRH/BTEXN S-2: 8 Metals S-9: TRH/BTEXN/VOC			
COOLER SEAL							
Yes No		glenn.theille@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA				*CONTAINER DATA			
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PR	NO.	pH field	
AMW1 0.0-0.1	Soil	24/05/2022					1
AMW1 0.5-0.6	Soil	24/05/2022					1
AMW1 1.0-1.1	Soil	24/05/2022					1
MW1 0.0-0.1	Soil	24/05/2022					1
MW1 0.5-0.6	Soil	24/05/2022					1
MW1 1.0-1.1	Soil	24/05/2022					1
MW1 1.5-1.6	Soil	24/05/2022					1
MW1 2.0-2.1	Soil	24/05/2022					1
MW1 2.5-2.6	Soil	24/05/2022					1
MW1 3.0-3.1	Soil	24/05/2022					1
MW1 4.0-4.1	Soil	24/05/2022					1
MW1 5.0-5.1	Soil	24/05/2022					1
MW1 5.5-5.6	Soil	24/05/2022					1
SB01 0.0-0.1	Soil	24/05/2022					1
SB01 0.5-0.6	Soil	24/05/2022					1
SB01 1.0-1.1	Soil	24/05/2022					1
SB01 1.5-1.6	Soil	24/05/2022					1
SB01 1.9-2.0	Soil	24/05/2022					1

*Container Type and Preservative Codes: P = Neutral Plastic; N = Nitric Acid Preserved; C = Sodium Hydroxide Preserved; J = Solvent Washed Acid Rinsed Jar; S = Solvent Washed Acid Rinsed Glass Bottle; VC = Hydrochloric Acid Preserved Vial; VS = Sulfuric Acid Preserved Vial; BS = Sulfuric Acid Preserved Glass Bottle; Z = Zinc Acetate Preserved Bottle; E = EDTA Preserved Bottles; ST = Sterile Bottle; O = Other.

NOTES

Published: 01/09/2021
Printed: 26/05/2022

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QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:							
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes							
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no							
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no							
PROJECT ID: 81320-1		QUOTE #: AD/060/21 and EN-122-21											
RELINQUISHED BY:				RECEIVED BY:									
NAME : Angus Smart		DATE:		NAME :		DATE:							
OF: fyfe		TIME:		OF:		TIME:							
NAME :		DATE:		NAME :		DATE:							
OF:		TIME:		OF:		TIME:							
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED									
FOR LAB USE ONLY		Please forward results and invoice to: glenn.theile@fyfe.com.au adam.triffett@fyfe.com.au		P20/1: TAS EPA Bulletin suite (excl TB S5-S: BTEXN/TRH/8 metals S-18: TRH/BTEXN S-2: 8 Metals S-9: TRH/BTEXN/VOC				*Container Type and Preservative Codes: P = Neutral Plastic; N = Nitric Acid Preserved; C = Sodium Hydroxide Preserved; J = Solvent Washed Acid Rinsed Jar; S = Solvent Washed Acid Rinsed Glass Bottle; VC = Hydrochloric Acid Preserved Vial; VS = Sulfuric Acid Preserved Vial; BS = Sulfuric Acid Preserved Glass Bottle; Z = Zinc Acetate Preserved Bottle; E = EDTA Preserved Bottles; ST = Sterile Bottle; O = Other.					
COOLER SEAL													
Yes													
Broken													
COOLER TEMP: deg. °C													
SAMPLE DATA				*CONTAINER DATA									
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PR	NO.	pH field							NOTES
SB02 0.0-0.1 19	Soil	24/05/2022					1						fill, 0, refusal on cement rubble
SB02 0.5-0.6 20	Soil	24/05/2022						1					clay, 0
SB02 1.0-1.1 21	Soil	24/05/2022										1	clay, 0
SB02 1.5-1.6 22	Soil	24/05/2022										1	clay, 0
SB02 1.9-2.0 23	Soil	24/05/2022						1					clay, 0
SB03 0.0-0.1 24	Soil	24/05/2022						1					fill
SB03 0.5-0.6 25	Soil	24/05/2022							1				clay
SB03 1.0-1.1 26	Soil	24/05/2022								1			clay
SB03 1.5-1.6 27	Soil	24/05/2022										1	clay
SB03 2.0-2.1 28	Soil	24/05/2022										1	clay
SB03 3.0-3.1 29	Soil	24/05/2022										1	clay
SB03 3.9-4.0 30	Soil	24/05/2022										1	clay
SB04 0.5-0.6 31	Soil	24/05/2022						1					clay
SB04 1.0-1.1 32	Soil	24/05/2022										1	clay
SB04 1.5-1.6 33	Soil	24/05/2022											clay
SB04 2.0-2.1 34	Soil	24/05/2022							1				clay
SB04 3.0-3.1 35	Soil	24/05/2022										1	clay
SB04 3.9-4.0 36	Soil	24/05/2022										1	clay
SB05 0.0-0.1 37	Soil	24/05/2022							1				FILL
SB05 0.5-0.6 38	Soil	24/05/2022								1			FILL
SB05 1.0-1.1 39	Soil	24/05/2022										1	FILL
SB05 1.5-1.6 40	Soil	24/05/2022							1				clay, slight HC odour
SB05 2.0-2.1 41	Soil	24/05/2022								1			clay, slight HC odour
SB05 3.0-3.1 42	Soil	24/05/2022					1						clay, 7.6, slight HC odour
SB05 3.7-3.8 43	Soil	24/05/2022								1			clay, slight HC odour, refusal on rock

QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1 COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21 and EN-122-21					
RELINQUISHED BY:				RECEIVED BY:			
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Fyfe		TIME:		OF:		TIME:	
NAME :		DATE:		NAME :		DATE:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:		*Container Type and Preservative Codes: P = Neutral Plastic; N = Nitric Acid Preserved; C = Sodium Hydroxide Preserved; J = Solvent Washed Acid Rinsed Jar; S = Solvent Washed Acid Rinsed Glass Bottle; VC = Hydrochloric Acid Preserved Vial; VS = Sulfuric Acid Preserved Vial; BS = Sulfuric Acid Preserved Glass Bottle; Z = Zinc Acetate Preserved Bottle; E = EDTA Preserved Bottles; ST = Sterile Bottle; O = Other.			
COOLER SEAL							
Yes No		glenn.theile@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA				*CONTAINER DATA			
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PR	NO.	pH field	NOTES
SB06 0.5-0.6 46	Soil	24/05/2022					FILL sandy clay
SB06 1.0-1.1 45	Soil	24/05/2022					1 FILL sandy clay
SB07 0.5-0.6 46	Soil	24/05/2022					FILL
SB07 1.0-1.1 47	Soil	24/05/2022					FILL
SB07 1.5-1.6 47	Soil	24/05/2022					1 CLAY
SB07 2.0-2.1 47	Soil	24/05/2022					1 CLAY
SB07 3.0-3.1 50	Soil	24/05/2022					1 CLAY
SB07 4.0-4.1 51	Soil	24/05/2022					1 CLAY
SB08 0.5-0.6 52	Soil	24/05/2022					CLAY
SB08 1.0-1.1 53	Soil	24/05/2022					CLAY
SB08 1.5-1.6 54	Soil	24/05/2022					1 CLAY
SB08 2.0-2.1 55	Soil	24/05/2022					1 CLAY
SB08 3.0-3.1 56	Soil	24/05/2022					1 CLAY, refusal on rock
SB09 0.5-0.6 57	Soil	24/05/2022					clay, slight HC odour
SB09 1.0-1.1 58	Soil	24/05/2022					clay, slight HC odour
SB09 1.5-1.6 59	Soil	24/05/2022					1 clay, slight HC odour
SB09 2.0-2.1 60	Soil	24/05/2022					clay, slight HC odour
SB09 3.0-3.1 61	Soil	24/05/2022					clay, 0.4
SB09 3.9-4.0 62	Soil	24/05/2022					1 clay

QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD-NO FAX: NO E-MAIL: YES				48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1		QUOTE #: AD/060/21 and EN-122-21					
RELINQUISHED BY:				RECEIVED BY:			
NAME : Angus Smart		DATE:		NAME :		METHOD OF SHIPMENT: Overnight	
OF: Fyfe		TIME:		OF:		CONSIGNMENT NOTE NO.	
NAME :		DATE:		NAME :		TRANSPORT CO. NAME:	
OF:		TIME:		OF:		TIME:	
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:		*Container Type and Preservative Codes: P = Neutral Plastic; N = Nitric Acid Preserved; C = Sodium Hydroxide Preserved; J = Solvent Washed Acid Rinsed Jar; S = Solvent Washed Acid Rinsed Glass Bottle; VC = Hydrochloric Acid Preserved Vial; VS = Sulfuric Acid Preserved Vial; BS = Sulfuric Acid Preserved Glass Bottle; Z = Zinc Acetate Preserved Bottle; E = EDTA Preserved Bottles; ST = Sterile Bottle; O = Other.			
COOLER SEAL							
Yes No		glenn.thiele@fyfe.com.au					
Broken Intact		adam.triffett@fyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA		*CONTAINER DATA					
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PH	NO.	pH field	NOTES
SB10 0.0-0.1	Soil	24/05/2022					silt, 0
SB10 0.5-0.6	Soil	24/05/2022					clay
SB10 1.0-1.1	Soil	24/05/2022					1 clay
SB10 1.5-1.6	Soil	24/05/2022					1 clay
SB10 2.0-2.1	Soil	24/05/2022					1 clay
SB10 2.5-2.6	Soil	24/05/2022					1 clay
SB10 3.0-3.1	Soil	24/05/2022					clay, 0.4
SB10 4.0-4.1	Soil	24/05/2022					clay, slight HC odour
SB10 5.0-5.1	Soil	24/05/2022					1 clay, slight HC odour
SB10 5.7-5.8	Soil	24/05/2022					clay, slight HC odour
QC1	Soil	24/05/2022					1
QC2	Soil	24/05/2022					1
QC3	Soil	24/05/2022					1
QC4	Soil	24/05/2022					1
QC5	Soil	24/05/2022					1
QC6	Soil	24/05/2022					1
QC7	Soil	24/05/2022					1
QC8	Soil	24/05/2022					1
QA1	Water	24/05/2022					1
QA2	Water	24/05/2022					1
				4	5	23	5
				3			42

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX H CALIBRATION DOCUMENTS



VALUE THROUGH INTEGRATION

PID Calibration Certificate

Instrument **PhoCheck Tiger**
 Serial No. **T-105897**



Air-Met Scientific Pty Ltd
 1300 137 067

Item	Test	Pass	Comments			
Battery	Charge Condition	✓				
	Fuses	✓				
	Capacity	✓				
	Recharge OK?	✓				
Switch/keypad	Operation	✓				
Display	Intensity	✓				
	Operation (segments)	✓				
Grill Filter	Condition	✓				
	Seal	✓				
Pump	Operation	✓				
	Filter	✓				
	Flow	✓				
	Valves, Diaphragm	✓				
PCB	Condition	✓				
Connectors	Condition	✓				
Sensor	PID	✓	10.6 ev			
Alarms	Beeper	✓	Low	High	TWA	STEL
	Settings	✓	50ppm	100ppm		
Software	Version	✓				
Data logger	Operation	✓				
Download	Operation	✓				
Other tests:						

Certificate of Calibration

This is to certify that the above instrument has been calibrated to the following specifications:

Diffusion mode Aspirated mode

Sensor	Serial no	Calibration gas and concentration	Certified	Gas bottle No	Instrument Reading	
PID Lamp		100ppm Isobutylene	NIST	1443932	100.5	

Calibrated by: **Anoop Kumar**

Calibration date: **20-May-22**

Next calibration due: **19-Aug-22**

Public Land Register



Devonport City Council

Contact Information

Council Office

137 Rooke Street Devonport TAS 7310

Postal Address

PO Box 604 Devonport TAS 7310

Phone Number

(03) 6424 0511

Email

council@devonport.tas.gov.au

Website

www.devonport.tas.gov.au

Facebook

www.facebook.com/DevonportCityCouncil

Adopted May 2015
(Updates March 2021 / March 2023)

The Devonport City Council is required to keep and maintain a register of "Public Land" in accordance with section 177A of the *Local Government Act 1993*.

The following land, owned by Council, is classified as public land:

- (a) A pier or public jetty;
- (b) Any land that provides health, recreation, amusement or sporting facilities for public use;
- (c) Any public park or garden;
- (d) Any land acquired under section 176 of the *Local Government Act 1993* for the purpose of establishing or extending public land;
- (e) Any land shown on a subdivision plan as public open space that is acquired by a council under the *Local Government (Building and Miscellaneous Provisions) Act 1993*;
- (f) Any other land the Council determines is public land; or
- (g) Any other prescribed land or class of land.

LAND CONTAINING BUILDINGS

Property	Improvements/Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
Don Memorial Hall	Public Hall	Forth Road Don	0.487	1727770	157645/1	Public Service	(b)
Melrose Memorial Hall	Hall	673 Melrose Road Melrose	1.012	6384279 (part of)	212706/1 (part of)	Community Services	(b)
Sixty & Over Club	Clubhouse	8 Victoria Parade Devonport	0.058	7404235	13843/2; 13843/5; 250010/1	Community Services	(b)
paranaple arts centre	Cultural Centre	145-151 Rooke Street Devonport	0.2317	9911943	176279/1	Community Services	(b)

LAND CONTAINING HEALTH, RECREATION, AMUSEMENT OR SPORTING FACILITIES

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
East Devonport Recreation Centre/ Girdlestone Park	Sports Centre & Sports Ground	Caroline Street, East Devonport	8.0937	6360410	145094/1	Recreation	(b) (EDRC) (b) Girdlestone Park)
Byard Park	Byard Park	33-61 James Street, Devonport	4.535	6295604	230239/1	Recreation	(b)
Devonport Oval	Sports Oval Reserve	16-40 James Street, Devonport	7.039	6294425	107084/1	Recreation	(b)
Devonport Recreation Centre	Recreation Centre	30-46 Forbes Street, Devonport	1.7062	6330705	145067/1	Recreation	(b)
Devonport Soccer Club (incorporating Bi- Centennial Park and Hiller Flora Reserve)	Clubrooms/ Grandstand and Reserve	34-44 Lovett Street, Devonport	11.77	2008452	131917/2	Recreation	(b)
Don Recreation Ground	Recreation Ground	8 Richardson Drive, Don	15.5108 (part of)	2005681	135735/3 86614/2 233538/1	Recreation	(b)
Spreyton Netball Centre	Netball Centre and Amenities	3-9 Mersey Road Spreyton	2.377	6384914	39640/1	Recreation	(b)

LAND CONTAINING HEALTH, RECREATION, AMUSEMENT OR SPORTING FACILITIES (contd.)

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
Meercroft Park - Hockey Complex (incorporating Eugene Street Reserve - Tennis Centre)	Sportsground	18-32 North Street, Devonport	13.88	7528270	15621/1	Recreation	(b)
Maidstone Park	House, Clubrooms, Hall	31-49 Mersey Road, Spreyton	13.1453	6385036	145127/1; 145130/1; 145131/1; 145131/2; 145132/1; 145136/1; 145433/1; 157646/1	Recreation	(b)
Morris Avenue Reserve	Recreation Park	2 Morris Avenue Devonport	0.2	6342327	204016/1; 249851/1; 55493/1	Recreation	(b)
Spreyton Racecourse	Tapeta Park & Dog's Home	13 Racecourse Road Spreyton	41.8969	3169303	121378/1; 145473/1; 163386/2; 224243/1; 228568/1; 252143/2; 44775/2	Showground/Racetrack	(b)

LAND CONTAINING RESERVES / PARKS

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
Mary Binks Wetlands	Reserve	Mary Street, East Devonport (incorporating 93 & 95 Mary Street)	0.7593	6367743 & 6367735	84931/1 & 13425/2	Recreation	(c)
Pioneer Park (incorporating Apex Park)	Park	17 & 17A Thomas Street, East Devonport	1.6187	7797307 & 7797294	7433/1 & 15765/1	Recreation	(c)
Roundhouse Park	Recreation Area	Formby Road, Devonport	0.9431	1673805	26024/1	Recreation	(c)
Dell Luck Reserve	Reserve	Forth Road, Don	15.5108 (part of 8 Richardson Drive, Don)	2005681	135735/2	Recreation	(c)
Kelcey Tier Greenbelt	Greenbelt	23 & 190 Durkins Road; 95 Tugrah Road, Quoiba	15.3 (23 Durkins Road); 8.109 (190 Durkins Road); 108.7764 (95 Tugrah Road)	3211575 (23 Durkins Road); 6381609 (190 Durkins Road); 2913831 (95 Tugrah Road)	121377/1 & 21875/1 (23 Durkins Road); 34156/1 (190 Durkins Road); 224861/1; 211096/1; 225932/1; 145480/1; 121032/1; 155738/26; 235509/1	Recreation	(c)

LAND CONTAINING RESERVES / PARKS (contd.)

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
East Devonport Beach Coastal Reserve	Recreation Area	30 Teatree Lane, East Devonport	1.871	6358273	66087/1	Recreation	(c)
Devonport Maritime Museum & Gardens	Maritime Museum	6 Gloucester Avenue, Devonport	0.8751	3098584	157647/1	Public Service	(c)
Neely Street	Recreation Area	Neely Street, East Devonport	1.146	6370045	228214/1	Recreation	(c)
Mersey Bluff Reserve	N/A	1 Bluff Access Road, Devonport	5.663	2919248	248784/1	Recreation	(c)
Coles Beach Foreshore Reserve	Recreation Area	Coles Beach Road, Devonport	2.523	7512420	35059/3	Recreation	(c)
John Luck Park	N/A	Forth Road, Don	0.1382	7146061	145126/1	Recreation	(c)
Durkins Road Bush Reserve	N/A	67 Durkins Road, Quoiba	3.463	7493370	121500/1	Recreation	(c)
Madden Street Reserve	Playground	Corner Madden & William Streets, Devonport	0.4067	6320064	211900/1	Recreation	(b)
Adina Place	Recreation Area	Adina Place, East Devonport	0.0509	1873006	113697/1	Recreation	(c)
Kiah Place	Recreation Area	Kiah Place, East Devonport	0.0509	1873006	113697/1	Recreation	(c)

LAND CONTAINING RESERVES / PARKS (contd.)

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
2-4 Gloucester Street	Reserve	2-4 Gloucester Street, Devonport	0.6079	6292470	160040/1	Recreation	(c)
124 North Street	N/A	124 North Street, Devonport	3.216	2036859	135735/4	Recreation	(b)
Nyora Court	Reserve	Nyora Court, Miandetta	0.6475	6343610	205390/1	Recreation	(b)
9A Payton Place	Park Reserve	9A Payton Place, Devonport	0.3182	6308559	249374/1	Recreation	(c)
Westbury Place	Nature strip	Westbury Place, Devonport	0.1252	1872943	55060/77	Recreation Reserve	(b)
43 Devonport Road	Recreation Area	43 Devonport Road, Quoiba	0.3338	1946324	132831/1	Recreation	(b)
Champion Park	Reserve	313 Pumping Station Road, Forth	5.498	6386346	196990/1	Recreation	(c)
Loane Avenue Reserve	Recreation Area	Loane Avenue, East Devonport	1.86	6366484	239490/1	Recreation	(c)
John Street Reserve	Reserve	John Street, East Devonport	0.7361	7361634	30858/324	Recreation	(c)
80-82 River Road	Reserve	80-82 River Road, Ambleside	1.873	2652459	145087/1	Recreation	(c)
Harvey Park	Park Reserve	2 Marine Street East Devonport	0.6563	6366783	145476/1; 145476/2	Recreation	(c)

LAND CONTAINING RESERVES / PARKS (contd.)

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
56A Percy Street	Reserve	56A Percy Street	0.0766	6309033	202203/1	Recreation	(c)
East Devonport Foreshore	Reserve	Pardoe Esplanade East Devonport	0.615; 0.1234; 1.05; 0.0653; 0.0774; 0.109; 0.0622; 0.069; 0.1406; 0.0728; 0.0736; 0.0716; 0.1411;	6361800; 6361771; 6361878; 6361835; 6361827; 6361819; 6361798; 6361843; 6361851; 6361886; 6361894; 6361907; 6361915; 6361923; 6361923	54661/134; 54661/19; 211921/1; 54661/15; 54661/16; 54661/17; 54661/18; 54661/22; 54661/23; 54661/39; 54661/40; 54661/41; 54661/42; 54661/43;	Recreation	(c)
East Devonport Foreshore	Reserve	14 Illaroo Avenue East Devonport	0.068	6365238	54661/21	Recreation	(c)
Haines Park	Park Reserve	74 Rooke Street, Devonport	.6377	9424922	178733/2	Recreation	(c)

LAND TRANSFERRED VIA SUBDIVISION PROCESS

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
Addison Street Reserve (includes City of Devonport Scout Hall)	Hall	11 Addison Street, Devonport	0.4252	6284278	240944/1	Public Service	(e)
Victoria Street Reserve	Recreation Area	Victoria Street, Devonport	0.1886	2658578	32339/20	Recreation	(e)
Kelly Place Reserve	Recreation Area	2A Kelly Place, Devonport	0.332	7126773	19738/220	Recreation	(e)
Miandetta Park East	Public Reserve	Beaumont Drive, Miandetta	5.4267	6344218	63804/48; 105780/21	Recreation	(e)
Miandetta Park West - 'Wiena Park'	Park Lands	Berrigan Road, Miandetta	0.9417	7564810	5408/302	Recreation	(e)
Leary Avenue	Recreation Area	Leary Avenue, Stony Rise	2.585	2676370	145993/1001	Recreation	(e)
Highfield Estate Reserve	Reserve	Chichester Drive, Devonport	1.106	1943799	132599/1	Recreation	(e)
Mersey Lions Park	Public Reserve	Beaumont Drive, Miandetta	1.54	6344082	63804/46	Recreation	(e)
15 McArthur Drive	Reserve	15 McArthur Drive, Spreyton	1.903	3254436	166308/201	Recreation	(e)
Orion Court	Recreation Area	Orion Court, Devonport	0.0344	1810283	126524/102	Recreation	(e)

LAND TRANSFERRED VIA SUBDIVISION PROCESS (contd.)

Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
5A Jasmine Place	Recreation Reserve	5A Jasmine Place, East Devonport	0.1096	7407698	37407/22	Recreation	(e)
WJ Turner Reserve	Public Open Space	10A Langslow Drive, Miandetta	0.6702	2285118	144404/6	Recreation	(e)
Wise Court	Public Open Space	Wise Court, Devonport	0.0786	7731236	36025/12	Recreation	(e)
2 Gibson Court	Public Open Space	2 Gibson Court, Spreyton	0.083	3029562	159322/101	Recreation	(e)
5 Valkyrie Close	Public Open Space	5 Valkyrie Close, Devonport	0.0712	2964962	157040/100	Recreation	(e)
McCabe Avenue	Reserve	McCabe Avenue, Devonport	0.1831	6296631	54671/50	Recreation	(e)
Woodrising Avenue	Recreation Space	16 Woodrising Avenue, Spreyton	0.5641	6389408	11478/1 11478/2	Recreation	(e)
Pardoe Esplanade	Reserve	Pardoe Esplanade, East Devonport	0.615	6361800	54661/134	Recreation	(e)
33 Dana Drive	Public Open Space	33 Dana Drive, Devonport	0.1328	3365427	169455/104	Recreation	(e)

LAND TRANSFERRED VIA SUBDIVISION PROCESS (contd.)


Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
46 Dana Drive	Public Open Space	44 Dana Drive, Devonport	0.0653	3450242	171583/105	Recreation	(e)
46 Lapthorne Close	Public Recreation Space	46 Lapthorne Close Don	1.451	7399536	102679/169	Recreation	(e)
Don River Corridor	Recreation Area	Lot 101 Forth Road Don	3.087	2636950	144123/101	Recreation	(e)
Clayton Drive Corridor	Public Recreation Space	39 Clayton Drive Spreyton	4.9902	2984998	24071/361; 115335/272; 37986/364; 115335/271	Recreation	(e)
Clayton Drive Corridor	Public Recreation Space	39 Clayton Drive Spreyton	1.146	9097789	179263/102	Recreation	(e)
Hiller Street Reserve	Public Recreation Space	Hiller Street	0.181	7187381	10152/5; 10152/6	Vacant	(e)
6A Woodland Grove Tugrah		6A Woodland Grove Tugrah	0.1306	9965607	179699/106	Public Open Space	(e)
Lot 100 Coles Beach Road	Recreation area	Lot 100 Coles Beach Road Devonport	0.04	2740475	148288/100	Recreation	(e)
135 Greenwood Lane Tugrah	Residential	135 Greenwood Lane Tugrah	19.738	1972979	132882/107	Public Open Space	(e)

LAND DETERMINED BY COUNCIL AS PUBLIC LAND

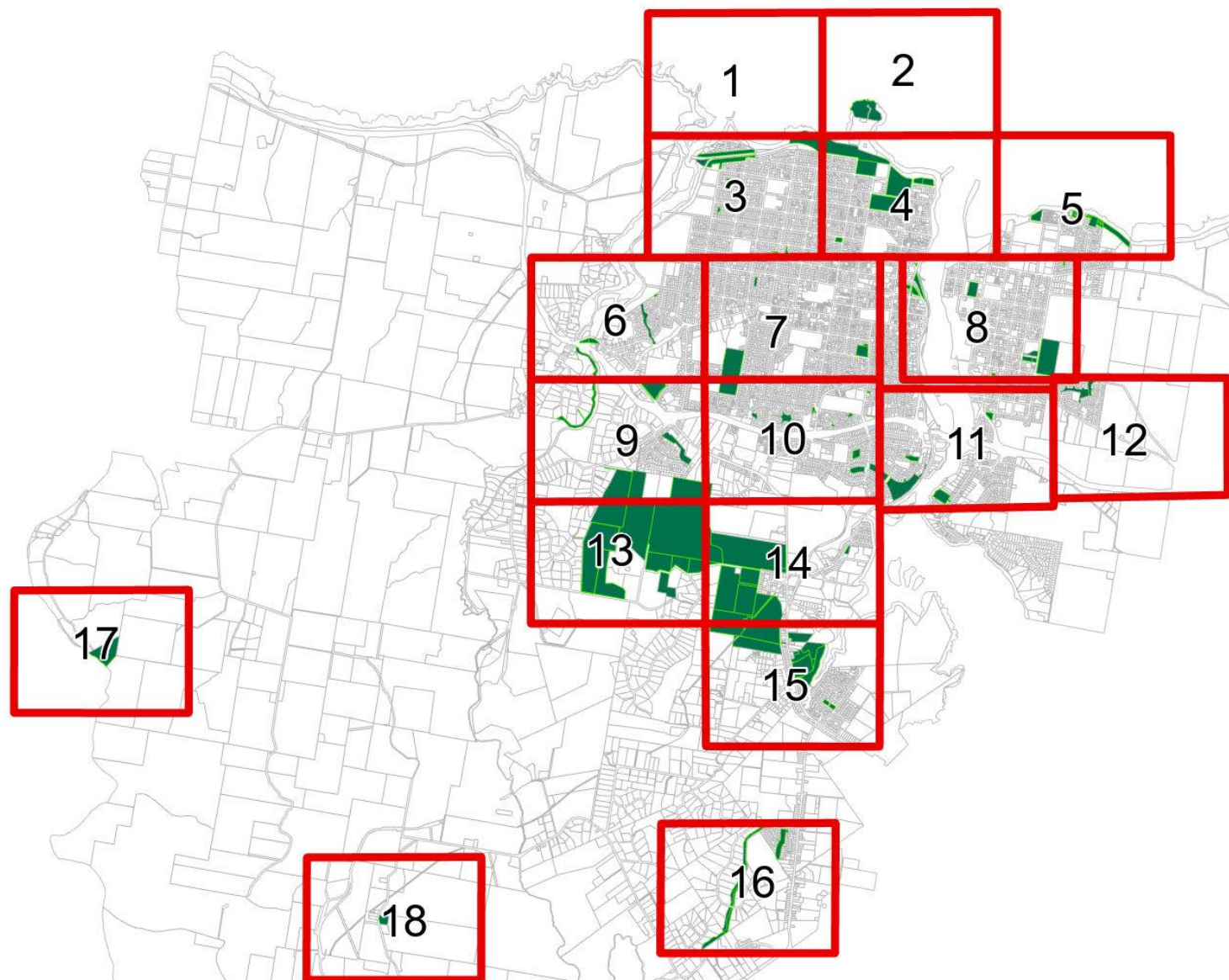
Property	Improvements/ Description	Street Address	Land Area (ha)	PID	Title/s	Land Classification	Reason for defining as Public Land
Mersey Vale Cemetery	Lawn Cemetery	29-31 Stony Rise Road Quoiba	25.6402	6388165	145088/1; 145089/1	Community Services - Cemetery	(f)
Devonport General Cemetery	N/A	44 Lawrence Drive Devonport (part of)	14.0 (part of)	7679706 (part of)	245096/1 (part of)	N/A	(f)



Legend

 Public Land

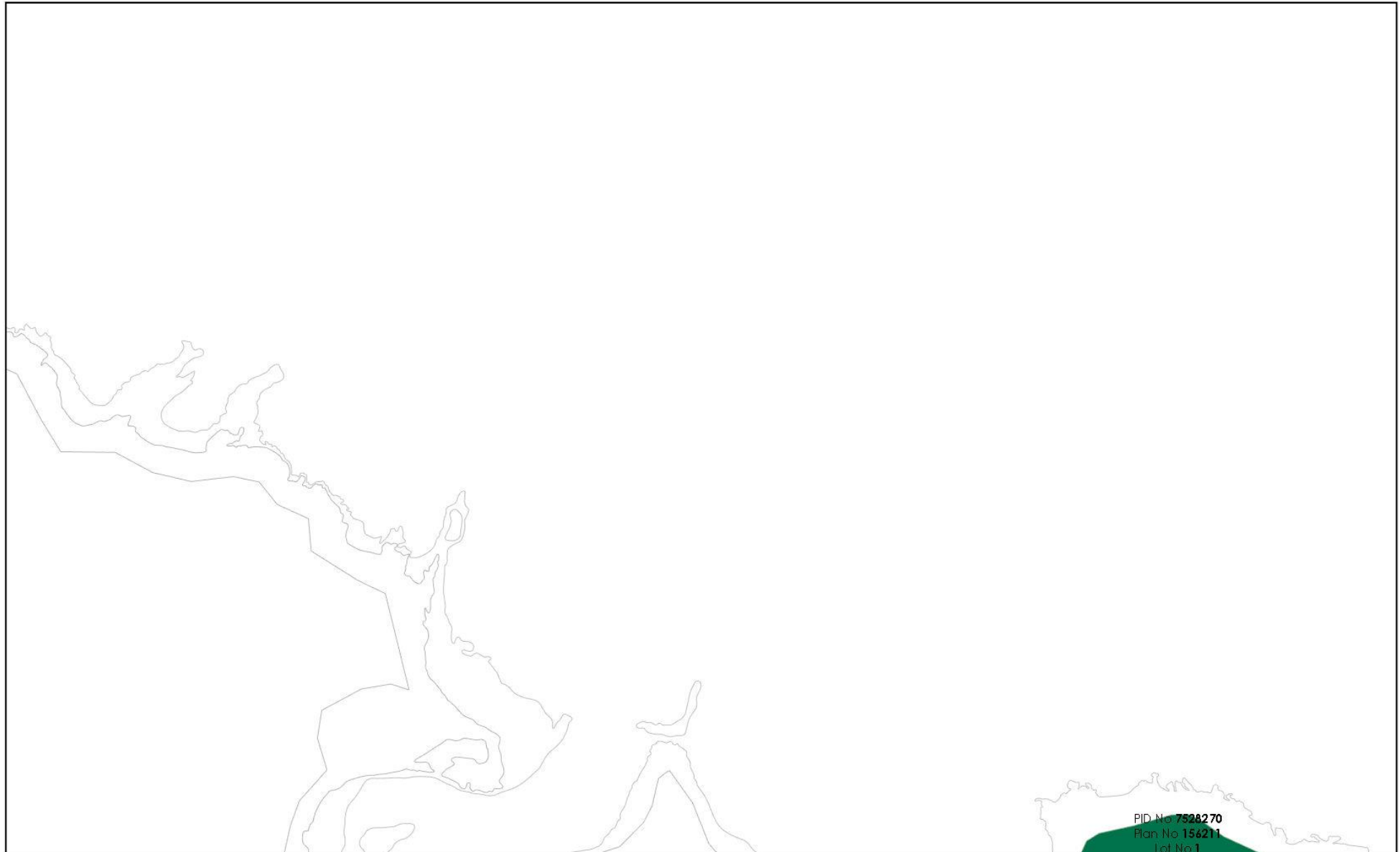
Public Land - Overview





Public Land - Sheet 1

These maps should be used in conjunction with the Devonport City Council Public Land Register.

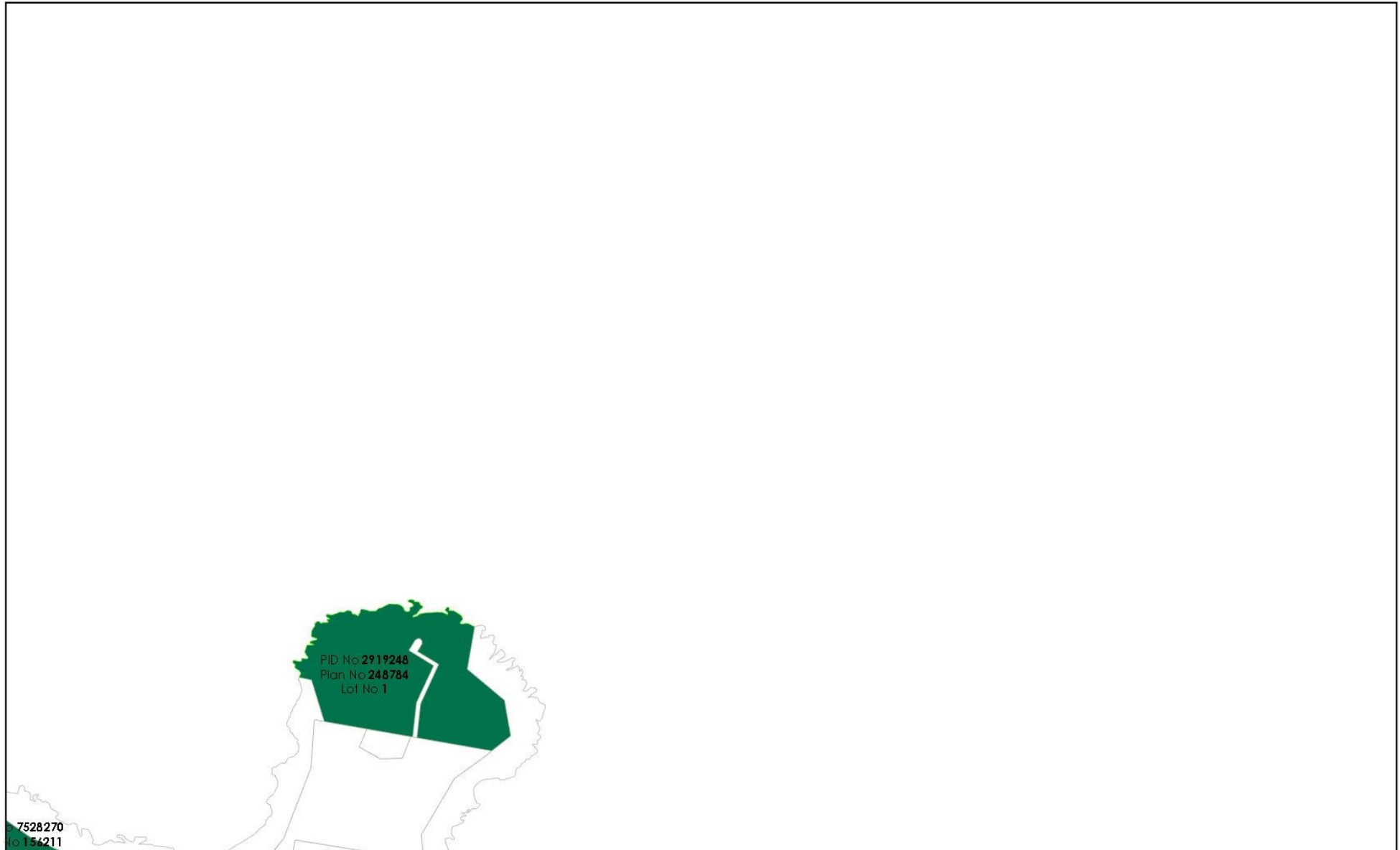


Legend

Public Land

Public Land - Sheet 2

These maps should be used in conjunction with the Devonport City Council Public Land Register.



Legend

Public Land

Public Land - Sheet 3

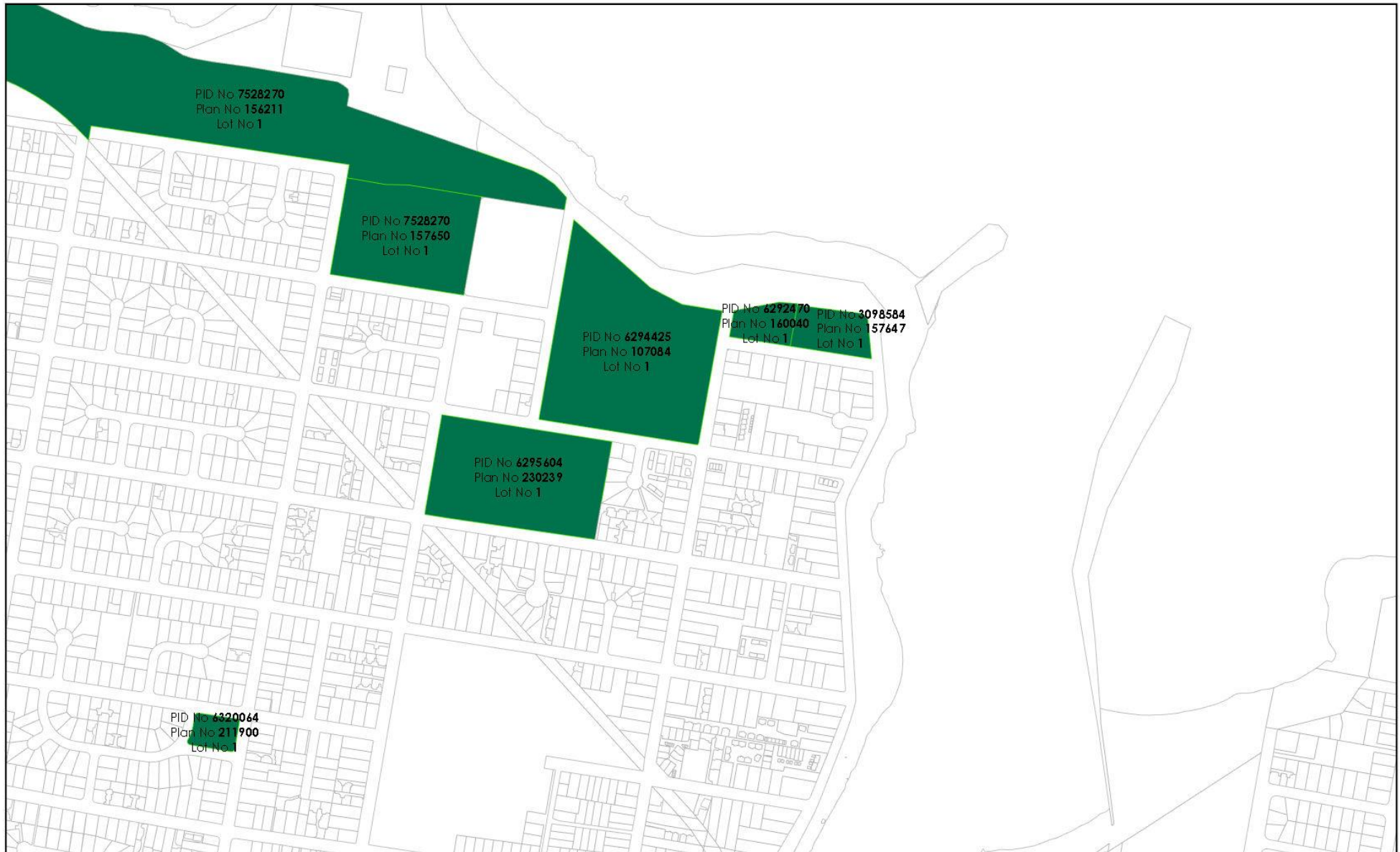
These maps should be used in conjunction with the Devonport City Council Public Land Register.






Public Land - Sheet 4

These maps should be used in conjunction with the Devonport City Council Public Land Register.

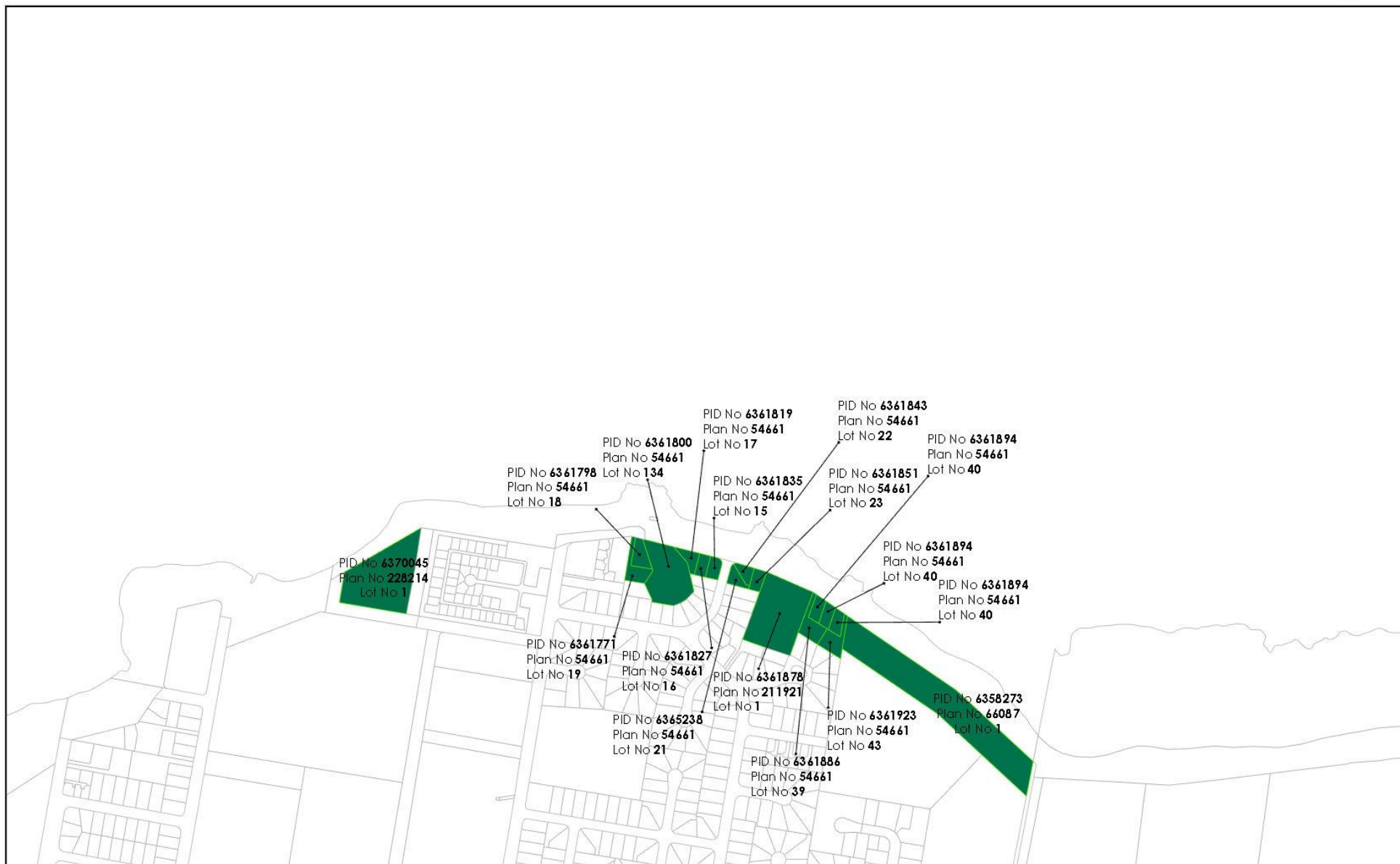


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 Public Land

Public Land - Sheet 5

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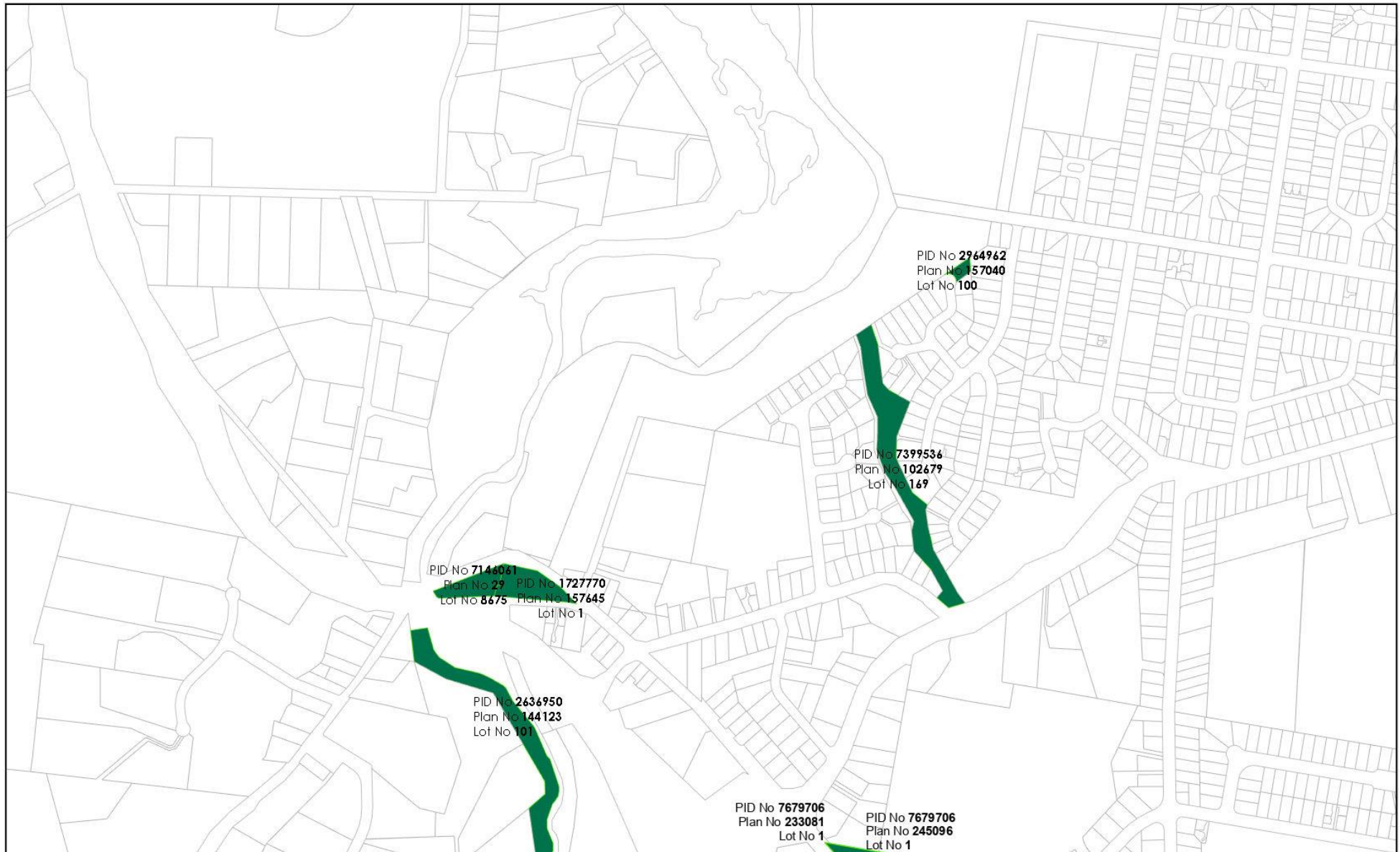


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Public Land

Public Land - Sheet 6

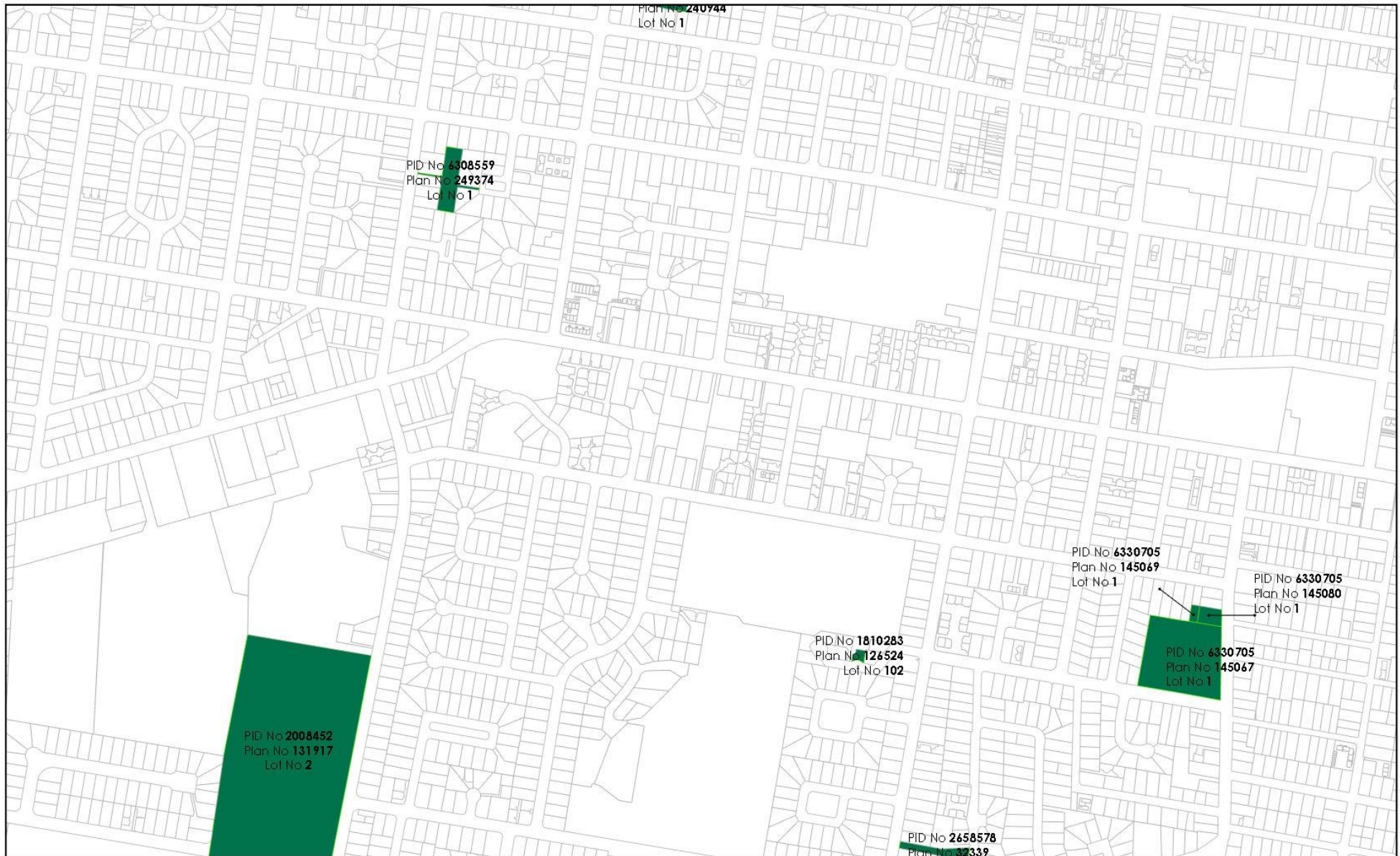
These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 7

These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 8

These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 9

These maps should be used in conjunction with the Devonport City Council Public Land Register.



Legend

Public Land

Public Land - Sheet 10

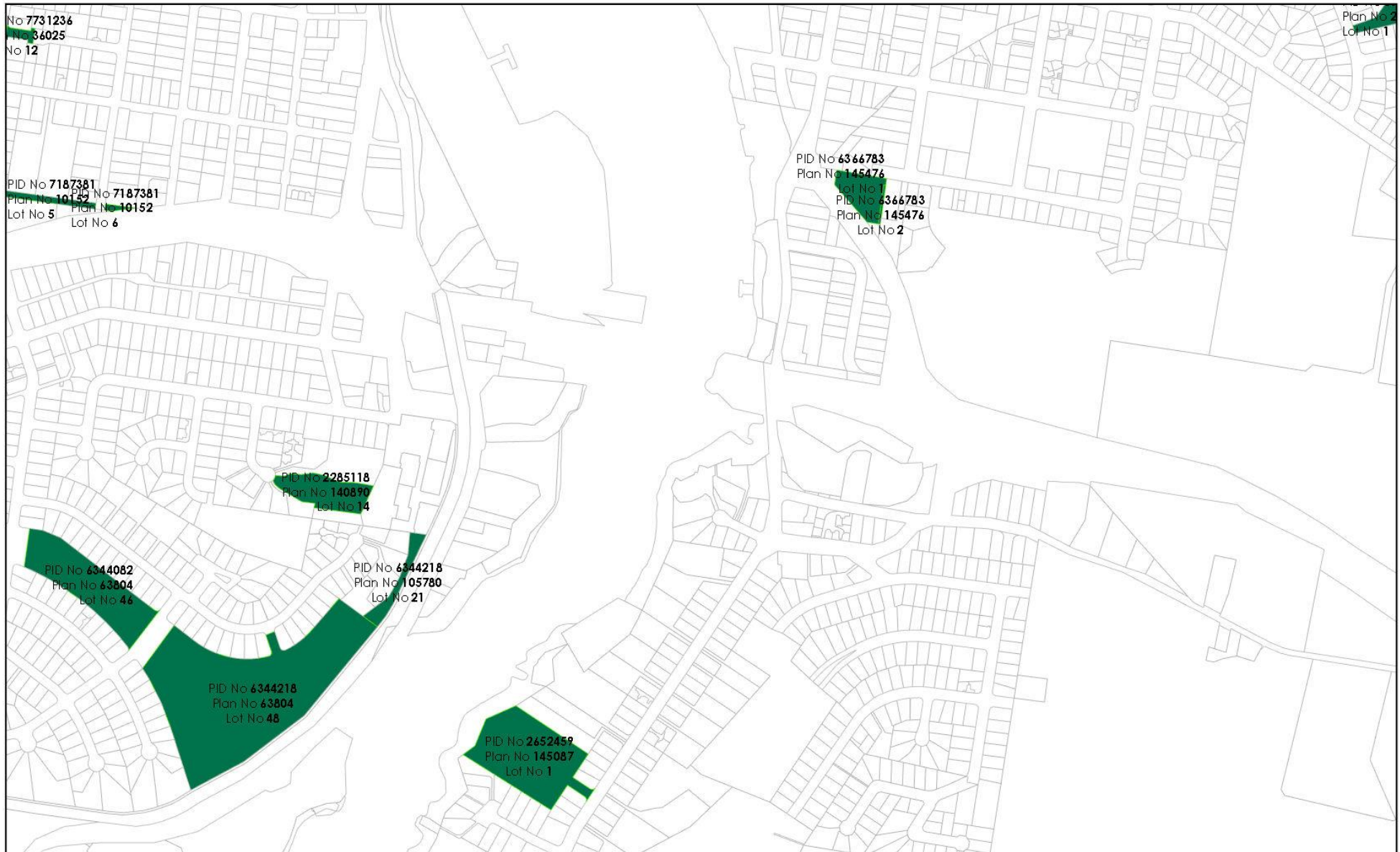
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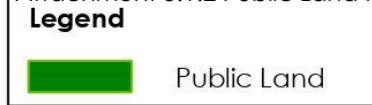




Public Land - Sheet 11

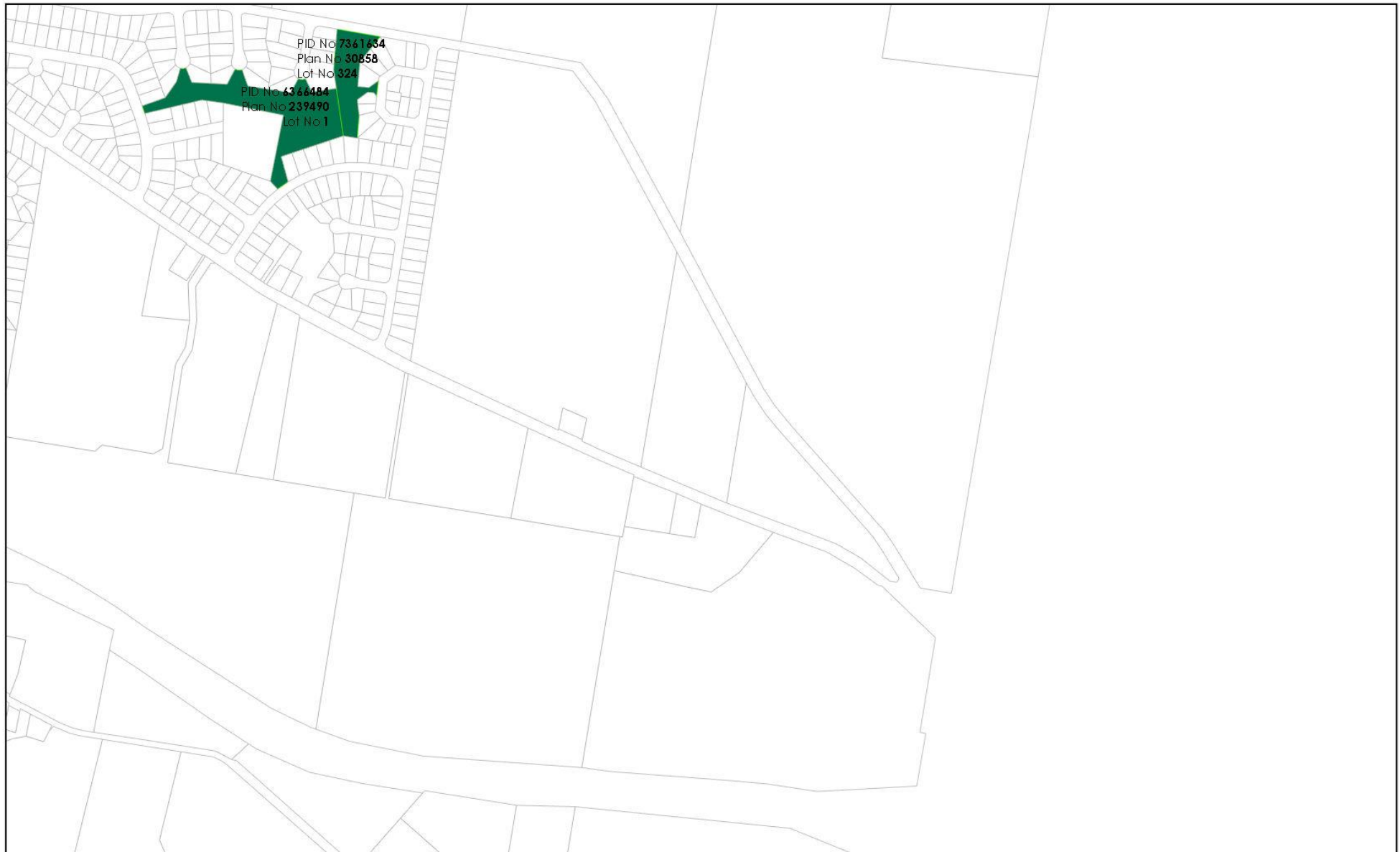
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Public Land - Sheet 12

These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 13

These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 14

These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 15

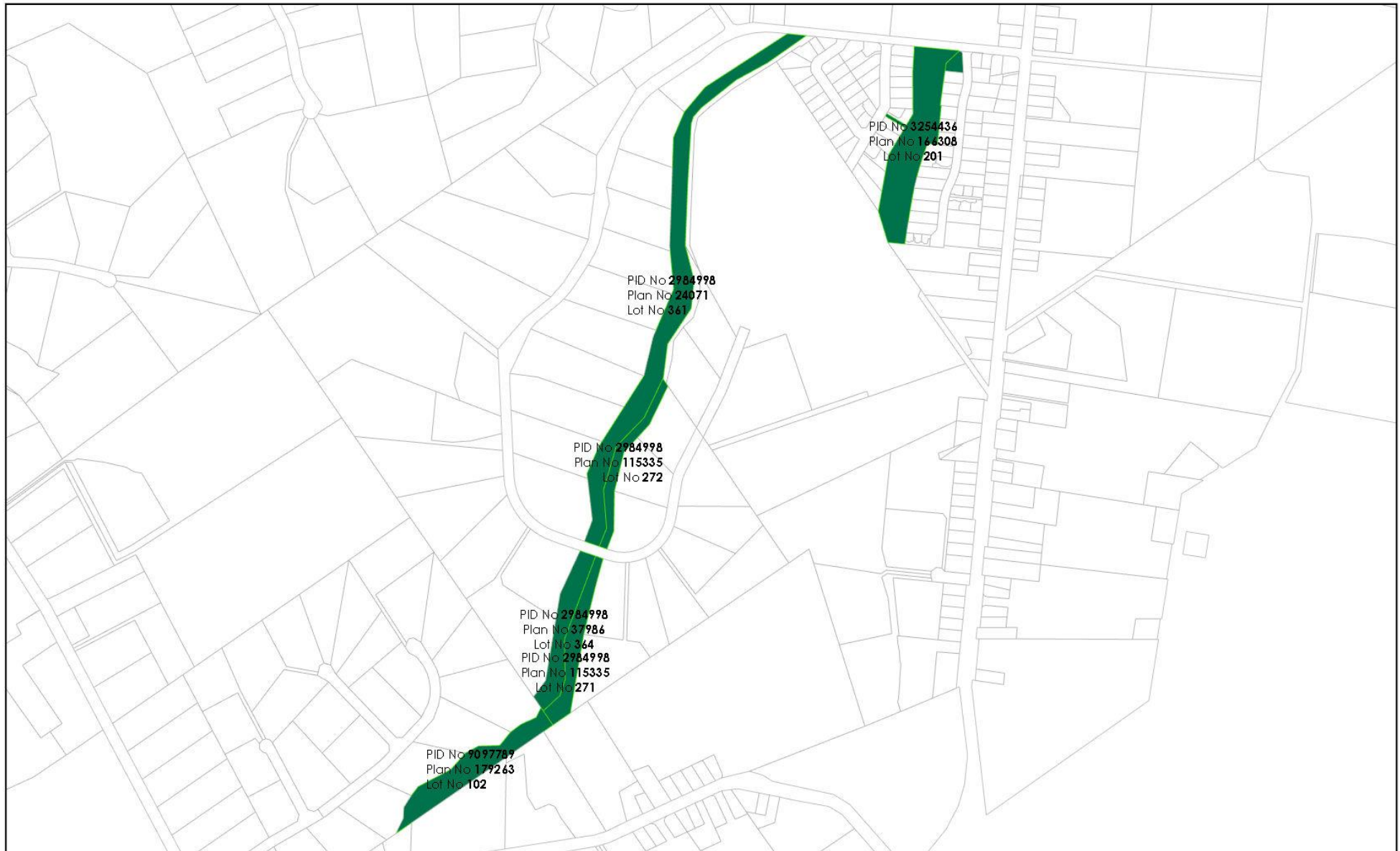
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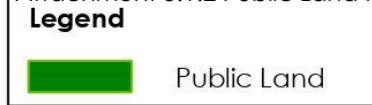




Public Land - Sheet 16

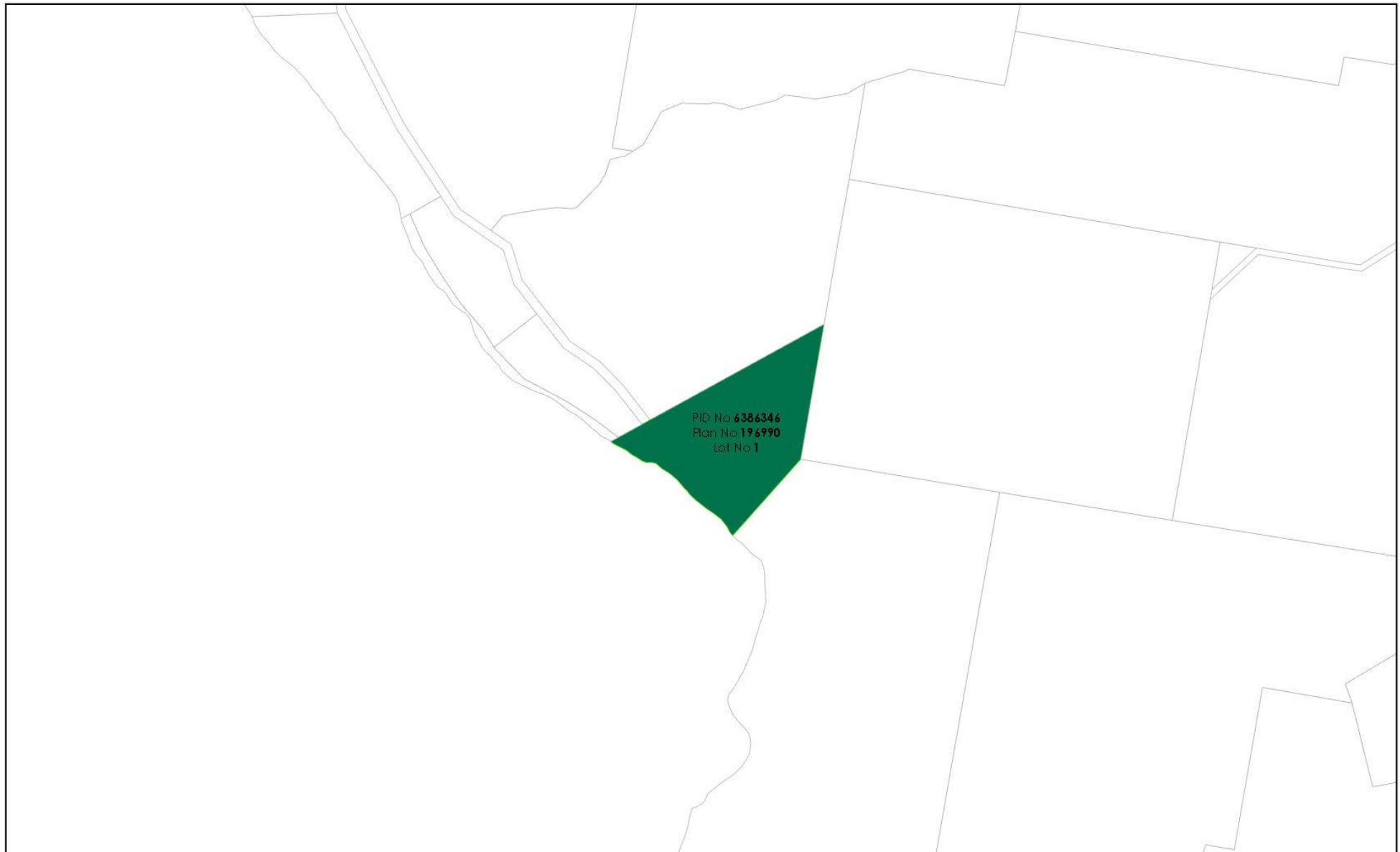
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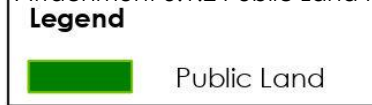




Public Land - Sheet 17

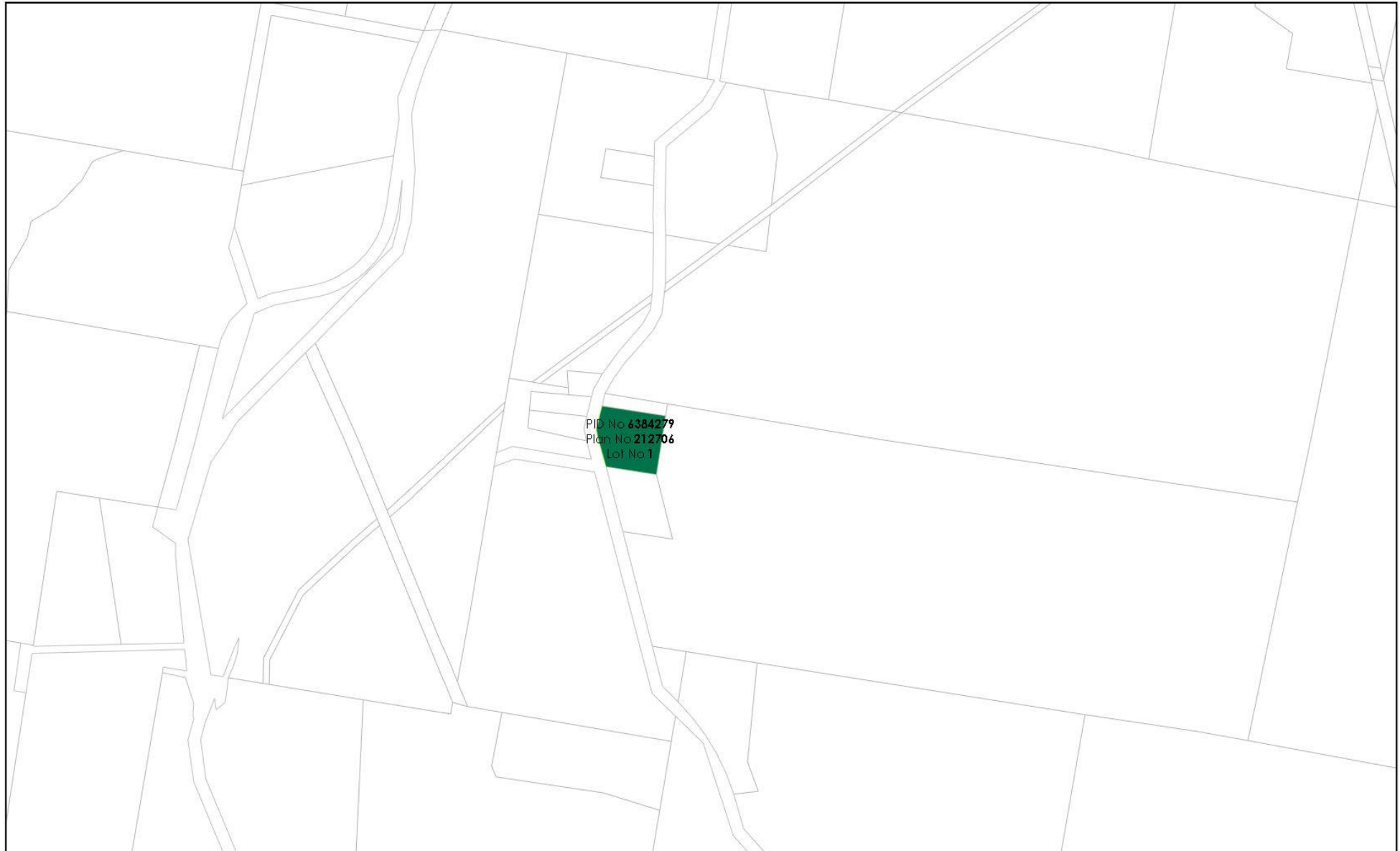
These maps should be used in conjunction with the Devonport City Council Public Land Register.





Public Land - Sheet 18

These maps should be used in conjunction with the Devonport City Council Public Land Register.



From: Edmund Stewart

264 Paloona Road, PALOONA. 7310.

Ph: 0427643359

Email: redcrow@wn.com.au

Date: 11-4-23

To: The City of Devonport Engineer

Re: Hazardous Road speeds on Paloona Road.

Dear Sir,

I am writing once again in regards to the unsafe 100km speed limit along Paloona Road between the intersections of Paloona Road & Melrose Road and Paloona Road & Lower Barrington Road. To date, as it appears, the City Council has not acted on my concerns.

As predicted in previous correspondence with the Council a motor vehicle collision has occurred at the entry/exit point of my property at 264 Paloona Road on the morning of the 21st. February 2023.

A neighbour had borrowed my trailer and was leaving my property at approx. 9:00am when a dual cab ute which was travelling in an easterly direction, collided with the Ute and trailer leaving my property.

Fortunately, the speeding Ute impacted the rear of vehicle and front of the trailer, and not at the driver's area, or there most likely would have been a fatality. The impact was so violent that it destroyed the trailer, damaged the rear portion of the vehicle towing and wrote off the ute travelling east. The first thing the driver said to me when I attended the collision was, "I wasn't traveling faster than 100km per hour".

As previously brought to the Councils attention, this intersection and the adjacent 'blind corner' needs urgent attention to rectify the hazards. It has been demonstrated by the drivers using this intersection and or gaining access to my property, do so risking their lives. I have made every effort at this entry - exit point to reduce risk by creating a 10-metre truncation that allows a vehicle and trailer to safely enter and exit.

The problem lies in the lay of the road and the 100km excessive speed limit.

I estimate that a vehicle leaving my property has less than one second to react to a vehicle travelling east at the lower speed of 80km per hour. At 100km per hour the vehicle would fail to negotiate the corner. After many near misses by myself and neighbours over the past 10 years I have worked out that if I lower the driver's side window, I can sometimes hear the engine noise of an approaching vehicle.

It doesn't help that I have lost over 50% of my hearing during my service in the ADF.

1/2

At approximately twenty metres from my property entrance heading west, at the bend in the road, there is a hollow which is deep enough to conceal a medium size vehicle or small truck from vehicles leaving my property or vehicles approaching the T intersection for Lower Barrington Road, from the south turning onto Paloona Road.

As our small community in Paloona have expressed their concerns to each other and myself on this matter, little has been done. This road and intersection have become busier over the last 10 years with B doubles, un-escorted harvesting vehicles, vehicles towing horse floats and tourist caravans not to mention wanna-be Targa hooners who use this stretch as a race track.

Practical solutions could be employed which would drastically reduce the risk along this stretch of road.

I suggest that;

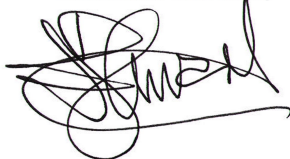
- 1) The speed limit along the entire Paloona Road be reduced to 70km per hour as per Melrose Road.
- 2) A single white line painted on the middle of the road on all bends and corners between Melrose - Paloona Road and the Paloona Road Fourth Bridge.
- 3) The removal of the large tree that obscures the corner of Paloona and Lower Barrington Road.
- 4) The removal of the crest and infill of the hollow of the Paloona Road adjacent to the Lower Barrington Road.
- 5) Reduction of the speed to 60km along Paloona Road between the intersection of Lower Barrington Road and Aherns Road.
- 6) Install steel guard rails along the edge of the Paloona Road between the Melrose Bridge and Lower Barrington Road to prevent vehicles crashing into the deep gully that lies along the edge of this section. Several cars have had to be pulled out of this gully in the last 10 years. Not all have been reported.

I would urge you to visit the site so you can familiarise yourself with dangers that have not been addressed and remedy the problems. I also suggest that you travel along this road doing 100km in a council vehicle, preferably at going too or coming home from work times. I am only too willing to meet with you if you survive this action at your earliest convenience at your office or on site.

Please find attach a petition that concerned residents of Paloona have signed.

Yours sincerely

Edmund Stewart

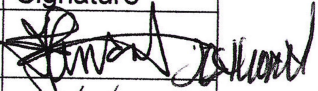

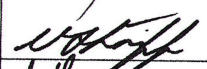



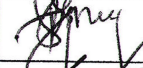



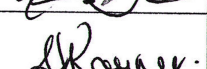





COPY

Petition from the Paloona Residents to the City of Devonport

March 2023

The Resident ratepayers of the Paloona Area urge the City of Devonport to examine and take action in remedying the hazardous condition of the intersection of Paloona Road and Lower Barrington Road, reduce the 100km. per hour speed limit on this section of the road to 70km per hour and mark all blind corners with a single white line. In addition change the 'suggested speed' of 45km to the mandatory speed of 45km in this section of the road.

Name	Address	Contact No.	Signature
E. J. STEWART	264 PALOONA ROAD, PALOONA	0427643359	
A + J HARVEY	33 LOWER BARRINGTON RD <small>PALOONA</small>	0417487353	
N. FRANK	144 PALOONA RD PALOONA	0432176243	
E Simpson	172 LWR Barrington Rd LWR Barrington	0408109461	
K BRAD	177 LWR BARRINGTON RD LOWER BARRINGTON	0417379996	
N. Binks	177 Lower Barrington Rd Lower Barrington	0488437231	
D. GREY	119 LOWER BARRINGTON RD, PALOONA	0438005103	
T. Scott	44 Lower Barrington RD Paloona	0499145911	
M DOHERTY	43 LOWER BARR. RD PALOONA	0409 977155	
D. Gallier	300 Paloona Rd.	0402 3368	
A. Rayner	301 Paloona Rd.	0400622733	
M. A. Rayner	301 Paloona Rd	" " "	
G. Handbury	80 Athernes Rd	0415 373346	
G. Heffernan	80 Athernes Rd	0422682334	

Petition from the Paloona Residents to the City of Devonport

March 2023

The Resident ratepayers of the Paloona Area urge the City of Devonport to examine and take action in remedying the hazardous condition of the intersection of Paloona Road and Lower Barrington Road, reduce the 100km. per hour speed limit on this section of the road to 70km per hour and mark all blind corners with a single white line. In addition change the 'suggested speed' of 45km to the mandatory speed of 45km in this section of the road.

Name	Address	Contact No.	Signature
Josh Boag	6 Lower Barrington Road Paloona	0418852662	JB
Rowena Badrock	270 Paloona Rd. Paloona	0456783506	RB.



Disability Inclusion Plan 2020-2025 Year Three Status

1. Participation and Inclusion

Action	Priority	Target / Output	Status	Activity
Outcome: Improve accessibility of Council's events				
1.1: Have ways for people with disability to attend, perform, or volunteer at public events	H	Increase in participation by performers/volunteers by 10% in 2024/5 from 2020/21 levels	Ongoing	Bright Stars participated in Living Lightly Expo 2022. Devonport Choral Society's Freaky Friday relaxed performance supported with funds through a Primary Health Tasmania and Council wellbeing grant program.
1.2: Update Event Application Pack for community event managers to include accessibility when planning and holding events	H	Revised Event Application Pack available	In progress	Application pack revised incorporating ideas raised by the Access and Inclusion Working Group. Currently finalising draft.
1.3: Ensure that event information is provided in an accessible format where possible (e.g. captioning, audio)	H	Minimum of two large city-wide events promoted in accessible formats by June 2022	Ongoing	Events promoted online in various formats to improve accessibility. Changes to content on DCC social media to plain English.
1.4: Investigate providing free admission to events and programs for the companion of any person with a valid Companion Card	H	Report presented to Council by June 2022	No further action required	paranapple arts centre box office accept companion cards for theatre shows and bus tickets. Bass Strait Maritime Centre accept companion cards. All future Council ticketed events will provide free admission for companion card holders.
Outcome: Programs tailored to be inclusive of all abilities				
1.5 Deliver or support activities and events celebrating community diversity	H	At least one event held per annum	In progress	DCC supported International Day of People with Disability 2022 compiling a calendar of events. Harmony Day 21 March 2023 celebrated in Market Square attracting 400 attendees.

Action	Priority	Target / Output	Status	Activity
1.6 Facilitate the provision of supportive equipment for people with disability to trial new activities	L	Work with range of stakeholders to facilitate acquisition of supportive equipment as required	Ongoing	No requests received.
1.7 Seek to attract major sporting and cultural events involving participants with a disability (to increase community awareness about opportunities and achievements of people with disability)	M	Two major events held by 2024/25	In progress	Para-athletes participate in the annual Council supported Triathlon
Outcome: More people with disability engaged in decision making processes				
1.8: Establish an access and inclusion working group comprising a range of disability stakeholders	H	Expressions of Interest sought; Working Group with Terms of Reference established; first meeting held by 30 June 2020	Complete	Inaugural meeting of the Access and Inclusion Working Group held 23 February 2022.
1.9: Seek representation on Council's Special Committees to ensure people with a disability are directly involved in decision making	H	Increase in membership on Special Committees by 10% in 2024/25 from 2019/20 levels	Ongoing	All residents are encouraged to participate in Council committees. Disability representation is included on the Living Well Health and Wellbeing Strategy Reference Group.
1.10: Promote Local Government elections to disability advocates and service providers to encourage involvement and participation	H	Increase in nominations by people with disability	Complete	Promoted by the Local Government Association of Tasmania.
1.11: Increase accessibility of consultation (e.g. consider need for interpreters, accessible venues, accessible information formats etc)	H	Engagement planning tools developed by 30 June 2021	Complete	Tools available for Council staff.
Outcome: Increase accessibility of employment, education and training				
1.12: Continue to provide work and volunteer opportunities within Council for people of all abilities including work placement	M	Forge closer relationships with disability service and employment providers	Ongoing	Current Council staff include people of all abilities. All residents are encouraged to consider working and volunteering with Council.
1.13: Work with organisations to identify volunteering opportunities for people with a disability	M	Liaise with Volunteering Tas and other stakeholders as required	Ongoing	First meeting of re-formed Devonport Volunteering Working Group was held September 2022. Membership includes representatives from: Red Cross, Mersey

Action	Priority	Target / Output	Status	Activity
				Community Care, Volunteering Tasmania, Don River Railway, Gran's Van, Devonport Library, Meals on Wheels Access and Inclusion Working Group provided input to Volunteering Tasmania consultation to improve volunteering for people with disability in November 2022
1.14: Advocate to State and Federal Government service providers for accessible education and training opportunities for people with disability	M	Advocate as required	In progress	Council has made a submission to the formal consultation process regarding closure and relocation of the NW Support School Devonport campus and is continuing to advocate for the retention and redevelopment of these facilities locally within the Devonport municipality.

2. Communication and Awareness

Action	Priority	Target / Output	Status	Activity
Outcome: Enhance Council staff capacity to understand and engage with all community members				
2.1: Provide anti-discrimination training to Council staff and elected members	H	Training delivered every two years	Ongoing	Training delivered every two years, invitation to be extended to volunteers
2.2: Provide specific training tailored for staff in different areas, such as communication for front counter staff, accessible information for web /social media designers	M	Training provided where required	Ongoing	Several Council staff have participated in Deaf Blind Awareness training. Customer Service staff trained and actively using the National Relay Service in phone services for hearing or speech impaired.
2.3: Develop database of key disability contacts and services	H	Database developed and regularly updated	Complete	Access and Inclusion Working Group have contributed.

Action	Priority	Target / Output	Status	Activity
Outcome: Expand availability of Council information in accessible formats				
2.4: Include a statement on Council's website and public documents to encourage people to contact Council if they need an alternative means of communication (e.g. face to face, phone, Auslan, Email, interpreters)	H	Standard statement confirmed and website, public document templates updated	Complete	Accessibility statement included on Council website. "Rose" website chatbot programmed in plain English.
2.5: Provide support materials, and training where required, for staff to prepare all public documents and correspondence in plain English	M	Materials prepared and shared with staff. Training delivered as required.	In progress	10 staff completed 26TEN plain English training in August 2022
2.6: Develop a guide to assistive technology and accessible format services	M	Guide developed and shared with staff. Public written information available electronically and in 'easy read' formats where practical	Ongoing	Where practical or when requested documents are provided in 'easy read' format. For instance, the Disability Inclusion Plan is available in an Easy Read format.
2.7: Produce an Easy English guide to living in Devonport	M	Guide developed and promoted	No further action required	Information available on DCC website.
Outcome: A community culture that embraces people of all abilities is fostered				
2.8: Support community groups and organisations with disability awareness raising activities/events	H	Advocate as required	Ongoing	Events promoted regularly through access & inclusion database and Devonport Events social media.
2.9: Advocate for the rights of people with a disability through any consultation with Commonwealth Government, State Government, transport operators, building developers and business owners as required	H	Advocate as required	Ongoing	Consultation held between Access and Inclusion Working Group and the Stoney Rise Village developer and Kinetic. Formal submission made to the Australian Government on the National Transport Standards.

Action	Priority	Target / Output	Status	Activity
2.10: Review the representation of the City's diverse population in Council's marketing material and activities	H	Increased representation of diversity in publications	Complete	Website and formal documentation include greater diversity images compared to 2021.
2.11: Investigate formal recognition of community organisations and local businesses that recognise and celebrate inclusion	M	Report prepared for consideration	Ongoing	Promotion of existing DCC award programs to the sector – eg Australia Day Awards, Diamonds of Devonport.

3. Buildings and Facilities

Action	Priority	Target / Output	Status	Activity
Outcome: New Council developments are accessible				
3.1: Ensure accessibility compliance of new infrastructure as per relevant legislation, standards and codes	H	All new infrastructure in compliance	Ongoing	All renewals and new infrastructure meet relevant standard and codes.
3.2: Ensure consultants/contractors address access/inclusion in planning design and construction	H	Incorporate in EOI and tender processes where relevant	Ongoing	As required.
Outcome: Access to existing Council infrastructure continually improves (for instance, annual maintenance and upon renewal)				
3.3: Incorporate universal design principles in upgrades of buildings, toilets, streetscapes, parks, play spaces, fitness equipment stations, signage, and public spaces	H	Improve processes	In progress	Ongoing with renewals eg toilet facility signage improvements - use of symbols

Action	Priority	Target / Output	Status	Activity
3.4: Include accessibility/inclusion as part of criteria when assessing projects for renewal	M	Criteria developed and integrated into process	In progress	
3.5: Identify and promote appropriate, accessible recreation routes / pathways and seek funding for enhancements	M	Routes promoted, funding secured for improvements	Yet to commence	
3.6: Investigate best practice way-finding principles to allow everyone to safely access buildings and streetscapes in accordance with Council's Signage Strategy	H	Principles integrated into new signage and upgrades. Access and inclusion considered in review of Signage Strategy in 2023.	On going	Signage Strategy 2022-27 includes 4 objectives, one of which focuses on accessibility: Objective 3 - Signage supports universal access to information and destinations. Actions relate to improving physical and online access to wayfinding information.

4. Parking and Mobility

Action	Priority	Target / Output	Status	Activity
Outcome: Accessibility of parking is extended				
4.1: Implement accessible parking improvements as per the Council's Parking Strategy 2016-21	H	Implement accessible parking improvements as per the Council's Parking Strategy 2016-21	Complete	<ul style="list-style-type: none"> • Pricing has been aligned with State Government recommendations that parking for accessible bays is the same as all parking bays – existing bays with no meter remain free until upgraded • Location of accessible parking bays considered with any new upgrades – eg car park upgrades, road sealing • Range of new bus shelters have been constructed – accessibility improvements ongoing

Action	Priority	Target / Output	Status	Activity
4.2: Ensure the provision of adequate accessible parking spaces (including drop off/pick up zones) at all Council and large community events	H	Events Application Pack updated	In progress	Currently accessible parking available at large Council events. In future, will be a requirement of all large events.
Outcome: Public transport and mobility options have expanded				
4.3: Work with a range of stakeholders to improve public transport options for people with a disability	H	Work with Mersey Link (now Kinetic), Taxi services, Mersey community care, CHATS, YFCC	In progress	Consultation held with Kinetic.
4.4: Provide information on the accessibility of Council facilities and services (e.g. via an online map) to assist trip planning for residents and visitors	H	Current online information promoted. Additional map produced if insufficient/incorrect information and resources available.	Yet to commence	Some information available online but requires expansion.
4.5: Identify and remove known infrastructure barriers to accessibility (e.g. stairs, narrow or steep paths etc), in line with the Pedestrian Strategy	M	Infrastructure improved to enhance mobility	Ongoing	All-Access All-Weather Bus Stop Upgrade Grant Program in progress. Improvements to kerbside ramps and pathways in numerous locations.

Road Network Strategy 2023 - 2028 - Public Consultation Submissions

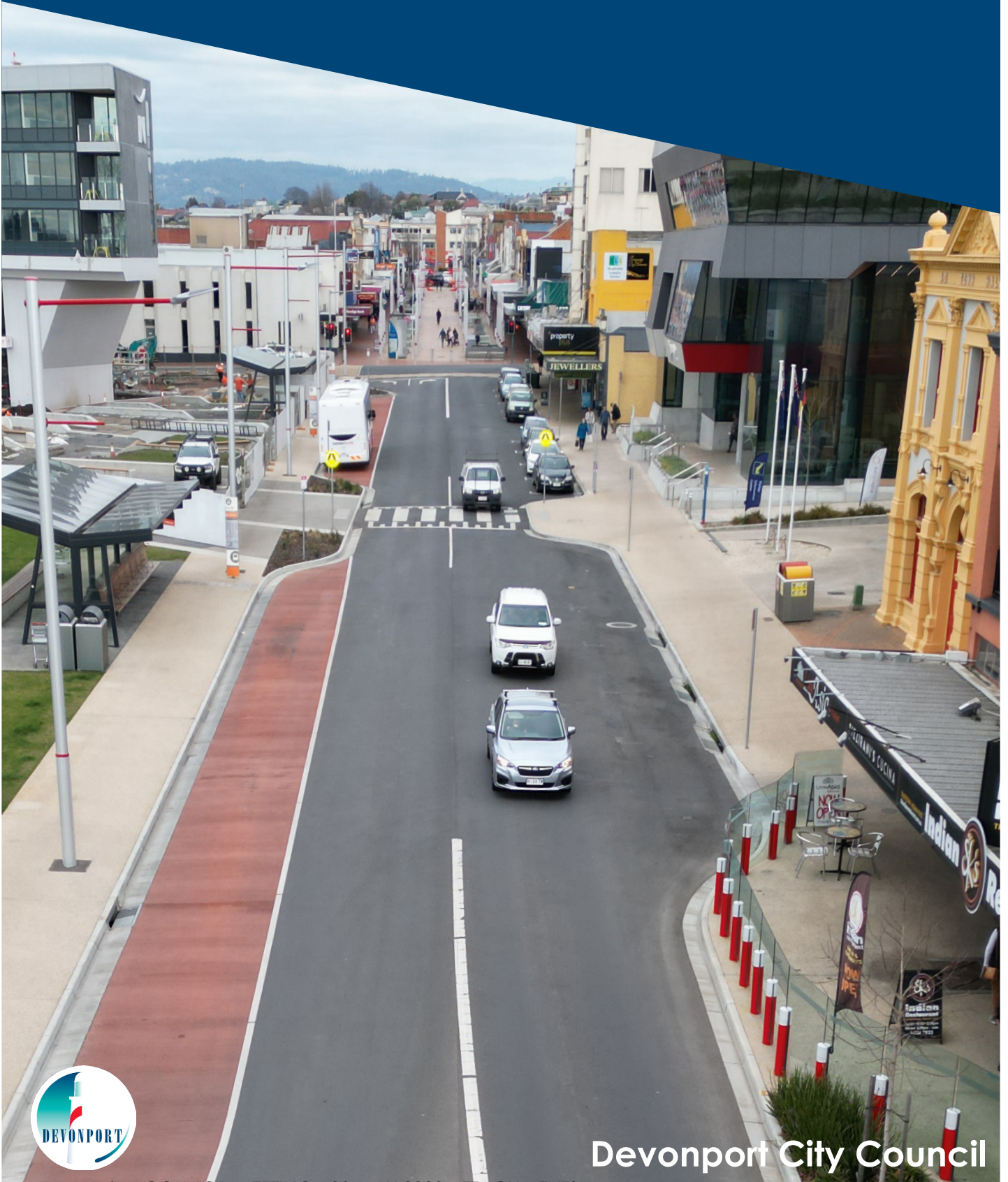
Public Submissions Summary
Roads should be sealed properly and not spot sealed in different places on roads because they break down into pot holes.
In sections 4.3 & 5.1 there is no mention of reduced speed limits in the shopping strips. No where in the document is there any mention of Electric vehicles and their impact on pedestrian safety.
A detailed assessment should be considered for the arterial route from the Don Road 60 kph sign just east of the Don Gateway Church Centre, past Hillcrest Road, along Don Road, and as far as the 50 kph sign adjacent to Steele Street Plants Plus. Serious thought ought to be given to reducing the speed limit to 50 kph. Reasons to support this follow (refer to full submission)
Hello team, I have a radical plan for the future and present a fresh new idea for consideration. It is simply to open our thought process and my lead to new approach. 'Ring Road Idea' (refer to full submission)
Regarding bicycle/active transport on Oldaker street: Parker Street may be a good addition for moving eastwards from the residential area but is fairly useless for trip chaining, which is the primary reason for being on Oldaker - Street. The convenience of the CBD, all the supermarkets, and various medical facilities mean the problem will still exist even with new fringe infrastructure, because that's where the bulk of errands and activities are. (refer to full submission)
You have identified that facilitating an increase in active transport trips to the CBD, Schools and in general will benefit the wider community. School trips undertaken as active trips further yields an educational experience and changes longer term traffic behavior as shown in Scandinavia for example. To achieve any increase here, safety is paramount as no parents will let their children ride or walk to school when conditions are unsafe. (refer to full submission)
The west bound Bass highway off ramp onto Middle Road is usually busy making wait times to turn right a challenge. I realise this may be a State Gov issue but though it is worthy for discussion. I note this is listed on page 35, item 2.6. Also, Watkinson St / Don Road intersection, right turn manoeuvres from Watkinson St are at times risky with reasonably high-speed traffic approaching from the west.
Please do something about the Homecare Centre traffic before any further development occurs. Trying to get out of or into Gatenby Drive is a nightmare. You can sometimes sit there for five minutes just waiting to turn left onto Middle Road due to the high volume of traffic, particularly on weekends. It is also exacerbated during the week with staff from the School of Special Education parking on both sides of Gatenby Drive which narrows the road to one lane. It is an accident waiting to happen!!
The bullet point starting with "Facilitate growth of zero and low emission transport:" on Page 17 (under 5.2 Sustainable car travel) in the Devonport Road Network Strategy document seems to infer that council's contribution to the take up of electric vehicles is limited to only two opportunities 1) conversion of its own fleet, and 2) the provision of charging infrastructure. To further incentivise the take up of electric vehicles I would like to suggest council consider providing those ratepayers that have full battery electric vehicles with a free parking permit that would operate similarly to the aged/service/disability pension free parking permit presently issued by council.
*Whilst the previous Road Traffic Studies have focused on local traffic issues in and around the CBD and urban streets the demand for entry and exit to the city has steadily been increasing and there is no reason to believe that trend will change. One potential solution to assist in reducing the pressure on the existing connections would be open up the Forbes Street overpass and connect Berrigan Road past Lemana Street to a new roundabout on Stony Rise Road effectively reducing the traffic issues at the Middle Road intersection and the Middle Road overpass. (refer to full submission)

The intersection of Elizabeth St and Formby Rd needs to be made safer, especially for motorists attempting to turn right into Formby Rd. Once the north bound traffic has cleared, the median strip on Formby road provides space for one vehicle to safely wait until south bound traffic clears. However, numerous times a second vehicle/driver becomes impatient and crosses into that median strip space, blocking the view of oncoming traffic for the first vehicle. This leads to road rage and potential accidents. Please place signage at the intersection about the safe use of the space at the median strip for traffic turning right, or block off the median strip and make the intersection left turn only.

Something has to be done asap in relation to middle road/bass highway off ramps, there are crashes here almost daily. It will only get worse with the approval of the new shopping centre. Also the speed limit along middle road is too high. Most cars go over the limit and it is very dangerous. My other concern is one of the worst corners in devonport being formby road Elizabeth street. I will say well done to the two councillors who opposed the service station development being Steve Martin and Councillor Viney. It should not be development a above all else. The vehicles coming out of Elizabeth st and turning right onto formby road are crashes waiting to happen. They either get half way and go over into the oncoming southbound traffic and you have to veer around them or they hang out in to the northbound Lane. This will be a disaster. I think the worst part is the highway dissects the city now and we need more southbound city exits. As for the mayor saying we all need to turn left, well Hello, how ridiculous is that. Although I do believe that with the approval of the service station that Elizabeth st, formby road intersection needs to be turn left only, which is difficult because if we do that steele st will be the last turn right onto formby road intersection.

The aspirations on the city's transport and observations are correct, as well as recognition of how Devonport needs to be successful in the future (with multimodality). Devonport can aim for beyond to becoming a healthy and therapeutic city whose transport fits that, even doing a lot with a little. But to be pedantic, there are a few additional or clarifiable areas so that there is less room for interpretation around those aspirations. It is true though that the state has an important role in proper standards and funding, so small-scale demonstrations and lobbying can be essential (for standardised sustainable safety & other programmes; table 4 is neither an epitome of safety nor efficiency!). 4.5.1-4 (p12-14) demonstrates the detrimental effects on infrastructure finances caused by car-dependence (low capacity, low user experience, but high maintenance). Council could acknowledge the role that providing/diversifying for more sustainable & efficient modes has in improving this flow for public goods and maintenance. (refer to full submission)

Devonport Road Network Strategy 2023-28



Devonport City Council

Next Date of Review:	Insert Date
Document Controller:	Infrastructure Manager
Document Reviewer:	City Engineer
Date Adopted by Council:	Insert Date
Resolution Number:	Insert resolution number

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1 Executive Summary

The Devonport Road Network Strategy 2023-2028(RNS) provides the strategic direction towards a safe and efficiently managed road network for all road users. This RNS addresses important issues identified through network analysis and key stakeholder consultation.

The RNS describes the relationship between Council's Strategic Plan 2009-2030 and Council's road network and the communities transport needs. Three objectives have been identified for the RNS:

1. **The road network becomes safer**
2. **The road network is efficient and well connected for all modes**
3. **Sustainable transport use increases**

The RNS analyses the existing road network and the way it is used and identifies issues to be resolved in the achievement of the three identified objectives. Issues include:

- Road safety
- Reliance on car travel
- Asset management
- Network conflicts
- Network stress (congestion)
- Connectivity

The RNS identifies 22 actions that can be delivered to achieve the three objectives.

2 Introduction:

2.1 Background

The Devonport Road Network Strategy 2023-2028 (RNS) provides the strategic direction towards a safe and efficiently managed road network for all road users. This RNS addresses important issues identified through network analysis and key stakeholder consultation.

The first Devonport Road Network Strategy was produced in 2009 and updated in 2014 and 2016. Many projects and initiatives have been delivered that have contributed to the ongoing improvement of the road network.

Transport and land use has changed significantly since 2009 and this new strategy will provide a modern integrated approach to network use within the city that aligns with current strategic and master planning.

This document aims to assist Council with the following:



Asset management planning



Making traffic management decisions – road safety, transport efficiency, and amenity



Providing direction for road network planning within Devonport and the surrounding region



Tool to assist land use development



Supporting Devonports proactive transformation and growth

2.2 Strategy Development:

The Network Operating Framework methodology was utilised to develop the RNS. This is an approach to network planning which transport authorities can utilise to consider all transport and road users, and the inter-relationships between land use, transport networks, and transport infrastructure and services. The framework provides a collaborative and integrated approach to managing the transport system through a 'one network' approach.

Development of a Network Operating Framework aims to recognise the diverse needs of transport and road users. Utilising a strategic and collaborative approach, stakeholders and road user groups have input into the development of the framework, which aims to understand the needs of users in the existing network, and focuses investment in future schemes that suit the needs and demands of its users.

The approach establishes strategic objectives and an aspirational mode priority network to inform the Transport Vision and City Aspirations.

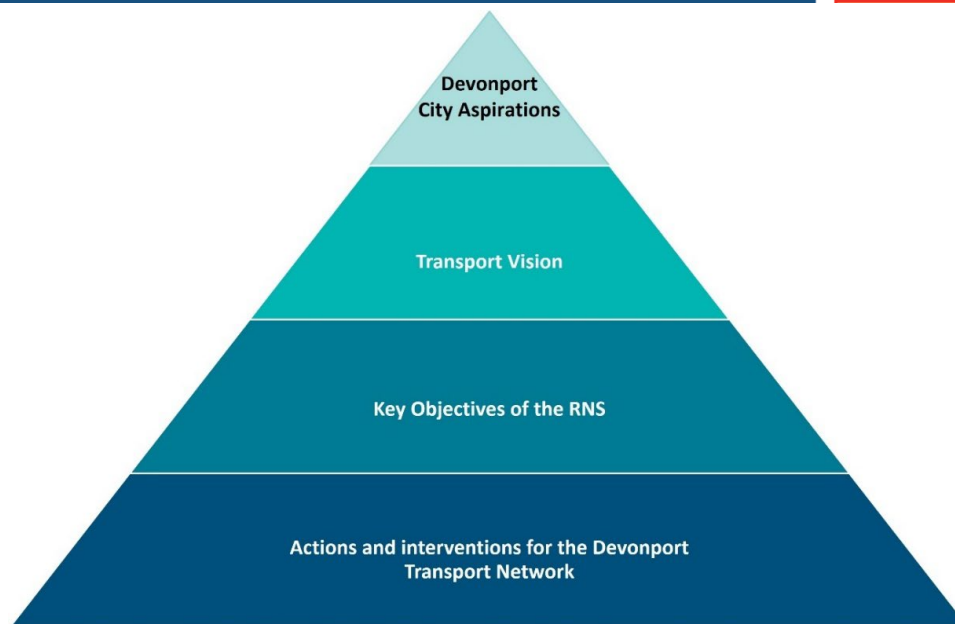


Figure 1 Network Operating Framework

As seen in Figure 1, the Network Operating Framework addresses four key stages in the development of the RNS, beginning with defining the City's aspirations.

2.2.1 Devonport City Aspirations

Council has adopted a vision for the future of our municipality as outlined in the Devonport City Council Strategic Plan 2009-2030:

"Devonport will be a thriving and welcoming regional city, living lightly by river and sea."

The Strategic Plan sets goals and outcomes to be achieved over the life of the plan. The goals set out where the organisation wants to be. The outcomes and underpinning strategies are the steps needed to get there. Goals and strategies relating to the RNS are shown in Table 1.

Goal No.	Goal	Strategy No.	Strategy	RNS 2023-28 Context
1	Living lightly on our environment	1.4.3	Lead and actively promote emissions & minimisation.	Enabling and promoting the use of active transport and low/zero emission vehicles will contribute to emissions minimisation
2	Building a unique city	2.3.2	Provide and maintain roads, bridges, paths, and car parks to appropriate standards.	Council will support maintaining and adapting the road network to changing demands and the needs of the community.
3	Growing a vibrant economy	3.2.1	Support tourism through the provision of well designed and managed infrastructure and facilities	A well connected, safe and intuitive transport network supports public and private tourism operations in Devonport.
		3.3.1	Improve the City's physical access and connectivity focusing on linkages to and from key access points.	A well connected and efficient road network supports Devonport in it's role as a regional center and supported continued economic growth.

Table 1: Strategic and legislative context

2.2.2 Transport Vision

The Transport Vision is statement that describes the transport network required to achieve the goals described in the Strategic Plan.

The Transport Vision responds to global and local trends and needs and facilitates the development of the strategic objectives for the RNS. The Transport Vision for Devonport is:

"The RNS will facilitate improvements to the Devonport transport network to provide equitable, sustainable and safer access for the community to places of education, work and retail while maintaining critical regional servicing and encouraging people to visit the many tourist experiences around the city"

The Transport Vision describes an effective multi-modal transport network with a balanced approach to network prioritisation considering the needs of all transport and road users. A Network Operating Framework achieves this through the development of a strategic transport network that defines roads priority by mode(s).

The strategic transport networks define user priority through mode underpinned by three network focus areas; Places of Activity, Network Connectivity and Safety. A road hierarchy is required for asset management, asset maintenance and local government benchmarking purposes. However, the Network Operating Framework focuses more on the need to recognise place-based transport needs through a variety of transport modes, their inter-relationships and the strategic intent for the network.

2.2.3 Objectives of the RNS

The RNS provide medium term objectives that contribute to the realisation of the Transport Vision and the City's broader aspirations. The three objectives are

- 1. The road network becomes safer**
- 2. The road network is efficient and well connected for all modes**
- 3. Sustainable transport use increases**

2.2.4 Actions and Interventions

A Strategic Action Plan provides a prioritised set of activities or projects that are to be delivered during the life of the Strategy and will contribute to the achievement of the objectives identified above. The RNS Action Plan is included in Appendix B.

3 Strategic and Legislative Context:

3.1 Strategic

Beyond the links to the Devonport Strategic Plan 2009-2030, The RNS relates to other Council strategies and plans:

- Pedestrian Strategy 2016 (under review)
- Bike Riding Strategy 2015 (under review)
- Parking Strategy 2016 (under review)
- Devonport Living City Masterplan 2014
- Devonport Living City Traffic Assessment 2015

The following documents have also been referenced during development of this strategy:

- Burnie to Hobart Freight Corridor Strategy 2017
- Cradle Coast Integrated Transport Strategy 2006
- Tasmanian Integrated Freight Strategy 2016
- Tasmanian Urban Passenger Transport Framework 2010
- Tasmanian Walking and Cycling for Active Transport Strategy 2010
- Transport Access Strategy 2010
- Towards Zero – Tasmanian Road Safety Strategy 2017-2026

The objectives, problems, and opportunities from these documents are summarised in Appendix A.

3.2 Legislative

Council's obligations for maintaining the road network are described in the *Local Government (Highways) Act 1982*.

4 Current Context:

4.1 Devonport as a Regional Centre

Devonport acts as a regional hub, supporting and enabling adjacent towns such as Latrobe, Port Sorell, Ulverstone, Leith, Turners Beach and Burnie. The transport network through and around Devonport is critical for the growth of these neighbouring economies, as well as for Tasmania in general.



Figure 3 regional map (Source LISTMap)

4.2 Devonport's multiple activity areas

Devonport's Transport network services six activity areas that require efficient and safe transport through and around them are mapped in Figure 4.



Figure 4: Activity areas

Each of these key activity areas have different transport requirements. These are discussed below.

4.2.1 Central business district (CBD)

- Customer and commuter traffic into and out of the CBD,
- freight traffic with the CBD and neighbouring port areas.
- traffic circulating within the CBD, typically associated with accessing parking spaces or moving between commercial centres
- Through traffic (detrimental)
- Highly walkable within and from neighbouring areas such as schools and light retail, illustrated using a 400 metre radius, impacted by a steep gradient west on Stewart Street and Steele Street that may discourage some users.

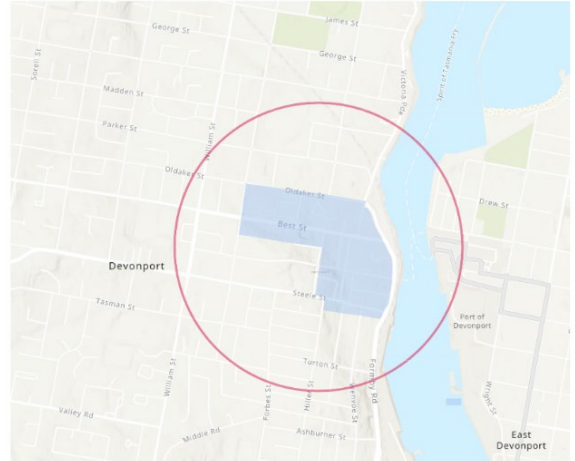


Figure 5 CBD walking catchment

4.2.2 Stony Rise

- Area of residential growth
- Area of commercial growth
- Freight traffic to and through and links to the Bass Highway
- Access to recreational areas (Kelcey Tier)
- Expanding but incomplete active transport network

4.2.3 East Devonport

- Freight traffic to and from port, including secondary and tertiary (non-preferred) routes
- Passenger traffic to and from port
- Overlap between port traffic and commercial area
- Residential areas including growth opportunities of the east

4.2.4 West Devonport Fringe

- Predominantly residential
- Schools embedded in residential zones
- Access to recreational areas including Don reserve and aquatic centre

4.2.5 Spreyton/Quoiba

- Includes arterial routes – part of the State Road Network
- Mixed land use
- A large school fronting a major road

4.2.6 Mersey Bluff

- Recreational and tourist destination with seasonal and event based peaks
- Supported by active transport routes

4.3 Road Safety

Council monitors crash data on its road network. Data is commonly collated in a rolling five-year period. Comparing data from September 2017 to September 2022, the key road safety statistics on the Devonport Road network show:

- Total crashes have decreased by 4.8% (1077 to 1025)
- Fatal and serious crashes have increased by 20% (20 to 24)
- Vulnerable road user crashes have decreased by 18% (77 to 63)
- Most common crash type: cross traffic (vehicles approaching from adjacent directions at intersections): 160

noting that this data excludes crashes on the State Road network and in off road areas such as car parks.

Figure 6 shows the distribution of crashes over the last five years have occurred in higher density around places of activity, particular the CBD, as well as parking facilities (some Council owned).

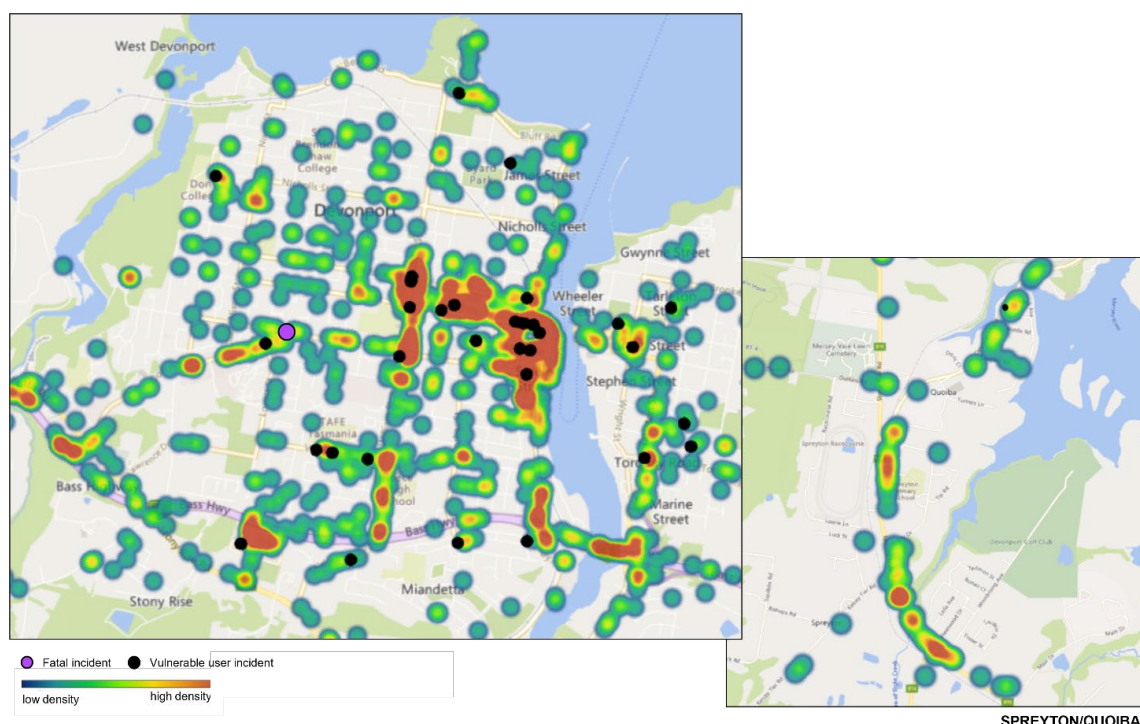


Figure 6 Heat map showing density of all crashes in Devonport 2016 – 2021

There are key locations of concern for safety across the network where crashes have occurred or have a likelihood of occurring. For many of the locations, the greatest risk is posed to vulnerable users. See Table 2.

Area	Safety Issues
CBD	Vulnerable road user crashes and manoeuvring crashes distributed throughout the CBD roads and parking areas
Arterial Roads	Crashes have occurred on arterial roads including Don Road, Formby Road, Mersey Main Road and Tarleton Road.
Middle Road	Manoeuvring and rear end crashes at the intersections of Middle Road and Bass Highway.
William Street	Manoeuvring and rear end crashes on William Street between the Steele Street and Oldaker Street, including opposite Devonport High School and the Fourways. Some incidents have involved pedestrians

Table 1 Areas of road safety concern

4.4 Network Conflicts

A conflict is defined as competing demand for road space between modes on priority routes, between movement and place or where there is an identified safety performance issue. Areas of potential network conflict is provided in Table 3.

Mode	Conflict
Freight / Bike	Conflict between bike lanes and heavy vehicle use on Wright Street
Vehicle	Performance issues at Bass Highway / Middle Road interchange, including off-ramp traffic and safety concerns,
Vehicle	Sheffield Road, Kelcey Tier Road and Mersey Main Road secondary connections are poor, and conflict is occurring at intersections.
Freight	Forth Road Bridge is old and has heavy vehicle restrictions. Designated Freight route to avoid this bridge (Lillico Road) is substandard.
Vehicle / pedestrian	William Street Fourways – arterial road, with high pedestrian volumes
Vehicle / pedestrian	Formby Road – arterial road intersects major recreational area
Freight / vehicle / pedestrian	Best Street – collector road, with freight traffic, intersecting the CBD
Vehicle / Bike	Stony Rise Road – lack of path connection mixing bike and high traffic volumes in 80km/h zone
Vehicle / bike	Conflict between bike riders and traffic and parking on Oldaker Street.
Pedestrian / vehicles	Issues at schools relating to pick up and drop off, especially Spreyton Primary School and Our Lady of Lourdes/Devonport Primary as they are on arterial roads.

Table 2 Devonport transport network conflicts

4.5 Key Issues Summary

Analysis of the current context and input from stakeholders has identified key issues for the road network.

4.5.1 Road Safety

The Devonport network experiences low to high traffic volumes, dispersed crash hotspots, a wide variety of road environments and a large mix of road users, all of which make managing road safety on the road network a challenging task.

The trade-offs become more complex and include the balancing of safe access with movement on key corridors, as well as the resolution of conflict between movement and place. Safety issues, presented in the crash data and perceived safety risks provided by stakeholders involve all user types, including vulnerable users. Recorded incidents also involve a wide range of crash types, intensifying in denser urban areas.

The key road safety indicators show that progress in reducing number of crashes and number of severe crashes is slow. Council isn't solely responsible for all the inputs required for a safe road network, but can deliver infrastructure interventions to make the road network safer.

4.5.2 Reliance on Car Travel

For a range of reasons including:

- Climate
- Demographics – age/health
- Insufficient public transport services
- Lack of active transport facilities / conflicts with other modes
- High level of service from road and parking facilities

Devonport is highly reliant on car travel for access to vital services and employment. Addressing these barriers to suitable alternatives for those who live, work and play within Devonport providing suitable alternatives to reduce reliance on private vehicles is vital for liveability, and for a functioning urban centre.

The current low uptake of zero and low emission vehicles contributes to the community's carbon footprint.

4.5.3 Asset Management

Council manages an inventory of transport assets with a replacement value of \$323M. Significant ongoing investment is required to maintain these assets and improve the network to provide asset-based services to the community. Provision of these services must be sustainable and so must align with the needs of the community.

Conflict can exist between expected level of service and willingness to pay for that service at an individual or community level.

4.5.4 Network Conflicts

Network conflicts have been identified and will continue to be identified as use patterns on the network evolves. Conflicts usually occur when modal networks overlap and are competing for finite road space, creating negative safety or efficiency outcomes

Managing or resolving conflicts may involve prioritising one transport mode over another or diverting one mode onto a different route.

The conflicts identified in Section 4.4 are priorities to resolve for to address safety, efficiency and connectivity improvement to the Devonport road network.

4.5.5 Network Stress

Users of the Devonport road network experience low levels of network stress. At most locations at most times traffic is free flowing. As a result, road users are generally intolerant to congestion and delays.

Occasionally, moderate congestion can occur but is in specific parts of the network for short time periods. Known sites include:

- East Devonport, include Wright Street and Murray Street, associated with Bass Strait shipping loading and unloading
- Steele Street and William Street roundabout
- Bass Highway and Middle Road interchange

Low levels on congestion contribute to high levels of car use, and low adoption of active transport modes and high relative demand for parking.

4.5.6 Connectivity

Where connectivity issues exist, vehicles can be forced on indirect routes and can contribute to safety and efficiency issues on the network.

The Devonport road network generally has good connectivity, but issues identified are shown in table 4 below

Area	Connectivity Issues
East/ West (Mersey River)	The Bass Highway is the sole road and active transport connection across the Mersey River. It has sufficient capacity, but is indirect for most journeys, especially active transport
Homemaker Centre	Limited opportunity for traffic to disperse, meaning increased traffic forced through Bass Highway / Middle Road interchange
CBD	Some unnecessary circulation resultant from one-ways streets especially Fenton Way
East Devonport	Lack of connectivity between central and north due to disconnected links (Caroline St, David St), lack of connectivity between central and Ambleside due to Bass Highway

Table 4 Devonport connectivity issues

5 Implementation

5.1 Road Safety

There are several key locations of concern for road safety that highlight risks for vulnerable road users. The highest frequency of crashes are around the CBD area, and on key traffic corridors. This is not uncommon given the mix of users within the CBD, the greater interaction with place activities, and the higher volumes of traffic on key movement corridors increasing risk.

In addition to the crash performance data, it can be expected that crashes may occur in future at identified network conflict points and other intersections and links on the network.

5.1.1 A Safe System Approach

The RNS aims to reduce the number of annual serious injuries crashes and fatalities on the network through implementation of Safe System Principles in accordance with the National Road Safety Strategy 2021-31 (Commonwealth of Australia, 2021) and the Tasmanian Road Safety Strategy 2017-26 (Tasmanian Government, 2016).

Safe System thinking recognises that all road users can make mistakes and accordingly, advocates that all elements of road systems should be designed to be forgiving when these mistakes happen. The aim of Safe Systems is to coordinate elements of the road transport system to minimise crash impact forces people experience to below the known limits of the human body when errors occur.

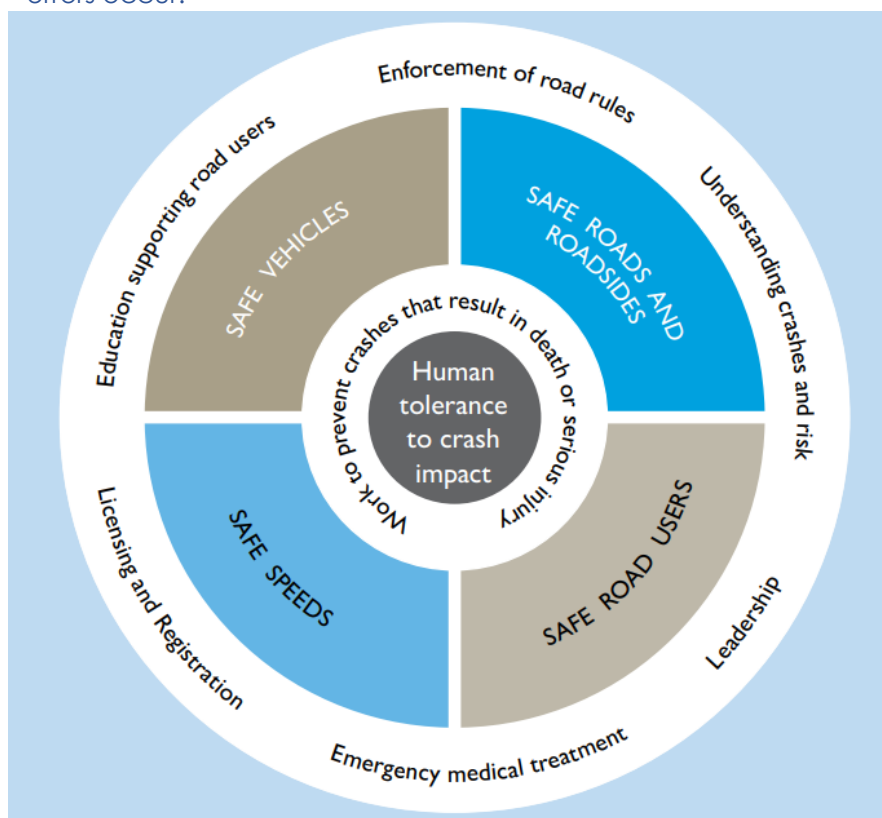


Figure 7: The Safe Systems approach

5.1.2 Safety Strategies

Recommendations for safety improvements have been summarised into five areas, focussing on:

1. Reducing modal conflicts and movement and place conflicts
2. Reducing incidents of vulnerable user crashes
3. Reviewing specific intersections with poor safety performance
4. Identify intelligent data collection on performance of network
5. Lobby for and pursue external funding for priority projects

These safety strategies and the Safe Systems approach provide the tools Council to move beyond a reactive approach to safety. Traditionally funding priorities have focussed on treating crash locations. However, for most of the network, crashes are only one indicator of the safety of that part of the network.

5.1.3 Investigations

To implement safety improvements, a detailed understanding of the site is required. There are a range of levels of investigation that may be required:

- Site specific investigations, that focus on a particular site, usually an intersection to identify options for improvement. An investigation of the Bass Highway / Middle Road interchange may identify options for improvement of this intersection.
- Movement corridors, which are lineal sections of the network, with integrated features and issues to be assessed as a whole to identify option for improvement. This may be appropriate for corridors including Don Road, Steele Street, William Street or Mersey Main Road.
- Area studies, that consider a particular zone of the network. Studies of the CBD or other broad areas may be required to consider safety for vulnerable road users.

5.2 Sustainable car travel

Achieving sustainable car transport requires two main elements

- Reducing short and unnecessary car trips
- Reducing car trips made by traditional petrol and diesel vehicles

These outcomes can contribute to both a functional road network long term and to a reduction in the carbon footprint of Devonport. There are multiple avenues available for Council to pursue the objective of increasing sustainable transport, including:

- Public Transport: public transport is very efficient in terms of use of road space as well as in terms of carbon emissions. Devonport public transport system

utilisation is low, so Council's actions should include measures to support the increased utilisation of public transport.

- Active transport: facilitating an increase in active transport trips provides a range of benefits for Council and for the community. Council can contribute to an increase in active transport trips by providing safe and connected routes and facilities. East Devonport, Spreyton and the CBD have been identified as priority areas. An increase in active transport to and from schools can also have beneficial road safety outcomes
- Facilitate growth of zero and low emission transport: for car trips that are required, zero and low emission vehicle trips must be facilitated. Outside its own small vehicle fleet, its influence in this area is to ensure the availability of charging infrastructure.
- Management of parking supply: The management of the supply of parking is a tool that Council can use to encourage other modes of transport. With very high utilisation of existing parking, workers and visitors to the CBD may choose other options. However, this is a very fine balance, and relies on other alternatives being viewed favourably.

5.3 Asset Management

Council has a Strategic Asset Management Plan, which describes how assets are managed and how asset based services are delivered sustainably in the long term. The Transport Asset Management Plan build on this to consider the road network in more detail, setting out the requirements for the road network over a 10 year period and forecasting costs for providing and maintain the network.

Regular updates of the Transport Asset Management Plan ensure that the road network is fit for purpose and can be maintained sustainably. Some of the activities that contribute to the implementation of the Transport Asset Management Plan are:

- Undertaking maintenance work as per agreed levels of service
- Collecting and analysing maintenance costs for individual assets, segments and route
- Asset utilisation measurements including traffic counts, heavy vehicle counts and speed data and queue lengths
- Assessing asset condition and deterioration
- Planning and allocating funding for renewals and upgrades

5.3.1 Road Hierarchy

A road hierarchy is a division of the road network into identifiable road classifications or types which reflect the functionality of the roads making up the network. Each classification has a number of criteria to differentiate it from other classifications. These criteria can include the function or purpose of the road, the connectivity that the road provides as well as more measurable

characteristics such as traffic volumes, heavy vehicle volumes and the number of lanes. A road hierarchy can be used to:

- Provide orderly grouping of streets/roads in a framework around which councils can plan and implement various construction, maintenance and environmental projects;
- Provide guidance on prioritisation of capital works and maintenance of existing road assets;
- Improve accuracy of estimates used in infrastructure accounting such as useful lives, replacement costs and depreciation.

Since 2016, Council has maintained a road hierarchy aligned with the Local Government Road Hierarchy (Department of Premier and Cabinet 2015). This allows comparison across local government areas and can contribute toward

regional and state consistency of the provision of road networks by local governments.

The Devonport road hierarchy is shown in figure 8 below. Functional criteria, guidance metrics, geometry and facilities provided for each tier of the hierarchy are shown in Appendix C.

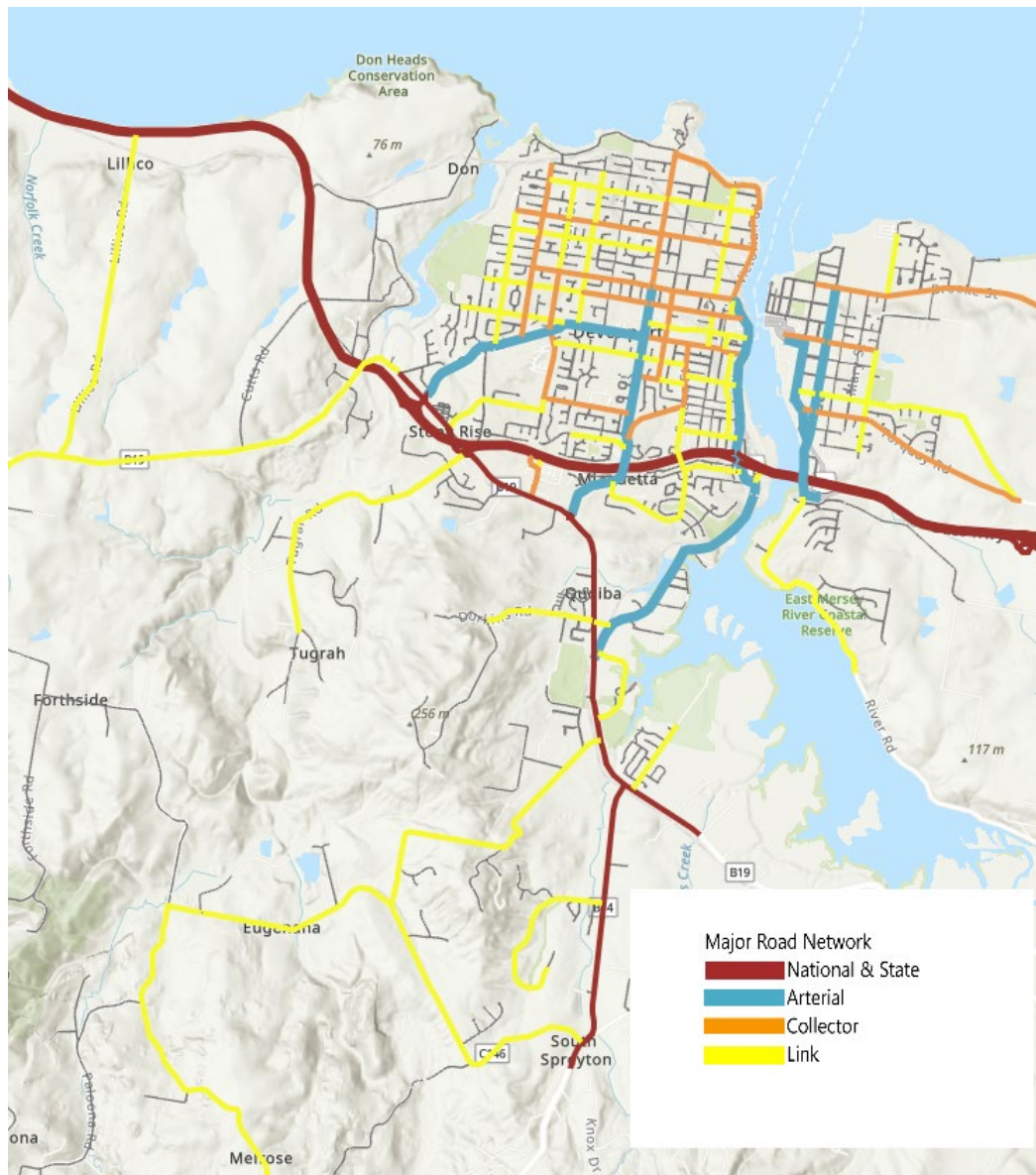


Figure 8 Devonport road network hierarchy map

5.3.2 Freight Network

A key consideration for Devonport is the need to efficiently move high volumes of freight to between Devonport Port and nearby Devonport Airport and to the state road network. Equally, the network needs to support the

regional servicing nature of the CBD and allow for accessibility for neighbouring communities.

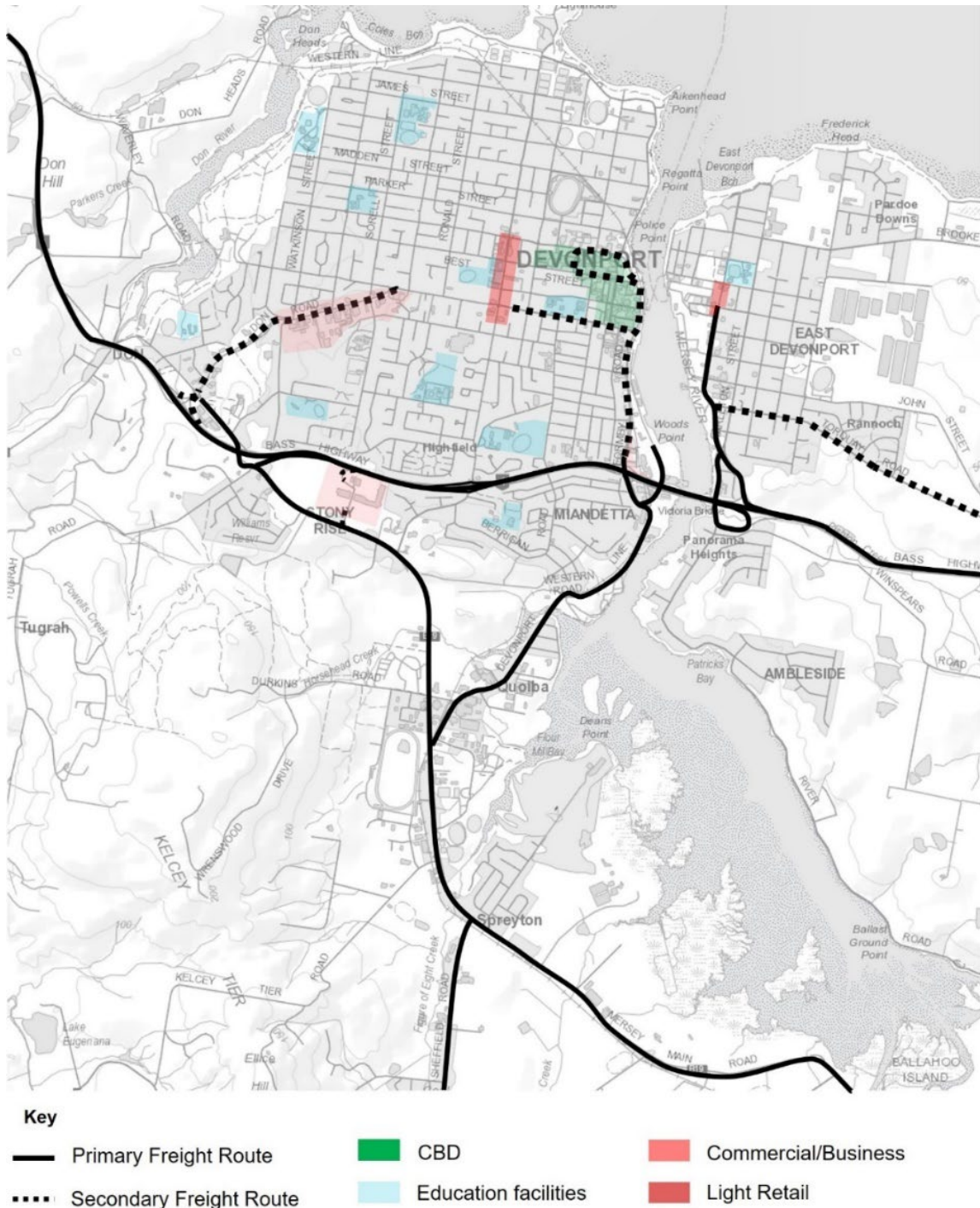


Figure 9 Devonport Freight Network

Much of the identified freight route is on the State Road Network, but sections managed by Council require a higher asset management input to ensure the

assets are fit for purpose, can withstand the heavy loading, and can facilitate the economic benefit the freight movement brings.

There may also be requirement on the routes that impact other road users including active transport and parking.

5.4 Network Conflicts

Addressing network conflicts will contribute to the achievement of the strategic objectives.

5.4.1 East Devonport

Further investigation is suggested to reduce conflicts between heavy vehicles accessing the Port and bike riders utilising the on-road bike lanes on Wright Street and the surrounding road network. The eastern port development (Quaylink / State Vehicle Entry Point projects) is planned to increase vehicle and freight traffic in and out of the port. However, the provides an opportunity to address and resolve this conflict as part of the proposed infrastructure changes.

5.4.2 Mersey Main Road

Mersey Main Road is part of the State Road network and is an important freight, commuter and tourist link. Growth in Latrobe and Spreyton is contributing to traffic growth on Mersey Main Road. Conflict between the through traffic and the traffic accessing from connections including Sheffield Road and Kelcey Tier Road traffic associated with commercial activity in Spreyton.

Previous communication from the State Government has reinforced the need to maintain the capacity of Mersey Main Road as a through route, at the expense of other needs. Council will need to continue to understand it's requirements of Mersey Main Road and proactively communicate with the State Government.

5.4.3 Freight – Forth Road / Lillico Road

Freight movement to and from western rural areas is primarily facilitated by Lillico Road, a single lane carriage way that connects to Devonport via the Bass Highway. Lillico Road does not meet the geometric requirements of the vehicles requires to use it.

Forth Road may offer an alternative route for access to and from western rural areas. The rural section of Forth Road is suitable for an increase in heavy vehicle use. However, the Forth Road Bridge, in its existing form, is subject to a 25 tonne load restriction, limiting the volume and type of freight vehicles along the route. Forth Road also includes residential and community uses in Don, which may not be compatible with an increase in heavy vehicles.

The future role of a western freight connection for the provision of a strong freight network should be investigated, considering the holistic network impacts if the Forth Road Bridge or Lillico Road is upgraded. If such an

upgrade is to take place, this will present an opportunity to better support movement to/from western areas for all modes.

5.4.4 Fourways

William Street between Best Street and Oldaker Street is an arterial road, but due to adjacent commercial development, there is significant pedestrian activity, including demand to cross William Street. There is demand and expectation for on street parking and loading zones to support the businesses.

The existing road layout provides a balance for all road users that has operated safely. However, a review may be required in future to ensure the balance continues to meet community expectations.

5.4.5 CBD

Vibrant retail and recreational spaces in the CBD will thrive if the right balance of pedestrian and vehicle access can be met. On today's road network, Best Street and Formby Road (Best to Oldaker) carry significant traffic volumes through the heart of the CBD, but these areas are vital to pedestrian mobility between the multi level car park, the Rooke Street Mall and the Waterfront Park. Considering infrastructure to support alternative vehicle routes and improved pedestrian safety and amenity can contribute to the resolution of this conflict.

Within the CBD, traffic volumes, pedestrian activity and demand for on street parking, has eliminated opportunity for dedicated bike riding infrastructure. Formby Road and the Coastal Pathway provides suitable North-south link, but Best Street and Oldaker Street are unsuitable as an East-West link. It is proposed that Parker Street may provide a lower conflict route for bike riding and could be prioritized as the primary East-West route. Parker Street still provides the required level of connectivity and accessibility to key attractors and existing bike riding infrastructure. Other opportunities to develop the network on the fringe of the CBD include Forbes Street and Nixon Street.

5.4.6 Stony Rise Road

Stony Rise Road, between Middle Road and Durkins Road includes a steep section in a cutting with an 80km/h speed limit, providing no opportunity for safe active transport.

Demand for pedestrian and bike riding facilities has increased since new paths were completed on Stony Rise Road to the west. The extent of the

conflict has increased with growth in Stony Rise and in Spreyton driving an increase in traffic and active transport.

A design of the proposed pathway is underway and funding opportunities are being pursued.

5.4.7 Schools

Stakeholder discussions revealed a desire to increase active transport journeys to and from schools with a shift away from private vehicle trips.

Encouraging young people to routinely engage in active transport journeys helps build sustainable and healthy habits for their future travel. Key to encouraging journeys by activity transport is the provision of high quality, safe and well-connected pathway infrastructure, travel behaviour change programs and the availability of end of trip facilities (e.g. bike parking, change rooms). The role of quality connected pathways and program interventions is recognised in the Devonport Pedestrian Strategy (2016) and Bike Riding Strategy 2015 – 2020.

Specific interventions regarding active transport infrastructure and programs will be actioned through existing Council strategies. The RNS aims to support these measures through recognition of conflicting modes and by identifying network changes. Actions have been suggested in Appendix A.

5.5 Network Stress

Although network stress is not a high priority issue for Council to resolve, there are actions that can contribute to maintaining current levels.

Council should continue to monitor areas that have exhibited network stress to ensure queue lengths and delay times are within acceptable limits, or to identify when a point of intervention will occur.

Council can manage expectations of road users. Access to data is a way to provide the community with current information on the performance of the road network. Other, larger jurisdictions provide real time travel time information to drivers, as shown in Figure XX below. Council may be able to collect and provide data cost



effectively to demonstrate the relatively good performance of the road network.



Figure 10: Trip information sign - VicRoads

A beneficial action from previous versions of the RNS is the designation of ring roads that bypass known 'pain points' including the William and Steel Street roundabout and the fourways. Council should continue to encourage alternative routes, including ring roads. Having a more even distribution of traffic across the network, particularly in the 'gridded' areas in east and west Devonport can result in reducing congestion and stress.



Figure 11: Ring Roads

5.6 Connectivity

Addressing network conflicts will contribute to the achievement of the strategic objectives.

5.6.1 Mersey River

Given the importance of the Mersey River to freight and passenger shipping and recreational boating, it is highly unlikely that a new road bridge would be constructed north of the existing Victoria Bridge (Bass Highway). So, the road network is highly reliant on the existing twin bridges, owned and managed by the State Government, for all modes of transport.

Despite this limitation, Council can contribute to maintaining network connectivity by ensuring that the sections of the Council road network that connect to Victoria Bridge are safe and efficient for all modes of transport. Formby Road on the west and Tarleton Street and Wright Street on the West are arterial roads that contribute to this outcome. Management of road condition, provision of suitable active transport routes and the efficient operation of traffic signals are key aspects.

Opportunities to reconnect the public transport link across the Mersey River should be explored to improve connectivity for active transport.

5.6.2 Homemaker Centre

Ongoing development of the Homemaker Centre and growth of surrounding areas is increasing traffic on the surrounding road network, notably Middle Road as the route for vehicles leaving the Homemaker Centre heading to the Bass Highway, west Devonport or the CBD.

There is little or no opportunity for new road connections in the area, but Council can ensure that the existing road network remains suitable for the task. Proposed actions include:

- Monitoring traffic volumes on Council roads including Middle Road and Friend Street and work with the State Government to monitor traffic volumes on Stony Rise and the Bass Highway off ramps.
- Continuing to liaise with the State Government on road management at the interface of the State and local road network
- Ensuring traffic impacts of developments are managed
- Consider actions on other parts of the network that positively impact this site. A proposal worthy of consideration to achieve this is to encourage ;'inbound' traffic from Spreyton to use Devonport Road/Formby Road or Stony Rise Road/Don Road as alternative routes. Infrastructure changes would be required, and would need to be progressed in conjunction with the State Government, consider all road network and other impacts.

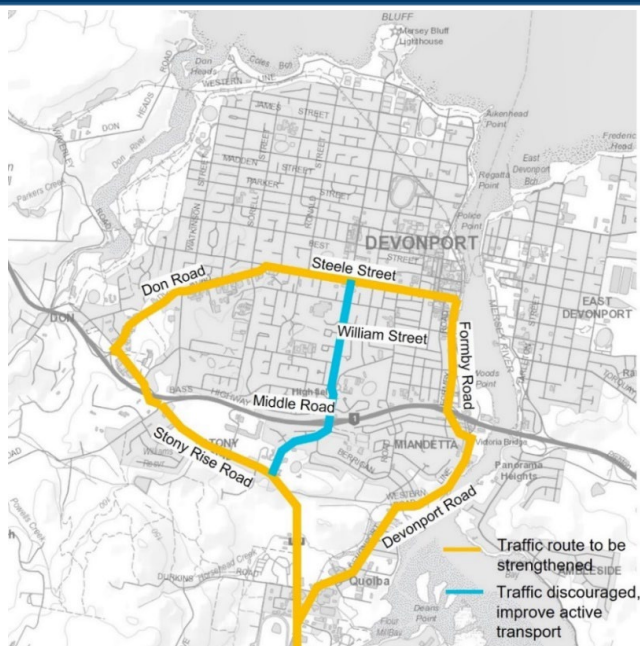


Figure 12: Recommended Traffic routes

5.6.3 CBD

There are many public off street car parks, distributed throughout the CBD. However, the largest, supporting Market Square, Waterfront Park and the Rooke Street Mall is the 500 space multilevel car park, accessible from Fenton Way (northbound only) and Best Street (eastbound only). The car park exit is via Fenton Way (northbound only).

Changes are possible to make all or part of Fenton Way a two-way street, which would improve access and egress for to the largest car park in the city, and would decrease circulation, particularly on Oldker Street and Formby Road, through the Waterfront Park. Promotion of the use of Steele Street and

Fenton Street as the primary route should support this change, as would complimentary action to improve pedestrian connectivity to the car park.

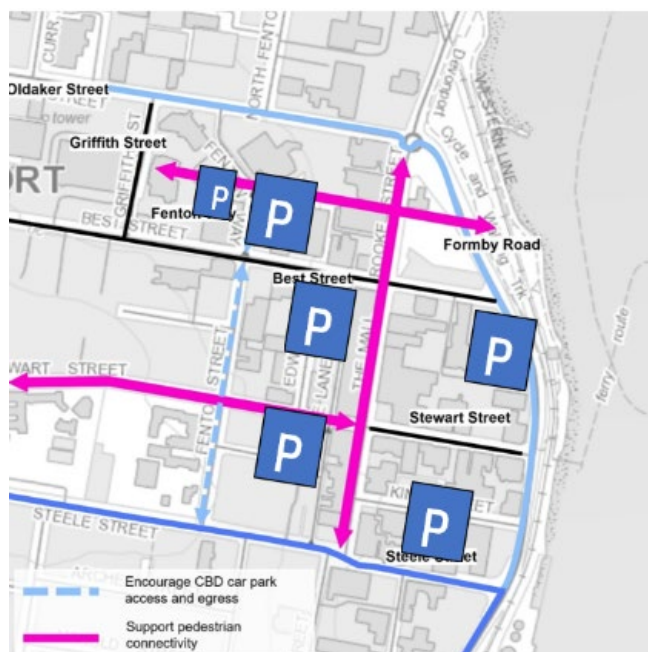


Figure 13: Multilevel car park access

5.6.4 East Devonport

There may be future opportunities to address connectivity that will arise from residential growth in East Devonport. The breaks in David Street and Caroline Street support road safety and are understood to have support from residents, however there could be other treatments that would achieve equivalent road safety outcomes but allow connectivity. Future north-south road connections near the East Devonport Recreation Centre could be achieved, supporting the development of this site proposed in Council's Sports Infrastructure Master Plan

The Ambleside area, south of the Bass Highway connects to the rest of the Devonport Road network via the River Road Tarleton Street intersection. If significant new residential development occurred to the east, bound by Winspears Road and Torquay Road, a new highway overpass could be considered to increase connectivity. However, until that development

eventuates, Council must continue to ensure that the River Road and Tarleton Street intersection is function effectively.

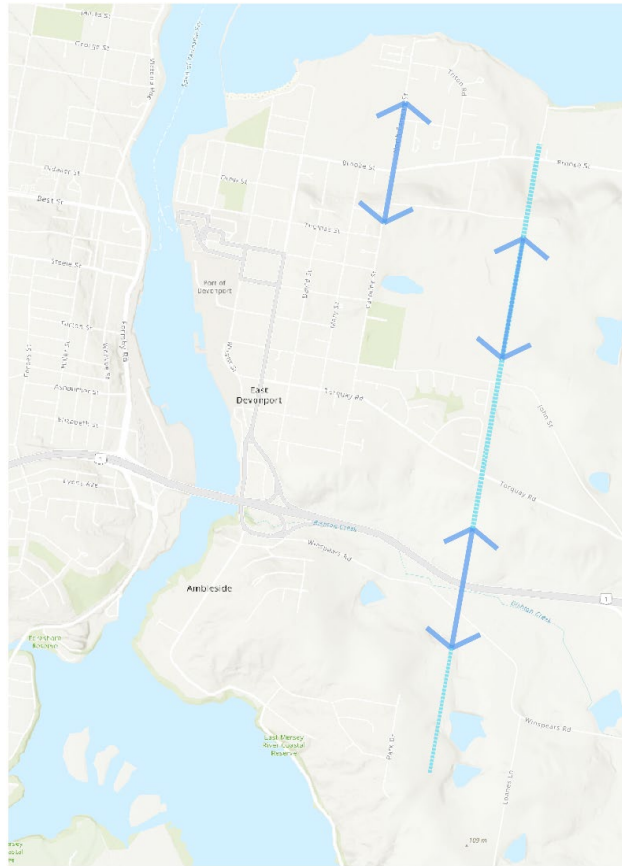


Figure 14: East Devonport connectivity improvements

6 Monitoring, evaluation and review:

Council has an established method of reporting on progress of Strategic Actions annually. Improvements may be possible to provide more detailed and timely information to customers and the community in a way that demonstrates that progress is being made toward the identified strategic objectives.

7 Appendices:

Appendix A: Strategy and Policy review

Appendix B: Action Plan, Devonport Road Network Strategy

Appendix C: The Tasmanian Local Government Road Hierarchy - Urban Roads

Appendix A: Strategy and Policy Review

Policy Alignment	Objectives	Problems	Opportunities
LIVING CITY Masterplan, 2014	Strengthen the regional attraction for Northwest Tasmania and Tasmania's tourist market.	The CBD is currently fragmented, not easily accessible and lacks amenity and infrastructure.	Development of retail, water and business and professional precincts including a civic centre linking the retail precincts to revitalise the CBD and create an attractive retail and tourism environment. There is opportunity to improve the standard of accommodation and visitor services in the region, which will encourage more visitors and incentivise them to stay in the region for longer. There is opportunity to develop a permanent food market to showcase the local region's produce.
	Connect the CBD to the Mersey River.	The existing connections between the CBD and the Mersey River are fragmented, have limited accessibility for pedestrians and vehicles, and limited weather protection.	Links could be established between existing and new retail and business developments and the waterfront to ensure accessible pedestrian and vehicle access is available to key precincts in the CBD.
	Link existing retail and businesses through urban renewal.	The existing retail and business in the CBD is heavily fragmented.	Development of a retail precinct including a civic centre could link the retail precinct with the waterfront and existing with new retail and business.
	Create economic and employment growth.	The Devonport economy is struggling, with the region having one of the highest unemployment rates in Australia.	Development of retail, water and business and professional precincts to revitalise the CBD and create up to 1100 ongoing jobs in the region.
LIVING CITY Traffic Assessment, 2015	Identify and provide recommendations to manage effects of the LIVING CITY Masterplan development on traffic and parking within the Devonport City centre.	The redevelopment will result in an additional 18,628 trips per day within the CBD, primarily concentrated in the evening peak hour. Road safety and network capacity may be affected by access to the proposed new parking areas. The capacity of various key intersections will not be sufficient into the future without improvements. The development is proposed in the Tasmanian Planning Scheme - Devonport parking exclusion zone. The proposed parking supply is insufficient to meet the predicted demand. The distance between the business and professional precinct and the nearest bus routes is near the upper limit of the distance commuters are generally willing to accept.	Review and upgrade traffic management at key intersections and roads affected by the development. End of trip facilities could be incorporated within the development to encourage bike riding. The walkability of the CBD could be improved through the development's altered design of the built environment and improved pedestrian linkages. Bus routes could be altered slightly to include a stop in the business and professional precinct to encourage commuting by public transport.
Burnie to Hobart Freight Corridor Strategy, 2017 Tasmanian Integrated Freight Strategy, 2016 Cradle Coast Integrated	Deliver a single, integrated freight system and corridor to support efficiency, access and modal choice for freight users, and respond to and appropriately change freight demand.	Devonport is a key location on the state's freight corridor, both for land and sea-based freight. There is a requirement to balance the needs of freight with local amenity and safety.	The road and rail freight corridors could be appropriately managed with periodically reviewed prioritisation plans and strategies to ensure the freight demand, policy initiatives and required infrastructure upgrades are appropriately addressed and managed. Necessary major capital upgrades, ongoing maintenance and service levels could be managed through the development of 10-year road and rail plans. This will allow the application of consistent assessment methodology and freight demand assumptions to all road and rail investment initiatives across the corridor.

Policy Alignment	Objectives	Problems	Opportunities
Transport Strategy, 2006			
Tasmanian Urban Passenger Transport Framework, 2010	Ensure a transport service that is safe, efficient and reliable.	The current public transport system does not sufficiently meet the changing needs of Devonport's dispersed population, which is reflected in the high car dependency. A reliable transport system is particularly important for servicing the needs of an ageing population and people from lower socioeconomic backgrounds who need access to the services in Devonport CBD.	There is potential to improve local transport and connectivity in new subdivisions. The existing public transport system is capable of meeting greater demand, particularly outside peak periods.
Cradle Coast Integrated Transport Strategy, 2006			
Tasmanian Urban Passenger Transport Framework, 2010	Provision of integrated and coordinated land-based passenger transport services.	Growth in urban fringe areas has resulted in dispersed low density residential development, separation of land uses and the location of large public housing areas on the fringe of major urban areas.	There is potential to improve local transport and connectivity in new subdivisions. There is opportunity for targeted development around public transport corridors and to consolidate housing around existing sub-regional centres. Regional transport and land use planning strategy projects could provide a foundation for future metropolitan planning including urban passenger transport system planning. There is potential for taxis, ride-sourcing, community cars, under-utilised school buses and private carpools to be used to address transport issues and gaps.
Transport Access Strategy, 2010			
Tasmanian Walking and Cycling for Active Transport Strategy, 2010			
Cradle Coast Integrated Transport Strategy, 2006			
Transport Access Strategy, 2010	Improving opportunities for people to live closer to employment, education, services, recreational opportunities and key transport corridors.	Growth in urban fringe areas has resulted in dispersed low density residential development, separation of land uses and the location of large public housing areas on the fringe of major urban areas.	Consideration of how the design and location of significant new developments could ensure the effective use of the transport network in the implementation and review of regional land use strategies. Public transport plans could be developed to identify land for future development that could be effectively served by public transport. Street design guidelines that support walking, bike riding and public transport could be developed and adopted.
Cradle Coast Integrated Transport Strategy, 2006			
Devonport City Council Bike Riding Strategy, 2015	Facilitation of safe and accessible bike riding opportunities, reduce greenhouse emissions and encourage healthy, active communities.	The dispersed nature of Devonport's population and car centric infrastructure and transport planning has resulted in a limited and disjointed local bike riding network. This has negative effects on accessibility and safety and impacts on the attractiveness of bike riding in Devonport.	There is potential to improve links between existing sections of the bike riding network to create a more connected network, particularly between the CBD and the Coastal Pathway. Provision of infrastructure such as bicycle parking, signage and lighting of bike paths and removal of hazards from bicycle paths and lanes could be used to improve the safety, convenience and therefore attractiveness of the network. Increased uptake of cycling could be achieved through promotion of the cycling network for local cycling trips as well as a tourist attraction, particularly the Coastal Pathway, and support of events and campaigns aimed at increasing participation in cycling.
Tasmanian Walking and Cycling for Active Transport Strategy, 2010			
Cradle Coast Integrated Transport Strategy, 2006			

Policy Alignment	Objectives	Problems	Opportunities
			<p>Include the needs of cyclists in regional and local transport and corridor plans.</p> <p>There is opportunity to work with communities and schools to identify and address cycling safety issues.</p>
<p>Devonport City Council Parking Strategy, 2016</p>	<p>Ensure adequate and appropriate parking supply and utilisation.</p>	<p>There are existing demand issues within the Southern CBD; a lack of available parking spaces in this part of town is an impediment to business growth and a deterrent for new business wishing to commence in the area.</p> <p>Construction associated with the LIVING CITY project will change the parking supply in the CBD.</p> <p>There is a requirement for balance between parking demand and revenue.</p> <p>There is a requirement for a balance between residential amenity and free commuter parking.</p> <p>Devonport residents are known to have a preference for parking very close to their destination.</p>	<p>There is an opportunity to review the existing fee structure to balance revenue with providing reasonably priced car parking that will be utilised.</p> <p>New technologies for the facilitation, management and enforcement of parking restrictions could be adopted.</p> <p>Decorated redundant metres could be introduced in strategic locations to attract donations for charity.</p> <p>There is an opportunity to review campervan, caravan and trailer parking within the CBD and explore private car park monitoring opportunities for expansions of Council's existing regulatory role.</p> <p>There is opportunity to use time restrictions to encourage high turnover spaces in retail areas and encourage long-term parking in off-street car parks.</p>
<p>Devonport City Council Pedestrian Strategy, 2016</p> <p>Tasmanian Walking and Cycling for Active Transport Strategy, 2010</p> <p>Cradle Coast Integrated Transport Strategy, 2006</p>	<p>Make walking a viable alternative to car transport, maintain existing pedestrian facilities and provide new pedestrian facilities in locations to maximise community benefit. Reduce greenhouse emissions and encourage healthy, active communities.</p>	<p>The road network experiences little congestion and parking is attractive and convenient, and therefore does not incentivise walking as an alternative mode to driving.</p> <p>There is limited integration between pedestrian facilities and public transport services.</p> <p>The age of existing pedestrian network means current design standards are unlikely to be met.</p>	<p>Increased uptake of walking could be achieved through promotion of the walking network for local trips as well as a tourist attraction, and support of events and campaigns aimed at increasing participation in walking.</p> <p>Seeking information from the community and tourists to identify how walking trips could be increased and improved could be used to inform future walking infrastructure planning decisions.</p> <p>There is opportunity for pedestrian infrastructure to be integrated with parking and supporting facilities.</p> <p>Walking routes could be named to create a cohesive and well-defined walking network and encourage tourist participation in walking.</p> <p>The needs of pedestrians could be integrated and prioritised in regional and local transport and corridor plans.</p> <p>There is opportunity to work with communities and schools to identify and address pedestrian safety issues.</p>
<p>City of Devonport Draft Strategic Plan, 2014</p> <p>Tasmanian Urban Passenger Transport Framework, 2010</p> <p>Cradle Coast Integrated Transport Strategy, 2006</p>	<p>Ensure access in, around and out of Devonport is supported by sound planning and management.</p>	<p>The transport system in Devonport is currently fragmented, not easily accessible and lacks amenity and infrastructure.</p>	<p>Tourism could be supported through well designed and managed infrastructure and facilities.</p> <p>Improvements could be made to the City's physical access and connectivity by providing linkages to and from key access points.</p> <p>Regional transport and land use planning strategy projects could provide a foundation for future metropolitan planning including urban passenger transport system planning.</p>

Policy Alignment	Objectives	Problems	Opportunities
Towards Zero – Tasmanian Road Safety Strategy 2017-2026	Reducing the annual number of serious injuries and deaths on Tasmanian roads to fewer than 200 by 2026	Currently around 300 people are seriously injured and killed on Tasmanian roads each year. There have been 4 fatal and 19 serious injury crashes on the Devonport Road network in the last 5 years	Implement the four essential elements of the Safe Systems Approach: <ul style="list-style-type: none"> • Safe Road Users – encouraging safe behaviour through education, enforcement and regulation. • Safe Roads and Roadsides – designing and maintaining roads to reduce the risk and severity of crashes. • Safe Speeds – establishing speed limits that are more appropriate to the safety features of individual roads. • Safe Vehicles – designing vehicles that protect occupants, lessen the likelihood of a crash and simplify the driving task.

Appendix B

Action Plan, Devonport Road Network Strategy

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
		2023/24	2024/25	2025/26	2026/27	2027/28				
Objective 1: The Road network becomes safer										
1.1	Establish road safety key performance indicators (KPIs) that align with State and National Strategies						H	A-OPEX	Road safety KPI s are adopted	Infrastructure, ELT
1.2	Analyse crash data to identify locations requiring investigation and intervention						H	A-OPEX	Periodic crash data analysis continues, identifying sites for investigation. Proposals are considered for capital or grant funding.	Infrastructure,
1.3	Use proactive techniques to identify network safety improvements						M	A-OPEX	Safe System approach is included in road project scope and methodology	Infrastructure,
1.4	Investigate and implement road safety opportunities in the CBD including traffic management, vulnerable road user facilities						H	A-OPEX	Opportunities are investigated and implemented.	Infrastructure,
1.5	Investigate and implement road safety opportunities on arterial roads including modal/flow separation and, speed limit reduction						H	A-OPEX	Opportunities are investigated and implemented.	Infrastructure,
1.6	Investigate and implement road safety opportunities around schools including traffic management and student programs						H	A-OPEX	Opportunities are investigated and implemented.	Infrastructure, Community Services
1.7	Report on road safety data to the community						H	A-OPEX	Agreed KPIs are included in Council's annual plan and other reporting tools	Infrastructure, IT

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
1.8	Pursue external funding opportunities for road safety projects						H	A-OPEX	Funding opportunities are pursued and secured	Infrastructure
Objective 2: The road network is efficient and well connected for all modes										
2.1	Resolve modal conflict between heavy vehicles and bike riders on Wright Street as part of Quaylink/State Vehicle Entry Project						H	F-CAPEX	Safe active transport routes are provided between Victoria Bridge and Eastside Village	Infrastructure, City Growth
2.2	Monitor performance and safety of road connections to Mersey Main Road and lobby the State Government to support the needs of the Council road network						M	F-OPEX	Investigation is undertaken and outputs are communicated to State Government as required	Infrastructure
2.3	Provide suitable heavy vehicle route from western rural area to Bass Highway, either via Forth Road or Lillico Road						M	F-CAPEX	Preferred heavy vehicle route is determined and infrastructure upgrades included in capital works program	Infrastructure
2.4	Continue to ensure the Fourways operates safely, balancing the needs of pedestrians and vehicles and meeting the expectations of the community						M	F-OPEX	Investigation is undertaken and improvements implemented as required	Infrastructure
2.5	Continue to pursue funding for Stony Rise Road path between Middle Road and Durkins Road						M	A-OPEX	Funding is secured for delivery of the project	Infrastructure
2.6	Monitor performance of Middle Road and Bass Highway interchange, while pursuing options to maintain performance of the intersection						H	A-OPEX	Investigation is undertaken and improvements implemented as required	Infrastructure
2.7	Investigate changes to Fenton Way to improve connectivity to multi-level car park						M	F-OPEX	Investigation is undertaken and improvements implemented as required	Infrastructure, City Growth

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
2.8	Options are investigated to improvement connectivity options in East Devonport and Ambleside (Carline St, David St, EDRC, Bass Highway)						M	A-OPEX	Investigation is undertaken and improvements implemented as required	Infrastructure
2.9	Asset management – update Transport Asset Management Plan						M	F-OPEX	Plan is updated and adopted by Council	Infrastructure
Objective 3: Sustainable transport use increases										
3.1	Support major stakeholders in increasing use of public transport						M	A-OPEX	Council is engaged in the activities that support increased use of public transport	All departments
3.2	Improve safety and connectivity of active transport routes and facilities						M	F-CAPEX	Identified safety and connectivity issues are addressed (identified in Bike Riding Strategy)	Infrastructure
3.3	Address network conflicts that include active transport modes						M	F-CAPEX	Identified conflicts are managed or resolved (identified in Bike Riding Strategy)	Infrastructure
3.4	Investigate and identify suitable locations for Electric charging stations in the city						H	A-OPEX	EV charging infrastructure meets demand	Infrastructure
3.5	Implement Council fleet electric vehicle transition						M	F-CAPEX	Council' light vehicles fleet includes more EVs every year	All departments

Appendix C

The Tasmanian Local Government Road Hierarchy - Urban Roads

Table 3: The Tasmanian Local Government Road Hierarchy - Urban Roads

Classification	1. Arterial	2. Collector	3. Link	4. Local access	5. Minor access	6. Unformed
Functional Criteria						
Function/ predominant purpose	Provide the principal links between urban centres, or between urban centres and rural regions.	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres.	Provide a link between the arterial or collector roads and local access roads.	Provide access to residential properties and in some cases commercial properties, at a local level.	Provide access to residential properties and irregular access to community facilities such as parks and reserves.	Roads not maintained by the council or non-constructed/maintained road reserves or roads that have a very low level of service.
Connectivity description	High connectivity - connecting precincts, localities, suburbs, and rural population centres.	High connectivity - supplements arterial roads in connecting suburbs, business districts and localised facilities.	Medium connectivity - connects traffic at a neighbourhood level with collector and arterial roads.	Low - connects individual properties within a neighbourhood to link roads.	Low - provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics						
Average Annual Daily Traffic (AADT)	>10 000 vehicles per day (vpd)	3 000 - 10 000 vpd	1 000 - 3 000 vpd	50 - 1 000 vpd	<50 vpd	N/A
Heavy vehicles permitted	Yes - thoroughfare	Yes - thoroughfare	Yes - some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	>1 000 AADTT or >10% EHV	250 - 1 000 AADTT or >10% EHV	<250 AADTT or >10% EHV	N/A	N/A	N/A
Public transport route	Yes	Yes	Yes	No	No	N/A
Carriageway form	2 or 4 lanes	2 lanes	2 lanes	1 or 2 lanes	Typically 1 lane	N/A
Running surface	Sealed	Sealed	Sealed	Sealed/unsealed	Sealed/unsealed	Unformed
Geometry and Facilities Provided (DCC)						
Road reserve width	20	20	18	15	15	15
Lane or carriageway width	3.5m lane width	12 m carriageway	10 m carriageway	8 m carriageway	6 m carriageway	N/A
Speed environment	60-80km/h	50-60km/h	50km/h	50km/h		
Longitudinal grade	6% (10% max)	10% (16% max)	16% max	16% max	16% max	N/A
Median type	Site specific	nil	nil	nil	nil	N/A
Kerb type	Barrier (KC)	Barrier (KC)	Barrier (KC)	Barrier (KCS) or Mountable (KCM2)	Barrier (KCS) or Mountable (KCM2)	N/A
Line marking - holding line	Required	Required	At intersections with arterials or collectors	At intersections with arterials or collectors	Not required	N/A
Line marking - centre line	Required	Required	Site specific	Not required	Not required	N/A
Line marking - edge line	Site specific	Site specific	Site specific	Not required	Not required	N/A
Line marking - RRPMs	Site specific	Site specific	Site specific	Not required	Not required	N/A

Local Area Traffic Management	Nil	Site specific	Site specific	Site specific	Site specific	Site specific
Typical intersection treatment	Signal, RAB or priority	RAB or priority	RAB or priority	Priority	Priority	N/A
Intersection spacing	300m	100m	60m	40m	nil	N/A
Parking facilities	Refer to DCC Parking Strategy					
Pedestrian facilities	Refer to DCC Pedestrian Strategy					
Cycle facilities	Refer to DCC Bike Strategy					
Public transport facilities	Refer to DCC Public Transport Plan					
Public lighting	Refer to DCC Public Lighting Strategy					

Table 4 The Tasmanian Local Government Road Hierarchy - Rural Roads

Classification	1. Arterial	2. Collector	3. Link	4. Local access	5. Minor access	6. Unformed
Functional Criteria						
Function/ predominant purpose	Provide the principal links between rural population centres and regions.	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between rural population centres.	Provide a link between the arterial or collector roads and local access roads.	Provide access to residential properties and in some cases commercial properties, at a local level.	Provide secondary access to residential properties and irregular access to community facilities such as parks and reserves.	Roads not maintained by the council or non-constructed/maintained road reserves or roads that have a very low level of service.
Connectivity description	High connectivity - connecting rural population centres.	High connectivity – supplements arterial roads in connecting towns, rural centres and localised facilities.	Medium connectivity – connects traffic at a neighbourhood level with collector and arterial roads.	Low – connects individual properties within a neighbourhood to link roads.	Low – provides access to properties.	Future roads or roads that have a very low level of service.
Guidance Metrics						
Average Annual Daily Traffic (AADT)	>2000 vehicles per day (vpd)	300 - 2000 vpd	100 - 300 vpd	30 - 100 vpd	<30 vpd	N/A
Heavy vehicles permitted	Yes - thoroughfare	Yes - thoroughfare	Yes - some through traffic	No thoroughfare, local access only	No thoroughfare, local access only	N/A
Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT / EHV)	>300 AADTT or >20% EHV	60 - 300 AADTT or >10% EHV	<60 AADTT or >10% EHV	N/A	N/A	N/A
Public transport route	Yes	Yes	Yes	No	No	N/A
Carriageway form	2 or 4 lanes	2 lanes	2 lanes	1 or 2 lanes	Typically 1 lane	N/A
Running surface	Sealed	Sealed	Sealed/unsealed	Sealed/unsealed	Sealed/unsealed	Unformed
Geometry and Facilities Provided (DCC)						
Road reserve width	30	25	20	20	20	20
Seal width	8m	6m	6m	3.5m or 6m	3.5m	N/A
Speed environment	80 - 100 km/h	70 - 80 km/h	50 - 60 km/h	50 km/h	50 km/h	N/A
Longitudinal grade	9% max	11% max	11% max	11% max	11% max	N/A
Median type	Site specific	nil	nil	nil	nil	N/A
Shoulder width	1 to 3m	1 to 2m	1 to 2m	1 to 2m	1 to 2m	N/A
Shoulder seal	1m	nil	nil	nil	nil	N/A
Overtaking	Site specific	nil	nil	nil	nil	N/A
Line marking – holding line	Required	Required	At intersections with arterials or collectors	At intersections with arterials or collectors	Not required	N/A
Line marking – centre line	Required	Required	Required	Not required	Not required	N/A
Line marking - edge line	Required	Not required	Not required	Not required	Not required	N/A
Line marking – RPPMs and guide posts	Required	Required	Required	Not required	Not required	N/A
Local Area Traffic Management	Nil	Site specific	Site specific	Site specific	Site specific	Site specific
Typical intersection treatment	Signal, RAB or priority	RAB or priority	RAB or priority	Priority	Priority	N/A
Intersection spacing	300m	100m	60m	40m	nil	N/A

Drainage design	Refer to DCC Stormwater Strategy
Parking facilities	Refer to DCC Parking Strategy
Pedestrian facilities	Refer to DCC Pedestrian Strategy
Cycle facilities	Refer to DCC Bike Strategy
Public transport facilities	Refer to DCC Public Transport Plan
Public lighting	Refer to DCC Public Lighting Strategy



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Waste Strategy 2023 - 2028 - Public Consultation Submissions

Public Submissions Summary
Please provide FOGO bins like many other councils do.
Introduce new green waste bins to all residential properties Provide FOGO bins for food waste to all residential properties Provide public bins for food waste ONLY
Provide water stations around the CBD to encourage refill of own water bottles
Targets (reductions) set by council in the Draft Waste Strategy are unambitious, too low and need to be nearer to 100%
Council to adopt Circular Economy Four principles: A true circular economy is zero waste. Nothing is thrown away, because waste is designed out by making things for repair, disassembly and reuse. There are two types of industrial 'ingredients': disposable and durable. If this industrial cycle is to be sustainable, then the energy that powers it needs to be entirely renewable.
Customers are no longer consumers, but users. Council to incentivise businesses purchasing reusable options for customers. Council to incentivise businesses to participate in a Devonport Circular Economy Incentivise partnerships with local businesses to manage business waste in conjunction with Devonport Chamber of Commerce etc.
Offer free green waste at tip to encourage responsible disposal (not side of the road)
Monitor discharge/waste into the Mersey River from boats, ships and port operations
Overhaul cemetery operations to prevent plastic floral arrangements at graves
Provide pensioner tip pass (like parking pass) or a concession on tip fees
Use this in a way you can recycle The waste back into the community and let make better things out of it all.
The plan regarding frequency of collection is going to generate additional expense and mess where not needed. The alternative should be that green and recycled materials are collected fortnightly and regular waste continue as normal. Ulverstone is not the ideal comparison as it only works for a small number of people and they are the ones that are being heard. Most families will need the weekly collection of regular waste. This is long overdue but places like London have been using the above method for the past two decades and the reduction of waste on the streets has been amazing. That is a reflection more of the number of people per household and the needs regarding waste.

Waste Strategy 2023-2028



Devonport City Council

Next Date of Review:	Insert Date
Document Controller:	Infrastructure Manager
Document Reviewer:	Infrastructure Manager
Date Adopted by Council:	Insert Date
Resolution Number:	Insert resolution number

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1. Introduction:

Council provides Waste Management services to the community through kerbside services the operation of the Spreyton Waste Transfer Station and the provision of public place waste and recycling bins. It is also a waste generator, with waste quantities and materials varying across its diverse operations.

Council adopted a Waste Strategy in 2018 and has been undertaking work to contribute to the identified priorities. However, progress against some of the measures of success did not meet expectation including:

- Reducing the average amount of waste to landfill (small increase)
- Domestic resource recovery rate above 20% (18% at last measure)

This indicates that progress has stagnated, and a change of approach is required to make improvements. Significant legislative and industry changes have occurred since 2018 and change is likely to continue. This presents both issues and opportunities for Council.

This review and renewal of the strategy is required to respond to ensure it remains in alignment with Council's Strategic Plan 2009-2030, and that it responds to any significant external changes and opportunities to continue to meet the needs and expectations of the community.

The Waste Strategy 2023-2028 proposes Council driven improvements that will provide the community with opportunities and incentivise behaviours that will reduce waste to landfill, as well as improving its own operations and contributing to regional improvements.

The strategy identifies four objective that align with Council's Strategic Goal of '*Living lightly on our environment*':

1. Achieve 60% resource recovery
2. Eliminate use of priority single use plastic from Council operations
3. Increase range and quantity of recycled and recovered materials into its operations
4. Contribute to regionally consistent and effective waste management practices

The Strategy includes an action plan of 14 actions that contribute to the achievement of the identified objectives.

2. Strategic and Legislative Context:

Council has adopted a vision for the future of our municipality as outlined in the Council Strategic Plan 2009-2030:

“Devonport will be a thriving and welcoming regional city, living lightly by river and sea.”

The Strategic Plan sets goals and outcomes to be achieved over the life of the plan. The goals set out where the organisation wants to be. The outcomes and underpinning strategies are the steps needed to get there. Goals and strategies relating to the Waste Strategy 2023-28 are shown in Table 1.

Goal No.	Goal	Strategy No.	Strategy	Waste Strategy 2023-28 Context
1	Living lightly on our environment	1.4.1	Promote reduction, re-use and recycling options to minimise waste materials within Council, the community and businesses	Identified improvements are proposed in the Strategy and the Action Plan
		1.4.2	Facilitate, and where appropriate, undertake improvements in waste and recycling collection, processing services and facilities	Identified improvements are proposed in the Strategy and the Action Plan

Table 1: Strategic and legislative context

There are other Council strategies and plans that the strategy relates to:

- Environment Strategy 2019-2024
- Greater Devonport Residential Growth Strategy 2021-2041
- Strategic Asset Management Plan 2021-2031

2.1. Commonwealth Government

The *National Waste Policy: Less waste more resources 2018* provides a framework for national efforts in reducing waste where possible and making productive use of waste where waste generation cannot be avoided. The policy employs circular economy and waste minimisation principles. The accompanying *National Waste Policy Action Plan 2019* sets out the following targets:

- ban on the export of materials including glass, mixed plastics, tyres, single resin or polymer plastics, mixed paper and cardboard between 2021 and 2024
- reduce total waste generated in Australia by 10% per person by 2030
- 80% average resource recovery rate from all waste streams following the waste hierarchy by 2030

- significantly increase the use of recycled content by governments and industry
- phase out problematic and unnecessary plastics
- halve the amount of organic waste sent to landfill by 2030
- make comprehensive, economy-wide and timely data publicly available to support better consumer, investment and policy decisions.

2.2. Tasmanian Government

The Draft Tasmanian Waste and Resource Recovery Strategy 2022-25 includes targets aligned with the Commonwealth Government including:

- Reduce waste generated in Tasmania by 5% per person by 2025 and 10% by 2030;
- Achieve a 40% average recovery rate from all waste streams by 2025 and 80% by 2030;
- Reduce the volume of organic waste sent to landfill by 25% by 2025 and 50% by 2030;
- Reduce food waste by 50% by 2030;
- 100% of packaging is reusable, recyclable or compostable by 2025;
- Phase out of problematic and unnecessary plastics by 2025.

The *Tasmanian Waste and Resource Recovery Act 2022* introduced a levy on all material being disposed of as landfill. This levy creates an incentive for consumers and waste industry stakeholders (like Council) to reduce waste to landfill. The levy also generates funds to be invested in the waste and resource recovery sector supporting existing industry and creating new jobs and businesses for Tasmanians. Funds will also be used to educate people about reducing waste and to support programs that tackle littering and illegal dumping around the State.

The *Container Refund Scheme Act 2022* (CRS) will place value on certain beverage containers, which will incentivise their collection for recycling. These containers are a significant component of litter and commonly disposed of as landfill rather than recycled. The CRS will be known as 'Recycle Rewards'

Figure 1: Recycle Rewards¹

A yet-to-be-named bill is forecast for 2025 to prohibit the use of certain plastic products.

2.3. Cradle Coast Waste Management Group

The Cradle Coast Waste Management Group (CCWMG) represents seven local government authorities in north west Tasmania. It's Strategic Plan 2023-2028 includes the following objectives:

1. By 2028, establish regionally consistent practices for waste management in all member council areas for consistent waste contracts, services and best practice principles
2. By 2028, target 60% MSW resource recovery
3. By 2028, target <10% contamination rate in kerbside recycling bins (based on annual kerbside recycling auditing)
4. By 2028, phase out priority single-use plastics.

3. Current Context:

3.1. Waste Management Services

Council undertakes a range of waste management service at cost of around \$6.5M (2022-23). The services provided haven't fundamentally changed for around 15 years.

¹Department of Natural Resource and Environment Tasmania

3.1.1. Kerbside Services

Each residential property in Devonport receives the following collection services:

- Weekly collection of a kerbside waste bin – up to 240L
- Fortnightly collection of a kerbside co-mingled recycling bin – 240L

Council self performs the waste collection service with a fleet of three trucks. Waste is unloaded at the WTS and transferred in bulk to the Dulverton landfill.

Council engages Veolia to provide the recycling collection services, as part of a regional contract. Material collected is unloaded at Veolia's material recovery facility (MRF) at Spreyton for sorting and distribution to processing.

For commercial properties, three 240L waste bins are collected per week and cardboard is collected twice per week for recycling. Council provides commercial services using one truck. No co-mingled recycling service is provided.

3.1.2. Spreyton Waste Transfer Station (WTS)

Spreyton Waste Transfer Station (WTS), located in Bay Drive, Spreyton. In 2021-22, over 45,000 customers visited the site and disposed of over 22,000T² of materials.

The WTS accepts waste primarily from Devonport, although approximately 7% of waste is received from Latrobe Council residents under a commercial arrangement with that Council. Analysis in 2022 showed that 11.2% of waste by weight received at the WTS originates from outside Devonport.³

² Includes around 9,600T of waste collected by kerbside services

³ MRA Consulting Group, Spreyton Waste Transfer Station – Improvement Review, 2022



Figure 2: Spreyton WTS

The site is arranged so that recyclable materials can be disposed of free of charge. Landfill waste is disposed of in the push pit and bulk recoverable materials including waste concrete, green waste and timber is disposed of in stockpiles, which are then processed either on or off site, for resale. The 2022-23 fee schedule is shown in Figure 3 below.

DEVONPORT TRANSFER STATION			
LANDFILL WASTE (Unsorted Loads)		STATE WASTE LEVY	TOTAL
Car Boots / Station Wagons (Up to 0.5m ³)		\$ 3.00	\$ 14.00 per load
Utes, Vans, Trailers & Small Trucks (0.5m ³ - 1.5m ³)		\$ 4.00	\$ 20.00 per load
Utes, Vans, Trailers & Small Trucks (1.5m ³ - 2m ³)		\$ 5.00	\$ 26.00 per load
DUAL AXLE & LARGE SINGLE AXLE TRAILERS & TRUCKS (Over 2.0m³)			
Landfill Waste	\$ 20.00	\$ 170.00	per tonne
Separated Waste (Less than 50% to Landfill)	\$ 10.00	\$ 108.00	per tonne
RECOVERABLES (Greens, Concrete, Bricks, Wood)			
Car Boots / Station Wagons (Up to 0.5m ³)		\$ 11.00	per load
Utes, Vans, Trailers & Small Trucks (0.5m ³ - 1.5m ³)		\$ 16.00	per load
Utes, Vans, Trailers & Small Trucks (1.5m ³ - 2m ³)		\$ 21.00	per load
Non Landfill Waste		\$ 67.00	per tonne
TYRES			
Car & Motorcycle		\$ 8.00	each
Light Truck (Up to 9.5 GVM)		\$ 15.00	each
Trucks		\$ 30.00	each
OTHERS			
Asbestos		\$ 200.00	per tonne
Asbestos (0.5m ³ - 1.5m ³)		\$ 24.00	per load
Mattresses		\$ 14.00	each
Cardboard, Batteries, Oil, Aluminium, Bottles & Metal		No Charge	
SALE OF RECYCLED MATERIALS			
Crushed Concrete		\$ 18.00	per m ³
Mulch		\$ 25.00	per m ³
Screened Soil		\$ 25.00	per m ³
Delivery of Recycled Materials (Devonport Municipality Only) 1m ³ Min - 3m ³ Max		\$ 25.00	per load
HOURS OF OPERATION		CLOSED	
MONDAY - FRIDAY 7:30am to 4:00pm		CHRISTMAS DAY ~ BOXING DAY	
SATURDAY, SUNDAY & PUBLIC HOLIDAYS 11:00am to 4:00pm		NEW YEARS DAY ~ GOOD FRIDAY	
ALSO OPEN ON DEVONPORT CUP DAY BETWEEN 7:30am to 11:00am		EASTER SUNDAY ~ ANZAC DAY	

Figure 3: WTS fees 2022-23

Lifeline Tasmania operate a resale shop on the site and accept donations of goods from customers. They also have the right to salvage material from areas of the site, excluding the push pit. Council supports this operation with cash and in-kind contributions.

The WTS is classified as a Resource Recovery Facility – Class A by the *Tasmanian Waste and Resource Recovery Act 2022*. Detailed monthly reporting requirements commenced in July 2022, in which all inward and outward vehicle movements are recorded by waste type, estimated weight, source and destination of the material.

3.1.3. Public place waste services

Council provides waste bins in its parks and in other activity areas. In 2021 it commenced the rollout of public place recycling bins in high profile areas including Victoria Parade, Mersey Bluff and the foreshore. A budget allocation has been made to extend this rollout in 2022-23.

3.1.4. Current resource recovery rate

In 2022, over 16,000T of waste from Devonport rate payers and customer was disposed of at the Dulverton Landfill. An estimated 7,770T of various materials were recycled or recovered, giving a resource recovery rate of 32%.

This is lower than CCWMG's regional target for 2022 of 50% and significantly lower than targets set by CCWMG, the Tasmanian Government and the Australian Government between 2025 and 2030 as shown in figure 4.

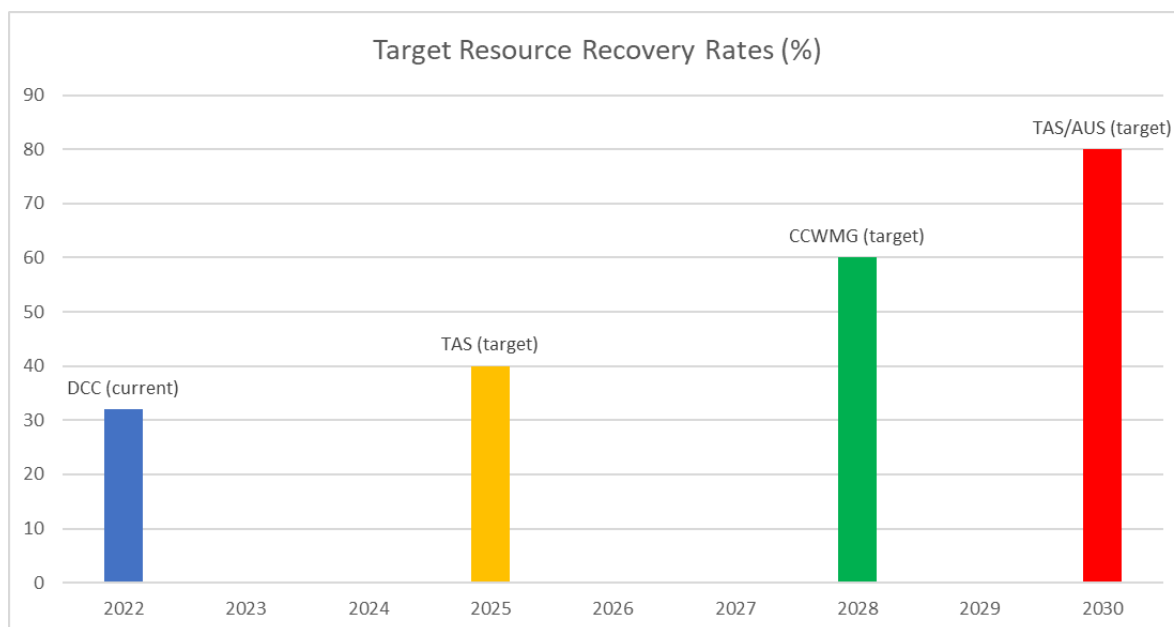


Figure 4: Regional, State and National waste recovery targets

3.2. Issues and Opportunities

Whilst Council has been effective in delivering its defined services over a long period of time, local, national and global factors have impacted the waste industry.

For Council, maintaining the status quo in its operations is unsustainable for a range of reasons including:

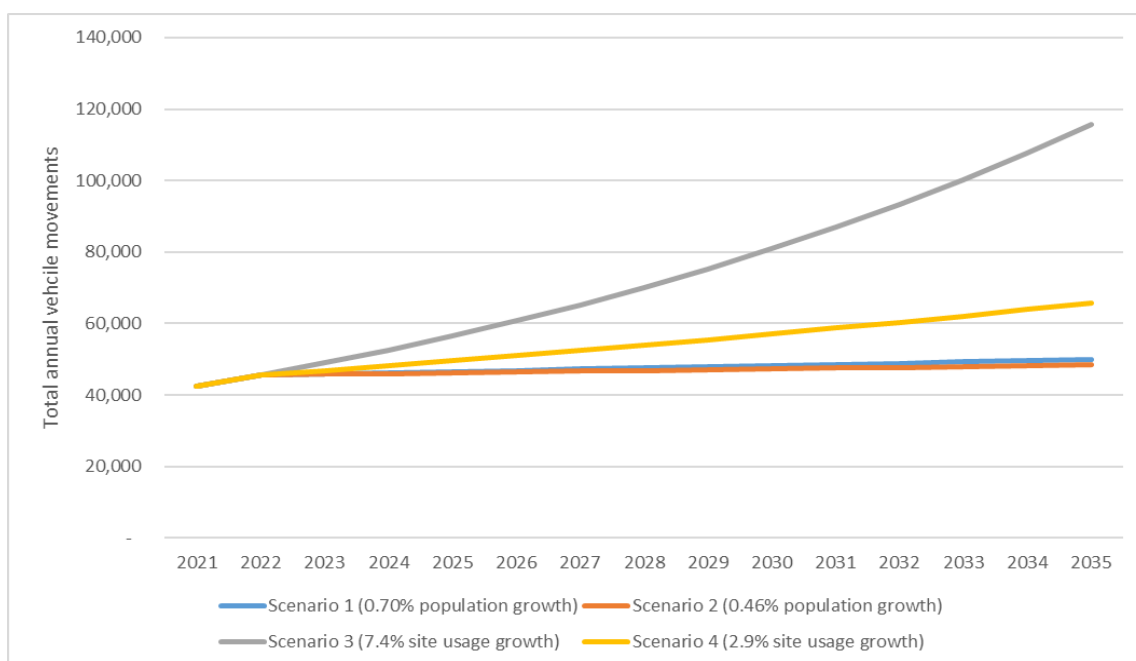
- Cost pressures on ratepayers and WTS customers from State Landfill Levy
- Community expectations on Council and the waste industry
- National and State government expectations on Council and the waste industry
- Community, business and industry reliance on new products made from finite resources
- Finite capacity of landfills

Issues and opportunities exist for Council at most tiers of the waste hierarchy. The waste hierarchy exists to demonstrate the preferred and most effective ways to minimise waste in terms of resource input and environmental impact. Figure 5 below is included in the Draft Tasmanian Waste and Resource Recovery Strategy 2022-25.

Figure 5: The waste hierarchy⁴

3.2.1. Customer Growth / Site Capacity

Council has seen significant growth in customer numbers at the WTS in recent years and has projected a range of scenarios. Customer numbers in 2035 are likely to be between 48,000 and 65,000.

Figure 6: Forecast customer number – Spreyton WTS⁵

Increased customer numbers will increase the volume of material handled at the site, even with a per capita reduction in waste generated, as the Australian Government aspires to.

⁴ Waste and Resource Recovery Board, Draft Tasmanian Waste and Resource Recovery Strategy 2022-2025

⁵ MRA Consulting Group, Spreyton Waste Transfer Station – Improvement Review, 2022

Increased customer numbers present a challenge to Council to ensure the site has the capacity to deal with a larger number of vehicles on the site. Consideration must be given to the capacity of areas of the site to ensure queue lengths remain acceptable and access to drop off areas are efficient.

Council will also require more frequent outward loads, requiring more frequent service from contractors and downstream processors unless storage or stockpiling increases, which is usually less preferable.

Increased volumes are unlikely to impact the recovery rate without other initiatives. But increased volumes may create an economy of scale where new recycling or recovery opportunities may become viable.

3.2.2. Waste avoidance and reduction

Council is a waste generator, but also manages waste generated by around 12,000 properties in Devonport, as well as servicing waste generated from a proportion of properties from Latrobe at the WTS.

Council can quantify its waste footprint and take action to avoid and reduce. Council is less impactful on the waste generated in the community but can continue to deliver local messaging and support regional, state and national education and awareness programs. Current and proposed legislation and its mechanism such as the State Landfill Levy incentivise waste avoidance and reduction.

3.2.3. Increase diversion of reusable materials

Council can increase diversion of reusable items from landfill by prioritising activities that support this outcome at the WTS. The current tip shop operation is passive and does little to intercept reusable materials beyond accepting donations. Its retail presence is constrained by the site layout. It should be noted that the operator is fulfilling its obligations to Council, but the agreement requires modernisation.

Opportunities for Council to consider include:

- Moving the interception/drop off point to be the first stop for all customers
- Providing shelter for customers at this point (i.e., indoor or undercover) to ensure that the customer environment is comfortable
- Staffing this part of the site, providing active assistance and advice as to what material can be donated for resale.
- Providing improved retail opportunities for the resale shop with a more prominent and accessible location on the site

3.2.4. Increase diversion of recyclable materials

Council provides well established recycling services, collecting a range of materials. However, in 2017 an audit of material in the WTS push pit identified that well known recyclable materials including cardboard, glass, metals and

paper made up 12.3% of material being disposed of as landfill. It is forecast that around half of this material could be diverted through a combination of initiatives including:

- Improved interception opportunities for recyclable materials as described above for reusable materials
- Charging by weight for landfill waste
- Transitioning to true cost recovery for landfill waste disposed of at the WTS

Ongoing education is important to increasing diversion of recyclable materials. Markets for recycled commodities can vary over time and by location, so what can be recycled at one place at one time may not be recycled in another place at another time. Education also contributes to reduced contamination in recycling streams which makes recycling collection and sorting more cost effective.

The CRS is, in part, a price signalling tool that intends to increase the recycling rates of eligible containers which are common in landfill and as litter.

Identifying and addressing gaps in the collection of recyclable materials may also increase the diversion of recyclable materials. Further rollout of public place recycling and expansion of recycling services to commercial properties may be effective measures.

The development of new process and markets may be possible, with funding available from the State Landfill Levy. Council may not be directly involved in these developments but can contribute by collecting the materials at the WTS.

3.2.5. Increase diversion of recoverable materials, including organics

Council has established markets for crushed concrete, screened soil and mulch (generated from its own operations, not green waste) sold from the WTS. Green waste and timber waste are processed on site and transported for downstream use. However, the 2017 audit of material in the WTS push pit identified 43.2% of material was either wood, garden organics or masonry materials⁶.

It is forecast that more than half of this material could be recovered rather than disposed of as landfill, through two significant initiatives:

- Introduction of a kerbside FOGO collection service. This would provide an in-home opportunity for residents to separate their garden waste from the general waste
- Improvements to the WTS layout and operation to divert this material for recovery. Details of the improvements include reversing the site traffic

⁶ MRA Consulting Group, Spreyton Waste Transfer Station – Improvement Review, 2022

flow to match the waste hierarchy and adopting a pricing structure that supports diversion of recoverable materials.

4. **Strategy Development:**

The Waste Strategy 2023-2028 responds to the changing expectations and obligations on Council. It identifies four objectives that contribute to Council's Strategic Goal of *'Living Lightly on our Environment'*

4.1. **Achieve 60% resource recovery**

As a member of CCWMG, Council is obligated to contribute to the recovery targets set in the CCWMG's Strategic Plan 2023-2028 (60% by 2028). This target is in alignment with State and National targets and is shown to be achievable, with action, by Council.

4.2. **Eliminate use of priority single use plastic from its operations**

The state government has stated its objective to "Phase out of problematic and unnecessary plastics by 2025.". It recently advised that it planned to introduce legislation to ban certain plastic products to suit its timeline.

The state Department of Natural Resources and the Environment (NRE) has identified problematic single use plastics (PSUPs) as plastic straws, bowls, plates utensils and expanded polystyrene food containers. It is understood more PSUPs may be added to the list.

4.3. **Increase range and quantity of recycled and recovered materials into its operations**

Significant changes proposed at a state and local level including:

- Improved waste diversion at Spreyton WTS
- State Landfill Levy investing in new facilities and infrastructure to recycle and use more things

Will create new and improved opportunities for access to products that are either wholly or partially derived from recycled or recovered material. If Council proactively pursues these opportunities, it can contribute to the development of new markets. With a materials and services budget of over \$30M, Council can use its regional market influence to drive change.

4.4. **Contribute to regionally consistent and effective waste management practices**

As a member of CCWMG, Council can contribute to regionally consistent and effective waste management practices. Council currently participates in several regional agreements including kerbside recycling and green waste shredding and transport. It also participates in regional initiatives like hazardous waste collection and battery recycling.

There are regional inconsistencies, the most obvious being gate fee pricing, but there are also differences across the region in terms of the level of service provided. A level of autonomy is beneficial, but all Councils should contribute to regional consistency where possible.

Regional consistency is important, as many customers utilise services across more than one Council in the region. Furthermore, it can contribute to achieving economies of scale required to unlock other benefits including lower pricing, access to new markets and services.

Contributing to and benefiting from the regional knowledge base can also assist Council in delivering its own services efficiently.

5. Implementation:

There are a range of initiatives required to deliver the four identified objectives.

5.1. Kerbside FOGO Collection

Analysis from 2022 showed that a kerbside FOGO collection service in Devonport would divert 3000T per year from landfill⁷, raising the recovery rate by 15%.

Introduction of this service will be a significant operational change for Council and the community. Council has detailed costing sourced through a regional procurement process, but must consider the service delivery model that best suits its operations.

There are a range of delivery options for collection and handling, but all options include delivery of material and processing at Dulverton landfill, where a new composting facility is scheduled to be commissioned in early 2024. Detailed analysis of options will allow Council to confirm its preferred option by mid-2023 and make appropriate budget allowances, which will then allow Council to undertake the change management, communication and operational planning required to commence the service in early 2024.

5.2. WTS Upgrades

Council has undertaken an analysis of the WTS operations and developed a plan for infrastructure upgrades that will contribute to the achievement of the strategic objectives.

The plan has been developed considering features of other sites across Tasmania and Australia that contribute to high recovery rates. It responds to the features and constraints of the existing site and prepares the site for anticipated future growth. The concept design in Figure 7 below has been reviewed by industry experts and is shown to be operationally feasible and capable of delivering the proposed recovery rates, with increased diversion forecast across a range of streams.

⁷ Cradle Coast Waste Services, Regional Recyclables Request for Tender Assessment, 2022

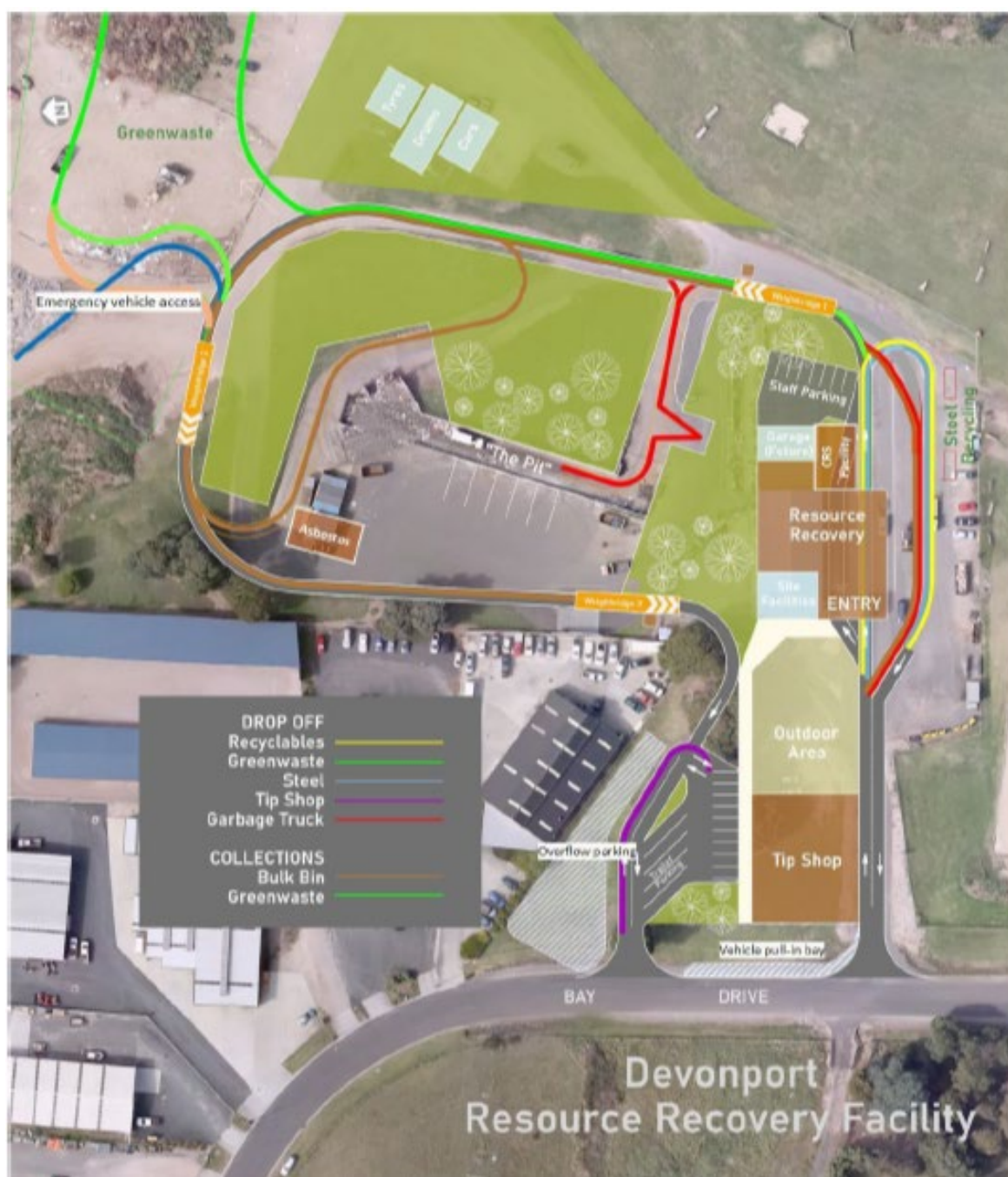


Figure 7: Proposed WTS site layout

A staging plan for the improvements has been developed, which prioritises the phases required to achieve the identified objectives and considers how to maintain site operations through the implementation process.

Project stage ⁸	Priority	Cost	Staging
Triple weighbridge system	High	High	1
Improved asbestos collection and management	High	Low	1
Improved fire safety	High	Low	1
Unidirectional traffic flow (plus additional vehicle queueing)	High	Mid	2
Toll booth repositioning	High	Mid	2
Develop dedicated emergency vehicle access	High	Mid	3
Changes to site pricing	High	Low	3
Covered RRC drop-off area	Mid	High	4
Tip Shop and parking repositioning	Mid	High	4
RRC management arrangement	Mid	Low	4
Upgrade push pit infrastructure	Mid	High	5
Leachate collection and management	Mid	High	5
Changes to site staffing	Low	Low	6
Scrap metal hardstand	Low	Mid	7
CRS intermediary facility	Low	High	8

Table 2: Indicative staging plan

Although a capital budget allocation of \$1.01M is available in 2022/23, the phases of the project are yet to be fully costed. Additional budget allocations may be required in future to deliver the phases that directly relate the strategic objectives, while allocations further into the future may be required for other operational, safety and environmental improvements.

5.3. Public Place Recycling

Ongoing expansion of public place recycling will provide greater opportunity to divert recyclable material, mainly cardboard and containers from landfill. Pairing new recycle bins with existing waste bins will provide a consistent customer

⁸ MRA Consulting Group, Spreyton Waste Transfer Station – Improvement Review, 2022

experience in public areas including parks, streets and facilities. In some cases, it may allow for rationalisation of waste bins or less frequent servicing.

Arguably the need for this service is reduced by the CRS, as a percentage of containers will be deposited by consumers directly to the refund points. However, a well-planned network of public recycling bins and an optimised collection program can deliver this improvement at low cost.

5.4. Understanding current practice

Access to reliable data is a significant barrier to improvement. Council has the ability to measure movements in and out of the WTS, that provide outputs including recovery rate. However, the Strategy identifies a need for Council to begin measuring:

- Total waste footprint from its own operations
- Problematic single use plastics use
- Recycled and recovered materials used

Council has diverse operations, and has a range of external events, commercial and other activities occurring on land and facilities it owns or manages. Audits are required to quantify these indicators, to allow measurement and promotion of identified improvements.

6. Monitoring, evaluation and review:

Council has an established method of reporting on progress of Strategic Actions annually. Improvements may be possible to provide more detailed and timely information to customers and the community in a way that continues to encourage behaviour that contributes to a reduction in waste to landfill.

A review of Council's Waste KPIs is required, to improve alignment with CCMWG's Strategic Plan.

Action Plan

Waste Strategy 2023-2028

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Targets	Responsible Department
		FY2023	FY2024	FY2025	FY2026	FY2027				
	Objective 1: Achieve 60% resource recovery									
1.1	Implement a kerbside FOGO collection service						H	F-OPEX	Service is implemented	Infrastructure, Works
1.2	Undertake infrastructure and process improvements at Spreyton Waste transfer Station						H	F-CAPEX	Upgrades are delivered	Infrastructure, Works
1.3	Actively participate in the Container Refund Scheme						M	TBC	Council supports the CRS	Infrastructure, Works
1.4	Increase the number of public place recycling bins						M	F-CAPEX	Public place recycling increases	Infrastructure, Works
1.5	Quantify Council's waste footprint and identify and implement improvement opportunities						M	A-OPEX	Council's waste footprint reduces	All departments
	Objective 2 - Eliminate use of priority single use plastic from Council operations									
2.1	Audit Council operations to identify use of Problematic Single Use Plastics (PSUPs). Include all activities on Council owned or managed land						M	F-OPEX	Council understands its current use of PSUPs	All departments
2.2	Plan and communicate elimination of PSUPs in line with legislated timeline						M	F-OPEX	Council complies with PSUP legalisation	All departments
2.3	Consider and implement options to further reduce plastic use						M	F-OPEX	Use of other plastics are reduced	All departments
	Objective 3: Increase range and quantity of recycled and recovered materials into its operations									
3.1	Establish baseline data to document existing practice						M		Council understands its current use of recycled and recovered materials	All departments
3.2	Update procurement practices to prioritise waste reduction						M		Procurement process updated	All departments
3.3	Innovate to incorporate recycled and recovered materials into operations						M		New opportunities are explored	All departments
3.4	Monitor and measure use of recycled and recovered materials						M		Improvement is measured and communicated	All departments
	Objective 4 - Contribute to regionally consistent and effective waste management practice									
4.1	Participate in regional procurement opportunities						M	A-OPEX	Council benefits from regional opportunities	Infrastructure, Works
4.2	Update Council's waste KPIs in alignment with CCWMG						H	A-OPEX	Council's KPIs are comparable regionally	Governance



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Current and Previous Minutes Resolution - April 2023

Meeting Date	Res No.	Item	Status	Assignees	Action Taken
23/05/2022	22/92	Disposal of portion of Public Land - Mersey Bluff	In progress	Executive Coordinator	Crown to progress Deed of Surrender process for the section of land leased by Council from Crown
28/11/2022	22/252	Devonport E-Scooter Trial	Awaiting external response	Executive Manager	Selected provider has not been able to secure a suitable storage and operation support base within proximity of the operating area. Council have provided two options for consideration to support the trial.
24/01/2023	23/4	Development of a Naming of Council Community Facilities and Open Space Policy	In progress	Executive Coordinator	Drafting of policy commenced
27/03/2023	23/56	Improved Access to Coles Beach (Back Beach)	Not yet started	Infrastructure Manager	
24/04/2023	23/74	Confirmation of Previous Minutes	Completed	Governance Officer	Previous Minutes Confirmed
24/04/2023	23/75	Questions on Notice from the Public	Completed	Governance Officer	Council endorsed responses proposed and authorised release
24/04/2023	23/76	PA2023.0007 - 3-11 Jiloa Way Don - Educational and occasional care (additional classroom building)	Completed	Planning Administration Officer	Planning application approved and permit granted subject to conditions in report
24/04/2023	23/77	AM2023.01 & PA2023.0002 - Rezone part of 158 Caroline Street, East Devonport (CT 174766/1) from Rural Living to General Residential	Completed	Planning Administration Officer	Commenced documentation for advertising of amendment and application.
24/04/2023	23/78	Urban Art Free Wall	In progress	Convention & Arts Centre Manager	Will develop guidelines and online application
24/04/2023	23/79	Mural Collaboration with Vibrance	Completed	Convention & Arts Centre Manager	Vibrance advised and project will progress
24/04/2023	23/80	Tender Report Contract CB0120 Theatre Seating Replacement	Completed	Technical Support Coordinator	Documents sent for signing
24/04/2023	23/81	Mersey River Eastern Pontoon Acquisition	Not yet started	Executive Officer	
24/04/2023	23/82	Cultural Collections Storage	Completed	Convention & Arts Centre Manager	Will be discussed as per resolution.
24/04/2023	23/83	Health and Wellbeing Strategy	Completed	Community Services Manager	
24/04/2023	23/84	Bluff Beach Ocean Pool	Completed	Executive Manager	Action completed in accordance with Council Resolution.

24/04/2023	23/85	Workshops and Briefing Sessions held since the last Council Meeting	Completed	Governance Officer	Report received and information noted
24/04/2023	23/86	Mayor's Monthly Report	Completed	Governance Officer	Report received and noted
24/04/2023	23/87	General Manager's Report - April 2023	Completed	Governance Officer	Report received and noted
24/04/2023	23/88	Monthly Operational Report - March 2023	Completed	Governance Officer	Report received and noted.
24/04/2023	23/89	Unconfirmed Minutes Devonport City Council Audit Panel	Completed	Governance Officer	Report received and noted



Devonport City Council

FINANCE REPORT

YTD for the month ended April 2023

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The operating result for the financial year to the end of April 2023 is favourable with actual revenue being higher than budget by \$1.8 M and actual expenses being lower than budget by \$1.2K, resulting in an overall favourable variance of \$3M. The forecast operating surplus for the financial year is \$4.7M, which includes share of profit of associates (Dulverton) of \$3.1M. The forecast underlying surplus for the year after taking into account net loss on disposal of assets is \$2.7M.

Rates & Service Charges - \$36K Favourable

The favourable variance includes additional income from waste charges as the 25% increase cap was removed on commercial waste. A forecast adjustment of \$40K has been made.

Fees and User Charges - \$757K Favourable

The favourable variance includes the following areas, sale of goods \$233K, waste management \$119K, planning \$47K and parking \$77K. A forecast adjustment of \$470k has been made.

Grants - Operating - \$94K Favourable

The favourable variance is due to receiving a grant from Primary Health Tasmania for \$50K that was not budgeted for. A forecast adjustment of \$50K has been made.

Contributions - Operating - \$126K Favourable

The favourable variance includes contributions from a developer relating to public open space of \$21K, apprentice wage subsidies of \$90K and New Year's Eve fireworks sponsorship of \$27K. A budget forecast adjustment of \$125K has been made.

Interest Income - \$613K Favourable

The favourable variance is a result of higher interest rates and funds on hand that are invested until expended on allocated capital projects. A forecast adjustment of \$720K has been made to account for higher returns on investments expected.

Tax Equivalent Payments - \$52K favourable

Favourable timing variance relating to Dulverton tax equivalent payments.

Other Revenue - \$135K Favourable

The favourable variance includes \$100K relating to insurance claims. A forecast adjustment of \$100K has been made.

Employee Benefits - \$175K Favourable

Favourable variance of 1.5%. A forecast adjustment of \$100K has been made.

Materials and Services - \$605K Favourable

The favourable timing variance includes contractors \$505K and utilities expenses of \$68K. A forecast adjustment of \$175K has been made for increased convention centre catering costs (which are offset by increased income due to higher demand).

Depreciation - \$281K Favourable

The favourable variance includes an allowance for capitalisation of work in progress and reflects lower depreciation on buildings revalued at the end of last financial year. A forecast reduction of \$280k has been made.

Financial Costs - \$216K Unfavourable

The unfavourable variance is due to higher interest rates incurred on Council's \$11.6M variable rate loan. The current interest rate on this loan is 4.45%. Fixed rate loans include \$21M @ 1.45% until 2026 and \$15M @ 3.39% until 2041. A forecast adjustment of \$300K has been made which is offset by higher returns from term deposits.

Levies & Taxes - \$173K Favourable

The favourable variance is due to decreases in rates for most Council properties. Due to revaluations across the municipality, properties classified as commercial, industrial and other decreased in value relative to properties classified as primary production, vacant land and residential. A forecast adjustment of \$131K has been made.

Other Expenses - \$208K Favourable

The favourable variance relates to the timing of grant payments and recognition of infringements written off.

Internal Charges and Recoveries - \$66K Unfavourable

Unfavourable immaterial timing variance.

Balance Sheet

The balance of Capital Work in Progress at the end of April is \$25.21M, including \$16.61M which relates to the LIVING CITY project.

FINANCIAL SUMMARY YTD to April 2023

Operating Summary	Budget	YTD Actual	Annual Budget	Current Forecast
Revenue	40,839,463	42,653,585	47,958,736	49,483,736
Expenditure	37,232,856	36,073,006	44,855,260	44,869,260
Operating Position	3,606,608	6,580,579	3,103,477	4,614,476

Capital Expenditure Summary	Annual Budget \$'000	Actual \$'000	Annual Forecast \$'000
Capital Expenditure	28,288	10,733	17,572

Cash Information	April 2023	June 2022
Operating Account (Reconciled balance)	2,827,336	1,368,007
Interest-Earning Deposits	21,571,116	17,410,426
	24,398,452	18,778,433

Debtor Information	April 2023	June 2022	Rates Debtors Ageing	April 2023	% of Annual Rates
			2022/2023 - Current	1,196,009	3.8%
Rates Debtors	1,455,501	689,413	2021/2022 - 1 Year	145,365	
Infringement Debtors	136,903	137,189	2020/2021 - 2 Years	41,647	
Sundry Debtors	362,609	2,805,561	2019/2020 - 3 Years	12,629	
Planning & Health Debtors	27,086	23,597	Over 3 years	59,850	
	1,982,098	3,655,760		1,455,501	

Cash Investment Information	Actual Rate	Credit rating	Maximum Holding Allowed	Actual Holding % of total Cash	April 2023
ANZ Cash Deposits - At Call - 0.1% RBA cash rate	3.50%	A1+ /AA-			1,280
CBA Cash Deposits - At Call + 0.1% RBA cash rate	3.70%	A1+ /AA-			5,545,716
		A1+	100%	22.74%	5,546,996
NAB Term Deposit (91 days)	4.32%	A-1/A+			3,000,000
NAB Term Deposit (181 days)	4.20%	A-1/A+			5,000,000
MACQ Term Deposit (91 days)	4.45%	A-1/A+			1,000,000
		A-1/A+	80%	36.89%	9,000,000
AMP 31 days notice account	3.30%	A2/BBB+			24,120
AMP Term Deposit (10 months)	4.00%	A2/BBB+			2,000,000
AMP Term Deposit (90 days)	4.45%	A2/BBB+			3,000,000
MyState Term Deposit (150 days)	4.25%	A2/BBB+			2,000,000
		A2-A3	40%	28.79%	7,024,120
					21,571,116

All cash investments are invested in compliance with Council's Investment Policy.

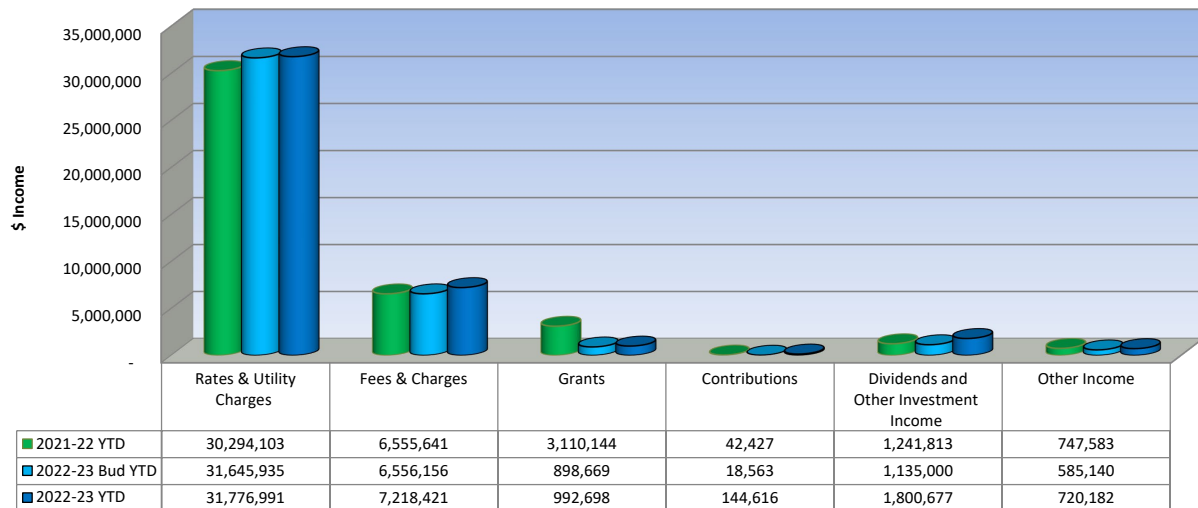
Benchmarks: BBSW90 Day Index 3.68%
RBA Cash Rate 3.60%

Commentary

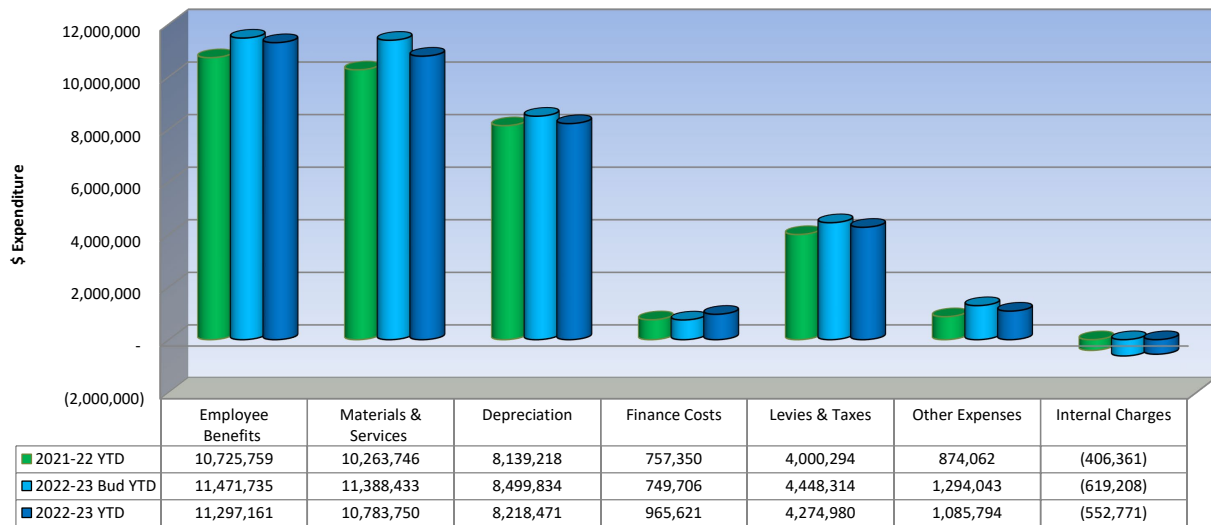
This report provides a high level summary of operational income and expenditure, capital expenditure and the cash and receivables position as at the date of the report.

SUMMARISED OPERATING REPORT						
YTD to April 2023						
	Budget	YTD Actual	YTD Variance \$	%	Full Budget 2022-23	Forecast 2022-23
INCOME						
Rates and Service Charges	31,645,935	31,776,991	131,056	0.4%	31,670,935	31,730,935
Fees and User Charges	6,556,156	7,218,421	662,265	10.1%	7,892,407	8,362,407
Grants - Operating	898,669	992,698	94,029	10.5%	2,833,867	2,883,867
Contributions - Operating	18,563	144,616	126,054	679.1%	22,275	147,275
Dividend Income	819,000	819,000	-	0.0%	1,310,400	1,310,400
Interest Income	80,500	693,724	613,224	761.8%	96,600	816,600
Tax Equivalent Payments	235,500	287,953	52,453	22.3%	314,000	314,000
Other Revenue	585,140	720,182	135,041	23.1%	718,098	818,098
Share of profit of associates	-	-	-	0.0%	3,100,154	3,100,154
TOTAL INCOME	40,839,463	42,653,585	1,814,122	4.4%	47,958,736	49,483,736
EXPENSES						
Employee Benefits	11,471,735	11,297,161	(174,574)	-1.5%	14,161,054	14,061,054
Materials and Services	11,388,433	10,783,750	(604,682)	-5.3%	14,305,869	14,530,869
Depreciation	8,499,834	8,218,471	(281,363)	-3.3%	10,199,800	9,919,800
Financial Costs	749,706	965,621	215,915	28.8%	899,647	1,199,647
Levies & Taxes	4,448,314	4,274,980	(173,334)	-3.9%	4,533,314	4,402,314
Other Expenses	1,294,043	1,085,794	(208,249)	-16.1%	1,391,168	1,391,168
Internal Charges and Recoveries	(619,208)	(552,771)	66,437	-10.7%	(635,592)	(635,592)
TOTAL EXPENSES	37,232,856	36,073,006	(1,159,850)	-3.1%	44,855,260	44,869,260
NET OPERATING SURPLUS / (DEFICIT)	3,606,608	6,580,579	2,973,972	82.5%	3,103,477	4,614,476
CAPITAL ITEMS						
Grants - Capital	1,775,994	1,970,491	194,498	11.0%	5,277,327	
Contributions - Capital	-	2,604,435	2,604,435		-	
Gain / Loss on Disposal of Assets	(866,667)	(1,078,251)	(211,584)	24.4%	(631,000)	
TOTAL CAPITAL ITEMS	909,327	3,496,676	2,587,348	284.5%	4,646,327	
NET SURPLUS / (DEFICIT)	4,515,935	10,077,255	5,561,320	123.1%	7,749,804	
Own Source Revenue:	97.8%	97.3%			94.0%	

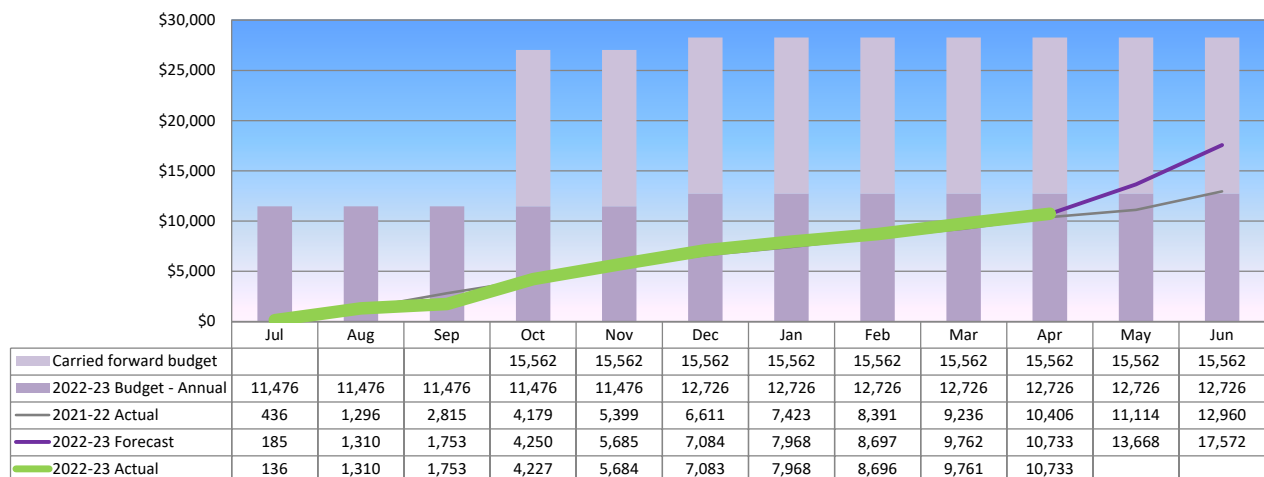
Income Analysis



Expenditure Analysis



Capital Expenditure - \$'000



BALANCE SHEET REPORT**As at April 2023**

	30 Apr 2023	30 Jun 2022
Current Assets		
Cash at Bank and On Hand	2,827,336	1,368,007
Trust Deposits	277,926	214,662
Cash Investments	21,571,116	17,410,426
Receivables - Rates and Utility Charges	1,455,501	689,413
Receivables - Infringements	136,903	137,189
Receivables - Sundry	362,609	2,805,561
Receivables - Planning & Health	27,086	23,597
Loans Receivable - Current	27,663	27,663
Accrued Revenue	197,622	320,324
Prepayments	175,693	368,133
Net GST Receivable	72,631	322,144
Other Asset	727,128	727,128
	27,859,211	24,414,246
Non Current Assets		
Loans Receivable - Non-Current	281,843	309,505
Dulverton Regional Waste Management Authority	10,948,827	11,235,597
TasWater	85,292,788	85,292,788
Property, Plant & Equipment	867,044,371	864,631,347
Accumulated Depreciation - PP&E	(336,440,202)	(331,135,306)
Capital Work in Progress	25,216,637	19,095,606
	652,344,264	649,429,537
Total Assets	680,203,475	673,843,784
Current Liabilities		
Trade Creditors	821,070	82,020
Accrued Expenses	978,330	3,094,285
Trust Liability	205,766	234,176
Income In Advance - Current	938,681	2,223,630
Loans - Current	1,115,058	1,115,058
Annual Leave	1,093,860	1,196,433
Other Leave - RDO	64,573	84,428
Other Leave - TOIL	12,578	12,087
Long Service Leave - Current	1,254,627	1,344,807
	6,484,543	9,386,925
Non Current Liabilities		
Loans - Non-Current	45,669,114	46,484,296
Long Service Leave - Non-Current	335,466	335,466
	46,004,580	46,819,763
Total Liabilities	52,489,124	56,206,687
Net Assets	627,714,351	617,637,096
Equity		
Asset Revaluation Reserve	369,503,999	369,503,999
Asset Revaluation Reserve - Associates	2,816,348	2,816,348
Other Reserves	8,895,883	8,895,883
Accumulated Surplus	236,420,866	225,888,607
Operating Surplus / (Deficit)	6,292,627	2,465,163
Capital Surplus / (Deficit)	3,784,628	8,067,096
Total Equity	627,714,351	617,637,096
Current Ratio:	4.30	2.60

The Current ratio indicates Council's ability to pay its debts as and when they become due.
A ratio of one or higher is required for the entity to remain solvent.

Capital Works Income & Expenditure Report April 2023														
		Funding 2022/23					Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Funding Adjustments	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	Month	Month	Spent	Comments
Open Space & Recreation														
CP0129	Don River Rail Trail - land purchase		36,072	36,072			44,417	-	44,417	(8,345)	Complete	Complete	123.1%	Land purchase \$40K and associated costs.
CP0184	Don River Rail Trail - construction		154,401	154,401			160,008	1,625	161,633	(7,232)	Jul-22	May-23	104.7%	Construction underway. Variance due to increases in material costs.
CP0190	Seat Replacements William St Fourways		10,000	10,000			5,980	-	5,980	4,020	May-22	May-23	59.8%	Off site manufacturing underway
CP0203	Highfield Park nature play area		3,884	3,884			3,583	-	3,583	300	Complete	Complete	92.3%	
CP0204	Horsehead Creek - RV dump point relocation		38,820	38,820			308	-	308	38,512	May-22	Mar-23	0.8%	Construction underway. Expenditure committed to CB0102
CP0208	Coastal Erosion Protection - Coles Beach and Don Heads		86,613	86,613			35,485	-	35,485	51,128	Jun-22	Apr-23	41.0%	Construction completed. Replanting scheduled for 2023
CP0209	Aquatic Centre - Access Improvements to Shaded Seating at outdoor pool		108,189	108,189			121,140	-	121,140	(12,952)	Complete	Complete	112.0%	Temporary road required as well as very wet conditions.
CP0210	Mungala-Langslow path link Improvements		80,803	80,803			1,039	-	1,039	79,765	Nov-21	TBA	1.3%	Design underway
CP0214	Mersey Bluff signage renewal		17,699	17,699			2,239	-	2,239	15,460	Dec-22	Feb-23	12.7%	Quotations requested
CP0216	Don Reserve path renewal - Jiloa Way to Valkyrie Close		91,394	91,394			68,334	-	68,334	23,060	Oct-22	May-23	74.8%	Construction underway
CP0217	Surf Club boat ramp renewal (East Ramp)		53,848	53,848			51,261	-	51,261	2,588	Complete	Complete	95.2%	
CP0218	Bluff Skate Park - soft fall renewal		2,163	2,163			2,063	-	2,063	100	Complete	Complete	95.4%	
CP0219	New pedestrian bridge - Figure of Eight Creek - Woodrising to Maidstone Park		467,450	467,450			2,964	429,752	432,716	34,734	Sep-22	Feb-23	92.6%	Off site manufacturing underway
CP0220	Bluff Skate Park - new shade shelter		21,777	21,777			21,588	-	21,588	189	Sep-22	Apr-23	99.1%	Off site manufacturing underway
CP0221	Victoria Parade - boat ramp lighting		7,247	7,247			2,059	-	2,059	5,188	Complete	Complete	28.4%	
CP0222	East Foreshore Interpretive Signage		2,500	2,500			514	-	514	1,986	Nov-22	Jan-23	20.5%	In kind support to external project.
CP0224	Maidstone Park safety netting	49,000	25,857	74,857	25,857		9,469	5,360	14,829	60,028	Mar-23	Apr-23	19.8%	Construction pending
CP0225	Byard Park Lights	314,000		314,000	263,004		1,946	1,086	3,032	310,968	Mar-23	Aug-23	1.0%	Design underway
CP0226	Mersey Vale Memorial MBS stage 3	1,100,000		1,100,000			154,165	726,927	881,092	218,908	Dec-22	Jun-23	80.1%	Contract awarded
CP0227	Kelcey Tier - fire trail renewal and consolidation	50,000		50,000			3,466	-	3,466	46,534	Mar-23	Apr-23	6.9%	
CP0228	Kelcey Tier Map Signage	15,000		15,000			618	-	618	14,382	Mar-23	Apr-23	4.1%	
CP0229	Waste Transfer Station foreshore rehabilitation	50,000		50,000			3,982	-	3,982	46,018	Feb-23	Mar-23	8.0%	
CP0230	Don Reserve path upgrade - Coles Beach	35,000		35,000			27,908	-	27,908	7,092	May-23	May-23	79.7%	Construction pending
CP0231	Path renewal Don Reserve - Don Railway loop Jiloa Way to Don Railway	100,000		100,000			86,281	-	86,281	13,719	Oct-22	May-23	86.3%	Construction underway
CP0232	Park BBQ renewal	20,000		20,000			9,042	-	9,042	10,958	Complete	Complete	45.2%	
CP0233	Park furniture renewal	25,000		25,000			23,666	-	23,666	1,334	Sep-22	TBA	94.7%	Construction underway
CP0234	Rooke Mall Furniture Renewal	200,000		200,000			184,539	-	184,539	15,461	Oct-22	Feb-23	92.3%	Construction underway
CP0235	Aquatic Centre waterslide entry	55,000		55,000			4,889	864	5,753	49,247	Jul-22	Sep-23	10.5%	Design underway
CP0236	Spreyton netball courts - surface renewal - 2 courts	30,000		30,000			20,429	-	20,429	9,571	Dec-22	Feb-23	68.1%	Construction pending
CP0237	Installation of public recycling bins	30,000		30,000			2,083	-	2,083	27,917	Apr-23	Jun-23	6.9%	Design underway
CP0238	Highfield Park Skate Park	90,000		90,000	60,000		180	-	180	89,820	Jun-23	Aug-23	0.2%	External funding secured
CP0239	East Devonport park furniture	20,000		20,000			12,725	-	12,725	7,275	Feb-23	Apr-23	63.6%	
CP0240	LRCI Phase 3 grant allocation	315,000		315,000	314,466		55,487	55,726	111,213	203,787	Nov-22	Jun-23	35.3%	Projects progressing during the year
Total Open Space & Recreation		2,498,000	1,208,717	3,706,717	663,327	-	1,123,858	1,221,340	2,345,198	1,361,519			63.3%	

	Funding 2022/23					Expenditure 2022/23			Balance	Performance Measures			
	Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Funding Adjustments	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	Month	Month	Spent	Comments
Buildings & Facilities													
CB0098 Devonport Football Club - new changerooms		85	85			85	-	85	-	Complete	Complete	100.0%	
CB0102 Horsehead Creek - New toilet block & link path		116,737	116,737			162,901	-	162,901	(46,164)	Jun-22	Mar-23	139.5%	Construction underway. Has taken a couple of years to get underway with redesign required increasing overall cost of project.
CB0104 Works Depot - Oil store shed		50,599	50,599			60,830	1	60,831	(10,232)	Jun-22	Mar-23	120.2%	Project began a number of years ago which took some time to get underway with material prices substantially increasing due to supply issues.
CB0106 Aquatic Centre - Pool hall concourse drainage grate		6,000	6,000			5,364	-	5,364	636	Complete	Complete	89.4%	
CB0107 Payne Avenue toilet block		241,597	241,597			557	-	557	241,040	Nov-21	Sep-23	0.2%	Design underway
CB0108 Aquatic Centre - Wet change Rm silicon replacement		4,226	4,226			4,168	-	4,168	59	Complete	Complete	98.6%	
CB0110 BSMC - Roof replacement on old building		35,668	35,668			31,363	0	31,363	4,304	Complete	Complete	87.9%	
CB0111 Aquatic Centre - Internal Painting		34,479	34,479			32,856	1	32,857	1,622	Complete	Complete	95.3%	
CB0112 BSMC - Reception Counter		14,000	14,000			26,212	-	26,212	(12,212)	Complete	Complete	187.2%	Due to changes in original design as there was a change in personnel.
CB0114 Waste Transfer Station - waste and resource recovery bill readiness project	450,000	563,134	1,013,134			76,385	25,288	101,672	911,462	Mar-23	Aug-23	10.0%	Design underway
CB0115 BSMC - Auto door between café and		2,271	2,271			(251)	-	(251)	2,521	Complete	Complete	-11.0%	
CB0117 Little Athletics Storage shed		70,000	70,000			32,273	706	32,979	37,021	Feb-23	Apr-23	47.1%	Construction pending
CB0118 EDRC Covid test site works		1,954	1,954			735	-	735	1,219	Complete	Complete	37.6%	
CB0119 Aquatic Centre Projects	222,000		222,000			97,346	66,228	163,574	58,426	Nov-22	Jun-23	73.7%	Order placed. Further work scheduled.
CB0120 PAC projects	316,000		316,000			2,899	-	2,899	313,101	Sep-22	TBA	0.9%	EOI process complete. Tender process underway. Theatre seat replacement.
CB0121 Highfield Park public toilets	100,000		100,000	100,000		34,200	41,182	75,382	24,618	May-23	Jun-23	75.4%	Design underway
CB0122 Art Storage Facility - racking	50,000		50,000			100	-	100	49,900	TBA	TBA	0.2%	
CB0123 Council facility - renewable energy project	25,000		25,000			50	-	50	24,950	TBA	TBA	0.2%	Quotations requested
CB0124 Youth Centre basketball backboard renewal	20,000		20,000			14,065	-	14,065	5,935	Jan-23	Feb-23	70.3%	Order placed
Total Facilities	1,183,000	1,140,749	2,323,749	100,000	-	582,139	133,405	715,544	1,608,205			30.8%	

		Funding 2022/23					Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Funding Adjustments	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	Month	Month	Spent	Comments
Transport														
CT0169	Formby Road & Best Street intersection safety improvements		91,351	91,351			88,576	-	88,576	2,775	Complete	Complete	97.0%	
CT0275	State Vehicle Entry Project	500,000	2,687,118	3,187,118	1,750,000		189,687	45,299	234,986	2,952,132	Mar-20	TBA	7.4%	Progression dependant on Port development
CT0289	Coastal Pathway contribution - part 2	442,000	828,321	1,270,321	614,727		614,727	1,071,501	1,686,228	(415,907)	Oct-21	Jun-23	132.7%	External funding from State and Federal Government of \$614K is not included in the budget figures. (Externally delivered project).
CT0307	Street light provision		19,970	19,970			8,220	-	8,220	11,750	Complete	Complete	41.2%	
CT0310	Tugrah Road traffic management		452,425	525,611		73,186	21,193	407,950	429,142	96,468	Mar-23	Jun-23	81.6%	Construction pending
CT0311	Fenton Way pedestrian improvements		39,920	39,920			-	-	-	39,920	TBA	TBA	0.0%	On hold subject to future development in the area
CT0317	Durkins Road - seal part of gravel section		85,601	85,601			61,705	-	61,705	23,896	Complete	Complete	72.1%	
CT0319	Transport minor works		13,576	13,576			-	-	-	13,576	Apr-23	May-23	0.0%	
CT0321	Steele Street footpath renewal - Wenvoe to Formby - south side		154,913	514,213		359,300	234,892	179,039	413,931	100,282	Jan-23	Mar-23	80.5%	Construction pending. Part funded by CS0111
CT0322	William Street renewal - Valley to Middle	605,000	859,022	1,464,022			1,400,100	113	1,400,212	63,810	Oct-22	Jan-23	95.6%	Construction underway
CT0324	North Caroline Street Kerb renewal		4,356	4,356			-	-	-	4,356	Complete	Complete	0.0%	
CT0325	North Fenton Street renewal - Oldaker to Parker		88,019	237,470		149,451	198,115	-	198,115	39,355	Complete	Complete	83.4%	Part funded by CS0108
CT0326	Rural road renewal - gravel reshe		-	-		-	510	-	510	(510)	Complete	Complete	#DIV/0!	
CT0332	George Street William Street	460,000		460,000			151,006	188,577	339,583	120,417	Mar-23	May-23	73.8%	Construction pending
CT0333	2022-23 Reseal Program	660,000		660,000			681,532	-	681,532	(21,532)	Complete	Complete	103.3%	
CT0334	Lakeside Road safety improvements	40,000		40,000			92,684	3,300	95,984	(55,984)	Feb-22	Mar-23	240.0%	Construction pending
CT0335	Street Light Provision	15,000		15,000			1,371	-	1,371	13,629	Sep-22	Jun-23	9.1%	Projects progressing during the year
CT0336	Payne Avenue carpark - access to Stewart St	100,000		100,000			200	-	200	99,800	TBA	TBA	0.2%	Design underway
CT0337	Tarleton Street renewal - Wright Street to River Road	1,500,000		1,500,000	506,000		799,797	502,342	1,302,138	197,862	Jul-22	TBA	86.8%	Construction pending
CT0338	Parking infrastructure renewal	25,000		49,950		24,950	1,050	45,000	46,050	3,900	Mar-23	TBA	92.2%	Order placed. Part funded by CT0320
CT0339	Road traffic device renewal	15,000		15,000			-	-	-	15,000	TBA	TBA	0.0%	
CT0340	Rural road renewal - gravel resheeting program	100,000		100,000			61,939	32,580	94,519	5,481	Dec-22	Complete	94.5%	
CT0341	Transport minor works	25,000		25,000			13,895	-	13,895	11,105	Feb-23	TBA	55.6%	
CT0342	Footpath Missing Links	100,000		100,000			105,656	3,644	109,300	(9,300)	Nov-22	Jun-23	109.3%	Construction underway
CT0343	Percy St and Parker St roundabout			-	380,000		24,909	6,959	31,867	(31,867)	Aug-22	TBA	#DIV/0!	External funding announced
CT0345	Bus Stop Upgrade Program			-			401	-	401	(401)			#DIV/0!	Externally funded project
Total Transport		4,587,000	5,349,542	10,518,479	3,250,727	581,937	4,752,164	2,486,303	7,238,467	3,280,012			68.8%	

		Funding 2022/23					Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Additional Funds Carried forward & adjustments	Total Budget Available	External Funding	Funding Adjustments	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	Month	Month	Spent	Comments
Stormwater														
CS0081	John Stormwater Catchment Stage 1		195,910	195,910			1,018	-	1,018	194,892	Jul-22	TBA	0.5%	Design underway. In conjunction with Quaylink and SVEP
CS0083	Stormwater outfall risk management			-			(1,012)	-	(1,012)	1,012			#DIV/0!	
CS0097	Church street stormwater improvements		334,214	334,214			2,116	-	2,116	332,098	Oct-21	TBA	0.6%	Design underway
CS0099	Pipe renewal - 23 Steele St		58,210	58,210			133	-	133	58,077	Jul-21	TBA	0.2%	Works to be rescoped.
CS0100	Highfield SW catchment Upgrade - Stage 1		132,624	132,624			59,787	3,635	63,422	69,202	Jan-23	Mar-23	47.8%	Construction in progress
CS0101	CS0101 Minor Stormwater Works		-	-			-	-	-	-	TBA	TBA	#DIV/0!	
CS0103	Stormwater pollution control measures		92,832	92,832			18,240	64,620	82,860	9,972	Mar-23	Apr-23	89.3%	Construction pending
CS0107	Tugrah Road - Rundle to Stony Rise - pipe renewal		73,186	-		(73,186)	-	-	-	-	Mar-23	Jun-23	#DIV/0!	included in CT0310
CS0108	North Fenton Street - pipe renewal		149,451	-		(149,451)	-	-	-	-	Complete	Complete	#DIV/0!	included in CT0325
CS0109	Hillier Street - pipe renewal		46,457	46,457			40,635	-	40,635	5,822	Complete	Complete	87.5%	
CS0111	Steele stormwater catchment upgrade	360,000		700		(359,300)	1,420	-	1,420	(720)	Feb-23	Apr-23	202.9%	included in CT0321
CS0112	North Caroline Street - new open drain	60,000		60,000			2,986	-	2,986	57,014	TBA	TBA	5.0%	Design underway
CS0113	Minor Stormwater Works	60,000		60,000			55,024	245	55,269	4,731	Aug-22	Jun-23	92.1%	Completed
CS0114	Tugrah Road - new open drain	50,000		50,000			59,371	-	59,371	(9,371)	Jan-23	Mar-23	118.7%	Construction pending
CS0115	Cowle Court stormwater upgrade	25,000		25,000			2,449	-	2,449	22,551	Feb-23	Mar-23	9.8%	Construction pending
CS0116	Watkinson St/ Don College stormwa	100,000		100,000			17,859	-	17,859	82,141	TBA	TBA	17.9%	Design underway
CS0117	Devonport Oval stormwater renewal	35,000		35,000			26,678	-	26,678	8,322	Complete	Complete	76.2%	
CS0118	College court stormwater upgrade	65,000		65,000			531	-	531	64,469	Apr-23	May-23	0.8%	Design underway
CS0119	Macfie St stormwater renewal	70,000		70,000			29,562	-	29,562	40,438	Complete	Complete	42.2%	
CS0120	Pit replacements	25,000		25,000			15,412	6,365	21,777	3,223	Jan-23	Jun-23	87.1%	Construction pending
CS0121	Tasman St stormwater renewal	56,000		56,000			29,566	-	29,566	26,434	Complete	Complete	52.8%	
CS0122	Eugene Street - open drain renewal	40,000		40,000			977	-	977	39,023	Apr-23	May-23	2.4%	Design underway
Total Stormwater		946,000	1,082,884	1,446,947	-	(581,937)	362,752	74,865	437,618	1,009,329			30.2%	
Plant & Fleet														
CF0031	Fleet Replacement program 2021-22		182,453	182,453			149,838	90,033	239,870	(57,418)	TBA	TBA	131.5%	Budget and actuals excludes trade values
CF0032	Hire Plant Replacement 2021-22		233,300	233,300			285,650	-	285,650	(52,350)	TBA	TBA	122.4%	Budget and actuals excludes trade values with allowances less than required.
CF0033	Non Hire Plant Replacement 21-22		67,079	67,079			59,475	14,341	73,816	(6,737)	TBA	TBA	110.0%	Budget and actuals excludes trade values - commitment to be reduced by \$14K (Hako sweeper front brush not required)
CF0034	Fleet Replacement program 2022-23	276,000		276,000			86,146	161,141	247,287	28,713	TBA	TBA	89.6%	Budget and actuals excludes trade values
CF0035	Hire Plant Replacement 2022-23	434,000		434,000			123,611	266,118	389,729	44,271	TBA	TBA	89.8%	Budget and actuals excludes trade values
CF0036	Non Hire Plant Replacement 22-23	55,000		55,000			51,240	227	51,467	3,533	TBA	TBA	93.6%	
Total Plant & Fleet		765,000	482,832	1,247,832	-	-	755,960	531,860	1,287,820	(39,988)			103.2%	
Other Equipment														
Office and Equipment		267,000	193,936	460,936	-		131,943	84,494	216,437	244,499			47.0%	
Information Technology		230,000	171,040	401,040	-		183,510	43,920	227,431	173,610			56.7%	
Total Other Equipment		497,000	364,976	861,976	-	-	315,453	128,415	443,868	418,108			51.5%	
TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY		10,476,000	9,629,700	20,105,700	4,014,054	-	7,892,326	4,576,188	12,468,514	7,637,186			62.0%	
Living City														
CP0185	Waterfront Construction		5,189,337	5,189,337			2,796,973	-	2,796,973	2,392,363			53.9%	
CP0198	Waterfront Precinct - Lighting Feature	1,000,000	1,993,000	2,993,000	2,250,000		43,207	-	43,207	2,949,793			1.4%	
Total Living City		1,000,000	7,182,337	8,182,337	2,250,000	-	2,840,180	-	2,840,180	5,342,157			34.7%	construction underway
TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY		11,476,000	16,812,037	28,288,037	6,264,054	-	10,732,506	4,576,188	15,308,694	12,979,343			54.1%	

**Minutes of the Planning Authority Committee of the Devonport City Council
held in the Aberdeen Room, Level 2, paranaple centre,137 Rooke Street, Devonport
on Monday 8 May 2023 commencing at 5:15 PM**

Present Cr A Jarman(Mayor) in the Chair
Cr S Sheehan
Cr G Enniss
Cr P Hollister
Cr L Murphy

Councillors in Attendance Cr A Moore
Cr J Wilczynski

Council Officers: General Manager, M Atkins
Deputy General Manager, J Griffith
Executive Manager, K Lunson
Land Use Planning Coordinator, A Mountney
Planning Officer, E Pieniak (remote)

Audio Recording: All persons in attendance were advised that it is Council policy to record Council meetings, in accordance with Council's Digital Recording Policy. The meeting was live streamed via YouTube.

1 APOLOGIES

The following apology was received for the meeting.

Cr D Viney

2 DECLARATIONS OF INTEREST

The following Declarations of Interest were advised:

Councillor	Item No	Reason	Remaining in Meeting? Yes/No	If remaining, reason/s for decision
Cr L Murphy	3.1	Engaged in real estate industry	Yes	Known to the proponents however not been engaged by them previously
Cr L Murphy	3.2	Engaged in real estate industry	Yes	Known to the proponents however not been engaged by them previously
Cr L Murphy	3.3	Engaged in real estate industry	No	Engaged by the proponents

3 DEVELOPMENT REPORTS

3.1 PA2023.0052 - 6 MERSEYVIEW COURT EAST DEVONPORT - RESIDENTIAL (SINGLE DWELLING AND RETAINING WALLS)

PAC23/4 RESOLUTION

MOVED: Cr Hollister

SECONDED: Cr Murphy

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2023.0052 and grant a Permit to develop land identified as 6 Merseyview Court, East Devonport for the following purposes:

- Residential (single dwelling and retaining wall)

Subject to the following conditions:

1. The Development is to proceed generally in accordance with the submitted plans referenced as Proposed Residence (Sheet Nos. A01-A06, REV:A), dated 17.03.2023 by RFS Projects, a copy of which is attached and endorsed as documents forming part of this Planning Permit.
2. All stormwater collected from the development is to be directed into the existing property stormwater pipe in accordance with the National Construction Code.
3. Certification and details from a suitably qualified civil or structural engineer must be submitted to Council regarding all retaining walls over the height of 1m.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

The developer is to seek written consent from Council's Infrastructure & Works Department if any access is proposed i.e., contractors or machinery within the adjoining Council reserve at 54 Caroline Street, East Devonport.

The development is to comply with the *Directors Determination - Landslip Hazard Areas*.

The development is to comply with the *Director's Guideline – Protection Work*.

Hours of Construction shall be: Monday to Friday Between 7am - 6pm, Saturday between 9am -6pm and Sunday and statutory holidays 10am - 6pm.

During the construction or use of these facilities all measures are to be taken to prevent nuisance. Air, noise, and water pollution matters are subject to provisions of the *Building Regulations 2016* or the *Environmental Management and Pollution Control Act 1994*.

Regarding conditions 2-3, the developer should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Minutes - Planning Authority Committee - 8 May 2023

Enquiries regarding other conditions and notes can be directed to Council's Development Services Department – Ph 6424 0511.

FOR: Cr Jarman, Cr Sheehan, Cr Enniss, Cr Hollister and Cr Murphy
AGAINST: Nil

CARRIED 5 / 0

3.2 PA2022.0199 - 108 RIVER ROAD AMBLESIDE - RESIDENTIAL (MULTIPLE DWELLINGS X 13)

PAC23/5 RESOLUTION

MOVED: Cr Hollister
SECONDED: Cr Murphy

That the Planning Authority, pursuant to the provisions of the *Tasmanian Planning Scheme – Devonport 2020* and Section 57 of the *Land Use Planning and Approvals Act 1993*, approve application PA2022.0199 and grant a Permit to use and develop land identified as 108 River Road, Ambleside for the following purpose:

- Residential (multiple dwellings x13)

Subject to the following conditions:

1. The Use and Development is to proceed generally in accordance with the submitted plans referenced as project: Smith & Brown, revision A by RFS Projects, copies of which are attached and endorsed as documents forming part of this Planning Permit.
2. Prior to occupancy of the development a Part 5 Agreement in accordance with Section 71 of the *Land Use Planning and Approvals Act 1993* must be registered on the certificate of title. The Part 5 Agreement is to be between Council and the owners, and all costs associated with making the agreement are to be borne by the Owner/Developer. The scope of the agreement is to include:
 - a. Acknowledgement that Council takes no responsibility for any damage or maintenance as a result of the waste collection vehicle access within the property; and
 - b. In the instance Council ceases waste collection services, a private contract for waste collection will be required.
 - c. No development or structure, including fencing and plinths, are to be located over, or create obstruction to, the overland flow path drainage easement running along the southern site boundary. This point is required, unless an alternative solution to overland flow path is designed and approved by Council's Infrastructure Manager.
3. The developer is to install stormwater works in accordance with plans and specifications approved by the Council after their preparation by a suitably qualified engineer. The works are to be supervised by a suitably qualified engineer who is to certify after installation that the works have been substantially completed in accordance with the approved plans and specifications.

4. The developer is to ensure that the driveway, and car parking areas are set at suitable levels to ensure that the stormwater runoff is collected via grated drains or pits and discharged through the property's connection to the Council system.
5. The overland flow path that follows the drainage easement inside the property boundary is not to be obstructed in any way from entering and exiting the property, including fences.
6. The developer is to ensure that all stormwater run-off is managed in accordance with the Environment Protection Authority's "Soil & Water Management on Large (greater than 250m² of ground disturbance) Building & Construction Sites" recommendations.
7. The stormwater is to be discharged in accordance with the National Construction Code. Regarding stormwater, long sections and design calculations prepared by a suitably qualified engineer are to be provided to Council for approval.
8. The car parking spaces and turning areas must be clearly delineated by line marking or other means to clearly identify the visitor parking spaces and no parking within turning bays.
9. The habitable room windows setback less than 2.5m from the shared driveway; being units 1, 2, 4, 5, 6, 8, 10, 12 and 13, are to be provided with some sort of screening or alternative window solution to prevent vehicle light intrusion impacts.
10. The developer is to comply with the conditions specified in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*. A copy of this notice is attached.

Note: The following is provided for information purposes.

The development is to comply with the requirements of the current National Construction Code. The developer is to obtain the necessary building and plumbing approvals and provide the required notifications in accordance with the *Building Act 2016* prior to commencing building or plumbing work.

In relation to street addressing for the units, the following is to apply:

Unit No.	Street Address
1	Unit 1/108 River Road
2	Unit 2/108 River Road
3	Unit 3/108 River Road
4	Unit 4/108 River Road
5	Unit 5/108 River Road
6	Unit 6/108 River Road
7	Unit 13/108 River Road
8	Unit 12/108 River Road
9	Unit 11/108 River Road
10	Unit 10/108 River Road
11	Unit 9/108 River Road

12	Unit 8/108 River Road
13	Unit 7/108 River Road

Permitted hours of construction work are Monday to Friday from 7am - 6pm, Saturday from 9am - 6pm and Sunday and statutory holidays from 10am - 6pm.

The amenity of the area must not be detrimentally affected by the use or development through the:

- a. Transport of materials, goods, or commodities to or from the land; or the
- b. Emission of noise, dust, odour, artificial light, vibration, fumes, smoke, vapour, steam, soot, ash, wastewater, or any waste products.

No burning of any waste materials (including cleared vegetation) is to be undertaken on site. Any waste material is to be removed and disposed of at a licensed refuse waste disposal facility.

Regarding condition 10 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

Regarding conditions 3 – 7 the applicant should contact Council's Infrastructure & Works Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development Services Department – Ph 6424 0511.

FOR: Cr Jarman, Cr Sheehan, Cr Enniss, Cr Hollister and Cr Murphy
 AGAINST: Nil

CARRIED 5 / 0

3.3 AM2022.04 & PA2022.0121 - 246 BROOKE STREET EAST DEVONPORT - REZONE FROM AGRICULTURE ZONE TO GENERAL RESIDENTIAL ZONE AND 39 LOT SUBDIVISION

Cr Murphy left the meeting at 5:19 pm.

PAC23/6 RESOLUTION

MOVED: Cr Hollister

SECONDED: Cr Enniss

That the Planning Authority resolve that:

- The Tasmanian Planning Commission be advised that the Planning Authority remains satisfied that the draft amendment meets the Local Provisions Schedule criteria in accordance with section 34(2) of the *Land Use Planning and Approvals Act 1993*;
- A copy of this report and representations be forwarded to the Tasmanian Planning Commission;
- The TasWater SPAN is to be included as part of condition 14 of draft permit PA2022.0121. A revised draft copy of the permit is to be provided to the Tasmanian Planning Commission; and
- Certification of the draft amendment, as per resolution 23/11, remains supported.

FOR: Cr Jarman, Cr Sheehan, Cr Enniss, Cr Hollister and Cr Murphy

AGAINST: Nil

CARRIED 5 / 0

4 CLOSURE

There being no further business on the agenda the Mayor declared the meeting closed at 5.20 pm.

Confirmed

Chairperson



Mersey-Leven Municipal Emergency Management Committee

Meeting No 1/2023 Minutes

Wednesday 8th March 2023 commenced 11:00am

Host: Central Coast Council

Venue: Sports and Leisure Centre Meeting Room and via MS Teams

10:50am	Arrival/Sign In
11:05am	Meeting Opened
1.0	Welcome, Apologies and Agenda Overview: Meeting participation (Appendix 1)
2.0	Matters Decision/Action
2.1	<p>Nominations for position of Municipal Chairperson. (Authority – <i>The Emergency Management Act 2006</i> – Schedule 3)</p> <p>The current Municipal Chairperson is to vacate the Chair, and the current Executive Officer is to call for nominations to fill this position.</p> <ul style="list-style-type: none"> Once nominations have been received, accepted and seconded, the current Executive Officer will call for a vote to elect the new Municipal Chairperson. <p>MOTION</p> <p>Alison Jarman (DCC) moved and Kate Haberle (KC) seconded that the Mayor Cheryl Fuller, Central Coast Council be appointed Municipal Chairperson.</p> <p style="text-align: right;">Carried unanimously</p> <p>Acknowledgement of Country</p> <p>The Council acknowledges and pays respect to the Traditional owners of lutruwita (Tasmania), the palawa-pakana people. We acknowledge the Punnileranner tribe of this Northern Country, and in doing so, we celebrate one of the world's oldest continuous cultures.</p> <ul style="list-style-type: none"> Tour of our Evacuation Centre at the close of meeting to be hosted by Allison Kable. <p>The current Executive Officer will then vacate the position and the newly elected Municipal Chairperson is to then to appoint a member of the Committee as the new Executive Officer of the Committee for the next 4-year term.</p> <p>Newly appointed Executive Officer is Paul Breaden Central Coast Council Municipal Emergency Management Coordinator and Glenn Berry Central Coast Council Deputy Municipal Emergency Management Coordinator as Proxy.</p> <ul style="list-style-type: none"> Administration support will hand over to the corresponding Council effective immediately.
2.2	<p>Confirmation of Mersey-Leven Municipal Emergency Management Committee Meeting Minutes dated 14th December 2022.</p> <p>MOTION</p> <p>Peter Freshney (LC) moved and Karen Stone (DCC) seconded that the Committee adopt</p>



	<p>the Minutes of the Mersey-Leven EMC meeting dated 14th December 2022.</p> <p style="text-align: right;">Carried unanimously</p>
2.3	<p>Action List</p> <p>The updated Action List as of 8th March 2023 (Attachment 2).</p>
2.4	<p>Correspondence (Inwards/Outwards)</p> <p>No Correspondence between 14th December 2022 and 8th March 2023 has been provided/received.</p>
2.5	<p>Contact List updates as of 8th March 2023 are as follows:</p> <ul style="list-style-type: none"> • Jason Bellchambers no longer with Kentish/Latrobe Council • Allison Kable Central Coast Council Deputy Recovery Coordinator added • Cam Anderson and Craig Downing Ambulance Tas removed • David Meldrum Tasmanian Fire Service removed • Kiowa Fenner NRE – incorrect email address • Maj. Graeme Wren Defence Force – incorrect email address • Remove Peter Rawlings contact details from list and replace with emergency.management@tasports.com.au
3.0	Presentation
3.1	<p>Cradle Valley Emergency Management Plan Update, Craig Shepherd of Shepherd Consulting via MS Teams</p> <p>Jonathan Magor (KC/LC) suggested forming a Committee with key stakeholders to encourage engagement.</p> <p>Karen Stone (DCC) enquired as to whether there is a provision in place to test the EM Plan, i.e. a scenario.</p> <p>Jonathan Magor (KC/LC) advised Yes plans in place to run a scenario when everything has been finalised. Risk Register scenario format to be considered.</p> <p>Peter Freshney (LC) paid thanks for the work done and how can you capture everyone in the Valley, as this would be very difficult; role and function considerations to engage with stakeholders to get list of clients, visitors, vehicles to get base idea.</p> <p>Penny Lane (KC) enquired are drones used as a facility of EM's – Overland Track very long, how to define where people are on the Overland Track.</p> <p>Craig Shepherd advised Parks and Wildlife have Overland Track EM Plan and permits involved with the use of drones.</p> <p>Lara Connell (P&WS) advised drones not usually supported as search and rescue are utilised in EM situations. Track rangers are located at different locations throughout the Overland Track and are contactable by radio.</p> <p>Alison Jarman (DCC) enquired would the EM personnel i.e. Rangers be in danger themselves, if so Parks and Wildlife could utilise drones and access a permit.</p>



	<p>Lara Connell (P&WS) advised drones have impact on craft already in the air and weather conditions.</p> <p>ACTION: Draft Cradle Valley Emergency Management Plan Report, currently with Jonathan Magor (KC/LC), to be circulated for a month for Committee feedback and bring it back to next meeting, scheduled for Wednesday 14th June 2023, to endorse.</p> <p>This matter has been actioned on 9th March 2023 with Draft Cradle Valley Emergency Management Plan Report 2023/24 and the Cradle Valley Emergency Management Plan Presentation being emailed to all members and advising to notify Jonathan Magor (KC/LC) within a 28 day period with any comments on the Report.</p>
4.0	Other Meetings
4.1	<p>National/State Committees</p> <p>Jonathan Magor (KC/LC) – No further meetings of the Flood Warning Consultative Committee (FWCC) since last MLEMC.</p>
4.2	<p>North West Region Emergency Management Committee</p> <p>Jonathan Magor (KC/LC) reported:</p> <ul style="list-style-type: none"> Meeting held on 8th February 2023 with 2 presentation being Tasmanian Emergency Management System by Karen Connor (Tasmanian Police) and NW Community Flood and Storm Resilience Planner by Simon Hughes (SES) <p>Julie Bernhagan (SES) reported:</p> <ul style="list-style-type: none"> Poll membership determined on several issues resulting in NW Road Safety Forum going back to August last year resulting in poor behaviour on the roads with regard to workers on roads. Out comes to be NR Road Safety Forum to be held; Gary Stevens to arrange NBN to show their equipment used; and desktop exercise to be held based on October weather event.
4.3	<p>Fire Management Area Committee (FMAC) Central North Update</p> <p>Jonathan Magor (KC/LC) reported:</p> <ul style="list-style-type: none"> The last meeting was held in November last year with no meeting since. Central Coast Council to supply a representative to replace Tony King Public Safety Officer role on the Committee. <p>Peter Freshney (LC) reported:</p> <ul style="list-style-type: none"> The initial Premiers convening of Mayors meeting was a good starting point on how to operate and further meetings are planned with specifics on floods. 2022 different to 2016 very different with Latrobe Floods – lots of lessons learned from 2016 and this worked well in 2022. Floods have an impact on the infrastructure as well as green environment and this was represented in 2022 floods. Recovery is paramount and the importance of all stakeholders involved and how this information filters through to Government as priorities.
5.0	Municipal Coordinators Reports
5.1	<p>Paul Breaden, Central Coast Council</p> <p>An apology for this meeting.</p> <p>Glenn Berry, Deputy Municipal EM Coordinator reported:</p>



	<ul style="list-style-type: none"> The October Flood Event Funding has been submitted to DPAC and totals 6 million dollars. Initial works repair of bridge and landslips - \$900,000 to date. Loongana Bridge and Gunns Plains Road Landslip at Loongana and additional landslips. Tender process for the works to complete the above will commence shortly. <p>Mayor Fuller reported:</p> <ul style="list-style-type: none"> Central Coast Council elected members along with senior staff had a meeting with the Loongana Community and thanked the residents and Forico during the floods and the meeting resulted in getting constructive feedback.
5.2	<p>Karen Stone, Devonport City Council reported:</p> <ul style="list-style-type: none"> Issue being dealt with at the moment, Coroner's report on the drowning off Mersey Bluff a few years ago and a risk assessment was completed. DCC Life rings put up after risk assessment these life rings have been stolen over the years and previous replacements have been sought through funding. Even though they are vandalised or stolen on a regular basis it was confirmed that they are required as demonstrated in a recent event where they had to be used. Looking at how to secure them to prevent vandalism/theft but also keep them easily accessible. Lighthouse one goes missing the most and looking at ways on how we can improve the security. Looking from input from the Committee regarding the matter of the life rings. <p>Alison Jarman (DCC) enquired about the possibility of having a code to be utilised through a phone app.</p> <p>Karen stone (DCC) advised this has been looked at and Surf Life Saving Tas are providing feedback.</p> <p>Jonathan Magor (KC/LC) suggested the promotion of the life rings and their importance to the community.</p> <p>Karen stone (DCC) advised this has been discussed by DCC and media has been utilised previously and this is an avenue we can follow.</p>
5.3	<p>Jonathon Magor, Kentish Council reported:</p> <ul style="list-style-type: none"> Update on October weather event In the order of \$1.5m including various seal losses and road slips with some still being worked on. Bridge barrier rail damage (one repeat loss site may go back as kerbs only). Report prepared regarding ongoing 'certainty' of annual increased operation costs - What is our expectation of these events happening annually, maybe increase annual budgets. Railton Flood mitigation project – modelling and assessment to divert flood water out of creek through culverts looking promising. State money funding for private landowners 13% refund of out of pocket expenses in documented claims to the community, a lot of work involved to help facilitate this.
5.4	<p>Jason Bellchambers Deputy Municipal Emergency Management Coordinator no longer with Latrobe/Kentish Council.</p> <p>Jonathon Magor, Kentish Council reported:</p>



	<ul style="list-style-type: none"> October weather event catchment areas impacted and the river assistance money for non-essential infrastructure funding, i.e. Bells Parade, Wild Mersey Recreation areas, \$750,000 expected in Latrobe and mostly complete. Flood project is going well with 70% completed in Latrobe. Attended Coroners Court yesterday as a witness regarding Mary Alford drowning in Hobart in 2016.
6.0	Recovery Coordinators Reports
6.1	<p>Daryl Connelly, Central Coast Council An apology for this meeting.</p> <p>Alison Kable, Central Coast Council reported:</p> <ul style="list-style-type: none"> Loongana flood and recovery, key highlights are the lack of communication due to this being a black spot area which impacts on both landlines and mobiles. Only one road in issues
6.2	<p>Brett Patterson, Devonport City Council An apology for this meeting.</p> <ul style="list-style-type: none"> Carol Bryant from Devonport City Council advised via email that they are "slowly updating their contact database".
6.3	<p>Jonathan Magor, Kentish Council reported:</p> <ul style="list-style-type: none"> Have recruited for replacement for Jason Bellchambers position and the successful incumbent will also fill the role of Deputy Coordinator Municipal Emergency Management. In the meantime if I am not available, please contact our Recovery personnel or General Manager, Gerald Monson.
6.4	<p>Glenys Nicholls, Latrobe Council reported:</p> <ul style="list-style-type: none"> Grant programs being worked through. Coronial inquest into 2016 floods.
7.0	Member Reports including updates on Lessons Identified and Recent Incidents
7.1	<p>Quarterly Report (Appendix 3)</p> <p>Corey Armstrong Operation SES reported:</p> <ul style="list-style-type: none"> Coronial inquest, lots of media information and how far things have come since 2016 event. Yesterday's weather with high winds created problems in Port Sorrell area, mainly through residents not cleaning gutters, securing objects in their yards. Support from Councils, Devonport and Latrobe to purchase a new vehicle for Mersey Unit. Media on SES vehicle weights, working through only 2 vehicles in this region left, support vehicle Kentish and CCC support vehicle currently with Engineer to bring vehicles up to spec. Working on upgrades longer term. Premier announcement amalgamation of SES and Tas Fire Services, operational expectation will be working closer together and more aligned.



	<ul style="list-style-type: none"> • Opportunities for consultation through Council's for their Municipal needs – watch this space. • Peter Frenchy (LC) – Elected members visited Devonport facility and amazed at the recent influx of community members as SES volunteers, 24 SES, • Corey Armstrong (SES – Advised a very good result with 17 out of the 24 new volunteers currently on the book and actively participating in training. <p>Julie Bernhagen (SES) reported:</p> <ul style="list-style-type: none"> • NW Regional Social Recovery Committee not met since July 2022 for several reasons including the transition of recovery to DPAC. • NW Social Recovery Liaison Group meeting held on 1st March 2023 and was well attended. John Harkin spoke about the transition to DPAC and the Group will meet again in 3 months – NWREMP to facilitate the meeting. • Inaugural NW Regional Municipal Coordinators and Deputies Liaison Group scheduled to meet on 22nd March, topics of discussion are: <ul style="list-style-type: none"> ◦ Modelled on Southern RMCLG ◦ Value in Councils discussing council EM matters as a group ◦ Includes MC, DMC and RC ◦ Initial meeting focus on outcomes of the Severe Weather Debrief ◦ Will include short presentation from Kingborough's Belinda Loxley ◦ Future of group to be determined at meeting • Revised version of TEMA was presented to State Emergency Management Committee (SEMC) last week for approval and now waiting on endorsement from Minister before being released.
7.2	<p>Inspector John King (TasPol) reported:</p> <ul style="list-style-type: none"> • Nothing to report <p>Inspector Anthea Maingay (TasPol) reported:</p> <ul style="list-style-type: none"> • Nothing to report
7.3	<p>Tasmanian Fire Service reported:</p> <ul style="list-style-type: none"> • No representation at this meeting and no report provided.
7.4	<p>Tasmanian Health Services Northwest reported:</p> <ul style="list-style-type: none"> • Lisa Allison currently on leave until 24th March 2023.
7.5	<p>Ambulance Tasmania reported:</p> <ul style="list-style-type: none"> • Nothing to report
7.6	<p>Julian Johnstone (NRE):</p> <ul style="list-style-type: none"> • Flood Recovery – Dam safety 40 low risk dams spillway damage – funding issues taking time. No major damages.
7.7	<p>Peter Rawlings (TasPorts) reported:</p> <ul style="list-style-type: none"> • No representation at this meeting and no report provided.
7.8	<p>Devonport Airport (TasPorts) reported:</p> <ul style="list-style-type: none"> • Dave Race an Apology for this meeting.



7.9	TasWater Paul Sweet reported: <ul style="list-style-type: none"> Nothing to report.
7.10	TasNetworks <ul style="list-style-type: none"> No representation at this meeting and no report provided.
7.11	TasGas <ul style="list-style-type: none"> No representation at this meeting and no report provided.
7.12	Lara Connell, Parks and Wildlife Service reported: <ul style="list-style-type: none"> Been very quiet so nothing to report.
7.13	TasRail <ul style="list-style-type: none"> No representation at this meeting and no report provided.
8.0	Emergency Management Plan Updates
8.1	Mersey-Leven EMP As per the Action Report – “Review to begin early to mid-2023”.
8.2	Cradle Valley EMP Jonathan Magor (KT/LC) - Currently commissioning with Craig Shepherd to update the EMP to reflect new Risk Register - refer to Item 3.1 Presentations.
9.0	Emergency Risk Register
9.1	Mersey-Leven Emergency Risk Register As per the Action Report – “Review to begin early to mid-2023”.
9.2	Cradle Valley Emergency Risk Register As per the Action Report – “Review to begin early to mid-2024”.
10.0	Other Emerging Issues and Upcoming Events
10.1	Workshop, Conferences and Training Julie Bernhagen, SES reported: <ul style="list-style-type: none"> TEMA Training held on 27th February at SES HQ Burnie received well with 14 participants for the morning session and 13 for the afternoon session, thanks for those who attended. Roll out of the new TEMA anticipated in the next couple of months and further training will be available. Red Cross Level 1 Evacuation Centre Training – Poll closes tonight regarding dates, CCC likely to host this meeting and cost will be under \$100. One day training must be completed prior to the 2 day training and Coordinators, Deputies and Recovery personnel should be encouraged to attend. At this stage Red Cross will be running training facilitated by National Training Providers, course details as follows: <ul style="list-style-type: none"> Level 1 (1 day training) in Hobart 16th May 2023 Level 2 (2 day training) in Hobart on 17th and 18th May 2023 Level 1 (1 day training) in NW on 18th September 2023 (max 35 people) Level 2 (2 day training) in NW on 19th and 20th September 2023 (may be slight changes with dates) (16-20 people) As mentioned above, must complete Level 1 before Level 2 Costs approximately \$150-\$250 per person



	<ul style="list-style-type: none"> Reminder Crowded Places Forum Quercus Park scheduled for 15th March 2023. Valuable forum with practical advice on setting up events not only to reduce the threats of terrorism but for incidents such as vehicles being accidentally driven by people into crowds. Recommend Event Organisers attend. More information available through Julie. Australian Institute of Disaster Resilience (AIDR) website where you can subscribe to Australian Journal of EM for free and also has good online training opportunities, recommend checking it out. Here are some further details for your information: <ul style="list-style-type: none"> https://www.aidr.org.au/ Subscribe to online version Australian Journal of Emergency Management (FREE) Professional Development Program – includes <ul style="list-style-type: none"> Facilitating Successful Debriefs Masterclass (online \$350) Decision Making Under Pressure (online \$350) Lessons Management Forum (online \$290 for 2 days) <ul style="list-style-type: none"> This year SES Cheryl Ames & TasPol Karen Connor are presenters.
10.2	<p>Funding Opportunities</p> <p>Julie Bernhagen, SES reported:</p> <ul style="list-style-type: none"> Natural Disaster Risk Reduction Grant Program (NDRRG): <ul style="list-style-type: none"> Letters are being sent to advise the successful candidates – details on SES website – no NW specific recipients. Round 5 will run in July/August The Disaster Risk Reduction Framework is being reviewed this year and it is uncertain if the National Partnership on Disaster Risk Reduction will continue given the creation of the DRF. https://www.ses.tas.gov.au/emergency-management-2/grant-funding/natural-disaster-risk-reduction-grants-program-ndrrgp/ <p>Glenn Berry (CCC) reported:</p> <ul style="list-style-type: none"> Attended Foundation for Rural and Regional Renewal (FRRR) Information meeting yesterday where IT grants were mentioned as being available for rural areas. This funding is the Telstra Connected Communities Grant Program which is available now and closes 30th March 2023. This first round will make \$200,000 available for applications of up to \$10,000 each. Successful grants will be announced in June 2023 and successful applicants will have 12 months to complete funded projects. Learn more about the 2023 Connected Communities grant round here. <p>ACTION: Glenn Berry (CCC) to send link to Julie Bernhagen (SES). This matter has been actioned by Glenn Berry (CCC) on 8th March 2023 with information emailed to Julie Bernhagen (SES).</p>
11.0	General Business
11.1	<p>Allison Kable (CCC) - Tour of the Evacuation Centre that Central Coast Council set-up for the Emergency Flood Event in October 2022 at the Sports and Leisure Centre will take place at the close of this meeting for any members who wish to participate.</p>



	<p>Alison Jarman (DCC) advised new to this forum and have missed history of meetings – How do we obtain TasFire burn off information.</p> <p>Jonathan Magor (KC/LC) advised TFS they will contact Council direct if they are burning in that area. Fire Management Committee also covers this information.</p> <p>The Committee recommended that TasFire attend so the information is provided to Council or send through a report for the members at each meeting.</p> <p>Julie Bernhagan (SES) advised Bush Fire Risk Unit who do Fire Management works and TFS Planners, good source to obtain more information.</p> <p>Lara Connell (P&WS) advised the information for Parks and Wildlife can be provided at meetings.</p> <p>ACTION: Lara Connell (P&WS) to advise of Parks and Wildlife Burn Offs at each meeting. This matter has been actioned by Lara Connell (P&WS) through email on 9th March 2023 advising of forthcoming Parks and Wildlife Burn Offs and the information forwarded by Alison Ryan (CCC) to all members via email.</p> <p>ACTION: Mark Brownrigg (TFS) to include planned scheduled Burn Offs in his report and if not available to attend meeting to send the information prior to alison.ryan@centralcoast.tas.gov.au for inclusion in the Agenda (at least a week before).</p>
12.0	<p>Confirmation of Next Meeting Date: Wednesday 14th June 2023, Latrobe Council</p> <p>Presentation (15 minutes): Crisis and Emergency Management Arrangements – Peter Rawlings (TasPorts) and Dave Race (Devonport Airport).</p> <p>Upcoming Meeting Dates – Locations Tentative Until Confirmed:</p> <ul style="list-style-type: none"> • Wednesday 13th September 2023, 11:00am-12:30pm, Devonport City Council • Wednesday 13th December 2023, 11:00am-12:30pm, Kentish Council
12.0	<p>Presentations Not Yet Allocated To Specific Meeting Dates:</p> <ul style="list-style-type: none"> • Dam Safety Presentation (NRE) • Railton Flood Mitigation Project Presentation (KC) • Incident Management Presentation (Tas Pol)
12:43pm	Meeting Closed and Lunch

Appendix 1 Item 1.0 - Meeting Participation

Attendees	Membership	In Person/Teams
Cheryl Fuller	Central Coast Council	In Person
Allison Kable	Central Coast Council	In Person
Glenn Berry	Central Coast Council	In Person
Kate Haberle	Kentish Council	In Person
Alison Jarman	Devonport City Council	In Person
Karen Stone	Devonport City Council	In Person
Penny Lane	Kentish Council	In Person
Peter Freshney	Latrobe Council	In Person
Jonathan Magor	Latrobe/Kentish Councils	In Person
Glenys Nicholls	Latrobe/Kentish Councils	In Person
Lara Connell	Parks and Wildlife	In Person
Corey Armstrong	SES	In Person
Julie Bernhagen	SES	In Person
Allyssa Shields	Ambulance Tasmania	via MS Teams
Julian Johnstone	NRE Tas	via MS Teams
John King	Tasmanian Police	via MS Teams
Anthea Maingay	Tasmanian Police	via MS Teams
Paul Sweet	TasWater	via MS Teams
Guest: Craig Shepherd	Shepherd Consulting	via MS Teams
Minute Taker: Alison Ryan	Central Coast Council	In Person

Apologies:

Paul Breden (Central Coast Council)
 Daryl Connelly (Central Coast Council)
 Brett Patterson (Devonport City Council)
 Carol Bryant (Devonport City Council)
 Kylie Lunson (Devonport City Council)
 Leigh Gracie (Kentish Council)
 Chris Clark (Kentish Council)
 Michelle Dutton (Latrobe Council)
 Craig Downing (Ambulance Tasmania)
 Lara Jedyn (Ambulance Tasmania)
 Laurie Dwyer (NRE)
 Kyle Squibb (NRE)
 Ian Sather (Parks and Wildlife)
 Nic Deka (Parks and Wildlife)
 Colin Smith (SES)
 John Radunz (Tasmanian Fire Service)
 Mark Brownrigg (Tasmanian Fire Service)
 Lisa Allison (Tasmanian Health Service)
 Andrew Bambridge (TasGas)
 Dave Race (TasPorts)
 Daniel Eiszele (TasPorts)
 Stewart Dracup (TasRail)

Appendix 2 Item 2.3 - Action List as of 8th March 2023

MEETING DATE and ITEM	ACTION	PERSON RESPONSIBLE	STATUS	DUE DATE
11 September 2019	Review Cradle Valley Emergency Management Plan	M-L EMC	<p>In progress</p> <p>14 September 2022: Shepherd Consulting met with CV EMP stakeholders on 12-13 September 2022 in Cradle Valley, and attended ML-MEMC on 14 September to provide an update.</p> <p>12 December 2022: Jonathan Magor (KC/LC) received an update from him 12 December 2022 advising that he has been tied up heavily with mainland flooding. It is expected that a draft will be received by the end of December 2022.</p> <p>8 March 2023: Cradle Valley Emergency Management Plan Update Presentation to Committee by Shepherd Consulting.</p> <p>9 March 2023: Copy of Presentation sent to all members along with the Draft Cradle Valley Emergency Management Plan 2023/24 emailed to all members for comments with 28 days. Jonathan Magor and Craig Shepherd will work through comments and present to the next Committee meeting (Wednesday 14th June 2023) for endorsement.</p>	<p>December 2022</p> <p>March 2023</p> <p>June 2023</p>

MEETING DATE and ITEM	ACTION	PERSON RESPONSIBLE	STATUS	DUE DATE
09 March 2022 Agenda item 9.1	Review Mersey-Leven Emergency Management Risk Register	M- L EMC	Open Review to begin early to mid-2023	November 2023
09 March 2022 Agenda item 2.2	Review Mersey-Leven Emergency Management Plan	M-L EMC	Open Review to begin early to mid-2023	November 2023
09 March 2022 Agenda item 2.2	Conduct an Emergency Management Exercise to validate the Mersey-Level Emergency Management Plan	M-L EMC	Open	May 2024
09 March 2022 Agenda item 11.1	Review M-L EMC Terms of Reference	M-L EMC	Open Review to begin early to mid-2023	September 2023
08 June 2022 Agenda item 9.2	Review of Cradle Valley Risk Register	M-L EMC	Open Review to begin early to mid-2024	June /2024
08 June 2022 Agenda item 10.3	Each Council to organise introductory EM sessions for new Councillors with Julie Bernhagen (SES) and their Council's Municipal Emergency Management Coordinator.	CCC DCC KC LC	In progress KC and LC are tentatively holding introductory sessions with Julie Bernhagen in February 2023.	March 2022

Appendix 3 Item 7.1 - SES Operations Report

Unit	Miscellaneous Operations	RCR/MAV	Storm	Flood	Search and Rescue
CCC		13 across all three areas	1 event across all three areas		
Kentish	1 job - 3 hours				
Mersey					

DRAFT